



NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Vehicle Licensing Reform 2013/2014

NZTA Industry Consultative Group Meeting Wednesday 5 June 2013 , Napier
Presented by Tom Logan, NZTA Access & Use Senior Advisor Vehicle Licensing Reform – WoF
and CoF



Vehicle licensing reform goals

- Reduce regulatory burden while maintaining safety
- Align regulatory intervention with safety risks and benefits
- Improve customer service, and reduce compliance and admin costs
- Get net benefits from reform changes (eg, more efficient freight movements)



What is vehicle licensing reform?

- Joint NZTA and MOT project:
 - WoF frequency
 - CoF system
 - Annual vehicle licensing ('rego')
 - Transport services licensing (operators)



Vehicle licensing reform

- Develop a 'fit for purpose' regulation system
- Encourage willing compliance
- Improve customer service
- Make changes to WoF frequency
- Increasing range of service options



Programme milestones WoF

- Consultation on WoF and CoF Rule ended last week (31 May)
- Changes in WoF implemented 1 April 2014, discussing possible phase-in
- Estimated savings to motorists \$125 to \$185 million annually



Where are we headed with COF?

- Reduce out of service times and disruption
- Changes to the provider market
- 6-monthly inspections for heavy and commercial vehicles (default)
- Extending and implementing variable



What are CoF changes about?

- Increase CoF market choice, flexibility – bundle inspections and repairs
- Develop criteria for applying variable frequency COF inspections, eg, CoF at 3 months to 12 months
- Accreditation – explore feasibility of operators managing own safety



Programme timeline

WoF/CoF

WoF/CoF frequency changes 1 April 14

CoF – market structure 1 July 14

TSL / AVL

Mid-August 13:

– papers to Minister, then to

Cabinet to approve further work



Annual Vehicle Licensing (AVL)

- Current annual vehicle licensing:
 - is enforcement focussed
 - unnecessary costs for NZ Inc due to a disproportionate penalty system
 - does not encourage positive customer behaviour, or willing compliance
 - want to encourage more people to pay online, on time - 4.746 million transactions in 2012.



Transport Service Licensing (TSL)

- Current regime imposes costs on operators and government
- TSL regime does not target effort to risk
- Lack of tools to assist operators to achieve compliance
- Policy development phase only



Transport Service Licensing (TSL) 2

- 2,000 new entrants per year
- Can industry entry costs be reduced?
- Fees and charges better aligned to regulator effort
- Should single goods vehicles with GVM of less than 15,000 kg, and not for hire or reward be excluded from the TSL regime?

Next steps



August - preferred CoF options presented to industry for review

Mid-Sept – proposals confirmed

Oct – proposals provided to Minister

- Changes to CoF variable frequency - 1 April 2014
- Savings for vehicle owners/operators \$14 to \$41 million annually

Thanks for your attention.

Any questions?

