

Initiative #	Category	Timing	Intervention	Context	Relevant Regulations	Who can action	Impact on DSIs	Cost relative to impact	Indicative political achievability	Time scale
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Out of scope of this request

5	Standards	Entry	Impose higher tariffs on 1- and 2-star new and used imports	This would involve government making limited use of taxes, fees, and charges to encourage or discourage the inclusion of specific vehicle safety features at time of entry, though this initiative may inadvertently increase the appeal of vehicles currently in service due to increasing the price of newer vehicles.	Requires further investigation	Waka Kotahi (possibly)	Medium	Medium	Low	3+ years
6	External Partnership	Exit	Replace less safe vehicles in low income households with ex-rental vehicles	SH&E are working with MBIE and MoT to support a three-year pilot to test the viability of a Vehicle Social Leasing Scheme that targets individuals/families who may be at risk of financial stress due to car loans, maintenance costs, or high running costs, as well as reduced access to safe and clean vehicles. We have committed to co-funding the first year of the pilot. The model used will include looking at the possibility of using ex-rentals as a source of safe and clean vehicles.	No Land Transport regulations	MBIE, MOT and Waka Kotahi	Medium	Medium	Medium	Mid-term

Out of scope of this request

8	Awareness	In Service	Edit the posted or emailed vehicle registration reminder notices to include safety, emissions and/or fuel consumption ratings	Part of wider consumer targeted initiatives. Add safety, emissions and/or fuel consumption information for vehicles to reminder notices for relicensing in conjunction with an update to the Renew Online website to include safety ratings and an update to the current WoF inspection sheet requirements.	No Land Transport regulations	Waka Kotahi	Medium	Low	Easy	Short-term
9	Awareness	In Service	Edit the 'Renew Online' (vehicle registration) website with a prompt that shows the vehicle's safety, emissions and/or fuel consumption ratings and adds links to relevant websites e.g. RightCar	Part of wider consumer targeted initiatives. Suggest this is done in conjunction initiative #9, making sure the messaging is targeted at replacing a vehicle with the safest that can be afforded. A link could be included at the end of the transaction process to the Rightcar Website for further information. Suggest this is supplemented by the posted registration reminder being updated with the same information, as well as the WoF inspection sheet also being updated to display this information.	No Land Transport regulations	Waka Kotahi	Medium	Low	Easy	Short-term

Out of scope of this request

Potential initiatives to improve the safety performance of the vehicle fleet in New Zealand

Key: Green indicates action is included in Road To Zero, or existing policy

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12	Awareness	In Service	Raise awareness of vehicle safety	Part of wider consumer targeted initiatives. This is an action for Waka Kotahi to lead under Road to Zero via the Safe Vehicles Focus Area. This action is already underway with comprehensive comms and engagement via the Safer Vehicles Promotion Programme using various channels and including training for dealers, as well as initiatives with major industry organisations. The objective is to encourage consumers to purchase the 'safest' vehicle they can afford and increase demand for higher safety rated vehicles.	No Land Transport regulations	Waka Kotahi	Medium	Low	Easy	Short-term
13	Awareness	In Service	Add safety, emissions and/or fuel consumption info to WoF inspection sheets	Part of wider consumer targeted initiatives. Look at opportunities to include safety, emissions and fuel consumption ratings on WOF documents s 9(2)(i) . The limitation is possibly any Waka Kotahi rules around how these documents must look. Suggest this is done in conjunction with adding the information to both digital and hard copy registration reminder notices.	No Land Transport regulations	Waka Kotahi	Medium	Low	Easy	Short-term
14	Internal Change	In Service	Enable safety and CO2 management of fleets by third parties	Support emissions standards initiatives. This process currently requires manual intervention and data handling. Suggest a wrap-around mechanism is created that provides this data in a more consumable form to fleets without compromising the existing privacy protocols that ensure data requests are appropriate. The by-product of this would be a clean up of company tags on vehicles in the Motor Vehicle Register. While only relevant to fleet use, these vehicles most commonly pass into private ownership later in their lifecycles.	Unsure on requirements for use of Motor Vehicle Register data. Requires further investigation	Waka Kotahi, MBIE and EECA	Medium	Low	Easy	2-3 years
15	Standards	In Service	Update and assign pollutant star ratings to all the Japanese emission codes issued since 2009. This allows for more accurate tracking and awareness of vehicle emissions going forward	Support emissions standards initiatives. This hasn't been updated since 2009 when the first edition of Rightcar was built. Now safety ratings are available for most vehicles the large gaps in pollutant ratings are more obvious and this is perhaps an increasingly relevant issue.	<u>Land Transport Rule: Vehicle Exhaust Emissions 2007</u>	Waka Kotahi, MBIA and EECA	Medium	Medium	Easy	3+ Years

Out of scope of this request

20	External Partnership	In Service	Develop comprehensive vehicle repair and maintenance website, similar to that used in the UK	Part of wider consumer targeted initiatives. This may discourage people from owning cars that are costly to repair. However, in some instances this may be the safer vehicles in their price range, so may not have the desired outcome. There is currently no recording mechanism in place to collect this data, or enforcement of recording and this may impose cost/benefit hurdles.	Requires further investigation	Waka Kotahi	Medium	High	Low	3+ years
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Out of scope of this request

22	Internal Change	Entry	Extend MIAMI's capacity to cover motorcycles so that information about safety features can be collected (note: MIAMI is the system that all new car data is collected in)	Extending MIAMI to cover motorcycles and Heavy Vehicles has been on the horizon ever since MIAMI was created, simply as a better way to manage data capture into the Motor Vehicle Register. Given increasing interest in safety features on motorcycles, this would be a simple way to start gathering this information. MIA have already indicated they are supportive of this idea.	Unsure on requirements for use of Motor Vehicle Register data. Requires further investigation	Waka Kotahi	Low	Low	Easy	Unsure
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s 9(2)(i)

24	Standards	Entry	Tighten vehicle entry certification and importation of vehicles damaged or written off	A number of damaged or written-off vehicles are imported annually which, when repaired, must meet New Zealand vehicle safety standards as per the Land Transport Rule: Vehicle Standards Compliance 2002. The repair standard is very high: a damaged vehicle must be "repaired to within safe tolerance of its state when manufactured". Despite these requirements the Waka Kotahi recognises that there are vulnerabilities within the regulatory system and is working with a number of organisations to ensure transparency and quality assurance in the area of damaged vehicles. Refer: Road Safety Priorities Supplementary Material July 2018 https://infohub.nzta.govt.nz/otcs/cs.dtl/link/45415587	<u>Land Transport Rule: Vehicle Repair Rule 1998</u>	Waka Kotahi	Low	Medium	Medium	3+years
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Out of scope of this request

28	Awareness	Exit	Raise vehicle owner awareness of scrapping options and process at the time of WoF inspections	Get WoF inspectors to provide a pamphlet to owners of 1- or 2-star vehicles which require an expensive repair, to get consumers to consider scrapping a car, and inform them of the process to follow. Working with a partner like VTNZ we could initiate a pilot trial and see how consumers react. This could have a measurable impact on fleet numbers as it is something that people are not currently considering.	No Land Transport regulations	Waka Kotahi	Low	Low	Easy	Short-term
29	Awareness	Exit	Ensure vehicles are scrapped when sold to dismantlers rather than being on-sold as road-going vehicles	Develop a best practice manual for scrappers to inform them of their responsibilities under the Consumer Guarantees Act (see below) and encourage them to be 'ethical' dismantlers from a safety and environmental perspective. MBIE don't maintain a list of reputable dismantlers, however, there have been Commerce Commission prosecutions under the Consumer Guarantees Act for 'false advertising' regarding warranties/guarantees for repaired/damaged vehicles.	No Land Transport regulations	Waka Kotahi, MBIE	Low	Low	Easy	Mid-term
30	Awareness	Exit	Educate the public about the Consumers Guarantee Act requirements for dismantlers as re-sellers of 'scrapped' vehicles	Publicise that the Consumer Guarantees Act includes any dismantlers who repair and re-sell a vehicle to deter them re-selling scraped vehicles, especially 1- and 2- Star rated vehicles. Effectively provides the buyer with a limited guarantee that cannot be 'contracted out of' by the words "As is where is" or "No warranty". The applicable guarantees include that the goods must be of acceptable quality (s 6 CGA), fit for purpose (s 8 CGA) and they must comply with their description (s 9 CGA). In addition, consumers have certain rights of remedy, including repair, which are enforceable against a supplier (s 19 CGA).	No Land Transport regulations	Waka Kotahi, MBIE and Commerce Commission	Low	Low	Easy	Mid-term

Out of scope of this request

34	Standards	Exit	Government subsidised scrappage scheme to remove high-emitting or unsafe vehicles from the in-service fleet	Various scrappage schemes have been trialled over the years s 9(2)(f)(iv) [redacted] An investigation into existing international and local evidence did not indicate that a subsidised scrappage scheme would be successful in delivering substantively on the Government's safety and environment priorities. Furthermore, the approach would not achieve funding through the NLTP as it would cost far more than any benefits that are achieved. The investigation could not identify any other viable or sustainable avenues for funding without direct Government investment. It did highlight the potential to make voluntary vehicle scrappage simpler for owners by providing a service connecting them with appropriate scrappage operators and ensuring vehicle deregistration. s 9(2)(f)(iv) [redacted]	No land transport regulations	Waka Kotahi	Low	High	Low	3+ years
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Potential initiatives to improve the safety performance of the vehicle fleet in New Zealand

Key: Green indicates action is included in Road To Zero, or existing policy

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36	Awareness	In Service	Create an online calculator for Rightcar — “how much is my car costing me?”	This would allow people to compare the cost of replacing a car with maintaining an old one over time. It may be hard to get accurate data for this, but could work with external partners such as AA and Consumer	No Land Transport regulations	Waka Kotahi and EECA	Low	Low	Medium	Short-term

Out of scope of this request