



LAND TRANSPORT RULE: REGULATORY STEWARDSHIP (OMNIBUS) AMENDMENT 2020

Overview to the Rule

*This overview accompanies, and sets in context, the public consultation draft of **Land Transport Rule: Regulatory Stewardship (Omnibus) Amendment 2020** (the Proposed Rule).*

This consultation document consists of various small or discrete amendments to Land Transport Rules which alone do not warrant a separate rule change project. There are proposed amendments to 23 different Rules in the Proposed Rule.

*If you wish to comment on this proposed Rule, please see the information under the heading 'Making a submission'. The deadline for submissions is **5pm, Friday 16 October 2020**.*

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PROCESS FOR MAKING RULE CHANGES

The *Land Transport Act 1998* (the Act) provides the legal framework for making Land Transport Rules. Section 161 states the procedures by which the Minister makes ordinary Rules.

What are Land Transport Rules?

Land Transport Rules (Rules) are instruments made by the Minister of Transport or their delegate ('the Minister') under the Act.

The Act sets out principles and the policy framework, among other things. Rules contain detailed requirements, including standards and processes, for putting those principles and policy into operation. Rules cover a range of land transport issues. Among the outcomes Rules aim to achieve are:

- Safeguarding and improving land transport safety and security
- Improving access and mobility
- Assisting economic development
- Protecting and promoting public health
- Ensuring environmental sustainability

Compliance with Rules is required because they form part of New Zealand transport law. The specific offences and penalties applicable to each Rule are set out in the Act or in Regulations.

Most Rules are drafted by Waka Kotahi NZ Transport Agency, by an arrangement with the Chief Executive of the Ministry of Transport, working closely with the Ministry of Transport's policy and legal advisors.

Rules are drafted in plain language to be easily understood. Waka Kotahi NZ Transport Agency undertakes consultation on proposed changes to Rules on behalf of the Minister. The issues raised in submissions on the proposed Rule changes are analysed and considered in preparing Rules for the Minister to sign.

Application of Rule-making criteria

Proposed activity or service

Section 164(2) of the Act sets out the matters the Minister must have regard to when making a Rule. This includes the nature of the proposed activity or service for which the Rule is being established.

Risk to land transport safety

Section 164(2)(a), (c) and (d) require the Minister to consider:

- The level of risk to land transport safety in each proposed activity or service
- The level of risk existing to land transport safety in general in New Zealand
- The need to maintain and improve land transport safety and security

Assisting achievement of strategic objectives for transport

Section 164(2)(e) of the Act requires the Minister to have regard, and give such weight as they consider appropriate in each case, to whether a proposed Rule:

- (i) Assists economic development
- (ii) Improves access and mobility
- (iii) Protects and promotes public health
- (iv) Ensures environmental sustainability

Costs of implementing the proposed changes

Section 164(2)(ea) of the Act requires the Minister to have regard to the costs of implementing measures proposed in a Rule.

International considerations

Section 164(2)(eb) and (f) of the Act requires that, in making a Rule, the Minister must have regard to New Zealand's international obligations concerning land transport safety, and the international circumstances in respect of land transport safety.

Assessment of proposed changes against Rule-making criteria

The Proposed Rule meets the above criteria. In particular:

- The proposed Rule **assists in achieving strategic objectives for transport**:
 - It is expected to encourage economic development by clarifying the Rules and simplifying legislation, in turn reducing compliance and enforcement costs (without negatively affecting safety)
 - The proposed Rule is not expected to have a direct or negative impact on improving access and mobility, protecting and promoting public health, or ensuring environmental sustainability
- The proposed Rule is **not expected to result in material implementation costs**. This is in keeping within the scope of Omnibus Rules as covering only small, technical, or discrete regulatory changes.
- The proposed Rule is consistent with New Zealand's **international obligations** in respect of land transport. Where relevant, consideration was given to safety requirements in other jurisdictions. In particular, international standards concerning vehicles were taken into account in developing the proposed amendments to:
 - Glazing, Windscreen Wipe and Wash, and Mirrors 1999
 - Heavy-vehicle Brakes 2004
 - Light-vehicle Brakes 2002
 - Passenger Service Vehicles 1999

CONSULTATION ON PROPOSED RULE CHANGES

The purpose of this publication is to consult on proposed Rule changes contained in the *Land Transport Rule: Regulatory Stewardship (Omnibus) Amendment 2020* (the Proposed Rule).

Consultation on the proposed changes is being carried out to ensure that legislation is sound and robust and that the Rule development process takes account of the views of, and the impact on, people affected by the proposed changes.

This consultation has two parts:

- (a) This overview, which sets the proposed small and discrete amendments to Land Transport Rules in context
- (b) The consultation draft of the Proposed Rule

These documents can be found here: <https://nzta.govt.nz/omnibus-2020>

Please read the overview carefully and consider the effects the proposed Rule changes would have on you or your organisation.

Subject to the approval of the Minister, the proposed Rule changes would likely come into effect in the second quarter of 2021.

WHY ARE RULE CHANGES BEING PROPOSED?

The description of the proposed Rule changes set out below is in two parts. The first part sets out proposals 1-14 with an accompanying explanation of the reason why each change is being proposed. The proposed changes aim to:

- Clarify current requirements to assist understanding and enforcement
- Remove unnecessary or unintended requirements to reduce the burden of compliance (without diminishing safety standards)
- Amend or update requirements to align with current practices and technology

The second part sets out the remaining proposed changes – proposals 15-69 – in a table. These items have been proposed to:

- Make changes to achieve alignment across different Rules or with primary legislation, such as the Act
- Make consequential changes as a result of previous changes to Rules and other legislation
- Correct minor errors or omissions
- Insert new and amended traffic control devices specifications into *Land Transport Rule: Traffic Control Devices 2004*

WHAT ARE WE SEEKING YOUR FEEDBACK ON?

Waka Kotahi NZ Transport Agency welcomes your comments on the proposed changes set out in this overview and in the draft of the Proposed Rule.

When you provide your feedback, it would be helpful if you consider and comment on the following:

- What impact would the proposals have, and on whom? Waka Kotahi NZ Transport Agency is particularly interested in your comments on any costs (to you or to your organisation) of implementing the proposals.
- Would any groups or individuals be disadvantaged by the proposals, and how?
- Would any groups or individuals benefit from the proposals, and how?
- Are there any implementation or compliance issues that would need to be considered?

Wherever possible, please provide examples to illustrate your point.

WHAT CHANGES ARE PROPOSED?

Principal Rules amended

The Proposed Rule amends the following Land Transport Rules:

- (a) Door Retention Systems 2001
- (b) Driver Licensing 1999
- (c) External Projections 2001
- (d) Frontal Impact 2001

- (e) Fuel Consumption Information 2008:
- (f) Glazing, Windscreen Wipe and Wash, and Mirrors 1999
- (g) Head Restraints 2001
- (h) Heavy-vehicle Brakes 2004
- (i) Heavy Vehicles 2004
- (j) Interior Impact 2001
- (k) Light-vehicle Brakes 2002
- (l) Passenger Service Vehicles 1999
- (m) Road User 2004
- (n) Seatbelts and Seatbelt Anchorages 2002
- (o) Seat and Seat Anchorages 2002
- (p) Steering Systems 2001
- (q) Traffic Control Devices 2004
- (r) Tyres and Wheels 2001
- (s) Vehicle Dimensions and Mass 2016
- (t) Vehicle Equipment 2004
- (u) Vehicle Lighting 2004
- (v) Vehicle Standards Compliance 2002
- (w) Work Time and Logbooks 2007

HOW THE PROPOSED RULE CHANGES WILL FIT WITH OTHER LEGISLATION

The proposed Rule changes will be made under *sections 152 and 153, 154, 155, 157, 158 and 159* of the *Land Transport Act 1998*. Under those sections, the Minister of Transport is empowered to make ordinary Rules concerning the matters that are the subject of the 23 Land Transport Rules to which amendments are proposed.

Offences and penalties

Land Transport Rules do not contain offences and penalties for breaches of Rule requirements. Any such provisions are set out in Regulations.

Fees

No new fees and charges provisions are needed to support implementation of the proposed Rule changes.

Publication and availability of Rules

Access to consultation material

This consultation document is available online at:

<https://nzta.govt.nz/consultations/>

Availability of Rules

The Rules are available online at:

<https://nzta.govt.nz/rules/>

If you would like to inspect a hard copy of the Rules free of charge, please visit the Waka Kotahi NZ Transport Agency office at the following address:

50 Victoria Street
Wellington Central
Wellington 6011

If you would like to purchase a copy of the Rules, please email rules@nzta.govt.nz.

Information about Rules

Further information about Rules and the Rule-making process is available online at:

<https://nzta.govt.nz/resources/rules/about>

If you have not registered your interest in Land Transport Rules, you can do so by contacting Waka Kotahi NZ Transport Agency at:

<https://nzta.govt.nz/registration-of-interest-in-land-transport-rules/>

MAKING A SUBMISSION

If you wish to make a submission on the proposed changes, please read the information below.

Before making your submission

Please read the information provided in this overview and the draft of the Proposed Rule.

Please include the following information in your submission

- Your name, and title if applicable
- Your organisation's name if applicable
- Your email address (preferred) or postal address

Sending your submission

Please download the submission form at <https://nzta.govt.nz/omnibus-2020>, complete it and email it to rules@nzta.govt.nz.

If posting your submission, please address it to:

Regulatory Stewardship (Omnibus) Amendment Rule 2020
Regulatory Policy Team, Systems Integrity
NZ Transport Agency
Private Bag 6995
WELLINGTON 6141

Please note the deadline for submissions

The deadline for submissions is 5pm on Friday 16 October 2020.

Your submission is public information

Please note your submission may become publicly available. Waka Kotahi NZ Transport Agency may publish any information you submit and may identify you as the submitter should it publish your submission or provide it to a third party.

Please therefore clearly indicate if your comments are commercially sensitive or, if for some other reason, they should not be disclosed, or the reason why you should not be identified as the submitter. Any request for non-disclosure will be considered in terms of the *Official Information Act 1982*.

PART A

OVERVIEW OF PROPOSED AMENDMENTS TO LAND TRANSPORT RULES – SMALL AND DISCRETE POLICY CHANGES

Land Transport Driver Licensing 1999 (DL Rule)

The DL Rule specifies the requirements for obtaining and renewing a driver licence or licence endorsement in New Zealand. It also specifies the requirements for driver licensing service providers.

PROPOSAL 1

Update the DL Rule by replacing the definition of ‘combination vehicle’ with the definition for that term as it appears in the Land Transport Rule: Vehicle Dimension and Mass 2016 to ensure consistency between the two Rules. This also requires inserting the definition of ‘towing vehicle’ as it appears in the Land Transport Rule: Vehicle Dimension and Mass 2016 because this term is used in the definition of ‘combination vehicle.’

Driver Licensing 1999, clause 2 (Interpretation)

Queries have been raised by entities that need to interpret the meaning of ‘combination vehicle’ to enable their people to move unusual or very large loads. ‘Combination vehicle’ is defined differently in the two relevant Rules, the Vehicle Dimensions and Mass (VDAM) Rule and the DL Rule. In particular, there is a lack of applicability when the Defence Force is required to move heavy vehicles by suspended tow.

While the required class or licence can eventually be arrived at, the VDAM definition makes it clear from that definition alone, making it simpler for the public to make the correct decision.

The proposed change would amend the DL Rule to align the definition of ‘combination vehicle’ with the definition for that term that appears in the VDAM Rule.

[Reference: section 3.2 of the Proposed Rule document]

Land Transport Rule: Glazing, Windscreen Wipe and Wash, and Mirrors 1999 (Glazing Rule)

The Glazing Rule establishes minimum safety levels for vehicle glazing. It also sets out requirements for windscreen wipe systems and for rear-view mirrors.

PROPOSAL 2

Update the Glazing Rule to reflect that where the term ‘mirror’ is used, it can be substituted for a camera-monitor system provided the vehicle meets an approved safety standard.

Glazing, Windscreen Wipe and Wash, and Mirrors 1999, section 5 (Vehicle standards and other safety requirements for rear-view mirrors)

The Glazing Rule recognises Economic Commission for Europe of the United Nations (UN/ECE) Regulation 46 as an approved vehicle standard for mirrors. However, while the Glazing Rule only recognises mirrors, UN/ECE Regulation 46 recognises devices for indirect vision which includes conventional mirrors, camera-monitors or other devices able to present information about the indirect field of vision to the driver.

This means a vehicle could be compliant with UN/ECE Regulation 46 and road legal in Europe without conventional wing mirrors. However, because it is not fitted with wing mirrors, it would not comply with the Glazing Rule. To certify such a vehicle for entry into service in New Zealand an exemption is required.

Manufacturers claim reduction in blind spot impact, increase in wide view and reduction in wind resistance (offering a small improvement in energy efficiency) are benefits realised from the adoption of camera-monitor technology to replace conventional wing mirrors.

The intent of the proposed change is to keep legislation up to date with products that come to market offering fuel efficiency and safety benefits. The change would clarify that where the term 'mirror' is used, it can be substituted for a camera monitor system provided the vehicle meets the approved safety standard of UN/ECE Regulation 46.

[Reference: sections 7.2-7.3]

Land Transport Rule: Heavy-vehicle Brakes 2004 (HVB Rule)

The HVB Rule is one of a series of Rules that sets safety standards for systems and components in vehicles operating in New Zealand. The HVB Rule sets out requirements to ensure that heavy vehicles and heavy vehicle combinations (over 3500 kg gross vehicle mass) can brake safely, with balanced brake performance, at any road legal road condition.

PROPOSAL 3

Update the HVB Rule to ensure the term 'equivalent' is used consistently with the principal part of the Rule.

Heavy-vehicle Brakes 2004, clause 11.3 of Schedule 5 (New Zealand Heavy-vehicle Brake Specification)

With respect to repair, the principal part of the HVB Rule uses the term 'equivalent'. However, with respect to certification, Schedule 5 clause 11.3 of the HVB Rule uses the term 'identical'.

In practice, there is the risk of creating an unintended consequence: a vehicle recently repaired by replacement of brake shoes, pads with brake shoes or pads that are equivalent to the originals, satisfies the HVB Rule completely. Whereas, if a change to a brake setting is made, for instance, to a valve or chamber, the certification is valid only if the brake shoes or pads are identical to the original.

This outcome may mean stripping perfectly acceptable new shoes or pads and replacing them with original equipment to gain certification, and then putting the new parts back on later.

The proposed amendment is a simple change to provide clarity and avoid any unintentional misinterpretation of the intent of the HVB Rule for the purposes of vehicle certification processes.

[Reference: sections 9.2]

Land Transport Rule: Light-vehicle Brakes 2002 (LVB Rule)

The LVB Rule specifies the types of brakes that must be fitted in most types of light vehicle, and the requirements for those brakes.

PROPOSAL 4

Update the LVB Rule to accurately clarify the requirement for a vacuum hose and to clearly define the specifications for a vacuum hose.

Light-vehicle Brakes 2002, clauses 2.5(5)(f)

The designation of the United States approved vehicle standard 'Federal Motor Safety Standard No. 106 Brake Hoses' (FMVSS106) is not accurate enough to define the requirement for a vacuum hose because it also includes pressure hoses.

Clause 2.5(5) in the Rule only needs to apply to vacuum hoses marked 'VL' or 'VH'.

Air hoses are not tested to the same collapse specification as vacuum hoses. FMVSS106 covers hydraulic, air and vacuum brake hoses and each have different requirements and applications. Not all hoses labelled FMVSS106 meet the requirements for use as vacuum brake line. Pressure air hoses have been found to be in use in place of vacuum hoses.

This error could lead to incorrectly specified hoses being used in vacuum brake applications, causing a loss of brake vacuum assist, creating a safety risk that could potentially lead to a crash.

In addition to amending the LVB Rule, the relevant content in the Low Volume Vehicle Standard must also be corrected.

[Reference: sections 12.2 and 12.3]

Land Transport Rule: Passenger Service Vehicles 1999 (PSV Rule)

The PSV Rule specifies the requirements for the design and construction of all PSVs in New Zealand. PSVs must comply with the requirements in the PSV Rule.

PROPOSAL 5

Update the PSV Rule to allow for the rear door emergency button on a Passenger Service Vehicle to be disabled while the vehicle is stationary during a driver's rest break.

Passenger Service Vehicles 1999, clause 2.2 (Doors and their operation)

There have been cases in which bus drivers have been attacked while in their vehicle on a rest break. The vehicle is the driver's workplace, and this represents a significant health and safety risk. Attackers generally enter using the emergency door control fitted to the exterior of the bus by the rear door.

Bus rear doors are fitted with external emergency access buttons. These are a requirement in the PSV Rule for the purposes of emergency situations, so a member of the public or emergency responder may use the button to enable rapid escape from the vehicle for passengers. The button would also allow for emergency responders to enter the vehicle to respond to an event occurring inside the vehicle.

Public transport services do not carry passengers during rest breaks. Members of the public should not be on board a PSV without the express authorisation of the driver during rest breaks.

As a measure to protect drivers from attack and to enhance driver's workplace safety, transport operators requested that rear external door opening buttons can be deactivated by drivers during rest breaks. This amendment would still enable emergency access through the front door, while preventing unwarranted access from the rear of the vehicle and surprise attacks on bus drivers. The door must be automatically activated as soon as the bus is in operation.

[Reference: section 13.2]

Land Transport (Road User) Rule 2004 (RUR)

The RUR establishes the rules under which traffic operates on roads. The Rule applies to all road users, whether they are drivers, riders, passengers, pedestrians, or those leading or driving animals.

PROPOSAL 6

Update the definition of 'public holiday' in the RUR to clarify that it includes 'Monday-ised' and 'Tuesday-ised' public holidays, and Easter Sunday.

Road User Rule 2004, clause 1.6 (Interpretation)

Clause 6.4(2) of the RUR provides that signs imposing certain parking restrictions do not apply on 'public holidays' unless otherwise specified on the sign or a supplementary sign.

At present the definition of 'public holiday' in the RUR only refers to section 44(1) of the *Holidays Act 2003* (Holidays Act). That list does not include the Monday or Tuesday following certain holidays. For most employment law purposes, Christmas Day, Boxing Day, New Year's Day and 2 January falling on weekends can lead to the following Monday and Tuesday being public holidays. Waitangi Day and ANZAC Day can also now be 'Monday-ised' as public holidays for most employment law purposes.

This means that, for example, under the law as it currently stands, normal weekday restrictions (e.g. parking restrictions) apply on the 'Mondayised' Waitangi Day and ANZAC Day public holidays. The proposed amendment will correct the anomaly to ensure that in cases where these public holidays have been 'Monday-ised' or 'Tuesday-ised', they are considered 'public holidays' for the purposes of the RUR.

In addition, it is also proposed to add Easter Sunday into the list of public holidays for the purposes of the RUR.

[Reference: section 14.2]

PROPOSAL 7

Update the RUR and Vehicle Lighting Rule to clarify the requirement for a goods vehicle that is a heavy motor vehicle to display a red parking light at night.

Road User Rule 2004, clause 8.7(2); Vehicle Lighting Rule 2004, clause 7.4(10)

During the hours of darkness, it's important for vehicles parked, or standing or stopped temporarily, on a road to be visible to other road users. At present, clause 8.7(1) of the RUR requires all parked vehicles to be illuminated from an artificial source or to illuminate their lights. Similarly, it requires

(clause 8.7(3)) any standing or stopped vehicles to use either the forward-facing position lamp or lamps, or the dipped-beam headlamp or lamps.

Heavy goods vehicles, which are generally higher and wider than light vehicles, present a greater risk of dangerous underrun collisions (the scenario of a rear-end collision where, due to height differences, a vehicle impacts another vehicle not bumper-to-bumper, but windscreen-to-bumper). A red lamp is intended to make the location and dimension of a vehicle fitted with a flat deck patently clear. To address that risk, the RUR (clause 8.7(2)) and Lighting Rule (clause 7.4(10)) require that any heavy goods vehicle, or a vehicle fitted with a flat deck or tray for the carriage of goods, while parked on any roadway during the hours of darkness, illuminate its rearward-facing position lamp, even if already illuminated from an artificial source.

The RUR specifies how and when these lamps are to be used and the Lighting Rule, using similar language, sets out standards and safety requirements for lighting equipment that is fitted to a vehicle and requires these lamps to be fitted to vehicles.

When the RUR and Lighting Rule were originally brought into force, this requirement was applied to any heavy goods vehicle, or a vehicle fitted with a flat deck or tray for the carriage of goods, not just heavy vehicles. This meant that light goods vehicles (utes) fitted with flat decks are also captured, even though they're generally lower and narrower than heavy goods vehicles.

At the time the RUR and Lighting Rule were brought into force, utes fitted with flat decks were common mostly only in rural areas and therefore not often parked in situations where the clauses in rules applied. That has changed and utes are now widely dispersed throughout all areas. The result is that some drivers of utes fitted with flat decks have been fined by enforcement agencies for not having rear lamps illuminated on their utes while parked on roadways during the hours of darkness.

The proposed amendments will remove the requirements for light goods vehicles (utes) fitted with flat decks to display their rearward-facing position lamps while parked on roadways not already illuminated from an artificial source. Utes fitted with flat decks can commonly park in marked parks, in a similar manner to other light vehicles. A heavy goods vehicle, on the other hand, may not be able to park on a clearly marked and illuminated roadway. Therefore, the proposed amendments maintain the requirement for a heavy goods vehicle operator to manage the environment they park their vehicle in. If the vehicle cannot be parked off the roadway, the operator must display a red lamp in order to meet the RUR requirement.

A red lamp (a rearward facing position lamp) displayed from the rear of a light goods vehicle (ute) fitted with a flat deck tray may enhance visibility of the vehicle in certain situations. Nothing in the proposed amendments takes away the operator's ability to use fitted rearward-facing position lamps in these scenarios. Use of such lamps is encouraged, in cases where the operator determines it may be sensible to do so.

[Reference: sections 14.4 and 22.3]

PROPOSAL 8

Update the RUR to provide that an adherent to the Sikh religion is exempt from wearing a cycle helmet when riding a cycle at speeds below 50 km/h.

Road User 2004, Clause 11.8 (Safety helmets for cyclists)

Sikhs are mandated by religion to not wear any type of caps, hats or helmets on the head. The RUR does enable an exemption for members of the Sikh religion when it comes to wearing safety helmets for motorcycles and mopeds (when driving under 50 km/h) (see clause 7.12(8) of the RUR).

At present, if an individual would like an exemption from wearing a helmet, they are required to complete a form and seek approval. The current requirement for individual exemptions to be

applied may create a barrier to increased uptake of cycling in the Sikh community. Cycling can be a safe, affordable transport option that offers an opportunity to improve fitness and reduce a range of health risks. The proposed change to the RUR has the potential to enable a greater range of transport options to members of the practicing Sikh community. The change is also a simple amendment for consistency across the cycling modes and would apply to all adherents of the Sikh religion, including women and girls.

[Reference: section 14.5]

Land Transport Rule: Traffic Control Devices 2004 (TCD Rule)

The TCD Rule specifies requirements for the design, construction, installation, operation and maintenance of TCDs. The TCD Rule sets out the functions and responsibilities of road controlling authorities (RCAs) in providing TCDs to give effect to their decisions on the control of traffic.

PROPOSAL 9

Update the TCD Rule to:

- **Enable emergency services personnel involved in dealing with emergencies or road closures to use signs on the roadway when acting in the capacity of first responders at crash or emergency events;**
- **Update the reference to fire services in definition of Emergency services personnel; and**
- **Create new signs for Police to use.**

Traffic Control Devices 2004, Part 2 (Definitions) Schedule 1, Signs W6-5, New signs W6-7 to W6-11

This proposed amendment would enable emergency services to use signs 'EMERGENCY' and 'ROAD CLOSED', which are normally limited to Police use. These other services are often the 'first responders' to crashes and civil defence emergencies, particularly in rural areas.

The intent is to maintain Police ability to use signage for the purposes of enforcement and emergency management activities, but to allow emergency services to use these signs to manage a crash or emergency scene until sworn Police take over the scene.

Also, Police would be given new signs to use: 'CHECKPOINT', 'POLICE OPERATION', and 'ALL HMV STOP'.

The definition of 'Emergency services personnel' is proposed to be edited to amend the current definition, referring to the New Zealand Fire Service, which is now Fire and Emergency New Zealand. The proposed Rule will change this to 'a fire service' to make it broad enough to include all fire services (such as private forestry fire services), and not just Fire and Emergency New Zealand.

[Reference: sections 18.4(1), 18.5(9) and 18.5(16) (Part 2 of Schedule 1 – items W6-7 to W6-11)]

Land Transport Rule: Tyres and Wheels 2001 (T&W Rule)

The T&W Rule sets requirements relating to tyres and wheels and their assembly with hubs and axles, on all motor vehicles and on pedal cycles.

PROPOSAL 10

Amend the T&W Rule to:

- ***Clarify that Waka Kotahi NZ Transport Agency may place conditions on a permission to operate a tracked vehicle; and***
- ***Clarify that a permit issued under clause 5.8 of the Vehicle Dimensions and Mass Rule 2016 is considered permission for the purposes of 2.3(18)(b) of the T&W Rule.***

Tyres and Wheels 2001, clause 2.3(18) (General safety requirements for tyres)

This proposal seeks to provide greater legal clarity around the use of certain tracked vehicles, such as relatively rare agricultural (e.g. 'pea-viners') and military vehicles. These vehicles operate with mixed tracks and/or wheels, or on a conventional axle that has been converted to a 'quad' (i.e. a triangular tracked unit) – see Appendix 2 for examples of such vehicle configurations. The current lack of clarity has led to situations where lawful movements of these vehicles have been prevented or restricted, affecting rural commerce and New Zealand Defence activities.

The first proposed amendment would update the T&W Rule to clarify that permits to operate these vehicles on road can be issued with conditions, which must then be complied with.

The second part of this proposal involves inserting a provision in the T&W Rule to clarify that tracked vehicles may operate on the roadway when granted a permit under clause 5.8 of the VDAM Rule. This clause in the VDAM Rule allows RCAs to issue permits for specialised heavy motor vehicles, including the vehicles described above.

[Reference: section 19.2]

Land Transport Rule: Vehicle Dimensions and Mass 2016 (VDAM Rule)

The VDAM Rule specifies requirements for dimension and mass limits for vehicles operating on New Zealand roads. It also includes some provisions that relate to the performance and operation of motor vehicles.

PROPOSAL 11

Insert an exemption into the VDAM Rule to enable snow ploughs to operate at any time of day for the purpose of clearing snow.

Vehicle Dimensions and Mass 2016, clause 6.29 (Exceptions to restricted travel times for unforeseen delays or emergency vehicles)

At present the VDAM Rule allows snow ploughs operating to clear roads an exemption from load piloting requirements (clause 6.40). In situations where deployment of snow ploughs is necessary, it is not practicable in most cases to operate with pilots due to snow covering the road. An additional issue is there can be travel time restrictions that apply to these vehicles.

The circumstances where snow ploughs are deployed are such that there is usually very little (if any) other traffic on the road at the same time. This means the potential for the snow plough to present any risk to other road users, while it is operating for the purpose of clearing snow, is minimised.

The proposed change would clarify that time restrictions set out in the VDAM Rule would not apply to a snow plough vehicle used in an emergency if the operator can provide evidence the snow plough vehicle was required by an RCA for the purpose of clearing snow.

[Reference: section 20.2]

PROPOSAL 12

Amend the definition of 'Tri-axle set' in the VDAM Rule by removing the limitation for use of 'single standard tyres' on vehicles fitted with a tri-axle set configuration.

Vehicle Dimensions and Mass 2016, Part 2 (Definitions) and Table 1.3 (Maximum sum of axle mass on a tri-axle set)

The definition of 'Tri-axle set' specifically does not allow the use of single standard tyres, but this configuration is being seen reasonably frequently for vehicles such as 5-7 tonne boat trailers, caravans, goods trailers and horse floats.

The requirement makes a number of vehicles currently in operation illegal, although there is no known safety or efficiency benefit in persisting with the requirement. Because there are no criteria to record the configuration, it is also not possible to quantify the numbers of affected vehicles that are in operation.

At present, the Certificate of Fitness (CoF) inspection brake testing for these vehicles cannot be undertaken. This is because the VDAM Rule has no maximum mass for this configuration; consequently, the CoF-laden brake test weight cannot be calculated.

To support the change to the definition the relevant tables in Schedule 3 of the VDAM Rule will also be updated.

[Reference: sections 20.3-20.4]

Land Transport Rule: Vehicle Lighting 2004 (VL Rule)

The VL Rule applies to all motor vehicles and to Class AA vehicles (pedal cycles). It sets standards and safety requirements for lighting equipment fitted to a vehicle, to allow the vehicle to be operated safely under all driving conditions and not endanger the safety of other road users.

PROPOSAL 13

Update the VL Rule to allow emergency vehicles (that are heavy motor vehicles) that have had retroreflective material fitted before 1 January 2006 to be exempt from the standard requirements for fitting retroreflective material required in clause 9.1(2).

Vehicle Lighting 2004, clause 9.1 (Application of requirements for retroreflectors and retroreflective material)

The VL Rule allows retroreflective material to be fitted to emergency vehicles for visibility that does not meet a vehicle standard. In some cases, particularly for older vehicles, the material applied for visibility meets a road sign standard. This is enabled in the VL Rule as long as retroreflective material does not dazzle, confuse or distract and is fitted at least 150mm away from required lights and reflectors. Some older emergency vehicles that are otherwise entirely fit for service are fitted with visibility material within 150mm of required lights and reflectors. As a consequence, some vehicle compliance officials are failing these vehicles for a CoF.

The provision as specified for the placement of visibility material is complied with when new vehicles are prepared for service and has been since June 2019. The proposed amendment will exempt emergency vehicles that were manufactured before 1 January 2006 and registered in New Zealand before 1 June 2019 from that requirement in cases where that material is already fitted on the vehicle. For any emergency vehicles brought into service after that date, fitment of visibility material must comply with the requirement to be fitted 150mm away from mandatory lights and reflectors.

[Reference: section 22.3]

PROPOSAL 14

Amend the VL Rule to allow for illuminated vehicle mounted signs, directly visible from the rear of a vehicle, to emit a colour that is not substantially red or amber where the requirement not to 'dazzle, confuse or distract' has been met.

Vehicle Lighting 2004, clause 2.1A (General fitting and performance requirements)

The VL Rule includes two general fitting and performance requirements in relation to colour emitted. The requirements are broadly intended to ensure that lamps are not fitted to a vehicle in a way that may cause other road users to be confused about the orientation of the vehicle. The intent of this change is to clarify the provision relating to the colour of light emitted from the rear of a vehicle.

- Clause 2.1A(9) requires that the colour of light emitted from a lamp directly visible from the rear of a vehicle must be substantially red or amber unless otherwise specified in this rule or any other enactment.

At present there are vehicles in operation in New Zealand that are technically non-compliant with the VL Rule but do not present a safety risk. These include buses with rear destination signs, taxis, or vehicles fitted with a green 'Thumbs up' manually operated lamp. Although non-compliant, these examples are not perceived as a safety risk as they comply with the requirement to not 'dazzle, confuse or distract other road users when operated.'

Because the risk to safety is mitigated by clause 10.8 of the VL Rule that allows vehicle mounted illuminated signs, the colour requirement of clause 2.1A(9) is largely addressed. This proposed amendment would preserve the intent to enable road users to discern the orientation of vehicles around them, while also enabling the fitment of vehicle mounted signs without prescribing colour to them (therefore avoiding unreasonably forcing many taxis and buses off the road).

[Reference: section 22.2]

PART B

OVERVIEW OF PROPOSED MINOR AMENDMENTS TO LAND TRANSPORT RULES

Other clauses that will be amended through the proposed Rule changes are:

Prop-osal No.	Current Clause or Schedule	Reference	Proposed change	Issue/reason for change
Rule	Door Retention Systems 2001			
15	Clauses 3.1(b), 4.4 and Part 2 Definitions	Section 2.6	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
16	Clauses 3.1(b), 4.4 and Part 2 Definitions	Sections 2.4-2.6	References to the Vehicle Standards Compliance Rule will be corrected to 2002 instead of 1998.	Correction to refer to the correct date the Vehicle Standards Compliance Rule came into force.
Rule	Driver Licensing 1999			
17	Schedule 9, Part 3	Section 3.3	Add copy of particulars of marriage to the list of approved documents for a name change for a driver licence.	Update the Schedule to include a copy of particulars of marriage or civil union, which DIA recognise as having the same weight as a certificate of marriage.
Rule	External Projections 2001			
18	Part 2, Definitions	Section 4.2	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
Rule	Frontal Impact 2001			
19	Part 2, Definitions	Section 5.2	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
Rule	Fuel Consumption Information 2008			
20	Part 2, Definitions	Section 6.2	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.

Prop-osal No.	Current Clause or Schedule	Reference	Proposed change	Issue/reason for change
Rule	Glazing, Windscreen Wipe and Wash, and Mirrors 1999			
21	Part 2, Definitions	Section 7.4	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
Rule	Head Restraints 2001			
22	Clause 1.4(3)	Sections 8.2-8.5	References to the Vehicle Standards Compliance Rule will be corrected to 2002 instead of 1998.	Correction to refer to the correct date the Vehicle Standards Compliance Rule came into force.
23	Part 2, Definitions	Section 8.6	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
Rule	Heavy Vehicles 2004			
24	Clause 4.8(2)	Section 10.2	Amend Clause 4.8(2) to adhere to AS/NZ 4968.1 and 4968.3 instead of AS/NZ 4968.1 and 4968.2.	A minor edit to correctly reference a Standard that we recognise in New Zealand. AS/NZ 4968.2 refers to fifth wheel assemblies, not the intended kingpins and skidplates.
Rule	Interior Impact 2001			
25	Clauses 1.2(2), 1.4(2), 3.1(1)(b) and 4.4	Sections 11.2-11.5	References to the Vehicle Standards Compliance Rule will be corrected to 2002 instead of 1998.	Correction to refer to the correct date the Vehicle Standards Compliance Rule came into force.
26	Part 2, Definitions	Section 11.6	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
Rule	Light-vehicle Brakes 2002			
27	Part 2, Definitions	Section 12.3	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	Correction to refer to the correct date the Vehicle Standards Compliance Rule came into force.

Prop-osal No.	Current Clause or Schedule	Reference	Proposed change	Issue/reason for change
Rule	Passenger Service Vehicle 1999			
28	Clause 7.5(2)	Section 13.2	Replace the wording that provides for 'one of the four options' with 'one of the approval methods.'	Minor update to ensure specific vehicles coming into New Zealand on a specific date comply with requirements that are up to date with those set out in Standards defined in other jurisdictions that we accept in New Zealand.
Rule	Road User 2004			
29	Clause 1.8 Exception	Section 14.3	Update the Rule to remove the terms 'traffic signal' or 'traffic sign' and replace with term 'traffic control device'.	A simple amendment to align terminology across the RUR to provide clarity for road users, road controlling authorities and enforcement agencies.
Rule	Seatbelts and Seatbelt Anchorages 2002			
30	Clause 2.1(5)	Section 15.2	Amend the Rule to make the requirements for seatbelts in MA, MB, MC NA MD1 and MD2 class vehicles, that were registered in the period January 1991 to March 2002, consistent with the provisions set out those vehicle classes in the periods prior to and since that period.	An anomaly makes the seatbelt applicability tables in the Rule and the advice in the Vehicle Inspection Requirements Manual (VIRM) more complicated than necessary. If seatbelt requirements were consistent regardless of date of first registration in New Zealand, mistakes or misinterpretations would reduce and accuracy of compliance would improve.
31	Clause 4.1(11)	Section 15.3	Clarify that the Low Volume Vehicle Code is acceptable for applying to seatbelt anchorages retrofitted into heavy vehicles.	The requirements that apply for seats and seat anchorages and seatbelts and seatbelt anchorages in heavy vehicles, are not aligned between the respective Rules. This minor change will provide heavy vehicle certifiers with appropriate flexibility to achieve the safest and most appropriate outcomes.

Prop-osal No.	Current Clause or Schedule	Reference	Proposed change	Issue/reason for change
32	Part 2 Definitions	Section 15.4	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
33	Clause 3.1(4)	Section 16.2	Clarify that a vehicle inspector or inspecting organisation <i>must</i> take into account the technical requirements relating to geometry and load carrying capacity in any of the approved vehicle standards in 2.3(2) or the Low Volume Vehicle Code.	The requirements that apply for seats and seat anchorages and seatbelts and seatbelt anchorages in heavy vehicles, are not aligned between the respective Rules. This minor change will provide alignment between the rules.
Rule	Steering Systems 2001			
34	Part 2 Definitions	Section 17.2	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
Rule	Traffic Control Devices 2004			
35	Part 3 Schedules Schedule 1 Signs W2-1.3	Section 18.5(8) and Part 1 of Schedule – item W2-1.3	Amend the text in W2-1.3 Hazard warning supplementary- Line Men to replace the term 'LINE MEN' with the term 'LINE CREW'.	Simple amendment. The term 'line crew' is more inclusive and therefore more appropriate than the term 'line men'. Signs with 'line men' will be replaced by signs with 'line crew' when they are due to be replaced.
36	Part 3 Schedules Schedule 1 Signs R1-5.4	Section 18.5(3)	Change R1-5.4 Height restriction sign to 1200 x 1600 mm and adjust the border to 30 mm.	Minor amendment to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.
37	Part 3 Schedules Schedule 1 Signs R2-2.2, 2.3 and 2.4	Section 18.5(4)-(6)	Change R2-2.2,2.3 and 2.4 Give way supplementary signs to 900 x 800 mm.	Minor amendments to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.

Prop-osal No.	Current Clause or Schedule	Reference	Proposed change	Issue/reason for change
38	Part 3 Schedules Schedule 1 Signs R2-2.5 R2-2.6 R2-9.1 R2-9.2 R3-5.2	Section 18.5(16) and Part 2 of Schedule – new items	Add to Schedule 1 new signs R2-2.5 'TO CYCLISTS', R2-2.6 'TO CYCLISTS & PEDESTRIANS', R2-9.1 'TURNING TRAFFIC GIVE WAY TO CYCLISTS', R2-9.2 'STRAIGHT AHEAD TRAFFIC GIVE WAY TO CYCLISTS', R3-5.2 'EXCEPT CYCLES'.	Minor change. New signs are Gazetted but needs to be incorporated into Schedule 1 of the Traffic Control Devices Rule 2004.
39	Part 3 Schedules Schedule 1 Signs R5-9	Section 18.5(7)	Change 'kg' to 'km/h' in Panel 3.	Amend typographical error in the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.
40	Part 3 Schedules Schedule 1 Signs New sign W18-3.12	Section 18.5(16) and Part 2 of Schedule – item W18-3.12	Add to Schedule 1 new sign W18-3.12 'BITTERN'.	Minor change. New sign is Gazetted but needs to be incorporated into Schedule 1 of the Traffic Control Devices Rule 2004. Requested by the sector to permit the use of warning and supplementary sign to enable better management and safety outcomes in habitat areas of the Bittern.
41	Part 3 Schedules Schedule 1 Signs R5-9 A45-6	Section 18.5(16) and Part 2 of Schedule – items R5-9.1 to R5-9.4, and item A45-6	Change R5-9 'HEAVY VEHICLE BRIDGE LIMITS' signs.	Clarify in the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004, the weight and vehicle configuration limits for heavy vehicles on Road infrastructure with signage prepared in response to industry feedback workshop and subsequent discussions.
42	Part 3 Schedules Schedule 1 Signs W7-1 to W7-4	Section 18.5(10)-(13)	Change the minimum height dimensions specified in the Rule for W7-1 'PILOT CAR' 'FOLLOW ME', W7-2 'ROAD WORK', W7-3 'ROAD INSPECTION' and W7-4 'PASS WITH CARE' from 400mm to 450mm.	Minor amendment to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.
43	Part 3 Schedules Schedule 1 Signs W7-6	Section 18.5(14)	Change the minimum height dimension specified in the Rule for W7-6 General supplementary sign 'DRY YOUR BRAKES' from 400mm to 450mm.	Minor amendment to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.

Prop-osal No.	Current Clause or Schedule	Reference	Proposed change	Issue/reason for change
44	Part 3 Schedules Schedule 1 Signs W7-7.1	Section 18.5(15)	Change the minimum height dimensions specified in the Rule for W7-7.1 General supplementary 'WORKS END THANK YOU' from 500mm to 450mm.	Minor amendment to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.
45	Part 3 Schedules Schedule 1 Signs New sign W2-1.25	Section 18.5(16) and Part 2 of Schedule – item W2-1.25	Add sign option to Schedule 1 W2-1.25 Hazard warning supplementary – 'PEDESTRIANS'. Option A supplements W2-1 (Hazard) and option B supplements W2-1B (Hazard).	Minor amendment adding a sign to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004 to achieve better traffic management active mode outcomes.
46	Part 3 Schedules Schedule 1 Signs New sign W2-1.26	Section 18.5(16) and Part 2 of Schedule – item W2-1.26-	Add sign option to Schedule 1 W2-1.26 Hazard warning supplementary – 'CYCLISTS MERGING'.	Minor amendment adding a sign to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004 to achieve better traffic management active mode outcomes.
47	Part 3 Schedules Schedule 1 Signs New sign R1-8.2	Section 18.5(16) and Part 2 of Schedule – item R1-8.2	Add sign option to Schedule 1 R1-8.2. (Temporary speed limit for Slippery Surface).	Minor amendment adding signs to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004. To enable the correct signage for temporary speed limits in situations when there is an unsafe road surface, to enable customer understanding of why there is a lower speed limit and enable enforcement.
48	Part 3 Schedules Schedule 1 Signs New sign R1-8.2	Section 18.5(16) and Part 2 of Schedule – item R1-8.3	Add 'BRIDGE REPAIRS' sign option to Schedule 1 R1-8.3 (Temporary speed limit for Unsafe Structure).	Minor amendment adding signs to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004. To enable the correct signage for temporary speed limits in situations when there is an unsafe road structure, to enable customer understanding of why there is a lower speed limit and enable enforcement.

Prop-osal No.	Current Clause or Schedule	Reference	Proposed change	Issue/reason for change
49	Part 3 Schedules Schedule 1 Signs W16-10	Section 18.5(16) and Part 2 of Schedule – new item W6-10	Add to Schedule 1 new signs A43-7 'WATCH FOR TRAFFIC'.	Minor change. New signs are Gazetted but need to be incorporated into Schedule 1 of the Traffic Control Devices Rule 2004.
50	Part 3 Schedules Schedule 1 Signs A43-7 A43-8	Section 18.5(16) and Part 2 of Schedule – new item A43-7 and A43-8	Add to Schedule 1 new signs A43-7 'WHEN CYCLISTS PRESENT', and A43-8 Contra-flow cycle lane.	Minor change. New signs are Gazetted but need to be incorporated into Schedule 1 of the Traffic Control Devices Rule 2004.
51	Clause 3.3(b)	Section 18.2	Replace the reference to 'Regional Land Transport Strategy' with 'Regional Land Transport Plan'.	Minor amendment to correct an outdated reference in the Rule.
52	Clause 10.6(2)(b)	Section 18.3	Amend text to read 'the words "keep clear" marked <i>in yellow</i> between lines that define the area'.	Clarify the expectation that both marking options in 10.6(2) must be implemented in yellow.
53	Part 3 Schedules Schedule 1 Signs	Section 18.5(1)	Add a bullet to the Schedule: <ul style="list-style-type: none"> • The letter 'R' after a colour indicates that the colour must either be made of retroreflective material or be internally or externally illuminated so as to be clearly visible to approaching drivers. • The letter 'F' after a colour indicates that the colour must be fluorescent. • The letter 'f' after a colour indicates that the colour may be fluorescent. • <i>When letters are combined such as RF or Rf the individual letters retain their specific meanings.</i> 	Simple clarification that the three respective letters retain the meanings ascribed to them even when used in combinations such as RF and Rf.
54	Part 3 Schedules Schedule 1 Signs	Section 18.5(2)	In final bullet amend references to 'sign' to 'traffic control device'.	Minor wording change to potentially allow a small degree of innovation related to the existing form of signs, markings and signals.

Prop-osal No.	Current Clause or Schedule	Reference	Proposed change	Issue/reason for change
55	Part 3 Schedules Schedule 2 Markings M1-4	Section 18.6	Add a note below the diagram to clarify the location of warning lights in relation to the pedestrian crossing limit line.	Minor amendment to better explain the existing diagram.
Rule	Tyres and Wheels 2001			
56	Part 2 Definitions	Section 19.3	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
Rule	Vehicle Equipment 2004			
57	Part 2 Definitions	Section 21.2	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
Rule	Vehicle Lighting 2004			
58	Part 2 Definitions	Section 22.5	Low volume vehicle has the same meaning as in Land Transport Rule: Vehicle Standards Compliance 2002.	The definition of 'low volume vehicle' is not consistent with the Vehicle Standards Compliance Rule 2002.
Rule	Vehicle Standards Compliance 2002			
59	Part 2 Definitions 'Importer'	Section 23.2(2)	Insert a definition: Importer has the same meaning as in the definition in <i>Part 1</i> of the <i>Customs and Excise Act 2018</i> .	Simple amendment to update the definition to cross-reference the current legislative instrument.
60	Part 2 Definitions 'Authority'	Section 23.2(1)	Revoke the definition of 'Authority'.	This term is not used anywhere in the Rule.
61	Part 2 Definitions 'Passenger service vehicle'	Section 23.2(3)	Passenger service vehicle has the same meaning as the definition in <i>Part 1</i> of the <i>Land Transport Act 1998</i> .	Simple amendment to update the definition to cross-reference the current legislative instrument.
62	Part 2 Definitions 'Rental service vehicle'	Section 23.2(4)	Rental service vehicle has the same meaning as in the definition in <i>Part 1</i> of the <i>Land Transport Act 1998</i> .	Simple amendment to update the definition to cross-reference the current legislative instrument.

Prop-osal No.	Current Clause or Schedule	Reference	Proposed change	Issue/reason for change
63	Part 2 Definitions 'Transport service vehicle'	Section 23.2(5)	Transport service vehicle has the same meaning as in the definition in <i>Part 1</i> of the <i>Land Transport Act 1998</i> .	Simple amendment to update the definition to cross-reference the current legislative instrument.
64	Part 2 Definitions 'Vehicle recovery services vehicle'	Section 23.2(6)	Vehicle recovery service vehicle has the same meaning as in the definition in Part 1 of the Land Transport Act 1998.	Simple amendment to update the definition to cross-reference the current legislative instrument.
Rule	Work Time and Logbooks 2007			
65	Part 2 Definitions 'Fire brigade'	Section 24.3(3)	Delete the definition of 'Fire service brigade' and insert the definition of 'Fire brigade' to align with that in Subpart 2 of the <i>Fire and Emergency New Zealand Act 2017</i> .	Simple amendment to align with the definitions in the <i>Fire Service Emergency New Zealand Act 2017</i> which relate to the description of 'fire brigade'.
66	Clause 2.2(4)	Section 24.2(1)	Delete 'rural fire officer' and replace with 'Fire and Emergency New Zealand personnel'.	Simple amendment to align with the definitions in the <i>Fire Service Emergency New Zealand Act 2017</i> which relate to the description of 'fire brigade'.
67	Clause 2.2(7A)	Section 24.2(2)	Delete 'Permanent Fire Service officers' and replace with 'Fire and Emergency New Zealand personnel'.	Simple amendment to align with the definitions in the <i>Fire Service Emergency New Zealand Act 2017</i> which relate to the description of 'fire brigade'.
68	Clause 2.2(8)	Sections 24.2(3)-24.2(4)	Delete 'volunteer fire fighters' and replace with 'Fire and Emergency New Zealand volunteers' and 'Fire Service volunteer' with 'Fire and Emergency New Zealand volunteer'.	Simple amendments to align with the definitions in the <i>Fire Service Emergency New Zealand Act 2017</i> which relate to the description of 'fire brigade'.

APPENDIX 1: LAND TRANSPORT RULE: TRAFFIC CONTROL DEVICES 2004

Proposal 9

New signs to be included (currently gazette approved)

W2-1.3 Hazard warning supplementary – linemen



W18-3.12 Wild animals – bittern



W2-1.25 Hazard warning supplementary – pedestrians



W2-1.26 Hazard warning supplementary – cyclists merging



W16-10 40km/h advisory – cyclists on narrow bridge



R1-8.2 Temporary speed limit for slippery surface



R1-8.3 Temporary speed limit for Unsafe Structure



R2-2.5 Give way – supplementary – to cyclists



R2-2.6 Give way – supplementary – to cyclists and pedestrians



R2-9.1 Turning traffic give way to cyclists



R2-9.2 Straight ahead traffic give way to cyclists



R3-5.2 Supplementary – except cycles



A43-7 Cyclists watch for traffic



A43-8 Contra-flow cycle lane



R5-9.1 Heavy vehicle bridge limit, axle sets

HEAVY VEHICLE BRIDGE AXLE SET LIMITS

SINGLE AXLE	4T
TANDEM AXLE	8T
TRI-AXLE	14T
QUAD-AXLE	16T

R5-9.2 Heavy vehicle bridge limit, number of axles and gross weight

HEAVY VEHICLE BRIDGE GROSS LIMITS

NO. OF AXLES - GROSS WEIGHT

2-14T	6-28T
3-18T	7-32T
4-20T	8-34T
5-25T	9-37T

**HEAVY
VEHICLE
BRIDGE
LIMITS**

AXLESETS

SINGLE AXLE	4T
TANDEM AXLE	8T
TRI-AXLE	14T
QUAD-AXLE	16T

GROSS

R5-9.3B - Option B (horizontal format)

HEAVY VEHICLE BRIDGE LIMITS			
		GROSS	
AXLE SETS		NO. OF AXLES - GROSS WEIGHT	
SINGLE AXLE	4T	2-14T	6-28T
TANDEM AXLE	8T	3-18T	7-32T
TRI-AXLE	14T	4-20T	8-34T
QUAD-AXLE	16T	5-25T	9-37T
SPEED LIMIT 30km/h			

R5-9.4 Heavy vehicle bridge speed limit restriction ahead



W2-1.26A (and W2-1.26B)

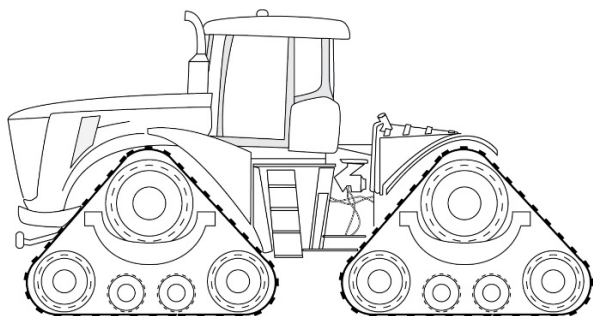


APPENDIX 2: LAND TRANSPORT RULE: TYRES AND WHEELS 2001

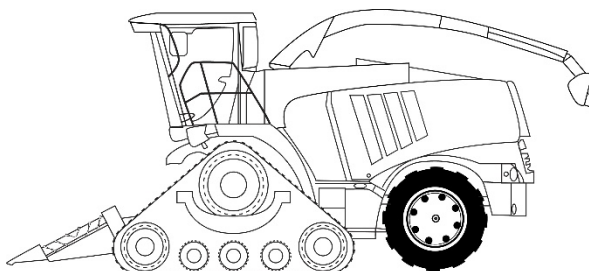
Proposal 10

Examples of tracked vehicles (Tyres and Wheels clause 2.3(18) (General safety requirements for tyres))

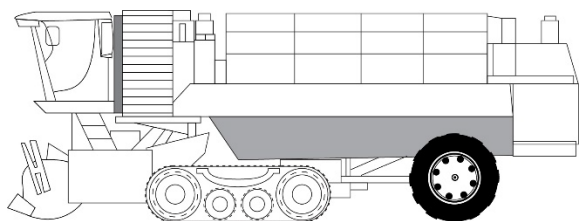
Tractor with tracks



Forage harvester with tracks



Pea harvester with tracks



Tractor with single large track

