



Protecting our heritage into the future

May 20, 2024

NZ Federation of Motoring Clubs Inc.

**Warrants of Fitness Proposal Paper for Brent Alderton, Director of
Land Transport, NZTA Waka Kotahi**

1. Preamble: Federation of Motoring Clubs Introduction

- 1.1 The NZ Federation of Motoring Clubs was established in 1994 by a small group of clubs interested in the preservation of their vehicles and the right to use them on public roads without undue restrictions. Over the years since 1994, the Federation has maintained close communication with Government and transport authorities across many fronts, including Special Interest Vehicles, the LHD permit system for selected vehicles, submissions across a range of Government subjects, and discussions in recent years regarding warrants of fitness regulations.
- 1.2 Today the Federation comprises 146 clubs, including three particularly large members: the Vintage Car Club of NZ (37 branches and 8,450 members); the NZ Hot Rod Association (109 associate clubs and 4,015 members); and the Motorhome and Caravan Association (112,738 members). The total reach of the Federation is almost 300 clubs and branches, comprising 142,895 members and 126,095 vehicles.

**2. The NZ Historic and Classic Vehicle Research Survey 2023
(Background information)**

- 2.1 The Federation undertook NZ's first ever Historic and Classic Research Survey mid to late 2023, and the Final Report was published in February 2024. This Survey has been recognised by many as groundbreaking and influential with regard to deep understanding of NZ's substantial historic and classic vehicle sector.
- 2.2 The design and structure of the Survey closely follows the very successful research regularly undertaken by the UK Federation of Historic Vehicle Clubs. The scale and impact of that research has resulted in strong UK Government interest and recognition in the historic vehicle sector and its substantial economic and social contribution.
- 2.3 Headline outcomes of the NZ Historic and Classic Survey include:
- Estimated total economic footprint of the sector is \$16.5 Billion.
 - Estimated 369,600 historic and classic vehicles in total.

- Average annual mileage of members' is 3,700km per vehicle used. *(Note: This figure is across all sectors including classics younger than 40 years. It is likely that the average for 40+ year vehicles is actually less than 3700km.)*
- Average value per vehicle is \$52,500 (historic and classic cars).
- 70% of the NZ population at large believe historic and classic vehicles are an important part of NZ's unique character and culture. Further, 58% believe historic and classic vehicles should receive special recognition and consideration from NZTA.
- 26% of New Zealanders at large would love to own an historic or classic vehicle if their circumstances allowed.
- The Summary Report of the Survey's Final Report is available at https://fomc.nz/wp-content/uploads/NZHCVS_Summary_Report_Feb_2024_Small.pdf

3. Earlier Developments ahead of this Proposal

- 3.1 In 2021 the Federation commenced discussions with NZ Government and NZTA regarding the 6-monthly monthly WOF terms on historic vehicles, and following NZTA direction that proposal became focussed on vehicles owned by members of the Federation's associated clubs. We accept the NZTA decision on this proposal as per the NZTA communication of April 30, 2024 and we understand the specific grounds for your decision regarding clear definition of vehicles affected, elimination of any need for a collateral management regime, and the need for detailed and relevant crash and risk analysis.
- 3.2 As an aside, but of interest and relevance to our members and therefore the Federation, the UK authorities have recently dispensed with the previous requirement for 12 monthly MOT certification checks (very similar to the NZ WOF) for all vehicles older than 40 years (the international definition of historic vehicles). No such checks are now required, and the authorities accept that such responsibilities lie with the owners, as an extension of their commitment to their vehicles, the high levels of servicing and maintenance that such vehicles receive, and the limited annual mileage driven. Similar relaxations and freedoms exist in a number of other countries.
- 3.3 In NZ, Federation clubs and members are becoming increasingly frustrated and disappointed at the lack of progress on this matter. Completely unconnected to the Federation, a recent on-line private petition addressed to the Minister of Regulation calling for "WOF-free" regulations and other changes for historic and collectable vehicles has received almost 6,000 individual signatures. The Federation is not aware if this petition has been presented, or when it may be.

4. The Federation of Motoring Clubs 2024 Proposal – Headline Points:

- WOF's for all vehicles in NZ 40 years and older to be extended to every 12 months, from the present requirement of every 6 months.
- To maximise safety compliance (for all 40 + vehicles and particularly daily driven vehicles outside of recognised "historic vehicles), we suggest that should any vehicle 40 years and over be found (at the annual WOF inspection or at any other time) to require major structural chassis or rust repair, or other significant safety attention, then the WOF issuer would have the discretion to stipulate resumption of 6 monthly checks for the subject vehicle. (We acknowledge that we are not sure what mechanism would be required to impose this reversion and we are open to NZTA advice as to how this could be enabled under current rules.)
- Vehicles manufactured prior to 1 January 1919 (recognised internationally as "Veteran Vehicles) to be exempt from any WOF requirements.
- As per the following detailed notes, and based on the information provided to us by NZTA, we believe, to the best of our non-regulatory ability, that this proposal meets the legislative requirements of the Land Transport Act 1998, specifically class exemption criteria (section 168D(3), avoidance of any requirement for a collateral management regime (Section 168D(3)(b)(i), and the need to maintain safety standards (Section 168D(3)(b)(ii).

5. Supporting Notes to the Federation's 2024 Proposal.

5.1 Why 40 years and older?

- The Land Transport Regulations 2011 (Motor Vehicle Registration and Licencing) already recognise and specify veteran "vehicles" (1918 and older) and "vintage vehicles" (post 1919 and at least 40 years old).
- The Motor Vehicle Account Levies clauses within the Accident Compensation (Motor Vehicle Account Levies) Regulations 2022 recognise the 40 year and older categories for lower ACC levies due to these vehicles not being primary modes of transport.
- The Vehicle Efficiency and Emissions Data Rule 2022 also recognises 40 year and older vehicles for separate and special consideration.
- 40 years and older is internationally recognised as the defining timing for Historic Vehicles, particularly in countries and organisations who are aligned with the FIA

(Federation Internationale de l'Automobile), and the historic body, FIVA (Federation Internationale des Vehicules Anciens).

5.2 Meeting the legal framework for granting a Class Exemption for clearly defined vehicles (Section 168D(3)(a)).

- In our view, this requirement for specific Class Exemption only applies for the proposed exemption of all Veteran (pre-1919) vehicles from all WOF requirements. These vehicles are already recognised as a distinct class (650 vehicles only), making such an exemption as proposed consistent with Section 168D(3)(a)
- With regard to our proposal for an extended 12-month WOF term for 40 + vehicles, we don't believe the Exemption criteria applies, only a change of expiry date for WOF's for such vehicles, as specified in Section 9.5(4) of the Vehicle Standards Compliance Rule.
- We believe that the Federation's proposal for revised WOF terms as above for Veteran vehicles (pre 1919) and for 40 + vehicles falls within the Director's power to grant as detailed in the two preceding points, and that such exemption is consistent with the Agency's objective (section 94 of the Act) to undertake its functions in a way that contributes to an effective, efficient and safe land transport system, and the need to maintain land transport safety. Accordingly, we believe the requirements of Section 168D(3)(a) are met.

5.3 How many vehicles are affected?

- From the MOT Fleet Statistics 2022, there are 167,322 veteran and vintage vehicles 40 years and older in NZ, just 3.8% of the total fleet of 4,380,411.
- From the same statistics, the average distance travelled per year is 2,852km. This is consistent with the FoMC Survey figure of 3,700km given that the Survey itself contains a wider group of classic and collectable vehicles younger than 40 years, which can realistically be projected to travel slightly greater annual distances than the older vehicles.

5.4 No "collateral management regime" is required.

- We acknowledge and understand Section 168D(3)(b)(i), the Agency's objective in section 94 of the Land Transport Act 2003 with regard to "*undertaking its functions in a way that contributes to an effective and safe land transport system in the public interest*".
- We firmly believe that this proposal can be implemented totally within the legislative and existing operational regime for vehicle testing and certification, concurrently achieving the Federation's goals of providing meaningful recognition of, and advantages for, the historic vehicle sector and the significant economic, social and heritage values that it represents for NZ.
- In our view, no "collateral management regime" will be required.

5.5 DSI Crash statistics are exceptionally low.

- Death and serious injury crashes where vehicle condition was a factor, for vehicles manufactured prior to 1984, have been analysed in detail (Appendix 5.3)
- From DSI data over the ten years 2013 to 2023, there were 13 DSI crashes for vehicles 40 years or older, representing just 1.85% of all DSI crashes over that period where vehicle condition was a contributing factor. These same 13 DSI crashes represent a miniscule 0.06% of all DSI crashes over the ten-year period.
- Further analysis of each of the 13 DSI crashes for 40+ year vehicles revealed that the supporting data indicates that for eight of the crashes, other (non-vehicle) issues were contributing factors. Therefore the resultant five DSI crashes for 40+ year vehicles attributable to vehicle condition represent just 0.71% of all DSI crashes where vehicle condition was a factor.
- As per our comments in 5.3 above, this Crash DSI data covers all vehicles 40 years and over, not just the vehicles we categorise as historic.
- We believe that our crash and risk analysis using NZTA data as attached is principled and thorough and will stand up to any other expert review that NZTA may choose to apply.
- Concurrently, we also table as further support the reliable and fully researched data from the Federation's NZ Historic and Classic Vehicle Research Survey 2023, quantifying the very high levels vehicle servicing and maintenance expenditure of historic vehicle owners, and the minimal usage that these vehicles receive. These facts also indirectly quantify the low levels of risk presently and give confidence to the reality that the extension to 12-month WOF's will not increase that risk.
- Accordingly, we strongly believe that this proposal for 12-month WOF terms for all vehicles 40 years and over is not contrary to the Agency's responsibilities and requirements in Section 168D(3)(b)(i) and Section 168(3)(b)(ii) regarding undertaking its functions in a way that contributes to an effective, efficient and safe land transport system and the need to maintain or improve land transport safety.

5.6 WOF Failure Data Analysis (Appendix 8.4)

- WOF data for 2023 shows that across 109,531 inspections, vehicles 40 + years have a failure rate of 23%, lower than the national vehicle failure rate of 32%, and interestingly, the same as vehicles less than 10 years old (23%). In simple terms, we could suggest that vehicles 40+ years are as safe as "almost new" (less than 10 years) vehicles.
- This statistic strongly supports the Federation's Proposal for 12-month WOF's for 40+ vehicles and is further evidence of the high maintenance and servicing standards and expense that owners are committed to. From the NZ Historic and Classic Vehicle Research Survey 2024, it was determined that owners of pre-WW2 vehicles spend an average of \$3000 per vehicle annually on maintenance and servicing, and \$7200 per

vehicle for classics post-WW2 through 1980. Respectfully we suggest that these figures are substantially higher than NZ owner averages across other vehicle sectors.

5.7 Why should Veteran Vehicles (1919 and earlier) be WOF free?

- **DSI Crash data for veteran vehicles (1918 and earlier) shows zero crashes over the 20-year period 2003 - 2023.**
- WOF testers are not familiar with the unique (and varied) starting and driving characteristics and peculiarities of veteran cars and motorcycles. In many if not most instances, the vehicle owner (twice per year presently) is required to be present throughout the inspection to undertake all dynamic aspects of the process to enable the WOF to be granted.
- Suspension, braking and steering tolerances are unknown and different and modern regulations are not applicable. This also includes vehicle lighting
- Owners proudly and determinedly maintain their vehicles as fully roadworthy if so used, in sync with their heritage and originality.
- Based on NZTA fleet data, the estimated number of 1918 and earlier vehicles is just 650.

5.8 Excerpts from 2012 Vehicle Licencing Reform documents (co-written by MOT and NZTA)

- From the Vehicle Licencing Reform Conversation Paper; “Strengths and Opportunities for Improvement”, p12, May 2012:
 - *“Inspection rigour and frequency could be better matched to risk – there may be an opportunity to decrease compliance costs by better matching inspection frequency, rigour and enforcement to roadworthiness risk”.*
 - *“Vehicle maintenance behaviour could be improved – vehicle owners rely too much on having a WoF or CoF instead of taking responsibility for keeping their vehicles in an ongoing roadworthy state. Vehicle owners could be encouraged to maintain the roadworthiness of their vehicles between inspections through targeted advertising, advice and on-road enforcement focused on visible high-risk faults such as tyre condition, lights, glazing and modifications – with a greater focus on encouraging spending on maintenance rather than fines”.*

We believe that the Federation’s proposals are entirely consistent with both of these points, driven by the research data that documents the high levels of annual maintenance expenses of historic vehicle owners. (Reference 5.6 above)

- From the Vehicle Licencing Reform Discussion Document; Section “Keeping Vehicles Safe and Reducing Costs”, p10, September 2012:
 - *“Our preliminary safety analysis shows less frequent vehicle inspections may increase the risk of a crash if no other action is taken or people don’t change*

their vehicle servicing habits. Safe vehicles can be achieved using different measures and combinations of measures, for example, the rigour and frequency of the test, information and advice for the public or targeted enforcement. All of the options proposed in this discussion document use one or more of these measures to address any increase in crash risk. For the WoF options, the potential percentage increase in the total cost of road crashes from changing frequency alone is small, ranging from 0.2 percent to 1.6 percent". (Note: Highlighting added by FoMC)

We believe this point is significant in terms of the MOT/NZTA analysis showing such a low risk factor of increased crashes from longer WOF intervals. Further, as per the data in section 3.3.3 of this Paper, the crash data (with current 6-month WOF intervals) for the 40+ year sector is already extremely low, at just 1.85% of all DSI crashes for all vehicles (where vehicle condition was a contributing factor).

6. Other Factors and Supporting Information

6.1 The "Frustration Factor"

- Over and above the practical and quantitative factors as above that support this proposal for 12-month WOF's for vehicles 40 years and older (and no WOF's for Veteran vehicles), there is a strong personal frustration factor that underpins the need for change.
- This issue is driven by the fact on-road mileages are very low, with little opportunity for wear and tear between the 6 monthly inspections, adding to the frustrations of owners as nothing had changed. In many cases the only mileage driven is the journey to the testing station and back.
- Every WOF inspection involves levels of inconvenience and unproductive time for owners. This frustration is exacerbated by their realisation they already spend far more time and personal expertise than most other motorists on in-house maintenance, regular checks, detailed inspection and vehicle housekeeping, and more.
- Many owners own multiple vehicles requiring 6-month WOF's (the national average is 2.8 vehicles per owner for vintage and veteran cars), thereby compounding the "frustration factor".
- All this contributes to the qualitative "frustration factor" that thousands of the Federation's members and other historic vehicle owners feel and experience with the present 6-month WOF requirements. Quantitatively the issue is even more serious, given the extra compliance costs being faced, and the loss of productive time and contribution to NZ's economy.

6.2 A Possible Side-benefit of increased Government Revenue

- One of the possible side benefits of the 12-month WOF term as proposed is increased vehicle registration/re-licencing income to the NZ Government, given that

many owners presently only licence their vehicles for 6 months (in line with the 6-month WOF terms), allowing the registration to lapse for the winter months. There is a view that with 12-month WOF's, owners may decide to register their vehicle for the same full 12-month term, enabling year-round use (subject to weather conditions).

6.3 Concluding words from the Historic Vehicle Owners

- Whilst accepting that the NZTA's perspective, duties and responsibilities are set by legislation, the Federation believes it's appropriate to conclude the detail of this Proposal with a brief insight of these vehicle owners who individually and collectively (and together with the span of associated businesses and activities) represent a \$16.5 Billion economic footprint across NZ across the entire historic and classic vehicle sector.
- They are, in general terms
 - o Fastidious and meticulous regarding their vehicles, to a far higher level than all others
 - o Very aware of road worthiness
 - o Mechanically savvy, if not technically experienced
 - o Their vehicles are used sparingly, just 3700 km/year (for all vehicles that are driven), but they spend an average of \$6355 per vehicle per year on associated costs (across all historic and classics – annual spend for 40+ year vehicles is specifically tabled in section 5.6 above)
 - o They are social, community minded, and very proud of their vehicles, their history and their country.

7 Next Steps

7.1 Concurrently the Federation has taken the opportunity to brief the Minister regarding the foregoing proposal. In these discussions we have emphasised the substantial economic and social footprint that the sector represents, and we have highlighted the supporting data regarding extremely low crash and risk data.

7.2. The Federation recognises the legislated role and responsibilities of the NZ Transport Agency with regard to this proposal which has been prepared accordingly. This presentation to NZTA supersedes and replaces all discussions over the last 4 or more years. We acknowledge those earlier discussions and efforts and believe that the foregoing proposal provides a practical and appropriate solution to this long-standing subject, consistent with NZTA's requirements. These 40 year and older vehicles and their owners are critical within the \$16.5 Billion economic and social sector that the Federation represents. We look forward to a positive outcome and implementation soonest for all the sound reasons tabled in this proposal.

8 Appendices:

8.1 Summary Report of the NZ Historic and Classic Vehicle Research Survey 2024

8.2 Federation of Motoring Clubs / Ministry of Transport / NZTA Waka Kotahi discussions 2021/2023.

- 8.3 Death and Serious Injury (DSI) statistical analysis of vehicles 40 years and older and veterans from the NZTA Crash Analysis System (CAS)
- 8.4 WOF failure rate data

Thank you for the opportunity to present this Proposal Paper.

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Appendix 8.1: Summary Report of the NZ Historic and Classic Vehicle Research Survey 2024

The Summary Report of the NZ Historic and Classic Vehicle survey is available here: https://fomc.nz/wp-content/uploads/NZHCVS_Summary_Report_Feb_2024_Small.pdf

The headline outcomes are:



Appendix 8.2: Details of Federation / Ministry of Transport / NZTA – Waka Kotahi Discussions 2021-23

In September 2021 the FoMC organised a meeting with Transport Minister Hon. Michael Wood to discuss issues, the main initiative to extend WoFs to 12 months for vintage and classic vehicles (this meeting had been preceded by contact with Associate Minister Julie Ann Genter when she attended an earlier Federation AGM). The FoMC President also included the NZ Hot Rod Association and the NZ Vintage Car Club Presidents in the meeting. The Minister was very interested, well appreciating both the hobby/interest aspect and the economic role of the classic and heritage motoring sector and was keen for the FoMC to have input into policy considerations. He encouraged officials to liaise with FoMC to quickly progress resolution of issues, if that could be done without the need for rule changes or new legislation.

Nicole Botherway (Senior Manager, Safer Vehicles, Regulatory Services, NZTA) was the lead person in the 12-month WoF for classic and vintage vehicles and it was soon agreed that the simplest and most efficient mechanism would be an exemption from the 6 month WoF requirement (extending to 12 months) for vehicles over 40 years old. Janene Moody and Scott Bainbridge were the officers involved in the project. The mechanism for monitoring was not established, but discussions revolved around some form of entry control through club members' vehicles being identified (perhaps via some "flag" on the on-line WoF system) to avoid old high mileage "daily drivers" also being included. Risk analysis showing crash rates, DSIs etc, for our targeted vehicles showed a vastly better than average outcome, presumably due to very low annual kilometres (and possibly pride of ownership, better than average maintenance and care?) Despite several meetings through 2022 (mostly by Zoom), the hoped-for speedy solution was stalled by a forthcoming change of Director and subsequent internal changes at NZTA.

Work has continued, with proposals drawn up by Scott approved by senior managers and elevated to the Director for approval. A trial of the NZTA computer systems ability was proposed. In mid-2022, Chris Rodley (National Manager, Regulatory System Design) took on the oversight of the project and through 2023 there were delays but 3 discussions took place, including an indication that a decision was to have been put to the new Director in late 2023. In late 2023 we indicated our desire for direct communication and a meeting with the new Director, but nothing eventuated until receipt of the Director's preliminary decision (on the early proposal) on April 30, 2024.

The new proposal above, to which this Appendix note is attached, totally replaces the early proposal and discussions referred to above.

Appendix 8.3: Crash data for Heritage and Classic Vehicles

Introduction

The NZ Federation of Motoring Clubs Inc. is preparing the business case to:

1. Change the Warrant of Fitness (WoF) inspection frequency for all vehicles manufactured 40 years and older from 6 months to 12 months
2. No Warrant of Fitness for all Veteran vehicles manufactured prior to 1 January 1919

WoF's are primarily to ensure that all light vehicles are safe and worthy to operate on the NZ land transport public road network.

This appendix presents Death and Serious Injury (DSI) data from the NZ Transport Agency Waka Kotahi Crash Analysis System (CAS) for vehicles manufactured prior to 1982 (being 40 years and older), being the group mostly represented by the Federation of Motoring Clubs Inc.

Purpose

Report on DSI (Death and Serious Injury) crashes where “the vehicle” was the contributing factor for:

1. All light vehicles manufactured prior to 1984 for the 10-year period 2013 to 2023
2. Veteran vehicles (manufactured prior to 1919) for the 20-year period 2003 to 2023

Data Sources

1. The NZ Transport Agency (Waka Kotahi) Crash Analysis System was used to prepare these reports using the NZ Federation Of Motoring Clubs subscription:
<https://cas.nzta.govt.nz>
2. Crash “Causative and contributory factors”:
<https://www.nzta.govt.nz/assets/Safety/docs/cas-factor-codes.pdf>

CAS Query Details

The following queries were used to prepare the report on 11 April 2024:

- Crash Severity: Fatal Crash & Serious Crash
- Vehicle Type: Car/Wagon, Van, Ute & Motorcycle
- “Vehicle” causative and contributory factors:

Factor Code	Factor Description
610	Brakes (other)
615	Jack-knifed – uneven braking
620	Steering (other)
621	Defective steering
622	Steering failed suddenly
630	Tyres (other)
632	Worn tread on tyre
633	Incorrect tyre type
634	Mixed tyre types (tread) / space savers
650	Mechanical (other)
651	Engine failure
652	Transmission failure / broken axle
653	Accelerator or throttle jammed
660	Chassis/ gear (other)
661	Body, chassis or frame (cycle / motorcycle) failure
662	Suspension failure
664	Door/Body (other)
667	Door / bonnet catch failed, defective or not shut
668	Wheel off
690	Vehicle (other)
692	Vehicle caught fire

And:

Vehicles manufactured prior to 1984:

- Crash Year: 2013-2023
- Manufacturing Year: 1901-1984

Veteran vehicles:

- Crash Year: 2003-2023
- Manufacturing Year: 1901-1918

- Results

Table 1: DSI's for vehicles manufactured prior to 1984. vs. all vehicles for 10 year period 2013-2023

DSI's (Vehicles > 1984)	DSI's (All vehicles with "defects")	Ratio	DSI (All vehicles)	Ratio
13	702	1.85%	22,496	0.06%

Table 2: Detail of DSI's for vehicles manufactured prior to 1984

This table contains further detail of the 13 DSI's from Table 1 (DSI Crashes for Vehicles manufactured prior to 1984 over the last 10 years).

It appears not all crashes may be primarily due to the vehicle contributing to the crash (they are highlighted grey in the table).

Therefore, if "Vehicle" was not the primary contributory factor for the crash, the figure could potentially be reduced from 13 to 5 DSI crashes, dropping the ratio from 1.85% to 0.71%

Crash road	Side road	Date	Description of events	Crash factors	Surface condition	Natural light	Weather	Casualty count fatal	Casualty count serious	Social Cost \$(m)
005-0008	WAIOHOTU ROAD	11/08/2015	Van1 EDB on SH 5 lost control; went off road to right, Van1 hit bank, tree	VAN1, alcohol test above limit or test refused, speed on straight, too far right, worn tread on tyre, ENV: road surface potholed	Dry	Dark	Fine	1	0	16.64
AYRSHIRE DRIVE	ANGUS ST	14/06/2018	Car/Wagon1 NDB on AYRSHIRE DRIVE, GRANDVIEW HEIGHTS, HAMILTON lost control turning left	CAR/WAGON1, accelerator or throttle jammed, lost control - vehicle fault	Dry	Bright sun	Fine	0	1	1.01

Crash road	Side road	Date	Description of events	Crash factors	Surface condition	Natural light	Weather	Casualty count fatal	Casualty count serious	Social Cost \$(m)
HYDERABAD ROAD	TARADALE ROAD	21/01/2023	Motorcycle1 EDB on HYDERABAD ROAD lost control turning right but did not leave the road	MOTORCYCLE1, lost control - vehicle fault, other tyres	Dry	Overcast	Fine	0	1	2.55
PUKEPAPA ROAD	WHALES LINE	11/02/2014	Car/Wagon1 SDB on PUKEPAPA ROAD lost control; went off road to left, Car/Wagon1 hit non specific fence	CAR/WAGON1, other lost control, steering failed suddenly	Dry	Overcast	Fine	0	1	1.1
RAWENE ROAD	MANNING STREET	17/12/2022	Car/Wagon1 SDB on RAWENE ROAD lost control on curve and hit Car/Wagon2 head on	CAR/WAGON1, alcohol test below limit, lost control when turning, other inattentive, speed entering corner/curve, vehicle caught fire CAR/WAGON2, alcohol test below limit	Wet	Overcast	Light rain	0	3	2.02
SH 1S	SANDS ROAD	02/09/2017	Car/Wagon1 SDB on Timaru - Pareora Highway hit Car/Wagon2 headon on straight	CAR/WAGON1, alcohol test below limit, drugs suspected, incorrect tyre type, service brake defective, too far right	Dry	Overcast	Fine	1	3	16.28
SH 2	FERMAH ROAD	29/10/2014	Motorcycle1 EDB on SH 2 swinging wide hit Car/Wagon2 head on	MOTORCYCLE1, speed entering corner/curve, swung wide on bend, vehicle caught fire	Dry	Overcast	Fine	1	0	15.26
SH 2	PURIRI CRESCENT	02/09/2016	Car/Wagon1 EDB on Matata Road lost control; went off road to left, Car/Wagon1 hit non specific pole	CAR/WAGON1, accelerator or throttle jammed, alcohol test below limit, lost control under acceleration, speed on straight	Dry	Dark	Fine	0	1	2.37

Crash road	Side road	Date	Description of events	Crash factors	Surface condition	Natural light	Weather	Casualty count fatal	Casualty count serious	Social Cost \$(m)
SH 24	STOPFORD ROAD	16/04/2016	Van1 EDB on SH 24 miscellaneous, Van1 hit non specific cliff	VAN1, cutting corner on bend, vehicle caught fire	Dry	Bright sun	Fine	2	1	16.7
SH 3	OROUA ROAD	29/09/2014	Motorcycle1 NDB on SH 3 hit Car/Wagon2 turning right onto AXROAD from the left	CAR/WAGON2, did not check/notice another party from other dirn, failed to give way at priority traffic control MOTORCYCLE1, vehicle caught fire	Dry	Bright sun	Fine	0	1	1.1
SH 6	SH 98	08/04/2016	Car/Wagon1 SDB on SH 6 hit rear end of Car/Wagon2 stopped/moving slowly, Car/Wagon1 hit non specific pole, Car/Wagon2 hit non specific pole	CAR/WAGON1, alcohol test above limit or test refused, did not check/notice another party from other dirn, over the speed limit, speed on straight CAR/WAGON2, vehicle caught fire	Wet	Dark	Light rain	0	4	2.1
THOMPSONS TRACK	BRAEMAR ROAD	12/07/2017	Car/Wagon1 WDB on Thompsons Track lost control; went off road to right, Car/Wagon1 hit non specific pole	CAR/WAGON1, other fatigue, too far right, vehicle caught fire, ENV: snow, sleet or hail	Ice or Snow	Dark	Snow	0	1	1.95
TUNNEL ROAD		30/12/2023	Car/Wagon1 NDB on TUNNEL ROAD cutting corner hit Motorcycle2 head on	CAR/WAGON3, vehicle caught fire MOTORCYCLE2, alcohol suspected, vehicle caught fire CAR/WAGON1, speed entering corner/curve, wrong way in one way street, motorway or roundabout	Dry	Dark	Fine	2	3	17.48

Table 3: DSI's for Veteran vehicles (pre 1918) for 20 year period 2003-2023

Over the past 20 years, there have been no DSI's for Veteran vehicles, manufactured prior to 1/1/1919.

DSI's (Veteran Vehicles Pre-1920)	DSI's (All vehicles with "defects")	Ratio	DSI (All vehicles)	Ratio
0	702	0%	22,496	0%

Appendix 8.4: WOF Failure Data Analysis

This information must be read in conjunction with the caveats in the "Caveats" sheet of this document.

Data extracted from Motor Vehicle Register (MVR) on 13 May 2024 and is current as at 12 May 2024

Light Vehicle Warrant of Fitness (WoF) Inspections by Vehicle Age for inspection year 2023				
Vehicle age group	Total Insp'ns	Failed Insp'ns	Passed Insp'ns	Fail rate
Up to 10 years old	2,004,223	457,589	1,546,634	23%
10 years up to 20 yrs old	2,574,054	970,289	1,603,765	38%
20 years up to 30 yrs old	873,468	339,863	533,605	39%
30 years up to 40 yrs old	137,593	48,610	88,983	35%
over 40 years old	109,531	25,385	84,146	23%
Total	5,698,869	1,841,736	3,857,133	32%

Total active registered light fleet* as at 31 December 2023				
Vehicle age group	Current Licence	Expired Licence	Licence on exemption	Total
Up to 10 years old	1,813,007	34,156	18,101	1,865,264
10 years up to 20 yrs old	1,648,858	113,740	79,539	1,842,137
20 years up to 30 yrs old	391,405	72,361	110,143	573,909
30 years up to 40 yrs old	58,280	14,343	75,023	147,646
over 40 years old	56,989	16,407	85,672	159,068
Total	3,968,539	251,007	368,478	4,588,024

** includes all light vehicles subject to either WOF or COF*