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Light-vehicle Brakes Amendment 2019
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LIGHT-VEHICLE BRAKES AMENDMENT 2019 (Rule 32014/2002/6)

The New Zealand Automobile Association (NZAA) welcomes the opportunity to provide comment on the Light-vehicle Brakes Amendment Rule 2019.

The NZAA is an incorporated society with over 1.7 million Members. It represents the interests of road users who collectively pay over \$3 billion in taxes each year through fuel excise, road user charges, registration fees, ACC levies, and GST. The NZAA's advocacy and policy work mainly focuses on protecting the freedom of choice and rights of motorists, keeping the cost of motoring fair and reasonable, and enhancing the safety of all road users.

PROPOSAL 1. To require motorcycles of engine capacity over 125cc, or an electrically powered equivalent, to be fitted with ABS

PROPOSAL 2: To require motorcycles with engine capacities over 50cc and not exceeding 125cc, or an electrically powered equivalent, to be fitted with ABS or CBS

International evidence shows that ABS reduces motorcycle crashes on sealed roads, and so the NZAA fully supports the proposals to mandate ABS for Class LC, LD and LE vehicles (motorcycles over 125cc or 11kW), and mandating either ABS or combined brake systems for motorcycles with engine capacity of over 50cc and up to 125cc (or over 4kW up to 11kW).

PROPOSAL 3: Implementation dates for ABS requirements will be from 1 November 2019 for new model new motorcycles and from 1 November 2021 for all existing-model new and used motorcycles entering the fleet

The NZAA supports the proposed implementation dates of 1 November 2021 for existing model new motorcycles and used motorcycles. However, we understand from vehicle importers that 1 November 2019 is too soon for new model new motorcycles, as orders have already been placed and production committed. Whilst the draft Rule proposes exempting such motorcycles that have already been ordered, subject to proof of documentation, in light of the short notice period arising from the publication of this draft Rule in March, the NZAA instead supports the proposal of the Motor Industry Association to delay the implementation date for new model new motorcycles to 1 April 2020, with the ability for distributors to extend this to 1 November 2020 upon the provision of documentation showing forward orders committed to that date.

PROPOSAL 4: To except used motorcycles without ABS or CBS and manufactured on or before 1 January 1990 from the requirement to have ABS or CBS, and to allow a limited number of motorcycles without ABS or CBS to enter into service if they are of special interest

The NZAA supports the principle of exempting older used motorcycle imports from this requirement on the grounds that this will continue to enable motorcycle enthusiasts to import certain classic or collectable motorcycles. We support adopting 1 January 1990 as the appropriate cut-off date as motorcycles older than this will only be imported in limited numbers and ridden sparingly, and because ABS became a more common feature on motorcycles manufactured from 1990 onwards.

The NZAA also supports the creation of a Special Interest Motorcycle (SIM) permit scheme to enable the import of up to 100 motorcycles in a calendar year manufactured from 1990 onwards which do not have ABS fitted, and which meet the criteria proposed. This is similar to the Special Interest Vehicle permit scheme for late-model enthusiast cars which the AA fully supports, and likewise we support ensuring that motorcycle enthusiasts can continue to import later-model specialist motorcycles that were not fitted with ABS.

PROPOSAL 5: To provide exceptions for immigrant's vehicles and specialist motorsport motorcycles (Trial and Enduro) from requiring ABS or CBS and to allow certain motorcycles principally used off-road to be able to switch off the ABS function

The NZAA supports creating these exemptions as proposed. It is recognised that ABS is not suitable on unsealed roads or off-road (which is why it can be switched off in cars), and so it is appropriate that motorcycles designed specifically for off-road use should not be required to be fitted with ABS, and that dual purpose on-road/off-road motorcycles should have the ability to switch off the ABS.

However, it is not clear that typical farm bikes fall under the definition of off-road motorcycles under clause 2.7(7)(g) in the Rule, and so we suggest this criteria may need to be reviewed in conjunction with farm bike importers and Federated Farmers to ensure that farm bikes are also exempted from the requirement to be fitted with ABS.

PROPOSAL 6: To remove the requirement for twin-wheeled motor tricycles to have park brakes installed

The NZAA supports this proposal.

Yours sincerely



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