

Proactive Release

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Listed below are the most commonly used grounds from the OIA.

<u>Section</u>	<u>Description of ground</u>
6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
6(b)	as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> (i) the Government of any other country or any agency of such a Government; or (ii) any international organisation
6(c)	prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
9(2)(a)	to protect the privacy of natural persons
9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public
9(2)(ba)(ii)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
9(2)(f)(i)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
9(2)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
9(2)(j)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)



19 November 2025

OC251022

Hon Chris Bishop

Action required by:

Minister of Transport

Monday, 24 November 2025

cc Hon James Meager

Associate Minister of Transport

PROGRESS ON THE LAND TRANSPORT RULES REFORM CABINET PAPER

Purpose

This briefing updates you on progress made by the Land Transport Rules Reform Programme (the programme). It also provides a draft Cabinet paper for your feedback, which seeks decisions needed to progress service modernisation (including digital driver licences).

Key points

- The programme (OC250164 refers) has already delivered reductions in compliance costs and is expected to achieve further reductions. Public consultation is underway on three workstreams, with further public consultation planned from February 2026.
- A draft Cabinet paper accompanies this briefing and seeks decisions to progress rule changes and related regulations for digital driver licences and online services. It also fulfils the agreed report back on implementation and indicative costs for service modernisation (attached as Annex 2).
- The New Zealand Transport Agency (NZTA) is collaborating with Austroads on a privacy-preserving digital licence. Subject to regulatory and technical readiness, nationwide rollout could begin in late 2026. ^{s 9(2)(i)} [REDACTED]
- In addition, NZTA is phasing in enhanced electronic service of transport notices and digital alternatives to physical labels, ^{s 9(2)(i)} [REDACTED]
- ^{s 9(2)(i)} [REDACTED]
- NZTA has initiated research to support the review of Vehicle Dimension and Mass (VDAM) limits, with a preferred researcher to be selected by mid-December 2025 and an interim report due by June 2026 to inform future advice and decisions.

Recommendations

We recommend you:

- 1 agree to report back to Cabinet by the end of the year on the implementation of service modernisation and seek Cabinet authorisation to make policy decisions and issue drafting instructions to Parliamentary Counsel Office for this workstream. Yes / No
- 2 agree to begin ministerial consultation on the attached draft Cabinet paper from Monday, 24 November, subject to any feedback you may have. Yes / No
- 3 direct officials to draft a Cabinet paper to seek policy decisions for several workstreams in March 2026. Yes / No



Paul O'Connell
Deputy Chief Executive, Sector Strategy
18 / 11 / 2025

Hon Chris Bishop
Minister of Transport
..... / /

Minister's office to complete:

- Approved
- Declined
- Seen by Minister
- Not seen by Minister
- Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Keegan Taylor, Principal Advisor, Regulatory Reform	s 9(2)(a)	✓
Angela Mansell, Principal Advisor, Regulatory Reform		
Katrina Quickenden, Manager, Regulatory Reform		

PROGRESS ON THE LAND TRANSPORT RULES REFORM PROGRAMME CABINET PAPER

The programme is delivering reduced regulatory burden

- 1 In June 2025, Cabinet established the programme with seven workstreams to review land transport rules and reduce compliance costs. Cabinet also authorised public consultation on proposed rule changes over the following 12 to 18 months.
- 2 NZTA is currently consulting on three more rule changes:
 - Reducing the frequency of light vehicle inspection requirements
 - Introducing additional safety requirements for vehicle imports, and
 - Removing unnecessary permitting requirements for heavy vehicles and streamlining regulation.
- 3 These changes are expected to maintain or improve the safety of our roads, while delivering significant reductions in compliance costs that lead to large net economic benefits. For example, the proposed changes for inspection requirements are expected to deliver over \$1.9 billion in net benefits over 30 years.
- 4 The remaining workstreams are also progressing with consultation expected to start from February 2026. Further information is available in the dashboard attached as Annex 1.
- 5 We are currently considering options for further reforms and will advise you on prioritisation for your consideration in the new year.

Streamlined decision-making is needed to meet timelines

- 6 Most workstreams plan to make rule changes via an Order in Council process. This requires proposals to be considered by Cabinet on two separate occasions: first to make the policy decision, and second to authorise the rule change. Furthermore, several of the workstreams require drafting instructions to be issued to the Parliamentary Council Office (PCO), which requires Cabinet approval. This is because the rule changes relate to the Land Transport (Driver Licensing) Rule 1999 and the Land Transport (Road User Rule) 2004 and will require consequential amendments to associated regulations.
- 7 We have identified a two-part approach to streamline this process that will help us to meet agreed timelines. The first part is to take a programme-level paper to Cabinet in March 2026, which will seek policy decisions and authorisation for drafting for three of the four rule change proposals:
 - Review of Warrant of Fitness/Certificate of Fitness A inspection requirements for light vehicles
 - Heavy vehicle productivity Phase 2
 - Improved use of lane rules and traffic control devices.

A different approach for service modernisation, given the complexity

- 8 For the remaining workstream to enable service modernisation and digital driver licences, we recommend that you request Cabinet to authorise you to take policy decisions and issue drafting instructions to PCO, as part of the December 2025 report back to Cabinet on implementation. This approach ensures rules and regulations drafting can progress and will not prevent implementation from July 2026.
- 9 Providing as much time as possible for drafting is important given PCO's capacity. Starting the drafting process now also enables public consultation in late March 2026 on draft rule(s) rather than just policy proposals, which we see as beneficial given the widespread use of digital driver licences.
- 10 The alternative would be to seek Cabinet's authorisation to issue drafting instructions in March 2026. This would mean that Cabinet would have greater visibility and proposals would be further progressed. However, drafting would begin three months later, and public consultation would not include a draft rule(s). On balance, we consider our recommended approach is more transparent and decreases the risk of mistakes or unintended consequences by giving those affected the time to review the proposed rule wording.
- 11 We recommend you seek Cabinet agreement for you to take detailed policy decisions to draft rules to enable:
- a digital driver licence
 - digital alternatives to physical display requirements
 - NZTA to require electronic addresses and electronically send land transport notices
 - the introduction of online theory tests and changes to the current approach to vision testing, to streamline the licensing process
 - simplifying and future proofing the application processes and identification requirements for NZTA customers, and
 - other service modernisation changes that will streamline the NZTA customer experience (including changes to format and delivery of a temporary licence).

Implementation update for service modernisation and digital driver licences

- 12 As part of Cabinet's consideration of the Regulatory Systems (Transport) Amendment Bill, the Associate Minister of Transport signalled that you would return to Cabinet later in 2025 to provide more detail on service design, timeframes and associated costs for service modernisation and digital driver licences.
- 13 The attached Cabinet paper (Annex 2) fulfils this requirement. It also provides Cabinet with a more general update on the programme and serves as the vehicle for obtaining the authorisation needed to meet timelines outlined above.
- 14 The key points from the Cabinet update on service modernisation and digital driver licences include (refer to Annex 2, paragraphs 26 to 36):

- s 9(2)(i) [redacted]
The digital driver licence solution will meet privacy and security standards and comply with the Digital Trust Framework. A physical licence format will remain available. s 9(2)(i) [redacted]
- NZTA will phase in electronic delivery of regulatory notices over three years, building secure functionality before releasing different notice types. s 9(2)(i) [redacted]
- NZTA intends to progressively introduce digital alternatives to labels that currently must be displayed in vehicles, while retaining the option for a physical label. NZTA will work closely with enforcement agencies and there will be a transition period before changes take effect, supported by clear communications to inform the public. s 9(2)(i) [redacted]

15 s 9(2)(i) [redacted]
The rules reform programme accounts for part of those costs. s 9(2)(i) [redacted]

Progress on the output agreement deliverable: research to support the review of VDAM

16 As part of our output agreement for quarter two, we have scoped research to support the review of VDAM limits. NZTA has released a Request for Proposal for this research and expects to select a preferred researcher by mid-December 2025. Key components of the research include:

- identifying the types and characteristics of vehicles currently excluded under existing VDAM limits
- comparing VDAM limits with those in comparable jurisdictions
- developing a consistent, repeatable approach to assess network impacts and constraints, and the marginal costs of increased maintenance and of upgrading existing assets
- identifying which parts of the road network could accommodate changes to VDAM limits, and
- determining whether any factors require real-world testing by NZTA.

17 An interim research report will be delivered by June 2026 to inform the Ministry and NZTA's mid-year advice, with the final report scheduled for completion in November 2026.

Next steps

- 18 Subject to your agreement and any feedback you provide, we will progress the Cabinet paper based on the following timeframes:

Stage	Indicative dates
Departmental and ministerial consultation (concurrent)	24 November 2025 to 1 December 2025
Cabinet paper lodged	4 December 2025
Economic Policy Committee	10 December 2025
Cabinet	15 December 2025

- 19 We will provide our next update on the programme in March 2026, accompanied by a draft Cabinet paper to seek policy decisions for several workstreams.

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MINISTRY OF TRANSPORT TE MANATU WAKA

ANNEX 1: LAND TRANSPORT RULES REFORM PROGRAMME UPDATE DASHBOARD NOVEMBER 2025

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Annex 1: Land Transport Rules Reform Programme update | November 2025

Project Overview

Project	Description	Expected Rule signing	Status
Warrant of Fitness/Certificate of Fitness frequency for vintage vehicles and motorhomes	This workstream reduced warrant of fitness and certificate of fitness frequency for vintage/veteran vehicles and privately owned heavy motorhomes from 6 months to every 12 months. This change reduced regulatory and compliance time burdens on these vehicle owners.	July 2025	Complete
Review of Warrant of Fitness/Certificate of Fitness A inspection requirements for light vehicles	This workstream focuses on enhancing the efficiency of the vehicle inspection system through a comprehensive review of inspection frequency and scope. This is alongside broader systemic improvements aimed at strengthening vehicle roadworthiness. New Zealand's approach is an outlier internationally, and preliminary analysis indicates that substantial compliance cost reductions may be realised through targeted changes.	April 2026	Out for public consultation
Additional safety requirements for vehicle imports	This workstream explores the case for mandating additional safety features in new and used, light and heavy vehicle imports. The objective is to improve the quality and safety of vehicles entering New Zealand's fleet over time, contributing to reductions in deaths and serious injuries. The following safety features are being considered for imported vehicles: <ul style="list-style-type: none"> • For new and used, light and heavy vehicles: <ul style="list-style-type: none"> - Automatic Emergency Braking (AEB) - Lane Keep Support systems (LKS) - Acoustic Vehicle Alerting Systems (AVAS) for 'quiet' – electric and hybrid vehicles. • For new and used heavy vehicles: <ul style="list-style-type: none"> - Electronic Stability Control (ESC) - Anti-lock Braking Systems (ABS). 	July 2026	Out for public consultation

Project	Description	Expected Rule signing	Status
Heavy vehicle productivity	<p>This workstream aims to simplify the regulatory framework for heavy vehicles. It is split into two phases.</p> <p>The first phase includes proposals to remove 50MAX permit requirements, to remove H plate requirements for High Productivity Motor Vehicles, and to incorporate the bolster attachment code by reference.</p> <p>The second phase includes further proposals to simplify permit requirements, to reduce movement and time restrictions, to update load pilot lighting and signage requirements, and to simplify driver licensing for heavy vehicles.</p>	<p>Phase 1: May 2026</p> <p>Phase 2: June 2026</p>	<p>Phase 1: Out for public consultation</p> <p>Phase 2: Public consultation February 2026</p>
Improved use of lane rules and traffic control devices	<p>The workstream allows common-sense changes to lane use such as, e-scooters in cycle lanes, allowing children on bicycles on footpaths, a minimum overtaking gap and a requirement to give way to buses leaving bustops.</p> <p>It also allows for minor and technical amendments to the Traffic Control Device Rule 2004.</p>	May 2026	Public consultation (Lane Use) February 2026
Digital driver licensing and service modernisation	<p>This work enables digital driver licensing and other service modernisation, including online theory tests, digital alternatives to physical labels, simplified customer requirements, and enhanced electronic service of regulatory notices and fees.</p>	July 2026	Public consultation March 2026
Overhaul of the vehicle regulatory system	<p>This workstream aims to make the vehicle regulatory system more efficient, effective and adaptable. It is split into two phases. Phase 1 is focused on simplifying entry for vehicles subject to overseas type approvals and streamlining recognition of international standards. Phase 2 will consider broad changes to the vehicle regulatory system to better align with international jurisdictions, including looking at how vehicles are categorised and how/where requirements are set out (e.g. primary legislation versus rules versus operational documents).</p>	<p>Phase 1: Second half of 2026</p> <p>Phase 2: To be confirmed</p>	<p>Phase 1: Public consultation April 2026</p> <p>Phase 2: To be confirmed</p>

ANNEX 2: DRAFT CABINET PAPER

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MINISTRY OF TRANSPORT TE MANATŪ WAKA

In Confidence

Office of the Minister of Transport

Cabinet Economic Policy Committee

Progress on the Land Transport Rules Reform Programme

Proposal

- 1 This paper provides an update on the Land Transport Rules Reform Programme (the programme). It also seeks delegated authority for the Minister of Transport to take policy decisions and issue drafting instructions to amend the Land Transport (Driver Licensing) Rule 1999 and the Land Transport (Road User) Rule 2004 to give effect to service modernisation and Digital Driver Licences (DDL).

Relation to government priorities

- 2 The programme delivers on commitments in the Government Policy Statement on Land Transport 2024 and the Road Safety Objectives document to:
 - 2.1 review the vehicle regulatory system to improve safety, reduce regulatory burden, and ensure our domestic rules are fit for purpose
 - 2.2 investigate our warrant of fitness system to more effectively and efficiently target risk, and
 - 2.3 investigate new safety requirements for vehicles entering the fleet.
- 3 The programme also supports other Government priorities including improving the quality and performance of regulatory systems and the digital modernisation of services.

Executive Summary

- 4 Since Cabinet established the programme in June 2025, compliance costs have already reduced for New Zealanders. Public consultation is currently underway for further changes to simplify rules and make inspection requirements more efficient. These measures are designed to keep roads safe while delivering substantial cost savings, with an estimated net benefit of over \$1.9 billion in the coming decades. The programme's remaining projects are advancing, with further consultation and decisions scheduled for early 2026.
- 5 To ensure the timely implementation of detailed and technical rule changes, I request that Cabinet authorise the Minister of Transport to make policy decisions and issue drafting instructions for service modernisation and a DDL. This approach will enable public consultation on draft rules, maintain transparency, and allow for a clear scope of changes.
- 6 This paper also reports back to Cabinet on the implementation of service modernisation including a DDL. The New Zealand Transport Agency (NZTA) is

collaborating with Austroads¹ to deliver a DDL for New Zealand. This could support a national rollout in the second half of 2026, pending regulatory and technical readiness. The DDL will enhance privacy and security, allowing drivers to control what information they share. It will comply with relevant international standards, and NZTA will seek accreditation under the New Zealand Digital Identity Services Trust Framework (DISTF). s 9(2)(b)(ii), s 9(2)(i)

with ongoing privacy assessments to ensure compliance with the Privacy Act 2020.

- 7 In parallel, NZTA is moving to electronic notices and digital alternatives to vehicle labels to streamline processes and reduce costs. s 9(2)(i)

Public communications will support the transition. Physical licence and label formats will be retained to ensure equitable access for all users during and after the transition to digital services.

- 8 These rules reform costs are part of a broader road regulation reform programme with significant setup costs. I am exploring options to manage these costs within NZTA's cost recovery framework, including the potential establishment of reserves. These proposals are unlikely to have a direct impact on the Crown's fiscal position, however, I will report back if there are fiscal implications for the Crown.
- 9 I intend to provide another programme update and seek policy decisions for several workstreams in March 2026.

Background

- 10 In June 2025, Cabinet agreed to establish the programme, made up of seven workstreams, to undertake a review of land transport rules, with the aim of reducing compliance costs and regulatory burden [ECO-25-MIN-003 refers]. Cabinet agreed to authorise Transport Ministers to undertake public consultation on the rule changes over the next 12 to 18 months.
- 11 Enabling changes are progressing through the Regulatory Systems Transport Amendment Bill. The Transport and Infrastructure Select Committee is due to report back by 19 February 2026.
- 12 As part of Cabinet's consideration of the Regulatory Systems (Transport) Amendment Bill [ECO-25-MIN-0034 refers], the Associate Minister of Transport signalled that I would provide Cabinet with more detail on the service design, timeframes and associated costs of service modernisation and DDL later in 2025. This paper fulfils this purpose.

¹ Austroads is the association of the Australian and New Zealand transport agencies, representing all levels of government. Austroads is a not-for-profit, nonpartisan organisation funded by Australian and New Zealand government transport agencies.

The programme has identified opportunities to reduce regulatory burden

- 13 I have already agreed to halve the frequency of inspections for light vintage/veteran vehicles and privately owned heavy motorhomes to once per year. This change came into effect on 1 September 2025 and received high levels of support (89%+) during public consultation.
- 14 We are currently consulting on three more rule changes:
- 14.1 Reducing the frequency of light vehicle inspection requirements
 - 14.2 Removing unnecessary requirements for heavy vehicles and streamlining regulation
 - 14.3 Introducing additional safety requirements for vehicle imports
- 15 These changes are expected to maintain or improve the safety of our roads while delivering significant reductions in compliance costs. For example, the proposed changes for inspection requirements are expected to deliver over \$1.9 billion in net benefits over the next three decades.
- 16 Annex 1 provides an update on the programme workstreams.

I am seeking authorisation to enable a streamlined decision-making process

- 17 Several of the programme's workstreams require drafting instructions to be issued to the Parliamentary Counsel Office (PCO), because the rule changes relate to the Land Transport (Driver Licensing) Rule 1999, the Land Transport (Road User Rule) 2004, and consequential amendments to regulations. These rules are drafted by PCO.
- 18 To enable DDLs and online service modernisation, I seek authorisation to make further policy decisions that are consistent with the enabling policy direction already agreed by Cabinet [ECO-25-MIN-0083 refers], and to issue drafting instructions to PCO.
- 19 This approach will ensure that required rule changes do not delay implementation from July 2026. I have prioritised allowing sufficient time for drafting and for public consultation on draft rules and any consequential regulatory amendments.
- 20 To mitigate risks with delegating the policy decisions, I provide a clear signal of the scope of changes now. Doing this provides an opportunity to raise concerns and ensures that decision-making remains within the defined parameters as set out below. Physical licence and label formats will be retained to ensure access for all users during and after the transition to digital services.
- 21 I seek authorisation to make further policy decisions to enable the following changes:
- 21.1 introduction of a digital driver licence
 - 21.2 digital alternatives to physical display requirements

- 21.3 NZTA to be able to require electronic addresses and electronically send land transport notices
 - 21.4 introduction of online theory tests and changes to the current approach to vision testing, to streamline the licensing process
 - 21.5 simplification and future proofing of the application processes and identification requirements for NZTA customers, and
 - 21.6 other service modernisation changes that will streamline the NZTA customer experience (including changes to format and delivery of a temporary licence).
- 22 My next update on the programme in March 2026 will provide another opportunity for Cabinet to make further policy decisions and maintain visibility of the work. For all other workstreams, I plan to seek Cabinet agreement to issue drafting instructions to PCO at this point.

Progress on service modernisation and digital driver licences

- 23 This Cabinet paper proposes progressing enabling changes, so that once the Regulatory Systems (Transport) Amendment Bill is enacted, implementation can begin without delay.
- 24 I want to provide Cabinet with an update on the progress we have made with service design, delivery timeframes, and indicative costs for DDL and online service modernisation.

Digital driver licences

25 s 9(2)(i)

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- 29 NZTA will assess and manage privacy risks throughout the roll-out of the DDL. NZTA is confident the DDL will offer improved privacy and security of the driver licence credential, notably:
- 29.1 The DDL is intended to be privacy-preserving, as it allows drivers to store a secure, encrypted version of their licence on their phone. It gives them control over what information is disclosed when verifying their credentials with third parties (for example, if purchasing alcohol, a person can share only confirmation they are over 18 years, without revealing their name or licence number).
- 29.2 The Austroads solution will comply with the New Zealand Digital Identity Services Trust Framework and international standards for DDLs, including information storage and transfer, and verification standards.
- 30 Austroads will run a solution-level privacy impact assessment process and NZTA will prepare its own privacy impact assessment to identify and manage specific privacy risks in the domestic context. NZTA will seek substantive input from the Office of the Privacy Commissioner to ensure any solution complies with the Privacy Act 2020.

Streamlined electronic services for notices and fees

- 31 Enhancing NZTA ability to issue notices electronically (such as infringement and toll notices), via email and potentially a future web/app platform similar to MyIR, will streamline processes and deliver significant cost savings for both NZTA and its customers. In the previous financial year, NZTA spent just under \$17 million on printing and postage for 14 million items.
- 32 NZTA plans to progressively roll out e-servicing for regulatory notices over the next three years. This timeframe and a phased approach will allow NZTA to build and expand the functionality needed for electronic delivery, including systems to manage bounce backs and password protection, before releasing different notice types. NZTA will proactively inform the public about these changes to support successful delivery and encourage compliance.

33 s 9(2)(i)

Digital alternatives to vehicle display labels

- 34 NZTA plans to progressively introduce digital alternatives to labels that currently must be displayed in vehicles², while retaining the option for a physical label. NZTA will work closely with enforcement agencies and there will be a transition period before changes take effect, supported by clear communications to inform the public.
- 35 Timing and sequencing will depend on factors such as Police and agent implementation timeframes, alignment with other work programmes, the nature of the label and the extent to which information is already available digitally.

² For example, motor vehicle licences, warrants of fitness, certificates of fitness, certificates of loading, transport service licence cards and alternative fuel inspection certificates.

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s 9(2)(i)

Implementation

- 37 Implementation of service modernisation will begin following enactment of the Regulatory Systems (Transport) Amendment Bill and completion of the detailed rule changes outlined above. Service modernisation requires a phased rollout over time. This is to ensure system updates and harmonisation across agencies, and to proactively inform the public about upcoming changes, as described in the service modernisation and DDL sections.

Cost-of-living Implications

- 38 The programme has already delivered reductions in compliance costs and is expected to achieve further reductions. Any cost-of-living implications of the changes will be assessed as the policies are developed and considered as part of final decisions on progressing any changes to rules. For most workstreams, this will be in early 2026.

Financial Implications

- 39 These rules reform costs are part of a broader road regulation reform programme with significant setup costs. I am exploring options to manage these costs within NZTA's cost recovery framework, including the potential establishment of reserves. These proposals are unlikely to have a direct impact on the Crown's fiscal position; however, I will report back if there are fiscal implications for the Crown.

Legislative Implications

- 40 Legislation is required to implement the proposals in this paper. Each of the proposals will require amendments to land transport rules (secondary legislation made under the Land Transport Act 1998) and consequential amendments to other secondary legislation (such as Orders in Council). For most workstreams, rule changes will be made in early to mid-2026. There may also be amendments to land transport regulations if new offences and penalties are required.

Regulatory Impact Statement

- 41 There are no immediate regulatory proposals in this paper, and therefore Cabinet's impact analysis requirements do not apply. A Regulatory Impact Statement will be prepared to accompany the public consultation process by the Minister of Transport on enabling online service modernisation and DDLs, and the Cabinet paper in March 2026.

Climate Implications of Policy Assessment

- 42 Any climate implications of the changes will be assessed as the policies are developed and considered as part of final decisions on progressing any changes to rules. For most workstreams, this will be in early 2026.

Population Implications

- 43 Any population implications of the changes will be assessed as the policies are developed and considered as part of final decisions on progressing any changes to rules. For most workstreams, this will be in early 2026.
- 44 Physical formats of the driver licence and labels will be retained to ensure equitable access.

Human Rights

- 45 Any human rights implication of the changes will be assessed as the policies are developed and considered as part of final decisions on progressing any changes to rules. For most workstreams, this will be in early 2026.

Use of external Resources

- 46 One principal policy contractor has been engaged for a three-month term to provide additional capacity during a peak workload period, ensuring timely development of complex policy proposals without delaying Cabinet timeframes.

Consultation

- 47 The Ministry of Transport consulted with the NZTA, New Zealand Police, the Office of the Privacy Commissioner, Ministry of Justice, Ministry for Regulation, Department of Internal Affairs and Treasury. New Zealand Police and the Office of the Privacy Commissioner have requested involvement in detailed decision-making, and this engagement is planned. The Department of the Prime Minister and Cabinet was informed. The Government Chief Digital Officer is engaged in the development of digital driver licences and supports the paper.

Communications

- 48 I do not intend to publicly announce the decisions in this paper.

Proactive Release

- 49 I intend to publish this paper within 30 business days of decisions being confirmed by Cabinet.

Recommendations

The Minister of Transport recommends that the Committee:

- 1 **note** that in June 2025, Cabinet agreed to establish the Land Transport Rules Reform programme to undertake a review of land transport rules with the aim of reducing compliance costs and regulatory burden [ECO-25-MIN-003 refers];
- 2 **note** that the Land Transport Rules Reform programme has identified opportunities to reduce regulatory burden with one change implemented and three proposed changes currently out for public consultation;

- 3 **authorise** the Minister of Transport to make detailed policy decisions consistent with the enabling policy direction already agreed by Cabinet [ECO-25-SUB-0083 refers] and within the parameters set out in paragraph 21;
- 4 **authorise** the Minister of Transport to issue drafting instructions to the Parliamentary Counsel Office for service modernisation based on the detailed policy decisions referred to in recommendation 3; and
- 5 **invite** the Minister of Transport to report back to the Cabinet Economic Policy Committee by 31 March 2026, seeking policy decisions on other workstreams of the programme.

Authorised for lodgement.

Hon Chris Bishop

Minister of Transport

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MINISTRY OF TRANSPORT TE MANATŪ WAKA