



WELLINGTON, NEW ZEALAND

PURSUANT to Section 152 of the Land Transport Act 1998

I, **Harry James Duynhoven**, Minister for Transport Safety,

**HEREBY** make the following ordinary Rule:

Land Transport Rule: Frontal Impact Amendment

**SIGNED AT** Wellington

This *8th* day of *August* 2005

Harry James Duynhoven

Minister for Transport Safety

**Land Transport Rule  
Frontal Impact Amendment 2005**

**Rule 32006/2**

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**Land Transport Rule**  
**Frontal Impact Amendment 2005**

**Rule 32006/2**



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## Objective of the Rule

**Land Transport Rule: Frontal Impact Amendment 2005** amends *Land Transport Rule: Frontal Impact 2001*, which requires specified motor vehicles to comply with an approved frontal impact standard.

The objective of this amendment Rule is to incorporate by reference, in accordance with *section 165* of the *Land Transport Act 1998, Directive 96/79/EC* as an additional approved standard for frontal protection for Class MA vehicles (passenger cars). This standard should have been included in the list of alternative approved standards in *Land Transport Rule: Frontal Impact 2001* with which Class MA vehicles have the choice of complying, and this Rule rectifies the error.

## Extent of consultation

For the purposes of consultation, a number of amendments proposed to *Land Transport Rule: Frontal Impact 2001* and 12 other Land Transport Rules were combined into a single draft Rule, *Land Transport Rule: Omnibus Amendment 2005* (the Omnibus Amendment Rule). The changes proposed were intended mainly to convert remaining provisions in the *Traffic Regulations 1976* to Rules, to update vehicle standards, to delete redundant provisions and clarify provisions and to correct some errors in Rules.

On 1 April 2005, Land Transport New Zealand (Land Transport NZ) sent a letter containing the Rule amendment proposals to about 2200 groups and individuals who had registered an interest in the Rules to be amended, and sought submissions on the proposed changes. The draft Omnibus Amendment Rule was made available through the Land Transport NZ Help Desk and was available together with Questions and Answers on the Land Transport NZ website. The availability of the draft was publicised in five metropolitan daily newspapers, *Te Karere National News* and the *New Zealand Gazette*. Land

Transport NZ received 33 submissions on the draft Omnibus Amendment Rule, of which four commented on the proposed amendments to approved vehicle standards, including one submission on the proposed frontal impact amendment.

Following consultation, the provisions in the draft Omnibus Amendment Rule were split into separate amendment Rules, including this Rule. The submissions that were received were taken into account in drafting the amendment Rules before the Rules were submitted to the Minister for Transport Safety for signing.

### **Material incorporated by reference**

Documents that are ‘incorporated by reference’ in this Rule are available, on request, for inspection (free of charge) at the National Office of Land Transport NZ. Contact details for Land Transport NZ are listed at the front of this Rule.



## **Section 1                      Application**

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### **1.1                                      Title**

1.1(1)                                      This Rule is *Land Transport Rule: Frontal Impact Amendment 2005*.

1.1(2)                                      In this Rule, *Land Transport Rule: Frontal Impact 2001* is called ‘the principal Rule’.

### **1.2                                      Date when Rule comes into force**

This Rule comes into force on 15 September 2005.

## **Section 2                                      Amendment relating to vehicle standards**

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### **2.1                                      Application of requirements**

2.1(1)                                      *Clause 2.1* of the principal Rule is amended by revoking the third footnote in *Table 2.1*.

2.1(2)                                      *Subclause 2.1(5)* of the principal Rule is amended by omitting the expression “(b) to (f)”.