

## **Q&As – WoF and CoF A changes**

### **Why change WoF and CoF A inspection intervals?**

- New Zealand has historically had very frequent light vehicle inspections, compared to other jurisdictions. Modern light vehicles are significantly safer and more reliable, and the previous settings imposed unnecessary costs and time on motorists. These changes better align inspection effort with real safety risk.

### **What exactly is changing for most drivers?**

- Most light vehicles under 14 years old will move to two-yearly WoF inspections, and new vehicles will go four years before their second WoF. Older vehicles, motorcycles, and light rental vehicles move from six monthly to yearly inspections.

### **Does this make roads less safe?**

- Safety remains central to the reforms. Inspections are being expanded to include modern safety systems. Modelling conservatively suggests there could be an estimated 0.6 to 1.3 percent increase in defect-related crashes.
- To mitigate this, the Government will strengthen penalties for non-compliance, increase public education, and investigate increasing local authority enforcement activity.

### **What are the strengthened penalties for non-compliance?**

- Increasing the infringement fee and maximum court ordered fine for non-compliant wheels and tyres from the current \$150, to \$350 and \$1,000 respectively.
- Increasing the infringement fee for operating a vehicle with a warrant of fitness expired for more than two months to \$350, up from \$200.
- These increased penalties will take effect from 1 November 2026.

### **Why reduce inspections when New Zealand already has poor road safety outcomes?**

- Inspection frequency is only one part of road safety. Modern vehicles are safer and more reliable than when the rules were written. These changes allow inspection effort to focus where it matters most — older and higher-risk vehicles. Data on safety risk shows an increase in crashes where vehicle factors were recorded for vehicles over 15 years of age.
- NZ crash data shows defects identified during inspections contribute to a small proportion of injury crashes (3.5 percent), far less than other factors like speed or alcohol and/or drugs (23 percent and 34 percent respectively).

### **Won't older vehicles become less safe if inspections are less frequent?**

- Older vehicles will still require more frequent inspections. With an ageing light vehicle fleet, we want to ensure older vehicles remain roadworthy.

## **When will the changes take effect?**

- The inspection changes will be implemented through amendments to the Land Transport Rule: Vehicle Standards Compliance 2002, which is expected to progress through the Order in Council process.
- Subject to that process being completed, the Government intends to have the changes in place from 1 November 2026. The move to two-year WoFs for 4–14 year vehicles is split across two phases:
  - Vehicles registered on or after 1 November 2019 are eligible from 1 November 2026.
  - Vehicles registered on or after 1 November 2013 from 1 November 2027.
- Increased penalties will take effect from November 2026, alongside the inspection changes, subject to the necessary changes to regulations.

## **How does this fit into wider transport reform?**

- These changes deliver on commitments under the Land Transport Rules Reform programme, which is focused on modernising outdated rules, reducing red tape, and supporting a safer, more productive transport system.
- This change delivers on commitments in the Government Policy Statement on Land Transport 2024 and the Road Safety Objectives to review vehicle regulations for safety and efficiency and assess the vehicle inspection system to better target risk.