

Vehicle Dimensions and Mass

Two amendments this year:

- 2014 Rule change – affects permit forms, offences and penalties
- 2015 Rule change – allows permitting of double-decker city buses

Plus – VDAM Review is progressing

2014 VDAM amendment

- Came into effect 8 July 2015
- Permit Conditions are re-organised:
 - Situations that make the permit invalid
 - Critical conditions
 - Additional Conditions
- Current reference to voiding permit if ANY condition breached is removed

Effects

- new permit format plus notes in the Rule
- NZTA has posted information and samples on its website¹
- New permits must be in new format BUT:
 - existing permits continue to be valid
 - Any references on existing forms to voiding the permit will not be applicable.

1. <http://www.nzta.govt.nz/commercial-driving/>



Penalty changes

If operating under a permit:

- Breach of critical condition \$2000
- Plus additional condition breaches (\$370) plus overloading
- BUT use permit limit as baseline

If no permit:

- Overweight fines start at a higher level (\$350, not \$150) BUT top end fines unchanged

2015 Amendment

Very simple proposal: allow permitting of double-decker buses in cities



What and why?

- Has to be used on a service approved by regional council
- Needed to address capacity (headway) issues in Auckland and elsewhere
- Effectively, must be three-axle bus
- Permit needed because rear axle set is over normal limits

Permit manual volume 1

Is now available on line:

[http://www.nzta.govt.nz/
commercial-driving/permits/
high-productivity-motor-vehicles-
and-hpmv-permits/](http://www.nzta.govt.nz/commercial-driving/permits/high-productivity-motor-vehicles-and-hpmv-permits/)



Download the Vehicle
dimension and mass
permitting manual

VDAM Review

- Has been provided with higher priority and additional resources
- Expect to have an options paper out for consultation by the end of 2015
- Tidying up the existing system rather than a radical re-build

