



Helping New Zealanders Build & Modify Safe Vehicles

'Excluded Vehicle Groups' from Clean Car Standard

From Tony Johnson, Chief Executive Officer, LVVTA

Introduction

The Government has now passed into legislation the new 'Clean Car Standard' and 'Clean Car Discount', and with that, we've now been able to establish exactly which vehicle groups have been excluded from the legislation. This Press Release provides details on these excluded vehicle groups.

Consultation with enthusiast groups

The Ministry of Transport has, during the development of the 'Clean Car Standard' and 'Clean Car Discount', always recognised that there will be some groups of vehicles which should not have a fee imposed on them. In an effort to get this right, the Ministry has been consulting with LVVTA and other enthusiast vehicle groups during 2021 and early this year, including the Federation of Motoring Clubs, the Vintage Car Club of NZ, the New Zealand Hot Rod Association, and MotorSport New Zealand. This consultation process has ensured that a fair and sensible set of excluded vehicle groups has resulted.

Excluded vehicle groups

Incorporated within the new legislation is the 'excluded vehicle' groups (which will be exempt from paying any charge). These groups are as follows:

- Vehicles which are at least 40 years old

Any vehicle which is 40 years old or older as of April 1 2022 (when the new legislation takes effect) is excluded from the requirements of the Clean Car Standard. This means, currently, all vehicles which were manufactured on or before 1982 do not attract a charge.

Note that LVVTA and some other national vehicle associations lobbied the Ministry to give consideration to making the cut-off 30 years old, in order to recognise 'modern classics', but this was unsuccessful. We do believe however, that this blanket recognition of 40-year-old vehicles is, if not ideal, quite reasonable.

- Scratch-built low volume vehicles

All scratch-built low volume vehicles will be excluded, and this includes those vehicles constructed in New Zealand and overseas. A scratch-built vehicle is, in simplest terms, a vehicle which is manufactured, assembled, or scratch-built in quantities of 500 or less in any one year, and where the construction of the vehicle may directly or indirectly affect compliance of the vehicle with any of the vehicle standards prescribed by New Zealand law.

Essentially, scratch-built vehicles are all typical replica vehicles, and also vehicles which are modified so extensively that they could not be considered to still be the production vehicle from which they originated.

Detailed information about exactly what defines a scratch-built low volume vehicle is contained in LVVTA Information Sheet # 02-2018 'Modified Production' & 'Scratch-built' Low Volume Vehicle Definitions'.

- Motorsport vehicles

Motorsport vehicles (within this context) are those legitimate road-going motorsport vehicles which are used for competition purposes, and are excluded from paying charges.

The most common application for this would be rally cars, where the vehicle is required to be road registered in order to be driven on public roads between special stages. There will also be some club-sport cars which are used on-road and for weekend racing. In all cases, these vehicles will need to be owned by competition license-holders, used in competition activities, meet stringent safety requirements, and be issued with an LVV Authority Card.

- Disability vehicles

People who need to use vehicles, either to enable the safe transportation of a disabled person or to enable a disabled person to self-drive, are often restricted as to the type of vehicle they can use. Many vehicles which meet the individual needs of the user may not be available in a low-emitting variant, and so these vehicles are also excluded from paying a charge.

A disability vehicle, in this context, means a light vehicle that is used for the transportation of a person with a disability and is either:

- (a) modified to enable a person in a wheelchair to safely enter and exit the vehicle and enable the person and the wheelchair to be safely restrained while the vehicle is moving; or
- (b) provide a person in a wheelchair or of limited mobility with assistance to enter and exit the vehicle through the use of a swivel or swing-out seat.

- Special Interest Vehicles

Special Interest Vehicles are also excluded from paying any charges.

A Special Interest Vehicle (SIV) is a vehicle that is less than 20 years old, which doesn't meet the NZ Transport Agency's Frontal Impact standards or Vehicle Exhaust Emissions standards, and which has been issued with a Special Interest Vehicle permit by the NZ Transport Agency.

Note that this exclusion does not apply to typical modern left-hand drive vehicles such as Chevrolet Camaros and Corvettes, Ford Mustangs, and Dodge Challengers (which may be eligible for a Left-hand Drive Permit) unless these vehicles also meet the criteria to be defined as an SIV because they don't meet Frontal Impact or Exhaust Emissions standards.

It's important to note that all of the explanations above are very generalised, and someone considering building or importing a vehicle should do their homework to determine for sure whether the vehicle falls into an excluded vehicle group or not.

In summary:

In essence, this is a 'gas guzzler tax'. Such a tax already exists in many other parts of the world, and was always going to arrive here sooner or later. Fortunately, we've come through this potentially threatening legislative process very well, and most enthusiasts can continue to enjoy their vehicle hobby without any new impediments.

If you learn that the vehicle you want to import or register is outside of the excluded vehicle groups, remember two key things before becoming despondent:

- the legislation isn't saying you can't register the vehicle, it's just saying you have to pay a charge; and
- if you have to pay the charge, the maximum payable charge for a second-hand vehicle is \$2,875 (+GST).

It's absolutely not the end of the old car hobby!

Your sincerely

A handwritten signature in blue ink, appearing to read 'A. Johnson', with a horizontal line extending from the end of the signature.

Tony Johnson
Chief Executive Officer
Low Volume Vehicle Technical Association