

# REPAIRCERT NZ UPDATE

Supporting New Zealand's Repair Certification Industry



UPDATE No. 22 | 5/07/2023

## Good News: Increase to the 90-day Quarantine Period

For some time now, many Repair Certifiers have been voicing their frustrations with the current maximum quarantine period of 90 calendar days (about three months), as specified in the Light Vehicle Repair VIRM (Image 1).

### Inspection and certification process

#### 3-9 Vehicle quarantine

##### Information

A repair certifier may operate a quarantine system for vehicles which they are undertaking the repair certification of. The quarantine period can be up to a maximum of 90 calendar days or 100km, whichever is the lesser, and will start from the entry certifiers first inspection date and mileage as recorded on the check sheet.

The repair certifier must meet the following requirements in order to quarantine a vehicle:

- The vehicle must not be driven or removed from the nominated quarantine site unless for the purposes of repair certification. The maximum distance allowable while in quarantine is 100km from the mileage recorded on the check sheet. If this mileage distance is exceeded the vehicle must be referred to the KSDP for full entry level inspection.
- Details relating to any vehicle that is quarantined must be recorded on LANDATA by the repair certifier in the vehicle notes screen including mileage, the dates when the vehicle entered quarantine, and the location of the quarantine.

If these requirements are not followed - the vehicle is deemed to have not entered quarantine.

Page amended 1 April 2021 (see amendment details)

Image 1: Light Vehicle Repair VIRM, Section 3 (Inspection and certification process), Subsection 3-9 (Vehicle quarantine).

Up until the Covid 19 pandemic, the 90-day limit was, by and large, an appropriate length of time to complete the required repairs for the majority of vehicles that failed the initial entry compliance inspection, ►

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before the vehicle required re-inspection, and a second compliance inspection fee was applied.

Unfortunately, that allowance is no longer fit for purpose for a number of reasons. At a global level, the pandemic continues to affect supply chains, with many component manufacturers playing catch-up on back orders, and in some instances still having to contend with ongoing factory shutdowns.

Additionally, freight and shipping delays have meant that supply times (from the time of ordering), have increased from what were traditionally three to four-week averages, to three or four months, or longer. Further delays are being experienced with the chronic shortage of skilled tradespeople capable of carrying out autobody repairs (especially complex restoration work).

So, with all that in mind, earlier this year RepairCert NZ presented a proposal to Waka Kotahi to extend the quarantine period to 180 calendar days (with the maximum travel distance still limited to 100kms).

After numerous discussions with Waka Kotahi, RepairCert NZ are pleased to announce that an agreement has been reached, and the quarantine period will increase to 180 calendar days (about six months), when the VIRM is next updated. ■



If you don't access SharePoint very often, please remember to log in a couple of times a month to avoid your account being deactivated.

If you do forget to log in and your account is deactivated, send an email to [info@repaircert.nz](mailto:info@repaircert.nz), and we will ask Waka Kotahi to get you up and running again.

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*NOTE: Re-activation takes a while, and it will be several hours before you will be able to access your account.*

## RepairCert NZ 2023 Repair Certifier Training Roadshow

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As mentioned in our last RepairCert NZ Update (No. 21), we will be heading your way in late July/early August for the next Repair Certifier Training Roadshow.

Venues have been confirmed, and you should have received an email with a link to the online booking form by now - please email [shelley@repaircert.nz](mailto:shelley@repaircert.nz) to ask for it to be resent if needed.

### CHRISTCHURCH (Area Covered: South Island)

**Date:** Thursday, 27 July | **Time:** 8.30am - 5.00pm | **Venue:** Airport Gateway Motor Lodge - 45 Roydvale Avenue, Burnside, Christchurch 8053.

### PALMERSTON NORTH (Area Covered: Lower North Island)

**Date:** Monday, 31 July | **Time:** 8.30am - 5.00pm | **Venue:** Distinction Hotel - 175 Cuba Street, Palmerston North, Manawatu 4410.

### HAMILTON (Area Covered: Bay of Plenty, Waikato, South Auckland)

**Date:** Wednesday, 2 August | **Time:** 8.30am - 5.00pm | **Venue:** Ramada by Wyndham - 287 Victoria Street, Hamilton Central, Hamilton 3204.

### NORTH AUCKLAND (Area Covered: North/West Auckland, Northland)

**Date:** Thursday, 3 August | **Time:** 8.30am - 5.00pm | **Venue:** Northridge Country Lodge - 379 Wainui Road, Wainui 0992. ►

The intended topics for training and discussion are:

### Morning

- Basic repair certification principles.
- Repair Rule expected outcomes vs outcomes experienced by the public.
- File Review Implementation Plan.
- Proposed Repair Certification Manual.
- New GRIF Document System.
- Repair certification of Pre-1990 vehicles.
- Proposed requirements for water-damaged vehicles.

**Note:** this content is in no particular order, and may change during the planning stage due to time constraints.

### Afternoon

- ADAS (LVV Certifiers will be joining us for this part of the Roadshow in the afternoon).

Morning tea, lunch, and afternoon tea will be provided.

We have a lot to cover, and it's going to be a fairly long day, so feel free to join us for drinks afterwards - we'll even shout you a couple (you are welcome to join us for dinner as well, but attendees will need to pay for their own meal and drinks if they come along). ■

## Waka Kotahi NZ Transport Agency Proceeds with First Prosecution



The Waka Kotahi NZ Transport Agency (Waka Kotahi) Safer Vehicles team has recently shown that it is taking fraudulent behaviour seriously, and is prepared to do more than just revoke an authority when there's a risk to public safety. The following statement is copied from the June edition of the Waka Kotahi Te Pae Kaa Kaa – news and updates:

*'A person who pleaded guilty to a charge involving fraudulently accessing the Motor Vehicle Register will soon be sentenced. This is the first prosecution undertaken by the Waka Kotahi Safer Vehicles team. This strong action has been taken to protect the safety of vehicle owners, and those who are carrying out their vehicle inspection appointments correctly.'*

The full June update can be accessed here: [Te Pae Kaa Kaa - June 2023 edition](#).

This new stance will certainly send a clear message to people appointed by Waka Kotahi as Vehicle Inspectors or Specialist Certifiers who are willing to engage in fraudulent activities. ■

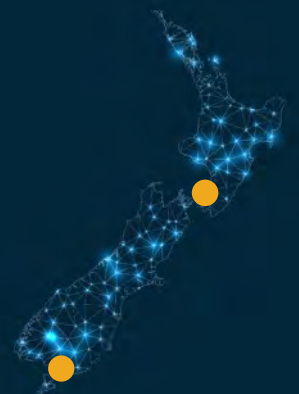
## Repair Certifiers Needed

We know that Repair Certifiers are in the best position to identify the next generation of Repair Certifiers.

So, if there is anyone you know that may be interested in becoming a Repair Certifier in any of the areas listed below, please point them towards the 'Become a Repair Certifier' page on the RepairCert NZ website. The page has plenty of useful information, and the list of areas where Repair Certifiers are needed is updated regularly.

Repair Certifiers are needed in the following areas:

**Kapiti** Post-1990 Vehicles | **Southland** Post-1990 Vehicles



## Waka Kotahi NZ Transport Agency Fees and Funding Review Outcome

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The New Zealand Transport Agency (now known as Waka Kotahi) was established as a new Crown entity in 2008, merging Land Transport New Zealand and Transit New Zealand. For the first time since its establishment, the fees and funding structure across the whole organisation has undergone a major review, with the objective of developing a more stable financial platform from which to be a better regulator than it had in the past, and to ensure that the fees being applied across all of their regulatory responsibilities are fair.

This review has resulted in some fees being reduced (some even removed completely), while other fees will increase. LVVTA and RepairCert NZ have been involved in the consultation process during the past year, and made a submission advocating for a system that would provide the best outcome for Waka Kotahi (they need sufficient funding to do their job well), and which won't adversely impact LVV Certifiers and Repair Certifiers. The changes to the Waka Kotahi fees and funding structure for the future have been announced, and they take effect on 1 October 2023.

There are two areas of fee changes that will be of interest to LVV Certifiers and Repair Certifiers.

The first is an increase in the Crown Regulatory Fee that's applied to each certification for all Specialist Certifiers (LVV, Repair, and Heavy). This is collected from LVV Certifiers by LVVTA as part of the 'plate fee' and forwarded to Waka Kotahi, and it is collected from Repair Certifiers through the fee they pay for their LT307/LT308 forms.

For LVV certifications, the fee is increasing from the current amount of \$15.92 to \$38.99 (a 145% increase of \$23.07). For Repair Certifiers, the increase is much greater, going from \$4.42 to \$37.82 (a 756% increase of \$33.40). The bigger jump for repair certifications reflects the substantially increased resource that has been applied to the repair certification system by Waka Kotahi in recent times. Heavy certification is experiencing a similarly large increase.

The second, other big change, is the removal of application fees to become a Specialist Certifier. Waka Kotahi has the view that removing the fees will encourage industry growth into the future. So, from 1 October 2023, Specialist Certifiers will not have to pay the current application fee of \$1,644.00.

Click on the following link to access the regulatory area of the Waka Kotahi website for more information about the changes:

[Changes to regulatory funding, fees and charges | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](https://www.nzta.govt.nz/changes-to-regulatory-funding-fees-and-charges).

*All fees mentioned are inclusive of GST.*

## Out and About

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Our not-so-new Technical Advisor Ants spent a couple of days in Auckland recently. His time was split between two Repair Certifiers who agreed to let him shadow them for a day each, showing him what they do, how they do it, and taking him to visit some local sandblasting, panel, and repair shops.

*'It was good to get out of the office and meet some of the repairers, and have a chance to sit in on a few repair certifications.*

*I appreciate being given the opportunity to be there in person, and the time and effort given to show me around and explain the processes from the perspective of those involved.*

**Thanks, everyone.'**

ADAS was a recurring topic of conversation over the two days (with both repairers and Repair Certifiers), mainly around the impact ongoing technological advances in this area are having on our industry. So, the timing of the upcoming Roadshow couldn't be better, with half a day scheduled for ADAS training, discussion, and clearing up some of the uncertainty around it.

For those of you who haven't had a chance to meet Ants yet, he will be at the Roadshow with Tony and Mike, so make sure you introduce yourselves. ■

## Vehicle Import Forecast

### June and July 2023 (as at 8/06/23)

- **OWV:** Heavy machinery items.
- **Load:** Vehicles that are leaving our shore to overseas ports.
- **T-Ship:** Trans Ship. Transported from port of entry to other ports throughout New Zealand. ■

ETA	Vessel	Voy	LOP	Vehicles Discharge					Load	
				Total	New	Used	T - Ship	OWV	Export	T-Ship
30-May-23	Grande Cotonou	223	Grimaldi	239	70	-	-	169	-	-
1-Jun-23	Tirrana	EF308	WWO	673	543	-	-	130	77	11
1-Jun-23	Hoegh Trapper	39	Hoegh	756	556	1	-	199	1	-
8-Jun-23	Viking Passama	2357	Armacup	802	768	10	-	24	1	-
8-Jun-23	Marguerite Ace	117A	MOL	3,211	644	1,935	513	119	11	50
8-Jun-23	Trans Future 7	144	TFS	1,318	725	586	-	7	-	-
10-Jun-23	Sunlight Ace	111A	MOL	1,225	738	5	447	35	-	-
14-Jun-23	Walrus Ace	37A	MOL	1,603	920	7	576	100	-	-
16-Jun-23	Hoegh Copenhagen	81	Hoegh	1,010	918	-	-	92	-	-
17-Jun-23	Hoegh Bangkok	75	Hoegh	1,125	1,025	-	-	100	-	-
19-Jun-23	Thermopylae	EF309	WWO	541	430	-	-	111	-	-
23-Jun-23	Bravery Ace	152A	MOL	2,200	1,100	1,100	-	-	50	1,596
24-Jun-23	Lavender Ace	93A	MOL	1,200	1,150	50	-	-	-	-
24-Jun-23	Grande Florida	02 23	Grimaldi	1,219	1,219	-	-	-	-	-
26-Jun-23	Tang Hong	1	TFS	1,000	1,000	-	-	-	-	-
29-Jun-23	Lady Rosebay	?	NCC	480	-	480	-	-	-	-
30-Jun-23	Paganella	2307	Armacup	2,799	1,999	710	-	90	-	-
			<b>Total</b>	<b>21,401</b>	<b>13,805</b>	<b>4,884</b>	<b>1,536</b>	<b>1,176</b>	<b>140</b>	<b>1,657</b>
1-Jul-23	Martorell	TBA	MOL	1,200	1,150	50	-	-	-	-
4-Jul-23	Lake Geneva	TBA	MOL	2,500	1,250	1,250	-	-	200	-
5-Jul-23	Jupiter Spirit	TBA	MOL	2,100	1,050	1,050	-	-	-	-
7-Jul-23	Titania	EF310	WWO	675	543	-	-	132	-	-
14-Jul-23	Grande New Jersey	TBA	Grimaldi	500	500	-	-	-	-	-
16-Jul-23	Trans Future 6	144	TFS	2,000	800	1,200	-	-	-	-
16-Jul-23	Hoegh Seoul	128	Hoegh	600	500	-	-	100	-	-
17-Jul-23	Parsifal	EF311	WWO	485	340	-	-	145	-	-
25-Jul-23	Dream Jasmine	27	TFS	2,000	800	1,200	-	-	-	-
27-Jul-23	Viking Passama	2308	Armacup	2,799	1,999	710	-	90	-	-
27-Jul-23	Lavender Ace	TBA	MOL	1,500	1,450	50	-	-	-	-
			<b>Total</b>	<b>16,359</b>	<b>10,382</b>	<b>5,510</b>	<b>0</b>	<b>467</b>	<b>200</b>	<b>0</b>