



## People

Truck drivers and operational staff are the road transport industry's greatest asset. Unfortunately, the industry's long-term skills shortage has rapidly escalated over the past few years. PERFORM X Aotearoa conservatively estimates that New Zealand has a shortage of 4,828 truck and bus drivers, costing the wider economy over \$267 million dollars a year in lost GDP.

The trucking industry is already playing its part to attract and retain skilled staff: wage increases in transport are outpacing other sectors, companies are improving working conditions through flexible rosters and non-financial benefits, and engagement with our industry traineeship and industry qualification programme is increasing.

### We ask that political parties commit to:

- Ensuring immigration settings allow transport companies to immediately fill critical workforce gaps, across all sectors and license classes.
- Partnering with industry to boost engagement in the 'Road to success' traineeship and driver qualification, to develop our local workforce.



## Decarbonisation

Decarbonisation presents massive challenges and opportunities for the road transport industry. While zero emission technologies are years away from being commercially viable, our industry is already making good progress with practical emissions reduction measures. Guided by our Green Compact decarbonisation framework, we're helping trucking businesses to immediately reduce their emissions and prepare for technological developments in the medium and long term.

### We ask that political parties commit to:

- Accelerated tax depreciation for low and zero emission vehicles, including Euro 6 and high productivity motor vehicles.
- Investigating lower road user charges for energy efficient high productivity motor vehicles.
- Removing regulatory blocks for electric vehicles and other low carbon technologies, including introducing greater flexibility within the Land Transport Rules.
- Real-term increases in roading maintenance and infrastructure to prepare the network for bigger, heavier, low and zero emission vehicles.



For more information visit [www.transporting.nz](http://www.transporting.nz)  
or email [info@transporting.nz](mailto:info@transporting.nz)

## Election Platform 2023

Roads are the lifeblood of the economy - pretty much everything you need, every day, comes to you on a truck





## Our 2023 Election Platform

Ia Ara Aotearoa Transporting New Zealand is the peak body of the road freight industry, committed to ensuring trucking operators can drive successful, safe, sustainable businesses. The road freight industry is the lifeblood of the economy, transporting 93 percent of New Zealand's freight volume, employing over 30,000 people, and producing gross annual turnover of \$6 billion.

Our 2023 Election Platform sets out five priority areas that will support the resilience and growth of the road freight industry and the wider economy.



## Resilience

New Zealand's climate is changing, and our roading network will need to adapt to ensure it is resilient and fit for purpose. This year's severe weather has highlighted the vulnerability of our regional connections, and the importance of maintaining alternative routes. There is significant public good in a well-maintained state highway and roading network, both to move people and freight reliably and to ensure this movement is safe.

### We ask that political parties commit to:

- An inflation adjusted 10% annual increase in the roading maintenance budget, each year for three years, to allow a catch up in improving the state of our roads
- Making road network resilience the overarching priority in the Government Policy Statement on Land Transport.
- Developing cross-party consensus on a long-term roading improvement programme.



## Productivity

A successful road transport industry is key to a productive and efficient New Zealand economy. This is borne out by truck activity being a strong leading indicator for GDP – when trucks are moving the economy is thriving. Despite heavy government investment in coastal shipping and rail, trucks are still the main game in town. With some practical policy and regulatory changes, our industry can produce even better results.

### We ask that political parties commit to:

- General access for higher productivity, lower emission 50 MAX vehicles across the roading network without the need for permitting.
- Ensure Waka Kotahi's enforcement regime is targeting serious breaches and poor practice, allowing good operators to efficiently prove compliance through an industry operated system.
- Boost business confidence and productivity by repealing the union-orientated Fair Pay Agreements Act.



## Safety

While all political parties agree with the need to reduce deaths and serious injuries on our roads, there has been a disappointing lack of improvement during the "Road to Zero" era. As the industry that spends the most time on and around our local roads and state highways, we know what works and what doesn't. New Zealand needs a modern, well maintained roading network, regulations that prevent powerful customers forcing freight companies into dangerous practices, and a targeted approach to setting safe speed limits.

### We ask that political parties commit to:

- An inflation adjusted 10% annual increase in the roading maintenance budget, each year for three years, to allow a catch up in improving the state of our roads.
- Strengthening the Chain of Responsibility provisions in the Health and Safety at Work Act, in-line with the more effective Australian regime.
- Significantly increasing police and regulator resourcing to be able to investigate and bring prosecutions.
- A targeted approach to speed management in high risk areas rather than blanket reductions.

Together we can make a difference. For more information visit: [www.transporting.nz](http://www.transporting.nz)