



la Ara Aotearoa Transporting New Zealand Incorporated

submission to

**Ministry of Business, Innovation and Employment
on**

**Additions to the list of occupational diseases under the
Accident Compensation Act 2001**

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Ia Ara Aotearoa Transporting New Zealand submission to Ministry of Business, Innovation and Employment on the list of occupational diseases under the Accident Compensation Act 2001

1. Representation

- 1.1 Ia Ara Aotearoa Transporting New Zealand Incorporated (Transporting New Zealand) is made up of several regional trucking associations for which Transporting New Zealand provides unified national representation. It is the peak body and authoritative voice of New Zealand's road freight transport industry which employs 32,868 people (1.2% of the workforce), and has a gross annual turnover in the order of \$6 billion. This is part of a wider transport sector that employs 108,000 people, or 4 percent of the country's workforce and contributes 4.8 percent of New Zealand's GDP.
- 1.2 Transporting New Zealand members are predominately involved in the operation of commercial freight transport services, both urban and inter-regional. These services are entirely based on the deployment of trucks both as single units for urban delivery and as multi-unit combinations that may have one or more trailers supporting rural or inter-regional transport.
- 1.3 According to Ministry of Transport (MOT) research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand or about 85% of the surface freight activity measured in tonne-kilometres.

2. Introduction

- 2.1 Transporting New Zealand provides sector leadership and believes we all need to operate in an environment where the following must be managed and co-exist:
 - The safety and wellbeing of our drivers and other road users, our drivers are our most valuable asset
 - The impacts of transport on our environment
 - The transport of goods by road is economically feasible and viable and it contributes the best way it can to benefit our economy.
- 2.2 Transporting New Zealand welcomes the opportunity provided by the Ministry of Business, Innovation and Employment (MBIE) to propose additions to the list of occupational diseases under the Accident Compensation Act 2001.
- 2.3 The predominant lens and scope of our submission is the impacts and risks associated with commercial (road freight) traffic and the economy that traffic serves.
- 2.4 Transporting New Zealand believes that people are the most valuable resource and therefore it is vital their safety and wellbeing both short and long term is managed accordingly.

3. Submission

- 3.1 Transporting New Zealand supports the fundamental approach taken by MBIE and ACC in particular, the inclusion of occupational diseases in Schedule 2 has reflected strong scientific evidence of a causal link to work to render any other cause unlikely. This is usually demonstrated through separate, good quality studies demonstrating a causal link. Diseases that are not included in Schedule 2 can still be considered for cover through the three-step test.
- 3.2 As far as Transporting New Zealand is aware, the current list of occupational diseases in Schedule 2 is working well and the process for adding occupational diseases on the list has been robust.
- 3.3 Transporting New Zealand recommends that additions to the occupational diseases list be made only when there is compelling overseas research justifying that, and an evidence-based approach should continue.
- 3.4 Within our scope of road freight activity, Transporting New Zealand is unaware of any new occupational diseases that should be added to the list.
- 3.5 Within our scope of road freight activity, Transporting New Zealand is unaware of any new exposures for the occupational diseases currently in Schedule 2.
- 3.6 Transporting New Zealand endorses the consultation process which includes the social partners. From an employer's point of view, we need to ensure that workers are not harmed by the work they are doing, and equally that the Accident Compensation Scheme is fairly supporting those it was set up to support. A fast track process for support (via Schedule 2) makes sense, where that list has had independent scientific/clinical rigour in being compiled.

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