

SOUTH ISLAND SEMINAR



Transporting News

July 2024

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AWARDS**

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BRIDGESTONE



Road transport operators descended on Twizel in the Mackenzie Country last month for Transporting New Zealand's South Island seminar. Presenters spoke on a range of issues facing the industry. In our cover story you can read about the highlights, including economist Cameron Bagrie's predictions for the coming year, and a keynote speech by Warbirds Over Wanaka general manager, Ed Taylor. Special awards were also given recognising

outstanding achievement in the road transport industry. Also in this issue, we meet a school community officer making a big difference to road safety, find out about ACC's Recovery At Work initiative, and we visit Wellington's CentrePort. Finally, don't miss Dave Letele's super practical health hacks for truckies.

David Killick
Content Editor

Transporting News

About us

Ia Ara Aotearoa Transporting New Zealand is the central point of communication for the road freight transport industry. Visit the Transporting New Zealand website [here](http://www.transporting.nz) to keep up to date on media releases, chief executive blog, submissions, and advisories.

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Website: transporting.nz



A Strait NZ truck and trailer unit pass Lake Pukaki in the Mackenzie Country on their way north to meet the Cook Strait ferry. Photo: David Killick



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OUR REGIONAL SECTOR ADVISORY NETWORK

Our team of sector and customer service advisors can be contacted with questions or concerns relating to industry issues, and our full range of customer services. We treat each call confidentially and can help with all your issues, and provide a great range of customer benefits.

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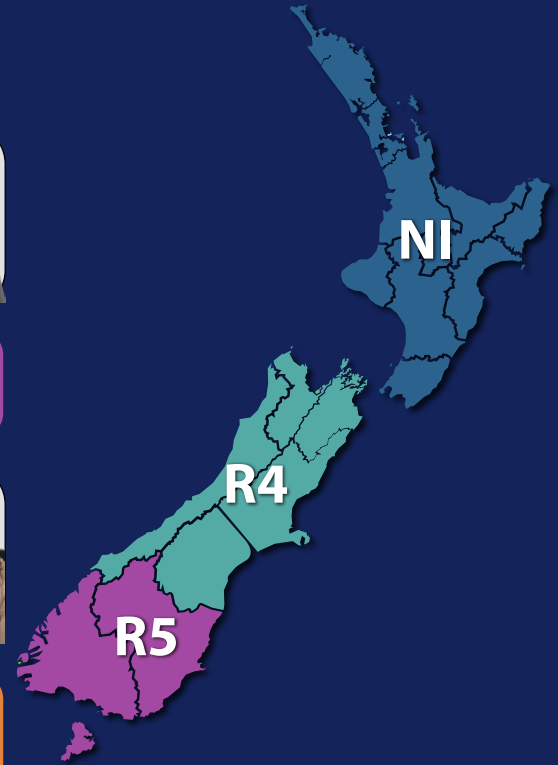
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SAVE THE DATE FOR NORTH ISLAND SEMINAR

Registrations are now open for Transporting New Zealand's North Island seminar, to be held at East Pier in Napier, from October 4-5.

As usual, the seminar will include top speakers discussing major issues facing road transport operators and will also be a good opportunity to catch up and chat in a lively and convivial atmosphere.

East Pier is located on the waterfront in Napier's historic port area of Ahuriri and is the

area's oldest beach front dining venue and still boasts without doubt the best location with the best views in town.

East Pier was built on the site of an old fish factory in 1992 by its present owners to be a top quality waterfront bar and brasserie and over the next decade established itself as the area's leading and most popular venue.

Since the turn of the millennium, East Pier has also earned the reputation as one of Hawke's Bay's leading

conference centres.

The weekend is free for Transporting New Zealand members, and \$230 for non-members.

For information on sponsorship and general questions, please contact Jenny Murray at: jenny@transporting.nz or call **(04) 471 8284**.

Check out our website for more information coming soon: www.transporting.nz.

East Pier enjoys a prime location in Napier's historic port area.



ROADS, SPEEDS, AND FAST TRACK LEGISLATION

■ By Dom Kalasih

Transporting New Zealand has just held its successful South Island seminar in Twizel. Interest in it was so high that we needed to close off registrations weeks before. Members took the chance to hear from experts discussing the major issues facing the road transport industry, as well as catching up with mates and sharing their thoughts.

Make sure you read our full report in this month's magazine.

Meanwhile, it has been

a hectic last month with all kinds of major news announcements by the coalition government. Your association has been quick to respond, and addressing what these changes will mean for members. Be assured, we will continue to do so, and put the interests of the industry, and the community at large, first.

Four issues stood out.

Pothole fund

Transport Minister Simeon Brown's announcement that \$4 billion will be spent

preventing potholes around the country is good news, both for the road transport industry and motorists. This investment is part of a three-year plan which shows a commitment to better roads, including increased requirements to repair potholes on the state highway network within 24 hours.

As long as half of it is not wasted on road cones, the injection of \$2.07 billion allocated for pothole prevention on highways, and \$1.9 billion on local roads, should make a

huge dent in the pothole problem. Road transport operators have long complained about having to contend with substandard roads. Damage caused to trucks necessitates expensive repairs, and delays in getting products to where they need to go affect businesses and the wider economy.

The government's budget announcement last week about a pothole fund was unfortunately, but not unsurprisingly, followed by opinions in the media about heavy trucks not paying





enough and their big axle loads causing potholes.

That is not the case, as we pointed out in a detailed article in the media. We also pointed out that having fewer, but heavier trucks carrying more payload are better for roads and the environment – and also that they are paying their fair share, or more, for road maintenance in the form of road user charges (RUC).

You can read the full piece in this magazine.

Fast Track legislation

The Fast Track Approvals legislation has been highly

controversial, however I would urge critics to consider the Ministry for Environment (MfE)'s view.

In February this year, MfE said of the current consenting process: "The process for seeking approvals for major projects in New Zealand [is] slow, costly and complex. The approval processes place insufficient value on the positive economic and social benefits of development... The result is excess cost and a stifling of development."

I would argue therefore that it is unacceptable to leave the RMA system as is.

We need a better system, and while the first draft of the Fast Approvals Bills may not have been perfect, let's focus on supporting a change and tweaking it to get it right so we can get the infrastructure we need under construction.

Rethink on speed limits

The coalition government's decision to reverse blanket speed limit reductions put in place in the last four years is welcome. A one-size fits all approach to speed limits makes no sense. And even though speed limit changes won't directly affect trucks,

which are limited to 90 km/h maximum throughout New Zealand, more free-moving traffic will benefit all road users.

We still support lower speed limits in areas of high crash histories, and maintaining variable speed limits outside schools during pick-up and drop-off times.

Where roads are built to a high standard, like Transmission Gully in Wellington and the Waikato Expressway, 110 km/h for cars seems absolutely sensible.

We haven't seen anything about lifting the maximum speed for heavy trucks, perhaps one reason for that is the safety factor of our drivers and other road users, and another is the fact that fuel use increases significantly over the 90 km/h mark.

We've been advocating for a return to sensible road speed limits for a while now so it is good to see the coalition government taking this step.

Rethink on health and safety

An announcement last month by Minister for Workplace Relations and Safety, Brooke van Velden, that the government is beginning consultation on health and safety at work, is also welcome.

Dom Kalasih.



There has not been enough recognition that the actions of other parties in the supply chain have significant influence on the behaviour and operational practices of our members, who are providing road freight services.

Delays at customer points, such as when picking up or dropping off loads, can significantly impact driver schedules, and that can have flow-on effects to drivers meeting regulatory requirements like driving hours.

In similar fashion, if the infrastructure at truck pick-up and destination points is not designed and maintained well, then drivers face increased risk to their health and safety when loading and unloading.

We're also concerned at the growing number of cases where there seems to be less consideration and fundamental thinking about risk management. The focus of some regulators appears to be dominated on compliance with a particular system rather than how effective and appropriate it may be at managing the risk to health and safety.

It worries me we've gone through a period where people can't see the wood for the trees.

We've been advocating for a return to a sensible risk approach, so it is good to see the coalition government taking this step and we will be providing a formal submission on this.

If those big issues weren't enough, we also raised our concerns over rising port costs at Port of Auckland Ltd, and you can read more on that, as well as our visits to CentrePort in Wellington and Bluebridge ferry operators, in this magazine.



The Cook Strait ferry Aratere.

AGEING FERRY FLEET NEEDS REPLACING

The grounding of the Cook Strait ferry Aratere in late June shows the need for the ageing ferry fleet to be replaced.

Transporting New Zealand interim CEO Dom Kalasih says it's also vital there's adequate maintenance of the existing ships.

"It's fortunate that this incident didn't result in any injuries," Dom Kalasih says.

"This is another example of a major failure of a ferry in just over 18 months, after the Kaitaki lost power off Wellington last year.

"The road freight sector has demonstrated considerable resilience in dealing with ferry disruptions, but we need to see an enduring solution achieved as soon as possible."

"Apart from the threat to people's lives, these sorts of breakdowns disrupt freight shipments between the islands," he says.

"Delays can put time sensitive freight at risk and can interfere with truck drivers' work time compliance and rest time requirements. The Cook Strait is a continuation of SH1 and we just can't have these sorts of disruptions."

"We need the expert Ministerial Advisory Group tasked with providing independent advice and assurance on the future of KiwiRail's inter-island ferry service to progress with urgency, and then see a swift response from the Government and KiwiRail."



The Kaitaki lost power off Wellington last year causing disruptions to the road freight sector.



NEWS FROM AROUND THE SECTORS

BULK

We are seeking industry feedback on the reasons as to the contributing factors in the reduction in spillages during this season's Marlborough grape as these learnings may be useful across the country.

LOGS: In support of the expansion of the fatigue trial, particularly with some log operators having more flexible work breaks, we are formally requesting e-log book providers upgrade their products

to accommodate more flexibility being taken with breaks.

PORTS: The South Island Port User Group continues to make progress through discussions about improving productivity at the Port of Lyttelton as well as improving HSSE reporting.

ROADS AND VEHICLES:

We completed a submission to Greater Wellington

Regional Council on its Regional Land Transport Plan Mid Term Review 2024. We have recommended changes to the relative weightings of the investment priorities, and in particular that Resilience and Strategic Access be increased, Public Transport Capacity and Travel Choice be decreased, and Safety remaining unchanged.

We have also been seeking clarification about NZTA's expectations in

regard to fit and proper requirements for drivers holding Class 2 to 5 licences.

RURAL

We have formally requested that MPI amend the Animal Welfare regulations so that the consignor takes full responsibility for the animals meeting health, TB, and NAIT requirements and the transport operator is indemnified from those obligations. And furthermore that a sunset

date is set after which consignors using old manual ASD forms face punitive action.

We have also requested, that, with urgency, the MPI compliance team take a more pragmatic approach and not penalise transport operators for missing tags when the farmer has, for all intents and purposes, appeared to meet the NAIT requirements.

We have written to a meat processing plant requesting it consider reverting back to the standard business payment practice of paying livestock transport operators on the 20th of the month following invoice.

We have sought confirmation from NZTA that the 19 stock effluent sites agreed to last year in a state highway network rollout plan are included in the NLTP.

GENERAL FREIGHT

Following the grounding of the Aratere and the consequential constrained availability of ferry services we have encouraged and promoted members to do all they can to ensure that the available services are optimised and, where possible, freight crossing Cook Strait is deferred to allow urgent and high priority freight a greater chance of crossing.

We have developed Transporting New Zealand's Terms of Carriage template.

We have begun the development of training videos to help members complete NZTA permits.

We have scheduled rollover course training sessions in Napier, Gisborne, Whakatane, Tauranga, Rotorua and Hamilton.



“MOST POLITICAL AND FINANCIAL ADVISERS ARE STILL FORECASTING WE STILL HAVE SOFT DEMAND. THIS QUIETER PERIOD MAY BE AN OPPORTUNE TIME FOR OPERATORS TO CLOSELY.”



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Cover story

EXIT



A UNITED VOICE FOR INDUSTRY

■ Words and photos by David Killick



*MC Doug Kamo
warms up the crowd.*

Working together to solve pressing issues facing the road transport industry was the overwhelming theme of the 2024 Transporting New Zealand South Island Seminar, held at the Distinction Mackenzie

Country Hotel, in Twizel, on June 22.

Several hundred people braved the midwinter conditions to attend the seminar, where a sense of conviviality and common purpose was clearly in evidence.

Paul Rait, RTANZ Region

4 president, and Shona Robertson, RTANZ Region 5 president, agreed.

“Collaboration is the key to progress to build a resilient dynamic industry,” said Robertson. “Change can be daunting. We need to present a united front. It’s a chance to listen and learn.

Our industry voice needs to be strong and united.”

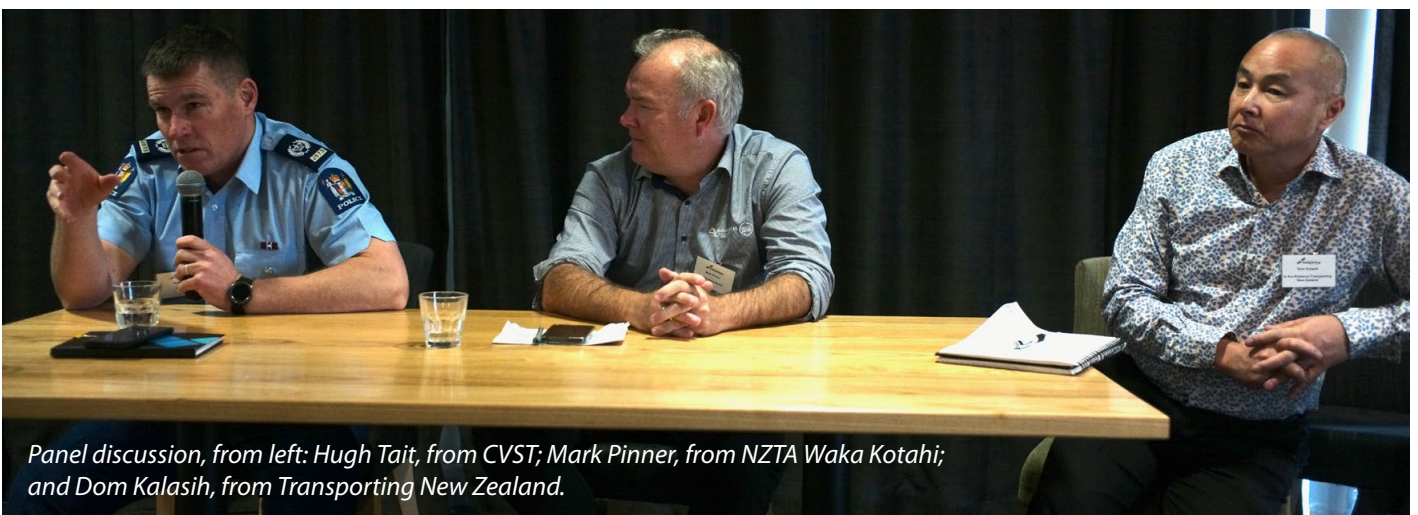
Transporting New Zealand interim chief executive, Dom Kalasih, who opened the seminar, had an especially busy weekend: juggling managing events with talking to national media about the grounding of



A busy man: Transporting New Zealand interim chief executive Dom Kalasih juggled updating the seminar on the main issues along with talking to national media about the grounding of the Interislander ferry Aratere in the Marlborough Sounds.



Malcolm Hollis, from PwC.



Panel discussion, from left: Hugh Tait, from CVST; Mark Pinner, from NZTA Waka Kotahi; and Dom Kalasih, from Transporting New Zealand.

Kiwirail's Interislander ferry Aratere in the Marlborough Sounds.

The grounding seemed to underscore a sober reality: economic conditions are tough. Independent economist Cameron Bagrie, who rounded out the seminar, said growing divisions in society were a big concern, and he forecast tough times would continue, at least for the foreseeable future. (See sidebar.)

Waitaki National MP, Miles Anderson, predictably, blamed the previous government for many of the current problems but said change was necessary. "Decisions that we are making are vital for rebuilding our economy."

These included exiting projects with "unaffordable escalating costs." RONS (Roads of National Significance) and RORS (Roads of Regional Significance) as well as a national infrastructure agency would "enable people to get around economically and safely and also help economic growth."

The MP didn't get a completely easy ride. Grilled on the future of ferries, he said the government would be "looking at all options". He said he was "not opposed to private public partnerships to get reliable service."

Were North Island roads getting undue preference over South Island roads? Anderson replied he would love to see more investment and he lamented the lack of passing lanes in parts of South Canterbury. "The problem is the money," he said. Toll roads or congestion charges were options nationally.

"Our roads are becoming Third World in some places."



'WE ARE NOT OK' PAIN WILL PERSIST

Cameron Bagrie gave a typically hard-hitting address to round out the Twizel seminar. The independent economist said that division is having a major impact, globally and nationally.

"We are not OK. Division, crime, law and order, are a bigger concern than houses and healthcare. Division is ripping the economic and social fabric of New Zealand apart."

Tough talk, but Bagrie was unapologetic. His opening slide was a picture of a road cone, which he described as the "symbol of the national economy". In other words, it needs a lot of work.

"There's a whole lot of structural issues we need to fix. We can't just blame the previous government. It's the underinvestment in infrastructure and the piss poor management of infrastructure."

Did anyone mention power pylons or

Interislander ferries? Education also needs more investment.

2023 was just the appetiser and Bagrie says more tough times are ahead.

"What we are seeing as the government gets tough [is] survival of the fittest. Good businesses are going to thrive. We need to go through a good economic shakedown every 10 years to flush out the pipes."

Inflation is persistent. It will be another 12 months before interest rates will come down and it will not be by a lot. Oil prices are also higher than five years ago.

Bagrie disagreed with the coalition government's tax cuts, saying more investment in infrastructure would have been better – and those cuts will be gobbled up by other expenses anyway.

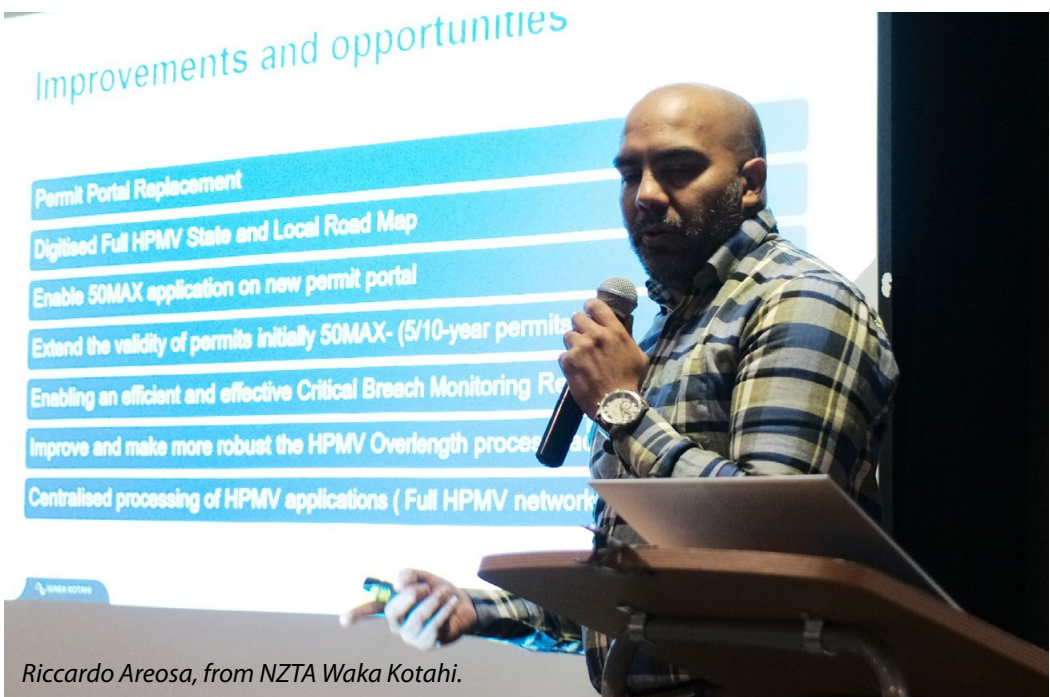
RONS (Roads of National Significance) will require funding. "They will toll the hell out of them. We are

going to face other tolls because the government produced the problem with the tax package that Nicola Willis is giving people. Local authorities will make out 15 per cent rate rises. They are going to pull everything every single lever to pull more money out of people's pockets. Watch for more user pays."

Nevertheless, Bagrie said that the change coming would be "exciting times. It's going to be fun."

He said small to medium-sized enterprises with \$10-\$200 million turnover would see some operators who would be vulnerable. "Consolidation is around the corner." What matters is "getting back our productivity mojo."

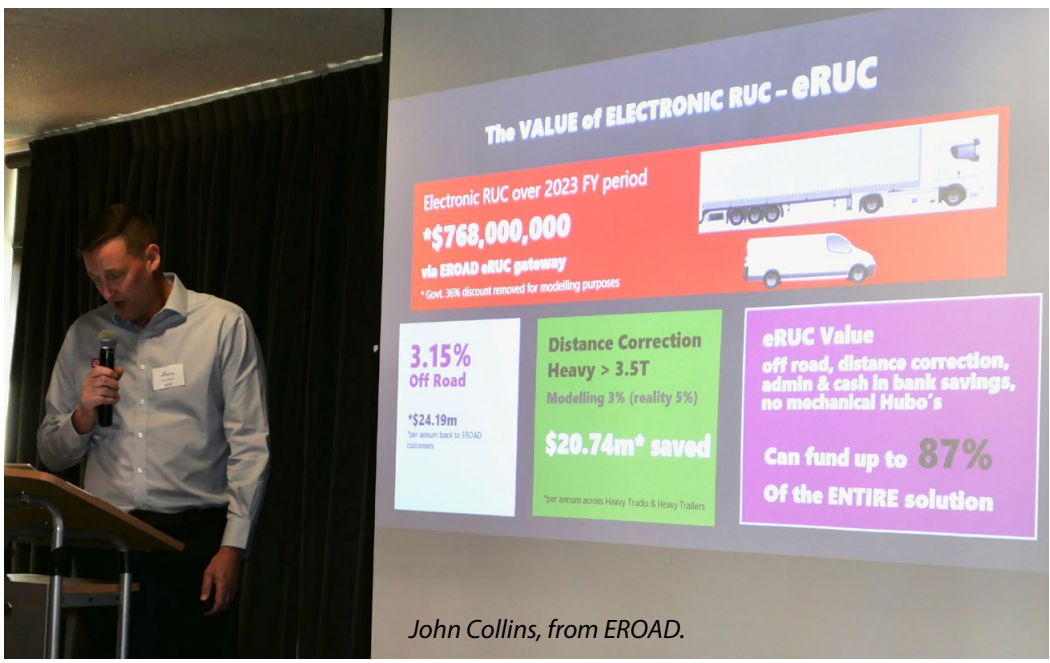
His main advice: "If you think you are going to have problems, be proactive not reactive. Make sure you have a decent number of plumbers [people who know what they are doing] around you."



Riccardo Areosa, from NZTA Waka Kotahi.



Hamish Piercy, from NZI.



John Collins, from EROAD.

Keynote speaker, the general manager of Warbirds over Wanaka, introduced a brighter note, along with a splash of Avgas to go with the diesel, describing how the popular airshow had bounced back after being canceled during Covid. (See sidebar.)

A big highlight was the presentation of the Transporting New Zealand's 2024 awards. (See following pages.)

Action-oriented types could try their hand at winding and unwinding a landing gear in the lobby.

There was plenty of opportunity to relax and socialise. Transporting New Zealand's Jim Crouchley did a sterling job managing the AV system and hosted a playlist of people's musical favourites later on in the evening.

The nitty-gritty of the seminar focused on specialist topics:

Malcolm Hollis, from PwC, a business restructuring services specialist, discussed liquidations and insolvency. Hollis said the transport sector was under considerable pressure, with liquidations up, however: "It doesn't mean the whole world is falling apart. Good financial management is essential." This will also include AI;

Riccardo Areosa, manager of permitting with Safer Commercial Transport from NZ Transport Authority Waka Kotahi, updated the seminar on permitting. A new permit processing form is scheduled to be introduced in December, and will be fully digitized for HPMVs;

Adam Jennings, from ACC, talked about Recovery at Work for transport operators. (See story in this

Panel discussion, from left, Dom Kalasih, Grant Lowe from iCOS and the South Island Port Users' Group, and Billy Clemens, from Transporting New Zealand.



ONE OF THE BEST AIRSHOWS IN THE WORLD

Keynote speaker, former broadcaster, and now general manager of Warbirds over Wanaka, Ed Taylor, gave a lively, upbeat talk with a video backdrop showing aircraft of all types soaring in the skies above the southern town.

There was a classic World War 2 Spitfire and its nemesis, the Messerschmitt BF109, vintage biplanes, a Vampire, a F-16 Fighting Falcon, the RNZAF's now notorious Boeing 757, a RAAF Hawk, a C140 Hercules, a gargantuan C17 Globemaster, helicopters, aerobatics, and skydivers.

Taylor said Warbirds has been hugely successful since it was established in 1988 by deer recovery pioneer and passionate World War 2 fighter aircraft fan, Sir Tim Wallis, who died last year. He said the event attracted two kinds of visitors, "propeller heads and ice cream lickers."

Warbirds is the biggest – and best – event of its type in the southern hemisphere. Taylor said it took a big hit in 2020 when the airshow had to be canceled because of Covid – something that was impossible to insure against. However, Warbirds bounced back with this Easter's show, said by many people to be the most successful ever.

Many of the aircraft are very precious and have to be fastidiously cared for. Some warbirds are 80 to 100 years old.

Taylor paid tribute to all the sponsors and firms that worked to ensure the airshow was a success, including Upper Clutha Transport, which transported some aircraft.

Freighting, infrastructure, and catering all had to be done in a timely manner. "Without transporting, we wouldn't have an airshow."



Katrina Pfeifer, from Wynn Williams.



How fast can you do it? Experiences and skill were on display in the landing gear competition.



magazine.) Staying home and resting is no longer the best way to recover from an injury, he said;

Katrina Pfeifer, a senior associate at lawyers Wynn Williams, busted some of the myths on employment law. Instead of relying on verbal warnings and agreements, employers should use written records, and it is important to have a formal process. Just having an anti-harassment and bullying, policy is not enough. Pfeifer also spoke about coming changes to the Holidays Act. (For the latest on employment law, see Wynn Williams' column by Amanda Douglas in this issue.)

Hugh Tait, police Commercial Vehicle Safety Team South Island manager, talked about the new Rakaia weigh station. "It's all about efficiency and the vision to have an integrated network of cameras."

Mark Pinner, NZTA Waka Kotahi's system manager for the central South Island, discussed roading upgrades to state highways. "We're changing our approach. It's a big step from where we have been, everyone agrees we need to do that. We need to go back to basics to make sure we are delivering the right thing."

"There has been a significant change since the new government came in and it's positive for the industry," said Kalasih. "Money is going to finance roads. It's a massive piece of infrastructure to manage."

John Collins, EROAD's market director for heavy transport, spoke about new product and system releases.

"We have been developing an AI based benchmarking solution." EROAD Clarity Edge is a



Region 4 president Paul Rait and Region 5 president Shona Roberston welcomed attendees



Life member John Petrie congratulates Tyler Waldron, from Conroy Removals.



The seminar dinner was a chance to relax and enjoy a few laughs.

next-generation AI-based in-vehicle camera that will enable safer driving habits. Decarbonisation is another benefit.

Hamish Piercy, from NZI Fleet Fit, showed a video showing how fatigue can cause accidents – and how operators can take advantage of tools on offers, such as products from AutoSense and Fit for Duty, to prevent them.

Grant Lowe, of the South Island Port Users' Group, Dom Kalasih, and Transporting New Zealand policy advisor Billy Clemens held another panel discussion, and life member John Petrie facilitated a session on sector groups, comprising roads and vehicles, bulk and specialised, livestock and rural, general freight, logging, and ports and intermodal.

“THERE HAS BEEN A SIGNIFICANT CHANGE SINCE THE NEW GOVERNMENT CAME IN AND IT'S POSITIVE FOR THE INDUSTRY.”

– Dom Kalasih, Transporting New Zealand interim chief executive



An Iveco truck on display outside the Distinction Mackenzie Country Hotel, in Twizel.



Awards

The Health and Safety Award: Mike Parker from EROAD, MP Miles Anderson presents Mickayla Kerr from Heagney Bros with the trophy.

AWARDS RECOGNISE OUTSTANDING CONTRIBUTION

Five Transporting New Zealand awards were presented at the South Island Seminar in Twizel.



Grant Keen of Icon Logistics accepts the Young Driver Award on behalf of winner Craig Welsford with John Collins from EROAD and Waitaki MP Miles Anderson.

The EROAD Young Driver Award

Among the nominations there were two stand-out nominations that could not be separated. Both young drivers have a commitment to learning and personal development, both have demonstrated to their employees good technical skills and adaptability to technology, both have a strong commitment to safety, and both have demonstrated leadership with mentoring.

The judging panel said supporting, encouraging and celebrating the achievements of drivers like this are key to helping ensure the future success of our industry.

The EROAD Young Driver Award was jointly awarded to Naomi Toimata, from Alexander Group, and Craig Welsford, from Icon Logistics (accepted by Grant Keen, of Icon Logistics, on behalf of Craig Welsford). The award was presented by Waitaki MP Miles Anderson and John Collins, from EROAD.

The EROAD Health and Safety Award

Presented to Michaela Kerr, of Hegney Brothers, in Blenheim. Judges said Heagney Brothers not only demonstrated an enduring record of investing in and producing drivers for well over a decade, but it also developed a world-class cadet programme. Training and developing drivers is paramount to the health and safety of our drivers and the customers and road users they interact with.

The company has invested in the development of drivers from Class 2 upwards, as demonstrated by training and licensing three Class 2 drivers, seven Class 4 drivers and 10 Class 5 drivers in the last 18 months.

The award was presented by Miles Anderson MP and Mike Parker, of EROAD.

Fruehauf Outstanding Contribution to Innovation Award

The judges had a strong focus on how any innovation is being applied and the outcomes it can achieve. This nomination was interesting because it was innovative and simple, with the slight irony in that it aims to enable and ensure that other innovative

technology is used appropriately.

Every OEM truck manufacture now includes a raft of safety systems, such as but not limited to electronic stability control, lane departure warning, adaptive cruise, and driver behaviour systems. It is extremely important that drivers are familiar with a truck's systems and understand all the controls they have in front of them when driving, and they can only do that if they are provided with some kind of induction or on-boarding process to the respective vehicle.

This year's winner, TR Group, developed a video demonstrating key vehicle features and controls. It is simply accessed by the driver scanning a QR Code in the vehicle's cab and can be viewed on the driver's phone. Sharing key safety information in an easy, simple, and effective way using modern communication technology is a great example of innovation and something we need more of, then judges noted.

The award was presented to Mark Kenworthy, of TR Group, by Miles Anderson MP and Jeff Mear, from Fruehauf.

VTNZ Supreme Contribution to Road Transport Award

The top award winner was Mark Wareing, of Wareing Group Ltd. The award was presented by Miles Anderson MP and Richard Northover, of VTNZ.

There were a number of nominations for the supreme contribution. However, judges said Mark stood out for the following reasons:

- enduring over the whole time in the industry;
- being active across multiple aspects of business, both operational and strategic;
- showing and committing to sector level leadership, at regional association level as well as being an RTF Board member;
- demonstrating a NZ Inc. transport solution focus with the opening of the Fairfield Freight Hub. The intermodal road rail hub is a smart efficient transport solution that will bring productivity benefits and be great for safety and the environment.



Young Driver Award: Naomi Toimata receives her award from John Collins from EROAD and MP Miles Anderson.



Innovation Award: the TR Group's Mark Kenworthy receives the trophy from MP Miles Anderson and Jeff Mear From Fruehauf.



Supreme Award: Mark Wareing receives his award from Waitaki MP Miles Anderson and Richard Northover from VTNZ.

CANTERBURY COP WINS ROAD SAFETY HERO AWARD





Senior Constable Ken Terry holds his Yellow Ribbon Road Safety Hero Award. The accolade recognizes individuals who have demonstrated exceptional dedication to promoting road safety within their communities.

Senior Constable Ken Terry, a school community officer in North Canterbury, has been awarded the prestigious Annual Yellow Ribbon Road Safety Hero Award.

The accolade recognizes individuals who have demonstrated exceptional dedication to promoting road safety within their communities.

Senior Constable Terry works with more than 40 schools in North Canterbury. He has been with the police for more than 38 years, the past 13 as a school community officer (SCO).

Terry's tenure in road safety work with NZ Police as a SCO is one of the key reasons he was chosen from over 30 other nominations. He was nominated by the Canterbury/West Coast Automobile Association District Council, which noted he has been the driving force behind the highly successful "Be Safe Be Seen" cycle light initiative for school children.

Mark White, AA Canterbury/West Coast councillor and nominator, said: "NZ Police are very fortunate – as are we as parents and grandparents – to have an individual like Ken who lives and breathes children's safety. Ken is talked about in such high regard in schools and in our wider community. Ken's passion for road safety and his genuine concern for the wellbeing of our children have made him an invaluable asset to our community. This award is a small but fitting recognition of his tremendous contributions."

The "Be Safe Be Seen" initiative, which involves distributing cycle lights to schoolchildren, has received overwhelmingly positive feedback. The programme's success is a testament to Ken's dedication and his ability to engage with the community, particularly the schoolchildren who eagerly participated in the road safety education classes and light giveaways.

John Skevington, AA Canterbury/West Coast Council chairperson, who spearheaded the AA bike lights project, says having police officers like Ken has been essential

“KEN’S PASSION FOR ROAD SAFETY AND HIS GENUINE CONCERN FOR THE WELLBEING OF OUR CHILDREN HAVE MADE HIM AN INVALUABLE ASSET TO OUR COMMUNITY.”

to getting the AA bike lights project off the ground. “Ken is loved and trusted by the children and their parents. It’s been a lot of fun and a great privilege working with him and other Community Constables in Canterbury to roll out this road safety initiative to children who ride bikes to school.”

The Yellow Ribbon Road Safety Alliance says it is honoured to recognise Senior Constable Ken Terry for his outstanding dedication and unwavering commitment to road safety. “His work exemplifies the spirit of our Road Safety Hero Award, and we extend our deepest gratitude for his ongoing efforts to make our roads safer for everyone.”

His award was announced in May at the official launch of Road Safety Week in Wellington, attended by Transport Minister Simeon Brown and was presented on May 23 at the Yellow Ribbon Road Safety Alliance Hui in Auckland.

The Yellow Ribbon Road Safety Alliance Hui was the first of its kind, highlighting four projects from the different pillars of the Safe System which are contributing to reducing road trauma:

Roads and Roadsides – Creating safer roads and roadsides. This session, presented by Beca, focused on infrastructure project and the safety results seen to date;

Speed – Outcomes from Auckland’s safe

speeds programme. This presentation by Auckland Transport looked at the monitoring and evaluation of Auckland’s speed programme;

Advancements in Vehicle Safety: How Technology Drives Safer Roads. This presentation by Toyota focused on how advancements positively contribute to reducing accidents and saving lives;

Road users – Does road safety education work? This presentation by Road Safety Education Limited looked at recent studies and best practise methods to change road user behaviour.

About the Yellow Ribbon Road Safety Alliance

The Yellow Ribbon Road Safety Alliance was set up in NZ in 2016 by Road Safety Education Limited (a charity which runs road safety education programmes for high school students) and Brake (a road safety charity which supports victims of road trauma and works to prevent road death and serious injury). The Alliance was set up based on a similar initiative in Australia. The current partners of the Alliance include Road Safety Education Limited (Secretariat), Brake, BOC, NZ Steel, Bridgestone, VTNZ, Toyota, Driving Change Network, and Living Streets Aotearoa.

More information: www.yellowribbon.nz.

TRUCKSAFE VIDEO PART OF SCHOOL SAFETY MESSAGE

■ By John Bond (regional sector adviser)

Back in 2014, I was invited along to the Woodend School, North Canterbury, to see a Goodwill Agreement presentation by Canterbury Waste Services Ltd.

This Goodwill Agreement was one of the first developed, where a transport company and a school agreed that they would look after the road safety of children around heavy trucks. The company supplied a heavy truck unit to park up at the school so the children could all hop into the cab and see what the drivers could actually see travelling the roads.

At the presentation, I was privileged to meet Senior Constable Ken Terry, who to my absolute amazement was presenting to the children of each class a TruckSafe video that was put together by the Road Safety Trust, Emmerson Transport, Rydale Container Transport Ltd, Truck Investment, Transcare Services Ltd, Truck Stop, Central Area Road Transport Association, and the Road Transport Forum.

This video was supported by the New Zealand Police as it covered blind spots, left turns, wind blast, and roundabouts, which were all considered a safety risk to our children.

Senior Constable Terry showed this video to many children, explaining what to look out for when encountering any heavy vehicle and how to stay safe using the video’s Thumbs Up motto.

He has deservedly won the prestigious Annual Yellow Ribbon Road Safety Hero Award resented to him by the Yellow Ribbon Road Safety Alliance. This accolade, which recognizes individuals who have demonstrated exceptional dedication to promoting road safety within their communities, is well deserved. On behalf of la Ara Aotearoa Transporting New Zealand, supported by all of us within the transport industry, I would like to pass onto Senior Constable Ken Terry our sincere congratulations for receiving such an appropriate award recognising his dedicated contributions toward keeping us all safe.

Well done Senior Constable Ken Terry and may you keep up your great work in the future!



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HOLIDAYS ACT CHA

■ By Amanda Douglas

What changes is the government proposing to make to the Holidays Act and what impact would these proposed changes have on employers?

The government has proposed a number of changes to the current Holidays Act 2003. These proposed changes are aimed at simplifying how employees accrue annual leave and sick leave. While a draft bill has not yet been released by the government, the Minister for Workplace Relations and Safety, Brooke van Velden, has recently advised on some of the key changes that we can expect to see in the bill.

Currently, employees become entitled to annual leave after they have been

employed continuously for 12 months. If the proposed changes come into effect, employees would accrue their annual leave on an incremental basis. The minister has said the reason for this proposed change is to avoid the complex payroll calculations that are required under the current act.

Another change proposed by the minister is for sick leave to be pro-rated. This would result in part-time employees accruing sick leave that correlates with the number of hours they work. Practically, this would mean that a full-time employee would remain entitled to 10 days of sick leave per year, while an employee who works 20 hours a week would be entitled to five days of sick leave per year.

Other key changes that

employers can expect to see in the draft bill are:

- introducing simpler methodologies for calculating the use of leave, which do not require payroll systems to access data about an employee's daily hours of work;
 - introducing objective criteria for using the pay-as-you-go approach and paying casual employees 8 per cent holiday pay; and
 - clarifying that only full pay periods need to be included in 13-week reference periods, for the calculation of average weekly pay.
- The government is currently inviting stakeholders, including employers, to participate in consultation on the draft bill.

In light of the recent Fulton Hogan accident, what are the health and safety obligations of employers in the transporting industry? Is there a difference between individual and employer responsibility?

Employers have obligations under the Health and Safety at Work Act, not only to their workers, but also to others who may be present in the workplace. Under the HSW Act, employers are often considered persons conducting a business or undertaking (PCBU). PCBUs have duties under the HSW Act, including to eliminate, or otherwise minimise, any risk to the health and safety of its workers and others,

CHANGES ON THE HORIZON

such as visitors to the workplace and the general public. Within the context of the transporting industry, a “workplace” will likely include wherever a PCBU’s workers go or are likely to be while they are performing work for the PCBU. PCBUs also owe health and safety obligations to their contractors and subcontractors.

PCBUs in the transporting industry are required to take specific steps to ensure that they are compliant with their health and safety obligations, such as ensuring brake safety. In the case of *Worksafe v Fulton Hogan Ltd* [2022] NZDC 22731, a Fulton Hogan worker was killed as a result of a subcontractor’s truck, which had a defective brake, being parked incorrectly. Fulton Hogan was aware of the issues associated

with the particular brand of brake used by the truck but it failed to communicate those issues with either its contractor or subcontractor. After Fulton Hogan pled guilty to charges under the HSW Act, it was found at sentencing that it ought to have communicated those issues to the subcontractor and that its failure to do so contributed to the death of its employee.

Most of the duties under the HSW Act usually fall to the PCBU, be this either a person (such as a sole trader) or an organisation. However, individuals associated with larger PCBUs also have duties under the HSW Act. For example, officers of a PCBU must exercise due diligence, in order to ensure that their PCBU complies with its duties or obligations. Similarly, workers for a PCBU

also have several duties, such as taking reasonable care for their own safety, and taking reasonable care to ensure their acts or omissions do not adversely affect anyone else’s health and safety. In a worst-case scenario, an individual could be convicted of an offence of reckless conduct under the HSW Act, which could result in a maximum sentence of five years imprisonment, or a fine of up to \$600,000.

If you are concerned that your organisation does not have adequate health and safety policies and procedures, or if you would like further detail on your organisation’s obligations under the HSW Act, consider seeking legal advice.

If you are a member of *Ia Ara Aotearoa Transporting New Zealand* and would like to discuss the implications of this article on your business, or have an employment, health and safety related or other legal question, please submit it to Amanda Douglas at Wynn Williams, amanda.douglas@wynnwilliams.co.nz, with the subject line: *Transporting NZ Ask a Lawyer*. Feel free to also make use of Wynn Williams’ Legal Helpline, in which the first 15 minutes are free for *Transporting NZ* members, by calling Amanda on (03) 379 7622.



Heavy vehicles will be able to use the roundabout and pull into the CVSC from both directions.

“THE DATA WE COLLECT WILL GIVE US REALLY GOOD INSIGHT INTO THE BEHAVIOUR OF HEAVY VEHICLES ON THE NETWORK.”

– SEAN BRIDGE NZTA, COMMERCIAL VEHICLE SAFETY PROGRAMME MANAGER



The new Commercial Vehicle Safety Centre (CVSC) under construction at Ohakea will be one of 12 such centres planned nationwide.

NEW COMMERCIAL VEHICLE SAFETY CENTRE PLANNED FOR OHAKEA

A new Commercial Vehicle Safety Centre (CVSC) being built at Ohakea in the Manawatū is expected to improve travel efficiencies for heavy vehicle operators.

Drivers travelling on State Highway 1 and 3 between Bulls and Sanson can soon see the new Ohakea CVSC building going up.

A CVSC, formerly known as a weigh station, monitors heavy vehicles travelling past and provides data on operator and truck behaviour such as heavy vehicle weight, load status, and driver fatigue.

The Ohakea CVSC is situated on Pukenui Road, outside RNZAF Base Ohakea and near the newly constructed roundabout. SH1/3 is a high-volume freight route. Heavy vehicles will be able to use the roundabout and pull into the CVSC from both directions.

The Ohakea CVSC site is on track for completion in early 2025. It is one of 12 such centres planned as part of the national Commercial Vehicle Safety Centre programme.

Two sets of in-road scales (weigh-in-motion plates) will be installed in the northbound and southbound lanes between Bulls and Sanson. Automatic licence plate recognition

cameras and two digital signage boards will also be installed on the side of the state highway. This installation work and a short section of asphaltting will take place during the course of the year.

If a heavy vehicle is flagged during screening, the digital signage will instruct the driver to pull into the centre by showing the vehicle's licence plate number.

Once at the CVSC, Police Commercial Vehicle Safety Team officers will ask the driver to drive over the weigh bridge. Further compliance checks may also take place, such as checking road user charges or logbooks, or completing a vehicle inspection.

Using this data, NZ Transport Agency Waka Kotahi says it will be able to focus education and compliance work toward operators who aren't compliant on our roads, making sure they're paying their fair share of road maintenance costs, while keeping compliant operators moving.


NZTA Commercial Vehicle Safety Programme manager, Sean Bridge, says this technology will help to streamline travel for operators, because those not flagged during screening won't need to pull into the CVSC.

"The data we collect will give us really good insight into the behaviour of heavy vehicles on the network. Using this data, we'll be able to target our education and compliance work toward where safety issues are in the industry, protect our roads from damage, and bring down road maintenance costs."

NZ Police Commercial Vehicle Safety Team National

manager, Acting Inspector Mike Flatt, says having this facility will help NZTA and police ensure drivers and vehicles passing through the region are safe and compliant.

"The team on site will be checking logbooks to make sure drivers aren't fatigued, as well as running driver impairment checks before drivers get back on the road."



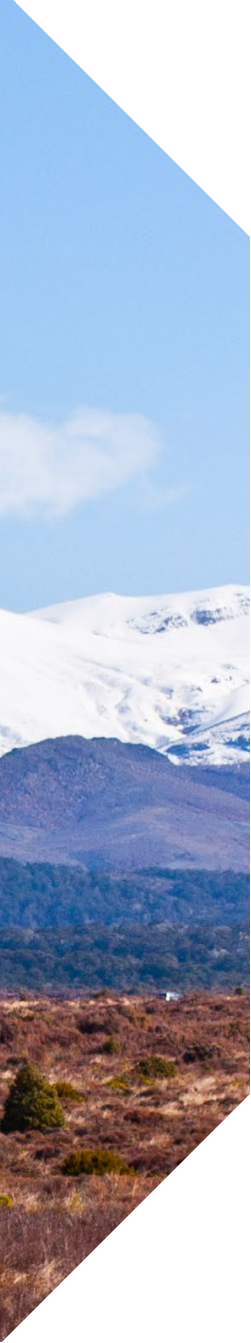
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MANAWATŪ AND CENTRAL NI ROAD MAINTENANCE PROGRAMME ON TARGET



More than 90 sections of state highway have been worked on throughout Manawatū during the 2023/24 maintenance season.

The season, which has now wrapped up, runs during the warmer and drier months.

During the construction season, 51.72 kilometres of the region's state highway network were renewed.

In addition, 36.71 kilometres of road were resealed, with a new layer of chipseal added. Crews completed full road rebuilds across eight sites totalling more than 5.5 kilometres of road including SH1 near Taihape and SH3 near Dudding Lake and Makirikiri Stream Bridge.

Road rebuilds are when the existing road surface and underlying road structure (pavement) is removed and replaced with new materials.

A further 2.5 kilometres of road were resurfaced with asphalt, including three sites on SH1 in Levin, and two roundabout sites on SH3 in Whanganui.

NZ Transport Agency Waka Kotahi Manawatū-Whanganui system manager, Liesl

Dawson, says crews worked hard this season to improve the safety and resilience of the region's state highways.

"We know roadworks can be disruptive for our communities and because the best time to complete road resurfacing and rebuilding is during the warmer, drier months, they have the potential to impact summer journeys.

"We'd like to thank road users for their patience while our crews have worked to ensure our roads stay in a safe condition for everyone to get safely from A to B.

"There's always more to do and we'll be back with another big programme of work later in the year for the 24/25 construction season, and key worksites will be communicated closer to the time."

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Facebook: facebook.com/nztacni

X (formerly Twitter): twitter.com/WakaKotahiCNI

Journey planner: journeys.nzta.govt.nz

Call: 0800 4 HIGHWAYS (0800 44 44 49)

"WE'D LIKE TO THANK ROAD USERS FOR THEIR PATIENCE WHILE OUR CREWS HAVE WORKED TO ENSURE OUR ROADS STAY IN A SAFE CONDITION FOR EVERYONE TO GET SAFELY FROM A TO B."

– LIESL DAWSON, NZ TRANSPORT AGENCY WAKA KOTAHĪ MANAWATŪ-WHANGANUI SYSTEM MANAGER.



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SPOT CHECKS REVEAL PROBLEMS WITH TRAFFIC MANAGEMENT

By Bill O'Byrne

The bad news is that an NZTA Waka Kotahi inspection of roadworks around the country found nearly 20 per cent of them didn't need temporary traffic management (TTM). About 70 per cent of the sites were unattended during the actual inspection.

The good news is that the agency is working to get on top of the issue and Transport Minister Simeon Brown says he is right behind improving TTM and reducing costs.



The issue was highlighted in complaints from Transporting New Zealand members about traffic management and, in particular, posted speed limits at roadworks that didn't always seem to be needed.

Andrew Clark, NZTA Waka Kotahi's national manager for maintenance and operations, says 800 inspections were done in February. The agency looked at every TTM site on state highways, and other capital projects on the network.

On top of the unattended and unnecessary sites, the survey also found 9 per cent of the places had TTM equipment that wasn't in the proper position.

Clark says as a result of the findings, three actions have been taken.

1) At the local level, the maintenance contract managers have taken the

findings to the relevant network outcomes contracts (NOC) managers for discussion and action;

- 2) The wider TTM industry has been advised of the improvements needed via the regular Industry Liaison Meeting;
- 3) Tier 1 contractors' executives have been directly advised of the issues and asked to fix them.

Dom Kalasih, Transporting New Zealand's interim CEO, says it is good to see Waka Kotahi taking the issue seriously and the results of the inspections backed up what members had been saying.

"It's also good that the minister shares our concerns on how it affects the roads, and also the costs involved in getting work done."

However, while he hopes it will ensure better roading management, he has some

concerns.

"We're unsure of the short to medium-term outlook. That's because currently there are changes enabling contractors to take a more risk-based approach to temporary traffic management."

He says this change has been well-communicated over the last couple of years and it follows its concerns that contractors were too focused on taking a compliance approach with the previous Code of practice for temporary traffic management (COPTTM).

For example, if the COPTTM showed the warning signs starting 200m from the work site, then the contractor would place them at that point even if they couldn't be seen properly by traffic.

This new risk-based approach is likely to see more road closures and

detours but NZTA says that by closing the road it can do multiple activities simultaneously on that site such as repairing potholes, installing guard railing, and fixing permanent signs. This approach will also save money on delivering those improvements.

"Hopefully, it will be a case of short-term pain for long-term gain. But for a while, as contractors acquire and build their capability for a risk-based approach, I anticipate our members and their drivers will see even more inconsistency across how TTM is applied at sites."

In the meantime, Kalasih says members should dial 0800 Highways to report any non-emergency traffic management issues such as sub-par management of sites or inconsistent signage.

"THIS NEW RISK-BASED APPROACH IS LIKELY TO SEE MORE ROAD CLOSURES AND DETOURS BUT NZTA WAKA KOTAHI SAYS THAT BY CLOSING THE ROAD IT CAN DO MULTIPLE ACTIVITIES SIMULTANEOUSLY ON THAT SITE."



HEAVY TRUCKS NOT TO BLAME FOR MORE POTHOLES

■ By Dom Kalasih



A pothole by dawn's early light.

The announcement by Transport Minister Simeon Brown that \$4 billion will be spent preventing potholes around the country is good news, both for the road transport industry and motorists.

Road transport operators have long complained about substandard roads. Damage to vehicles can be expensive to fix, while delays in getting products to where they need to go affect businesses and the wider economy.

The deteriorating state of New Zealand's roading network is the result of decades of under-investment. More funding is long overdue.

Some critics have argued that larger trucks are responsible for the increased number of potholes. However, a deeper dive into the facts behind road science reveals this is not the case.

I'm not a pavement engineer but I do have an engineering background and the view that the high

axle loads of trucks cause potholes is, in my opinion, simply not true.

Rutting and potholes

Heavy axle loads will have an impact and ultimately that loading can deform the pavement. The deformation occurs because the layer of pavement below the seal is compressed, resulting in a set of continuous ruts occurring in the lane mirroring the track width of the tyres of trucks and trailers. That failure

“POTHOLES ARE TYPICALLY RELATIVELY ISOLATED EVENTS. THERE IS EITHER AN ISOLATED FAILURE IN THE PAVEMENT WHICH CAUSES A WEAK SPOT AND/OR THERE IS A FAILURE IN THE SEAL.”

mechanism is typically called “rutting”.

Potholes are typically relatively isolated events. There is either an isolated failure in the pavement which causes a weak spot and/or there is a failure in the seal (the black asphalt cover) which allows water to get into the pavement structure and erode and weaken it. The road centreline and lane edge line are not areas that typically undergo significant axle loading yet these failures have still occurred.

Granted, if the pavements and seal are not maintained, excessive rutting can lead to seal failure which in turn increases the risk of potholes appearing, but the underpinning causation factor is the pavement failing, quite likely due to it not be rehabilitated on schedule.



Rutting in evidence: It occurs because the layer of pavement below the seal is compressed, resulting in a set of continuous ruts occurring in the lane mirroring the track width of the tyres of trucks and trailers.

Who should pay?

Should heavy trucks pay more to keep the roads in a serviceable condition? Well, they already pay. The most recent independent analysis of this matter was prepared by Ian Wallis Associates, under contract to the Ministry of Transport, and completed in April 2023, and is entitled the New Zealand Domestic Transport Costs and Charges (DTCC) Study.

The DTCC study shows that no road users pay their full costs. However, breaking down the aggregated figures between personal transport and freight movements shows the \$4.8 billion total user revenue comes from about \$2.9 billion from personal transport (an average cost recovery of 49 per cent) and \$2 billion from freight transport (average cost recovery 56 per cent). In other words, the average

cost recovery for freight transport is higher, or better, than the cost recovery for personal transport.

Furthermore, when considering respective user charges and the public sector costs covered by each mode, cars cover 55 per cent of their costs, rail freight only covers 39 per cent of its costs, while heavy trucks are covering 76 per cent of their public sector costs.

It is true that trucks can be bigger and heavier than they used to be a few decades ago and now include HPMVs, or High Productivity Motor Vehicles, such as 50MAX – nine axle vehicles over 44 tonnes. However, these vehicles are paying significantly higher levels of road user charges than other vehicle classes, reflecting their impact on the road.

Heavy goods vehicles, diesel vehicles, and now EVs and plug-in hybrid electric

vehicles (PHEVs), must pay RUC, road user charges. This is very much not a case of one size fits all; the charges vary according to the weight and axle configuration of the vehicle. That means RUC charges range from diesel cars and utes typically paying \$76 per 1,000km, to heavy truck and trailer combinations operating at 53 tonne paying in the order of 10 to 15 times more. It's not unusual for some of our members to be paying \$100,000 in RUC each year for just one of their truck and trailer combinations. (The rates are complex, with multiple levels of RUC; see the [NZTA Waka Kotahi website](#) for details.)

Greater efficiency

It is also far more efficient to have fewer, heavier trucks carrying bigger payloads than it is to have smaller, lighter vehicles making more frequent

trips. This results in not only less congestion but lower emissions overall. The use of larger, more productive vehicles can reduce carbon emissions by between 20 per cent to 35 per cent, according to the International Road Transport Union. In order to realise these benefits, our roads and infrastructure, including bridges and intersections, must be fit for purpose.

Our truckies are more than happy to contribute via road user charges to a system that focuses on keeping the roads up to a high standard, including better pothole maintenance. For New Zealand's economy, and for our communities, that's essential.

Dom Kalasih is interim chief executive of Ia Ara Aotearoa Transporting New Zealand.



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PORT OF AUCKLAND PRO

Transporting New Zealand is warning that sustained Port of Auckland (POAL) price hikes will hurt businesses and consumers across the country, unless accompanied by significant port productivity gains.

POAL recently announced increases in port access fees and other charges effective January 2025 and 2026, following on from

substantial increases in January this year.

Transporting New Zealand interim chief executive, Dom Kalasih, says that as one of the largest container and import ports in the country, POAL's ship processing and truck turn around performance has flow-on effects for all other ports in the country.

"Our members have been pleased to see POAL's

reported truck turn times reduce from around 20 minutes in the first four months of 2023, to just over 16 minutes in 2024. Time spent parked up and waiting is frustrating for drivers and incredibly unproductive for freight companies.

"However, these modest gains look significantly less impressive when compared to the big hikes in POAL

charges that our members have to pay on behalf of their customers. To give just one example, in December 2022 the POAL peak vehicle booking system (VBS) charge per container was \$35. By January next year, the combined VBS and Access Fee will be \$130. Businesses and consumers are going to feel that at the hip pocket."

Transporting New



FIT DRIVE CONCERNING

Zealand's concerns about port pricing and productivity are shared by the New Zealand Council of Cargo Owners, the organisation representing New Zealand's largest cargo owners.

NZCCO Chair, Mike Knowles, says the council recognises the need for the port to achieve a return on investment but if the fees are going

to climb there must be a corresponding rise in the port's productivity, which currently languishes below that achieved pre-Covid.

"The New Zealand economy can't afford poor port productivity," Knowles says. "The wealth of our country depends on our ability to trade competitively. There are many obstacles across the international supply chain

"THESE MODEST GAINS LOOK SIGNIFICANTLY LESS IMPRESSIVE WHEN COMPARED TO THE BIG HIKES IN POAL CHARGES THAT OUR MEMBERS HAVE TO PAY ON BEHALF OF THEIR CUSTOMERS."

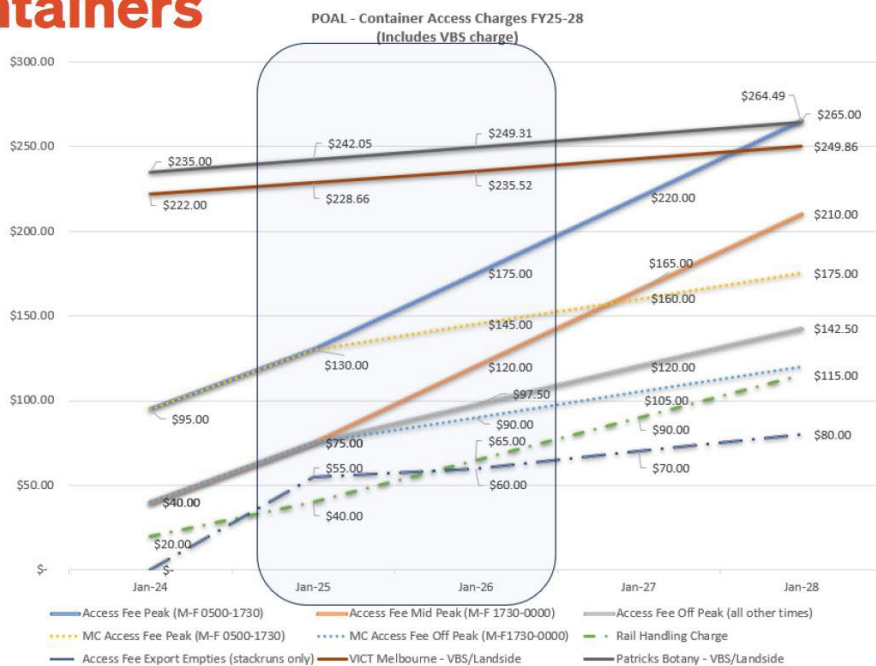
– Dom Kalasih, Transporting New Zealand interim chief executive

Access Fees - Containers

- Multi-cargo access fee
- Adjustment to container access charges @ MC CY26

Total charge (VBS+Access Fee)	Jan-24	Jan-25	Jan-26
Access Fee Peak (M-F 0500-1730)	\$ 95.00	\$ 130.00	\$ 175.00
Access Fee Mid Peak (M-F 1730-0000)	\$ 40.00	\$ 75.00	\$ 120.00
Access Fee Off Peak (all other times)	\$ 40.00	\$ 75.00	\$ 97.50
MC Access Fee Peak (M-F 0500-1730)	\$ 95.00	\$ 130.00	\$ 145.00
MC Access Fee Off Peak (M-F1730-0000)	\$ 40.00	\$ 75.00	\$ 90.00
Rail Handling Charge	\$ 20.00	\$ 40.00	\$ 65.00
Access Fee Export Empties (stackruns only)	\$ -	\$ 55.00	\$ 60.00

Container Access Fee adjustments	Jan-24	Jan-25	Jan-26
Access Fee Peak (M-F 0500-1730)	\$ 95.00	\$ 35.00	\$ 45.00
Access Fee Mid Peak (M-F 1730-0000)	\$ 40.00	\$ 35.00	\$ 45.00
Access Fee Off Peak (all other times)	\$ 40.00	\$ 35.00	\$ 22.50
MC Access Fee Peak (M-F 0500-1730)	\$ 95.00	\$ 35.00	\$ 15.00
MC Access Fee Off Peak (M-F1730-0000)	\$ 40.00	\$ 35.00	\$ 15.00
Rail Handling Charge	\$ 20.00	\$ 20.00	\$ 25.00
Access Fee Export Empties (stackruns only)	\$ -	\$ 55.00	\$ 5.00



that we can't control so it's absolutely imperative that we get right those things that are within our control – such as the efficiency with which we move goods through our ports."

Knowles says that overall New Zealand port productivity has slipped since pre-Covid and POAL's productivity slump is particularly concerning given its strategic significance to the rest of the port network.

"If a vessel is delayed at POAL, the impacts ripple across the vessel's scheduled visits to other New Zealand ports creating delay, congestion, added cost and uncertainty, and ultimately, market risk for New Zealand exports."

Silver linings for port users

Kalasih says that while the size of the POAL cost

increases is unwelcome, providing longer term pricing indications will be helpful for road freight companies, which have to pass on port charges to customers and update their contracts accordingly.

"Trucking companies already pay a lot of their costs up-front, such as road user charges, while also operating on tight margins. That's why it's particularly important that cost increases from other supply chain partners are well sign-posted, so our members can adjust their contracts and pricing.

"We're calling on other ports to provide pricing indications well in advance. We also want all ports to be transparent with their pricing so that everyone clearly understands how the income generated by these increased costs is being invested and the respective

benefits expected.

"It's vitally important that road freight operators understand their costs, ensure they are pricing any pickup and drop offs appropriately, communicate this to customers, and pass these costs on as appropriate."

Kalasih has also welcomed POAL's announcement of improved driver facilities and parking lanes, but is waiting for additional details and wants constructive consultation.

"Ports and other supply chain partners have a big impact on truck driver safety and wellbeing. We're pleased to see POAL investing in facilities that will help ensure freight operators are well-rested, comfortable, and not forced to park in areas that can disrupt other road users.

"We look forward to receiving additional

information on these infrastructure improvements, and being consulted on their design and implementation."

Knowles says that NZCCO also welcomes the improvements that POAL has planned but cautions that steps to improve productivity are going to need to be implemented at pace.

"If New Zealand is to achieve the government's goal of doubling exports, the increased volumes are going to place considerable pressure on a port network that is already under the pump. And given that current import volumes are not strong, we have serious concerns about how the port network will perform when there is an upswing.

"POAL can make a big difference to how well the country's supply chain works if it gets it right."

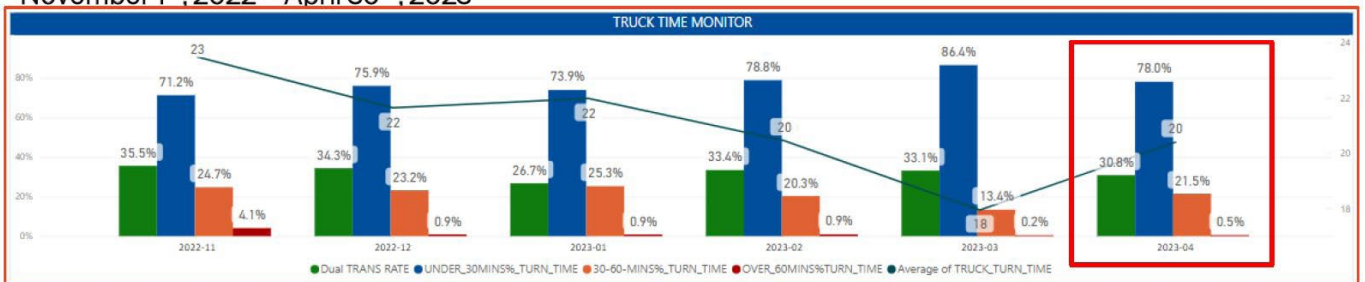


“IF A VESSEL IS DELAYED AT POAL, THE IMPACTS RIPPLE ACROSS THE VESSEL’S SCHEDULED VISITS TO OTHER NEW ZEALAND PORTS CREATING DELAY, CONGESTION, ADDED COST AND UNCERTAINTY, AND ULTIMATELY, MARKET RISK FOR NEW ZEALAND EXPORTS.”

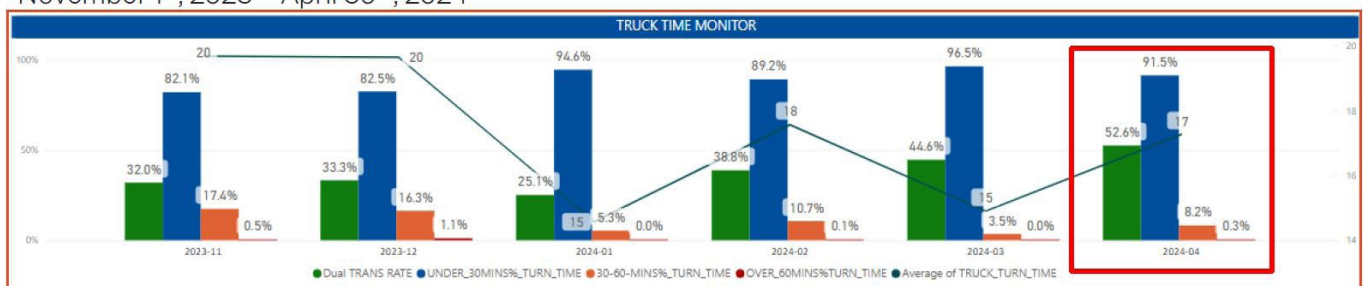
– Mike Knowles, Chair, New Zealand Council of Cargo Owners

Truck Turn Time:

November 1st, 2022 – April 30th, 2023



November 1st, 2023 – April 30th, 2024



THE QUIET SUCCESS ON WELLINGTON'S WATERFRONT

■ By Bill O'Byrne





Left: Stefan Reynolds, general manager of port operations at Wellington's CentrePort. Right: Anthony Delaney, CEO CentrePort.

Wellington's CentrePort container carriers are a great example of how much money can be saved by spending more up front, and a lot less down the line.

The seven carriers, or internal movement vehicles (IMVs), were bought from the French company Gaussin.

Stefan Reynolds, general manager of port operations, says they could have got seven diesel carriers for just under \$4 million but instead spent \$5.5 million to go 100 per cent electric – and it has been worth it.

"That included all the infrastructure, the battery chargers and the units, including heavy duty trailers. It also included

enough batteries to ensure we had capacity of service. So, we spent about \$1.5m more than if we had gone with diesel, for the entire electric fleet."

Engineering services manager, Darren Gibbs, says the original business case was for a seven-year payback through savings on diesel.

"That was when diesel

was at \$1.30. When diesel went over two bucks last year, we looked pretty bloody smart!"

Dollar savings weren't the only consideration. CEO, Anthony Delaney, says CentrePort aims to reduce its carbon emissions and become net zero by 2040.

"Our interim goal was to make a 30 per cent reduction by 2030, but



Left: Darren Gibbs, engineering services manager, CentrePort. Right: Craig Brown, fleet services manager, CentrePort.



thanks to the IMVs as a core component, CentrePort has already achieved this target well ahead of schedule."

The French-made Gaussin IMVs were part of an investment from New Zealand Green Investment Finance, with the aim of

using them to reduce carbon emissions by about 230 tonnes per annum.

Fleet Services manager, Craig Brown, says the IMVs also reduce maintenance.

"We just pump up the tyres and top up the auto-greaser and that's about it."

Something the IMVs must contend with in Wellington, but not at other ports, is the slightly undulating nature of the working surface, a result of the 2016 Kaikoura earthquake, which caused major damage and subsidence of the port's reclamation.

For this reason, the port reduced their working speed. They have a normal top speed of 35 km/h unloaded, and 25 km/h fully loaded. They were initially used at 23 km/h, but this was later dropped to 17 km/h for better handling. While this made the ride better for the drivers, reducing the speed had the added benefit of giving the IMVs roughly another hour of operational battery time.

This is key, because it's the batteries that drive the IMVs, and they are rather special batteries. By special,

that means big – and rather warm. Each one weighs 1200kg and they are kept at an optimal operational temperature of 82degC. The charging station is a former storage shed which has two chargers handling eight batteries which can charge a battery from 20 per cent to 100 per cent in about four hours.

While most ports use battery swapping to keep the IMVs moving, Craig says they got Gaussin to install trickle chargers. This allowed them to station the carriers at one of the lesser-used parts of the port without too much shuttling of batteries around the working areas.

Stefan says trickle charging keeps them ready for action. "We plug them in, and they stay fully charged using just a trickle charge. While it takes up to 12 hours to charge them fully from





CentrePort's electric container carriers from the French firm Gaussin are making big savings on fuel costs and carbon emissions.

Statistics:

- Towing Capacity: 75 tonnes
- Length: 5.9 metres
- Width: 2.55 metres
- Height: 3.55 metres
- Maximum speed: 35 km/h
- Maximum speed fully loaded: 25 km/h
- Battery pack: Solid state battery Lithium Metal Polymer with eight-year life cycle.
- Battery capability: 10 hours pulling full loads

15 per cent, it does mean they're here ready to go. The moment a ship comes in they're going and they're at 100 per cent."

About the only thing Darren doesn't like about

the system is that Gaussin does all the monitoring of the batteries and systems from France, so they can't run diagnostics locally. "They can pull up information on any truck in

the world and see what's going on with it, but we'd rather do that for ourselves."

Darren says that could change over time. "I'm still working at it. Gaussin had their techs working with us

here, and they realised that our guys are pretty good. We might be some New Zealand bush mechanics, but we actually showed them some improvements!"



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For more information contact
 Jenny Murray at jenny@transporting.nz

Bluebridge's Connemara in the Marlborough Sounds. It started running across Cook Strait last year.



BLUEBRIDGE KEEPS COOK STRAIT COVERED

By Bill O'Byrne

Bluebridge continues to be the quiet achiever across Cook Strait. While a lot of recent media focus has been on the Interislander's planned mega ferries being cancelled, the two Bluebridge ferries have carried approximately 55 per cent of Cook Strait road freight, and passenger numbers went up from 330,000 to 412,000 in the last year.

Will Dady, chief commercial officer for StraitNZ, which runs the Bluebridge ferries, says operational performance is a key focus area, with the ferries consistently achieving on-time performance well above 90 per cent every week.

The company got its start as a stock ferry bought by Jim Barker and some investors in 1992 who wanted to get around frequent ferry disruptions. The MV Straitsman could carry 400 cattle, but the ships kept getting bigger, and in 2002 the Santa Regina started carrying passengers, and Strait Shipping's passenger service, Bluebridge, was launched.

The Connemara is now the largest ferry on the Strait by gross tonnage. Along with the Strait Feronia, they operate between 50 and 54 sailings per week.

The ferries are equipped with large vehicle decks that can handle a range of vehicles, including trucks and trailers of different sizes. Both vessels can carry up to 60 large trucks, and the addition of Connemara to the fleet in 2023 delivered a significant increase in Bluebridge's overall capacity.

Bluebridge also provides private cabins for a chance to get a sleep during the sailing. Some are even dog friendly. (Maximum dog limit is two!)

Dady says Bluebridge's priority is ensuring truck drivers are well looked after and rested during their sailing, with cabins and other amenities including showers, restrooms, meals, free wi-fi, and complementary hot drinks.

He says Bluebridge offers services for a broad range of freight market segments and getting cargo to markets



Some of the cabins are very dog friendly.

in the best condition is critical.

"We understand that with many products, time and temperature have a direct impact on their shelf life and therefore on the potential revenue a consignment may generate for your customers.

"Our specialised roll-on, roll-off freight service can be tailored for individual operators, whether it's for just-in-time or longer lead time freight."

More information: <https://www.bluebridge.co.nz>.



FINE NEW SITE FOR UPPER CLUTHA TRANSPORT

By Jim Crouchley (regional sector adviser)

Last month, I had the pleasure of visiting Jamie Harrington and his staff at Upper Clutha Transport’s new site. Although the old depot had a sunny office for most of the day, the new one is well-heated and well-positioned for all-day sun aspect and certainly looks a far better place to spend a working day than the old yard, which dated back many decades.

The new site, at 86 Church Road, Luggate, Central Otago, incorporates an Allied fuel stop and is the fertiliser consignment store for both Ravensdown and Ballance fertiliser brands.

The facility also has bays for transport

repairs, space to accommodate another Transporting New Zealand member, and an area to conduct heavy vehicle maintenance and repairs for the company’s customers in the region. A tyre company and a windscreen supply and installation business also have space in the complex.

The building also incorporates extremely well-appointed accommodation units for drivers overnighing or for those engaged in the many projects that take place in the area.

The exterior of the building is designed sympathetically to be in harmony with the beautiful Central

Otago landscape and the complex nestles well into this picturesque part of the world.

For an old truck driver like me who enjoys machinery from the past, a restored 1994 FH Volvo destined for the Transport World Museum was on display outside the office. This machine looked brand new and you really needed to check the registration sticker to verify its age. Jamie made the comment that several people had asked “what deck was to be fitted to it?” and “what work was the truck going to do?”, such was its immaculate presentation.





HELP ON HAND TO GET BACK TO WORK

■ By Bill O'Byrne

Recovery at Work is a new initiative by the Accident Compensation Corporation (ACC) designed to help injured employees get back on the job – and the corporation describes it as a win-win for employers and employees.

ACC has been working with Transporting New Zealand to trial the initiative, which provides employees who have been injured the opportunity to use returning to work as an active part of their recovery and rehabilitation process.

This can help employees

return to work, regardless of whether they have been injured at or outside of work. Adam Jennings, head of business partnerships at ACC, says statistics show the longer people are away from work, the worse the outcomes are for them. Long periods of time off work can lead to poor health and mental wellbeing outcomes, as well as people dropping out of the workforce completely.

“Recovery at Work takes a team effort,” says Jennings.

Transporting New Zealand interim chief executive, Dom Kalasih, says for the injured

person, their employer, friends, whānau, doctor, other health professionals, and ACC can all have an important role to play in their recovery.

“It’s important that they share what support they need so others can play a part in helping them recover and get back to their normal life.”

In 2023, ACC provided 148,509 New Zealanders with weekly compensation because they were unable to work due to their injuries. This support cost \$2.3 billion.

Getting better, sooner

Jennings says not being at work can cause financial difficulties for employees, as well as affect their mental wellbeing. Evidence shows recovering at work after an injury can help people to get better, sooner. With the right team in place to support you it can also make it more likely you will return to your job, as well as the things you enjoy outside of work. Recovery at Work lets employee earn up to 100 per cent of their pre-injury income.

A Recovery at Work



programme has been trialled at several businesses which have looked at how best to enable their injured employees to come back to work, even if they cannot do all of their usual duties. For some, this has meant they have started back at work on reduced days or hours, or doing alternative or modified duties. The key thing is for the employee and employer to be flexible and focus on what the employee can do.

Tom Bryant, general manager for safety, quality, and compliance at Hilton Haulage, which has been taking part in the trial, says it's been a good learning process for the company, and a good opportunity to share ideas with ACC.

Bryant says Hilton was already doing a lot to enable their employees to recover at work after an

injury, and recognises that it can be a beneficial part of their physical recovery and rehabilitation. Bryant adds that it was useful to have regular contact with ACC staff throughout the six month trial, especially to ask questions about particular cases.

Jennings says ACC gained a better understanding of how different businesses work and can assist their employees to recover at work.

"Recovery at Work trials have been beneficial to the companies involved, their injured employees, and ACC. The trials have built awareness and understanding, and they have also provided us with some valuable feedback on what can be done to improve the process."

Bryant says giving people the opportunity to return

to work while they recover from their injury has many benefits.

"There's evidence that shows if you're off work injured, regardless of whether it's a work injury or not, then getting back to work is often faster, and better for your physical and mental health if you can participate in recovery at work.

"We say to our people we want you back at work, you're good at what you do, it's better for you and the business."

Staying engaged and productive

Hilton Haulage has around 550 staff, 450 of whom are drivers and 40 who are forklift operators, with the rest being office staff. Bryant says if someone has been injured and is unable to do their usual tasks it is

"IN 2023, ACC PROVIDED 148,509 NEW ZEALANDERS WITH WEEKLY COMPENSATION BECAUSE THEY WERE UNABLE TO WORK DUE TO THEIR INJURIES. THIS SUPPORT COST \$2.3 BILLION."

“IF WE WERE ABLE TO CONNECT WITH PEOPLE EARLY ON, WE WERE MORE LIKELY TO BE ABLE TO HELP THEM TO GET BACK TO WORK SOONER, WHICH WAS A BETTER OUTCOME FOR THEM, THEIR WORKMATES, AND THE BUSINESS.”

– Tom Bryant, general manager for safety, quality, and compliance, Hilton Haulage.



important to look if there are other ways to keep them engaged and productive in the workplace. There may be some office-based jobs someone can do while they recover.

Bryant says it is also important that the worker is given meaningful duties. This could include having a recovering staff member help to review standard operating procedures, or if they are a senior driver and are able to get in and out of the truck safely, they could help with driver training.

“We kicked off the trial by providing the team a questionnaire to gauge what they thought about having their colleagues back at work when they’re not fully fit.”

He says it is vital that the team was supportive in helping their workmates return to work.

“If you’re injured and you go back to work and your team are not behind it – maybe you’re spending your time in the smoko room getting commentary like, ‘What are you doing here?’, ‘Why aren’t you at home?’, and other unhelpful stuff.”

The survey showed that most employees are supportive of having injured teammates back at work to help with their recovery, even if they are not fully fit yet.

“Most of our staff agreed that it helps you to get better faster if you can do some work while you’re recovering. And from my perspective, it’s been great to see how supportive our team have been.”

Bryant says initial meetings with Transporting

New Zealand and ACC staff identified what could have the greatest positive impact. Hilton implemented a number of initiatives, including training and education. He says that when someone was injured, their health and safety manager would reach out to see how they were going.

“She would check in to see what was going on, if they had been issued with a medical certificate and to find out what the prognosis might be. From there they could work out with the employee what opportunity there might be for them to work while they continued their recovery.

“If we were able to connect with people early on, we were more likely to be able to help them to get back to work sooner, which was a better outcome for them, their workmates, and the business.

Recovery at Work: key lessons

Dom Kalasih says that the trial highlighted some commonsense steps that make a real difference in helping an injured staff member to recover and return to work:

Time: The more time an injured person is away from work, the less likely they will return to their job: After 20 days off, the likelihood of return is 70 per cent; at 45 days 50 per cent; and at 70 days only 35 per cent. Acting quickly and staying in touch is vital;

Alternative Duties: Having other work that is suitable for an injured person to do while they recover, either full time or part time, helps

to make the process of returning to the workplace easier;

Mental Health: ACC data from 2023 shows that one in four ACC clients experience a mental health condition following an injury. Positive support from employers can go some way to helping with this. This can be as simple as a regular phone call to see how they are doing;

Process: Have a process if someone gets injured, so that everyone across the business gets consistent support.

Getting paid if you can't work

Bryant says employers need to be aware of the key steps in the Recovery at Work process. It's important that injured employees are set up to receive weekly compensation. Many people thought that if they were off injured, they would get paid automatically, but that isn't the case.

"Often, when people hurt themselves, they go to the doctor, get an ACC form or medical certificate, give it to their employer, and in their mind, they've met their obligations. But that's not how it works."

The injured person must register online at the [MyACC](#) website and fill out the information required.

"RECOVERY AT WORK TAKES A TEAM EFFORT."

– Adam Jennings, head of business partnerships, ACC.

Membership benefits

WHY YOU SHOULD JOIN OUR FUEL SCHEME

The Commerce Commission says retailers are quick to put prices up in response to increased costs, but slow when it comes to bringing prices down when oil prices fall or the exchange rate changes. Commissioner Bryan Chapple said motorists often pay more for petrol longer than they should.

Transporting New Zealand interim chief executive, Dom Kalasih, says fuel is the second largest cost for road

transport operators and he is urging companies to treat their customers fairly.

Transporting New Zealand has partnerships with several fuel providers to provide members with substantial fuel price discounts through the Transporting New Zealand Fuel Scheme.

If you would like a fuel analysis done so you know if you are getting the best price for your fuel, email membership benefits advisor Vicki Harris, vicki@transporting.nz.



HEALTH HACKS FOR TRUCKIES

Dave 'The Brown Buttbean' has the lowdown.

Dave Letele knows a thing or two about being overweight. Once clocking in at 210 kg, the former professional boxer and rugby league player is living proof that obesity can be overcome, and now he's on a mission to help others do the same. Since founding BBM Motivation a decade ago, Letele has helped countless people achieve their health goals through his charitable trust Just Move.

Letele now operates three free gyms across Auckland, a social supermarket, a community kitchen and a food share, and has a team of 20 full-time staff, many of whom have themselves overcome adversity – and obesity – through BBM.

It's no secret that obesity and poor health is a growing

issue in the transport sector, and with long sedentary hours, erratic schedules, lack of time for exercise and limited access to healthy food options, it's our drivers who are at the greatest risk. But help is at hand.

In a recent episode of The Depot podcast hosted by Grey Murphy and brought to you by AutoSense, Letele says that staying healthy on the road is not as difficult as you might think.

"People overcomplicate health, but it all starts from keeping it very simple," he says. "For me, when I started all I did was stop drinking fizzy drinks and go for a walk. You need to start small and build a solid foundation; don't try and change everything at once, just change one thing."

You also need to have a really strong "why". For

Letele it was getting his kids back. Once you've found your why, he has these four pillars to get you on track, and keep you there:

1. Start right now

Don't over think things. You can't achieve anything unless you start.

2. Be consistent

Understand that sometimes life sucks, there are speedbumps and obstacles. When you get knocked down, get back up.

3. Surround yourself with positive people

Surround yourself with five positive people who only want the best for you, not what you can do for them; people who are going to pick you up not drag you down. If you surround yourself with these types of

people I guarantee you'll be successful.

4. No excuses

Some people tell me it's too expensive to eat healthy, but you can't use that as an excuse with me, because when I started my weight loss journey I had no money and was living in community housing. It's not about eating chicken and broccoli so you can look good for an Instagram post. It's about living a healthy maintainable lifestyle.

Sounds easy, right?

Letele says: "The exercise bit is easy; once you start training it's fun and social. The hardest part is getting the nutrition right."

The first step is giving up fizzy drinks – and yes, that includes energy drinks and juice!





“Cutting out the fizzy drinks is massive. A lot of drivers are driving line haul and they’re smashing down the energy drinks. Not only are they full of sugar but they’re also filled with chemicals. The very best thing truckies can do is stop drinking fizzy drinks and start drinking water. If you can only do one thing, do that. That one thing alone will help you feel better and lose weight.”

So what else can you do to make life on the road a whole lot healthier?

Here are Letele’s top tips:

- Focus on what you can control;
- Drink water, not fizzy drinks. If you’re addicted to fizzy drinks you might have to start by swapping to diet versions, but remember they’re not good for you

either. Eventually you need to work your way to water;

- If you’re going to stop for a burger, skip the fries, and maybe even take one of the buns off. After you’ve had your meal, take a 10-15 minute walk before you get back in the truck;
- Have treats, but only occasionally. If you’re treating yourself every day, that’s no longer a treat, that’s the way you eat! When you do have a treat, enjoy it and don’t feel guilty;
- Don’t get too focused on the actual weight loss – as long as you’re eating the right stuff most of the time, drinking water most of the time, and moving, the rest will take care of itself;
- Be kind to yourself. Understand that it’s hard

and if you do have a bad day, forgive yourself. If you have a bad meal, don’t follow it up with another bad meal. Follow it up with a really healthy meal and back that up with a walk. Do that and you’ll feel amazing;

- Get your whole family onboard. If you’re on the health journey, it shouldn’t just be you, it should be the whole family. That way you’re also teaching your children and breaking the cycle.

For more tips on staying healthy and well while on the road visit thebbmprogram.com or check out the The Depot podcast from AutoSense, where Letele shares more insights with Greg Murphy: www.autosense.co.nz/thedepot.

“YOU NEED TO START SMALL AND BUILD A SOLID FOUNDATION; DON’T TRY AND CHANGE EVERYTHING AT ONCE, JUST CHANGE ONE THING.”

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