

# Road Controlling Authorities Forum

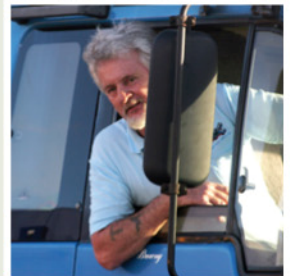
**17 April 2009**

## Ministry of Transport Update

**Elizabeth Anderson – Ministry of Transport**

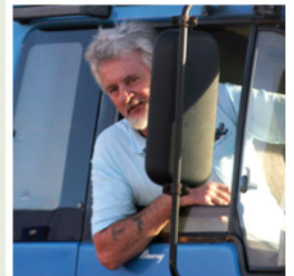
# A Change in short/medium term priorities

- **Aligning land transport investment with new government priorities**
- **Reflecting the need for economic growth**



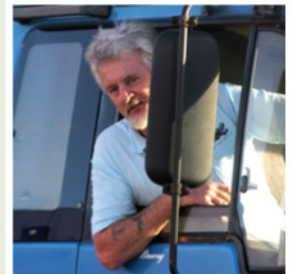
# Government Policy Statement on Land Transport Funding

- ‘Impacts’ the government wishes to achieve instead of targets
  - Increase in level of State highway funding by \$1 billion over next three years
    - Reallocation of funds to meet priorities
    - New road user funding



# Government Policy Statement on Land Transport Funding cont.

- Impacts include:
  - Improvements in journey time reliability
  - Easing of severe congestion
  - Improving transport connections to areas that have economic growth potential
  - Increasing access to markets
  - Final GPS also reflects environment & social impact



# Funding Ranges

- The government achieves the impacts through allocating funding to activity classes
- Funding ranges eg.
  - Local Roads
  - Public Transport
  - Safety
- still growth from 08/09 allocations
- Achieving better value for money



# Government Policy Statement on Land Transport Funding cont.

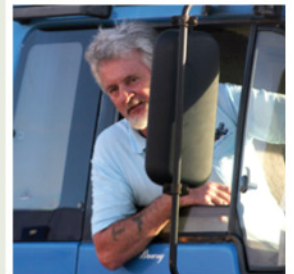
- We are all working within short timeframes
- NZTA will be working with Regional Transport Committees to work through the amendments





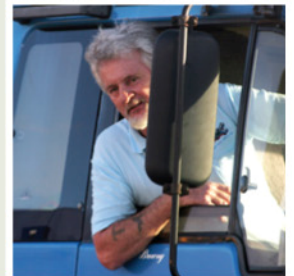
# Roads of National Significance

- The seven initial roads represent a statement of national road development priorities for the government
- NZTA to co-ordinate with government, regional councils and territorial authorities in their development
- Funding to potentially come for a variety of sources
- Further Roads of National Significance may be added in the future



# Regional Fuel Tax

- Repeal of Regional Fuel Tax legislation
- A change from varying regional to smaller *national* tax increases
- Auckland's rail electrification – provided by crown funding
- Will take into account the report of the Royal Commission on Auckland Governance





# Heavy Vehicle Productivity Project

Ian Clark – Ministry of Transport



## What is the Heavy Vehicle Productivity Project?

It's about the development of a permit system to allow vehicles to operate outside the current mass and dimension limits on selected routes.

There are four phases to the work:

- Phase 1** Government approval to proceed
- Phase 2** Stakeholder and Industry consultation and heavy vehicle trials
- Phases 3 & 4** A change to the Vehicle Dimension and Mass Rule (with appropriate consultation), and the design and implementation of a permit system

## Project Timeframe

**Phase 1**            Completed

**Phase 2**            Trials completed in early 2009  
Ongoing consultation

**Phases 3 & 4**    Will run through 2009, with a rule change amendment complete by the end of 2009, and the implementation of a permit system in early 2010



## Why?

- The freight task of New Zealand is projected to double over the next 20 years
- Freight needs to be moved as efficiently as possible
- An increase in the mass and dimension limits for heavy vehicles is expected to improve vehicle productivity by consolidating loads and reducing the number of vehicle movements required to distribute that freight
- Reduced fuel consumption
- Reduced emissions
- Improved safety
- It will contribute positively to the Government's economic objectives

## Trials

- Information from the trials and other studies has shown that significant productivity benefits will be realised from an increase in the heavy vehicle limit from 44 tonnes to around 50 tonnes, and some length adjustments.
- Consequently as of early 2009 no further trials are being initiated.



## The emphasis is on the productivity benefits

- Trials have shown that with an increase in weight and dimension:
  - considerable productivity gains can be made
  - the number of trips can be reduced
  - fuel use can be reduced
- Pearson report in 2007 revealed that overall, companies would:
  - increase productivity
  - reduce trips
  - reduce fuel use
  - significantly improve productivity if some length increases were made
  - and that additional benefits could be achieved



## We have measured the impact on

- Emissions
- Noise and vibration levels
- Safety

Surveys of motorist and truck driver perceptions were also completed



## Current and next steps of project

- An amendment to the VDM Rule is being prepared for consultation. The aim is to have the rule change signed off by the Minister by the end of 2009.
- No further trials are being initiated
- Evaluation of trial information is progressing
- Design of a permit system expected to be ready by early 2010
- The Ministry is aware of infrastructure issues that may arise as a result of the project

- We are working through these concerns and they will be consulted on with LGNZ and RCAs
- Consultation with stakeholders and the industry is continuing
- The Ministry will continue to consult with Local Government New Zealand
- If you have any question or concerns please make direct contact with me Project Manager, Ian Clark at the Ministry of Transport:
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