

# VDAM interim changes

- Likely to come into effect May 2015
- Permit Conditions are re-organised:
  - Situations that make the permit invalid
  - Critical conditions
  - Additional Conditions
- Current reference to voiding permit if ANY condition breached will be removed

# New permit forms

- Schedule 3 of the Rule has a new permit format plus notes on use
- Very similar to forms in current use; can be a very simple form
- NZTA will be posting information and samples on its website
- Forms issued after changeover (May 2015?) must be in new format

# Transition

The new provisions and penalties are expected to come into force May 2015

Overweight permits that are in existence prior to the new Rule changes will continue to be valid.

Any references on existing forms to voiding the permit will not be applicable.

# Invalid permits

- Not the vehicles described
- Not the operator listed on the permit
- Off-route

Deviation from the permit route is permitted only under direction of:

- an enforcement officer
- a Road Controlling Authority

In this case the permit remains valid.

# Critical permit conditions

- Exceeding gross mass on permit
- Exceeding any design limit (e.g. GVM)
- Failure to observe bridge restrictions specified on the permit

Note: **permit** tolerances will be 500 kg for gross mass or steering axles; 1000 kg for load sharing axle sets.

# Penalties for permit holders

- Breach of critical conditions: \$2000 fine, plus any overloading fines
- Additional Conditions: a fine of \$370, plus any overloading fines

IF permit is invalid (e.g. off route) then fines are calculated from the normal legal maximum

IF permit is valid, then overload fines are based on permit limits.

# Permit Scenario: now and then

SITUATION	NOW	POST CHANGE
<p>Vehicle carrying indivisible load, permit weight 58 tonnes.</p> <p>Offence is gross weight measured at 62.10 tonnes</p>	<p>Permit is voided.</p> <p>Fine for breaching permit \$370</p> <p>PLUS Vehicle overload assessed as 62 tonnes less 44 tonnes (VDAM limit) less tolerance of 1.5 tonnes = 16.5 tonnes over = \$10,000</p> <p>PLUS likely axle fine of up to \$5,600 (less if twin steer) Total about \$15,600 MAY incur offloading</p>	<p>Vehicle pays fine for breach of critical condition = \$2000</p> <p>PLUS overload assessed as 62.1 tonnes less 58 tonnes (permit level) = 4.1 tonnes over = \$1650</p> <p>Total \$3650</p>

# Operating without a permit

- Overweight fines start at a higher level (\$350, not \$150) BUT top end fines unchanged
- Tolerances unchanged EXCEPT 3 tonne tolerance at 60 tonnes is removed



# NON permit: then and now

SITUATION	NOW	POST CHANGE
<p>Vehicle with no HPMV permit, carrying divisible load.</p> <p>Offence is gross mass of 48.6 tonnes</p> <p>Assumption: no axle breach</p>	<p>Fine assessed as 48.6 tonnes less 44 tonnes limit, less tolerance of 1.5 tonnes = 3.1 tonnes over</p> <p>Fine = \$900</p> <p>Offloading will be required</p>	<p>Fine assessed as 48.6 tonnes less 44 tonnes limit, less tolerance of 1.5 tonnes = 3.1 tonnes over</p> <p>Fine = \$1250</p> <p>Offloading will be required</p>

# Vehicle Dimension & Mass Reform

RCA Forum  
28 November 2014



# VDAM System

## – Current Rule

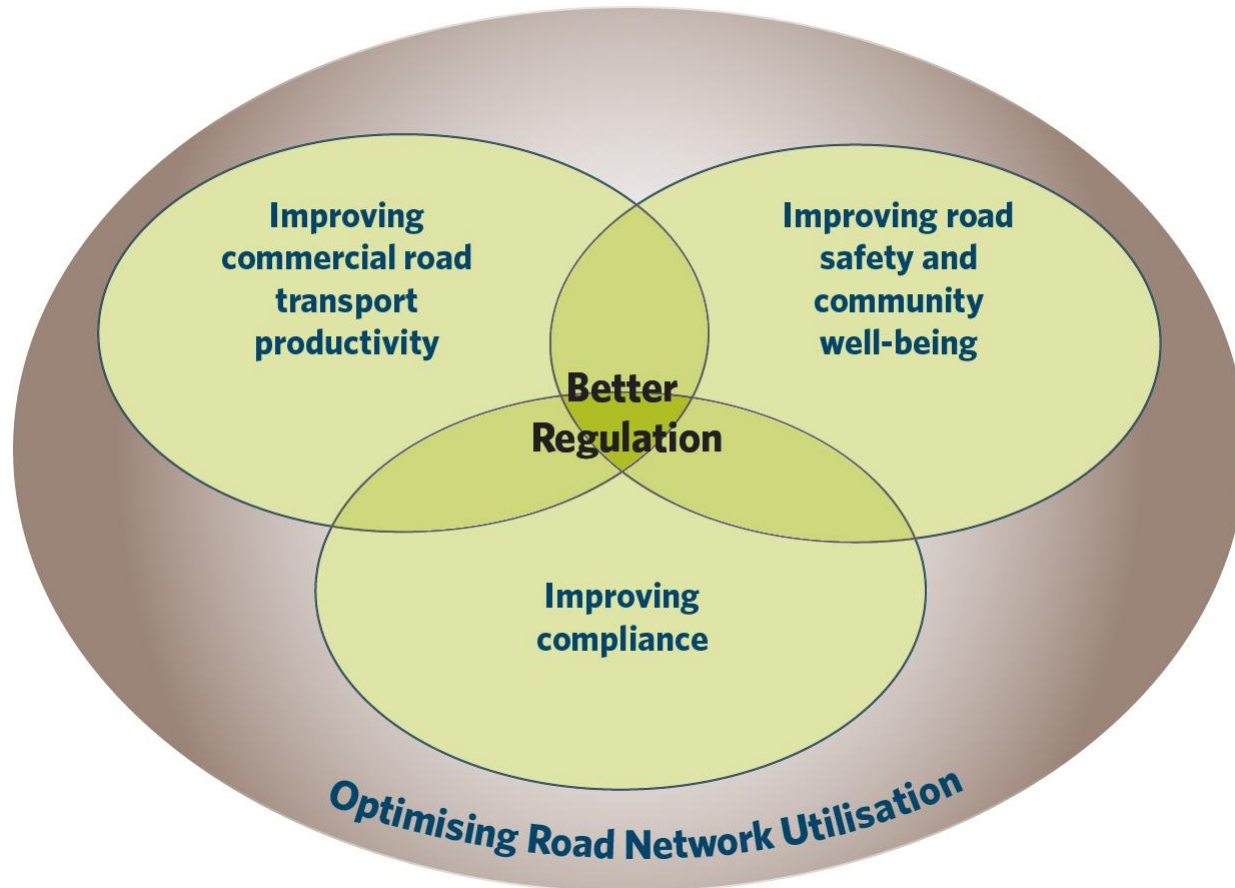
- To manage the risks to road safety resulting from the dimensions and mass of vehicles and in particular strike a reasonable balance between:
  - The risks that heavy vehicles present to public safety
  - The efficient and effective operation of the heavy vehicle fleet within the constraints imposed by the road network

# VDAM Reform

## – Drivers of change

- The need to meet the projected increase in freight and passenger transport demand
- The need to accommodate ongoing innovation in vehicle technology, design and use
- Changes in the development and management of NZ's roading & wider transport infrastructure
- Government commitment to better quality regulation and open and efficient transport markets
- The current Rule is over 10 years old & has been subject to multiple amendments over that period.

# Reform Value Proposition



# Reform Design Principles

1. Future-proofing & innovation
2. Mode neutrality
3. Recognising system relationships
4. Integrity
5. Clarity
6. Stakeholder engagement

# VDAM Reform

## - Phases

Phase	Target Completion Date
Scoping	July 2014
Policy Development	Aug 2015
Implementation	2016

# VDAM Progress To Date

Activity/Milestone	Date
Scoping Phase Work Plan agreed by Steering Group	28 March 2014
Briefing paper to the Associate Minister	1 April 2014
Two rounds of internal advisory group and external Reference Group workshops	April – June 14
Value Proposition and TOR endorsed by VDAM Board	17 June 2014
Briefing paper to the Associate Minister	4 July 2014
Policy Phase Work Plan finalised	7 August 2014
Current state analysis & problem definition completed	12 Sept 2014
Preliminary options for discussion with external working groups developed	25 Sept 2014
First round of external working group meetings completed	9 October 2014
Analytical Assessment of Options	Late Jan 2015



# Policy Phase Scope

In Scope	Out of Scope
Overall regulatory system	Operational management & implementation of regulatory change
VDAM legislative change & alignment	Change to the wider legislative & regulatory framework
Third party fee legislation	Third party fee setting
Road network constraints & impact of VDAM on road use & maintenance	Road network infrastructure changes
Impact on RUC	Changes to RUC & road funding
Legislative impediments to better permitting. Any outstanding issues or gaps in the permitting model	Permit process changes managed through current NZTA projects.
Implications for RCA VDAM regulatory functions	Changes to RCA legislated VDAM & road maintenance responsibilities
VDAM compliance & enforcement	NZ police funding

# Key Deliverables

Deliverable	Target Date
Problem definition & options paper	Late Jan 2015
VDAM Reform Discussion Paper	Late Feb 2015
Summary & Analysis of Submissions Paper	Late May 2015
VDAM Policy Report	Late Jun 2015
Cabinet Paper & Regulatory Impact Statement	Mid Aug 2015

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