



NZ TRANSPORT AGENCY
WAKA KOTAHI

Vehicle Dimensions & Mass (VDM) Rule Implementation

Planning for High Productivity Motor Vehicles

Presentation to the RCA Forum: 7 October 2010



Purpose

- Amended VDM Rule in effect 1 May 2010
- New territory for RCAs and Road Transport Industry
- Over the last five months we have faced a number of challenges and learnt some valuable lessons
- NZTA working to improve processes



Progress to Date

As at 15 September:

NZTA has:

- **Received 404 HPMV applications**
- **Approved 92 applications**
- **Approved 29 HPMV routes**
- **Declined 158 applications**
- **154 are being processed**
- **46% of all applications originate in Waikato & BOP**

Vehicle Dimensions and Mass Rule Amendment 2010

Funding and investment guidelines



Our strategic approach to HPMV routes

- **Delivering HPMV routes a priority in the NZTA 2010-13 Statement of Intent**
- **Importance of working with RCAs and operators to identify suitable HPMV routes**
- **Develop programme for assessment of potential HPMV routes (by December)**
- **Customer service focus to better meet the needs of industry**
- **Improve communication and information with customers on HPMV route availability**
- **Monitor, evaluate and review effect of the Rule change**



Some of the challenges we have faced

- **Managing the new permit system to meet industry expectations**
- **Industry concerns broadly classified into four areas:**
 - a. Speed of permit process**
 - b. Better information around route availability**
 - c. Streamlined permit requirements**
 - d. Importance of end-to-end journeys**



Work ahead

- **Short term - identify and release HPMV routes with no / little investment**
- **Medium term - work with RCAs and industry to determine end-to-end journeys and detailed assessments of the freight task across the SH and local road networks**
Develop a short term investment plan for upgrading infrastructure against highest demand for HPMV routes. Investment includes work with RCAs to negotiate routes alongside appropriate funding packages to address the impact on pavements and structures
- **Long term - achieve network of permitted HPMV routes by aligning investment with market demand and working with RCAs to develop end-to-end routes**



Discussion

- **What are your thoughts and experience of the amended Rule implementation and permit process?**
- **What have you learned?**
- **What's working well?**
- **How could we improve our work?**

