

LVR: Funding Heavy Vehicle Impacts Works Group-Teleconference summary

9:00 Friday February 13th 2015

Present; Henri Van Zyl -Kaipara DC, Jeffrey Devine -Whangarei DC, Jamie Cox -Wairoa DC, Steve Murrin -Malborough Roads, Joe Bourque -Southland DC, Vincent Lim -South Taranaki DC, Wayne Newman -RCAF,

Apologies : Martin Taylor -Whakatane DC, Gary McGraw -Far North DC, Murray Gimblett -NZTA P&I Warren Furner -Ruapehu DC, Rui leitao -Wanganui DC, Wayne Furlong -Waikato DC, Jamie Mcpherson -Tasman DC ,

Teleconference summary

Noted the very useful data now being aggregated. Thanked Joe and Henri for their contributions. Welcomed Vincent to the group.

Southland has just finished work on potential use of differential rating, using Anthony Byett to provide economic input and analysis to present the case in a manner that could be readily understood by councillors. SDC has also done some work on payload vs cost from forestry, as a result of SDC having an investment in forestry and needing to consider the optimum return from the investment and the landuse, as well as the relative effects on overall operating costs.

Actions – Joe to pass Anthony’s details to Jamie. Jamie will contact Anthony re attending the group’s meeting on 7 May. Joe will check, too, whether some of Anthony’s work can be shared.

South Taranaki has only just begun to feel the effects of forestry harvesting. A harvest of storm felled trees in early winter last year provided a demonstration of the effects of harvesting on forest access routes, with heavy degradation of pavements, and STDC has implemented a number of road maintenance agreements with forest owners to encourage better behaviour. South Taranki has about 4,000 ha coming due for harvest within the next five years.

Malborough has about 1 million tonnes p.a. going through Picton currently and this is expected to increase to 2 million tonnes p.a. within three years. Picton receives about 60% of the forest harvest – primarily logs for export. Nelson receives 40% of the harvest, primarily for pulp, via Tasman DC.

Whangarei has a similar situation to Tasman (and Nelson), with about 2 million tonnes p.a. or about 50% of the logging traffic on its network originating outside the district. WDC has worked with the Forestry Council in Northland to identify potential volumes and sources of logs moving through WDC over a rolling five-year plan, and has done work specifically to establish pavement consumption by forestry (Beca report is in the Dropbox folder). NZTA Northland Office has been working with WDC, Kaipara and FNDC on a regional funding model to allow extra RUC funds from logging traffic to be applied to address the impact of such traffic on roads where there is no local rates income available from the loads’ source. Martin Taylor in NZTA Northland Office has been coordinating this work. Joe suggested a group meeting around the RIMS Conference in Auckland on 25-26 March.

Actions – Wayne to contact Martin Taylor and Murray Gimblett, poss also re attending the group’s meeting on 7 May, and also to ask members who is going to RIMS Conference.

General Business

Joe raised the issue of enforcement of loading of forestry vehicles. A recent test found 3/3 logging trucks were overweight. Anecdotal evidence suggests trucks are heavily overloaded between harvest sites and transfer depots, on the local roads least able to cope with these loads.

Actions – Jamie to enquire of local enforcement officers’ experience.