



NZ TRANSPORT AGENCY
WAKA KOTAHI

Legislation to Improve Heavy Vehicles

IRTEENZ – Innovative & High Productivity Vehicles 2013

Rotorua 18-20 June

Bruce Currie (Principal Heavy Vehicle Engineer)

Presentation Outline

- **Vehicle Licensing Reform (VLR)**
 - Certificate of Fitness (CoF)
 - Transport Service Licences (TSL)
 - Annual Vehicle Licensing (AVL)
- **Operator Rating System**
- **Road User Charges**
- **Rollover Problem – Electronic Stability Control**



Vehicle Licensing Reform (VLR)

Main objectives:

- Improve customer service
- Maintain or improve environmental outcomes
- Align with Government's goal of better regulation and less regulation
- Maintain or improve road safety
- Make business improvements



CoF improvements

We are planning the implementation of the system changes announced by government in January:

- greater use of variable inspection frequencies, 3 to 12 months, to incentivise good safety performance
- implementing agreed policy changes to approve wider range of CoF providers, including bundling inspection and repair services together
- investigating proposal to allow separately approved sites and separately approved mobile inspectors
- investigating whether operators could be accredited to robustly manage their own vehicle safety
- Proposals finalised by September 2013, implemented by 1 July 2014



TSL policy investigation

Policy investigation underway with report back to the Cabinet by 30 September 2013 on:

- Should TSL be reduced to exclude goods vehicles with GVM less than 15 tonne if a single vehicle and is not for hire or reward, e.g. farmers and vehicles used to carry tools of trade and own goods
- Whether entry provisions, and those for managing and exiting unsafe and poor performing operators should be improved
- Whether fees and charges for the NZTA's transport service regulatory activities should change to reflect regulatory management activities directed to different sector groups and, if so, what the fees and charges should be



Annual Vehicle Licensing (AVL)

Objectives:

- want more licences paid on time and online
- unnecessary costs from a disproportionate penalty system
- greater focus on encouraging willing compliance
- reduce number of infringements as many referred to Courts for collection which contributes to the backlog of unpaid fines (15% of Justice backlog)

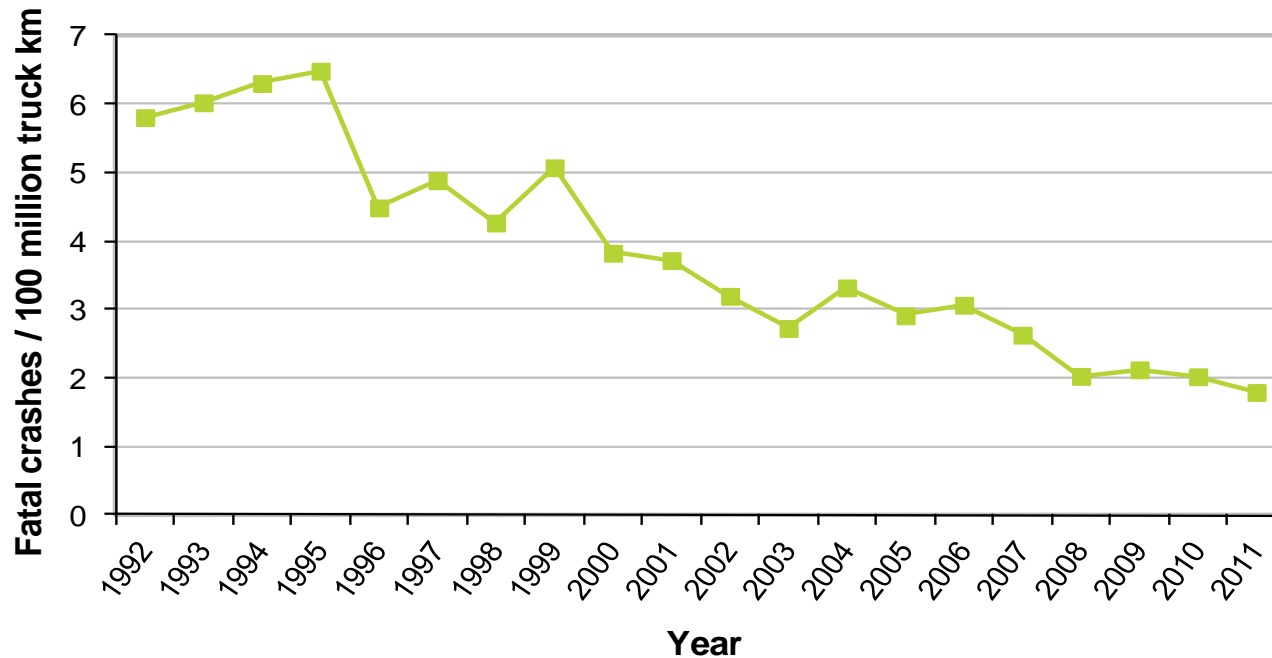


Operator Rating System (ORS) - Update



Background - truck crashes

Fatal truck crashes per 100 million kilometres travelled by trucks



Note: Truck km travelled based on total RUC km purchased



Benefits of ORS

Rating	Definition
5 stars	Very good level of compliance
4 stars	Good level of compliance
3 stars	Unsatisfactory level of compliance
2 stars	Very unsatisfactory level of compliance
1 star	Extremely unsatisfactory level of compliance

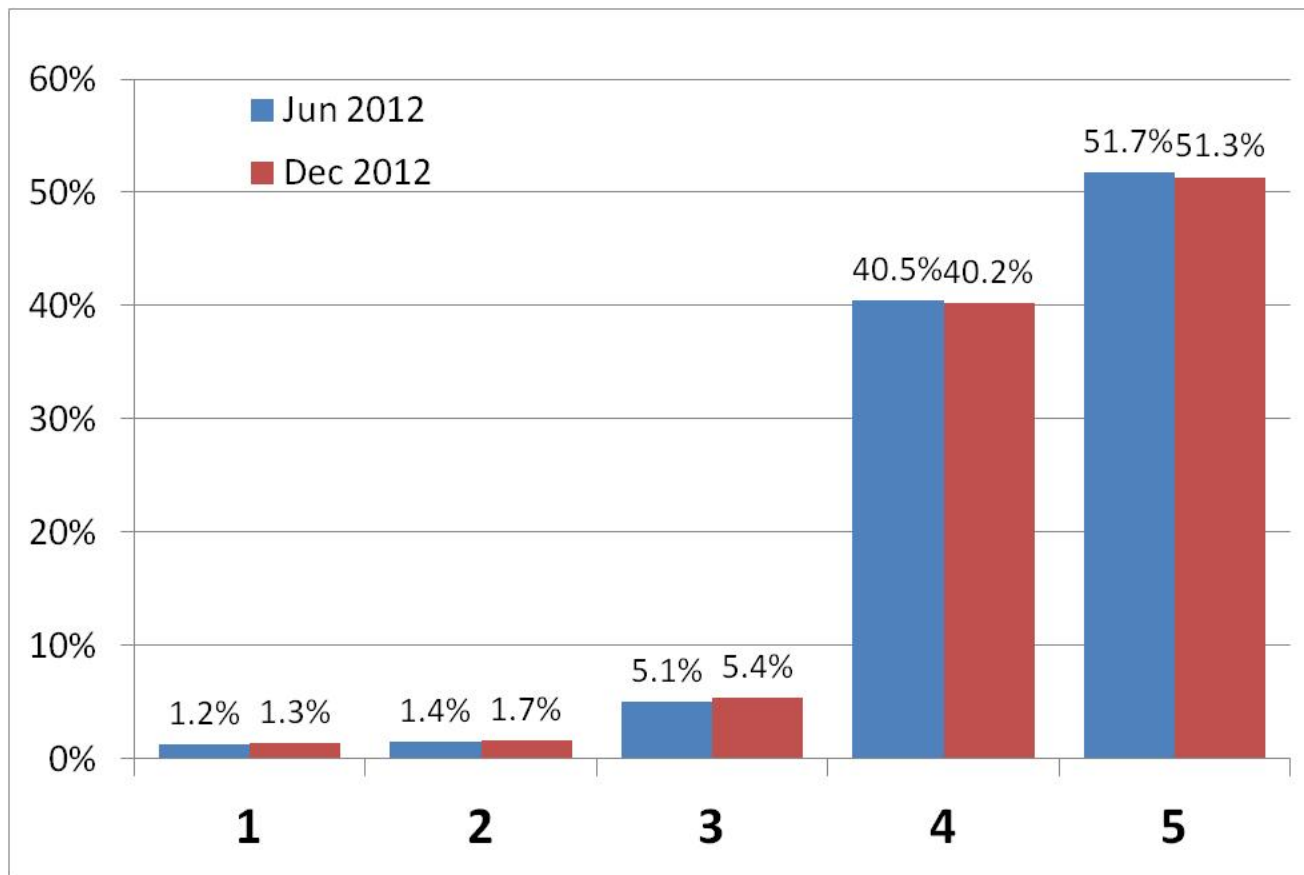
- **Improved safety on the roads**
- **Ability to tender for contracts if their rating is of a certain standard**
- **Reduced enforcement**
- **Lower costs through better maintenance, fewer fines and offences**
- **Others may take ratings into account when setting fees, levies /premiums**



ORS - wider NZTA context

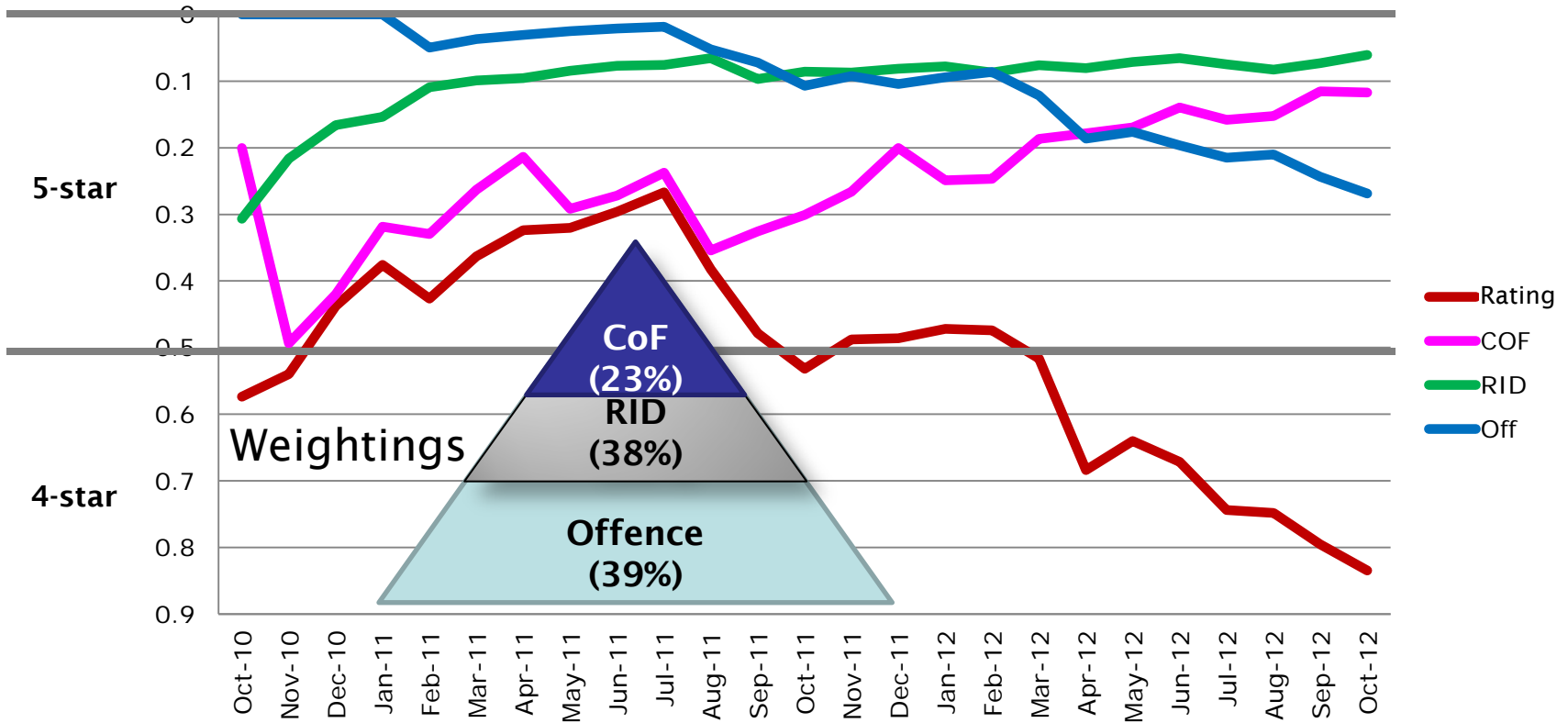
- **Road construction, maintenance – Highways & Network Operations (HNO)**
- **HPMV's - HNO**
- **Funding regional authorities – Planning & Investment (P&I)**
- **Ministry of Education - P&I**
- **Ultimately, we're influencing other government departments**

National ORS star rating



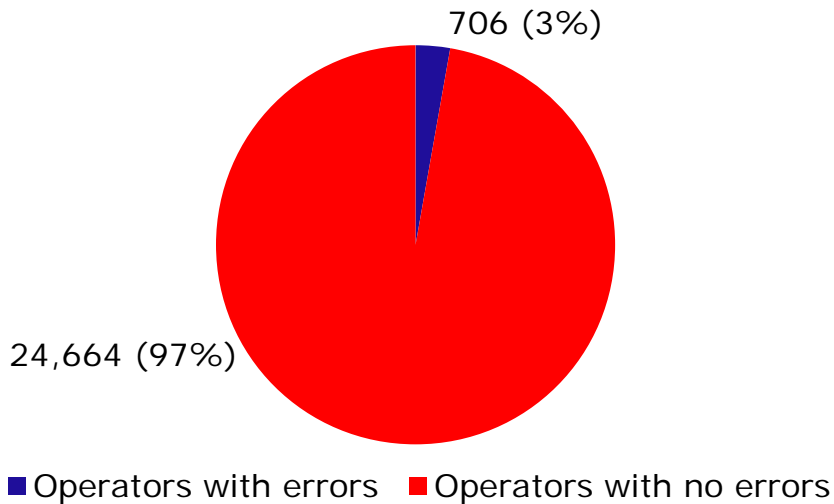
ORS Ratings – actual example

Joe's Transport Ltd

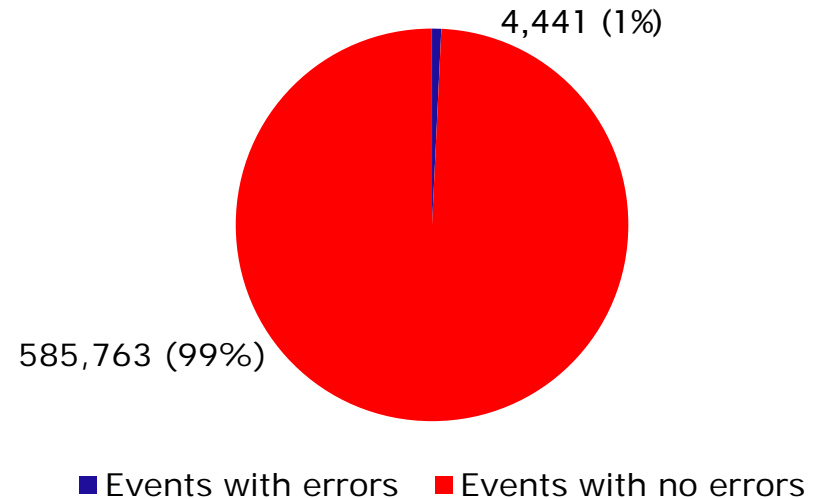


How many errors are there?

Percentage of operators with errors



Percentage of ORS events with errors

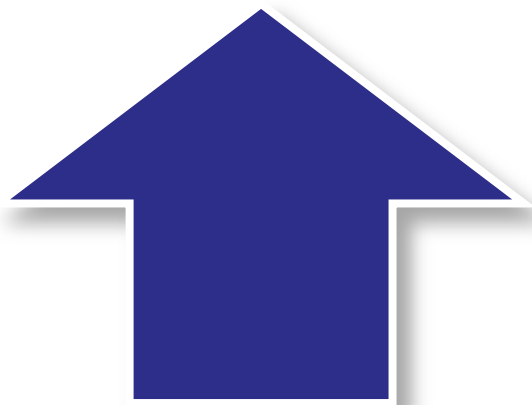


Risk targeted engagement

- **1, 2 or 3 star operators with six or more vehicles**
 - inform, educate, advise
- **4 and 5 star operators with CoF only**
 - cause of RID gaps identified
 - joint planning with CVIU for joint or separate activities
 - focused roadside inspections
- **4 and 5 star operators with more than CoF**
 - no further action unless other risk/intel indicators



Summary



- Compliance
- Evidence-based enforcement
- Effective targeting
- Use of CVIU and NZTA resources
- Operators motivated to improve



- Heavy vehicle crashes
- Social cost of crashes
- Economic benefit of 'cutting corners'



Road User Charges (RUC)

- **On 16 May (via Gazette):**
 - **New RUC rates were set; and**
 - **Minor changes made to RUC Regs**
- **New RUC rates take effect 1 July (see NZTA website)**
- **Updated version of RUC calculator (MoT website)**
- **Ave inc = 5.9% (equivalent to 3 cents per litre petrol excise)**
- **Most increases are either 4% or 10%**
- **At the heavy end 4%**
- **3 axle type 6 or 311 vehicles in 18 tonne band 10%**
- **Most trailer charges increase by 4%**
- **Charges for type H vehicles increase by 4%, unless there is a change in weight band limit**

Road User Charges (RUC) (2)

- **New H types defined. Charges set to result in totals for the combination being equivalent to existing combinations with similar numbers of axles**
- **10 and 11 axle H types with weights limited to 48 tonne have been removed. Now up to 55 tonne**
- **9 axle H types redefined so lowest weight band is up to 50 tonne, second band up to 54 tonne**
- **Charges for additional licences unchanged**
- **Investigating changes to the definitions of charging classes. Will consult with stakeholders before any changes**



Rollover problem

- HV rollover every 2-3 days
- Full cost overlooked
- \$35 million p.a.
- Solution lies across several parts of the transport system



- Best outcome will be achieved when everyone involved acknowledges the role they have to play



Safe system approach

- People make mistakes
- People are vulnerable
- Shared responsibility

- Safe vehicles
- Safe roads
- Safe road use
- Safe speed



Safe vehicles

- **NZTA encourages use of ESC**
- **ESC is not, in itself, a silver bullet**
- **It must be calibrated for the particular operating conditions**
- **If the system activates ‘falsely’ too often drivers will deactivate**
- **ESC suppliers should work closely with their parent companies and sector groups to develop mutually workable parameters**
- **LT Rules/Codes can then be put in place**



Safe roads

- **New Zealand is a mountainous country**
- **Small, geographically-spread population**
- **Economics dictates that many roads are single carriageway, have steep grades, tight corners and minimal sealed shoulder width**
- **NZTA and other road controlling authorities continue to improve the roading network but as a high-cost asset with a long life-cycle, the network can't be upgraded overnight**



Safe road use and safe speed

- **Given our roads, we have a relatively high open-road speed limit for trucks**
- **Drivers' and operators' attitudes towards speed have a major effect on the chance of a rollover occurring**
- **Operators need to support their drivers through achievable schedules**
- **Cornering at safe speeds adds only an extra 10 minutes to an eight-hour journey**
- **Employers should ensure their drivers know why and how ESC operates**



Safe road use and safe speed (2)

- Employers should provide incentives for drivers to adopt a safer cornering speed culture
- Make full use of technology for driver monitoring and evaluation
- The driver remains a crucial, or perhaps *the* most crucial, part of the equation
- Drivers should assess load and vehicle stability and modify their driving style accordingly
- Acknowledging the fine line that exists between the rubber side staying down and a rollover is the first step in reducing the risk



Addressing rollover - summary

- **We need to acknowledge that we can all influence the chain of events that results in a rollover**
- **We all have the responsibility to take all practicable steps to ensure our actions neither cause, nor contribute to a rollover**
- **Properly implemented ESC has immediate potential ahead of longer-term driving cultural and road improvement changes**



NZ Transport Agency

Thank you for your attention



NZ TRANSPORT AGENCY
WAKA KOTAHI

[New Zealand Government](#)