
HPMV & 50MAX Story

IRTEENZ Conference
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The early days

- Maximising the potential of freight identified as key to improve productivity & lift NZ's economic performance, given forecast increase in freight volumes



‘Moving more freight on fewer trucks’



Identifying the challenge...

- **VDAM Rule amendment introduced longer and/or heavier types of truck - HPMVs**
- **However network access restrictions (bridges + pavements) limited uptake**
- **That would mean most of the country, especially rural NZ, would not benefit from the productivity potential**



..finding the answer: more axles allows more weight

- 50 tonnes on 9 axles has the same impact on roads as 44 tonnes on 7/8 axles, with additional length and wheel span solving many of the bridge restrictions
- Being 'impact neutral' means 50MAX can access 90% of road network – as opposed to 5% for full-HPMV's



Work begins to make 50MAX compelling for industry

- Business case puts annual savings to industry at \$100m after 4 years
- Talks begin with Local Government to enable 50MAX access across NZ
- Thinking shifted from a 'route approach' to a 'network approach'
- Focus on quick permit turnaround
- First permit issued October 2013



50MAX today – A success story

- In less than two years: 4800 50MAX permits issued
- 50MAX can access Cape Reinga to Bluff on SH1
- 214 million kms travelled
- Still growing with 54.3 million 50MAX kms in 3 months to June 2015
- Estimated avoided travel of 20-25 million kms, \$30-50m saved



50MAX – A partnership story

- Partnership with Local Govt key to success of 50MAX
- Over 90 per cent of Councils either issuing 50MAX permits or delegating to Transport Agency
- Talks continue with remaining Councils
- Local communities benefit with fewer truck journeys on safer, more efficient vehicles



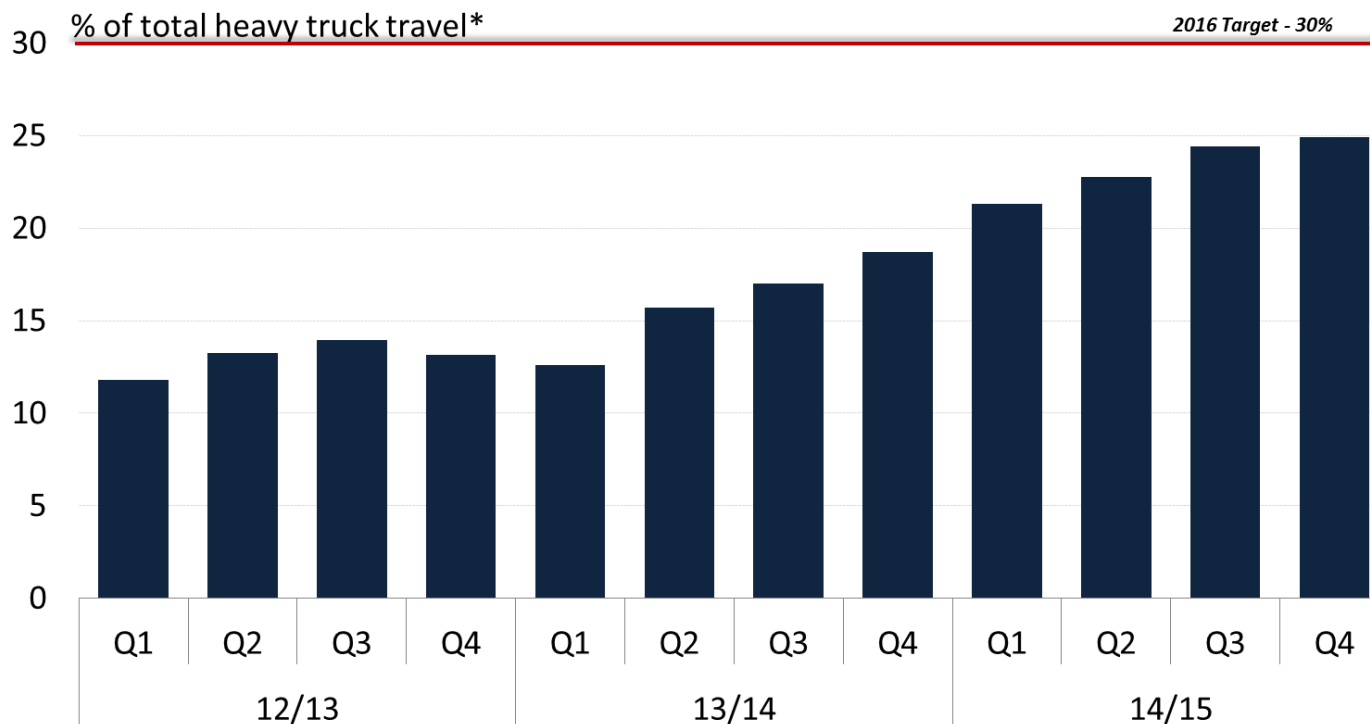
50MAX – A case study

- Waikato-based K&S New Zealand running over 50 trucks on 50MAX and 58T for its bulk distribution business
- Hundreds of trips saved in both 50MAX and heavier HPMVs
- 50MAX has provided the platform for safer and more compliant trucks
- Moving freight is taking some pressure off main corridors



Moving more freight on fewer trucks – HPMV uptake

Proportion of Heavy Trucks Taking up HPMV



* heavy trucks with a powered unit of 3 or more axles

Questions & Discussion

www.nzta.govt.nz/50MAX

