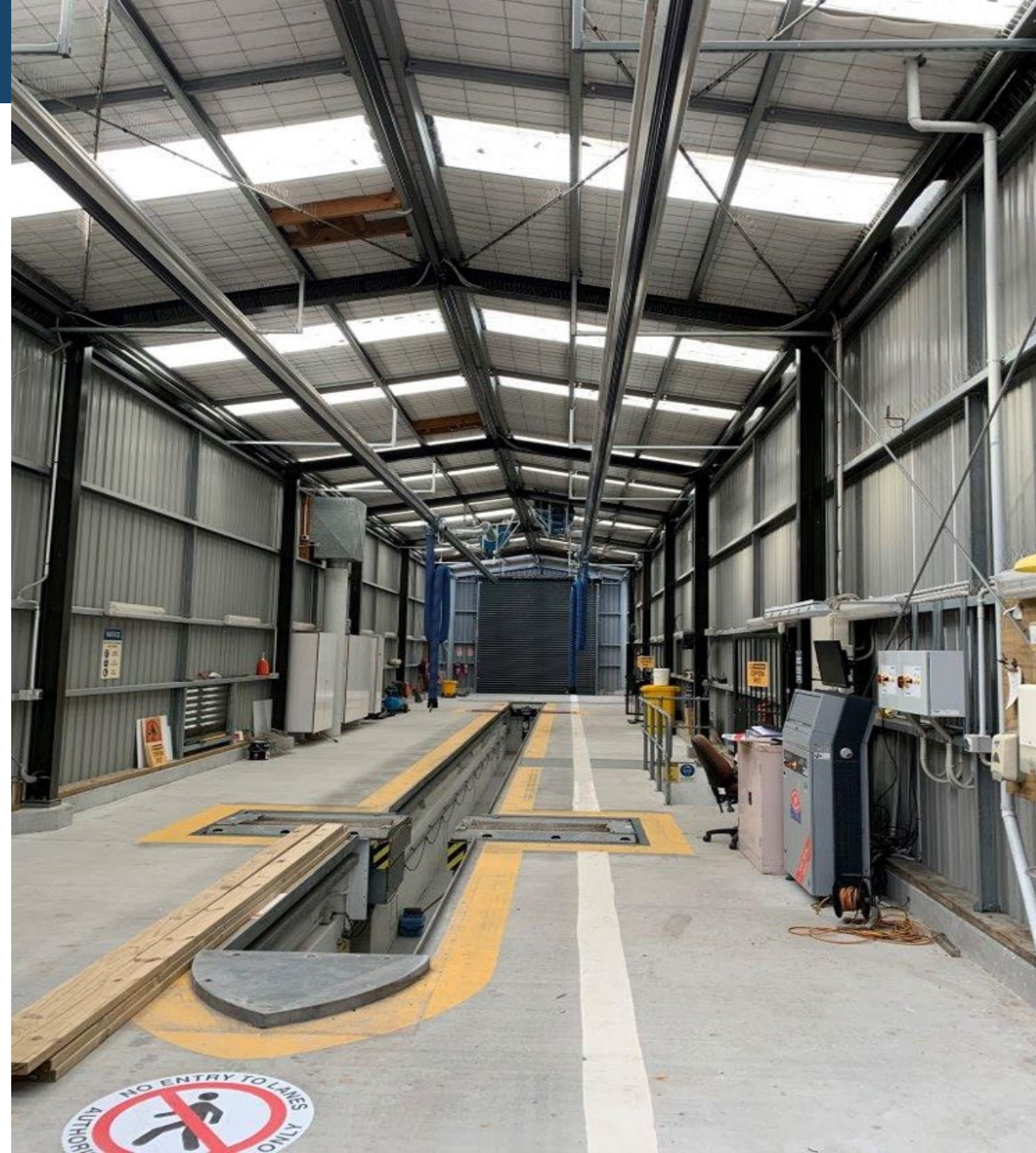


Commercial Vehicle Safety Programme (previously 'Weigh Right')



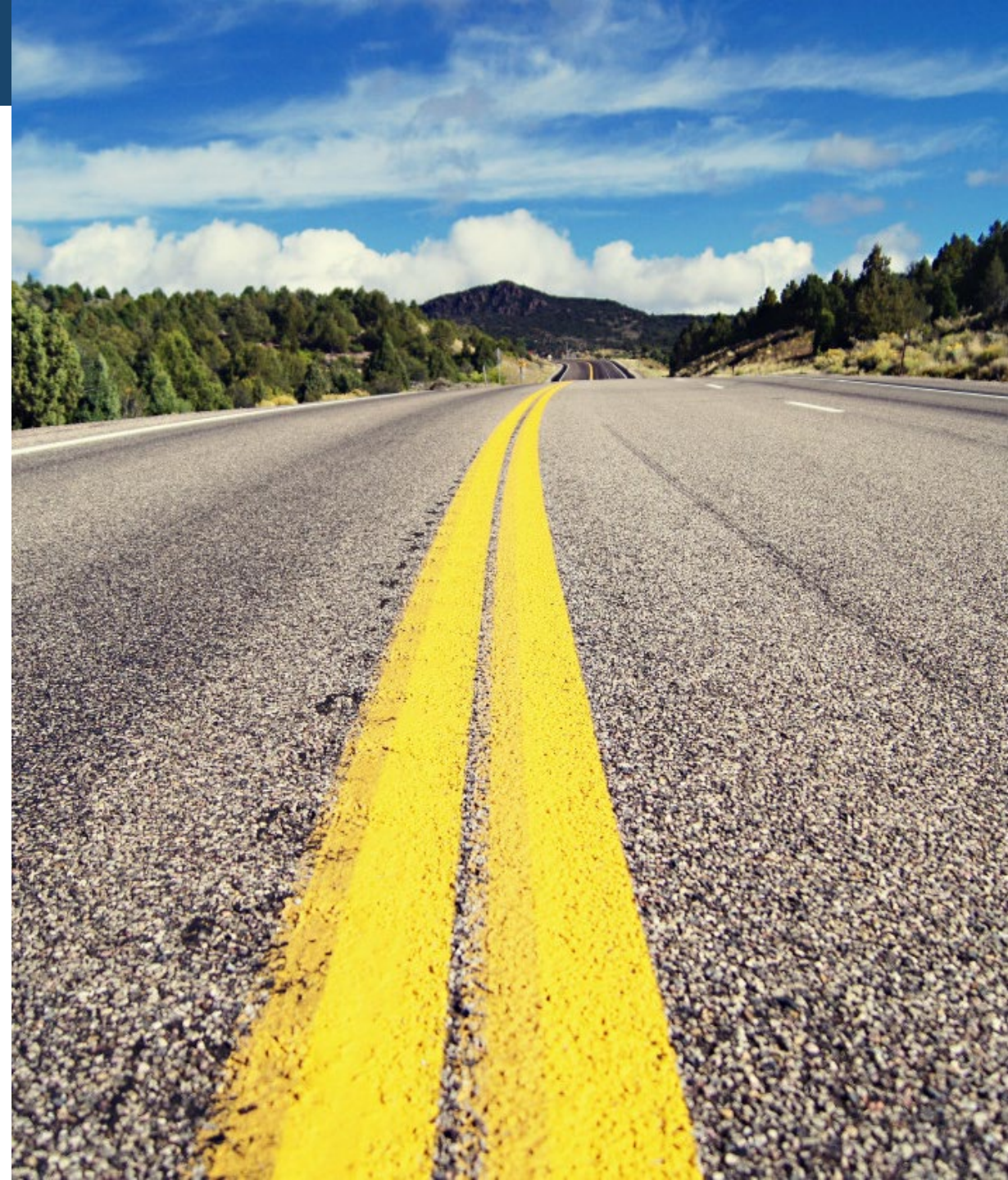
Overview

- The purpose & vision of the programme
- Status of current programme
- Looking to the future with Insights and intelligence



Context

- Pavement damage
- operators not paying their fair share
- Vehicle and driver safety
- Regulation at scale in the right areas is difficult

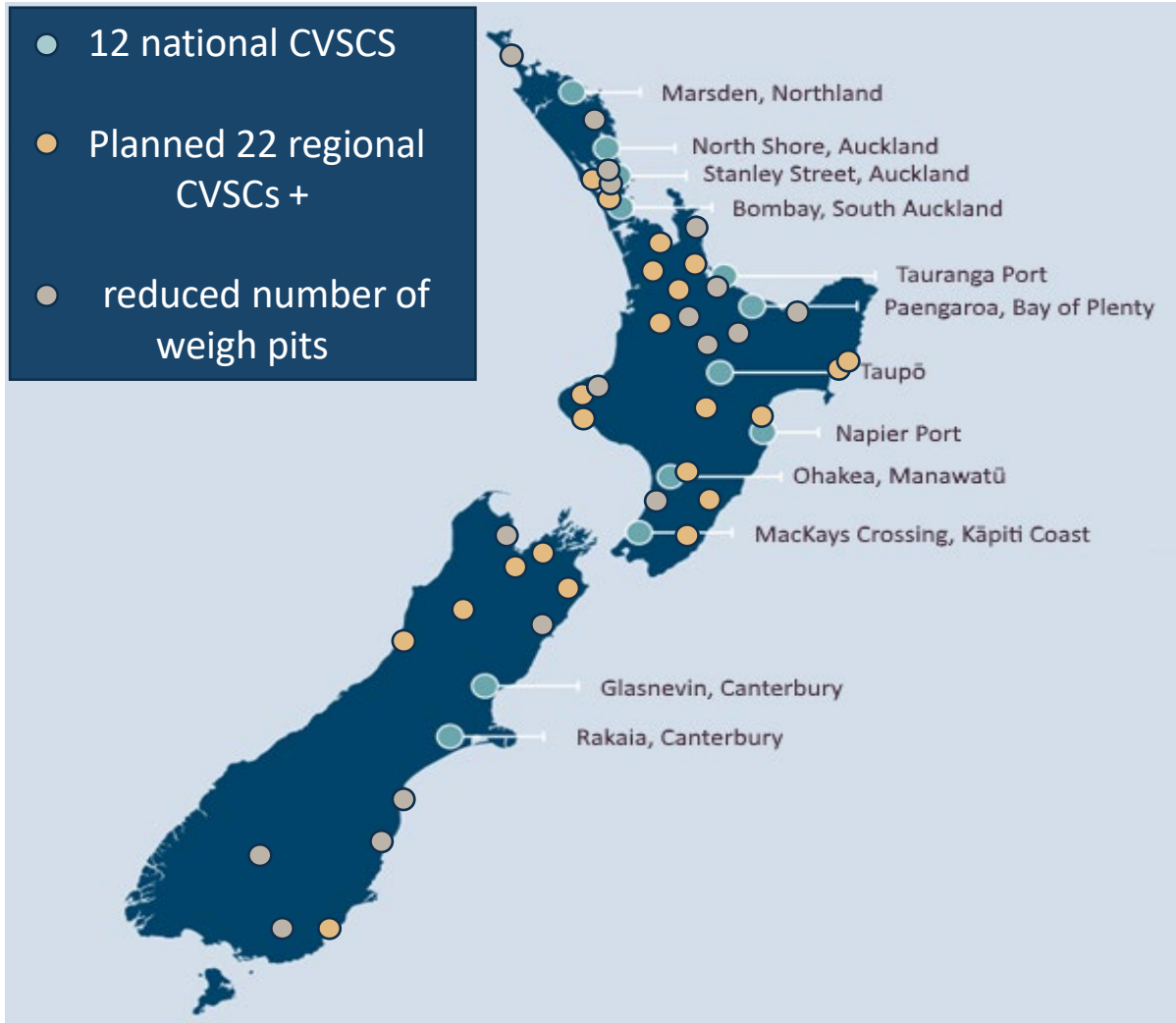


Where we are coming from

- Over 150 weigh pits across the country
- Random selection of vehicles when the weigh pit is in operation
- Single point of data intelligence at a point in time
- limited capability or capacity to regulate the number of active TSL and heavy vehicles on our roads



Where we are heading



The CVSP vision is to have an Integrated network of cameras, weigh in motions and strategically located safety centres covering NZ.

Will provide

- 12 sites = **46% coverage** of all heavy vehicle kilometres travelled
- Planned (not currently funded) 22 regional sites & weigh pits = **76%**
- Millions of data points each year from 24/7 data collection
- Planned (not currently funded) On board systems and incentives

This enables

- Intelligence-led regulation at scale, targeted intervention with non-compliant operators, such as weight, COF, pink/green notices
- NZ Police to safely intercept risk screened heavy vehicles

The outcomes we are aiming for

- Every heavy vehicle is paying their fair share Improved heavy vehicle safety,
- Efficient and effective regulation, and
- Reduction in pavement damage

Status of the 12 National CVSCs

12
National
CVSCs



Site Location	Re-baselined go-Live dates
Glasnevin	Site operational
Paengaroa	Site operational
Rakaia South bound	Mid 2024
Stanley street	End 2024
Rakaia North bound	End 2024
Ohakea	Early 2025
Mackays	Early 2026
Bombay	Early 2026
Taupō	Early 2026
Albany	TBC
Marsden	TBC
Napier Port	TBC
Tauranga Port	TBC

Status of enhanced screening

Initially through the 12-site delivery we only screened on weight	We then enhanced the screening taking this to the next level	Work to in progress
<ul style="list-style-type: none">• Vehicle dimension and mass weight check• Road user charge avoidance check• Permit weight check	<p>Non-compliance we screen on are:</p> <ul style="list-style-type: none">• Certificate of Fitness• has a current rego• green/pink sticker and shouldn't be on road.• Unconfirmed owner• Stolen <p>Risk items we screen on are:</p> <ul style="list-style-type: none">• Top 500 of the Commercial operator assessment tools• On a Police or Waka Kotahi targeted vehicle/company list. <p>We also pull in a random sample from the network</p>	<ul style="list-style-type: none">• Weight predication model• Worktime breach detection

If a vehicle fails an assessment and site is open, they will be pulled in, the data is then stored in a centralised database 24/7.

What are we observing at the two operational CVSCs

Sightings

Average heavy vehicle sightings: 3,309 per day

Or a heavy vehicle every 26 seconds

Busiest hour, a heavy vehicle every 9 seconds

In this Month...

(2 Sites operational)

Weight

Total mass passing the sites: 2,471,000,000 kg

That is ~6 Airbus 380 per hour, 24 hours a day, 7 days a week



Trend last 18 months

This month

The Number of times the on-road equipment detected a heavy vehicle.

Sightings



102,591

The percentage of heavy vehicle sightings assessed as non compliant(see list at right),allowing for tolerances.

Non Compliance



1851 1.8%

Of the calendar days in the month, the number of days that any CVSC was operating for any number of hours.

Days Operating



23 74%

The number of times a heavy vehicle crossed a weigh bridge in a CVSC.

Over Weigh Bridge



1,122

The number of heavy vehicle physical inspections documented by members of the CVST.

CVIR's/Inspections



210

The percent of inspections were at least one type of non compliance was detected and the vehicle was not allowed to continue until fault fixed.

CVIR fails



10 5%

Non compliant includes:

- Exceed VDAM weight
- Exceed Permit weight
- Permanent RUC weight
- Unlicensed vehicle
- Unregistered vehicle
- Vehicles without current COF
- Vehicle notice

Are we achieving our benefits at the two operational CVSCs

The CVSP programme is meeting agreed targets:

- Overloading - below **1%**, target 2%
- Sightings of vehicles with expired COF - below **1%**, target of 1%

Delivering on other agreed benefits:

- Hours saved by compliant operators - **tens of thousands**
- Tracking towards our financial benefits

Ongoing:

We are conducting a redevelopment of the opportunities and benefits associated with the CVSP, as technology improves as does the opportunities.



A look to the future - Potential Work Time Breach (WTB) Detection

Why we are doing this work

- General audits are time consuming
- Can't measure the impact on safety &

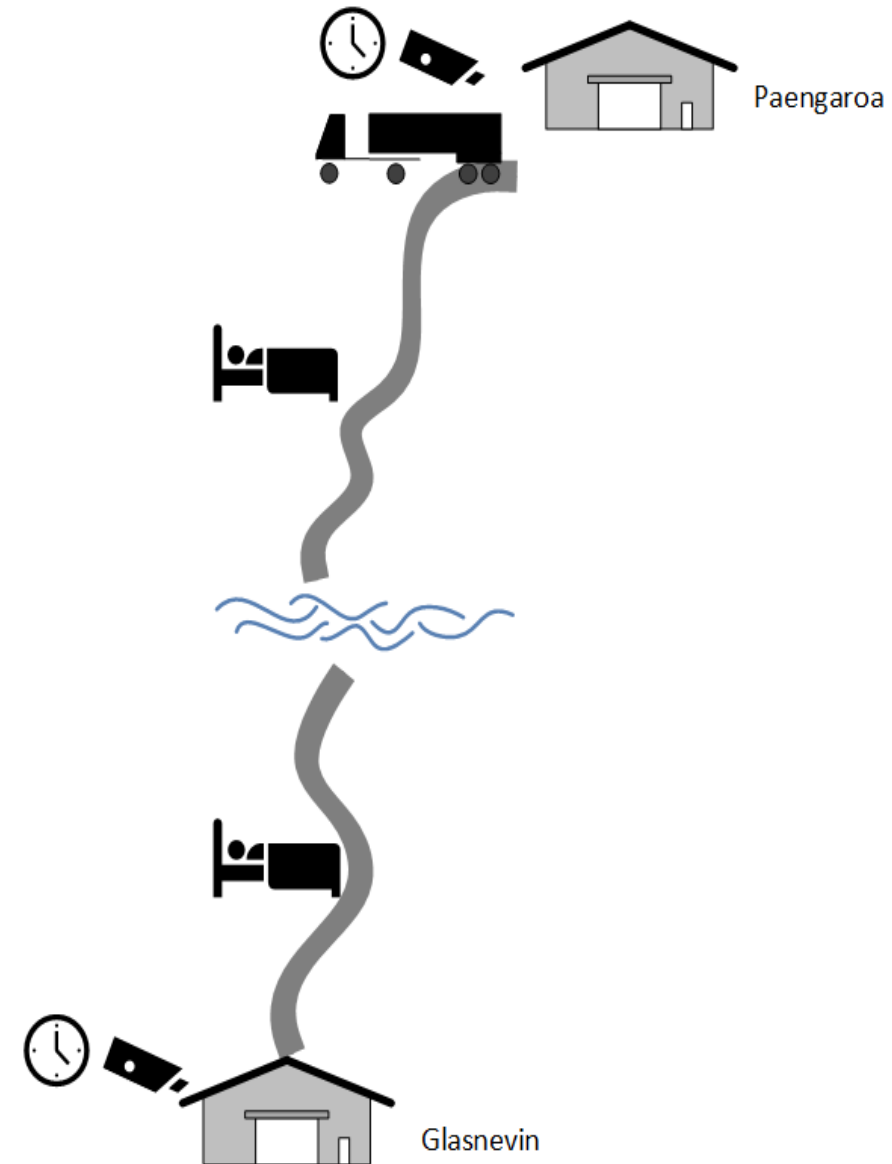
What are we doing

- Prototype

What we found

- 7 x higher crash rate than industry average.
- five vehicles audited from the prototype found all had breached work time rules.
- The worst example:
 - 36 hours driving with less than a 4-hour break
 - systemic breaches across other vehicles audited in the fleet
 - Falsifying electronic records

What's next?



A look to the future - Building a profile of trucks and operators

Why we are doing this work

- Limited data on trucks and operators makes it difficult to monitor the industry and influence behaviour at scale.

What are we doing

- Non-compliance and compliance on road to build a picture of an operator

What we found

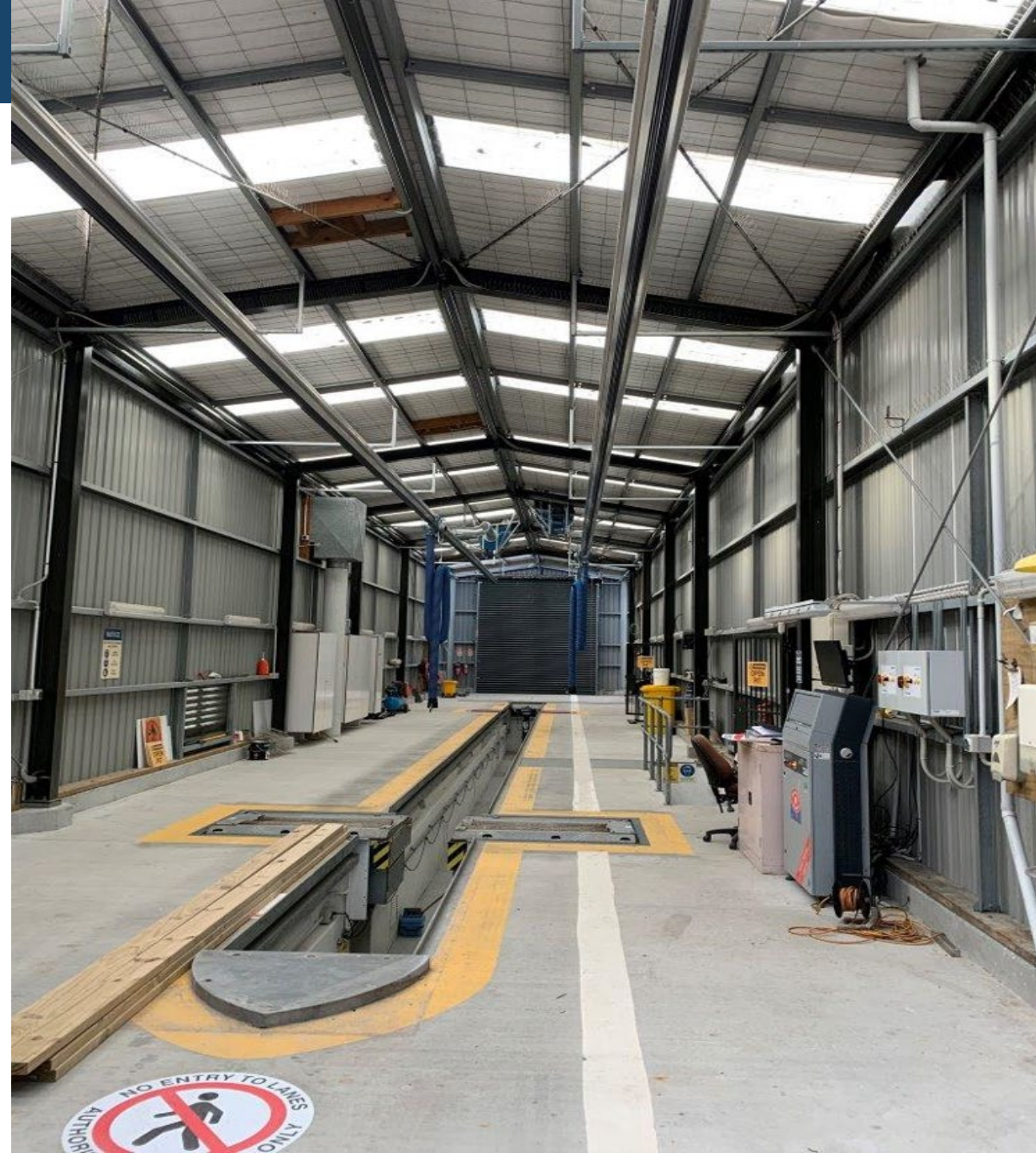
- Endless opportunity

What's next?



Summary

- Infrastructure and weight are important, but the programme is much more
- Insights and intelligence from CVSP is going to change how we work
- The full vision will deliver the outcomes for industry, safety and regulation.



We want to hear your ideas