

‘Maintaining the Edge’

Government Initiatives

The New Zealand Approach- Strategy

IRTEENZ Conference July 2004

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# The Transport Sector Review

# What are the Review recommendations intended to achieve?

Stronger Ministry leadership to achieve delivery to  
New Zealand Transport Strategy (NZTS)  
objectives

Improved governance of the transport sector

Clear direction on transport priorities

Alignment of all transport agency objectives and  
functions with the NZTS

A well coordinated, integrated sector-wide approach  
to developing and delivering transport services

# Recommendations.....

Faster and better quality decisions on transport issues

Stronger regional; presence enabling more effective engagement with local and regional government, business, iwi and other stakeholders, providing for more integrated management of land transport planning, funding and delivery and community-centred transport solutions

Improved overall sector performance

# Why the Transport Sector Review?

1990s - focus on safety and efficiency


Principal objectives

- Safety at reasonable cost
- Safe and efficient transport system

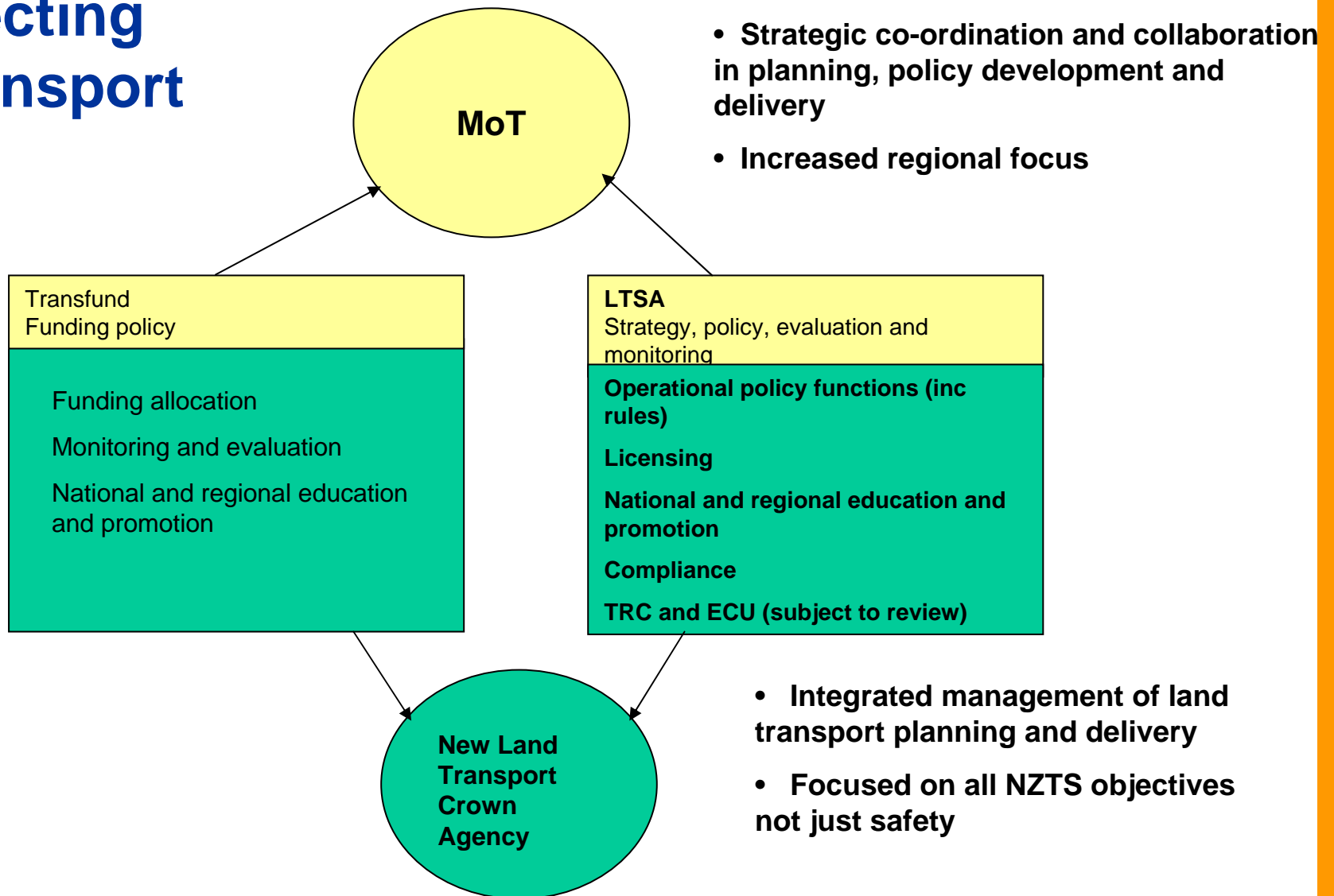
2002 - New Zealand Transport Strategy focus on sustainability

Principal objectives

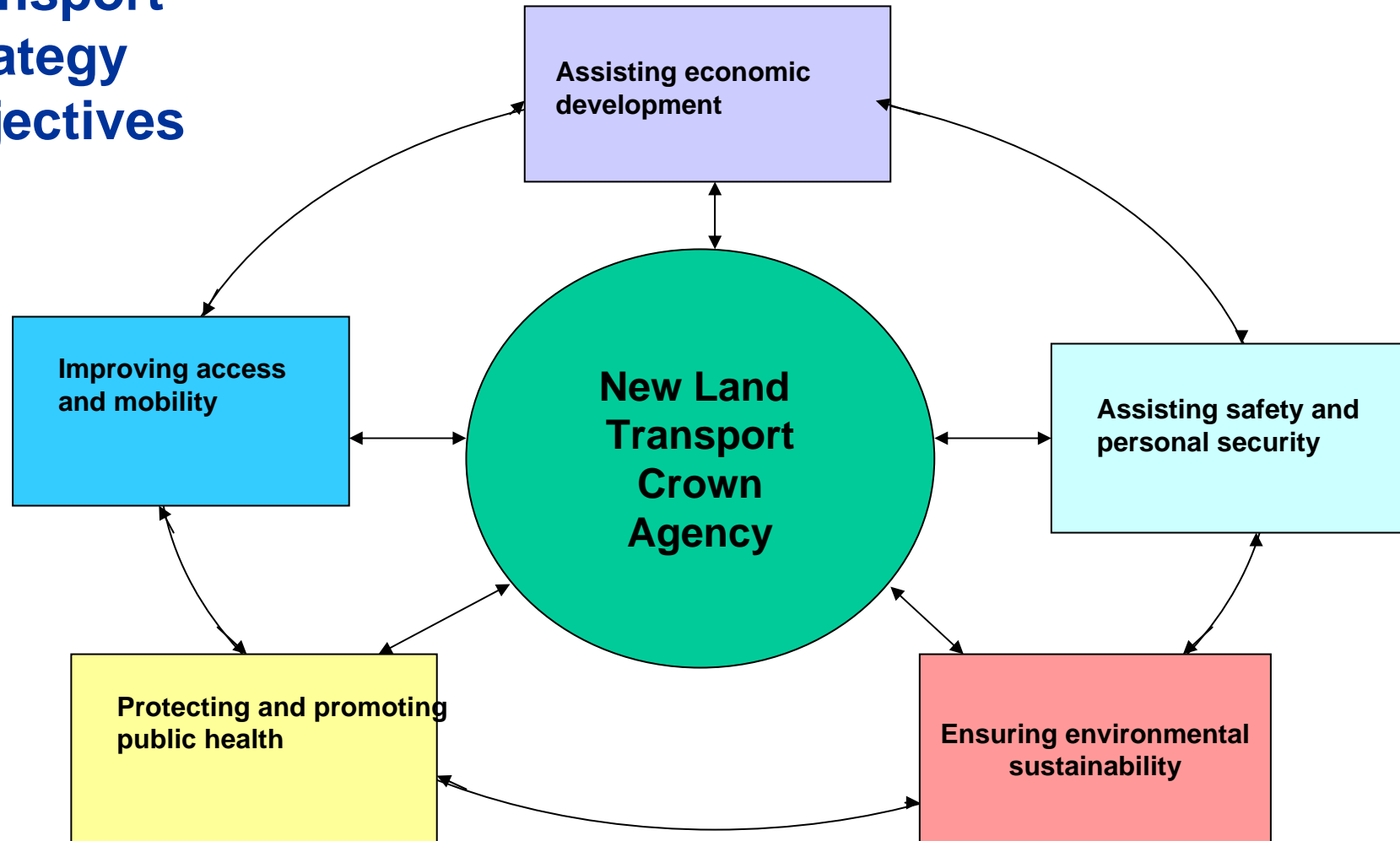
- An affordable, integrated, safe, responsive and sustainable transport system

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- Lack of collaboration and co-ordination across sector
  - MoT not equipped to provide leadership

# Connecting the transport sector



# New Zealand Transport Strategy Objectives



# What will this mean?

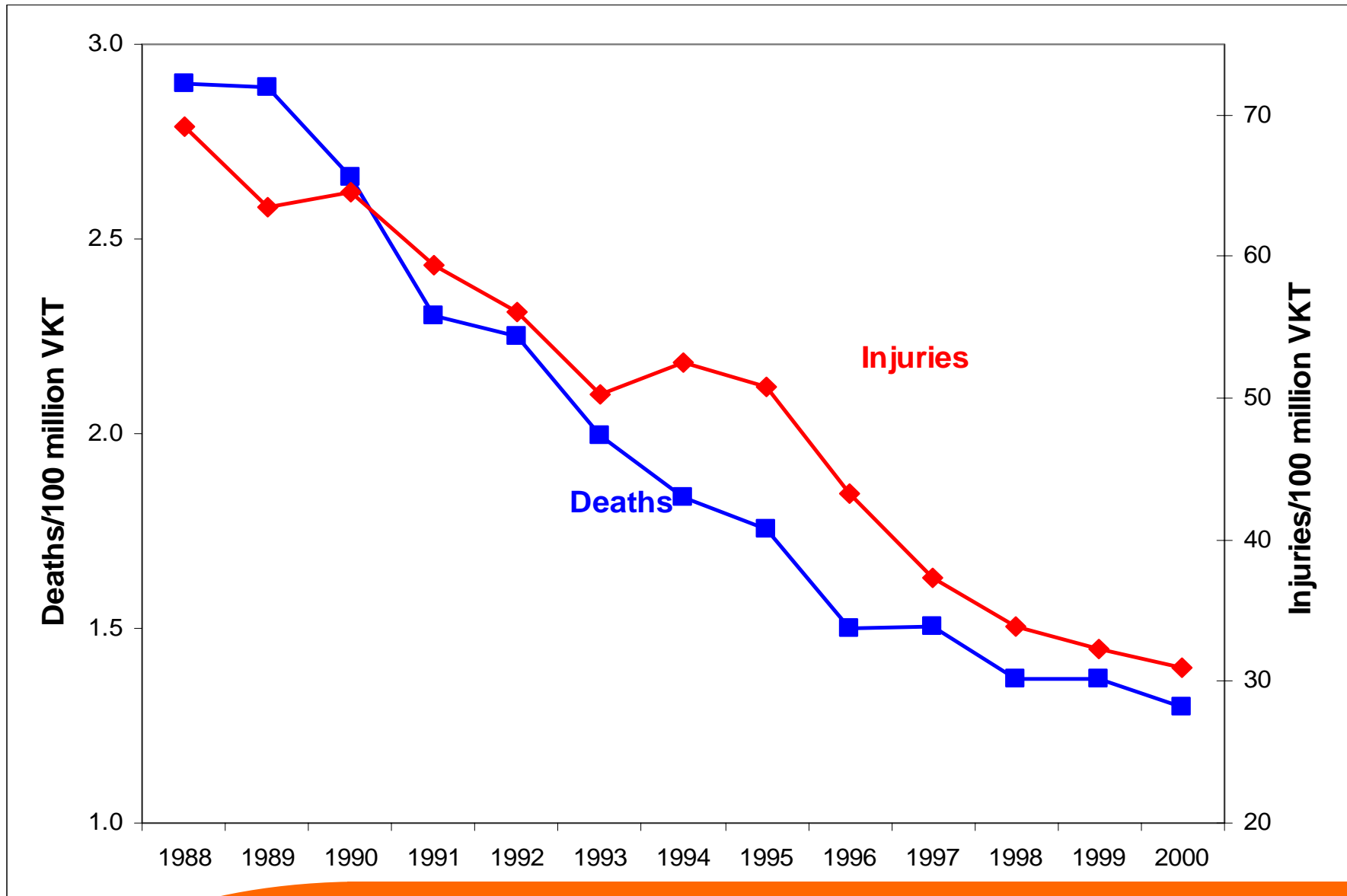
- **A new opportunity to make a difference**
- Real change: integrating LTSA and Transfund staff in a new organisation and structure
- Significantly expanded focus
- Checking and aligning proposed changes
- New work - nationally and regionally
- Broadening our expertise and skills



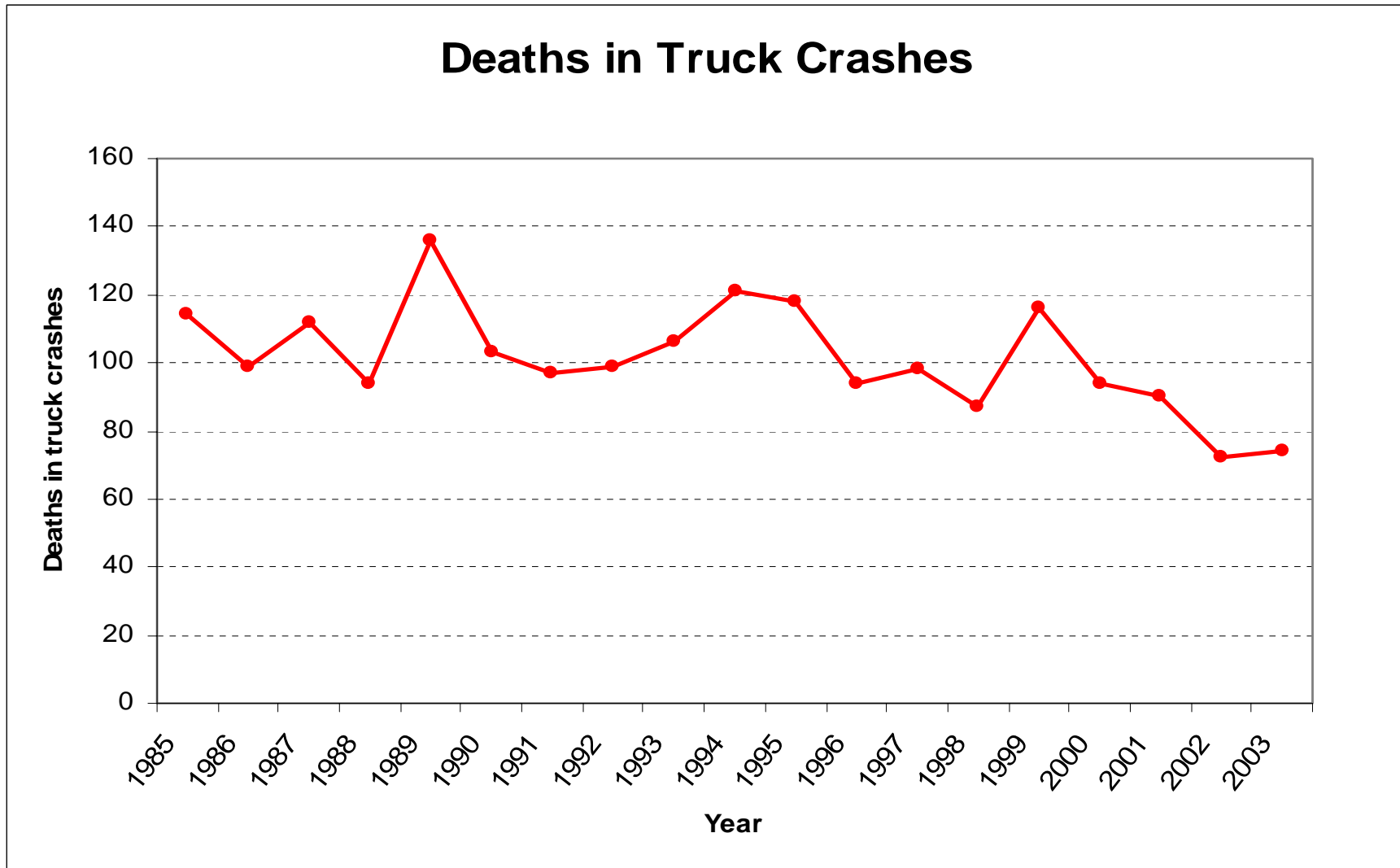
# What does the NZTS mean in a practical sense?

- Where are we now?
- How did we get here?
- How do we compare internationally?
- Where are we going?
- What else has changed?

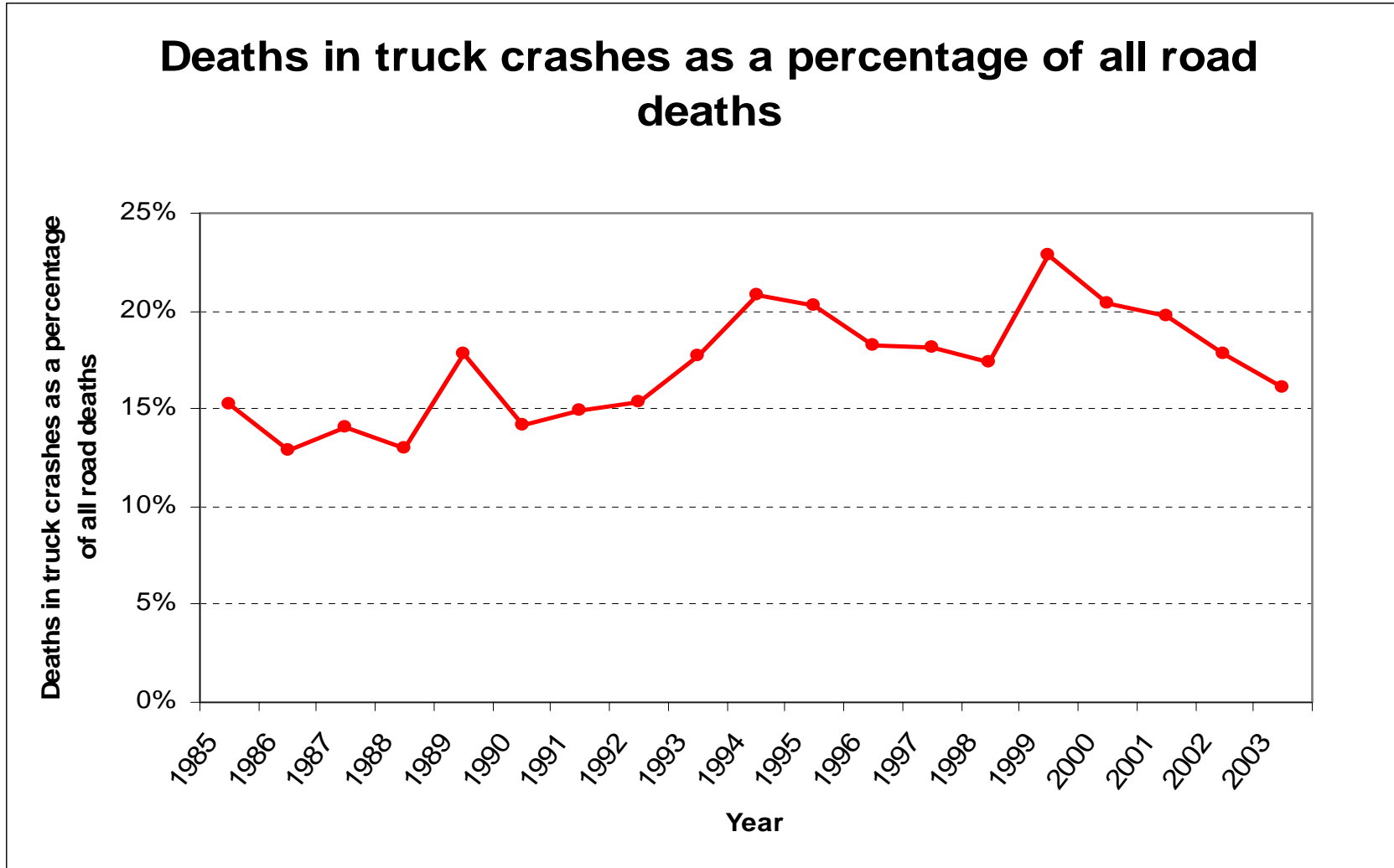
# Where are we now? Death and Injury Rates



# Where are we now? Truck fatalities



# Truck fatalities as a percentage of the total



# What else has changed?

- Increase in overall traffic volume
- More trucks on the road, carrying more freight over greater distances
- No significant improvements to the roading network

# How do we compare? Truck crashes per 100m VKT

USA	1.7
UK	1.8
Canada	2.1
Germany	2.2
Australia	2.5
France	4.4
<b>New Zealand</b>	<b>5.5</b>

*Source: National Road Transport Commission*

# Shifting approaches to road safety

- Leading countries are changing their approach
- No longer relying solely on the traditional elements of enforcement, education and engineering
- Adopting a 'systems' approach, with safety built in to the land transport system

# Traditional vs 'systems' approach

## Traditional approach

- Dominant focus on driver and single crash event

## Static interventions

- Engineering
- Enforcement
- Education

## Systems approach

- Dominant focus on infrastructure, systems and environment

## Dynamic interventions

- Economics
- Ethics
- Emotion



# Shifting approaches...

## Heavy vehicle safety

- Safety must be built in to the industry
- Goal is to achieve 'willing compliance'
- Can be done with incentive-based regime

# Where are we going?

- NZ Transport Strategy
- 2010 Strategy
- Safety Management Systems
- Operator Safety Rating System
- Fatigue Management
- Willing Compliance
- Advances in Vehicle Safety Design
- A Collaborative Approach to Achieving Safety Gains

# The goal

