

Future of Commercial Transport Regulation

Tara Macmillan
Head of Commercial
Transport Regulation



Aspirations and organising for the future

NZTA roles and aspirations



Our roles



Planner

Work with others to plan the land transport system, with a focus on the state highway network



Investor

Manage the NLTF and invest allocated funds into the land transport system



Regulator

Improve safety and reduce the risk of harm in the land transport system



Deliverer

Deliver a significant programme of digital and physical improvements to the land transport system



Asset manager

Maintain and operate the state highway network, NZ's most valuable asset



Customer service provider

Be a core provider of services to access, pay for and use the land transport system

Our 5 year aspirations

Trusted adviser

The source of truth for long-term transport system needs and options to meet them

Maximise benefits

The best return for the government's investment over time

Smart and balanced

Trusted regulator with safety and productivity at the heart of what we do

Delivery excellence

Set the benchmark with high quality and value for money outcomes

Brilliant basics

Use evidence and partnerships to deliver a more reliable and resilient state highway network

Value every customer

Deliver more modern and accessible services through supercharging digital and living our service principles

Changes to our operating model

The model is built around four layers that work together:



Stewardship



**Design, Plan
and Optimise**



Deliver

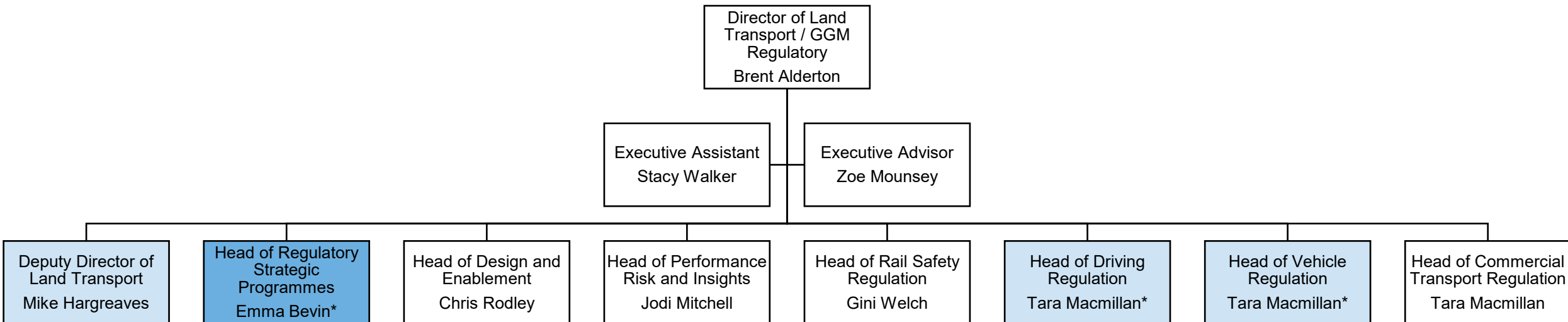


Enable

Regulatory group structure

These 3 new 'Head of' roles, alongside the Head of Rail Safety Regulation, will have end-to-end oversight of their regulatory domains - ensuring strategic alignment, operational delivery and system performance across NZTA and its partners.

- Each sub-system (driving regulation, vehicle regulation, commercial transport regulation, rail safety regulation) has a **Compliance operations** team, **Operations support** team, **Lead Advisor**



Approach to regulation

How we are approaching regulation



**Systems
thinking**



**Problem-based
regulation**



**Risk-based
regulation**

Case study: Commercial Vehicle Safety Programme

Commercial vehicle safety centre locations



12 commercial vehicle safety centres.



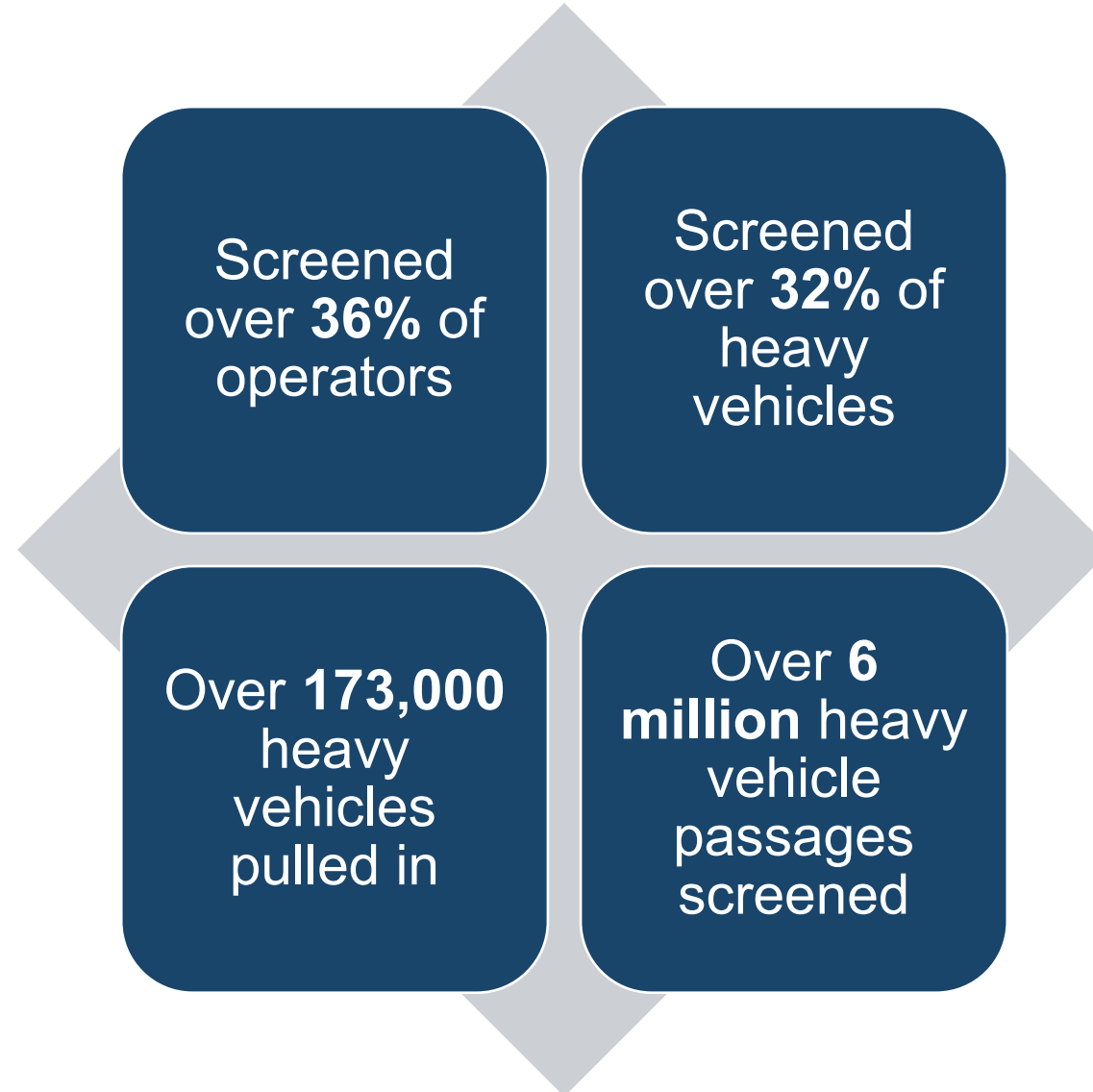
Integrated technology screens passing vehicles 24/7, Covering 46% of vehicle kilometres travelled.



Police CVST staff centres and carry out inspections.

Leveraging data and insights

Data collection



Leveraging data and insights

Using the data



Informing investigations and audits.



Compliance checks targeted and risk focussed.



Working on adding potential worktime breaches to the screening system.



Looking into providing you with more accessible TSL reports.

Leveraging data and insights

Automatic RUC invoicing

Assessing 40
operators annually.



Assessing thousands
every month.

75% drop in RUC
non-compliance.

Can now recover
millions of dollars
of previously
unrecovered RUC.

Extended coverage



Targeting a broader footprint

We have choices



Business case

Leveraging technology

