

TRUCKING INDUSTRY SUMMIT

It's time for industry to gather for a one-day event that brings operators, regulators and stakeholders together to tackle the issues that impact trucking.

WORKFORCE STRATEGY
ROAD TO ZERO
PRODUCTIVITY
DECARBONISATION
SUMMIT FORUM

FRIDAY
PRE-SUMMIT
NETWORKING
THANKS TO MARSH
bp & CASTROL

MORNING TEA
LEGENDS LUNCH
AFTERNOON TEA
HAPPY HOUR

SATURDAY
30 JULY
2022

BROUGHT TO YOU BY



REPRESENTING OVER 3,000 TRANSPORT OPERATORS

CHRISTCHURCH Te Pae Convention Centre

THANKS TO THE SPONSORS AND MEDIA PARTNERS



WWW.NZTRUCKINGASSN.CO.NZ/TRUCKING-INDUSTRY-SUMMIT

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2022 SUMMIT PROGRAM

TE PAE CONVENTION CENTRE CHRISTCHURCH

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Brought to you by

9.00am	Welcome	NZ Trucking Association / National Road Carriers
9.05am	How do Government policies support industry?	Minister of Transport - Hon Michael Wood
9.25am	NZ Immigration policies that will assist the transport industry to solve workforce shortages	Immigration New Zealand - TBA
9.40am	How do you attract and keep your workforce?	Branigans - Mary Rowling
9.55am	Update on Mito's transition to Te Pukenga and what that means for industry	Mito - TBC
10.00am	Mito Morning Tea	
10.30am	Is the Road to Zero program achieving goals, how does it align with heavy vehicle safety?	Road to Zero Portfolio Manager - Tara MacMillan
10.50am	CVST direction update & policies to achieve the vision of Road to Zero for heavy vehicles	Police - Bruce O'Brien Assistant Commissioner
11.10am	Infrastructure plans to provide a safe and accessible heavy vehicle network	Waka Kotahi - TBA
11.30am	What is the link between current road funding models and heavy vehicle industry productivity?	Waka Kotahi - TBA
11.50am	Ministry of Transport New Zealand freight and supply chain strategy	MoT Manager Supply Chain - Harriet Shelton
12.10pm	Questions from the floor	Panel
12.25pm	Teletrac Navman Legends Lunch	
1.30pm	How do National's policies support the trucking industry?	National Transport Spokesperson - Simeon Brown
1.50pm	Hydrogen fuels and future plans	Hiringa Energy - Ryan McDonald
2.05pm	Z Energy update	General Manager Strategy & Risk - Nicolas Williams
2.20pm	TR Group update on decarbonisation	Brendan King
2.35pm	Questions from the floor	Panel
2.45pm	What happens when things go wrong?	Tim McKenzie - Barrister
3.00pm	Afternoon Tea	
3.20pm	TruckSafe Australia	Chair TruckSafe - Paul Fellows
3.40pm	TruckSafe Australia Member	Bethany Magill
3.50pm	Transport Wellbeing Hub / Transport Women	Success Formula (NTI) - Kelly McLuckie
4.05pm	TMC Trucking Industry Show Update	NTA - Rebecca Dinmore
4.15pm	Future of the NZ Road Safety Truck	NTA - Carol McGeady
4.25pm	National Road Carriers Update	Simon Bridges
4.45pm	Summit Forum - Open Discussion, Let's Talk	NRC James Smith and NTA David Boyce
5.00-7pm	Z Energy Networking	



WORKFORCE STRATEGY

Every aspect of the transport supply chain is under pressure to find skilled workers locally.

THE CHALLENGES

New Zealand will need thousands of extra truck drivers by 2025, but we are already short of drivers and other logistics workers. Trucking operators compete with every other industry and overseas recruiters for the same people.

NTA / NRC RESPONSE

- Better government funding for training initiatives
- Streamlined driver licencing system
- Competency based training and licencing including driver to driver mentoring
- Greater industry diversity, including women, Māori, Pasifika, and migrants
- Truck Drivers occupation reinstated on the immigration skills shortage list
- Immigration levels adjusted to assist visas
- More flexibility for visas based on experience

ROAD TO ZERO

New Zealand's road safety strategy for 2020–2030. Road to Zero adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes, and a target for reducing annual deaths and serious injuries by 40 percent by 2030. To reduce serious harm and fatalities on the roads will take a collaborative approach.

THE CHALLENGES

- Other road users do not always drive safely around trucks as they have little knowledge of how to share the road safely.
- Confusion for operators around safety management for their company
- Detailed data on the causes of deaths and serious injury involving a truck and another road user are not available to help drive correct remedial action.
- Safety reports from Australia detail that truck fatalities involving another road user, the other road user was at fault in approximately 80% of incidents. Of major concern is that in 43.5% of incidents the cause was suicide.

NTA / NRC RESPONSE

- Financial Support for operators who join the TruckSafe Safety Management System program (Independent audited safety management system)
- Incentives for operators to update their fleet to a minimum or equivalent to Euro VI
- Financial support for operators who participate in the Transport Health, and Wellbeing Hub This promotes the health and wellbeing of the workforce and using excellent work practices to ensure everyone gets home safely.
- Manage fatigue as a risk. Adopt proven fatigue management systems.
- No blame investigation of crashes that involve trucks so that we can better understand more contributing factors of a truck crash
- Financial backing for our industry Road Safety Truck so that it can be utilised to share the knowledge of road safety to all New Zealand by visiting schools, communities, and training organisations.
- Tightening of the Chain of Responsibility legislation to hold contributing parties to account.

SAFE ROADS

The road is the workplace of the supply chain. We have a deficit of new roading infrastructure that needs to catch up with demand. Poor road surfaces and a lack of maintenance has seen a deterioration of the roading network, and in some cases the road surface is a major safety issue.

THE CHALLENGES

We have a fragile State Highway connection system which is affected by weather and natural disasters. With very few alternate routes available in some areas, means that communities can be cut off from delivery of essential items.

NTA / NRC RESPONSE

- Accelerated infrastructure investment on key metro, regional and national freight routes, including fixing the connecting access gaps in the network
- Control and budget for Key freight routes to come under Waka Kotahi
- Freight infrastructure champion attached to Waka Kotahi
- A national map of freight infrastructure gaps
- Good safe road design
- Better quality road surfaces that can withstand weather events
- More active repairs as potholes open up
- Reduced congestion in our major cities
- Guaranteed safe arterial access to key ports and freight hubs

PRODUCTIVITY

New Zealand is a predominantly export lead economy and our productivity is falling, especially against our trading competitors. Some of our major export markets are 14,000km away. Any unnecessary cost reduces our exporters competitiveness. As a result of COVID and the crisis in Ukraine our economy has taken a financial hit that has resulted in increased costs to New Zealand consumers.

THE CHALLENGES

- The cost of running a typical 50,000kg HPMV in NZ is on average 25% higher than our neighbours in Australia who are running 65,000kg, 26-metre-long B Doubles (Equivalent to our 6 axle B Train which are limited to 50,000kg, 23 metre long, a productivity loss of 15,000kg payload).
- Our HPMV permitting system causes unnecessary cost and administration.
- The artificial limits on HPMV freight vehicles causes congestion and increases costs.

NTA / NRC RESPONSE

- Road access should be as of right for HPMV based on vehicle type rather than individual vehicles being permitted
- 65,000kg, 26-metre-long B Doubles should be the default industry HPMV standard, giving an immediate productivity gain, meaning fewer trips, less congestion, reduced costs, reduced labour requirement, reduced emissions, and fuel use.
- There is no link between the road funding models and industry productivity.
- Only charge the industry for road access that is linked to their road use and productivity. Not funding car congestion, public transport, and alternative freight modes.

DECARBONISATION

New Zealand has set a target to reach net zero by 2050. The carbon footprint of transport is to reduce by up to 90% of 2015 levels by 2050. This would mean a 17% reduction in total gross greenhouse gas emissions

NTA / NRC RESPONSE

- Full depreciation expensing for trucks and trailers to drive a sustained increase in the use of newer safer, more sustainable trucks on our roads
- The Euro VI emission standard or the equivalent US/ Japanese standards for new trucks
- Purchase incentives for zero emission trucks.

THE CHALLENGES

- The New Zealand truck fleet is old by international standards with an average age of 17.5 years
- Older trucks have the highest crash frequencies and lack improved safety technology
- Older trucks produce higher emissions. More than 20 per cent of heavy vehicles are pre 1996 trucks with no emission standards (except smoke)
- Less than half of the New Zealand truck fleet meets the latest emission standards
- Older trucks have poor community impacts, including noise
- Older trucks perform poorly and have a greater toll on drivers.
- Trucks that meet the Euro VI standard produce 95% less emissions than Euro 3 trucks
- It is too early to pick a new technology winner in the heavy diesel truck market
- Early alternative technology trucks are expensive and early adopters risk stranded assets if they choose the wrong technology
- We need a viable interim alternative that encourages the uptake of safer more environmentally friendly Euro VI trucks as an interim solution

SUMMIT FORUM OPEN DISCUSSION

4.30pm lead by New Zealand Trucking Association and National Road Carriers

"The industry has some major challenges right now that need discussion; such as driver shortage, poor road conditions and RUC reviews, just to name a few. I am sure there will be some robust discussions throughout the day and this summit format is a perfect way to include the whole industry," - Dave Boyce CEO NZ Trucking Association.

"Transport kept the supply chain moving through the pandemic and now as the economy grows, we need to make sure our voices are heard so that we shape the future together collaboratively after all our associations together represent bulk of the supply chain," - James Smith COO National Road Carriers