

Brett Aldridge

Regulatory Services Chief Operating Officer



Deaths and Serious Injuries

There is a significantly higher chance of a death or serious injury if a crash involves a heavy vehicle

- In 2020 and 2021 there were 5,072 deaths and serious injuries
- 11% (548) involved a TSL holder, of these **67%** were GSL holders

Contributing Factors to TSL Deaths and Serious Injuries

Alcohol and Drugs

- The use of alcohol and drugs is on the rise
- Workplace random drug testing is not common in NZ
- Those under the influence are 5x more likely to crash

Mobile phones

- There is more recidivist behaviour resulting in licence suspensions
- You are 4x more likely to crash whilst using a phone

Fatigue

- Fatigue is under reported and easy to cover up
- Drugs are known to be used to combat fatigue

Environmental Factors

- Mental health & wellness - work/life balance - covid
- Supply chain pressures
- Financial pressures



Road to Zero

- 40% reduction in DSI before 2030
 - equals a 147 reduction in DSI involving GSL holders
- Two key elements to this work include the review of:
 - Log book and work-time requirements
 - The roles and powers of regulators
 - Possible designation of HSWA functions to Waka Kotahi
- We need to actively measure our performance to achieve these goals

Regulatory Settings

- Safety is the primary focus however
 - **compliance does not always = safety**
 - **safety does not always = compliance**
- Our frameworks need to keep pace with change
- We are continually balancing safe, effective and efficient and the public interest
- Our focus needs to move from prescription to:
 - **“so far as is reasonably practicable”**

Societal Pressure

- A thriving industry = a safe industry
- Interest, fuel price, inflation all on the rise
- Labour shortage and low unemployment
- Supply chain uncertainty
- Cost of living cutting hard at those on low wages
- Huge impacts on operators, drivers, and major outcomes for the land transport system

Changing Regulator

- Focus change from:
 - Focus on individuals to focus on safety systems
 - Reactive to proactive and harm prevention
 - Supply chains as well as operators
 - Regulator ownership of solutions to industry ownership
 - Collaborative harm prevention programmes as well as routine compliance monitoring

A Collaborative Approach



Ministry for Primary Industries
Manatū Ahu Matua



Thank you and stay safe