

HB Heavy Transport General Forum Meeting

Minutes

5 December 2012
commencing at 1.00pm

Present:

NZTA HNO Napier team

- Gordon Hart (GH);
- Jenni Wilson-Kaio (JWK);
- Ken Holst (KH)
- Chuck Dowdell (CD)

Opus Napier

- Sue Ashmore (SA)

Local Authorities

- NCC – Jon Schwass
- CHBDC – Shawn McKinley
- HDC – Matt Rodwell

Industry Reps In Attendance:

Transport Solutions – Shaun Parkes;
 Stephenson Transport – Bruce Stephenson
 Emmerson Transport Ltd – Ian Emmerson, Troy
 Hislop
 Fonterra – Alex Rossi
 Tomoana Warehousing Ltd – Stewart Taylor
 Everfresh Ltd – John Agnew
 TR Group – Dave Halpin

NZTA A&U team

- Russell Walsh (RW), from National Office
- Sean Cronin (SC)
- Kate Styles (KS)

HB Police CVIU

- Chris Quinn (CQ)

NZ RTA/NZHHA:

- Sandy Walker (RTA)

Special Guest Speakers/Presenters:

- Get the weight right – Iain McInnes, Ernslaw One Ltd;
- Speed Data – Sean Cronin, Chris Quinn
- Enhancing Safety on the Road – Russell Walsh

Apologies

Hastings District Council – Jag Pannu;
 Pan Pac Forest Products Ltd – Neil Weber;
 Dairy Transport Logistics – Tony Smith, Matt
 Hodgson
 Wairoa District Council – Aram Goes;
 Farmers Transport Ltd – Jason Roebuck;
 Transport Engineering – Craig Gordon;
 Total Transport Taupo Ltd – Barry Sorenson

Industry invited but no attendance:

Farmers Transport Ltd – Jason Roebuck
 DG Glenn Transport Ltd – Willy Rogers;
 Satherleys Transport – Barry Satherley;
 Linton Transport Ltd – John Linton;
 Diack Bros Ltd;
 HB Machinery Movers Ltd – Mark Naylor.

Chairperson: Gordon Hart

Agenda Item	Discussion overview
1.	Welcome to all extended by the Chair. An overview of the desire or intent of what the

	<p>Executive want to achieve out of this forum was provided. The Strategy Map of Issues was displayed and referred to. Most present should have a copy. Action: JWK to email copy out to those who do not have one.</p>
2.	<p>Presentation Items:</p> <p>(1) Iain McInnes, Ernslaw One Ltd: Their story about their approach to overloading logging trucks:</p> <ul style="list-style-type: none"> - Ernslaw started to hear stories of loggers overloading; - despite there being scales on trucks and the WIM site operating at Hamanatua Bridge, Ernslaw decided to start looking at weighbridge docketts; - saw an overloading issue; <p>Pan Pac have a similar system. Ernslaw were not leaders in this approach;</p> <ul style="list-style-type: none"> - Drivers/Forest Owners signed up to a charter indicating control be taken on overloading; - Ernslaw spoke to forest owners, but the issue continued; - Ernslaw spoke to industry again and advised them there will be no payment for loads above the legal tolerance of 45.5T; - Ernslaw's approach had to be in agreement with industry; - was rolled out a couple of months ago; - Log trucks are the face of logging industry. If they are causing problems, then it reflects poorly on forest companies/owners; - Ernslaw were wanting to maintain a "license to operate"; - it is a nuisance to the system when trucks overload; - as there is a tendency to overload, Ernslaw wanted to reduce the inclination by knocking off the incentive; - Ernslaw are very interested in implementing HPMV, so were keen to show compliance to loading rules now; - an example of a cartage company not accepting overloads was provided (the company ceased employment of a driver that carted 50T); - Industry have pushed back. They are not happy about the stance taken by Ernslaw; <p>A discussion was had on the idea of a self-regulating industry, and inputting robust quality systems in place to regulate.</p> <ul style="list-style-type: none"> - General consensus that industry need to: <ul style="list-style-type: none"> (a) improve; then (b) own the regulation systems put in place. <p>Industry need to consider:</p> <ol style="list-style-type: none"> (1) \$\$ impacts on their business; (2) reputation – public perceptions of industry based on behaviours they see. <p>Ernslaw setting a good example, although they do acknowledge they are not the first to do this.</p> <p>A discussion was had seeking feedback on what can be done to spread this approach, what's going to make a difference.</p> <p>One point raised was that there are still too many grey areas that needed to be clarified. Ernslaw shouldn't pay if the load exceeds 44T, not 45.5T. Too often drivers load to 45.5T, not 44T. CVIU apply a tolerance due to load variance. Some think CVIU shouldn't have the tolerance. However as it is in place, then tolerance should be treated as a</p>

tolerance and not a legal limit.

Summary:

- 1) Thanks to Iain for sharing their story;
- 2) We are looking for a culture of loading to 44T;
- 3) Industry need to get message out to Principals – chain of responsibility.
How do we get the message out there? Principals create competitive atmosphere. We need to target Principals.

(2) Speed Data:

Sean Cronin provided a handout on Traffic Offence and ORS Inspection Information which gave a clear indication that in both Napier and Hastings, Speed Offences are the highest. Weight/Load Offences are 2nd highest.

Speed offences occur by drivers but companies/employers can still be proactive in dealing with them.

ACC/Police send a letter out. Companies can obtain certain information from NZTA/Police as there are restrictions by the Privacy Act.

Some systems give information to companies, but 6 months after the infringement.

Vehicle non-compliance results: The percentage of CoF passes is lower than the National average for both cities.

Chris Quinn talked about the covert operation in Gisborne. 103 tickets issued. 90 offences were by loggers. 1 driver was stopped 5 times over the 2 days. The public perception is that there is a problem with truck speed.

Some companies use GPS records to monitor speed compliance, any non-compliance are named and shamed within the company.

Hawkes Bay will be targeted with covert operations due to speed issues.

If companies desire, Sean can run queries for all fleet vehicles and see which staff are offending.

Alex Rossi from Fonterra commented that truck companies should be concerned about drivers getting involved in accidents with company names plastered over the ordeal. Some companies get notification, investigate and issue written warnings as a deterrent.

(3) Enhancing Safety on the road:

Russell Walsh spoke about the Performance Based Standards for Road Transport Vehicles booklet produced by the Australian Road Transport Suppliers Association. If anyone is interested in obtaining a copy, please contact JWK.

Russell then showed 3 short videos of truck rollover, a tyre blow-out and a recovery gone wrong.

3. Update on Vehicle License Reform (VLR) provided by Russell Walsh

- everyone will be aware of the MTA campaign to Stop the WoF. The MTA does not want

	<p>the Government to meddle with this regime; 4,500 submissions received by MoT; MoT have to have a paper delivered to Cabinet by Christmas; Implementation is to be done by 2014; Timeframe needs to go through Parliament for any changes, ie: legislative; Govt definitely wants some change; Public have to let the Govt know their preferred options; RTF will make changes public there.</p>
<p>4.</p>	<p>Matters of interest from the RTA/HHA:</p> <p>One issue was raised by the RTA to NZTA and NCC regarding the Pandora roundabout and the overhead wires at Bay View. These matters are being addressed outside of this forum.</p>
<p>5.</p>	<p>Matters of interest from the floor:</p> <p>Nothing raised by industry attendees.</p> <p>Gordon Hart raised an issue on behalf of the Executive:</p> <p>Executive forum are concerned about the low interest level from industry and advised that the Executive will be trying to spread the word about this forum. Repeat sessions on past presentations will need to be had. Our aspiration is to get to the Napier Sailing Club, and fill it with industry attendees.</p> <p><u>Actions for the Executive:</u></p> <p>(1) Sean will provide Chuck Dowdell a list of operators and Chuck will visit each one over January February to inform them about this forum, and invite them along to the 5th March and 5th June meetings.</p> <p>(2) The 5th March meeting is going to have a big programme:</p> <ul style="list-style-type: none"> • An update on the E-log trial will be given; • an update on GPS records will be given; • the RTA and Russell Walsh will be giving a presentation on the monetary value and invisible costs for truck roll-overs; • a good news story will be given highlighting driver training and driving skills. <p>More advice to come about this early in the New Year. The 5th June meeting also has a big programme planned. Letters will be sent out to as many as possible informing recipients of the benefits of attending, as well as listing upcoming topics to be discussed, and encouraging attendance. An overview of what's coming up for the June meeting –</p> <ul style="list-style-type: none"> • Updates on the VLR – by then there should have been some firm decisions made by Govt that industry will be interested in; • Bottom-line impacts to Principals, Operators, Drivers from speeding by drivers (ie, fuel use), cost of rollovers/crashes etc; • A workshop around E-Road, Insurance info and Finance info. <p>(3) JWK is to set up a webpage totally devoted to this forum, and all the information/presentations had in the forum will be posted on this webpage through NZTA's website. Links to it will also be through the RTA.</p> <p>(4) KPI's aren't quite nailed, but we're working on it. This is to be developed before the</p>

	next meeting in March.
6.	<p>Health Monitor:</p> <p>Are we making a difference? Is this worth your while?</p> <p>Emmerson's - this is beneficial. Tabling questions and info well to/for industry; Stephenson's - very beneficial. RTA give feedback to members.</p>
7.	<p>Suggestion from the floor:</p> <p>CVIU have a session informing industry on Chris and his position, and what CVIU are about.</p> <p>NZTA could ride on the back of that with a session on the regulatory side of the organisation, called Access & Use (A&U), as well as the State Highway side called Highway Network Operations (HNO).</p>

Meeting closed: 3.30pm