

## HB Heavy Transport General Forum Meeting Minutes

5 March 2013  
commencing at 1.00pm

**Present:**

**NZTA HNO Napier team**

- Chuck Dowdell (CD)
- Jenni Wilson-Kaio (JWK);
- Shaun Perrin (SP)

**NZTA A&U team**

- Sean Cronin (SC)

**NZ RTA/NZHHA**

- Sandy Walker (RTA)

**Opus Napier**

- Sue Ashmore (SA)
- Trudi Astwood (TA)

**Local Authorities**

- NCC – Jon Schwass
- CHBDC – Shawn McKinley

**Special Guest Speakers/Presenters:**

- HPMV – Axle Weight Flexibility: What is it and how does it work? By Sue Ashmore;
- An example of Super Driving Skills: The Hero that avoids potential disaster! By Sandy Walker;
- The Accident Cost “Iceberg” By Sandy Walker
- ACC’s Fleet Safety Programme and Fleet Safety Incentive Programme By Nathan Meo
- Continuous Overweight (ISO Container) Permits and SRT By Chuck Dowdell and Tracy Clarken

**Industry In Attendance:**


Deakin Motors – Allen Street  
 Pan Pac Forest Products Ltd – Neil Weber;  
 Stephenson Transport Ltd – Bruce Stephenson  
 Emmerson Transport Ltd – Ian Emmerson, Troy  
 Hislop, Willie McLean  
 Fonterra – Alex Rossi  
 Tomoana Warehousing Ltd – Stewart Taylor  
 Everfresh Ltd – John Agnew  
 TR Group – Dave Halpin, Shaun McKinley  
 H & H Enterprizes – Henry Schdroski  
 Weatherell Transport Ltd – Steve Weatherell  
 Toll Group – Mark Allan  
 Conroy Removals Ltd – David Conroy  
 Loader Transport – Brent Loader  
 Hammond Transport – John Hammond  
 Austin Transport – Dave Austin

**Apologies**

Hastings District Council – Jag Pannu;  
 Apatu Farms – Robbie Keith  
 Fonterra – Alex Rossi;  
 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  
 TSL Solutions – Shaun Parkes

**Facilitator – Chuck Dowdell**

Agenda Item	Discussion overview
1.	Freightliner Argosy – currently has some fire risks. VERY important you get your vehicles checked. No permits will be issued until these particular trucks have been checked.

	<p>Categorisation of defects in the vehicle check system has been updated. If you have any queries, or are interested, please contact Sean Cronin.</p>
2.	<p><b>Napier City Council – Tennyson Street/Marine Parade Closure:</b></p> <p>This is due to the upgrade of Hastings Street’s stormwater pipes, due to a stormwater flood in 2002 that affected Hastings St, Tennyson St and Emmerson St. New pipes will be installed and work is scheduled to be in conjunction with the Museum upgrade.</p> <p>Questions posed to Napier City from the floor:</p> <p>Why have you scheduled this in the peak of the fruit season? Answer: In September will be the opening of the Museum, and Herschell St, Browning St and Hastings St are all being upgraded together.</p> <p>What is the preferred alternative route? Answer: on the Expressway if coming to the Port from the south. Detours for heavy vehicles from SH2 off the coast road will head down Ellison Street on to Georges Drive.</p>
3.	<p><b>Axle Weight Flexibility – What is it and how does it work?</b></p> <p>Presentation given by Sue Ashmore to explain this, however also refer to Factsheet attached to these minutes for your information.</p>
4.	<p><b>Super Driving Skills: The Hero that avoids potential disaster!</b></p> <p>Video footage shown of three boy-racers racing and overtaking a petrol tanker on the state highway in Wellington, then one of the boy-racer cars clips the side of the highway causing it to flip in front of the petrol tanker. As the car was flipping, one of the passengers in the racing car was thrown out of the vehicle and run over by another car, and the petrol tanker driver managed to stop just <b>millimetres</b> from him.</p> <p>The tanker driver then got out of his vehicle and started to provide traffic management to avoid any further disaster.</p>  <p>He received a Beaufort Highway Heroes nomination certificate for his life saving skills.</p> <p>He attributed his skills to his Company’s training procedures and policies, which in this case if they had not been in place, could have been catastrophic with huge costs to the company who were not at fault.</p>
5.	<p><b>Negative Media exposure with truck crashes.</b></p> <p>Presentation given by Sandy Walker. A copy is attached to these minutes for your information.</p>
6.	<p><b>The Accident Cost “Iceberg”.</b></p> <p>Looking at the iceberg effect of truck crashes with direct costs versus indirect costs. The indirect costs are 5 to 50 times your direct costs. For every \$1 direct cost is a minimum of \$5 indirect costs.</p> <p>Copy of presentation attached to these minutes for your information.</p>

<p>7.</p>	<p><b>Fleet Safety Programme Overview</b> – Nathan Meo, ACC Relationship Manager</p> <p>This is a multi-agency programme.</p> <p>Why? Work related incidents make up 25% of the road toll. 30% of all workplace fatalities happen in road crashes.</p> <p>Who? ACC, Police, MoBE, NZTA.</p> <p>What? Injury Prevention Programme:</p> <ul style="list-style-type: none"> <li>- targeting work related road use;</li> <li>- all vehicle types;</li> <li>- data collection by NZTA and Police;</li> <li>- alert companies.</li> </ul>
<p>8.</p>	<p><b>ACC Fleet Saver Programme</b> – Nathan Meo, ACC Relationship Manager</p> <p>What? Incentive scheme encouraging systematic management practises – fuel saving, safer driving etc... and modelled on workplace Safety Modelling Practise, and OSH injury prevention. Incentives include reduced ACC levy.</p> <p>Why? Safer Journeys philosophy: Safety culture, better systems/practises, moving away on compliance attitude, move towards better practises.</p> <p>Benefits? Good management of fleet reduce crash rate by half, fuel reduction, incident reduction, management leadership addressed, reduction in speed infringements/incidents.</p> <p><b><u>ACC levies increase from 1 July 2013.</u></b></p> <p><b>This programme provides reduction in levies, and is an Audit-based programme. It goes live on 1 July 2013.</b></p> <p>Question from the floor to ACC:</p> <p>Where do the letters go to if vehicles are leased? Answer: Leased vehicle is in the name of the TSL holder, so if the unit is involved in a crash, a letter will go to the operating company leasing the unit.</p>
<p>8.</p>	<p><b>General Discussion session:</b></p> <p>1. E-Logs A trial was successful. The company requested continued use. NZTA approved. How it works is at a roadside stop, data is downloaded and goes straight to Police email.</p> <p>2. GPS A couple of cases successfully defended by an operator. The defence that GPS records are employment records was thrown out by the Court, but are records required under S.198 of the Land Transport Act 1998 for NZTA staff to request, and they must be provided. Police can't demand, but NZTA staff can. More information about this can be found in an article in the NZ Trucking Magazine and RTA Newsletter article.</p> <p>It is a great tool for monitoring driver fatigue.</p>

	<p>Question from the floor:</p> <p>Is there a framework/structure or template that can be used? Some companies are doing their own thing so is there a formal structure? Answer: <b>JWK and SC to find out.</b></p>
<p>9.</p>	<p><b>Matters of interest from the RTA/HHA:</b></p> <ol style="list-style-type: none"> <li>1. Operator Rating System (ORS); and</li> <li>2. Static Roll Threshold (SRT) for tri-axle trailers.</li> </ol> <p>Chuck Dowdell speaks to these.</p>
<p>10.</p>	<p><b>ORS and SRT issues:</b></p> <p>Chuck introduced Tracy Clarcken who is the Overweight Permit Issuing Officer for NZTA. Tracy processes all applications for Continuous and Area Overweight Permits. JWK still manages the HPMV permit process.</p> <p>SRT compliance for Continuous Overweight permits – this is a national issue. Chuck is committed to getting answers to your questions as soon as possible, however we need national guidance, which should come from NZTA National Office, Wellington.</p> <p>Chuck read out a letter that will be released nationally by all Permit Issuing Officer’s. This matter is a safety concern and we have to address it. It has been brought to our attention that non-compliance to SRT is now a national issue. If the timeframe for SRT compliance certificates, of 5 working days, is too tight please contact Tracy and discuss.</p> <p><b><u>Questions from the floor:</u></b></p> <ol style="list-style-type: none"> <li>1. What happens if we’re not able to supply SRT certificates in 5 days? Answer: <ul style="list-style-type: none"> <li>• Contact us (NZTA);</li> <li>• We know that there are only 2 certifiers in Hawkes Bay;</li> <li>• We are awaiting notifications for dealing with this nationally;</li> <li>• 12 letters will be sent out. We are working through that;</li> <li>• Please contact us if you are having trouble getting SRT certificates;</li> <li>• We are awaiting direction on the best way to handle current permits.</li> </ul> </li> <li>2. With Tri-axle skele’s, we are having trouble with a lot of them getting SRT. What then? Answer: <ul style="list-style-type: none"> <li>• Drop weights to meet SRT.</li> </ul> <p>Response: we can’t even cart empty containers on some tri-axle skele’s, especially now with the fruit season and that is a VERY big problem.</p> <p>RTA – the answers do need to come from Wellington.</p> </li> <li>3. Will you assess/treat all ISO Container Permits as uniform density or mixed? What if the load is mixed load? Answer: <p>There’s a lot of difference with centre of gravity over 12 variables that go into SRT assessment, and there’s different trailer heights. This needs an answer from Wellington. NZTA made assumptions which contributed to this problem.</p> </li> </ol>

	<p>4. The SRT calculating engineer has been absent for a week and doesn't know the answers. We would have to wait weeks.  Answer:  SRT has been calculated on mixed load in the past;  Compliance certificates specify the SRT calculation;  There is also access to the SRT calculator via our website (<a href="http://www.nzta.govt.nz/vehicle/choosing/heavy/rollover.html">www.nzta.govt.nz/vehicle/choosing/heavy/rollover.html</a>)</p> <p>5. We know we don't have compliance certificates for some fleet.  Answer:  NZTA systems should have, or VTNZ. Check VTNZ and ask them if they hold compliance certificates for old fleet.  If you have compliance certificates, send them to us. If you don't, also tell us and provide your registration numbers. NZTA will ask VTNZ if they have that data.  Advise us of any issues you are having with Certifiers.</p> <p>6. What is a realistic timeframe? The number of trailers to 2 certifiers means this will take months.  Answer:  2 - 3 months probably.</p> <p>Comment from the floor: The trouble is there's a lot of fleet that won't comply. Brand new won't comply, and if you don't stipulate in the building of trailers, then you inherit this problem.</p> <p>Chuck advises that he will get answers to questions and a process for a way forward from here.</p>
	<p><b>Other Matters of interest from the floor:</b></p> <p>Nil.</p>
	<p>Health Monitor:</p> <p>Are we making a difference? Is this worth your while?</p> <p>What would you like at these sessions?</p> <ul style="list-style-type: none"> <li>• Permit compilation;</li> <li>• Length of time ISO permits are going to be available?</li> <li>• The number of 6-wheeler units being used for ISO and fruit season.</li> </ul>

Meeting closed: 3.30pm