



**HB Heavy Transport General Forum Meeting**  
**Minutes**

5 June 2013  
commencing at 10.30am

**Programme:**

(refer to attachment)

**Industry In Attendance:**

Pan Pac Forest Products Ltd - Neil Weber;  
Stephenson Transport Ltd - Bruce Stephenson  
Emmerson Transport Ltd - Troy Hislop  
Tomoana Warehousing Ltd - Stewart Taylor  
Everfresh Ltd - John Agnew  
TR Group - Dave Halpin, Shaun McKinley  
Toll Group - Mark Allan  
Conroy Removals Ltd - Wayne Woodley  
Loader Transport - Brent Loader  
Transport Engineering - Craig Gordon;  
TSL Solutions - Shaun Parkes  
Apatu Farms - Robbie Keith  
Austin Transport - Dave Austin  
Hastings District Council - Jag Pannu;

**Apologies**

Fonterra - Alex Rossi;  
Dairy Transport Logistics - Tony Smith, Matt Hodgson  
Wairoa District Council - Aram Goes;  
Farmers Transport Ltd - Jason Roebuck;  
Total Transport Taupo Ltd - Barry Sorenson  
Fonterra - Alex Rossi  
Weatherell Transport Ltd - Steve Weatherell  
H & H Enterprizes - Henry Schdroski  
Hammond Transport - John Hammond  
Deakin Motors - Allen Street

**Facilitator - Chuck Dowdell**

<b>Agenda Item</b>	<b>Discussion overview</b>
<b>1.</b>	NZTA's Overweight and Higher Mass HPMV Permitting Process  An overview provided of NZTA's Overweight Permit Application process and Higher Mass HPMV Permit Application process, with a demonstration of the Overweight Permitting system.
<b>2.</b>	NZTA's Access & use Team as Educator and Regulator  Providing insight into how Transport Officers work with transport operators using education first, and how a Transport Officer uses willing compliance to enhance the transport operator's compliance with legislation.  Primary objectives are to Inform/Educate/Deter. Transport Officers work with Police, and have also have mechanics that help carry out roadside inspections. Other resources that Transport Officers use to perform their job are checking operational systems, attending driver meetings, hold industry meetings, review logbook usage, driver walk-arounds, and fatigue stops in conjunction with ACC.
<b>3.</b>	Police Commercial Vehicle Investigation Unit (CVIU)  This unit is a specialist unit and is responsible for monitoring all areas of the commercial

	<p>vehicle industry, including trucks, buses, taxis, couriers, mobile cranes, and mobile homes. The unit is also responsible for safety checks on vehicles, investigating serious commercial vehicle crashes, examining driver logbooks to ensure drivers aren't operating vehicles while fatigued, and making sure that road user charges have been paid.</p> <p>Often referred to as "the God-squad", it was formed in the 1980's, with approximately 120 staff nationwide. This unit is fully funded by NZTA, and Officers go through a full induction course to qualify. The unit is employing more authorised officers - CoF qualified etc.. and all CVIU staff are certified OSH Inspectors because all heavy commercial vehicles are workplaces. CVIU Officers are also qualified Dangerous Goods Inspectors. The unit is also looking at working with companies - going in to workplaces to check vehicles and check load/unload practises.</p> <p>The CVIU works in partnership with both of NZTA's business groups, being Access &amp; Use and Highways and Network Operations.</p> <p>CVIU no longer provides training, nor does any auditing as NZTA Transport Officers now carry that out.</p> <p>CVIU are also using NZTA's Weigh-in-Motion Automatic Number Plate Recognition (WiMPR) system to streamline resources to target when offending is most likely to occur: know the times, approximate weights etc...If you were running legally you would love these systems. The efficient movement of freight is achieved as the compliant vehicles (44T plus tolerance) don't get pulled over, so there's not wastage of time and money. Instead, CVIU use the data to go out and target repetitive offenders, and gather similar fact evidence for prosecuting.</p> <p>Static Roll Threshold (SRT) - the assumption was made back in 2002 that industry knew what they were doing, therefore compliance monitoring was not carried out. However now SRT has become a national issue, that is still to be resolved.</p> <p>CVIU in the future - the new HPMV regime of 50MAX is coming soon, and will be working with NZTA on SRT compliance and driving hours.</p>
4.	<p>Work Time and Log Book Requirements</p> <p>An overview of work time and log book legislation to promote willing compliance from within the industry, with a look at how to complete a log book, why a log book should be completed, when should a log book be completed and by whom, as these are considered work records accessible under the Land Transport Act.</p>
5.	<p>Vehicle License Reform (VLR)</p> <p>Changes to the Warrant of Fitness (WoF), Certificate of Fitness (CoF), Annual Vehicle Licensing (AVL) and Transport Services Licensing (TSL) systems can achieve considerable compliance cost savings for businesses and households. Savings can be made without compromising the current objectives of these systems, particularly where road safety is involved. VLR is a joint programme led by NZTA with input from the Ministry of Transport, aiming to modernise the regimes for WoF, CoF, TSL and AVL.</p>
6.	<p>EROADS and Lumley Insurance</p> <p>You can't improve on behaviour of vehicles if you don't know what they're doing. Why</p>

	<p>are Road User Charges collected? Because the weight of a vehicle does damage to the road. ERUC is the preferred method of collection as it is more cost effective. 85% of crash statistics involved a truck driver. The ORS has a bias toward driver behaviour. EROAD helps to monitor. It matches to fuel cards of companies – providing a fuel report on distance and consumption, it measures idling rates and provides economic benefits on fuel efficiency.</p> <p>Being good costs less. “If you don’t measure it – you can’t manage it!”</p>
7.	<p>On The Move</p> <p>This is a new fully customisable travel information service that provides information to travellers prior to their journey, about road and driving conditions, incidents and road works taking place on New Zealand’s State Highways.</p> <p>To subscribe simply go to the webpage at <a href="http://www.onthemove.govt.nz">www.onthemove.govt.nz</a>, register then login and being setting up your route and/or region.</p> <p>You will receive email alerts based on the areas and travel times you specify, which will provide timely information about notable events, incidents or activity on the state highway network, the impact this will have on road users, and useful links to additional information you may need, such as any known detour routes. Updates via email will be provided automatically as key details change, provided they change during the time period you have subscribed to.</p> <p>There is also a ‘share’ feature that allows users to notify your friends or family about a particular incident that may affect them, by sharing a link via Facebook and Twitter.</p> <p>Only major events such as crashes, road works or severe weather conditions that may disrupt state highway traffic or require caution will be reported to subscribers. Minor incidents and general traffic congestion won’t be sent out as an email alert.</p>

Meeting closed: 3.30pm





## HB Heavy Transport Forum General Meeting

### Programme

Date: 05 June 2013  
Start Time: 10.30am

Item	Activity	Speaker
1.	<b>NZTA's Overweight and Higher Mass HPMV Permitting Process</b> <i>Providing some insight into why we ask applicants for the information that we ask for, see how we process the applications in order to produce these two types of permits, and if technology will allow, provide a demonstration of our Overweight Permit system.</i>	Tracy Clarken and Jenni Wilson-Kaio 10.30 - 11.30am
2.	<b>NZTA's Access &amp; Use Team as Educator and Regulator</b> <i>Information on how Access &amp; Use work with transport operators using education first, and how a Transport Officer uses willing compliance to enhance the transport operator's compliance with legislation.</i>	Lynn Williams 11.30 - 12.00pm
3.	<b>Police Commercial Vehicle Investigation Unit (CVIU)</b> <i>Insight into what the CVIU do, and how that works in with NZTA's Highway Network Operations business group, and Access &amp; Use business group.</i>	Chris Quinn 12.00 - 12.30pm
<b>LUNCH</b>		12.30pm - 1.00pm
4.	<b>Work Time and Log Book Requirements</b> <i>How to complete a Log Book, why a log book should be completed, when should a log book be completed and by whom.</i>	Lynn Williams 1.00 - 1.30pm
5.	<b>Vehicle Licence Reform (VLR)</b> <i>Changes to the Warrant of Fitness (WoF), Certificate of Fitness (CoF), Annual Vehicle Licensing (AVL) and Transport Services Licensing (TSL) systems can achieve considerable compliance cost savings for businesses and households. Savings can be made without compromising the current objectives of these systems, particularly where road safety is involved. VLR is a joint programme led by NZTA with input from the Ministry of Transport, aiming to modernise the regimes for WoF, CoF, TSL and AVL. Tom Logan will present an outline of VLR.</i>	Tom Logan 1.30 - 2.00pm
6.	<b>E-Roads</b> <i>Electronic Road User Charges, GPS, savings to be made from having EROAD/GPS and the advantage of using EROAD Cloud to store information for NZTA auditing purposes</i>	Peter Batcheler 2.00 - 2.30pm
7.	<b>Lumley Insurance</b> <i>The advantages of EROAD and how it transfers to Insurance benefits, GPS helps provide the operator detailed information that changes driver behaviour, the insurance benefits by being a responsible operator using modern technology.</i>	Ian Taylor 2.30 - 3.00pm
8.	<b>On The Move</b> <i>NZTA's new travel information system - want to know about delays before you hit the state highway? Then OnTheMove is for you.</i>	Jenni Wilson-Kaio 3.00 - 3.30pm

Expected end Time: 3.30pm