

Hawkes Bay Heavy Transport Forum

New forum established to make a difference

Providing a formal environment to improve connection and collaboration to promote efficient heavy transport operations and make a difference, is just one of the main purposes of the new Heavy Transport Forum that has been established in Hawkes Bay.

With a mix of road controlling authorities (RCA's) and heavy transport operators, as well as the NZ Road Transport Association and the NZ Heavy Haulage Association, attendees have been gathering to talk about issues that are hot topics, as well as learn about some key changes that are to be implemented that will have some kind of impact on the industry.

Presentations so far have been given by invited speakers on subjects such as the Operator Rating System by Don Hutchinson, Effects of Heavy Vehicle Loading on Bridges by Susan Ashmore of Opus, Safety from a Road Perspective by Doug Latto of Halls Intermodal Ltd, Simplified Road User Charges System by Bryan Talbot. Discussions have also been had on static roll threshold and engine braking.

One of the clear messages being heard that has come from industry attendees is the desire to have more education opportunities for truck drivers, where they can learn more about static roll threshold, overloading of bridges, how to load trailers to prevent rollover, brake code mass and High Productivity Motor Vehicles, to name a few.

Anyone that has anything to do with heavy transport operations is welcome to attend the General Forum meetings. "The objective is to end up having these meetings at the Napier Sailing Club because of the large numbers of people attending" says Gordon Hart, Acting State Highway Manager Napier.

Industry attendees that have been to sessions held in April, June and September have been challenged by the RCA's to spread the word about the forum and encourage more to attend.

If you know someone who may be interested, benefit from or contribute to this forum, please feel free to tell them about it. For more information on meeting dates, simply contact the forum Convener (details on page 3).

ORS encourages level playing field

Providing a highly visible display of regulatory compliance and safety records will encourage a level playing field for operators, and motivate poor operators to lift their performance.

Don Hutchinson from the NZ Transport Agency informed attendees at the April forum meeting that improving the safety of heavy vehicles on our roads, making journeys safer for all is why the Operator Rating System (ORS) has been developed.

The ORS works by encouraging transport operators to make their vehicles and driving

practices as safe as possible. It does this by calculating and displaying an 'Operator Safety Rating' which describes an operator's level of regulatory compliance that contributes to their safety risk.

ORS is one of the tools the NZTA and NZ Police can use to identify potentially higher-risk operators for further investigation and assistance to improve their safety practices. It will encourage poor operators to lift their performance and provide operators who receive a higher rating result the opportunity to market their good safety record.

September 2012

Volume 1, Issue 1

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Marine Parade Protocol

The Port of Napier has advised that there have been some truck drivers not observing the Marine Parade Protocol. Napier City Council has stated that a camera has been set up to monitor heavy vehicle movement between the hours of 10pm and 6am, and contact with the operator will be made should they be captured operating on Marine Parade within those hours. If anyone requires a copy of the protocol, please contact Sandy Walker of the NZ RTA at swalker@nzrta.co.nz

Vehicle configuration affects performance of bridges

No two bridges are identical. Foundations, road alignment, workmanship at construction, age or condition all affect the bridges capacity, which is why there may be different restrictions on permits for similar looking bridges.

There are generally three parts of a bridge deck that will be affected by a heavy vehicle—the beams, the deck and the cantilever. All of these elements affect the load carrying capacity of the bridge.

Vehicle configuration affects the performance of a bridge in a number of ways. The gross load of a vehicle affects the beams of the bridge, with distributed loads causing less stress on the beams than concentrated loads. The axle load

and layout affects the deck of the bridge. Heavy axle loads can overstress decks, particularly where beam spacings are wide.

Restrictions such as 'crawl central' may be required to reposition

vehicles away from weak deck sections and onto the stronger beam elements.

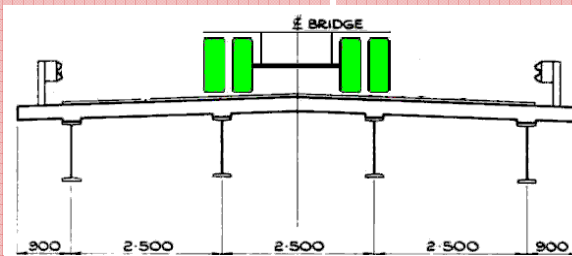
Wheel size and loading will affect the cantilever of the bridge, with high wheel loads and small tyre sizes caus-

ing the worst effects on the weak cantilever sections.

It is important that, when applying for a permit, the correct configuration (including length, axle spacing, track width and wheel size) is entered onto the application, as all of

these things will affect the performance of a bridge.

Overloading of vehicles should be avoided as these can have a severe effect on bridge elements.



Axle Load Using a 'crawl central' restriction to locate an axle load over stronger beam elements

Low SRT means less stability—rollover likely

Heavy vehicles with a low static roll threshold (SRT) are more likely to roll over than those with a higher SRT, especially when going around sharp bends and in sudden emergency manoeuvres. That means the lower your SRT the less stable your vehicle is.

The SRT of a vehicle is a **measure of the potential** for that vehicle to roll over sideways.

To improve their stability, heavy vehicles with a gross vehicle mass (GVM) greater than certain specified limits

must meet or exceed a minimum static roll threshold value.

Goods service vehicles with a GVM over 12 tonnes (class NC) and trailers

“the lower your SRT the less stable your vehicle is”

with a GVM over 10 tonnes (class TD) need to have a SRT value of at least

0.35g ('g' is the acceleration due to gravity). Vehicles operating with a High Productivity Motor Vehicle permit need to meet a SRT value of at least 0.4g.

If you operate a class TD trailer you must get a SRT Compliance Certificate. If you operate a class NC truck you are legally required to load and operate it so it has an SRT value of at least 0.35g.

Class TD trailers are the heavy vehicles at most risk of rollover.

Bay View residents plead “No Engine Brakes”

Residents of Bay View, Napier are so disgruntled by the use of engine brakes that they submitted a petition to the Minister of Transport, Gerry Brownlee.

In response to the petition, the Minister instructed the NZ Transport Agency to see what could be done to minimise the effects upon the state highway neighbours.

Bay View has a speed restriction of 70km/hr, and NZTA has installed thresholds at the entry points to Bay View on the state

highway to help emphasise the speed restricted zone. Residents have complained about engine braking being used at night, which indicates that the thresholds are working, but more was expected to be done.

Slow down before Bay View



The speed limit through Bay View, Hawke's Bay is 70km/h and no engine brakes should be used when approaching this speed-restricted area. Please slow down well in advance of the Bay View area. Thank you for your cooperation. Supported by the Hawke's Bay Heavy Transport Forum.



It was suggested to the Minister that the HB Heavy Transport Forum be used as an environment in which to talk about the issue and see what industry could do to help minimise it.

One outcome from holding such discussion was to produce an information leaflet advising of the speed limit in Bay View, and to get electronic signs installed warning “No Engine Braking”.

These leaflets will be delivered to the two petrol stations in Bay View for distribution out to truck drivers that stop there.



Slow down before Bay View

Hawkes Bay Heavy
Transport Forum

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Road Controlling Authorities
include:

NZ Transport Agency
Hawkes Bay Councils
NZ Police CVIU

"To make a difference
across the heavy
transport industry"

Simplified Road User Charges System

Changes aimed at simplifying and modernising the RUC system came into force on 1 August 2012. The most significant change relates to the vehicle weight that a license is purchased for. Your RUC vehicle has been assigned a permanent RUC weight—this is different from the old system where you nominated the weight for the RUC license.

The new system has been designed to collect the same amount of revenue as the current system, albeit some operators will find that their RUC payments increase as a result of the change, while others will see a decrease, depending on the nature of the loads they carry and their choice of vehicle.

Overweight vehicles will have the option to purchase additional road user charges for individual loads, or obtain a type H road user charges license, designed for vehicles that run overweight most of the time.

For more information about the changes go to the NZ Transport Agency website at <http://www.nzta.govt.nz/vehicle/registration-licensing/ruc/index.html>



Coming Up...

Presentations will be held on topics such as:

Safety—Cyclists, Grades, Skid, Curves & Intersections, Speed, Experience & Skill;

HPMV—Axle Weight Flexibility and possibly Vehicle License Reform.

Next General Forum meeting is scheduled for Wednesday 5th December, 1.00pm to 3.00pm.

The next newsletter will be distributed after that forum meeting.

Industry attendees so far ...

Barker Contractors

Conroy Movers Ltd

Emmerson Transport Ltd

HB Towing

HT Engineering Ltd

MW Lissette Ltd

Pan Pac Forest Products Ltd

Phoenix Contracting

Stephenson Transport Ltd

Tomoana Warehousing Ltd

Total Transport Taupo Ltd

Transport Engineering

Transport Solutions Ltd

Weatherell Transport Ltd

Spread the word!

We started this forum by sending out invites to those industry firms whom we knew, off the top of our heads.

However that doesn't mean you can't come too!

Forum attendees have been challenged to spread the word — the more that come and participate, the more efficient heavy transport operations can become.

If you have a query or a story to share, or knowledge base in a specialty area, where you would be happy to include it in any upcoming newsletter, or present at an upcoming forum meeting, feel free to contact us. See Convener contact details above — we would love to hear from you.