MIN-4290 [AMO] follow-up to BRI-2835

28 August 2023

The Associate Minister of Transport's Office has come back with queries following the briefing BRI-2835 which provided an update on heavy vehicle enforcement.

Waka Kotahi NZ Transport Agency's response:

Query about utilisation of the NZ Police Commercial Vehicle Safety Team who undertake monitoring of weight compliance for heavy motor vehicles on the road (para 5)

- Waka Kotahi NZ Transport Agency does not collect or have available information about the operational deployment of the NZ Police Commercial Vehicle Safety Team staff in respect of the monitoring of heavy vehicle weight compliance.
- This information will be able to be provided by the NZ Police

Query as to how many companies have been liquidated for not meeting debt payment arrangements (para 13)

- Since 1 July 2022, Waka Kotahi has sent seven statutory demands for unpaid Road User Charges (RUC):
  - Three of these were unpaid and Waka Kotahi has liquidated the company (these had unpaid RUC debt averaging $140,000).
  - Four of these are pending cases and may result in liquidation.
- This is a last step in the collection process and the majority of large debtors pay their RUC without the need for legal instruments.
- In 2023, the Revenue Compliance team has proposed the revocation of five Transport Service Licences (TSL). These cases take some time (a case can last six months to a year) and operators are given 21 days to respond to this proposal. Of the five cases:
  - Two were revoked.
  - One was moved into compliance.
  - Two cases are pending.

Query regarding how many permits have been issues to vehicles that exceed the open access weight of 46 tonnes (para 20)

- From April 2022 to April 2023 there were 29,856 permits for Weights over 46 tonnes issued. The breakdown is provided below. It should be noted that the Overweight and Higher Mass permits issued are generally for a single trip e.g., move a house from one site to another. The 50 max permits are for a two-year period of time so involve multiple trips.

Permit applications April 2022 to April 2023

<u>Overweight – 6103</u>
An overweight permit is required for an indivisible load (where the load cannot reasonably be broken up for example a heavy crane or a transporter carrying a large digger). Overweight permits are route specific and often have speed restrictions set for infrastructure protection.

Higher Mass (High Productivity Motor Vehicle) - 13757
A Higher mass permit is issued for a divisible load, they are route specific permits (the permit will state what roads they can travel on)

50MAX (High Productivity Motor Vehicle) – 9996
Issued for a divisible load 50MAX permits are issued to approved proforma based vehicle combinations with open access to the roading network with any restrictions published in the 50MAX book of maps. Proformas have been assessed to have no additional impact on the roading network than a vehicle operating at general access weights.

Query whether we are only talking overweight permits with respect to para 22

- Paragraph 22 refers to all permits issued as above.

Query about estimated damaged caused by extra weight around para 23

Overweight vehicles cause far more damage than legitimately laden vehicles. On average, the amount of damage grows "exponentially" with overload. The **Fourth Power rule** predicts the change in pavement damage is proportional to the difference in vehicle's axle weight to the fourth power.

For example, an axle weight of 20 tonne is considered to cause 256 times the damage, compared with an axle weight of 5 tonne.

Note – an axle may be overloaded but the vehicle could be paying the correct RUC rate.

More general queries around the CVSP - I think this is around what it is (i.e. are the safety centres essentially weigh stations?), what is, and how they compare to in-road scales.

A Commercial Vehicle Safety Centre (CVSC) is essentially a high-tech weigh station with the ability to weigh all heavy vehicles passing the site and to intercept those showing weight issues, or to do routine and targeted mechanical and driver checks. Extra screening will allow assessment of RUC payment, Rego and other compliance requirements. The Appendix provides background and details on the Commercial Vehicle Safety Programme (CVSP).

Appendix – The CVSP Story

We undertake compliance and enforcement activities to deliver public safety outcomes and to ensure users pay their appropriate cost to use our roads and protect our transport infrastructure investment.

These requirements require ongoing compliance monitoring and enforcement activity in order to be able drive and sustain behaviour change.

Two major components to the CVSP:

1. 24/7 screening of heavy vehicle compliance information without interception (Weight, RUC, Registration, Certificate of Fitness (CoF) etc., can be expanded as technology improves) provide intel on who is doing what and where in commercial transport (46 percent - potential for 76 percent VKT).
2. 12 strategically placed nodes in the transport system that allow NZ Police to safely intercept heavy vehicles and divert them from the system for inspection. This provides ability well beyond weight to vehicle safety checks, dangerous goods, driver impairment and fatigue, biosecurity, waste transport etc.

A move away from the current weigh pits

- The national estimates for overloading before Commercial Vehicle Safety Centres (CVSC) was over 6 percent, the approach used 150 weigh pits Section 9(2)(g)(i) to random select heavy vehicles for inspection. We know with this approach there is a 0.02 percent chance of a non-compliant vehicle being seen and only provides single points of data and information from written police reports meaning regulatory have limited information to target risk, i.e., industry tip offs, Commercial Vehicle Inspection Reports and Offences.
- The current approach also relies on the contract for maintenance for weigh pits which has not been scheduled.

Future state

- 12 New & (opportunity to expand to a further 22 regional) strategically placed CVSCs that deploys on-road equipment and intelligent software screening heavy vehicle compliance, e.g., Weight, RUC, Registration, CoF can be expanded as technology improves.
- It screens heavy vehicles real time and takes a risk-based approach to:
    - direct potentially non-compliant vehicles into (CVSCs) for compliance checks and possible enforcement by NZ Police and
    - enables operator risk profiles to be developed from 24/7 screening and enables a scalable approach to regulate the industry.
- Provides safe nodes offline for multiple truck inspections, brakes, CoF, Drugs, Breath, Breath testing, logbook inspections and enforcement.

The Technology - What technology are we investing in

- Automatic number plate reader cameras – enables identification.
- High speed Weigh in Motion – enables screening.
- Enforcement Weigh in Motion – enables enforcement and helps improve confidence of High-speed weigh in motion.
- Centralised assessment system – enriches data collected from the roadside with other enterprise data, i.e., Motor Vehicle Register (MVR), Permits, Risk Profile and assesses vehicles compliance.
- Intelligence products – provide rich insights that can be acted on.

The technology enables

- The ability to monitor heavy vehicle industry compliance at scale using 24/7 collection of data for all vehicles passing the CVSCs, allowing NZ Police to focus real time on high risk and non-compliance, and Waka Kotahi to regulate at scale using unbiased on road 24/7 screening information. The technology also enables the development of intelligence products, such as worktime breach detection,

RUC non-payment detection, so that regulatory can target risk, are intelligence led and can regulate at scale.

Give us:

- Monitoring compliance of the heavy vehicle industry and weight on the asset.
- Deterrence - as demonstrated in the reduced non-compliance at the live site.
- Ability to regulate real time and at scale.

What are we seeing from the two sites in operation at the moment?

- Our 24/7 screening shows a reduction in non-compliance while the sites are operating, CoF, Weight, registration, etc. For example:
    - with sites open our screening data is showing under 1% non-compliance on weight, when both sites were out of action for construction there was three-fold rise in weight non-compliance.

Use of data and information.

- Targeting of real-time noncompliance, e.g., time of day for police operations at sites.
- Safer commercial transport conversations with good and bad operators about their fleets of trucks across their TSL, as more sites come on board the stronger our reach becomes. Thinking ahead we there are two good examples of what is being worked on at the moment:
    - Automatic invoicing for RUC from the high-speed weight data we collect.
    - Assessing potential work time breach of the heavy vehicle and real time pulling off the road and 24/7 collect.

NZ Police - Dependency on NZ Police and challenges around the current model, and benefits in the future model.

- NZ Police currently operate out of the two active sites and are planning for staff to operate the Rakaia CVSC, with a lift and shift of staff for Mackays and Ohakea.
- We are working through Road Safety Police Partnership to reduce weigh pits (current places for CVST to operate out) down from 150 down to the prioritised list of 20, these would sit alongside our 12 national sites and planned 22 regional CVSCs.
- section 9(2)(ba)(i)