

## MINISTERIAL BRIEFING NOTE

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|------------------------|--|
| <b>Subject</b>         | Commercial Vehicle Safety Programme – Overview |
| <b>Date</b>            | 4 April 2024                                   |
| <b>Briefing number</b> | BRI-3011                                       |

| Contact(s) for telephone discussion (if required) |   |             |            |                         |
|---|---|-------------|------------|-------------------------|
| Name  | Position  | Direct line | Cell phone | 1 <sup>st</sup> contact |
| Brent Alderton                                    | Group General Manager Regulatory and Director of Land Transport | s 9(2)(a)   |            | ✓                       |
| Brett Gliddon                                     | Group General Manager – Transport Services                      | s 9(2)(a)   |            |                         |

### Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

4 April 2024

**Hon Simeon Brown – Minister of Transport**

## Commercial Vehicle Safety Programme – Overview

### Purpose

1. This briefing provides an overview of the Commercial Vehicle Safety Programme (CVSP), which is being implemented by NZ Transport Agency Waka Kotahi (NZTA), along with information on the CVSP roll-out in Central Auckland.

### Background

2. In New Zealand, 50 percent of the total road freight kilometres travelled occurs on 5 percent of the road network; 90 percent is on state highways and 10 percent is on local roads.
4. Heavy vehicle overloading is estimated to be over 6 percent, with an estimated Net Present Value (NPV) impact of \$270 million in pavement damage, \$240 million in unrecovered Road User Charges (RUC) annually and contributing to an average of seven Deaths and Serious Injuries (DSIs) per annum.
5. The current method to enforce heavy vehicle compliance is through heavy vehicles being randomly selected and manually directed into 150 low technology weigh stations to be inspected by NZ Police. The stations cover a wide range of the network, including areas with low levels of heavy vehicle traffic. Many of these are not modern, safe or fit for purpose. Currently, it is estimated there is only a 0.02 percent chance of an errant vehicle being detected.
6. Given this, NZTA has invested in the CVSP. The CVSP aims to enable efficient and effective regulation, improve compliance, reduce pavement damage, improve road and operator safety, and level the industry playing field by ensuring every heavy vehicle (and operator) is paying their fair share of the costs of the roads.
7. The CVSP is constructing 12 'smart' Safety Centres that are strategically located across New Zealand to provide 46 percent coverage of all heavy vehicle kilometres travelled. A digital screening and 'weigh in motion' system will instantly check a vehicle's weight and compliance (Certificate of Fitness (CoF) and permits) and direct an errant vehicle into a "Safety Centre" where a targeted inspection will occur. This will include a vehicle safety inspection, as well as checks for driver fatigue and alcohol (once legislation is passed, it is expected that oral drug testing will also be carried out).
8. Further regional sites and other smart technology roadside opportunities are being considered, subject to National Land Transport Programme (NLTP) funding availability.
9. Two (Glasnevin and Paengaroa) out of the 12 safety centres are complete and the enhanced capability is screening heavy vehicle CoFs and vehicle licenses. The Southbound Rakaia site is

currently going through commissioning and is due to open by mid-2024. Appendix A shows the sites and completion dates.

10. The programme has a positive benefit cost ratio (BCR) of over 5, with potential for further increases if other opportunities are delivered.

### **Features and operation of a Commercial Vehicle Safety Centre**

11. A set distance before each safety centre is a Weight in Motion (WiM) plate embedded in the road. Beside this is an Automated Number Plate Recognition (ANPR) camera and a Variable Message System (VMS). Together, these detect weight, and within milli-seconds, direct non-compliant vehicles into the safety centre further down the road for inspection by NZ Police.
12. This technology enables 24/7 compliance monitoring and generates 10 million data points on heavy vehicle compliance a year.
13. The safety centres themselves are comprised of a weighbridge, site office, inspection lanes and safe offload areas. Four of the 12 sites are considered strategic due to their location, (Glasnevin, Paengaroa, MacKay's, Bombay) and have a covered inspection shed, pit and a roller break machine to enable detailed inspections of vehicles to be carried out.
14. On arrival at a safety centre, heavy commercial vehicle drivers have their documentation inspected (driver licence, CoF, vehicle license, registration, permits etc.) and may be alcohol tested (in future they may also be drug tested). A driver may be required to drive over the weighbridge, directed to the inspection shed/pit for brake tests, vehicle structural inspections or be directed to park up their vehicle if non-compliance is identified.
15. On average, NZ Police operate the two live sites for 31.5 hours per week, consisting of seven hours a day for 4.5 days.
16. NZTA is working closely with NZ Police on the required staffing hours and compliance activity levels for all 12 sites. This is likely to vary per site, depending on their location, strategic value, traffic flow times and volumes. Minimum hours to deliver the BCR have been determined by NZTA as 20 hours per week, which is now being worked through with NZ Police from a staffing capacity perspective. The following factors influence the minimum hours on a site-by-site basis:
  - a. Minimum number of weighs over the weighbridge to ensure calibration accuracy of the WiM,
  - b. Minimum number of brake tests to identify catastrophic brake failures that contribute to a DSI crash,
  - c. Time factor to contribute to change in behaviours from industry seeing an on-site NZ Police presence, and
  - d. NZ Police staffing capacity at the specific safety centre locations.

### **Realised benefits and operational insights (Glasnevin and Paengaroa)**

17. For the 2023 calendar year across both operational safety centres:

- a. the screening system sighted, screened for compliance and weighed at high speed 102,591 heavy vehicles,
  - b. the screening system assessed and stored 1 million heavy vehicles for compliance in real time, and
  - c. NZ Police completed 2,600 inspections (Commercial Vehicle Inspection Reports). Noting NZ Police also carry out visual inspections that are not documented.
18. Overloading is now below 1 percent for vehicles passing the two live sites. This is a reduction from an estimated 6 percent nationwide. Vehicles with expired CoF are also below 1 percent.
  19. The live sites have delivered an estimated \$5 million in savings through reduced pavement damage and crash costs. By allowing compliant vehicles to continue instead of stopping them for unnecessary inspections, the two CVSCs has resulted in improved travel times for industry and lower levels of regulatory burden for compliant operators relative to a traditional weigh-station system.
  20. The sites have also provided more than 10 million truck/operator profiles a year from the 24/7 data collection on heavy vehicle and operator behaviours and compliance.
  21. The overall system is intended to enable compliant operators to operate unimpeded on the network and focus more on non-compliant operators. This will level the playing field as it will require non-compliant operators to pay their fair share.
  22. Subject to further work on accuracy, each WiM plate may be able to support automatic invoicing on RUC. This functionality is intended to be deployed in Q3 2024.

### **Potential Opportunities**

23. Should legislation be changed to expand the range of moving vehicle offences, NZTA could infringe heavy vehicle compliance on their CoF, RUC, heavy vehicle permits and vehicle license. This would be automated through the use of the roadside ANPR and WiM technology. It would allow NZ Police to be more efficient in their prioritisation of inspection of vehicles and operators on site.
24. Such a change could also support future light vehicle fleet automated compliance.

### **Central Auckland/ Port - installation and construction**

25. Following the successful delivery of several sites across New Zealand, the programme is now being rolled out in central Auckland.
26. NZTA has started work to install weigh-in-motion technology, recognition cameras, and electronic Variable Message Signs (VMS) at five key locations leading to and from Auckland Ports.

27. Work is located within the motorway corridor on State Highway 1 (SH1) and SH16 at The Strand, Stanley Street, Grafton and Symonds Street at the following locations:



28. Installation and construction work started on 24 March and is expected to be completed by August 2024.
29. The existing CVSC at Stanley Street will also be upgraded.
30. The estimated cost for planning, design, construction, and implementation of the CVSP in central Auckland is approximately \$6.8 million.

### Communications approach

31. Engagement has started with communities, stakeholders, transport industry members and freight groups, including the Ports of Auckland, and will continue throughout the construction phase to ensure people are well informed.
32. More information on the programme can be found at the following link:  
<https://www.nzta.govt.nz/commercial-driving/trucks-and-tow-trucks/the-commercial-vehicle-safety-programme/>

**It is recommended that you:**

1. **Note** the contents of this briefing

*Brent Alderton*

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**Brent Alderton**

Group General Manager Regulatory  
Director of Land Transport

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**Hon Simeon Brown, Minister of Transport**

Date: 2024

## Appendix A – Commercial Vehicle Safety Centres Locations and delivery timeframes:



| Site Location  | Status   | Go-live dates    |
|----------------|--|------------------|
| Glasnevin      | Constructed  | Site operational |
| Paengaroa      | Constructed  | Site operational |
| Rakaia Sth     | Under construction   | Mid 2024         |
| Stanley street | Under construction   | End 2024         |
| Rakaia Nth     | Design phase, construction planned for end 2024  | Early 2025       |
| Ohakea         | Under construction   | Early 2025       |
| Mackays        | Design phase, construction planned for end 2024  | Early 2026       |
| Bombay         | Roadside under construction (tendering for the site construction)                            | Early 2026       |
| Taupō          | Design phase, tendering process planned for mid 2024   | Mid 2026         |
| Albany         | Currently being designed and consented, then construction funding to be requested late 2024. |                  |
| Marsden        |  |                  |
| Napier Port    |  |                  |
| Tauranga Port  |  |                  |