



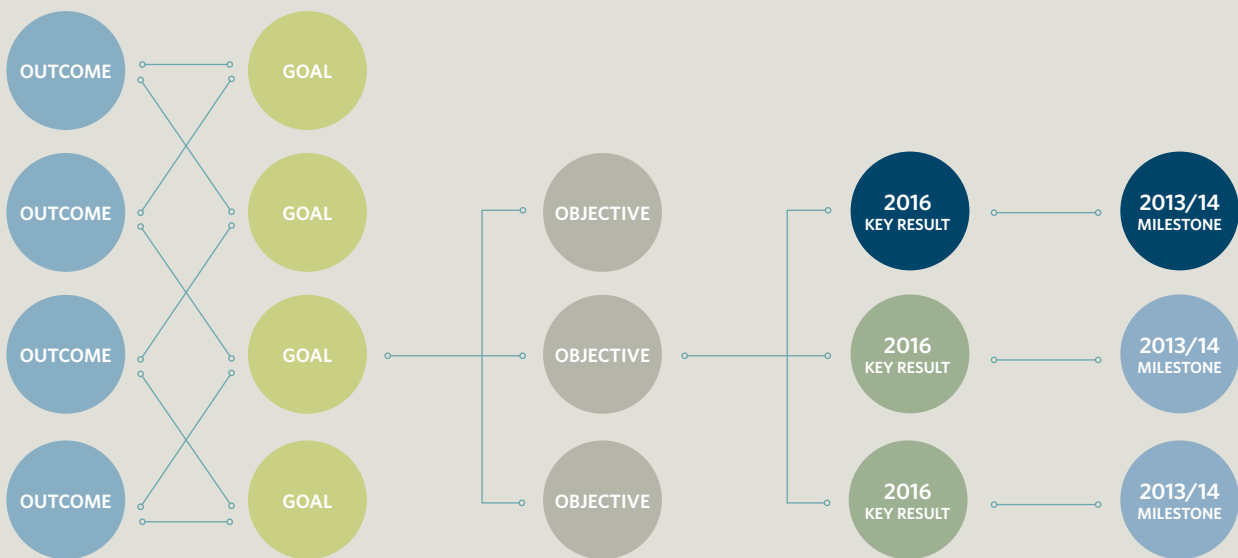
SECTION A 2013/14 AT A GLANCE



TRANSPORT SOLUTIONS FOR A THRIVING NEW ZEALAND

Our long and short-term operating intentions give effect to the government's direction for the transport sector.

OUR OUTCOMES FRAMEWORK



TRANSPORT SECTOR OUTCOMES

These describe the desired future state for the transport sector.

TRANSPORT AGENCY LONG-TERM GOALS

We contribute to the realisation of the enduring outcomes by pursuing four long-term goals. The goals shape our direction and actions over the next 20 years. Indicators track our progress against each goal.

TRANSPORT AGENCY MEDIUM-TERM OBJECTIVES

For each goal there are three medium-term objectives. These objectives have a 10-year outlook and guide our 10-year work programme.

KEY RESULTS BY 2016

For each objective we have between 1 and 8 key results to deliver by 2016. Some of the results may be prioritised - there are five clusters of priority results that relate to a specific goal success indicator.

MILESTONES BY 2013/14

For each key result there are specific milestones to achieve in 2013/14.

TRANSPORT AGENCY SHORTER-TERM PRIORITIES

Five clusters of key results have been prioritised for 2013-16, achieving specific targets against goals, as illustrated above.

The following framework diagram provides an overview of the relationship between the sector outcomes and the contributions we will undertake, as well as the indicators that will measure our progress toward achieving the desired goals and outcomes.



SUMMARY OF OUR OPERATING INTENTIONS

Desired outcomes

for the New Zealand
transport sector.

OUR PURPOSE

Creating
transport solutions
for a thriving
New Zealand

EFFECTIVE

Moves people and
freight where they
need to go in
a timely manner

EFFICIENT

Delivers the right
infrastructure and
services to the right
level at the best cost

SAFE & RESPONSIBLE

Reduces the harms
from transport

RESILIENT

Meets future needs
and endures shocks

2013-32

Long-term goals

Our strategic direction.

2013-22

Medium-term objectives

Implemented through the Transport Agency 10-year work programme, with key results specified for 2016.

Integrate one effective and resilient network for customers

SEE PAGE 54

- 1 Integrate land uses and transport networks to shape demand at national, regional and local levels.
- 2 Integrate national and local transport networks to support strategic connections and travel choice.
SHORT-TERM FOCUS: *making the most of urban network capacity* PRIORITY 2
- 3 Improve freight supply chain efficiency.
SHORT-TERM FOCUS: *moving more freight on fewer trucks* PRIORITY 3

Shape smart efficient, safe & responsible transport choices

SEE PAGE 58

- 4 Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
SHORT-TERM FOCUS: *safe speeds to reduce deaths and serious injuries* PRIORITY 4
- 5 Incentivise and shape safe and efficient travel choices using a customer-focused approach.
- 6 Reduce costs for transport users through better regulation and willing compliance.

Deliver efficient, safe & responsible highway solutions for customers

SEE PAGE 63

- 7 Greater resilience of the state highway network.
- 8 Deliver consistent levels of customer service that meet current expectations and anticipate future demand.
SHORT-TERM FOCUS: *safe speeds to reduce deaths and serious injuries* PRIORITY 4
SHORT-TERM FOCUS: *efficient road maintenance investment and delivery* PRIORITY 5
- 9 Plan for and deliver the roads of national significance.

Maximise effective, efficient & strategic returns for New Zealand

SEE PAGE 67

- 10 Align investment to agreed national, regional and local outcomes and improve value for money in all we invest in and deliver.
SHORT-TERM FOCUS: *efficient road maintenance investment and delivery* PRIORITY 5
- 11 Ensure effective and efficient co-investment with our partners.
- 12 Explore innovative revenue, pricing and financing approaches that enhance the value delivered by land transport investments.

2013-16

Shorter-term priorities

Our key areas of focus to achieve ambitious targets against the goals.

2013 →

Outputs*

1 Putting customers at the heart of our business

3-year emphasis of all objectives SEE PAGE 44

PLANNING THE LAND TRANSPORT NETWORK
output classes

2 Making the most of urban network capacity

3-year emphasis of objective 2 SEE PAGE 46

PROVIDING ACCESS TO AND USE OF THE LAND TRANSPORT SYSTEM
output classes

3 Moving more freight on fewer trucks

3-year emphasis of objective 3 SEE PAGE 48

MANAGING THE STATE HIGHWAY NETWORK
output classes

4 Safe speeds to reduce deaths and serious injuries

3-year emphasis of objectives 4 8 SEE PAGE 50

INVESTING IN LAND TRANSPORT
output classes

5 Efficient road maintenance investment and delivery

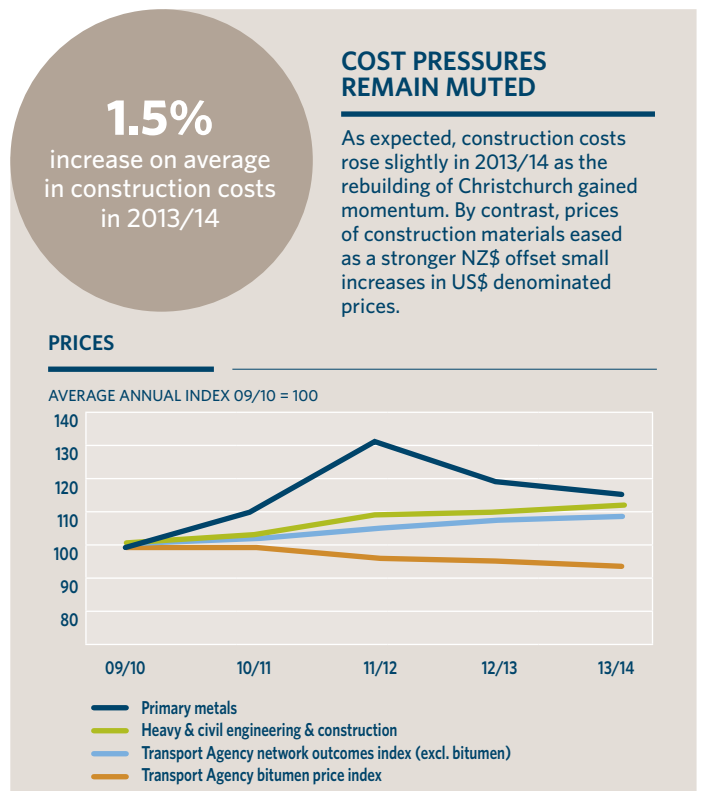
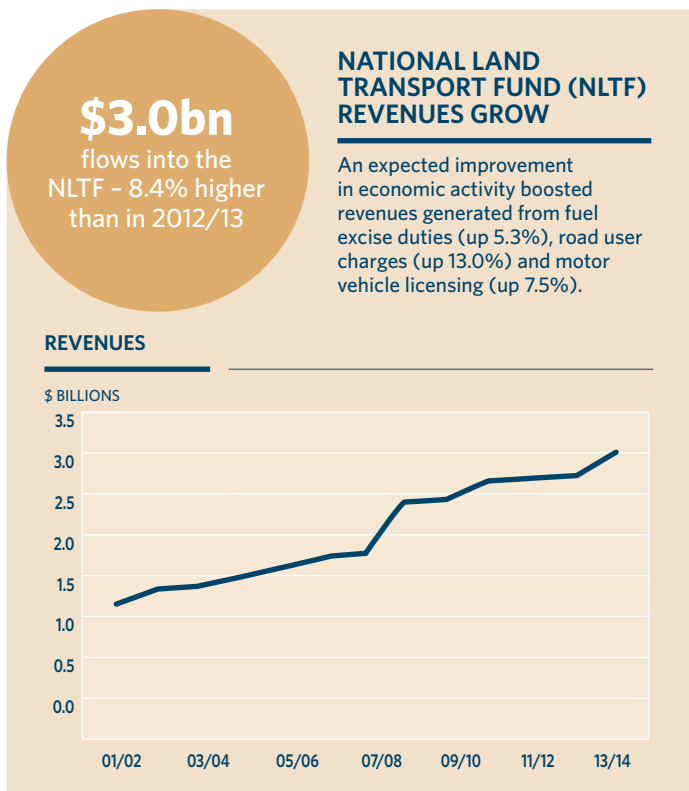
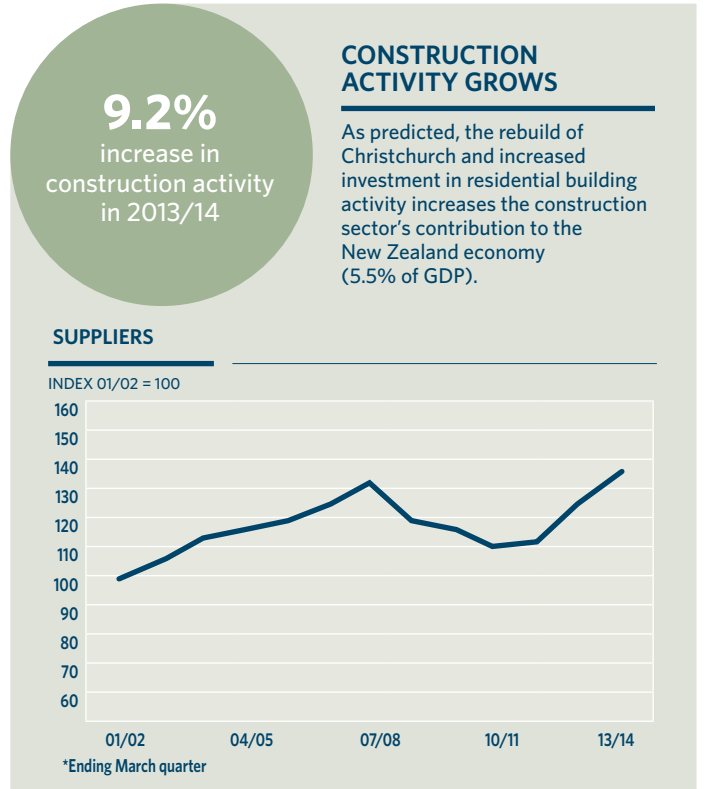
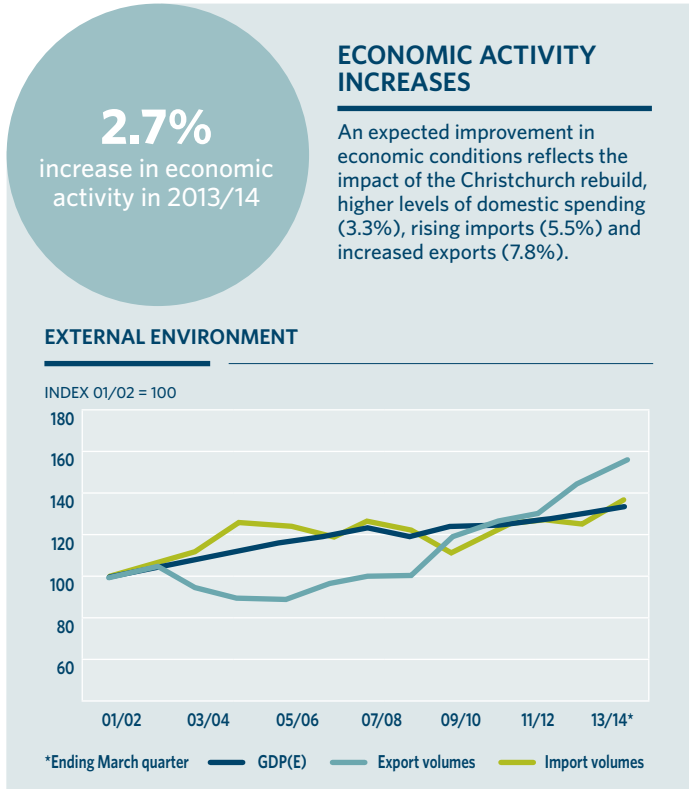
3-year emphasis of objectives 8 10 SEE PAGE 52

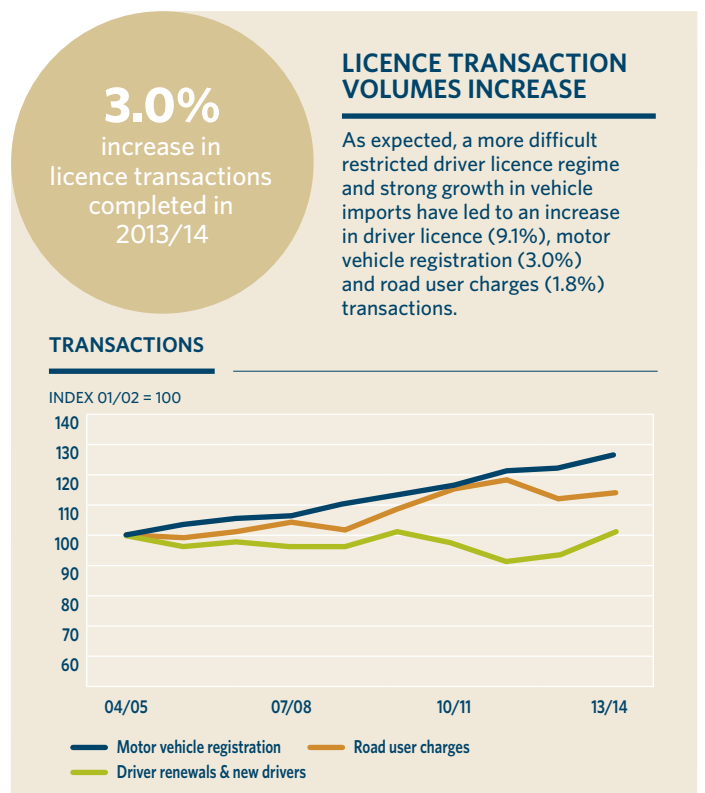
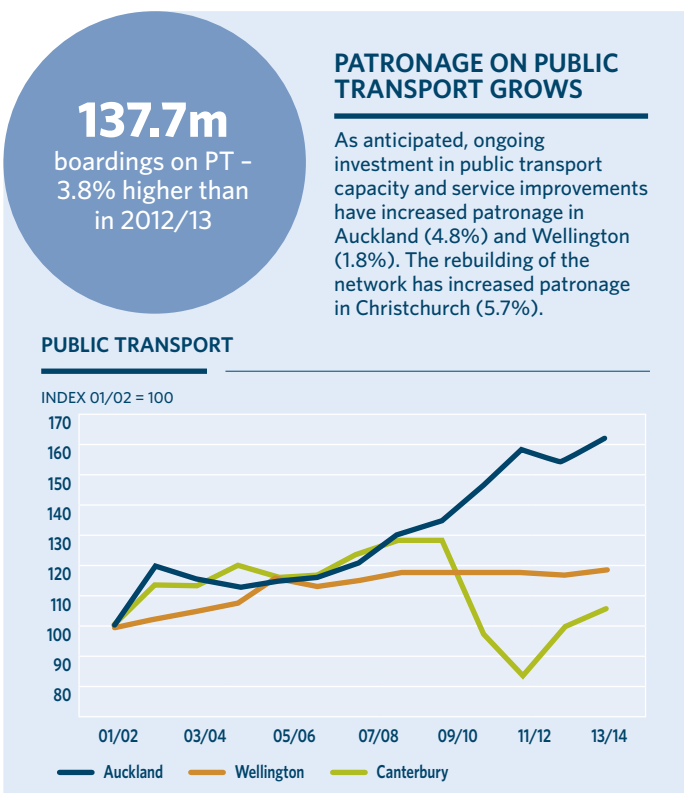
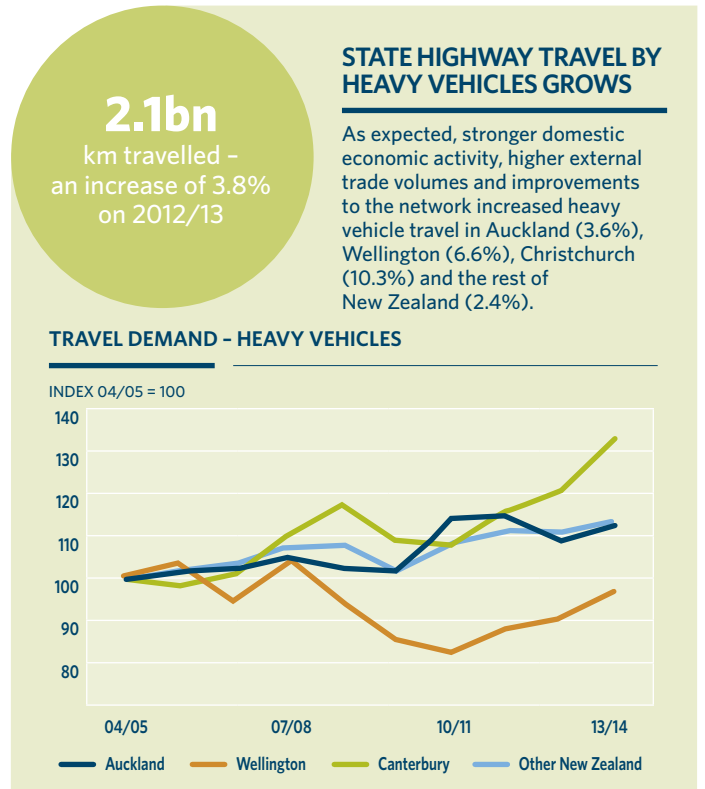
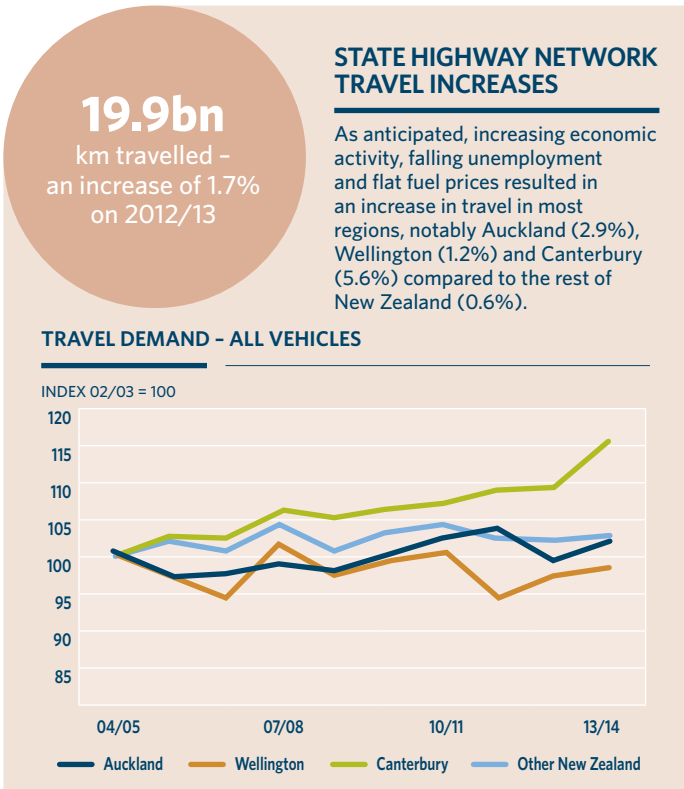


* For further information on output classes, refer to the *Statement of performance expectations*.

OUR OPERATING ENVIRONMENT IN 2013/14

This section summarises the key developments that have shaped our operating environment in 2013/14.





OUR ACTIVITIES

1.4

MILLION MOTOR VEHICLE REGISTRATION TRANSACTIONS COMPLETED ONLINE

1.44 million or 25% of all motor vehicle registration transactions were processed online during 2013/14. This result is a 36.6% increase on 2012/13 and was supported by improvements to our website and promotion using social media.

1.0%

OF NLTP EXPENDITURE SPENT ON MANAGING THE FUNDING ALLOCATION

Total expenditure on managing the funding allocation system was 0.1% lower than budget, despite increasing overall NLTP expenditure and additional Crown appropriations. Expenditure reflects continued fiscal prudence as well as delays in some planned business improvement projects, such as the review of the procurement framework and further improvements to the *Economic evaluation manual*.

1.2

MILLION ROAD USER CHARGE LICENCES WERE PURCHASED ONLINE

1.17 million or 50% of all road user charge licences were purchased online during 2013/14. The number of online transactions continues to grow following improvements to the payment facility, which widened the customer base to higher volume and value purchasers.

23,000

VISITS TO THE ROAD SAFETY EDUCATION PORTAL IN 2013/14

Teachers visited the road safety portal 23,000 times in 2013/14 - 14,000 visits came from New Zealand. About 6,600 classroom resources were downloaded during this period.

3,813

RAIL SAFETY OCCURRENCES REPORTED TO TRANSPORT AGENCY

3,813 rail safety occurrences were reported to the Transport Agency in 2013/14 - an increase of 5.5% on the previous year. Of the occurrences (accidents and incidents) reported, 324 were near collisions with vehicles, nine were serious injuries and 10 were fatalities.

6 of 6

LARGE STATE HIGHWAY PROJECTS COMPLETED ON TIME

Successfully delivered projects included Stage 1 of the Papakura Interchange upgrade in Auckland, the completion of the Ngaruawahia section of the Waikato Expressway and the Atiamuri Bridge replacement in Waikato, the realignment of the Arden Cottage Curves on SH2 in the Bay of Plenty, the Papatawa realignment in the Manawatū and the four-laning of the Yaldhurst to Waterloo Road section on the Western Corridor in Christchurch.

1,025

KILOMETRES OF STATE HIGHWAY PAVEMENT RENEWED

1,025 kilometres of the state highway network was renewed in 2013/14 - 13% lower than what was targeted. This reflects a more rigorous approach to renewals using our strategy of 'nationally planned and regionally delivered' and the intentional deferring of some works into 2014/15.

500

PEOPLE FROM OVER 41 ORGANISATIONS ATTENDED NINE SAFE SYSTEM IN PRACTICE TRAINING COURSES

We held Safe System in Practice courses in six towns and cities, with support from NZ Police and ACC.

26

RESEARCH PROGRAMME REPORTS WERE PUBLISHED ON THE TRANSPORT AGENCY'S WEBSITE

We published 26 research programme reports. Another 12 research projects were completed; the associated research reports were being finalised for publication. In addition, 20 research projects were actively managed, including 16 new contracts, which were put in place during the year.

76.5

OUT OF 100 - KIWIS COUNT SCORE FOR MOTOR VEHICLE RELATED SERVICES

Our average Kiwis Count survey score for the quality of service when issuing driver and vehicle licences was 4.5% higher than the public sector average for the nine-month period ended March 2014.

66.9%

MORE PEOPLE REGISTERED ON THE PRACTICE PROGRAMME IN 2013/14

17,755 learner licence drivers and 3,036 coaches registered for the free Practice practical driving programme, which was developed to help learner drivers pass their restricted driving test.

OUR FINANCES

47,885

VIEWS OF THE NEW SUITE
OF 33 LEARNER DRIVER
VIDEOS

Since January 2014, there have been 47,885 views of the videos. This compares to the 5,711 views of the previous set of 10 online learner driver videos over the six months ended December 2013.

\$1.8

BILLION SPENT
ON THE STATE
HIGHWAY NETWORK

\$1.8 billion was spent on the state highway network in 2013/14 – an increase of 17.2% on the previous year. This covers new and improved infrastructure, renewal of existing infrastructure, maintenance and operations.

We have ended the financial year to 30 June 2014 with a net surplus of \$78.7 million, compared to a surplus of \$56.8 million in the previous year.

Further information and analysis of our results is provided under 'Highlights from our financial statements' on pages 144 to 146.

\$2.2
BILLION

TOTAL INCOME

Our operating income was \$117 million higher than in 2012/13 due to changes in economic activity leading to an increase in motor vehicle registrations and road user charges revenue.

\$2.1
BILLION

TOTAL EXPENDITURE

Our total expenditure was \$95 million higher than in 2012/13. This reflects an increase in licensing volumes, land transport funding and state highway depreciation.

\$29.2
BILLION

TOTAL ASSETS

The total value of our assets is \$2.4 billion higher than in 2012/13, which reflects the \$1.4 billion invested in the state highway network and \$1.0 billion increase in the value of the network.

\$1.4
BILLION

CAPITAL EXPENDITURE

Our capital expenditure was \$242 million higher than in 2012/13. This is in line with our continued investment in roads of national significance and other capital projects.

OUR SUCCESSES

At the Transport Agency, we work hard to create effective and efficient transport solutions for a thriving New Zealand. This year we've been recognised, alongside our partners, by a number of leading industry and professional bodies for best practice and innovation.

FINANCE TEAM SETTING A BENCHMARK

Our professionalism and leadership were on show in 2013/14 with the Transport Agency's Finance team picking up two top awards.

Up against strong competition from Westpac and Mighty River Power, the Transport Agency Finance team came out on top as 'Finance Team of the Year' at the Chief Financial Officer (CFO) Summit in March 2014. The judges felt that the transformation and modernisation of the Transport Agency's finance function is a benchmark for the public sector. The award was sponsored by the Institute of Chartered Accountants.

The Institute also recognised Paul Helm, Chief Financial Officer at the Transport Agency, as the 2013 Public Sector CFO of the Year, at its annual awards ceremony in late 2013.

This award is open to all public sector CFOs and Paul was up against stiff competition from the Ministry of Education and the Auckland Health Alliance. The judges commented that, 'Paul has taken the finance function through significant change since 2009 and has demonstrated inspiring leadership and integrity during the transition.'

Paul acknowledged his team, other leaders and decision makers in the Transport Agency for their support in making important changes to financial systems over the past few years.



**THE TRANSFORMATION
AND MODERNISATION
OF THE TRANSPORT
AGENCY'S FINANCE
FUNCTION IS A
BENCHMARK FOR
THE PUBLIC SECTOR**

TRANSPORT AGENCY CONTACT CENTRE WINS HAT TRICK

The Transport Agency's contact centre received top honours this year at the Manawatū Contact Centre Awards, collecting three awards - the prestigious Contact Centre of the Year award, Customer Service Representative of the Year for Steve Williams and Trainer of the Year for Lynne Wrench.

Being recognised as contact centre of the Year isn't a new experience for the Transport Agency, having won in 2011. The judges commented that the Transport Agency contact centre 'continues to run like a well-oiled machine'. The achievements demonstrate that the focus on customers continues to make a difference.

The annual awards are open to over 30 contact centres in the Manawatū/Horowhenua area and a ceremony was held to present winners with their awards in front of 240 peers.

Customer service representative Steve Williams was praised for his winning phone manner and willingness to go out of his way 'to make the customer experience a positive one and provide them with more than expected', the judges said.

They said that trainer Lynne Wrench brought a 'refreshed, energised and very passionate style of training to the Transport Agency. She's a holistic and flexible teacher and easily able to modify her approach to group and individual needs'.

Michelle Charlton, Manager of Customer Information, said having a high number of finalists and winners is a real achievement. 'To win three prestigious awards is icing on the cake! To be recognised by our peers and the contact centre industry for the level of service we give to, and commitment we have for, our customers is outstanding'.



'We continue to put the customer at the heart of our business and it's really making a difference.'

TO WIN THREE PRESTIGIOUS AWARDS IS ICING ON THE CAKE!



SAFER JOURNEYS PARTNERSHIP PRAISED

The multi-agency programme, delivering a very positive trend in road safety, was praised recently by State Services Commissioner Iain Rennie.

In 2013, New Zealand recorded the lowest number of road deaths in over 60 years. The international measure of deaths per 100,000 of population reduced from 8.6, when Safer Journeys was launched in 2010, to 5.7 at the end of 2013. While this is still too high and there is no room for complacency, it is clear that with sustained partnership effort, our focus on the Safe System approach and the support of the New Zealand public, New Zealand is moving in the right direction to lessen the burden of serious road trauma.

Launched in 2010, Safer Journeys is the government's road safety strategy to 2020. It is a collaborative initiative of the National Road Safety Committee (NRSC), of which core members include the Ministry of Transport (MoT), the Transport Agency, NZ Police, ACC and Local Government NZ. The Health, Education and Justice ministries, as well as WorkSafe NZ are associate members.

'This is a very fine example of collective impact,' said Mr Rennie. 'Clearly, when government departments work together, they produce results that otherwise would not have been possible had they been working separately. This is the essence of Better Public Services,' he added.

The programme is based on the international best practice Safe System approach that aims to create a forgiving road system where a mistake does not cost a life or a limb. Strengthening every part of the system is at the heart of the approach: safer speeds, safer vehicles, safer road use, and safer roads and roadsides.

With the vision of 'a safe road system increasingly free of death and serious injury', Safer Journeys has initiated hundreds of actions in the last few years. The Transport Agency is proud to be instrumental in working with our partners and the New Zealand public to:

- improve safety for young drivers by raising the minimum driving age to 16, adopting a zero youth drink-drive limit and strengthening the licensing process
- improve the safety of the vehicle fleet by encouraging people to buy the safest car they can afford
- improve speed management by introducing variable speed limits outside schools and lowering the speed enforcement tolerance during holiday periods
- target investment to risk to make high-risk rural roads and high-risk intersections more forgiving of human error
- encourage safer road use by introducing alcohol interlocks, strengthening child restraint requirements and changing the give way rule
- design and construct roads of national significance (RoNS) to a minimum four-star KiwiRAP safety rating
- change the road safety conversation through campaigns such as 'Legend' and 'Mistakes'
- improve the understanding of the Safe System approach and empower sector staff to apply it every day by training over 1,000 people through the Safe System in Practice course.

IN 2013, NEW ZEALAND RECORDED THE LOWEST NUMBER OF ROAD DEATHS IN OVER 60 YEARS

Members of the National Road Safety Management Group, Lisa Rossiter from the Transport Agency and Superintendent Carey Griffiths from NZ Police, challenging Auckland stakeholders to adopt the world-leading Safe System approach to save lives and reduce serious injuries



CREATIVE ADVERTISING JUDGED BEST IN THE WORLD FOR 2014

This year the Transport Agency received worldwide recognition for road safety advertising that supports the Safer Journeys strategy, with our advertising agency, Clemenger BBDO, picking up several prestigious national and international awards for 'Mistakes' and 'Blazed'.

The 'Mistakes' advert shows that we share the road with others so the speed a person chooses to travel at needs to leave room for any potential error – whether it's theirs or someone else's. The advert 'Blazed' challenges perceptions about drug driving. Both speed and impairment are areas of high concern in Safer Journeys.

The Cannes Lions are the world's biggest advertising awards, celebrating the best ideas changing the way brands interact with their customers. This year our speed advert 'Mistakes' and drug driving advert 'Blazed' won three Gold Lions, two Silvers and a Bronze award.

This success follows on from the New York Festival and One Show international awards, where our speed advert 'Mistakes', and our two drug-driving adverts 'Blazed' and 'Expert Opinion' received one grand prize, five first place, two second place, five third place and six finalist awards. At the One Show, we were awarded Gold for 'Mistakes' and Bronze for 'Blazed'.

Continuing on the international front, TED, a global not-for-profit agency devoted to spreading ideas, selected our speed advert 'Mistakes' as one of the 10 winning ads to profile during their 2014 TEDActive conference in Whistler, Canada.

'Blazed' also won Gold at this year's Australian Gold Awards.

Closer to home, 'Blazed' took out a number of prestigious New Zealand awards, including Gold at the Beacon Awards (NZ Media Awards). It also won over judges at the 2014 Axis Awards, winning Best Ad of the Year, along with a swag of supporting awards, including one Grand Prix, four Golds and three Bronzes.

We also had online success, with our interactive driving game picking up Gold and a Craft award at the NZ Direct Marketing Awards.

Jennie Gianotti, Manager of Network User Behaviour, says the 'Mistakes' advert in particular has had an impact internationally. 'We've had requests from several countries to use our "Mistakes" concept and advertising, which tells us that speed is a universal road safety issue and that New Zealand's ads are setting the benchmark around the world.'



THE TRANSPORT AGENCY RECEIVED WORLDWIDE RECOGNITION FOR ROAD SAFETY ADVERTISING THAT SUPPORTS THE SAFER JOURNEYS STRATEGY, PICKING UP SEVERAL PRESTIGIOUS NATIONAL AND INTERNATIONAL AWARDS FOR 'MISTAKES' AND 'BLAZED'

PASS RATES CLIMB WHILE THE ROAD TOLL FALLS



In 2014, pass rates for New Zealand's computerised learner driver licence theory test reached 70% for the first time and serious crashes involving teenage drivers dropped to the lowest on record.

Nationwide, the pass rate for the Class 1 (car) theory test reached 70% in July 2014. This is a significant increase over previous years, from 60% at the same time in 2012 and less than 50% in 2009.

At the same time, the number of fatal and serious injury crashes involving teenage drivers in New Zealand dropped from 475 in 2008 to 257 in 2013.

The continual improvement in pass rates shows that young drivers are genuinely getting to know the road code and learning to be safe drivers.

The Transport Agency introduced computerised theory testing for learner driver licence tests nationwide in late 2009, replacing the old paper 'scratchie' test. The paper test was over 10 years old when replaced; people were memorising the question structure instead of learning the whole road code. The computerised test asks 25 general and 10 class-specific questions randomly selected from a databank of over 200 questions.

As well as increasing the difficulty of theory and practical driving tests, the Transport Agency has introduced a range of initiatives since 2008 to improve the safety of young drivers as part of the government's Safer Journeys action plan.

These include increasing the minimum driving age to 16, lowering the youth alcohol limit for teen drivers to zero and encouraging teen drivers and their parents to buy the safest vehicles they can afford.

CELEBRATING INNOVATION

The Transport Agency picked up the 3M Traffic Safety Innovation Awards at the 2013 IPENZ Transportation Group annual conference, for our rural intersection activated warning signs (RIAWS) trial. The award is coveted in the industry and recognises outstanding innovation and success in the field of road safety.

The RIAWS trial is one part of a wider programme to address safety at high-risk intersections as part of the Safer Journeys strategy and associated action plans.

The RIAWS trial introduced speed limit signs for through traffic at certain high-risk intersections, which are activated by the presence of crossing or turning vehicles. When the signs are activated, the through traffic reduces travel speed in the potential collision zone. When there are no crossing or turning vehicles at the intersection, the signs stay blank so the through vehicles are uninterrupted. This helps maintain the efficiency of the network.

Another Transport Agency project that supports Safer Journeys – the wide centreline trial led by Mark Lilley – was commended in the same category.



THE AWARD IS COVETED IN THE INDUSTRY AND RECOGNISES OUTSTANDING INNOVATION AND SUCCESS IN THE FIELD OF ROAD SAFETY

KIWIRAP WINS PRESTIGIOUS INTERNATIONAL AWARD



KiwiRAP, the Transport Agency's Road Assessment Programme, was selected as the winner of the prestigious 2013 International Global Road Achievement Awards (GRAA) in the safety category.

The selection was made by an independent panel of international judges. The Transport Agency and our partners now join an elite group of GRAA winners from across the globe.

KiwiRAP was developed by the Transport Agency in partnership with the NZ Automobile Association, Ministry of Transport, NZ Police and ACC and has been a joint agency initiative from the outset. It is a key tool in ensuring the successful delivery of Safer Journeys.

KiwiRAP risk mapping has been highly successful, using historical traffic and crash data to produce colour-coded maps illustrating the relative levels of personal and collective risk over the road network. Performance monitoring has allowed us to target resources to high-risk routes, achieving reductions in fatal and serious injury crashes and reducing crash rates by twice the national average.

This recognition follows on from KiwiRAP's success in 2012, when it picked up an Excellence in Engineering for Safety Award.

TRANSPORT PLANNERS TRANSFORMING PUBLIC PERCEPTION

In April 2014 at the New Zealand Planning Institute conference, the Transport Agency received recognition for best practice on the Christchurch Southern Motorway Stage 2 project.

Natasha Sitarz joined the Transport Agency in November 2011 to provide planning input to the project team through the Board of Inquiry process, which ended with a successful decision in November 2013.

Working with Godwell Mahowa, these two planners ensured key stakeholders and submitters had direct contact with the Transport Agency throughout the pre-notification, submission and hearings periods. Key to the successful consultation was the positive working relationships the project team built. The team was made up of people from a number of different organisations and disciplines, including GHD, Beca, Chapman Tripp, and The Property Group. They also had support from numerous Transport Agency staff.

The judges commented that 'the consultation strategies employed by the CSM2 Project Team (GHD, Beca and the Transport Agency) transformed public perception of the project and enabled a smooth journey through the national consenting process. When initially introduced, the Christchurch Southern Motorway Stage 2 project drew high levels of community opposition. However, over a three-year consultation and design process the multi-agency project team improved public perception and addressed many of the issues that were initially raised by interested and affected parties, such that only 43 submissions were received following notification, only 18 of which were in opposition.



Photo courtesy of NZPI. Andrew Willis (NZPI Award Panel Chair) presenting the award to Ainsley McLeod (Beca), Kimberley Rolton (GHD), Natasha Sitarz (Transport Agency) and Mary O'Callahan (GHD)

MAXIMISING OUR IMPACT ON FREIGHT EFFICIENCY

Last year saw the successful roll-out of 50MAX, a major initiative in the Transport Agency's priority to move more freight on fewer trucks. 50MAX truck combinations are high productivity motor vehicles (HPMVs) that are slightly longer than standard 44-tonne trucks. With an additional axle (nine in all), the design allows a total weight of 50 tonnes (hence the name), while also minimising the impact on bridges and pavements. Because the infrastructure impact is similar to standard 44-tonne trucks, the 50MAX can have greater network access. 'Before October last year, no-one had heard of 50MAX - now many freight businesses either use them or have them on order,' said Harry Wilson, the Agency's Freight Portfolio Director.

A high-productivity freight vehicle for the wider network

While heavier HPMVs can access around 6,500 kilometres of roads, 50MAX can access the majority of the network. 'We wanted an HPMV that could deliver a productivity gain across New Zealand's productive heartland - where freight volumes are considerable and the distance to market long,' said Graham Taylor, National Network Optimisation Manager. The 50MAX design provides this trade-off between carrying more and having network access. Each 50MAX trip gives payload productivity of around 15%, meaning the benefits of reducing freight costs can be shared throughout New Zealand.

Popular with the road freight industry

For operators, 50MAX is 'a godsend', according to Basil Richards of Whāngārei's GC Stokes Transport Ltd. Basil, an operations manager looking after 21 logging trucks, first applied for a 50MAX permit in November 2013 and now has three making three trips a day. 'We are always short of drivers and trucks, so being able to put an extra five tonnes on is really working for us. It means we are actually transporting an additional 45 tonnes a day. We are really pleased - 50MAX is a great asset.'



Productivity and safety benefits

Reducing 11 truck trips down to nine provides safety benefits as well as economic, with fewer trucks on the road reducing the crash risk. 50MAX must also meet the high safety standards required of other HPMVs (such as increased stability and electronic braking systems). These newer trucks also tend to have additional safety measures, such as speed limiters, GPS monitoring, weight load cells and electronic stability control (ESC).

Exceeding our targets and innovating our service

Our goal was to establish a single 50MAX permit system allowing conditional network access, including local roads where local councils have 'opted-in'. The 2013/14 goal was to have half of New Zealand's local councils signed-up and permits issued in five working days. Since the October 2013 launch, we have passed the 1,000 milestone for permits and they are processed within five working days. Access has now been approved on most state highways and 67% of the local road network (except for some do-not-cross bridges). We also developed a simplified permit application process and online 'zoomable' maps, which are popular with industry, councils and NZ Police, because they make it clear where 50MAX can and cannot access. In terms of moving freight, 50MAX travel has gone from nothing to around 30 million kilometres in just eight months. This increase has made a significant contribution to achieving our 2013/14 target of having HPMVs make up 20% of heavy truck movements.

Uptake continuing into 2014/15

Back in Northland, Basil says he has ordered more trucks to 50MAX specifications. These are great trucks and the stability with the extra axle is amazing. The safety features are great and the units are rocking. We can actually stack the wood lower, so that lower centre of gravity also makes it safer.' And industry is voting with its wheels by using and buying 50MAX trucks - suggesting a bright future for this innovative transport solution that will help New Zealand thrive.

**BEFORE OCTOBER LAST YEAR,
NO-ONE HAD HEARD OF 50MAX -
NOW MANY FREIGHT BUSINESSES
EITHER USE THEM OR HAVE THEM
ON ORDER**