



Presentation to: Plimmerton Rotary Club

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The Road Transport Forum - RTF

The RTF provides unified national representation for the trucking associations:

- Road Transport Associations New Zealand (RTANZ)
- National Road Carriers (NRC)
- New Zealand Trucking Association

The affiliated representation of the RTF is:

- About 3,000 individual road transport companies
- 16-18,000 trucks involved in road freight transport
- Companies that provide services allied to road freight transport

ROAD TRANSPORT
ASSOCIATION 

NZTRUCKING[®]
ASSOCIATION



The road freight transport industry



- Employs 26,600 people (3.0% of the workforce)
- Has a gross annual turnover of about \$6 billion
- Transports about 70% of New Zealand's land-based freight (on a tonne/kilometre basis)

Road safety

The road is a workplace so safety is essential - industry initiatives include:

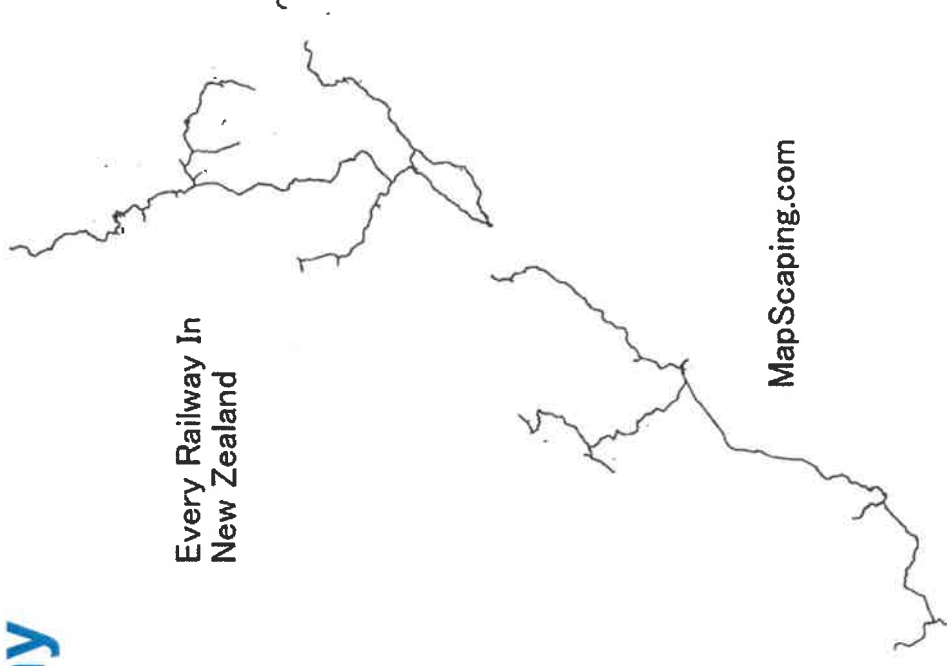
- The Rollover Prevention Safer Journey's Programme, with NZTA – the key theme is that more is expected of professional drivers
- Share the Road Safely with Big Trucks and the Safety MAN Road Safety Truck – allows other road users, particularly children to learn about safety around heavy vehicles
- Primary school resource, with NZTA, Keeping Safe Around Big Trucks



Driving the economy

Here's a map of every railway line
in New Zealand –
4,000 kilometres of rail track

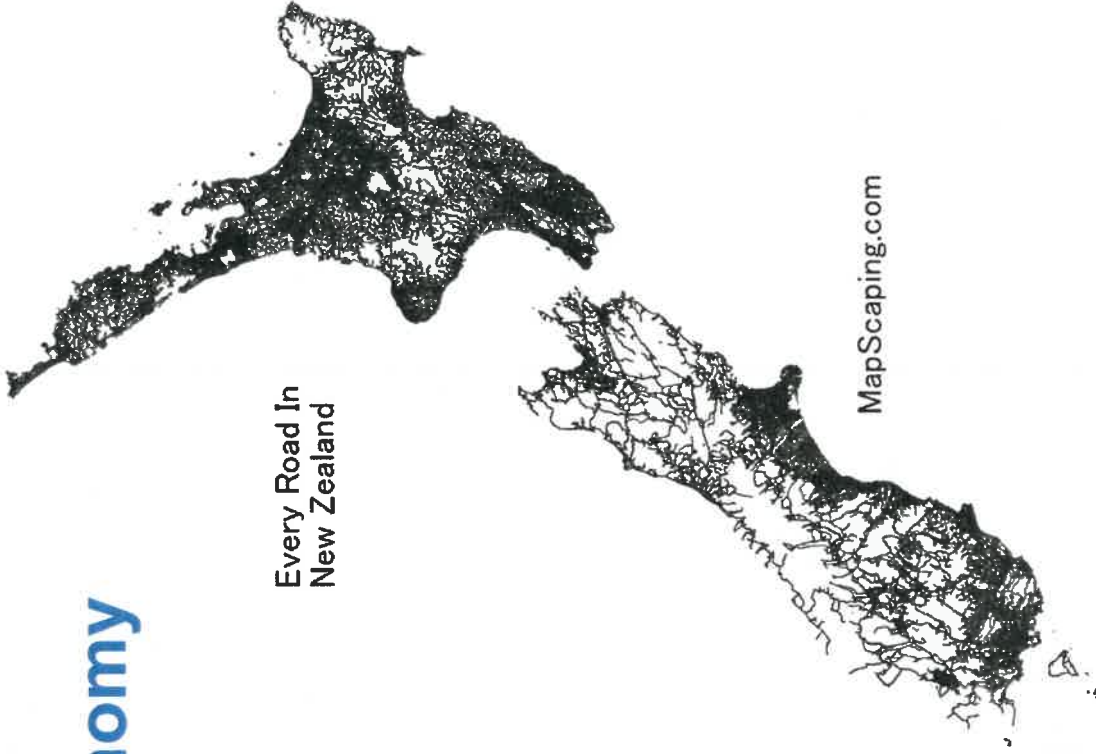
Every Railway In
New Zealand



MapScaping.com

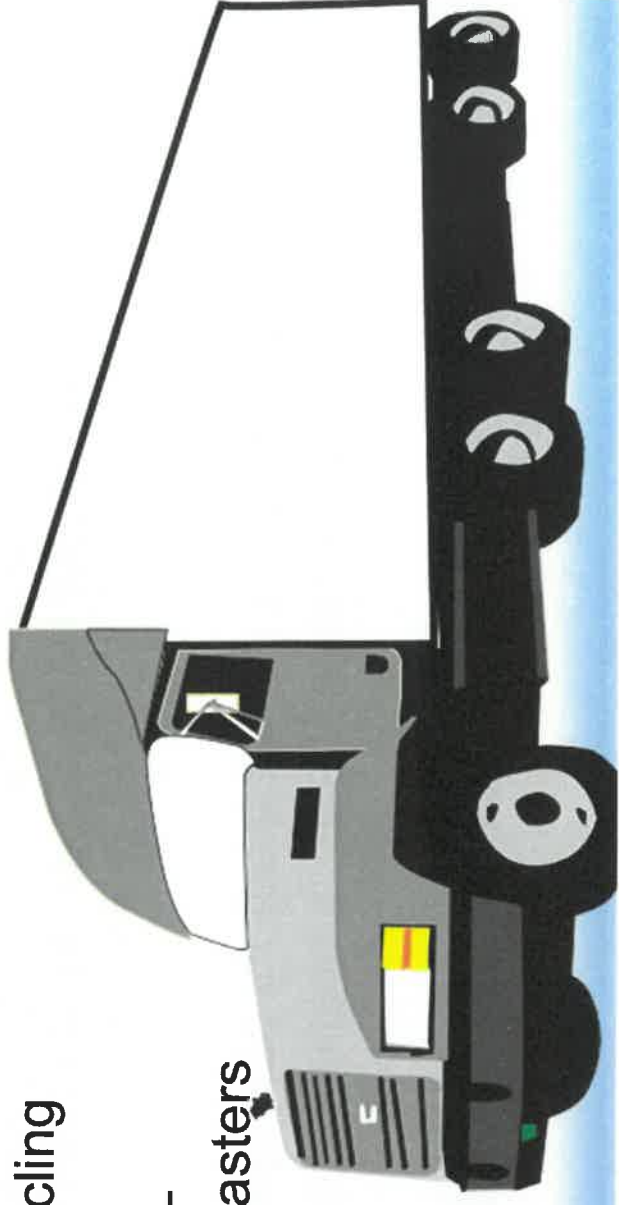
Driving the economy

And here's every road –
93,000 kilometres of road



Driving the economy

- 93,000 kilometres of road vs. 4,000 kilometres of rail track – the flexibility of road freight is impossible to match
- Road transport delivers everything but a baby – round the clock, every day
- Takes away all the waste/ recycling
- Roads more resilient than rail – in weather events and natural disasters



Driving the economy

- We all pay for the roads – over \$2 billion in taxes (petrol tax and Road User Charges) each year is collected for the National Land Transport Fund (NLTF)
- But this fund is being used to fund modes of transport that make no contribution to the NLTF – this cross-subsidisation is at the expense of roads and hits consumers in the back pocket
- RUCs add to a road transport operator's costs and those costs are passed down the supply chain
- If you receive money from the NLTF, you should contribute to the fund comparable to fuel tax and RUCs

Government running down roads



Transport Minister Phil Twyford:

“There has been an over-investment in roads and motorways for decades in this country”



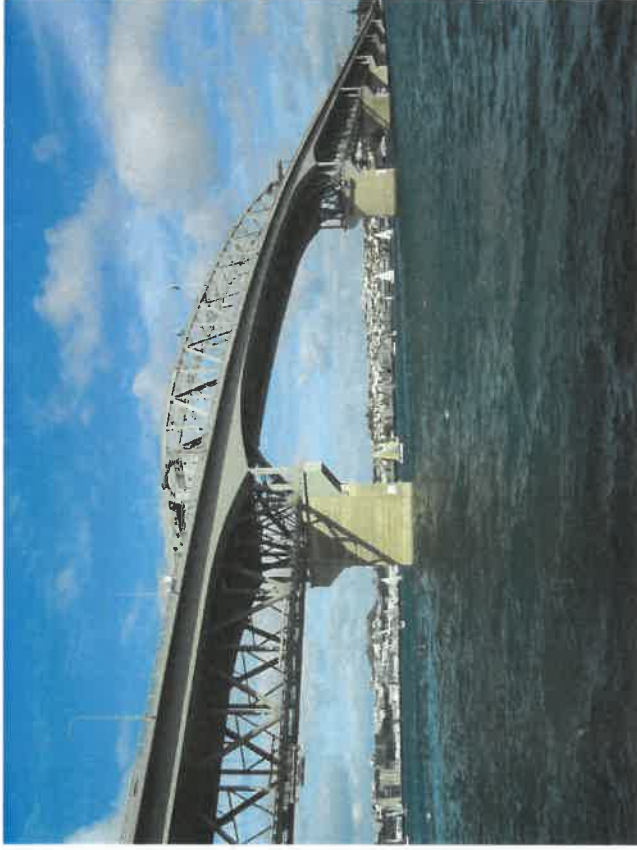
Prime Minister Jacinda Ardern – Budget 2019 speech:

“If you want to talk about safety on our roads, get freight off it and get it on to rail.”

Government running down roads

- The Government is spending money on rail – Budget 2019 allocated \$1.4 billion to the rail system – yet rail meets only 7% of New Zealand’s freight task
- At the same time, spending on roads has been pulled back – this is ideologically driven and anti-choice, rather than having an economic wellbeing focus – we need both roads and rail
- Only one new roading project currently on the books – Manawatu Gorge replacement. There are no new highways on the horizon – 12 projects shelved
- Government won’t take advice of the Prime Minister’s Business Advisory Council on roads

Government running down roads



It would be “really bad policy” to proceed with the 12-roading projects presently on hold or under review and to open them to private investment. “None of those roads have enough traffic on them to generate anything like the kind of revenue you would need to pay for them, to service the debt. It’s just not realistic.”

- Transport Minister Phil Twyford

The Auckland Harbour Bridge
had a 0.8 benefit/cost ratio =

on Phil Twyford’s words, we would
never have built it

Some myth busters and facts



Only 3-7% of the road freight task is contestable by rail – conversely, most rail freight is contestable by road (except coal transport across the Southern Alps)

Trucks deliver direct – door-to-door

International research proves – road and rail are similarly fuel efficient over medium distances

Rail offers no fuel consumption benefits for freight carried less than 400 kilometres

Perishable and time-sensitive goods - like fresh fruit and vegetables need fast, just-in-time delivery

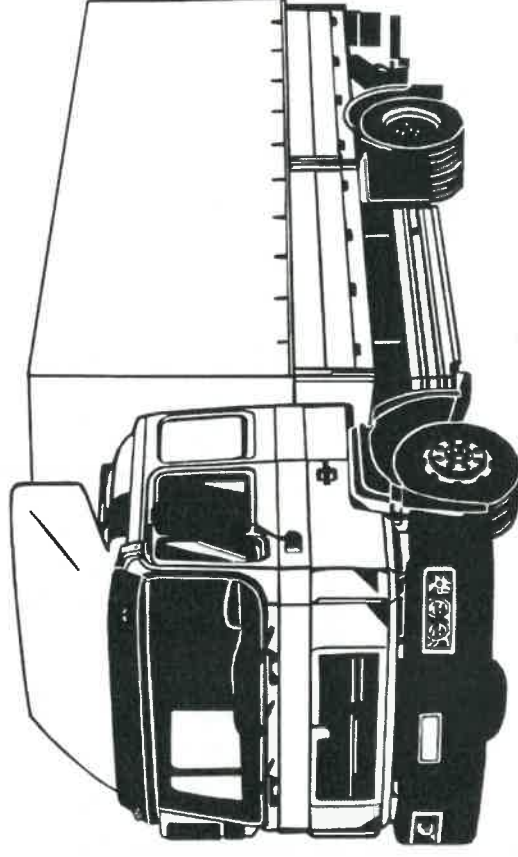
80% of freight is delivered within a region – not contestable by rail

Trucks use diesel –

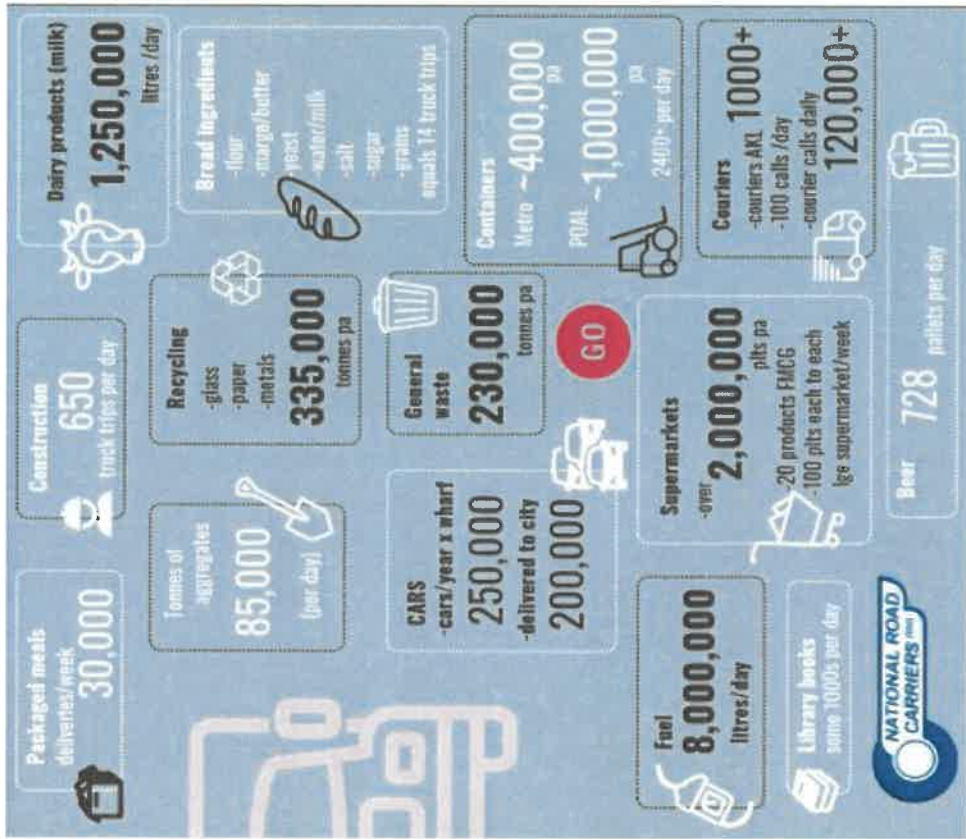
20-25% more fuel efficient than petrol power

Trucks use 33% less fuel than they did 30 years ago

Noxious emissions from trucks - slashed by 98% since 1990



10 trucking facts – stuff that moves in Auckland



Local issues

- **Transmission Gully**
 - 100,000 tonnes of aggregate will be imported from beyond the region, via truck = **COST, \$6 MILLION**
- **Get Wellington Moving**
 - Unfunded plan – pitched too far in the future to provide surety
 - One small part of the region, funded by the other parts
- **Otaki to Levin**
 - Unfinished link in the chain



Where are we headed?

- Rigid prescriptive planning and misguided political intervention will result in
 - Massive mis-investment
 - An inefficient transport sector
 - Bad economic outcomes
 - Pain for consumers as the cost of all goods, including essentials such as food, continue to increase
- We all need and use the roads. Government needs to continue to invest – not just in the trimmings
- We all need to be able to travel to where we need to go safely, and in a timely way – slowing down speed limits will hinder that
- Technology will deliver carbon emission reductions. Industry must adapt but this will take time

Questions?

