

**Stand &
Deliver**



IPENZ Transportation
Group Conference
18 - 21 March / 2012

Session I: Heavy Motor Vehicles

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Stephen Patience

Update on High Productivity Motor Vehicles Project

VDM Rule implementation – A review of the first year

Presentation to the IPENZ Transportation Group Conference

21 March 2012, Rotorua

Stephen Patience – Project Manager



VDM Rule Amendment

1 May 2010

- Permits for vehicles to operate on approved routes above 44 T and/or up to 22m or greater for proformas
- Operates under a route specific HPMV permit for 1 year for higher mass
- 'H' sign on the front and rear
- Aims to improve fleet productivity and improve NZ's competitiveness – freight volumes are predicted to rise



HPMV applications (as at February 2012)

	Numbers
Approved - Over length	908
Approved - Over weight	566
Declined	516
In progress	289
Total received	2279

Total permit lengths for increased weight total 60,000km

Applications by load and industry

Forestry	34%
General Bulk (aggregates, coal & fertiliser)	17%
Containers	14%
Agricultural products	10%
Vehicles	7%
Bulk liquid	7%
Waste	6%
General Freight	5%

Implementation review

- How well did the first year go?
- Looked at:
 - Economic benefits
 - Issues expressed by the road transport industry and local government
 - What could be improved



Review highlights

- About \$9M in national economic benefits with no capital investment – meets expectations
- Over-length permits have generated the highest returns
- Higher mass permits have generated a modest return (route restrictions)
- Same freight task productivity gains:
 - 20% decrease in trips for higher mass; and
 - 14% decrease in trips for over length

Responding to the review

- Continuous improvement has addressed industry demand for axle weight flexibility
- Permit processing times improving – project to consolidate and integrate all permitting
- Manual for HPMV permitting - for industry, councils, Police, NZTA & consultants
- Provide up-to-date maps for route availability
- Proposals to strengthen bridges for HPMV routes (critical to resolving route availability)



HIGH PRODUCTIVITY MOTOR VEHICLE ROUTE INVESTMENT FOR 2012-15

FEBRUARY 2012

NORTH ISLAND

SOUTH ISLAND

Approximately 4500km are being assessed for HPMVs

New Plymouth to Hamilton Route Under Investigation

Wanganui to Hawera Route Under Investigation

Picton to Christchurch Route Under Investigation

- HIGH PRODUCTIVITY MOTOR VEHICLES INVESTMENT ROUTES**
- Routes Under Investigation
 - HPMV Routes
 - State Highway
 - Urban Areas

Case study – over length

- The company moves general bulk and freight with 120 trucks
- They built a vehicle combination from spares and built 2 more
- Moving 40 and 20 foot containers, they can save one truck journey per freight task, and estimate halving of container costs from \$6 to \$3 /km, thus increasing the financial return



Case study – higher mass

- Solid Energy supplies 180,000 T of coal each year from New Vale mine to Edendale
- 63 T permit approved for purpose built 10 axle vehicle for heavy loads
- Expect to save 1800 trips (108,000 kms) per year



New generation HPMVs deliver freight productivity

- 62T, 24M, 40 wheels, 11 axles
- Route specific when loaded >44T. No general access
- Pan Pac mill to Napier Port and central NI forests
- ABS / EBS braking, quiet and fuel efficient
- Road tested before NZTA approved
- By end 2012, the same freight task achieved with half their current fleet
- A great example of NZTA & industry working together





More information

- The Monitoring Evaluation and Review available here:

nzta.govt.nz/hpmv



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