

Western Bay of Plenty District Council

Minutes of Meeting No. RUR8 of the Rural Committee held on 10 April 2018 in the Council Chamber, Barkes Corner, Tauranga commencing at 9.30am

Present

Councillor K Marsh (Chairperson), Councillors G Dally, M Dean, M Lally, P Mackay, D Marshall, J Palmer, J Scrimgeour, D Thwaites, M Williams and His Worship the Mayor G J Webber

In Attendance

M Taris (Chief Executive Officer), G Allis (Deputy Chief Executive), P Hennessey (Strategic Advisor), G Payne (Strategic Advisor), J Paterson (Transportation Manager), L Stock (Customer Services Representative), and M Parnell (Democracy Advisor)

Others

Two members of the media, one member of the public and as listed in the minutes.

Apologies

It was noted that Councillor Murray-Benge was on leave of absence.

Presentations

RUR8.1

Road Transport Forum New Zealand

The Rural Committee considered a presentation from Ken Shirley, Chief Executive Officer of the Road Transport Forum New Zealand. He was supported by David Cox, the Road Transport Forum Area Representative for the Bay of Plenty, Taupo and Poverty Bay.

Mr Shirley introduced himself to the Committee and explained his role and the way the Road Transport Forum functioned. He advised that he was part of a small team in Wellington that worked closely with local area

representatives like Mr Cox. Mr Shirley described the Road Transport Forum's role within the context of the transport sector in New Zealand and some of the historic factors that contributed to the current context.

Mr Shirley talked about global freighting solutions and advised that although European countries had invested a lot of money into driving their freight off the roads and onto rail and water, that most countries still had a higher percentage of road freight than New Zealand. He explained that during the Kaikoura earthquake that a ship had been organised to freight items that would have normally be taken by rail but it ended up being easier to take them via road because the ship needed to wait for more cargo to be available to make it a viable option.

Mr Shirley advised that making good choices around methods of freighting could improve productivity across the economy and explain the origin of the 50 max policy; and how the design of modern trucks meant that they could carry more, their load was better distributed to prevent wear and tear on the roads and to better distribute the freight load over bridges and culverts. The more individual trucks could carry, the less trucks needed to be on the road and the transport industry was also very aware that, while roads were made to be used, they needed to be used at an affordable rate of consumption.

He also explained about some of the new technology coming through for trucks at the moment and how the accident rate supported that these trucks were much safer. He advised that while there had been an increase of 12,000 heavy trucks in the last six years, that there had been many more light vehicles on the roads, and that this was a symptom of an expanding economy.

Mr Shirley spoke to a tabled document and advised of some of the issues facing the Road Transport Forum including poor and inconsistent design of roads lacking vigour for heavy vehicles, excessive remedial works, small carriageway lengths, no edges on roads and a lack of decent rest stops. He also spoke about the de-carbonisation of transport. He explained that while electronic vehicles were expensive now that economies of scale would work out and a major change to electronic vehicles was likely in his lifetime.

Mr Shirley also spoke to transportation issues locally and advised of the congestion he experiences travelling from Omokoroa to the meeting that morning. He explained that there had been a change in focus with the change in government and that in some areas of the country the preferred mode of transport was actually more expensive than other options and that money that had been previously allocated to roading was being put towards footpaths, cycle ways and rail. He advised that the Road Transportation Forum did not prefer one mode of transport over another but saw trucks, trains and boats as tools to be used and that freight was a

driver of the economy. He explained the Road Transport Forum was opposed to regional fuel taxes as the fuel excise duty was already in place.

Mr Cox introduced himself to the Committee and explained his role as the Local Area Representative. He advised he was keen to meet with staff and be involved in further meetings with this Council as a part of his role. He explained he has helped local councils when they have been reviewing their bylaws and is happy to work with councils regarding complaints around heavy vehicles.

In response to questions, Mr Shirley and Mr Cox advised as follows:

- The best practice for road pricing involved calculations of mass, time, distance and location. This would also take into consideration the lower capacity of rural roads and dry versus wet conditions.
- This particular area was experiencing some unique transportation issues due to the growth in the area and required access to the Port of Tauranga.
- This government's focus seemed to be on road safety and research showed the best thing that could be done to make roads safer was to separate carriage on roads with a median barrier.
- Decisions being made at other national ports effected freight in the area. For example if vehicles were no longer being shipped to Auckland, then they would need to be shipped elsewhere and transported by road to Auckland, which was where the majority of vehicles needed to go.
- The transport industry were price takers rather than price makers so it made the most sense to transport freight the shortest route which meant State Highway 29 was not necessarily the best option. This would change if a road tunnel was created though the Kaimais, which Mr Shirley thought was geologically possible and also a common practice in Europe. Currently the installation of roundabouts on State Highway Two was discouraging drivers from using that route.
- Mr Cox did not know what the solution was to create better truck stop facilities for drivers but explained that any issues being caused by any of their members, he would be happy to talk to them.
- They agreed that a dump site or dump sites in the Western Bay of Plenty would be of use. The transport industry had strict rules around effluent dumping but these were not adequately policed. They had also observed that dump sites in other areas seemed to be over designed and there were not enough of them.
- They did try and submit on local transport plans. The national team did not have the resources to oversee this but the local area representatives supported their local members' submissions to these plans.
- Containerisation was becoming a global standard. It did bring its challenges like the need for better coordination at freight hubs to avoid the need to transport empty containers.

The Chairperson thanked Mr Shirley and Mr Cox for their presentation.

Resolved: Marshall / Dally

THAT the presentation from the Road Transport Forum New Zealand be received.

Information

RUR8.2 Staff Update Report

The Rural Committee considered a report from the Deputy Chief Executive dated 10 April 2018 as circulated with the agenda.

Mayor Webber advised that his and the CEO's meeting with Eastpack was successful and that Eastpack had reported back that concerns raised in their previous presentation had been or were being addressed. He advised that Priority One had called a meeting of the members of the kiwifruit industry and that similar feedback was received from other members who had presented and that the work the Rural Committee had been doing was valued.

He advised that there would be further meetings of the port and logistics people to find out where to from here. The information from that would be presented to SmartGrowth and become part of their planning document.

The Deputy Chief Executive advised that work to footpaths in Te Puke had already started direct following the Mayor's meeting with Eastpack.

Resolved: Mayor Webber / Marsh

THAT the report from the Deputy Chief Executive dated 10 April 2018 be received.

The meeting concluded at 10.48am.

RUR8