THE NEWS SOURCE FOR TRANSPORT, LOGISTICS AND HEAVY EQUIPMENT

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JW GROUP PARTNERS WITH COMMERCIAL VEHICLE GIANT GEELY

Auckland-based bus importer JW Group has signed a distribution deal with Chinese commercial vehicle giant Geely.

Geely Commercial Vehicles Group is focused on commercial vehicles powered by zero emission alternative fuels.

JW Group expects to have the first Geely fully electric three-axle trial bus in the country by early next year.

The partnership will complement the line-up of fully electric Yutong buses which JW Group already imports, and which are now part of zero-emission fleets for Auckland Transport and Environment Canterbury.

JW Group general manager **Jo Crickett** says he's "pumped" about the deal which marks an important step for further growth of the company and its EV offering.

"We're seeking to have the same success with this brand that we've already seen with our Yutong bus and coach product," he says.

On top of the EV bus, the partnership will also see the distributor bring in some Geely right-hand drive EV trucks within the next two years.

Light commercial vehicles like vans will be in the pipeline. "This is all part of the goal to extend the JW Group business and further our offerings throughout New Zealand," Crickett says.

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JW Group hasn't looked to the truck market before, focusing only on buses, but getting some demo models into the country is the first step.

Future local customers should benefit from the deal given Geely's size and "huge buying power", he says.

Crickett reckons Kiwis could expect to see more Chinese-manufactured commercial vehicles on local roads in years to come.

Chinese products and technology "have the edge" on many other brands when it comes to electric vehicles, he says.

"These are very sophisticated vehicles, with technology and scale of production that leads the market."

Meanwhile, although COVID-19 has had "an extreme impact" on the tourism and coach industry, it has helped drive some uptake in EV adoption.

In October last year, JW Group delivered New Zealand's first extra-large three axle electric bus to Auckland Transport.

It's operated by Howick and Eastern Buses on the Britomart route and is one of the largest electric vehicles in

JO CRICKETT

WEI ZHOU

Australasia. It can seat 78 passengers and is powered by a CATL 422kw battery with a 450km range.

It followed a 2018 and 2019 trial in which JW Group supplied a two axle EV bus to AT. The trial helped AT build confidence in operating an electric bus within its fleet to meet the demands of public transport.

It's also helping AT meet its commitment to not procuring diesel buses from 2025 as laid out in its Low Emission Bus Roadmap. This commits to transitioning the entire public transport bus fleet from diesel to low emission (electric and hydrogen) by 2040.

The group also provides full servicing,

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JW GROUP HAS ALREADY DELIVERED ZERO EMISSION YUTONG BUSES TO FLEETS IN AUCKLAND AND CANTERBURY.

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charging infrastructure and employs trained technicians based in Auckland and Christchurch.

However, being electric vehicles, servicing "is a breeze" compared to the diesel varieties, Crickett says.

The group's total zero emission deliveries in New Zealand so far include nine E12 city buses for Auckland's Airporter service run by Go Bus; one E13 city bus for AT; three E12 city buses in Christchurch for Go Bus, and two TCE12 electric coaches for Auckland's Mahu City Express.

The company also has 19 EV buses on order due for delivery by the end of the year to two separate customers.

JW Group has been operating for five years, starting as a heavy diesel commercial workshop in Auckland before expanding into a workshop and sales for the Yutong and Geely products.

"JW Group is proud to be introducing high-quality vehicles manufactured by Geely that will help drive New Zealand's zero emission future," managing director **Wei Zhou** says.

"Our experience within the zero-emission bus space has given us a great head start for what we want to be doing in the truck world.

"We're also members of the Bus and Coach Association, NZ Trucking Association and sponsor Evolocity which works in schools to build electric carts and race them," Zhou says.

Geely Commercial Vehicles Group was established in 2016 and is a wholly owned subsidiary of Zhejiang Geely Holding Group (ZGH) which is listed on the Hong Kong Stock Exchange.

ZGH is a Fortune Global 500 company with assets totalling more than 480 billion yuan and employing more than 120,000 people.

Along with Geely, ZGH brands include Lynk & Co, Volvo Cars, Polestar, Proton, Lotus, and London Electric Vehicle Company. The group is also the largest shareholder in Volvo AB and Daimler AG.

Zhejiang Geely Holding Group announced that its total group sales exceeded 2.1 million units in 2020.

CODA GROUP APPOINTS NEW BOSS

New Zealand logistics provider CODA Group has appointed **Deena Clarkson** to the role of chief executive.

Clarkson commenced her role on August 30 and brings more than 20 years of experience in sales and logistics.

Her most recent roles were programme director for Fonterra supply chain automation and New Zealand Distribution Centres general manager.

Group chairman **John Loughlin** says the team is excited to welcome Clarkson "who brings extensive freight and logistics experience with a deep understanding of the operational challenges across New Zealand's supply chain".

"Deena has been instrumental in leading New Zealand's largest supply chain over the past 10 years, transforming operational excellence and productivity improvements across the physical logistics network.

"Deena has proven success in creating a safety culture and sustainable management of critical risk within a highly complex operational environment.

"She has demonstrated experience in building high performing teams and we look forward to her aligning with the CODA Group strategy to deliver on our long-term relationships with customers and strategic partners," Loughlin says.

CODA Group has established a significant position in New Zealand as an innovative logistics provider, he

DEENA CLARKSON

says.

"Our focus is continued investment in technology to optimise transport flows and create a highly efficient supply chain for New Zealand."

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ANOTHER LOCKDOWN, MORE SCRAMBLING

NIGEL MOFFIET
EDITOR ***TRANSPORTTALK***

As we plunged into another level 4 lockdown there was a sense of greater confidence and that things would get done properly. We knew the truckies would keep on trucking.

This was unlike the first lockdown of 2020 which carried a lot more uncertainly.

And as the country moved into different alert levels and the borders returned there was hope that essential travel would be more organised this time around.

But along came another curve ball – essential workers crossing the Auckland border will be required to have weekly COVID testing.

Truckies say they were "blindsided" by the announcement and there was no consultation with the freight industry beforehand.

Transport operators weren't even given a heads-up; they simply learned of the decision through the 1pm COVID-19 media briefings and were left scrambling.

Well done to the Road Transport Forum and other industry bodies for working hard to clarify details for operators and managing to extend the roll-out to give people more time to prepare.

What is required is now becoming clearer. Drivers will need to provide proof of a COVID-19 test within seven days before crossing the Auckland borders. Saliva testing will also be an approved method.

The details are still being etched out as I write this and I'm sure there has been a lot of work going on behind the scenes to get more clarity.

The transport industry has made clear it has no problem with COVID-19 testing and will do its part to make sure Kiwis stay safe.

But when it comes to the health response, essential freight operators and the work they do can't be forgotten.

I reckon COVID-19 and the lockdowns have highlighted more than any other time the important and essential role that truckies and essential freight operators play.

It's shown even the general public that no matter what, freight has to keep moving.

But perhaps it's a message quickly forgotten and lost.

Last minute scrambling, lack of communication by officials and putting the transport industry as an afterthought in the planning process isn't good enough.

The industry demands more respect than that.

Nigel Moffiet
TRANSPORTTALK EDITOR

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RAFAEL ALVARENGA

SCANIA NZ WELCOMES NEW MANAGING DIRECTOR

Scania New Zealand is welcoming the appointment of **Rafael Alvarenga** as its new managing director.

He started the role on September 1, succeeding **Mattias Lundholm** who has returned to Sweden following a three-year stint in the role after launching Scania NZ into the local market.

"I'm excited to start my new chapter with Scania in New Zealand and pick up where Mattias has left off," Alvarenga says. "I look forward to continuing the growth and success of the New Zealand business and experiencing the Kiwi."

Scania expanded significantly throughout New Zealand last year and now enjoys a stable of 24 nation-wide service centres, of which 10 are Scania NZ branches and 14 are independent approved service centres.

Alvarenga has worked in the automotive industry since 1996, spending eight years at Volkswagen Passenger Vehicles in Brazil before joining Scania Latin America in 2004.

For the past four years, he's been the services director at Scania India. His career with Scania has seen him in a variety of roles across application engineering, sales, key account management and most recently, services.

Alvarenga graduated as an engineer in 2005 and in 2011 received an MBA in business management.

He comes to New Zealand with his wife and three children and has a passion for football.

Scania NZ says it welcomes Alvarenga to the team and offers heartfelt thanks to Lundholm for his "amazing contribution" to the business during the last three years.

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"It was important to select a chief executive who brings deep industry knowledge with proven success to evolve our service offering and improve our customer experience.

"Deena is passionate about people, has a charismatic leadership style and proven success in building customer relationships. We are excited to have attracted an experienced, high calibre leader to accelerate our journey," Loughlin says.

$24.3B TRANSPORT INVESTMENT HIGHLIGHTS 'DETERIORATING ROADS'

The Government is making a record $24.3 billion investment in transport services and infrastructure over the next three years which includes spending on road maintenance, rail and coastal shipping.

The 2021-24 National Land Transport Programme (NLTP) spend is up 44% compared to the last three years when a total of $16.9b was invested.

It includes $15.6b from the NLTF generated through fuel excise, road user charges, and other revenue sources, and $4.6b from local government.

The Government will also invest $3.8b in Crown funding to deliver specific programmes through the NLTP.

Transport minister **Michael Wood** says the concerns of local government and communities have been considered and the investment will include $2b to boost road maintenance and public transport.

"We couldn't accept our roads deteriorating," he says.

It also delivers $1.3b to implement the NZ Rail Plan and $30m to support coastal shipping which aims to reduce freight emissions.

Wood says there will be further announcements on how this will support moving freight along the "blue highway".

"We know we have to keep driving down emissions and congestion by giving Kiwis more transport choices.

"This NLTP marks a step-change with nearly $6 billion being invested in public transport and walking and cycling – a nearly 40% increase compared to the previous three years," he says.

Safety has been targeted with $2.9b towards the Road to Zero campaign which will target 17 high-risk state highway corridors with 51 intersection improvements, 25 new roundabouts, and 164km of safety barriers.

Almost $7b will be invested in local road and state highway maintenance, which will see around 7000 lane kilometres of state highway and 18,000 lane kilometres of local roads renewed.

"Our transport network is increasingly being impacted by severe weather events as a result of climate change," Wood says.

"So, on top of our road maintenance investments, a further $3.9 billion will be spent on road improvements that will help connect communities, ensure the reliable movement of freight, and improve resilience across the country.

"This will see important projects like Te Ahu a Turanga Manawatu Tararua Highway and the Waikato Expressway completed."

The Waka Kotahi (NZTA) board has confirmed investment levels across 11 separate areas in the 2021-24 NLTP.

Waka Kotahi chief executive **Nicole Rosie** says work ensured that the investment programme will deliver the best possible outcomes for the greatest number of people across New Zealand.

"We have a significant programme of work to deliver and will continue to work closely with councils to do so over the next three years," she says.

DETERIORATING ROADS

The AA is welcoming the additional funding for road maintenance.

AA motoring affairs general manager **Mike Noon** says: "the extra investment will bring safety benefits now and in the future".

"Roads need regular repairs and renewal to keep them at the standard they should be.

"There simply hasn't been enough funding to do that for many years, and the public has noticed our state highways and local roads becoming more difficult and more dangerous to drive on."

This funding increase will ease some of the pressure rising costs have put on Waka Kotahi and mean it can deliver more of the maintenance work everyone wants to see, he says.

"This further investment in road maintenance makes sense in terms of safety and can provide an economic boost as we come out of lockdown.

"Road maintenance projects deliver excellent value for money. They're needed up and down the country and they can start without delay.

"Investment in road maintenance creates jobs, improves road safety, and delivers transport benefits that really matter to our communities," Noon says.

ROADING INVESTMENT IS 'MINIMUM LEVEL"

Civil Contractors New Zealand chief executive **Peter Silcock** says road maintenance funding has risen to a more appropriate level – it's up more than 24% than the previous programme – but it's still not enough.

"Road maintenance funding announced today has finally reached the minimum level it should have held over the past decade," he says.

"That's great, but it's not enough to

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allow us to catch up with the backlog created by the 'sweat the asset' approach taken over the past decade.

"To achieve safe, well-maintained roads we must invest in getting the network back up to scratch, then maintain funding that scales with the network and allows for the impacts of more frequent severe weather events, increased traffic flow, and population growth."

Silcock says the fall in income from road user charges and petrol tax is likely to continue, and this demonstrates the need for a long-term vision to sustainably fund improvement and maintenance of transport networks in different ways.

A longer-term funding approach should be considered to avoid piecemeal transport infrastructure construction and provide the increased continuity of work needed for contractors to invest in capability and capacity, he says.

"It's very important we have a steady workflow. While we're glad this has been recognised in current work plans, we welcome further initiatives to provide continuity of work for the country's infrastructure constructors, and better transport outcomes for New Zealand."

A 'MISSED OPPORTUNITY'

National Party transport spokesperson **David Bennett** says the Government has missed an opportunity to grow the New Zealand economy through its National Land Transport Programme.

"As the world rebounds from the COVID-19 pandemic over the next few years, other countries will make bold investments in transport infrastructure that are based on connectivity and spurring economic growth.

"The 2021-2024 NLTP could have been used for similar initiatives but instead is dominated by projects from a government that is politically biased towards public transport and has shied away from new projects that would empower our economy," Bennett says.

"It's been four years since we were promised light rail in Auckland, and we've yet to see a detailed business case and a decision on the form of the project.

"Under this plan, light rail will still only be in the planning and design stage in the next three years.

"New Zealand needs to target infrastructure spending to develop economic growth so we can pay back our huge debt.

"Transport spending that empowers growth and an effective state highway programme is the best way of achieving this goal, and the Government has missed this opportunity.

"Public transport is great within inner cities, but we need to shore up critical supply lines and this is predominantly on our roads," he adds.

"It's important that we use emergency COVID-related funds in the right way."

The NLTP investment includes the following regions:

- Northland $751 million
- Canterbury $1.2 billion
- Wellington $3.1 billion
- Manawatu/Whanganui $1.3 billion
- Hawke's Bay $376 million
- Gisborne $209 million
- Auckland $7.3 billion
- Waikato $1.5 billion
- Bay of Plenty $1.4 billion
- Taranaki $447 million
- Nelson, Marlborough and Tasman $289 million
- West Coast $178 million
- Otago/Southland $1.1 billion

'A PARTNERSHIP APPROACH WITH CUSTOMERS' – Q&A WITH ACTION MANUFACTURING

Q. CAN YOU TELL US ABOUT YOUR BUSINESS AND HOW YOU GOT STARTED?

Action manufactures bespoke vehicles for the emergency, recreation and specialist industries.

We have a history tracing back more than 70 years to Ci Munro building caravans in Otorohanga.

Today we manufacture much more than just KEA motorhomes for THL. In 2018, Action acquired Fairfax Industries which builds for the refrigerated transport industry.

We're also Australasia's leading quality vehicle specialists who export innovative parcel delivery vans built on a Renault Master to TNT Australia.

Ambulances for St John, mobile medical clinics for NZ's DHBs, response vehicles for the New Zealand Defence Force, minibuses and armoured vehicles are just some of our case studies.

Q. WHAT DO YOU ENJOY THE MOST ABOUT THE TRANSPORT INDUSTRY?

We enjoy taking a partnership approach with our customers. We like to get to know their operation and understand

the challenges they face.

We then use our expertise and experience to design innovative solutions for increased safety, mobility, functionality and aesthetics.

The reward for us is when we see our clients succeed, grow and set new standards.

Q. HOW MANY STAFF DO YOU HAVE, AND WHERE ARE YOU BASED?

We have three manufacturing sites based in Hamilton, Albany and Takanini (both in Auckland).

Our headcount is currently at 185, and we've recently taken on new apprentices in coachbuilding, heavy

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fabrication and light fabrication.

Recent employees include engineering and design. We're also looking to onboard 30 more staff to help fulfil our growing order book.

Q. WHAT TYPES OF VEHICLES DO YOU HAVE IN YOUR FLEET?

Our fleet pales in comparison to most of the customers we build for.

However, we do have a few prototype vehicles we use as workshop runners – which is a great way to test the product.

Our fleet currently consists of an innovative curved roof delivery vehicle, a few Ford Rangers (one wears the first alloy service body we designed), a couple of tractor units used to tow Fairfax trailers with, and a few small vans and trucks that do deliveries and pick-ups.

On average, we build 800 motorhomes each year for THL. St John has more than 1000 operational vehicles in service, and we produce around 40 new vehicles for them each year.

In addition, there are more than 200 of our mobile dental units spread across the country. We also have vehicles in service in Australia and the Pacific Islands.

Q. WHAT DOES IT TAKE TO STAY COMPETITIVE IN YOUR BUSINESS AND KEEP YOUR CUSTOMERS HAPPY?

Being open-minded (we call it being design-led), listening to the voice of the customer and keeping it local.

We want to see the NZ manufacturing and transport industry grow.

Our competitive advantage is coupling flexibility with volume and scale. We can leverage off an extensive supply chain and production line, yet apply the same turn-key efficiency, to "one of a kind" build challenges.

But it's the real-world advantages our approach delivers that keep our customers happy and coming back.

Q. WHAT ARE SOME HIGHLIGHTS AND ACHIEVEMENTS YOU'RE PROUD OF?

During these past 12 months, our team has shown incredible agility, rising to new opportunities with Action's design-led DNA, producing excellent results.

We've been successful in many 2020/2021 government and private tenders, developing new vehicles, onboarded new customers, and reaching new markets.

Q. WHAT ARE SOME CHALLENGES IN YOUR INDUSTRY, AND HOW DO YOU TACKLE THEM?

We continue to deal with the impacts of COVID, with disrupted supply chains and increasing cost pressures.

Our approach is to double down on a broader range of opportunities as we relish challenges and strive for continuous improvement.

We're always looking for increased efficiency, less waste and higher quality, blending our big design-led ideas with pragmatic lean manufacturing principles.

We emphasise a "floor up" team culture where staff rise to solve the issues they face.

THERE CAN BE NO SHORTCUTS IN A ROBUST RISK MANAGEMENT SYSTEM

How well are you managing risk in your workplace?

If you have plant and vehicles operating on-site and your safety approach mainly involves some signage, training, rules and maybe a checklist, then the answer to that is "not safe enough".

If, however, you've taken all reasonably practicable measures to manage risk and to separate pedestrians from areas where such machinery is operating and you've considered higher level controls, including ways to eliminate the risk, then you're on the right track.

There's no substitute for a planned and organised risk management system and there are no shortcuts.

WorkSafe has recently produced a Good Practice Guide to Site Traffic Management, specifically for New Zealand, and a Safe Reversing and Spotting Practices guide, to support businesses in ensuring they have the most robust systems.

It can be easy to assume that vehicle-related harm is an on-road issue but it's very much an off-road one too.

Most workplace vehicle accidents occur away from roads. They happen in trucking yards, warehouses, retail and manufacturing locations, in ports, construction or forestry sites, postal depots, waste transfer stations, distribution centres – and many more.

Many of these locations are complex business environments, frequently operating 24/7 and have often unpredictable interactions between people and plant. They may also involve multiple PCBUs.

Site traffic and people management need to be very well managed, with the highest possible controls in place for separating vehicles or plant from pedestrians.

Developing such systems means taking a "top down"' approach from the hierarchy of controls.

First, you need to consider whether you can eliminate risk – for instance, through installing an overhead walkway, to separate vehicles and plant completely from pedestrians.

Such isolation and substitution opportunities should always be your first option.

If that's not possible, there are many effective engineered controls that can be retrofitted and used in conjunction with risk-elimination measures.

That may include changing the workplace layout to provide more space for vehicles to manoeuvre, introducing one-way systems and installing measures like barriers and interlocking gates.

These need to be fit for purpose, including high-impact barriers to prevent vehicles from entering pedestrian walkways and low-impact barriers to keep pedestrians within pedestrian routes.

There are also control measures that can help prevent pedestrians from stepping accidentally into traffic areas.

They include gates that open towards the pedestrian to create a "step or pause" in the pedestrian's movement before entering a vehicle area.

Consider having designated pedestrian crossings, with clear ground markings, lights and signs to show that it's a crossing area.

Administrative controls like signage all support these measures.

Controls include clearly marked exclusion zones for loading and unloading, verbal interactions, inductions, and scheduling deliveries for times when there are fewer people about.

These are lower levels of controls but are valuable as part of an overall risk management system.

Further measures to support safety include proximity warnings on plant and vehicles, or locking systems so a vehicle can't be started unless the seatbelt is fastened or pre starting checks have been done.

In some cases, these can be retrofitted. They can all be part of the solution when used with robust engineered systems.

A great example of proactive investment in safety is Toll NZ's overhead skywalk in its new multi-modal transport hub at Toll Tamaki in Otahuhu, South Auckland.

The skywalk was designed specifically to separate pedestrians and mobile plant, allowing team members to access different areas of the 33,000 sqm facility safely, as well as showcasing the facility to visitors and customers.

In developing or updating your risk management plan, you must consider this not only from your workers' point of view but that of others, such as customers, labour hire or contractors and anyone who is coming on site.

These people might be visiting many sites and they might visit your location only occasionally. You can't rely on

BY RUTH COOK, WORKSAFE NZ ENGAGEMENT LEAD FOR TRANSPORT, POSTAL AND WAREHOUSING.

verbal processes and low-level controls to keep them – or anyone – safe.

It's critical to recognise that health and safety in the transport sector isn't just the responsibility of the driver or other employees.

Employers have a legal duty to ensure they're doing everything practicable to ensure that work is well organised and safe for everyone coming on site.

Where you work with other businesses, then you also have a duty to liaise with them to manage any shared risks.

Saying "we put signs up and told them not to do that" doesn't meet the criteria of doing "everything practicable".

Too often, businesses rely on a few rules, a bit of training and then hope for the best.

Employers, directors and boards have a duty to review how work is done and to invest in higher levels of control to eliminate the risk.

Where this isn't possible, they need to look at how the risk can be isolated or substituted for something safer.

WorkSafe's Good Practice Guide to Site Traffic Management is a good place to start, to check whether your business is doing everything it can to manage risk on your work site.

And if not, it can show you how you could manage risk most effectively.

It's a very accessible guide which has received good feedback from businesses.

You can download it from our website at **worksafe.govt.nz.**

REDUCING THE RISK BY BUILDING A SAFETY CULTURE

According to the Ministry of Transport, in 2019 there were 153,181 heavy trucks in New Zealand which travelled a combined 3.1 billion kilometres.

In 2019 road crashes involving trucks resulted in 67 people dying, 208 people being seriously injured, and 693 people suffering minor injuries.

WorkSafe data reports that in 2020 there were 66 work related fatalities, 26 of them vehicle related.

A 2019 WorkSafe report on risk in the road freight transport industry identified the top three risk factors needing the most attention and having the biggest impact on health and safety of workers are:

- Business and industry practices.
- Fatigue.
- Other road users.

Business and Industry practices that need review and monitoring include working conditions, remuneration, employment contracts, work pressures, scheduling, business culture and supply chain pressures.

These practices can lead to employees and businesses cutting corners to be financially viable, and that can result in compromised health and safety.

Developing a safety culture within your business will make it stronger and more viable, and implementing safety strategies must be part of your business plan.

Workplace accidents are one of the leading causes of death and injury. They can occur both on and off the job and have far-reaching financial, health, and psychological effects.

Protecting your bottom line also means protecting your employees.

Having written safety policies is most important.

Policies about drug and alcohol abuse, equipment uses, driving, and adherence to regulations will signal to your employees that you're serious about safety and want them to understand your expectations.

You must follow up and enforce policies for employees to take them seriously and ingrain them into their work habits.

Fatigue is the silent killer and contributes to many truck crashes.

Fatigue is influenced by several factors, including poor work-life balance, personal choices, long hours, work pressures, extended periods away from home, diet, sleep disorders, age, exercise, mental health, consumption of stimulants, and health disorders.

Many truck drivers drive with fatigue because they don't understand fully the symptoms or have any idea how to mitigate them.

Other road users are a risk for heavy truck drivers.

In crashes involving a truck and another road user most of the deaths aren't the truck occupants, but the other road users involved.

Statistics prove that other road users know very little about how to share the road safely with big trucks. As trucks have become bigger, heavier and have had newer technology fitted, no-one has actively communicated this to other road users.

The New Zealand Trucking Association takes road safety seriously.

In 2017, it launched the Safety MAN Road Safety Truck initiative to raise awareness with communities, schools, and the trucking industry about how to be safe around trucks on the road.

We run several interactive awareness programmes from the road safety truck which includes:

- **Share the Road with Big Trucks.** This programme uses a range of tools to educate and build road safety awareness: videos, engaging graphics, touchscreen tablets, blind zone demonstrations from the driver's seat, and a take-home workbook.
- **Trucking Along.** This programme targets truck drivers and is designed to give information about the symptoms and causes of common truck driver health issues, like fatigue, sleep disorders, mental health, diet, exercise, and driver training. To prevent truck crashes and rollovers, we need to raise awareness about the underlying causes of crashes and try to improve the driver's health and wellbeing.

To date more than 41,000 people have been through the road safety truck programmes.

As an industry, we must talk about the issues involved and take ownership and responsibility for our industry workers' safety, particularly as many deaths and injuries are preventable tragedies.

Part of this ownership is developing a culture of safety at every trucking business.

BY DAVID BOYCE
CHIEF EXECUTIVE OF THE NEW ZEALAND TRUCKING ASSOCIATION

Regular communication is one of the keys to success.

Hold weekly or monthly safety talks. Increase your employee buy-in by having them lead the talks.

Listen to what your employees have to say and take what you hear seriously. Provide your employees with regular feedback.

Lead by example by following all safety policies and procedures and encourage your employees to do the same.

Your employees won't buy into your safety culture if they don't see you following policies and procedures being followed by you.

When accidents do happen, even very minor accidents, they must be reported and investigated.

To encourage full reporting of all accidents, investigations should not be focused on trying to blame the employee, but to find the root cause and try to eliminate it in the future.

Remember people make mistakes; the most important point is to learn from these mistakes.

Making sure equipment inspections are done regularly, and any maintenance or repairs are made in a timely manner will reduce accidents.

Keep your training up to date and make sure training is completed.

Sometimes it seems like safety isn't something that a business should have to train on repeatedly, but regular refreshers on new laws and policies help to keep safety in mind and create an environment that promotes safety.

*Go to **nztruckingassociation.co.nz** for more information.

HOW DASHCAMS CAN REDUCE FLEET INSURANCE COSTS

NZI corporate motor group national manager **Oliver Jepson** *discusses how dashcams can potentially affect premiums.*

Insurance premiums for commercial fleets are determined by a complex mix of variables, including vehicle type and use, driver history, business location, and claims history.

As with any type of insurance, your insurer assesses your risk to determine what your insurance costs will be.

Because the insurance game is all about risk, anything you can do to improve your risk profile could potentially lower your premiums.

FACTORS INVOLVED IN CALCULATING COMMERCIAL INSURANCE PREMIUMS

When determining premium costs, insurance underwriters look at the sum insured, how many vehicles or "exposures" the fleet has, and the frequency and severity of past claims.

In assessing vehicle risk, insurance carriers consider function and size.

For instance, heavy trucks, tractors, and trailers are generally higher value and will do more damage in an accident. They're also more difficult to manoeuvre in city streets.

What your fleet is transporting, how far, and how often are important factors.

Dangerous goods or even the possibility of goods damaged in transit also represent a potentially higher risk to an insurer.

Where are your operators driving to and from? Some geographic areas pose a greater risk than others because of traffic density, road conditions, and other locational factors.

The insurer will also look at your drivers' history. Experienced drivers with favourable attitudes towards risk management and safety may help create a lower risk profile. Make sure you vet prospective recruits before hiring them.

"A change in risk profile may help an insurer see your risk more favourably when establishing premiums and coverage," Jepson says.

"A good underwriter is always going to be interested in what a company is doing with their risk management. That includes any monitoring or dashcam technology."

HOW WILL DASHCAMS MAKE A DIFFERENCE TO MY INSURANCE COSTS?

Taking action, driven by insights from dashcams and fleet management telematics, can improve your risk profile.

But doing so doesn't entitle you automatically to lower premiums.

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Rather, such safety measures have a knock-on effect over time.

In general, insurers generate a price based on vehicles covered, coverage type, and claims history.

"If you get a submission and it comes with that information but, in addition to that, details around health and safety, dashcam utilisation, and driver training, an insurer is more likely to view that risk in a better light," Jepson says.

"Therefore, the terms and conditions set over the next 12 months may vary from a fleet without that technology."

But again, savings aren't a given. You could file fewer claims, but your claims costs may still increase.

"With supply chain issues currently felt in the repair industry, rising costs are a concern.

"We need to see the outcome from a claims point of view before we can reward with premium savings, and that's basically to keep our pricing sustainable," explains Jepson.

In short, the proof is in the pudding, and insurers need to see a sustained improvement.

Still, fewer accidents mean fewer claims, which is a win for everyone involved.

To that end, NZI offers a Safe Driving Rewards programme for heavy vehicles where, if organisations have EROAD installed, are insured by NZI, and their drivers rank among EROAD's top 25%, NZI will waive the excess should an accident occur while driving within the following month.

"To date, we've waived over 1.5 million dollars in customer excess, which is a massive amount," Jepson says.

Check with your insurance broker to see what safety and driver education programmes NZI offers that could benefit your fleet.

1. DASHCAMS IMPROVE DRIVER BEHAVIOUR

Electronic monitoring increases accountability, motivating drivers to do the right thing – and do it consistently.

When you can see who's driving, how fast, where, and when, you're going to enhance driver compliance with safety best practices and company policies.

EROAD data shows that, when reinforced with regular safety coaching, monitoring technology creates better drivers.

Organisations that use EROAD's Driver Behaviour Analytics have 38% fewer speeding tickets than organisations that don't view them at all.

Driver ID alone, which links data to a specific operator and vehicle, has been shown to reduce speeding by up to 85%.

Last year, **McConnell Dowell** introduced EROAD to 180 employee vehicles and saw accident rates drop by 20% and speeding by a whopping 95%, from approximately 25,000 events a month to about 1200.

Your insurer will be interested in your compliance with transport law when assessing your risk, so driving at safe, legal speeds not only reduces accidents but also helps keeps your drivers safe, making your business more attractive to underwriters.

"If a fleet operator can reduce claims cost as a result of improving driver behaviour, they would see a benefit of premium savings in the long term," Jepson says.

"We're quite excited about the EROAD dashcam and the opportunity it provides customers to improve driver behaviour.

"Anecdotally, health and safety has had an increased focus for our customers. In the last five years, we've seen a huge lift in customers who engage with NZI's fleet risk management team across the country and, in fact, EROAD as well."

2. DASHCAMS FACILITATE DRIVER EXONERATION

Drivers may feel some anxiety about what they perceive as greater oversight.

However, even if your drivers do everything perfectly, because they share the road, accidents will happen.

And the only thing worse than an accident is being blamed for one your driver didn't cause – and facing the financial and legal ramifications of unfavourable decisions, sometimes reached without sufficient evidence.

"Having dashcam footage is extremely useful for determining liability in the event of the claim," Jepson says. "Dashcam footage can back up who is or isn't liable on behalf of our customer."

Fewer at-fault accidents translate directly into fewer excess payments.

3. DASHCAMS MAKE A STATEMENT ABOUT YOUR SAFETY CULTURE

The transport industry is currently undergoing a recruitment crisis.

The average age of the workforce is now 54, and young people aren't inclined to view truck driving as an appealing career.

Furthermore, fewer are getting their full driver's licence before their early 20s.

In 2018, New Zealand was about 2500 drivers short, with a projected 28,000 more needed over the next 25 years to keep pace with industry growth.

Dashcams paired with a robust safe-driving policy can help organisations attract and retain drivers with a good health and safety attitude.

Customers who use dashcams are typically strong on driver safety, driver behaviour and training, resulting in improved employee morale and lower turnover.

Video footage can also be a highly effective coaching tool.

"I think where we see dashcams playing a part is for further driver training or driver behaviour improvement, which is really going to help customers get into that top 25% of heavy motor vehicle operators in the country and therefore have access to the excess waiver," Jepson says.

By reviewing incident footage, management can tell the difference between unsafe driving and cases where the driver was forced to take sudden action to avert danger or prevent a more serious collision, also known as defensive driving.

Provided you're an NZI customer, there's no charge to sign up for NZI's Safe Driving Rewards, and there's no need to wait for your insurance to renew.

Registrations are open until May 31, 2022 and your excess may be waived until May 31, 2023. (Check with your insurance broker to see if this is suitable for you.)

THE FIGURES ADD UP

Scania financial services is dedicated to building your business and protecting your operation. You know your business best – and our experts will help you to tailor-make financial and insurance products to suit your operational needs and goals.

TRANSDIESEL LAUNCHES NEW BULK DELIVERY TRUCK

A new lubricant delivery service introduced by TransDiesel is helping restock product to key operators throughout the South Island.

A pump-over truck was debuted by the company in the North Island around 12 months ago and based on its "overwhelming success" TransDiesel decided to launch one to assist customers throughout the "mainland".

"Utilising the pump-over truck has enabled us to make significant operational improvements from an efficiency perspective as well as cost reductions for our customers as they only pay for what they use," says **Jason Steele**, TransDiesel's business manager for Shell Lubricants.

The new truck can carry and pump from immediate bulk containers (IBCs) and barrels, and transport smaller packs loaded on pallets for transfer to less easily accessible locations.

It can pump three products simultaneously at a high flow rate, offloading large volumes quickly which means less time on-site and fewer disruptions to the end customer.

The truck can deliver consumables ranging from Shell Tellus S2 MX 22 light hydraulic fluids through to heavy gear oils like Shell Spirax S2 A 85W-140.

It will be pumping a full portfolio of heavy-duty diesel Rimula engine oils for heavy-equipment users, and top-tier Helix passenger car oils for automotive garages and commercial fleet operators.

The new truck's arrival helps to streamline customer operations, as the lack of drums and other packaging means significant space saving in workshops, TransDiesel says.

Also the company can offer a remote monitoring system, which is used to ensure customer tanks never get below a minimum level and provides the ability to operate to "just-in-time" principles and order new product for delivery as and when required, it says.

"Thanks to its staggering flow rate, we're able to get delivery jobs done quickly and efficiently – especially when all three pumps are operating at the same time," Steele says.

"Oil dispensing pumps are driven by a PTO pump, which aids pump speed with the convenience of low noise while it's operating."

The pump-over delivery truck is a Scania R500 V8, custom fitted for TransDiesel. It has twin steerable front axles and two driven rear axles with lockable differential which provides great manoeuvrability, stability and traction on varied roads and terrain.

It uses Shell lubricants throughout, including Rimula R6 MS 10W-40 synthetic engine oil and Spirax S6 AXME 75W-90 synthetic fuel-economy transmission fluid, and will be operated by a dedicated driver who is trained specifically to deliver and pump oil products.

The truck has been designed with operator health and safety front of mind, with full bonded floor, chequer-plate walk areas with handrails. Along with fold down rear steps with handrails they enable three-points of contact at all times.

The new truck will be joined soon by a smaller "around town" truck for local service.

It can operate in tighter spaces, further enhancing support of TransDiesel's 16-nationwide company-owned branches.

"Our investment in both the North and South Island trucks is significant, but it's money well spent as it enables us to better serve our customers and help ensure they have the right products when they need them," Steele says.

"With both trucks in operation, we now have the ability to service the entire country with bulk oil and lubricant delivery.

"It's another example of how TransDiesel looks after our customers and provides them peace of mind, knowing we have their backs."

The pump-over bulk delivery truck is classed as an essential service and can operate under COVID-19 level 4 with social distancing rules.

CONTAINER DEPOTS OVERFLOWING

ContainerCo managing director **Ken Harris** is warning that COVID-19 lockdowns across New Zealand are expected to create further pressure on the heavily disrupted shipping logistics sector.

He says exporters and importers continue to take the brunt of global shipping disruptions and the latest level 4 lockdown in New Zealand will impact shipping container availability.

"There's already a tight supply of shipping containers suitable for use by exporters, and Auckland facilities holding other empty containers for sending offshore are full.

"Importers are required to return shipping containers to these facilities and face stiff costs if they are unable to do this," he says.

Around one million TEU of shipping containers come into New Zealand each year, and movements out of the country are a similar volume.

As a result of worldwide shipping disruptions, key container handling facilities in Auckland have already been operating well over capacity, he says.

ContainerCo operates several key container servicing facilities in Auckland and other parts of New Zealand, most of which are operating well above efficient volume levels, with several key yards holding more than 130% of nominal capacity.

INVESTMENT TO CONTINUE

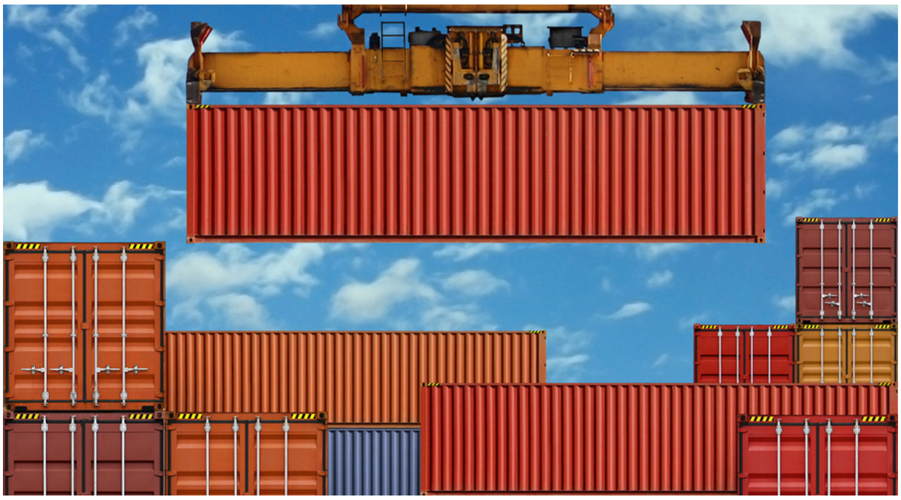
The company has been delaying investment in engineering and technology projects to minimise supply chain disruption. However, with a return to normal shipping patterns looking "unlikely for some years" it has decided to start this work.

"We will rebuild specialised facilities covering around eight hectares in Auckland, improving supply chain resilience and capacity as well as reducing carbon footprint.

"Our investment will double capacity within six years-plus to greatly improve depot efficiency," Harris says.

ContainerCo is looking to acquire additional land in Auckland, Bay of Plenty and Hamilton and long-term leases are being looked at and where possible sites will be developed to accommodate specialised logistics facilities like cross docks.

The company's container parks in Penrose and the Oak Road park are being rebuilt this year and an additional yard is expected to be added in South Auckland mid-2022.



The Oak Road park, which was delayed by last year's COVID disruptions will see a new yard built in two stages.

"It will create some additional capacity. However, during construction, storage on-site is reduced from 5000 TEU to 2500 TEU for eight to 10 weeks.

"We're also looking to acquire land in other regions and locations to ensure that the company can efficiently support local container redelivery from importer to exporter."

The ongoing growth of trade through Tauranga also needs new container facilities to increase capacity and ContainerCo plans to build an additional specialised facility in the city over the next five years to improve the supply chain for exporters.

EV TRUCKS

ContainerCo is also supporting the development of One-Stop Modal depot management and will commission four new EV trucks in the next five months.

A year-long trial of these systems at a ContainerCo depot in Auckland has shown the software is a "significant step forward", eliminating manual processes and enabling increased depot automation.

"We've trialled an EV truck for over a year and the new units will offer better range and driver comfort," Harris says.

A further four EV trucks are to be delivered in 2022, and it's expected the programme will continue.

Though shuttle operations are the primary design use, in the future units are expected to be able to cover freight legs between Hamilton, Auckland, and Tauranga.

Harris says much of New Zealand's export cargo requires refrigeration or dry containers of a particularly high standard and around 30% of all container movements into and out of the country are to reposition empty containers.

Container parks' role in the supply chain is preparing units for use, facilitating repositioning and holding buffer stocks.

In Auckland, container storage and upgrade facilities occupy around 25ha of industrial land, housing up to 30,000 TEUs at any time.

Shipping companies and New Zealand container parks work together closely to manage this expensive equipment, and each container is expected to have a downtime of 14 to 20 days with parks having a normal buffer of stock levels to cover 15 to 20 days of exporter needs.

"The last 18 months have, however, been challenging with lockdowns and other public health measures disrupting port activity.

"Disruptions of ports has slowed ship movement, and the loss of container shipping capacity has been estimated by experts to be 10%-14% while predictions of a global freight downturn proved incorrect," he says.

With reduced shipping capacity and demand for cargo slots high, the supply and relocation of empty containers has become a problem.

Container depots have filled up quickly with unneeded dry containers and are struggling to supply refrigerated containers required by exporters.

"It's costly and frustrating for importers, freight forwarders and transport companies when they're unable to return containers to designated container parks," says Harris.

"It can be an even worse problem for exporters if the supply of containers suitable for exports is disrupted."

ROAD TRANSPORT FORUM NZ

CONSIDERING THE FUTURE - LIVING WITH COVID-19

NICK LEGGETT
CEO OF THE ROAD TRANSPORT FORUM

First, I want to acknowledge all the essential workers in the transport industry who are keeping this country's supermarket shelves stocked and our export economy ticking over during lockdown.

Though the rest of us may be a little frustrated cooped up at home juggling kids and Zoom meetings, thousands of truck drivers and other industry professionals are masking up, going to work, and maintaining our critical freight network.

I can't overstate just how important the smooth operation of our industry is at a time like this and our thanks must go to those on the frontline keeping it all moving.

The Road Transport Forum (RTF) has been working incredibly hard over the last few weeks to communicate all the rules, guidelines, and internal border and travel registration information to the industry.

We acknowledge just how complex it can be for operators, particularly as the situation changes every few days. Operators, however, can be assured we'll continue working on your behalf to help the Government to institute pragmatic rules that allow you to do your job.

When it comes to looking past this lockdown, it's impossible to consider the future without addressing how we are to deal with COVID-19.

It's obvious that elimination is over as a long-term strategy in New Zealand now we've experienced the Delta strain.

Delta is a game-changer in that it is far more infectious than the original Alpha strain of COVID-19 and the severity and length of our lockdown is proof to me that we must stop running from this virus and accept that there'll be a point where we have to live with it.

There's too much at stake if we don't. We'll continue to be cowed in a state of fear by something that we have the tools to overcome – with a vaccine.

We must start building our psychological, physical, social and economic resilience.

A big part of that is making sure essential workers are vaccinated and looked after.

It has been incredibly disappointing to learn during this lockdown of the low level of vaccinated people in our industry.

This isn't the industry's fault, as a survey we recently conducted showed a very high demand for vaccinations among industry staff.

The fact is, the Government hasn't prioritised essential workers and that's now coming back to bite us.

The people who support New Zealand's elimination course have a big say in the rule making, but generally, they're not the ones who are keeping this country moving.

If we keep feeding into the fear and reacting as we do, with future lockdowns, we risk some very poor societal outcomes.

Instead, let's prioritise rolling out the vaccination (particularly to essential workers) and open our country and economy again.

A fair bit of what RTF does for the industry happens behind the scenes in Wellington.

A lot of informal discussions and meetings are had; often many years before announcements are made or changes in rules, regulations and law get anywhere near the public arena.

This is exactly what went into the formation of the Fair Trading Amendment Bill, which recently completed its passage through Parliament.

The Bill targets the use of pressure tactics, deception, one-sided contract terms and practices that exploit the vulnerabilities of a consumer or small business.

It adds to the existing protections put in place under the Fair Trading Act 1986 by:

- Prohibiting unconscionable conduct in trade.
- Extending unfair contract term protections to include small trade contracts worth $250,000 a year or less.
- Legally empowering consumers and businesses to demand uninvited sellers, such as door-to-door salespeople, to leave their property, including through the use of "do not knock" stickers.
- Businesses that are found to act unconscionably – using practices that go beyond what can be deemed commercially necessary – will face fines of up to $600,000.

RTF has long been aware of poor commercial practices that were affecting the industry, including unfair terms for small trade contracts.

Transporters working for big players in certain sectors have been forced to accept delayed payment terms, in some cases up to three months.

If they didn't, they would lose the business; and where that business is dominant in their region, that threatened their livelihoods.

Unequal commercial relationships such as these have a major impact on many small New Zealand businesses, including those that make up a chunk of road freight transport.

Typically, small businesses aren't flush with cash and it's therefore, critical that they're paid for their services within a reasonable timeframe.

Extending the provisions of the Fair Trading Act is a simple solution for dealing with this. I congratulate the Government on taking a positive step to help small businesses do that and I am glad RTF could help push it along.

Finally, and I am sure this will come as no surprise to anyone, but The Road Ahead: Transporting New Zealand Conference can't go ahead under current alert level rules.

The RTF board was forced to make a call on this and with the likelihood that at least parts of New Zealand would still not be at Level 1 there was very little alternative. Registered delegates will be contacted by RTF.

GETTING A SUSTAINABLE HEAD START WITH TECHNOLOGY

BY MATS DAHLSTEDT
INTEGRATION SOLUTION SPECIALIST AT TELETRAC NAVMAN

Transport businesses play a key role in the supply chain delivering goods to retailers whose customers are increasingly climate conscious.

This gives them a unique opportunity to gain a competitive advantage by focusing proactively on sustainability measurements and initiatives.

The change is already happening, with big brands like The Warehouse and Countdown having pledged to change the way they freight goods in a bid to decarbonise the freight industry in the next 30 years.

PREPARING FOR A GREENER FUTURE

Because transport makes up about 17% of New Zealand's total carbon emissions, of which freight accounts for a third, change is needed to reach New Zealand's goal of zero net carbon emissions by 2050.

However, replacing fossil fuelled trucks with zero carbon ones isn't cheap, and the technology is still some years away from being a viable option for long-haul trucking.

But the good news is that it's not the only way to reduce emissions.

Transport operators have started to look towards technology and the insights that it provides to reduce fuel usage and emissions.

So, until low- and zero-emission trucks become viable for businesses, fleet management technology goes a long way to reduce your company's carbon emissions.

In fact, you can start today by using simple insights from fleet technology and adjusting driver behaviour to reduce your emissions significantly.

As a solution integration specialist at Teletrac Navman, my team and I spend most of our days helping customers reduce their overall carbon emissions.

We do that by translating data from fleet management technology into effective actions to minimise fuel use. Companies can then adopt these straight away. If you're seen to make a positive step in tackling a major polluting part of your business, it can help you maintain existing contracts and pick up new ones.

TAKING ADVANTAGE OF TECHNOLOGY

Findings from Teletrac Navman's 2019 telematics benchmark report showed that companies that adopt telematics save an average of 12.7% in fuel cost annually, with a corresponding reduction in emissions.

GPS-enabled technology also provides the data needed to make operations as efficient as possible and to help operators measure and benchmark their fleets.

Teletrac Navman software can capture and evaluate fleet fuel usage, trip distance and CO2 emissions, enabling operators to set and measure sustainability goals and report on these successes to their customers.

Having said that, a large number of transport businesses who use GPS fleet tracking are still not utilising the CO2 emissions tracking features.

Those features are worth paying attention to, as they allow companies to understand more about how their vehicles are being used so they can take action on things like fuel wastage, idling time, and inefficient routing.

One feature that can play a big role in reducing overall carbon emissions is monitoring driver behaviour.

In fact, aggressive drivers – those who accelerate rapidly and brake harshly - use between 15% and 30% more fuel on the highway.

Speeding, sharp cornering, harsh braking and other bad driving habits contribute to unnecessary fuel burn and are unsafe.

Alerting drivers whenever these behaviours occur allows them to correct themselves and improve their habits.

And don't forget maintenance's role in reducing emissions. A well-maintained fleet is the foundation of any fuel efficiency drive – from engine maintenance to tyre health and wheel alignment.

Telematics can help you stay on top of vehicle maintenance, allowing you to track and monitor the engine, transmission, steering and other systems to ensure they're always fit for use.

Fuel use, tyre rotation, idle time and fluid levels are monitored constantly to ensure a greener and more efficient fleet.

Meeting emissions targets presents challenges for the transport industry, particularly when operators must balance societal demands to minimise environmental impacts against staying competitive and meeting customer deadlines.

Initially then, the goal for the trucking industry should be to take maximum advantage of existing technologies to reduce emissions quickly, while also stepping up R&D efforts on zero-emissions trucks and infrastructure.

Because, as we've seen at Teletrac Navman, by taking advantage of technology and adopting efficient fuel-saving driving techniques, transport operators can future-proof their company by saving both costs and the environment.

MAJORITY SUPPORT FOR PATHWAY TO NET ZERO TRANSPORT EMISSIONS

Support has been given to a Ministry of Transport report outlining potential policies and pathways to a net zero emission transport sector over the next 30 years.

Hikina te Kohupara – Kia mauri ora ai te iwi – Transport Emissions: Pathways to Net Zero by 2050 sets out a system-wide approach for reducing transport emissions across three themes.

It includes changing the way we travel to reduce dependence on private motorised vehicles; increasing the supply of cleaner and zero emission passenger vehicles and supporting infrastructure; and supporting a more efficient freight system including biofuels, electrification, and green hydrogen for trucks.

Submissions on the report closed in June and the Government has released a summary of feedback received.

The ministry received 767 submissions – 190 were unique individual or group submissions, and 577 of these were Greenpeace template submissions.

Feedback will feed into the transport chapter of the Government's first Emissions Reduction Plan which must be published by December 31, 2021.

Submissions came from academics, universities, research institutions, student bodies, government agencies, hapu and iwi, NGOs and community groups, private companies and business/industry associations.

When excluding Greenpeace template submissions, 69% of the 190 unique submitters expressed support for Hikina te Kohupara while 47% were generally supportive and 22% were supportive but wanted a higher level of ambition.

Only 6% weren't supportive and 11% didn't express any opinion. When including Greenpeace template submissions, there was 93% support for the report with 81% calling for a higher level of ambition.

AVIATION POLICY NEEDED

Only a few submitters commented on the scope of the report and this was focused around aviation emissions.

These submitters acknowledged that addressing international emissions was currently out of scope for the Government's net zero 2050 target.

But they suggested this shouldn't prevent it from making a position statement on international emissions and considering a sustainable aviation fuel policy.

Many submitters, in particular councils, provided detailed comments on the Government's role and available levers for reducing transport emissions.

Many agreed that the Government would play a central role in reducing transport emissions.

"We agree with the ministry that Government's role in the transport transition is clear in that it needs to set the national direction through policy and funding, drive cross-sector collaboration to deliver a just transition and lead by example," said one submitter.

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Many councils emphasised the need for stronger collaboration between central and local government to reduce transport emissions, especially as some larger councils have control or influence to support emissions reduction.

One council stated: "Understanding the approach that central government intends to take towards collaborating with local government will have a strong influence on the ability of local government to contribute to the nation-wide approach to emissions reduction."

Many submitters, particularly NGOs and community groups, stressed that all levers need to be pulled to meet a net zero target.

INCENTIVES OVER BANS

Several private companies emphasised that regulatory levers and financial incentives needed to be carefully considered.

One submitter stated: "Regulatory intervention must be considered carefully and if it's necessary, we believe the policy choices should favour incentives rather than bans to achieve the desired outcome.

"Financial incentives have a role to play, but their application does need to be considered against real world application in the region to avoid unintended consequences," the submission said.

However, one private company said: "as we are takers of technology, we could be much further ahead of the game if government regulated us to do so".

Transport minister **Michael Wood** says progress has already been made with initiatives like the Clean Car Package but the Government will "have to go further" to meet its targets.

"Domestic transport emissions increased by 90% since 1990 and they need to fall significantly for us to reach our goal of net zero emissions by 2050 – that's why we wanted to have a national conversation about what steps we need to take," Wood says.

"The pathways outlined in Hikina te Kohupara show it will be a big task, but getting to net zero transport emissions is achievable.

"If we achieve our goal, we will clean up our air, unclog our cities and support our economic recovery by creating sustainable jobs across the nation."

Wood says there's strong support for the measures outlined in the report.

"There was broad support for three themes of changing the way we travel, improving our passenger vehicles, and supporting a more efficient freight system.


MICHAEL WOOD

"Submitters, particularly councils, agreed to the need for a systems-led approach to rapidly avoid and reduce emissions, and cautioned against a siloed approach.

"We've listened and the feedback has been incorporated in the transport chapter of the all-of-Government draft Emissions Reduction Plan, which will be released in the coming weeks.

"This will outline the steps the Government proposes to take to drive down emissions," Wood adds.

LINFOX APPOINTS NZ COUNTRY MANAGER

Linfox Logistics has appointed supply chain professional **Vaughan Grant** as New Zealand country manager.

Grant will lead Linfox's New Zealand business operations in the transport and warehousing, retail, forestry and resources and industrial industries.

A senior executive with a track record leading and executing strategy in times of change, he has strong experience in the retail, distribution and manufacturing industries.

He led significant operations for Woolworths (Countdown) in Australia and New Zealand during his 11-year tenure and spent four years as supply chain general manager at Foodstuffs in New Zealand among other key leadership positions with major corporations.

Most recently, Grant was chief operations officer at T&G Fresh in New Zealand.

"We extend a warm welcome to Vaughan as he joins our New Zealand team," Linfox Logistics Australia and New Zealand chief executive **Mark Mazurek** says.

"Vaughan joins the business as we prepare for a big peak period and some exciting new contract start-ups.

"He brings extensive industry experience and great customer insights to this role and I am confident that, guided by Linfox's Leading the Way 2025 business strategy, Vaughan will lead the New Zealand team to achieve our vision to be the region's most trusted transport partner," Mazurek says.

Grant says he is delighted to join the team and looks forward to deliver safely and efficiently for customers.


VAUGHAN GRANT

"In my first week with the business, I can see that every decision and every action is underpinned by a genuine commitment to safety," he says.

TRUCK REGISTRATIONS DOWN IN AUGUST

New and used truck registrations dropped in August compared to the year prior as another COVID-19 lockdown hit the country.

Total registrations of new trucks and buses over 3500kg GVM sits at 346 units for the month, down 23.3% compared to the same period in 2020 which saw 451 registrations of new commercials.

Total registrations of used trucks and buses over 3500kg GVM sits at 132 units for the month, down 19.5% compared to the same period of the previous year when 164 were registered.

Scania is market leader for new commercials in August with 52 units registered and a 15% market share. This is up 44.4% compared to the same period a year prior which saw 36 Scanias registered.

Hino is in second spot, down 7.5% year-on-year with 49 units registered and a 14.2% market share.

Fuso is third, up 14.7% with 39 units registered and an 11.3% market share.

Isuzu follows, down 72.3% with 31 units, then **Iveco** down 34.4% (21), **Mercedes-Benz** down 54.1% (17), **UD Trucks** up 23.1% (16), **DAF** unchanged (15) and **Kenworth** down 31.8% (15).

Toyota led used commercials for the month with 37 units registered and a

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NEW BUS MAKES OVER 3500KG AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD'21	YTD'20
CRRC	20			60.6	24	
FORD	5	4	25	15.2	43	32
IVECO	4	1	300	12.1	18	4
MAN	2	1	100	6.1	41	6
LDV	2	0		6.1	3	0
OTHER	0	11	-100	0	56	95
TOTAL	33	17	94.1	100	185	137

NEW LIGHT COMMERCIAL MAKES AUGUST 2021

MAKE	AUG '21	AUG '20	MOVEMENT	%CHANGE	YTD'21
FORD	737	1061		-30.5	33.7
TOYOTA	459	685		-33.0	21.0
MITSUBISHI	161	376		-57.2	7.4
NISSAN	83	122	Up 3	-32.0	3.8
ISUZU	81	166	Up 1	-51.2	3.7
LDV	79	91	Up 2	-13.2	3.6
MAZDA	77	200	Down 3	-61.5	3.5
GREAT WALL	65	29	Up 9	124.1	3.0
SCANIA	52	36	Up 5	44.4	2.4
HINO	49	53	Up 2	-7.5	2.2
OTHER	347	714		-51.4	15.8
TOTAL	2,190	3533		-38.0	100.0

NEW HEAVY TRUCK MAKES OVER 23,000KG AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD'21	YTD'20
SCANIA	52	28	85.7	35.9	266	179
HINO	16	12	33.3	11	133	94
KENWORTH	15	22	-31.8	10.3	151	115
DAF	15	15	0	10.3	97	96
UD TRUCKS	13	10	30	9	85	67
IVECO	7	4	75	4.8	65	45
VOLVO	5	26	-80.8	3.4	135	193
MAN	4	3	33.3	2.8	39	30
ISUZU	4	18	-77.8	2.8	103	147
FUSO	4	6	-33.3	2.8	109	86
OTHER	10	30	-66.7	6.9	169	207
TOTAL	145	174	-16.7	100	1352	1259

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28% market share. This is up 27.6% compared to the same period in 2020 when 29 Toyotas were registered.

Isuzu is in second spot, down 31% with 29 units registered and a 22% market share.

Hino is third, up 4% with 26 units registered and a 19.7% market share.

Mitsubishi follows, up 14.3% with 16 units, **Nissan** down 25% (9), **Fuso** up 400% (5), **Mazda** down 60% (2), **Volvo** down 66.7% (2) and **DAF** down 66.7% (1).

Isuzu NZ general manager **Dave Ballantyne** says the recent lockdown has had an impact on deliveries.

"We're finding the sales enquiry continues to remain very strong, as it has for most of the year, and customers seem to be now planning truck replacements well in advance, to take into account longer lead times.

"The current lockdown certainly had an impact on deliveries last month, and while we expect things to improve this month as restrictions are lifted, there will still be some challenges dealing with vehicle movements and businesses operating across the level 3/level 4 boundaries," he says.

Isuzu NZ is also gearing up for the arrival of the new light-duty N Series range featuring a suite of new safety features. The first shipment is due this month and is sold out.

"We'll be working with our dealers to get these delivered to customers as soon as we can," Ballantyne says.

The new heavy vehicle segment over 23,000kg GVM was down 16.7% with 145 units registered in August compared with 174 in the same period last year.

Scania led the segment for the month, up 85.7% with 52 units registered and a 35.9% market share.

Hino was second, up 33.3% with 16 units registered and an 11% market share.

Kenworth is third, down 31.8% with 15 units registered and a 10.3% market

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NEW TRUCK MAKES ALL WEIGHTS AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD '21	YTD '20
SCANIA	52	36	44.4	15.0	285	227
HINO	49	53	-7.5	14.2	464	344
FUSO	39	34	14.7	11.3	567	378
ISUZU	31	112	-72.3	9.0	591	669
IVECO	21	32	-34.4	6.1	215	190
CRRC	20			5.8	24	
MERCEDES-BENZ	17	37	-54.1	4.9	219	222
UD TRUCKS	16	13	23.1	4.6	114	93
DAF	15	15	0.0	4.3	98	103
KENWORTH	15	22	-31.8	4.3	151	115
OTHER	71	97	-26.8	20.5	1027	785
TOTAL	346	451	-23.3	100.0	3755	3126

NEW MEDIUM TRUCKS : 9000 - 23,000KG AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD '21	YTD '20
ISUZU	14	50	-72	32.6	195	238
HINO	14	23	-39.1	32.6	146	135
IVECO	4	9	-55.6	9.3	41	39
FUSO	4	10	-60	9.3	122	82
UD TRUCKS	3	3	0	7	29	25
OTHER	4	4	0	9.3	52	48
TOTAL	43	99	-56.6	100	585	567

NEW LIGHT TRUCKS : 3500 - 9000KG AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD '21	YTD '20
FUSO	31	18	72.2	24.8	327	196
HINO	19	18	5.6	15.2	185	115
MERCEDES-BENZ	14	18	-22.2	11.2	144	103
VOLKSWAGEN	13	5	160	10.4	113	33
ISUZU	13	41	-68.3	10.4	284	267
FIAT	13	21	-38.1	10.4	281	183
FOTON	7	8	-12.5	5.6	83	50
OTHER	15	32	-53.1	12	216	216
TOTAL	125	161	-22.4	100	1633	1163

NEW TRACTOR MAKES AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD '21	YTD '20
JOHN DEERE	57	75	-24	39.6	439	350
CLAAS	18	11	63.6	12.5	70	53
NEW HOLLAND	12	13	-7.7	8.3	124	84
FENDT	10	14	-28.6	6.9	39	57
CASE IH	9	19	-52.6	6.2	101	86
MASSEY FERGUSON	8	14	-42.9	5.6	105	116
KUBOTA	7	17	-58.8	4.9	97	75
TRACTOR	4	1	300	2.8	56	31
DEUTZ-FAHR	4	7	-42.9	2.8	58	47
LANDINI	3	1	200	2.1	16	9
OTHER	12	12	0	8.3	110	88
TOTAL	144	184	-21.7	100	1215	996

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share.

DAF followed, unchanged with 15 units registered, **UD Trucks** up 30% (13), **Iveco** up 75% (7), **Volvo** down 80.8% (5), **MAN** up 33.3% (4), **Isuzu** down 77.8% (4), and **Fuso** down 33.3% (4).

The new medium truck segment between 9000kg and 23,000kg GVM was down 56.6% year-on-year with 43 units registered in August compared to 99 in the same period last year.

Isuzu and **Hino** shared the top spot each registering 14 units with a 32.6% market share. **Isuzu** was down 72% year-on-year and **Hino** down 39.1% year-on-year.

Iveco and **Fuso** followed each registering four units with a 9.3% market share.

UD Trucks registered three units in the segment for a 7% market share.

The new light commercial segment between 3500kg and 9000kg GVM was down 22.4% with 125 units registered in August compared to 161 in the same period last year.

Fuso took the top spot, up 72.2% with 31 units registered and a 24.8% market share.

Hino was second, up 5.6% with 19 units registered and a 15.2% market share.

Mercedes-Benz was third, down 22.2% with 14 units registered and an 11.2% market share.

Volkswagen follows, up 160% with 13 units registered, **Isuzu** down 96.3% (13), **Fiat** down 38.1% (13) and **Foton** down 12.5% (7).

Overall registrations in August

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USED TRUCK MAKES ALL WEIGHTS AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD'21	YTD'20
TOYOTA	37	29	27.6	28.0	381	251
ISUZU	29	42	-31.0	22.0	331	246
HINO	26	25	4.0	19.7	319	197
MITSUBISHI	16	14	14.3	12.1	192	107
NISSAN	9	12	-25.0	6.8	122	83
FUSO	5	1	400.0	3.8	12	8
MAZDA	2	5	-60.0	1.5	39	38
VOLVO	2	6	-66.7	1.5	18	25
DAF	1	3	-66.7	0.8	14	12
GMC	1			0.8	4	
OTHER	4	27	-85.2	3.0	168	162
TOTAL	132	164	-19.5	100.0	1600	1129

USED LIGHT TRUCKS : 3500 - 9000KG AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD'21	YTD'20
TOYOTA	37	29	27.6	31.4	378	251
ISUZU	26	39	-33.3	22	303	222
HINO	24	23	4.3	20.3	293	176
MITSUBISHI	15	13	15.4	12.7	177	99
NISSAN	8	11	-27.3	6.8	110	75
FUSO	4	1	300	3.4	11	6
MAZDA	2	5	-60	1.7	39	38
OTHER	2	14	-85.7	1.7	86	79
TOTAL	118	135	-12.6	100	1397	946

USED MEDIUM TRUCKS : 9000 - 23,000KG AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD'21	YTD'20
ISUZU	3	2	50	25	20	17
VOLVO	2	0		16.7	4	2
DAF	1	1	0	8.3	5	5
OTHER	6	4	50	50	56	37
TOTAL	12	7	71.4	100	85	61

USED HEAVY TRUCKS: OVER 23,000KG AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD'21	YTD'20
UD TRUCKS	1	0		50	13	6
HINO	1	0		50	2	4
VOLVO	0	6	-100	0	13	23
OTHER	0	11	-100	0	63	52
TOTAL	2	17	-88.2	100	91	85

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(including passenger cars), were down 36.2% with 6,746 units registered compared to 10,610 in the same period last year.

Motor Industry Association chief executive **David Crawford** says that August 2021 sales of new vehicles were heavily affected by the countrywide alert level 4 snap lockdown.

Year-to-date there have been 106,498 vehicles registered compared to 76,572 for the same period last year, an overall increase year to date of 39.1% (29,926 units).

"With the COVID-19 snap lockdown effectively shutting down the second half of August for all but essential vehicles, it's no surprise that the August outturn came in approximately 45% lower than the three previous months (May, June and July of) this year," Crawford says.

The used light truck segment was also down year-on-year with 118 units registered in August compared to 135 in the same period last year.

Toyota led the used light truck segment for the month, up 27.6% with 37 units registered and a 31.4% market share.

Isuzu was second, down 33.3% with 26 units registered and a 22% market share.

Hino was third, up 4.3% with 24 units registered and a 20.3% market share.

The new tractor segment was down 21.7% year-on-year with 144 units registered in August compared to 184 in the same period last year.

John Deere led the new tractor segment for the month, down 24% with 57 units registered and a 39.6% market share.

Claas was second, up 63.6% with 18 units registered and a 12.5% market share.

New Holland was third, down 7.7% with 12 units registered and a 8.3% market share.

Fendt follows, down 28.6% with 10 units registered, **Case IH** down 52.6% (9), **Massey Ferguson** down 42.9% (8), **Kubota** down 58.8% (7), **Tractor** up 300% (4), **Deutz-Fahr** down 42.9% (4), and **Landini** up two units (3).

USED LIGHT COMMERCIAL MAKES AUGUST 2021

MAKE	AUG '21	AUG '20	MOVEMENT	% CHANGE	MARKET SHARE
TOYOTA	246	257		-4.3	39.5
NISSAN	133	105		26.7	21.4
HINO	43	38	Up 1	13.2	6.9
ISUZU	35	44	Down 1	-20.5	5.6
MITSUBISHI	35	24	Up 1	45.8	5.6
FORD	25	32	Down 1	-21.9	4.0
HOLDEN	15	14	Up 1	7.1	2.4
CHEVROLET	12	13	Up 1	-7.7	1.9
MAZDA	11	15	Down 1	-26.7	1.8
VOLKSWAGEN	10	4	Up 6	150.0	1.6
OTHER	57	50		14.0	9.2
TOTAL	622	596		4.4	100.0

USED BUSES : OVER 3500KG AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD'21	YTD'20
VOLVO	0	0			1	0
VOLKSWAGEN	0	0			0	0
OTHER	0	5	-100		26	37
TOTAL	0	5	-100		27	37

USED TRACTOR MAKES AUGUST 2021

MAKE	AUG '21	AUG '20	% CHANGE	%MARKET	YTD'21	YTD'20
JOHN DEERE	14	10	40	46.7	93	75
NEW HOLLAND	2	7	-71.4	6.7	58	43
MASSEY FERGUSON	2	6	-66.7	6.7	50	50
FORD	2	5	-60	6.7	20	19
DAVID BROWN	2	1	100	6.7	10	6
CLAAS	2	2	0	6.7	19	14
TRACTOR	1	1	0	3.3	29	25
SAME	1			3.3	15	9
KUBOTA	1	2	-50	3.3	15	14
DEUTZ-FAHR	1	3	-66.7	3.3	16	12
OTHER	2	21	-90.5	6.7	139	47
TOTAL	30	58	-48.3	100	464	314

MYTRUCKING DELIVERS NEW APP FEATURE

The MyTrucking driver app has kicked up a gear with a fresh look and a new save and repeat feature.

The updated app design is easier for drivers to read and edit, and allows them to simply upload and repeat jobs, making life easier for those who do the same job multiple times a day.

The driver app is easy to set up and works on both Apple and Android devices.

The app keeps working when drivers are out of network range and will auto-sync when connectivity is re-established.

Dispatchers are notified immediately of any changes logged on the app, and it can capture vital information like times, weights, images, proof of delivery, GPS coordinates and more.

The new Upload and Repeat feature is great for drivers who repeat the same job many times a day, particularly in the civil and logging sectors.

The option means drivers can simply repeat and record jobs, as they do them.

A good example of utilising this feature is when a driver is tasked with delivering the same job as many times as they can during a day, such as a truck moving material from a quarry to a job site.

This feature also saves the dispatcher setting up a job for each run. The driver just saves/repeats, and uploads dockets to the next job.

Feedback from MyTrucking customers is that they're happy with the new app feature.

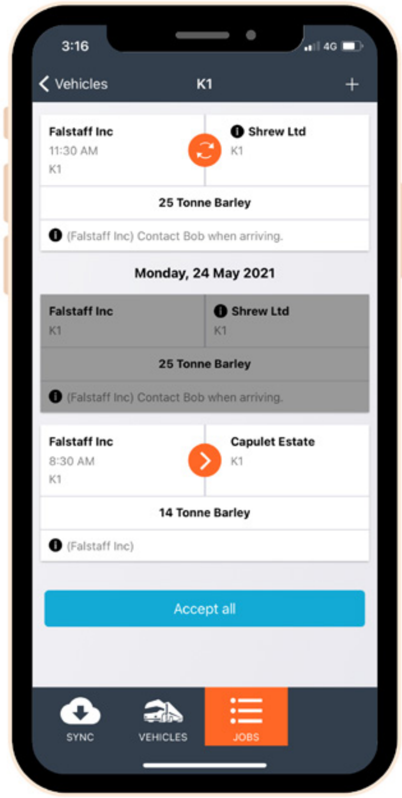
Corina Mee, of bulk transport company CF Mee Haulage, says the Upload and Repeat feature is saving time, and unnecessary phone calls.

"I've just had **James** my driver come in and say 'app redesign and repeat job is absolutely brilliant'. He said the upload saved him time and saved him having to ring me to put X number of loads on.

"All I do is put one job on each day for whatever stone he has to carry, and he keeps repeating it till he completes his tonnage on each size.

"This is on a job where my driver will do up to 20 loads from and to the same destinations each day, so you've made him and myself very happy," Mee says.

*Go to **mytrucking.com** for more information and for app updates to gain access to the new feature.



SCANIA FINANCE NZ EXCEEDS EXPECTATIONS

Scania Finance New Zealand has exceeded targets in its first year of operation by funding and insuring more trucks and trailers onto local roads than initially anticipated.

The business model, launched mid-way through last year, offers financing and insurance solutions to Scania customers.

"This has been a very successful and well-received offering as we grow our customers' businesses together," Scania NZ sales director **Deon Stephens** says.

"Scania New Zealand's goal is to provide total solutions to all our customers, and as the Scania business continues to grow and develop across New Zealand, this tailored financing and insurance opportunity to our clients felt like an obvious and timely extension of that service."

Stephens says the core of Scania's insurance offer is uptime.

"It's about getting vehicles back on the road as soon as possible after an accident. All this helps safeguard the owner's business and revenues."

The business model also represents much more than just offering finance and insurance on a truck – it is about being a trusted adviser to our customers, he says.

"It's about knowing we have the tools in the toolbox to support our customers within the transport industry and offering them solutions to help their businesses remain profitable and unlock their potential."

Scania Finance NZ is an extension of what has been available in Australia with Scania.

Scania Finance Australia and NZ country manager **Wayne Thomason** says launching the finance business in New Zealand meant being able to help finance more Kiwi drivers into the seat of their next Scania.

"It also included creating the roles of our business development managers. Having them on the ground working directly with our customers to help fund their new Scania, and in many cases the trailer that runs with that vehicle, has proven to be one of the unexpected benefits and highlights of the business idea," Thomason says.


DEON STEPHENS

*Go to **Scania.com/nz** for more information.

HINO NZ LAUNCHES NEW 700 SERIES

Hino New Zealand has launched the all-new 700 Series which is being pitched as the brand's safest truck yet.

Underwritten by manufacturing giant, Toyota, the range comes in 6x4 and 8x4 wheelbase options and includes advanced safety, driveability, and performance features.

Hino 700 6x4 models include an enhanced Hino SmartSafe package with lane departure warning, adaptive cruise control, collision avoidance, and alert systems.

Electronic braking system and vehicle stability control add to the mix of all-round road safety.

Along with leading safety design, all new models have improved driveability and sustainability with a Euro 6 rated engine.

New in the 8x4s is the transmission interder which offers greater driveability and wear-free braking without fade, relieving pressure and reducing maintenance on service brakes.

Combined with load share on the front suspension to even out weight distribution on the two steer axles, the Hino 700 Series aims to deliver a better overall ride.

The new range also meets stringent Euro 6 emission standards for heavy-duty vehicles, making the new 700 Series cleaner for the environment and more fuel efficient for businesses.

Available with true automatic or automated manual transmissions (AMT), the new 700 Series comes with power ratings all the way up to 480hp and 2157Nm of torque, with a 13-litre E13C engine for its top range model.

Hino NZ general manager **Darren Salt** says the new range should dominate the concrete industry in both 6x4 and 8x4.

"This is the first Hino factory 9.0-litre 8x4 with live drive. The new FS1E model with an enhanced Hino SmartSafe system will be hard to beat as a tipper and competes with some of the Euro market.

"Overall, this makes for a very attractive package for corporate customers.

"We've already got Euro 6 in our hybrid, 300 Series and standard cab 500s. It's great to be able to offer customers this standard in our heavy trucks," he says.

The 700 Series is engineered with a lighter six-rod suspension and reduced axle weight resulting in increased payload.

The six-rod bogie provides the double-drive suspension system with cross locks on both front and rear axles for improved off-road performance and strength.

An improved cab suspension aims to deliver a more comfortable ride. The interior wraps around the driver, and is equipped with easy-to-read displays, the latest NTSC 2 Isringhausen seat, and increased legroom.

Hino product support manager **Tony Bucknell** says the electronic braking system incorporates ABS and other advanced functions.

"Combined with the vehicle stability system it simply adds up to a safer truck," he says.

HW Richardson specialised transport general manager **Dale Cocker** says the autonomous braking and improved safety package in the new 700 Series adds a lot of value to the business.

"We've pre-ordered three or four units for roading, siteworks, and localised bulk movements doing between 35,000 and 70,000 km/year. They may not do a lot of kilometres but they'll do a lot of work."

The Hino 700 Series is also backed by the only aftersales network to offer nationwide fixed priced servicing at Hino NZ and Truckstops. It comes with the standard 24 months or 250,000km (whichever comes first).

FROM LEFT: CENTREPORT CHAIR LACHIE JOHNSTONE, FINANCE MINISTER GRANT ROBERTSON AND CLIMATE CHANGE MINISTER JAMES SHAW. PHOTOS: CENTREPORT/DAVE LINTOTT PHOTOGRAPHY

CENTREPORT ROLLS OUT ELECTRIC TRANSFER VEHICLES

Wellington's CentrePort is the first New Zealand port to commission fully electric-vehicles for land-based container transfers.

It has deployed seven French-designed and manufactured Gaussin transfer vehicles and trailers with funding from Crown-owned New Zealand Green Investment Finance (NZGIF).

Each unit can move two 20-foot containers and has a towing capacity of 75 tonnes.

CentrePort chose Gaussin to provide the vehicles because of its track record in electric- and hydrogen-powered logistics vehicles.

It's proven technology with electric vehicles already operating in ports in the Middle East and Africa.

The batteries can be swapped and have a 12-hour capability pulling full loads. Spare batteries will be on charge ready to swap in for uninterrupted operation.

CentrePort chief executive **Derek Nind** says the vehicles are helping the port reach its target of reducing carbon emissions by 30% by 2030 and an

ultimate aim of net zero emissions by 2040.

"The Gaussin vehicles also deliver other business benefits including supply chain efficiencies and lower running costs.

"That's good for our customers as well as the environment," Nind says.

The electric units replace diesel vehicles and will reduce carbon emissions by 230 tonnes per annum – around 8% of the port's annual emissions.

It's hoped the technology will provide a good example for other port companies and businesses to follow.

In June 2020, NZGIF committed $15 million support CentrePort's decarbonisation and regeneration plans.

It aims to ensure that lower carbon projects stay high on the priority list,

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says NZGIF chief executive **Craig Weise**.

"It's gratifying to see the fruits of our investment in this ground-breaking first for New Zealand.

"The recent Climate Change Commission advice highlighted that change needs to occur across all sectors of New Zealand's economy.

"CentrePort's ambitious decarbonisation programme, including these new vehicles, shows that decarbonisation can take many innovative forms," Weise says.

The NZGIF green credit facility is also financing a range of other initiatives at CentrePort.

That includes the reintroduction of rail carrying containers directly on to the port after a gap of four years because of damage caused by the Kaikoura earthquake and reducing truck movements on to the port.

Budget 2021 saw NZGIF receive an additional $300m in investment capital, increasing its total pool of investment capital to $400 million.

The fund was created to support the transition towards a net-zero-emissions New Zealand by 2050, a commitment under the Zero Carbon Act.

The CentrePort project was one of the fund's first investments and was

welcomed by climate change minister **James Shaw**.

"As we recover from the global pandemic, we have the opportunity to invest in a clean-tech, high-value economy that works for everyone," Shaw said at the time of the announcement.

"I hope it will inspire other organisations to make similar climate-friendly investment decisions."

Technical specifications of the electric transfer vehicles:

- Towing Capacity: 75 tonnes.
- Length: 5.9 metres.
- Width: 2.55 metres.
- Height: 3.55 metres.
- Maximum speed: 35 km/h.
- Maximum speed fully loaded: 24 km/h.
- Battery pack: Solid state battery lithium metal polymer with eight-year life cycle.
- Battery capability: 12 hours pulling full loads.

VOLTA ZERO REAL-WORLD TESTING UNDERWAY

Swedish start-up Volta Trucks has begun engineering evaluation and real-world testing of the first fully electric prototype Volta Zero.

The testing at automotive engineering and development consultancy Horiba Mira in Nuneaton, UK, will take place over several months.

Volta says it's on track towards starting series production in December 2022 of the world's first purpose-built electric 16-tonne commercial vehicle designed specifically for inner city logistics.

The prototype uses the proposed production specification chassis frame and drivetrain and will test all of the truck's electro-mechanical and thermal properties.

That includes the high-voltage battery supplied by Proterra, and the compact rear axle, electric motor and transmission eAxle unit from Meritor.

The prototype's unconventional bodywork is designed purely to protect the development driver from the elements when the vehicle is moving at speed.

The production vehicle will feature a cargo box design, but the prototype uses a flatbed to allow engineers to add different levels and locations of loads to test weight-carrying capacity.

The test and development programme with the current and later-specification prototypes will also include periods of cold weather testing north of the Arctic Circle, and hot weather testing in southern Europe.

The lessons will be taken into producing pilot fleet vehicles that will be tested and evaluated by key customers who have signed up for both testing and the option to buy production trucks.

That's designed to develop their understanding of how the Volta Zero will integrate into their operations.

Volta Trucks chief product officer **Ian Collins** says the start of testing and evaluation of the first prototype Zero "is a major milestone" on the path to production.

"To have achieved this landmark moment in just eight months is a great example of the nimble and agile approach we have at Volta Trucks.

"We work at high pace to ensure that we can bring zero emission, full-electric commercial vehicles to market quickly, because our customers require vehicles as soon as possible.

"We need to go through a comprehensive and thorough development programme, but the start of prototype testing is evidence that we're on track to deliver production vehicles, on time, by the end of next year," Collins says.

VOLTA ZERO

The truck is said to have a 150 to 200km range and includes an e-Axle for enhanced efficiency and range. It will also offer the latest advanced driver assistance systems (ADAS).

The Volta Zero uses lithium iron phosphate batteries providing 160-200 kWh of power, the battery can be recycled and reused as an energy storage device.

The Zero has an 8600kg payload, with an overall volume of 37.7m3 and is designed to accommodate 16 Euro pallets.

About 9.460m long, 3.47m high and 2.55m wide, the Volta Zero has a 4.80m wheelbase and is limited to a top speed of 90km/h. Its design allows it to use narrow city streets.

Volta Trucks expects the vehicle will eliminate an estimated 1.2 million tonnes of CO_2 by 2025.

CAR LICENCE SEA ELECTRIC TRUCK HITS THE ROAD

The first electric-powered SEA 300-45 trucks have rolled off SEA Electric's Melbourne production line with a car licence driver rating.

The 88kWh battery provides up 250km unladen range with a fast-charging time of under two hours.

The patented SEA-Drive 70-7 Power-System features maximum power and torque ratings of 127kW and 700Nm, with performance characteristics suitable for stop-start city traffic.

Designed, engineered and assembled in Australia, the 4.5-tonne GVM SEA 300-45 was unveiled at the Brisbane Truck Show and is expected to fill a vital logistics role for zero-emissions last-mile deliveries.

The model's design sees batteries and its power system positioned optimally away from the steer axle, allowing for improved weight distribution and good driving dynamics, the company says.

The tare weight comes in at 2.5-tonnes, which results in an allowance of two tonnes for its body and freight, an attractive proposition in the EV space, it says.

The SEA 300-45's design allows for a maximum body length of 4820mm, and all ancillary functions can be converted to pure-electric power, including refrigeration units.

"In recent times, the transport industry has seen massive development in the last mile delivery sector, fuelled by the growth of demand for online shopping," says SEA Electric Asia Pacific president **Bill Gillespie.**

"We're particularly proud of the SEA 300-45; it ticks many boxes for fleets who want to show leadership in environmental sustainability.

"Obviously, being capable of driven on a car licence makes it is easier to attract and retain staff, and those drivers are able to utilise a noise, fume and vibration-free work environment."

The truck's quietness is a bonus for homes and businesses along delivery routes, Gillespie explains.

The brand recently became Australia's latest OEM after gaining Australian Design Rules approval.

The SEA Electric range is available from the SEA national dealer network, complete with a comprehensive sales, service and parts offering, backed up by NTI's 24/7 roadside assistance package for the warranty period of the trucks.

The SEA 300-45 is the entry-level of the Australian produced SEA Electric range, which offers models through to a 22.5 tonne, three-axle configuration.

SEA Electric has a global presence, deploying products in seven countries including New Zealand, Australia, USA, Canada, Thailand, Indonesia and South Africa.

MATARIKI TRUCKS IN DESIGN AWARDS

Downer NZ has been named a national design awards finalist for its work on two Scania trucks which tell the story of Matariki.

The company has been nominated in the business communication sector of the 2021 Designers Institute of New Zealand Best Awards.

During 2020, Downer undertook a campaign that involved eight state-of-the-art Scania trucks.

It painted the trucks black for maximum impact and provided a canvas to paint some special messages.

"These trucks have become moving billboards for our company, by showcasing artworks that tell four compelling stories about our country, our people, our partnerships, and our journey," it says.

The initiative was part of a bigger project to show its commitment to inclusivity and acceptance, as part of the company's "Own Different" diversity campaign.

"It was important that the artwork considered Takatapui (gender), kaumatua elders (age and wisdom), takatapui (sexual orientation), Ngati Matamuri (minorities) and values of manakitanga (kindness), kotahitanga (unity), and whanaungatanga (reciprocal relationships)," the company says.

"All these things that are intrinsic to inclusion and acceptance."

The first two trucks told the story of Matariki, a cluster of stars seen in the winter sky, signalling the start of the Maori New Year.

"We wanted to honour this celebration of the people of Aotearoa, our culture and our community that connects us to the past and present while reflecting on how we're connected, and the world around us," Downer says.

Downer released the first two trucks in celebration of Maori Language Week 2020.

The design winners will be announced at an awards night on October 8.

NEWS IN BRIEF

TOLL GROUP COMPLETES SALE OF GLOBAL EXPRESS BUSINESS

Toll Group has completed the sale of its global express business to Australian private equity fund manager, **Allegro Funds.**

The company says the global express business will remain focused on its Asia-Pacific logistics strengths and Toll will continue to invest in the company's two global logistics and global forwarding divisions.

Toll managing director **Thomas Knudsen** says the sale marks a new chapter in Toll's history.

US INVESTMENT FIRM TO BUY RITCHIES TRANSPORT

Ritchies Transport is set to be sold to US-based global investment company KKR.

The companies didn't disclose the deal value which was made through KKR's Asia Pacific Infrastructure Fund.

The investment marks KKR's first infrastructure deal in New Zealand and it aims to support the expanding public transport network and promote greener transportation solutions.

On completion of the transaction, the Ritchie family will continue to hold a stake in the company. **Andrew Ritchie** will be appointed as chief executive of the company as **Glenn Ritchie** retires.

EROAD PARTNERS WITH SEEING MACHINES

EROAD has entered into a strategic partnership with vision-based monitoring technology company Seeing Machines.

Seeing Machines provides world-leading Guardian technology which utilises face and eye tracking algorithms to detect fatigue and distraction, allowing proactive intervention before a risky driving incident occurs.

EROAD says the integration of the technology will provide operators with a single tool for managing video telematics where previously there were two separate managing systems.

AT AWARDS NEW $1B RAIL OPERATOR CONTRACT

Auckland Transport has appointed a new operator for the city's rail services with a contract worth around $130 million a year.

The successful operator is Auckland One Rail (AOR) which is a 50:50 joint venture between ComfortDelGro Transit (CDGT) and UGL Rail. The contract has an eight-year initial term.

The existing Auckland passenger rail contract, operated by French-owned Transdev, has been in place since 2004 and, following several extensions, expires in March 2022.

AT will continue its relationship with Transdev which operates Auckland's Howick and Eastern Buses.

ROAD USER CHARGES

Electronic Distance Recorder for Trailers

An automated and flexible solution to RUC for Trailers

Improve Cashflow

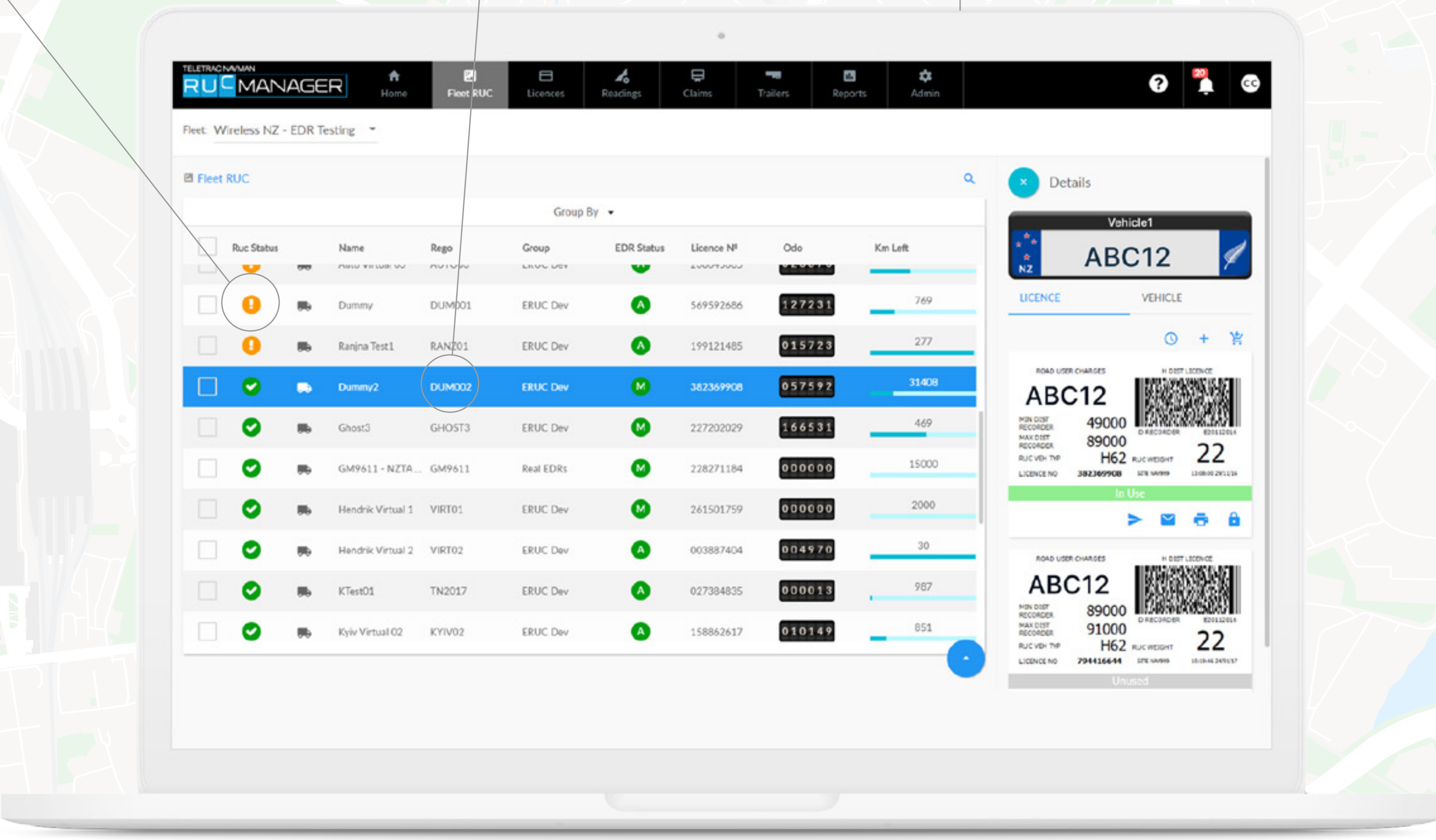
Streamline RUC licence purchasing and ensure you receive accurate off-road refunds from an NZTA-approved solution

Save Time

Reduce manual processing, digitally distribute RUC licences, automatic off-road calculations and easily prepare NZTA claim forms.

Electronic Distance Recorder

Highly accurate distance tracking both in the cabin of the vehicle and of each trailer to keep up to date with RUC licences at all times.



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