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# ROAD TRANSPORT NEWS

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Floods and severe weather are just some of the risks the road transport industry constantly faces.

PHOTO: Laszlo Bartucz, Pixabay

## Coping with disaster

**SEVERE WEATHER ADVICE**

**COVID AND RESILIENCE**

**IA ARA AOTEAROA**

As COVID-19 restrictions continue, road transport businesses need a new road map. But the pandemic is only one of many potential risks they face. How best to plan ahead?



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# Contents

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## PAGES 5-8

### **Announcing a major restructure**

*la Ara Aotearoa Transporting NZ Chief Executive Nick Leggett and RTANZ Chief Operating Officer Simon Carson update members on changes to the industry body.*

## PAGE 12

### **Cover story**

*Road transport operators need to stay sharp to cope with possible disasters on the road that could happen at any time.*

## PAGE 15

### **Getting a COVID test**

*Lawyer Amanda Douglas, of Wynn Williams, has the latest advice on COVID testing requirements.*

## PAGE 23

### **Workplace jargon**

*Touching base? Reaching for the low-hanging fruit? What does it all mean? Charlene Barnfather unravels the buzzwords.*

## PAGE 30

### **Around the regions**

*RTANZ Senior Industry Advisors round up news and developments from around New Zealand.*

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## Events

**October 9:** TFHBCC—Ride in a Truck Day, Hastings Show Grounds—*postponed until October 2022.*

**November 12** [Mobil 1 NZ Road Transport Hall of Fame awards dinner](#), Bill Richardson Transport World, Invercargill. (*Rescheduled from September 24.*)

**November 27:** Eastland Truck Show & Shine, Gisborne Show Grounds—*cancelled*

**February 20:** The Great Wellington Truck & Transport Show, Trentham Memorial Park, Upper Hutt

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We welcome contributions and feedback for this magazine.

## Competition



## Send us your best trucking picture and be in to win!

It has been a rough 18 months for transport businesses across New Zealand, and to show RTANZ support we will be running a best truck picture competition this month.

Whether it's your best truck, or an action shot of your drivers as they go about their day-to-day essential work, send your photos in to us along with a few words and go in the draw to win a loaded prize pack courtesy of RTANZ commercial partner Mobilcard.

All pictures will go into the draw to win.

To enter send your name, mobile number, picture, and a few words to [rtanzinfo@rtanz.co.nz](mailto:rtanzinfo@rtanz.co.nz), with "RTANZ Truck Picture Competition" in the subject line.

Winners will be drawn on October 22.

Your company's truck picture will be published in this e-magazine in November and on the RTANZ website and social media pages.

## Transporting NZ—a new name and structure

Ia Ara Aotearoa Transporting New Zealand (formerly the Road Transport Forum) has announced changes to its structure.

Transporting New Zealand chief executive Nick Leggett says the regional associations National Road Carriers (NRC), based in Auckland, and NZ Trucking Association, based in Christchurch, will no longer be represented by the national organisation.

“Transporting New Zealand had five members and now there are four,” Leggett says. “Road Transport Association New Zealand (RTANZ) is made up of four regional groups giving nationwide representation to members and holding five spots on the Transporting New Zealand Board.

“NRC and NZ Trucking are part of one organisation, Owner Carriers Association of New Zealand (OCANZ), which held four spots on the Transporting New Zealand board. These board positions have relinquished as part of OCANZ’s desire to go its own way.

“Transporting New Zealand remains the national organisation in Wellington, representing the bulk of the industry by meeting with government officials and elected representatives in Parliament and advocating for the best results as rules, regulations and laws that affect road freight transport are developed and put into practice.

“Transporting New Zealand also holds the ownership of *Te ara ki tua Road to success* and will continue operating this essential industry traineeship in partnership with the government.

“As a national organisation, the RTANZ board were conscious of a desire from the road freight industry to have one voice and to avoid duplication between the three associations and



Ia Ara Aotearoa Transporting New Zealand chief executive Nick Leggett says the new organisation remains committed to getting the best possible results for the road freight transport industry.

the advocacy work of Transporting New Zealand. They proposed a new structure to OCANZ members NRC and NZ Trucking.

“In the end, those two organisations have decided to stick to their local areas and that presents an opportunity to refresh how services and advocacy are delivered to the rest of the road freight transport industry, via RTANZ and Transporting New Zealand.

“We expect an interim board will be set up to determine the details of our future direction and we remain committed to getting the best possible results for

the road freight transport industry, which faces many challenges right now, and in the months and years ahead as New Zealand grapples with both Covid-19 and disruption in the global supply chain,” Leggett says.

**“Transporting New Zealand remains the national organisation in Wellington, representing the bulk of the industry.”**

—Nick Leggett, CEO



## News

## Pert resigns from National Road Carriers Association

High profile road transport industry leader and Director of Tranzliquid, Greg Pert, has resigned his membership of the National Road Carriers Association.

This move is part of a wider split within the road transport industry, with NZ Trucking Association and National Road Carriers breaking away from the industry national voice, la Ara Aotearoa Transporting NZ (formerly known as the Road Transport Forum).

Pert will be joining Transporting NZ as a full member, as it refashions itself into a national organisation, working with the Road Transport Association. It is understood that merger talks are underway.

Pert chaired the RTF Board until recently, when he was removed by National Road Carriers as a board member to RTF because of his belief in one united industry organisation.

“I really believe in this industry, so to get the best deal for trucking operators, we strongly need one organisation, not four. It’s a duplication of effort, unstable competitiveness and a financial cost to members, which dilutes the overall value to the transport industry. We lose so much because of the predominate voices of some industry members that are stalled by an old way of thinking—the world is changing rapidly and we need to get ahead of the times,” Pert said.

“The successful advocacy to government and in the media secured by Transporting NZ over many years, can now be combined with a top-notch membership offering and fresh leadership. I am excited to be part of that and invite all

**“To get the best deal for trucking operators, we strongly need one organisation, not four.”**



Former RTF board chairman and National Road Carriers Association member Greg Pert will be joining Transporting NZ as a full member.

transport operators to join a new national organisation that will have the ear of government and officials.”

Pert has said that it is unlikely most NRC members would have been adequately consulted regarding the proposal that was offered and rejected by their board for one national management structure. Similarly, they may be taken by surprise by the fact that the resources and efforts of la

Ara Aotearoa Transporting NZ may no longer be at their disposal as members of NRC.

NRC has had reasonable disruption recently with some board members being replaced at the recent AGM or resigning, along with a high staff turnover in the last year, including the departure of long-term CEO, David Aitken.



## AutoSense seminars scheduled for October

Seminars have already taken place in Christchurch, Dunedin, Auckland, and Hamilton. Events are scheduled for the following locations:

**October 19:** Wellington;

**October 21:** Palmerston North

You can register at [www.eyesupnz.co.nz/events](http://www.eyesupnz.co.nz/events).

More information:

[www.autosense.co.nz](http://www.autosense.co.nz)

[www.eroad.co.nz](http://www.eroad.co.nz)

[www.fitforduty.co.nz](http://www.fitforduty.co.nz)

[www.nzi.co.nz](http://www.nzi.co.nz)



## New name better reflects nature of industry

By David Killick, Communications and Media Manager

la Ara Aotearoa Transporting New Zealand is the new name for the Road Transport Forum, and RTANZ is delighted to be part of it.

The name change was announced last month by la Ara Aotearoa Transporting New Zealand Chief Executive Nick Leggett, who says it better reflects road freight transport's vital role in the New Zealand economy.

"The new name and logo better embrace the mood and culture in Aotearoa New Zealand today," Leggett says.

"The la Ara Aotearoa Transporting New Zealand logo has been designed as a modern, dynamic brand reflecting the role of the road freight transport industry. The arrows represent the North and South Islands and the vital road links that the industry provides for the economy and commerce in New Zealand...

"The name conveys what the industry does for the public and business in Aotearoa New Zealand – transporting their goods, to their door, when they need them; or their food, medicines and other essentials to the stores they shop at, so it is always there when they want it.

la Ara Aotearoa can be translated as "each and every road of Aotearoa" – claiming that every road that etches the land across our country will be driven on by one of the freight vehicles of Transporting New Zealand—la Ara Aotearoa.

**"RTANZ welcomes working more closely with la Ara Aotearoa Transporting New Zealand."**

The word "la" is also translated as a vessel or vein, likening the transporter or vehicles used to transport the "goods" across Aotearoa to the very important role of the veins of a human body, which are used to transport what is needed for us to survive. "la" can also mean to flow, like the flow of movement of a river likening this to the flow of freight being moved around the country.

Unfortunately, the new name sparked a backlash from some in the industry, with staff members being subjected to racist and offensive abuse via emails and social media. Nick Leggett expressed his disappointment at that reaction and called for a "return to manners" and a rejection of "outdated cultural attitudes" that would only serve to turn people off joining the industry.

In this issue, RTANZ Chief Operating Officer Simon Carson calls out "a shocking racial, bigoted, and mostly misinformed view" and says "RTANZ is also committed to nil tolerance of any racial slur and the undermining of any culture that we share our country with."

On a positive note, RTANZ welcomes working more closely with la Ara Aotearoa Transporting New Zealand. We'll also be looking at enhancing our communications strategy and ways of better supporting Maori values and identity and encouraging greater cultural awareness.

## Chief Operating Officer

# Association is committed to new brand

By Simon Carson



The recent announcement relating to the rebranding of the Road Transport Forum to *la Ara Aotearoa Transporting New Zealand* was met with various comments from a mixed audience, most showing a shocking racial, bigoted, and mostly misinformed view of the rebrand that had taken place. Social media can be a valuable tool to get messages out quickly to the wider audience, but it can also give individuals licence to be hurtful which we saw in spades over a two-week period in late September.

Road Transport staff received hundreds of comments that were not just inappropriate and misguided, but also incorrect. It was not RTANZ that had rebranded, but still, people seemed to think it was OK to take out their anger and frustration on us during what was already a challenging time as most of the country experienced the lasting effects of the latest lockdown. RTANZ is committed to supporting the rebrand as it illustrates, as the first part of the process, the organisation better aligning and advocating for the sector. RTANZ is also committed to nil tolerance of any racial slur and the undermining of any culture that we share our country with. In March 2020, shortly after the Christchurch terrorist attacks, our nation became united with cultural messages that we saw everywhere we went, “We are one, and Kia Kaha, stay strong New Zealand.” Some people can have very short memories.

In 2020, RTANZ released a survey to every member of the association, its purpose being to

**“RTANZ is also committed to nil tolerance of any racial slur and the undermining of any culture that we share our country with.”**

gauge the performance of the association as well as the Road Transport Forum. The information that we sought and received back will be of interest to most.

*“Seventy per cent of members felt their connection to RTF was not strong enough and wanted to see improvement; 94 per cent of members wanted RTANZ and RTF to work closer together under a single voice; and 85% supported in principle a proposal for RTF to manage RTANZ to lift the performance of both organisations.”*

The rebranding of RTF to *la Ara Aotearoa Transporting New Zealand* was the first part in this process, and it was driven by members of the association reinforcing to us what it was they had been asking for over a period of time.

### Border testing continues

Testing people crossing between lockdown borders continues and the statistics being received indicate the compliance rate has risen to around 90 per cent as of September 19, higher than the 85 per cent that we saw on the first day of compliance checking only two days prior. A shout out to industry recognising your efforts to do the right thing keeping drivers checked twice a week using the supplied saliva kit. RTANZ received around 1,500 kits the same day as they became available and most of these were distributed to members inside the first 24 hours. Thanks needs to go to Asia Pacific Health Group, its people, and its labs across New Zealand for giving RTANZ priority access to test kits.

We understand there is still a level of sensitivity we are hearing from some relating to COVID-19. RTANZ staff continue to service the membership and offer to meet mostly via Zoom until it is safe for face-to-face meetings to resume once again under the freedom we anxiously await. It is pleasing for me to inform members that all RTANZ staff have been vaccinated, for their own safety as well as the safety of others.

- Call Simon Carson on 027 55 66 099, or email: [scarson@rtanz.co.nz](mailto:scarson@rtanz.co.nz).



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New Zealand Government

## Road Transport Forum

# We don't want to end up running on empty

By Nick Leggett, Ia Ara Aotearoa Transporting NZ chief executive



**“Watch and learn New Zealand, this could be us before long.”**

In Britain, we have watched mayhem at the petrol pumps as they ran out of fuel due to a shortage of truck drivers. Watch and learn New Zealand, this could be us before long.

There are a number of lessons to learn from the situation in Britain. It is not just a shortage of fuel they face, there are empty shop shelves everywhere, including in supermarkets. Christmas is looking bleak. People are getting angry and violent. The army are standing by.

That's what happens when you think it is a good idea to separate yourself from your closest friends—as per Brexit—and you have a shortage of 100,000 truck drivers (as estimated by the UK's Road Haulage Association).

Also, when the government says “don't panic”, well, everyone is going to panic. No one believed there was enough fuel to go around and panic buying ensued, resulting in queues, frayed tempers, and disappointment.

Worker shortages are a growing problem in Britain, which has a record 1 million job vacancies. The shortage of truck drivers has been exacerbated by the COVID-19 pandemic and Brexit, which resulted in tens of thousands of EU nationals leaving trucking jobs and other occupations in the United Kingdom.

Prime Minister Boris Johnson's government has announced a series of emergency measures to address the fuel crisis, including issuing temporary work visas for 5,000 foreign truck drivers and suspending competition law to allow suppliers to deliver fuel to rival operators.

But when you cross your friends off the list, and then try and say you didn't mean to, well, no one is buying that either.

Edwin Atema, of the Dutch FNV union, which represents truck drivers in the Netherlands, told the Brits in no uncertain terms what EU drivers think of them and their temporary work visas.

He stunned the conservative listeners of BBC Radio 4 by swearing live on air. He made it clear that there are major issues with the freight haulage industry throughout Europe, but also warned Britain that “the EU workers we speak to will not go to the UK for a short-term visa to help UK out of the sh\*t they created themselves.”

Pre-Brexit, most of the truck drivers in Britain were from elsewhere in Europe and a lot of them went home because of both the pandemic, and Brexit. So there just aren't enough people to drive the trucks that distribute the fuel across Britain.

According to the Petrol Retailers Association, which represents about 60 per cent of the UK's fuel sellers, between 50 and 90 per cent of pumps ran dry in some areas.

So where are the similarities and what do we need to watch for? We already have a shortage of truck drivers. We are a small island nation reliant on trade that has shut ourselves off from the world for 20 months and counting, with no end in sight.

Business experts interviewed on RNZ this week said our closed borders have become a

problem and the rest of the world is bemused by our stance as other countries open up.

Business people report their customers referring to New Zealand as a “totalitarian state”. The workers they have sent offshore because they cannot travel back and forth have customers joking that if they go home, they have to “go into prison”. And the tales of the many flaws in our MIQ system flood media and social media.

Business people say small businesses are likely to move offshore, at least to Australia, which will be open by December.

It won't be just businesses moving offshore. There are driver shortages everywhere and after a couple of years of being locked up, the pastures will be looking greener for our truck drivers anywhere but here. If the Brits were smart, they'd be looking here to recruit drivers, not in the EU where their cold shoulder is being returned in double.

To keep our drivers and recruit new ones, we need to offer inclusive workplaces, good conditions, support and mentoring, and a career



A truck driver shortage, compounded by Brexit, has led to a fuel crisis in Britain with many petrol stations being closed.

path. For these reasons we started up our [Te ara ki tua Road to success traineeship](#) this year. It's going well and some quality people have entered the industry via this traineeship. We need to retain them and offer them that rewarding career. But we can't do that on our own.

The government needs to be clear with business what their plan is to open up New Zealand so freight and people can flow in and out, and so we don't have a country running on empty.



## Essential information

**I**a Ara Aotearoa Transporting New Zealand is the central point of communication for the road freight transport industry. Visit the Transporting New Zealand website [here](#) to keep up to date on media releases, Nick's blog, submissions, and advisories.

### General information

The COVID-19 website: <https://covid19.govt.nz/> has general information including Government support available to businesses.

### COVID-19

Transporting New Zealand has a [dedicated page](#) covering all information on COVID-19 relevant to road transport, including the latest advice and links.

### WorkSafe – COVID-19 safety plan

WorkSafe has developed a template to help develop a COVID-19 safety plan, which you can find [here](#).

## Cover story



During a flood, drivers drive on the crown of the road, away from the edges which are lower and may have experienced washouts or other damage.

Photo: Laszlo Bartucz, Pixabay

# Plan ahead to minimize risks on the roads

By Darren Cottingham

**W**hile we've come out of winter and we are over the worst of the bad weather, according to climate scientists, we should expect to see more weather extremes—flooding, high winds, heatwaves and more. Add to that the ever-present threat of a serious earthquake in certain parts of the country, and you'll see the need for drivers to be prepared for a wide variety of scenarios.

What can you do to reduce the risks if you're a driver or if you manage drivers? Proper planning and checking means you can avoid most of the risks of driving in challenging situations.

### Before you go

Road closures and hazards can be found on [Waka Kotahi's Journey Planner](#). When planning your route, you may be able to choose alternative roads that avoid risky areas. For

example, high winds are a problem in exposed areas, cold temperatures are a problem at higher altitudes, flooding can be a problem nearer rivers and in low-lying land, and landslips can be a problem on roads cut into valleys and hills.

If you are venturing out, someone else should know your route and expected arrival time. You can use route planning software such as Google Maps, but if you change the route, then let other people know.

Understand the communication options between driver and dispatcher and agree a plan in case of a disruption. Dispatchers and drivers should work together to solve these problems. This plan should be kept in the glovebox and also with the dispatcher. It will include backup options for routes, what to do in an emergency and communicating with clients to address their expectations around delayed deliveries.

**“A bit of planning dramatically reduces the risk a driver will get caught out on the road.”**



CLOCKWISE FROM TOP LEFT: Snow on SH1 the Desert Road can often close the road, even when it is not winter; Floods wash away part of SH6 through the Buller Gorge in July; High winds topple a truck on the Auckland Harbour Bridge; Sunstrike is a hazard through the year.

Ensure that you have emergency contacts easily accessible in your cab so that you can deal with mechanical breakdowns quickly.

Listen to chatter on the RT from other drivers reporting conditions ahead.

Don't ignore signs saying roads are closed or impassable.

Checking the weather forecast is the quickest way to understand the main risks for the day. An app on your phone is a good way of checking any potential issues ahead while you're on your break. Look for high winds—if you're looking at a weather map, the isobars will be close together. High winds can blow a high-sided vehicle over, as we saw on Auckland's Harbour Bridge in September 2020.

### Drive for conditions

Look for heavy rain that could cause flash floods and landslips. Do not try to drive through floodwaters that are moving as they can sweep your vehicle away. If you need to get through standing floodwaters, get a long pole for balance and walk through it first, making sure you know where the road is at all times. On a

straight road, drive through a flood at slow speed on the crown of the road (i.e. straddling the white line) as this is the highest point of the road. On a bend, drive around the outside of the curve as this tends to be the highest point. There is more likely to be damage and washouts at the edge of the road, which is another reason to avoid it.

To avoid landslips, you must be able to stop in the distance of clear road you can see in front of you (if the road has lanes). This is a legal requirement in the Road Code.

Temperature extremes will affect the road surface and your freight. Anything lower than 3 degrees Celsius could mean ice, especially on bridges and in shaded corners the morning after a frost. Drivers should ensure they have enough fuel and warm clothes in case they get stranded.

Temperatures into the 30s and higher could cause issues with chilled freight and livestock, dehydration for the driver, and tar bleed that makes roads slippery.

You can always turn back if the situation deteriorates. If you get stuck, emergency services might not be able to get to you.

### Get an emergency kit

Prepared drivers have an emergency kit. The contents may vary throughout the year and will, to some extent, be influenced by where you drive and when. For example, a snow shovel won't be needed in Northland, but it might be on Desert Road. Common contents of an emergency kit when travelling in challenging conditions are additional fluids, fuel line de-icer, a blanket, gloves, torch, snacks, warning flares or emergency lights, towing strop, tyre chains, ice scraper, traction mats and a personal locator beacon (important if you're working alone remotely).



Storm force winds bring down trees and cut power in Canterbury in September. Strong winds often affect New Zealand in spring but are a risk any time of year.

Warm clothing is essential if you are travelling at high altitude or in cold weather. In winter, sunstroke is a big problem, so good sunglasses that are not scratched should be kept close to hand.

A basic tool set, a first aid kit and a way of keeping your cellphone charged are important.

If you are getting in and out of your cab in wet conditions, a towel to clean and dry your shoes is a must otherwise you're simply making your mats a mess.

### After a disaster

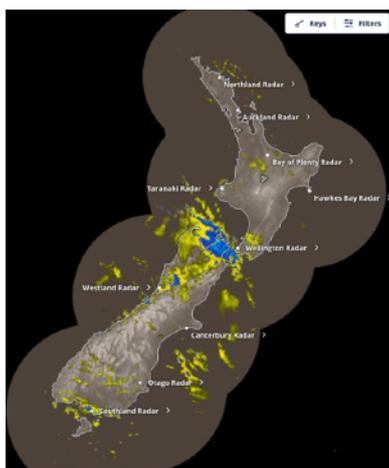
After earthquakes and flooding, the road's surface is likely to be degraded. Understanding whether your route is passable is your priority. Roads may have huge potholes, even deeper sink holes, large cracks and large lifted sections. Your pre-trip inspection of tyres and suspension becomes even more important because correct inflation pressures and ensuring that the suspension works will help reduce damage to your truck and its load.

If you are driving and an earthquake happens, be aware of the tsunami risk if you are on a coastal road. [geonet.org.nz](http://geonet.org.nz) will have earthquake information.

After a natural disaster, there may be fewer services en route, such as toilets, fuel stops and places to eat. Fences may have been damaged and livestock could be on the road.

There are many ways drivers have to deal with the dangers of bad weather, earthquakes and other emergencies. A bit of planning dramatically reduces the risk a driver will get caught out on the road, and minimizes the chance of the truck or the load being damaged.

- *Darren Cottingham is the General Manager of DT Driver Training ([www.drivertraining.co.nz](http://www.drivertraining.co.nz)).*



### Latest information on roads and weather

- For the latest on road conditions and to plan your journey, see [Waka Kotahi's travel and traffic information](#).
- For severe weather advisories, see [Met Service weather warnings](#).
- [Met Service rain radars and forecasts](#) provide real-time information and help to plan ahead.

LEFT: Check real-time information using Met Service's weather radar.

## Ask a lawyer

# The latest on COVID testing requirements

By Amanda Douglas



## What does the recent COVID-19 Public Health Response (Required Testing) Amendment Order 2021 mean for employers?

From 11:59pm on September 16, permitted workers who are crossing Alert Level boundaries must carry proof of receiving a COVID-19 test within the last seven days, whether they have symptoms or not. Permitted workers include truck drivers, as well as other workers who need to cross Alert Level boundaries to work at a permitted business.

Employers are responsible for enabling their employees to be tested and need to have a process in place for that. Employers should let staff know that they can have the test done during working hours, that there is no cost involved, and they can get tested at a community testing centre or at their local GP. If they require information on where to find a testing site, direct them to the [Healthpoint website](#).

Current government instructions state that affected workers do not have to wait for their test results, they just have to provide evidence that they have had the test. This is because the new mandate is “surveillance testing”, meaning

workers are not required to stand down or stay at home while awaiting their results. Proof of their test must be provided, in addition to permission to travel documentation, which includes their Business Travel Document that all workers must carry to travel in and out of Auckland. Otherwise, there is a chance that they will be turned around at the border. As well as ensuring that employees are tested and have travel documentation, employers must also ensure that they minimise the public health risks to anyone travelling as much as possible and have systems to ensure that the least number of workers needing to travel do so.

### Can an employee request a saliva test instead of a nasal test?

Yes. Although nasal testing is still the most common type of testing in New Zealand, saliva testing is now an option for permitted workers who must receive a test within seven days of travel across Alert Level boundaries.

If you have an employee who is reluctant to receive a nasal test, you should suggest saliva testing to them to ensure they receive a test before crossing any Alert Level boundaries.

Saliva testing is self-administered and provides flexibility as to when and

where the test can be done. If an employee asks about saliva testing, inform them that saliva samples can be taken using a Saliva Sample Kit and taken to collection drop-off boxes at multiple collection sites (within 12 hours of taking the sample).

The following website provides detailed instructions on how to complete the following steps: [www.covid19salivatesting.co.nz](http://www.covid19salivatesting.co.nz).

1. Register and download the App
2. Get a Test Kit
3. Provide a Saliva Sample
4. Drop off Saliva Kit
5. Results will become available via the App

It is important that employers inform workers that saliva testing is done as part of the Saliva

**“Employers are responsible for enabling their employees to be tested and need to have a process in place for that.”**

Testing Programme and consists of two tests, at least two days apart, and must be done every seven days. Therefore, it is a longer process than nasal testing and is not recommended if they have a quick turnaround period.

**Is it true that the Employment Relations Authority (ERA) upheld a decision to dismiss an employee for refusing to be vaccinated? Does that mean I can require this now?**

Yes, the ERA did uphold a decision to dismiss for not getting a vaccination, but it cannot necessarily be applied to all workplaces. This case has limited applications as the employee was an unvaccinated border worker, subject to the government vaccination order, which at this stage only applies to border and related workers. The ERA found that Customs New Zealand was justified in dismissing an unvaccinated border worker as Customs had undertaken the appropriate health and safety risk assessments and had every right to determine the position could only be safely undertaken by a vaccinated worker. (GF v New Zealand Customs Service [2021] NZERA 382.) The employee argued her right to refuse medical treatment under the New Zealand Bill of Rights Act 1990 and said her stance on vaccination did

not impact any other person in the workplace. Customs and the Authority disagreed and stated that an employee has a duty to take reasonable care that his or her acts or omissions do not adversely affect the health and safety of other persons.

Workplaces that are not subject to government orders regarding vaccination need to take a more cautious approach. There are clear steps that an employer would need to take to require its workers to be vaccinated, so get advice on those steps before attempting to introduce any such requirement.

- *If you are a member of RTANZ and have an employment, health and safety related or other legal question, please submit it to Amanda Douglas at Wynn Williams [amanda.douglas@wynnwilliams.co.nz](mailto:amanda.douglas@wynnwilliams.co.nz) with the subject line: RTANZ Ask a Lawyer. Feel free to also make use of Wynn Williams' Legal Helpline, in which the first 15 minutes is free for RTANZ members, by calling Amanda on (03) 379 7622.*



**RTANZ members receive first 15 minutes advice free.**

**WYNNWILLIAMS**

**It takes more than logistics to get from A to B!**

Running a transport business gets more complicated by the day. Make sure you're across your legal and compliance obligations so you can focus on staying on the road.

For all your business related legal advice, including employment, health & safety, TSL and insurance issues, contact [amanda.douglas@wynnwilliams.co.nz](mailto:amanda.douglas@wynnwilliams.co.nz) +64 3 379 7622

## Health & Safety

# Expect the unexpected – be prepared

By Rob Thomson, Health & Safety Consultant, SBS



In a little over 10 years, New Zealand has experienced three major earthquakes, two terrorist attacks, an eruption on Whakaari White Island, significant floods, cyber-attacks, and a global pandemic which continues to

invade our shores. These events have been costly to people's lives, their health and well-being, and to our communities and businesses.

Due to our geographic location sitting on top of a major tectonic plate boundary between the Pacific and Australian plates, New Zealand is exposed to a number of natural events with a relatively high probability of these occurring in our lifetime. Natural event exposures include earthquakes along the Alpine Fault or Wellington Fault, earthquakes or tsunami along the Hikurangi Subduction Zones (off the East Coast of the North Island), volcanic activity on Mt Taranaki, Taupo Volcanic Zone, Auckland Volcanic Zone, or increased likelihood of significant weather events due to climate change to name a few.

One of the learnings from recent events and research from our science community suggests these significant events are likely to continue occurring in the future. As individuals and business owners, we need to ensure we have robust plans in place to manage critical events when they happen.

Ensuring your business has a comprehensive Business Continuity Plan (BCP) including Disaster Recovery and Critical Event Plan should be an essential part of your business. This should include the following:

### Risks and potential business impact

Any BCP should be based on a business impact analysis, which identifies potential risks and vulnerabilities both within and outside the

business. These risks could include anything from building damage resulting from an earthquake to a major IT disruption or disruptions as a result of a failure by an important supplier. By knowing what you could potentially face, you can begin to take steps to prevent or mitigate the risk.

A robust plan will also use your business impact analysis to reveal the possible consequences of disruption on your business. This will enable you to anticipate its cost, the effect it could have on essential business functions and the time needed to recover.

### Planning an effective response

Once you have an awareness of the type of risks and threats your business may be vulnerable to, you can begin to form an effective plan.

A comprehensive BCP will take each risk identified in the business impact analysis and develop an appropriate response strategy to either minimise it or prevent it altogether. These detailed plans will describe the action needed and outline who needs to be involved to implement it. Timeframes and resources, such as

laptops, alternative warehouse space, and mobile phones, should also be laid out to ensure a quick and relevant response.

### Roles and responsibilities

For a crisis or disruption to be managed confidently, the key people in your business need to know their roles and responsibilities. A BCP will therefore document which key personnel need to be involved in the response to the disruption. This will typically be more senior staff members, but this depends on your business and the type of risk you are dealing with.

Once these people have been identified, their roles and actions need to be clearly defined so they can react quickly and efficiently. The resources they need following a disruption should also be clearly stated so that they can be prioritised ahead of the rest of the team.

**“We need to ensure we have robust plans in place to manage critical events when they happen.”**

For instance, if a remote office needs to be set up following a disruption, critical personnel will need to be prioritised when it comes to allocating resources such as laptops, vehicles, and equipment.

### Communication

Clear communication is vital during business disruptions. Effective communication across your business can reassure team members and give them confidence that the organisation is taking effective steps to respond and recover. Outside of your company, good communication is also necessary in order to liaise with suppliers and customers and minimise dissatisfaction.

To prepare for this, a BCP would normally include a list of key contacts as well as templated press releases and social media posts. Having these in place in advance can speed up communication in a crisis and ensure that both your team and external contacts are kept up to speed. In larger organisations, it may be necessary to have a separate communication plan that provides a comprehensive approach to communication during a crisis.

### Testing and training

Business Continuity Plans are not just theoretical—they need to be robust enough to

be put into action. To check this, the final key component of a BCP is testing and exercising.

Realistic scenarios can be used to test the plan and your team’s response. By doing so, you can identify room for improvement and take action to improve the plan before a real disruption occurs. Testing and exercising BCPs also helps to ensure that key personnel understand the plan and their role in it. This means that the company can respond quickly and efficiently when a disruption occurs.

Raising awareness of the BCP among your wider staff will also help them to understand their role in responding to disruptions. Many companies run regular awareness training sessions and include business continuity as a key topic during new staff inductions. This training can then improve the resilience of the company overall.

- *For guidance in preparing a tailored Business Continuity Plan for your company (regardless of the industry you are in), contact Safe Business Solutions (SBS) on 0508 424 723.*

A large graphic with a background of yellow and black diagonal hazard stripes. On the left, the text 'Unite against COVID-19' is displayed, with 'Unite' and 'against' in black and 'COVID-19' in white on a yellow rectangular background. On the right, two black rectangular boxes contain the text 'covid19.govt.nz' and '0800 358 5453' in white. At the bottom right, the text 'New Zealand Government' is written in black.

**Unite  
against  
COVID-19**

**covid19.govt.nz**

**0800 358 5453**

New Zealand Government

## Technology

# MyEROAD technology gives the full picture

by Courtney Ayre

**E**ROAD has integrated Seeing Machines' Guardian safety technology into MyEROAD, to provide operators with a single interface for managing video telematics.

### The full picture. In one place.

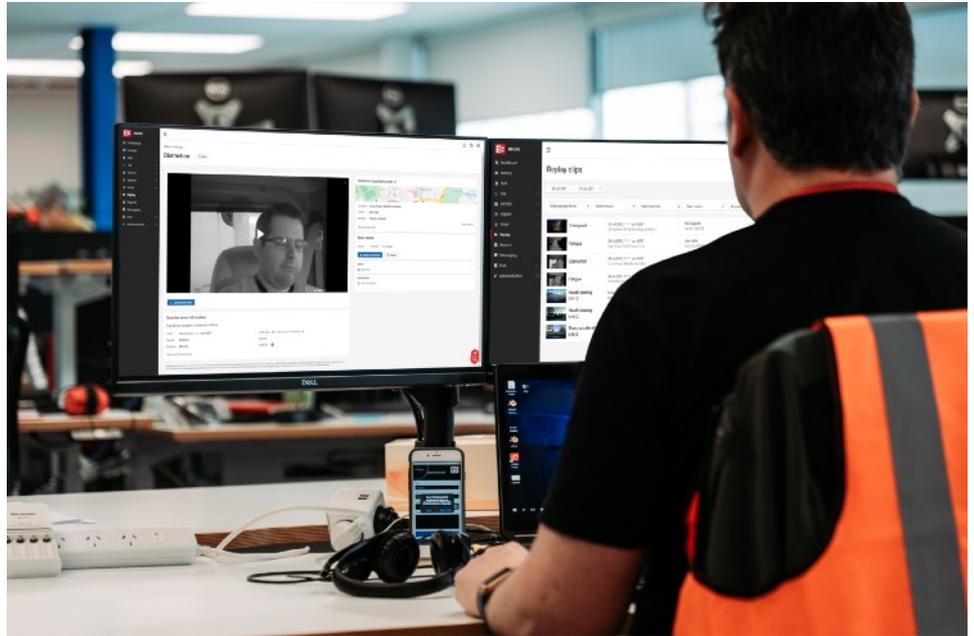
Seeing Machines' Guardian technology is world leading and utilises face and eye tracking algorithms to detect fatigue and distraction, allowing proactive intervention before a risky driving incident occurs. Guardian has seen expanding global penetration into long haul and heavy transport fleets. Fleet operators in more than 26 countries have chosen to install Guardian in their commercial vehicles, to protect drivers and their assets.

With 80 per cent of all Heavy Transport ERUC (Electronic Road User Charges) in New Zealand being purchased through EROAD, we have witnessed the growing adoption of Guardian by this industry. Until now, detailed video and event data from Guardian and fleet data and tracking from EROAD technology was only available across two separate platforms.

This integration delivers simplicity of access for customers, allowing users of both technologies to prioritise actionable insights from data, visible in one location. By making it easier to see, users have a greater ability to understand the risks associated with their fleet and coach drivers and work towards safer and more sustainable outcomes.

### Coverage across an entire fleet

Tools and technology must be fit for purpose, especially when mitigating risks on the road. The primary advantage for fleets using Guardian is



EROAD has integrated Seeing Machines' Guardian safety technology into MyEROAD, providing operators with a single interface.

**“By making it easier to see, users have a greater ability to understand the risks.”**

proactive intervention, before an incident caused by fatigue or distraction happens. It is the most advanced safety technology available for commercial fleets. It is also a significant investment for a business, and many fleet

managers choose to install it only in the highest risk vehicles. Installing it across entire fleets, including light vehicles, can sometimes be viewed as a big challenge.

The MyEROAD Seeing Machines Video Integration allows operators the chance to choose the right hardware, for the right vehicle. Operators looking to embrace video telematics, and its benefits, can install EROAD's Clarity Dashcam across the remainder of their fleet as an affordable solution. Regardless of what hardware is in which vehicle, operators will be able to view all video events together in their MyEROAD Replay.

“Our customers have been asking for this integration for years and we can now deliver on this for them,” says EROAD general manager Andrew Davies. “This integration is all about ease of use for the customer and prioritising actionable insights from data. By making it easier

to see everything in one place, the fleet manager has a greater ability to coach drivers for safer and more productive outcomes.

“Clarity isn’t competing with Seeing Machines, it is complementing it. It provides operators with the affordable option to adopt video telematics across more vehicles, to reduce the risk on the total fleet rather than just on the high-risk vehicles. This integration is critical to allowing fleet managers to see the full picture.”

### Seamless side-by-side video

Operators may choose to install EROAD’s Clarity forward-facing dashcam alongside the driver-facing Guardian camera in cab. Fleet managers will be able to view footage from the separate cameras side-by-side in MyEROAD Replay for any events triggered by either, or both, pieces of hardware.

### Key features:

- One platform to access total fleet video and data if generated by a Guardian camera or EROAD hardware
- Guardian video footage and event data is available to view within MyEROAD Replay
- EROAD Clarity video footage and event data is available within the same screen
- Seamlessly move between vehicles to check video or event triggers, regardless of whether EROAD Clarity Dashcam or Guardian DMS cameras are installed
- Side-by-side video available if EROAD Clarity and Guardian DMS hardware exists in a single vehicle
- Simplified, clean, easy, user experience for all fleet insights
- EROAD Clarity Dashcam is a complementary product to allow affordable adoption of video telematics across whole of fleet
- One platform to allow improved driver coaching and recording utilizing video footage
- Integration occurs through API key available from Seeing Machines or distributor and EROAD
- Vehicles fitted with Guardian DMS hardware DO NOT have to be fitted with EROAD hardware to be visible in MyEROAD



“We are very happy to be partnering with EROAD,” says Paul McGlone, CEO of Seeing Machines. “Our Guardian technology has seen expanding global penetration into long haul and heavy transport fleets and will be a huge benefit to EROAD users not only in New Zealand, but Australia and America as well.

“The Seeing Machines’ purpose is to get everyone home safely so we are closely aligned with EROAD as both companies take pride in helping make roads safer, knowing this integration will help achieve that.”

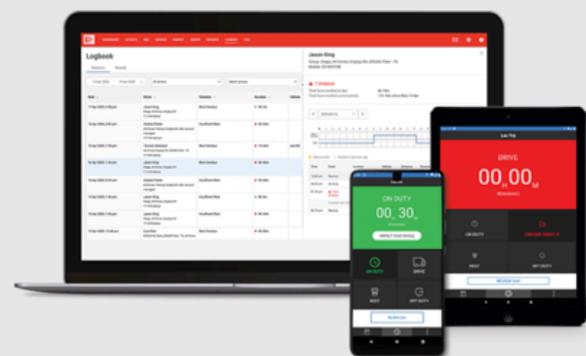
With strategic growth and partnerships like this, EROAD continues to contribute to safer roads through the delivery of products and services to transport operators and drivers throughout Australia and New Zealand.

[Learn more about our dashcam solution](#)



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## Business



Some of the MyTrucking family of developers out with a customer.

## Why great business is like a great family

By Marie-Claire Andrews

**F**amily and business often go hand in hand. The same core values that create a strong family unit (you know, those ones we all admire and wish we were part of) can be applied to building a great business.

At [MyTrucking](#), we're big on family. We view our team as a family, and our customers as an extension of that family. Many of the businesses we work alongside are family-owned and operated, often inter-generational. The family ties

are woven into their business story, and help create a reputation and legacy to be proud of.

Collectiveness, working together, supporting one another, and putting plans in place are just some of the ways family values cross over to business. Great businesses should inspire you to do your best, just like a family.

Here's how to apply four key values we believe speak to both family, and business:

**REPUTATION:**

Honouring the family name is just like striving to uphold the name and brand of a business. Word of mouth is said to be the highest form of recommendation, and reputation is key. How do you make sure your reputation in the market is positive? Do you have values that you expect of your employees, or do you have a referral program that incentivises word of mouth or a rewards program that values loyalty?



MyTrucking Founder Sara Orsborn, left, with the Okaihu Transport team.

**COLLECTIVENESS:**

Leave no one behind. We're in it together and support one another, in family and in business. This also means digging in when the going gets tough (a recent pandemic comes to mind) and being there for each other. This can be as simple as checking in on your family or team members, asking how they are, or noticing someone is struggling and offering to help.

**“Together, our values underpin our culture.”**

—Sara Orsborn, MyTrucking Founder

**LEGACY:** Each generation of the family adds to the family story and history, similar to how a business does. Like family, many businesses have a long and proud history. What is the legacy you want to leave? Do you go the extra mile to support your customers and ensure satisfaction with a job well done? If something goes wrong, how do you address this and fix it?

**INNOVATION:** In an ever-changing world, we have to adapt and flex with the challenges we're thrown, in life and in business. How we respond to these challenges, having an open mind and seeking to make the most of the opportunities they send our way, ultimately shapes our success. In recent years this might be home schooling your children, or figuring out how to operate a contactless business.

MyTrucking Founder and Marketing Director, Sara Orsborn, explains that MyTrucking is a values-based business. “Our origins are in a small set of values, and we use these values to guide our decision-making. Together, our values underpin our culture,” she explains.

One of those values is family.

“Seems obvious to state but family is pretty big around here at MyTrucking,” says Sara. “As part of the

family value, **caring** and **helping** rates high for us. Caring is not just limited to people, it also includes the what, why, and how we do things around here.”

The MyTrucking software has been designed as a family of elements, too—the customer portal, the driver's app, the daysheet, and reports are all unique elements that combine to help customers.

- To join the MyTrucking family, click [here](#). To find out who's in the MyTrucking family, click [here](#).



Human Resources

# ‘Touching Base’ on workplace jargon

By Charlaine Barnfather, HR Consultant, SBS



From “touching base” to going after the “low-hanging fruit”, we’re all guilty of using workplace jargon at some point. Office jargon, corporate speak, or email lingo—whatever you call it, it is likely

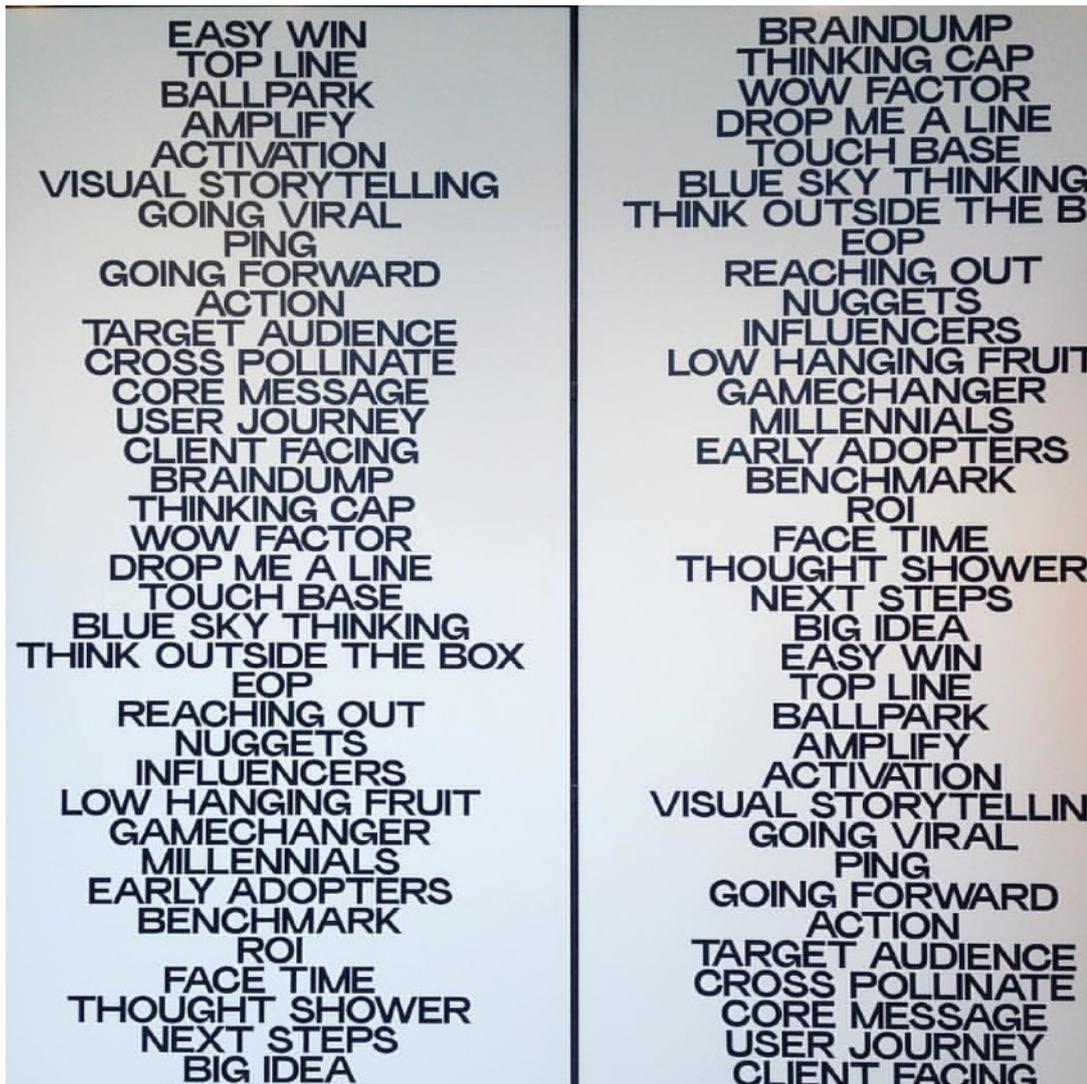
most people have heard it and probably used it.

In a recent poll conducted by Premier Inn America, “touch base” and “no-brainer” were identified as the most hated expressions, with “outside the box” and “go the extra mile” following closely behind. Almost one in five people said they can’t stand the four

phrases. I would argue New Zealanders would likely concur.

The top 10 most hated workplace jargon in the research were:

1. Touch base
2. No-brainer
3. Outside the box
4. Go the extra mile
5. Blue sky thinking
6. Game changer
7. Brainstorm
8. Flick you an email
9. E-meet you
10. Thought shower (I had to look this up—it means “brainstorm”, refer no 7!)



“Overuse of jargon can mean people disconnect from the message.”

—Illustration: Janson Hews

Special mentions of annoying sayings included "on my radar", "paradigm shift", "get the ball rolling", "reach out", "moving forward", and "design led philosophy with a customer centric focus" (what actually is that in human speak)?! My personal pet hate is "an agile workplace", meaning essentially a trendy way of working fluidly (aka a constant change of direction when there is no direction)!

Jargon is all around us. Everyone is "shifting the dial" and "pivoting" (thank you COVID-19 pandemic for this contribution). Ironically, the term "thinking outside the square" was first used in the 1970s, so if you are still using this metaphor, perhaps you are not demonstrating the innovative and creative thinking qualities you are looking for in others. There can be hidden consequences to using jargon, however:

### Avoidance

This can be seen when companies refer to restructuring as "downsizing" or "rightsizing". Larger companies might use softer wording to cushion the blow of what they really mean such as "closure", "job loss", or "redundancy".

### Importance

Jargon can also be used for perceived importance or credibility by the user. Have you ever found yourself trying to decipher what someone is saying when they use phrases that don't compute?

Job titles can also be an example of this when even the most mundane role can sound thrilling. What does a Sustainability Executive Officer do? While it may look important on a resume, this role was apparently responsible for providing an ongoing evaluation of the company's ecological outlook (ironically, noting the company's operations had nothing to do with ecology).

### Acceptance

One of our greatest desires as humans is to be connected and accepted, and without even realising it, we might act, dress, and talk in a certain way to fit in. All it takes is a leader/business owner to start using a particular phrase

and, in most cases, gradually others start to use it because they feel they're an insider or "in the know". If we start a new job and everyone is "pivoting" round their "robust and sustainable customer centric strategy", it is possible we might start using those words ourselves.

### Questionable Trust

We tend to use jargon when we want to avoid something, however when we overuse jargon, people trust us less and doubt our intentions.

Richard Branson wrote an article in 2014 entitled "Why you should do away with jargon". He writes:

"Some people love speaking in jargon, using fancy words and turning everything into acronyms. Personally, I find this simply slows things down, confuses people and causes them to lose interest. It's far better to use a simple

term and commonplace words that everyone will understand, rather than showing off and annoying your audience."

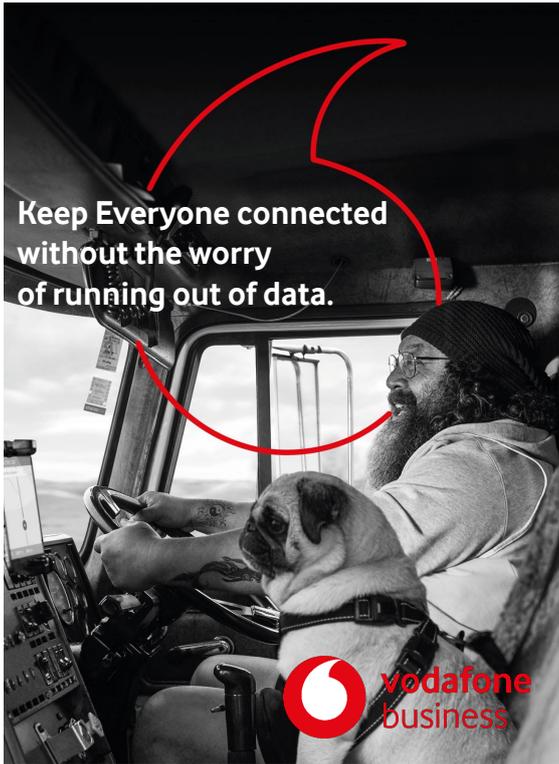
"In summary, unless you are positive everyone understands the jargon term you are using, you are potentially confusing

them, annoying them or losing their trust."

Overuse of jargon can mean people disconnect from the message and spend their time trying to decipher what is actually being said, ultimately leading to miscommunication and/or misunderstanding. If everyone understands the jargon, then it can be a very efficient way of communicating. While it always pays to know the local lingo, remember the best communication is the kind that's clear, to-the-point, and doesn't hide behind the safety of buzzwords. Try using plain English and "give it 110 per cent" (incidentally, this is bad maths), but if you find yourself slipping back into bad habits, then I guess "it is what it is"!

- *For advice or support in team engagement, Human Resources, Recruitment, Health & Safety, or Business Continuity planning matters, call the SBS Team—Freephone 0508 424 723.*





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Business



Companies need to take practical steps to safeguard their data.

# Cyber security critical for businesses today

By Z Energy

**H**ow can small to medium-sized businesses collect essential data and keep that information safe?

The implications of storing customers’ personal information are so worrisome to some business owners that they fail to collect much data at all. But it really is an essential part of doing business, so companies need to learn to overcome their fears.

### What are the risks?

Someone accesses your stored data, including customers’ information, and threatens to release it publicly, as has happened recently with the Waikato DHB. However, these types of attacks are normally targeted at large corporate or government bodies.

Far more likely is a situation whereby a businesses’ operating systems are disabled and information made unavailable due to a cyber-attack.

This is a frightening prospect, but there are ways to safeguard your data.

**“It really is an essential part of doing business, so companies need to learn to overcome their fears.”**

### Make use of cloud services

Cloud hosting providers offer all sorts of services to businesses, including security.

“It is reasonable to assume that they are better at security than the average SME. So using these cloud services will provide better protection from data breaches than doing your own IT,”

says Z Energy’s Head of Information Security, Marek Jawurek.

However, in using these providers, businesses should also institute good password hygiene and multi-factor authentication.

### Make sure you practice good password hygiene

What does that mean? Firstly, don’t re-use passwords; make sure they are both unique and long enough to be hard to work out. Secondly, make use of a password manager which lets you store all your passwords in one safe place. The password manager encrypts your passwords so no-one else can access them.

### Use multi-factor authentication

Multi-factor authentication (MFA) provides another level of security. Most accounts ask you to enter your user-name and password before admitting you. MFA is a step beyond that. A multi-factor authentication system might ask you to answer a pre-set question or send a code number to your smartphone, in addition to asking for a password.

Some cloud services have a “turn on two-factor authentication” option in their settings.

### Update your systems

Good system hygiene includes keeping your systems up to date. Most computer operating systems will provide a notification advising when an update is available. Action updates as soon as they are available to avoid vulnerabilities.

### Use minimum privilege

Most systems will allow you to wield more power than you need. It is often better to have limited power on the system—to simply be a “user” as opposed to a super user or administrator. If your accounts are compromised

by an attack, they will also inherit your system privileges, so stick to the minimum you need to minimise the damage they can do. And, be conservative about how much access you grant other people within your business, too.

### Make sure you have a business continuity plan

You need to figure out how (and for how long) you can operate your business if the cloud service or the data stored within it becomes unavailable.

Ask yourself: “Do I have the necessary data in a local backup so that I can continue to operate my business?” says Marek. “Ideally this is tested. The professionals call it a business continuity plan or BCP. A BCP is not only useful for information security but also for other risks that a business has.”

- *This article appeared on [Z Business Hub](#) and has been published here with permission.*



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## Membership benefits

# Whale Watch Kaikoura offer to members

It's the last month for RTANZ members to take advantage of a special discount from [Whale Watch Kaikoura](#).

Although travel is not possible under Alert Level 3, please check with Whale Watch to check current restrictions.

Whale Watch provided vouchers, which were successfully auctioned at the 31st Annual NZI South Island seminar, in Twizel, on June 26.

Proceeds helped raise funds for the Life Education Trust for a new truck.

Whale Watch is also offering a 50 per cent discount package to RTANZ members and their staff and families.

The discounts give members the opportunity to be part of the [Kiwi Whale Watchers Club](#) and are valid until October 31, 2022. There is no restriction on the number of tours travelled during the special period, and there is also a 20 per cent discount off any purchases over \$20 at the Whale Watch Gift Shop. (Conditions apply.)

John Bond says he is thrilled with Whale Watch's generous offer. "Throughout both the earthquake and the COVID-19 lockdown periods, our industry drivers were able to continue working, as ongoing service providers.

"The need for our members to take a break, and to enjoy what we have here in this country, is not only vital for our businesses and our members' wellbeing, but also vital in looking after our tourist entities, who many people rely on."

- To take advantage of the Whale Watch special offer, email inquiries to Vicki Harris, [vharris@rtanz.co.nz](mailto:vharris@rtanz.co.nz) with "Kaikoura Whale Watch" in the subject field.



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## Membership benefits

# Helping members save money on fuel

**N**ew government legislation aimed at improving competition in the wholesale fuel market passed its final reading in Parliament in August.

The Fuel Industry Bill was introduced in response to the Commerce Commission's fuel market study and requires New Zealand's largest companies to publicly advertise the wholesale price of the fuel.

Energy and Resources Minister Megan Woods believes the legislation will make fuel more affordable by creating more competition. Smaller operators, such as Waitomo and Gull, may also benefit.

Another big change is the planned closure of the Marsden Point oil refinery from the middle of next year, with the loss of 240 jobs.

While some say that the closure may lead to lower prices, others, including the Maritime Union, warn it will put New Zealand's energy security at risk.

The only certainty for road transport industry and RTANZ members is volatility. Fuel prices will continue to change. For that reason, it makes sense to lock in the best deal for as long as possible.

### Discounted fuel pricing scheme with BP, Mobil, Z Business, and Allied Petroleum

Fuel is the second largest cost to your business. RTANZ has partnerships with several fuel providers to provide members with substantial fuel price discounts through the RTANZ Fuel Scheme.

If you would like a fuel analysis done so you know if you are getting the best price for your fuel, then RTANZ Membership Benefits Coordinator Vicki Harris is happy to help.

### Why should I care about fuel prices?

Fuel prices are one of the biggest costs to your business.

### What kind of savings can I make on fuel?

The savings vary depending on what your existing discount structure is but I am happy to do a fuel analysis to assist in telling you if you can save on fuel with the RTANZ Fuel Scheme.



**“Fuel prices are one of the biggest costs to your business.”**

— Vicki Harris, RTANZ Membership Benefits Coordinator

### How can I save money on fuel with RTANZ? How does it work?

We have partnerships with BP, Z Business, and Mobil for savings at service stations and truck stops. We also have a partnership with Allied for bulk fuel. Each fuel supplier provides different options for discounts, so it is always best to look at location, accessibility, and whether you only use Truck Stops or Service Stations. I can assist with all these questions and choosing the best supplier that suits your individual needs.

If you have an existing account with one of our fuel suppliers, we can simply link your existing account without the hassle of having to reapply, the only thing that will change is the amount you pay.

### What information do you need for a fuel analysis?

An invoice from the supplier showing the date, location, product, quantity, and price is all I need in order to see if you are better off on the RTANZ Fuel Scheme.

### How often should I do a fuel analysis?

This is a personal choice—there is no right or wrong answer to this.

### OK, I'm sold, I want to do it! How do I get in touch?

If you require any further information or want to know more, you can email or call me. I am happy to help.

- For more information, call Vicki Harris, 027 534 3848 or email: [vharris@rtanz.co.nz](mailto:vharris@rtanz.co.nz)



# Watch your costs and factor them into k rate

Sandy Walker, Region Three: Gisborne, Hawke's Bay, Wellington, Wairarapa, Manawatū-Whanganui, Taranaki



One would have thought we would know what to do when an outbreak of COVID re-enters our lives in Level 3 or 4 but it appears commonsense was left in the chook house trying to catch up with all the other missing parts. COFs, licensing, COVID testing, documentation, all the stuff we need to continue delivering a five-star service to all New Zealanders in times of need have been given the “she’ll be right attitude” from government who are hitting our industry left, right, and centre with compliance and offering absolutely no tools to work with.

I know from the calls I have taken that, this time around, there appears more pressure and frustration from members when we cannot answer their questions. We are hamstrung to the point where we feel like pin cushions. On purpose we have adopted the one voice policy so that all communication is consistent and comes to us all via la Ara Aotearoa Transporting New Zealand, and if I think we feel like pin cushions I cannot imagine what they feel like when they are trying to break down a wall only to find some bugger has built another four in front of them and you can't get to anyone.

The latest great news on the billions of dollars going into roading infrastructure—there is nothing new in any of this, they have all been on the table for years going back to when National was running the country. It is nothing more than smoke and mirrors and, once again, COVID will be blamed when a lot of these projects will once again be put on the back burner and harebrained

**“There is something you must do ASAP and that is review your financial situation.”**

schemes will get the green light (drugs—we won't go there).

Industry has never been under such pressure from individuals with titles you need a Christmas card to put them on. There is something you must do ASAP and that is review your financial situation, which is being eroded day by day. It is the simple things we are not paying attention to, yet we all probably talk about it every time we look at a bank statement, email, or an envelope that's arrived in the post (they don't even send them in a brown envelope anymore so you could put it to one side).

We are price-takers, not price-makers and focus on a kilometre rate to make a buck while all the other stuff is creeping up from behind. Utilities costs—rates, power, water, gas, insurance, etc—have all gone up? We never factor this into a k rate yet it is chipping away at what little reserves you have left. For me, all of the above have risen at least 30 per cent in the past three years and that's by owning a postage stamp so I would hate to think what you guys are paying with your rugby fields. It might be time to review your situation.

Along with this, fuel is starting to spiral out of control with FAF alone showing a 7 per cent increase (inclusive of GST) since January 2021. I hope you are all capturing this via a Fuel Adjustment Factor (FAF). This is usually applied after the horse has bolted when yearly, six-monthly, or quarterly reviews take place. Be on your game and monitor this regularly—it's very simple. Drive past the same service station on the same day/time every week (it doesn't matter what brand or price as long as it is the same service station to get consistency). Look at the price of diesel on the hoardings and if that has moved up/down by .05c per litre that represents a 1% FAF adjustment. You are looking for a percentage change (which is the .05c per litre), not who has the cheapest fuel in town.

Call Sandy Walker on 027 485 6038  
or email: [swalker@rtanz.co.nz](mailto:swalker@rtanz.co.nz)

# Drivers recognised for years of service

John Bond, Region Four: Christchurch, North Canterbury, Buller, Nelson, Marlborough



**“It is not just a pleasure recognising these drivers, it is an honour.”**

The Road Transport Association New Zealand along with la Ara Aotearoa Transporting New Zealand, has and will support all drivers; however, if there are members who know that their drivers have exceeded 30 plus years within the industry, please let us know. It is not just a pleasure recognising these drivers, it is an honour. When you meet up to present them with their Certificates of Appreciation, you can see their dedication, hear their stories, and see the passion in their eyes. I have worked in several industries in my lifetime, but the transport industry has been the most exciting by far, simply because there are new adventures every day one turns up to work.

I want to start on a positive note and congratulate the drivers in the photo below for all their years they have contributed to the transport industry. In fact, there is a combined 220 years’ service these six drivers have contributed toward servicing our transport sector, which also includes the armed services, bus, and coach industry as well.

Driving trucks is a skill, without even determining what loads or what company you choose once you get that Heavy Truck licence from Class 2 to Class 5. Luckily, I did not have



John Bond, left, with drivers displaying their Certificates of Appreciation: John Searle, Peter Melief, Trent TeKooro, Dennis Sewell, Phil North, and Shane Taylor.

to sit all the classes: I went to the Council office, a Traffic Officer asked me several questions on weights, restraints, and roading classes, then off we went for a drive. Once I returned and he was happy, I hooked up a trailer and off we went for another drive, backed the trailer around a corner, and bingo I now had my truck and trailer licence. Today, the trucks are far more sophisticated, loads are heavier, and there are far more vehicles on the road; however, those with the passion to drive are multitasked and very quickly become professional, as are those who represent Fonterra in this story. Congratulations team, a well-deserved recognition.

Throughout the lockdown period and working from home, the number of calls the RTANZ have fielded has been very humbling. We know that it is a tough and sometimes confusing situation, with COVID-19 lockdown levels changing, border controls in place, saliva testing being introduced, vaccinations still being done, road work now back on target south of Auckland, and to top it off, KiwiRail losing two of their ferries from service. Even with all these things happening, the conversations I have had with many of those who have called me during this period, show they are still happy to be working, pleased to vent their annoyance, and then move on to asking how we can support them in trying to make things a little easier.

Too often, we voice our concerns in a negative way toward Waka Kotahi NZ Transport Agency; however, I would like to take this opportunity to thank Waka Kotahi in deciding to postpone their planned night work on Weld Pass, between Blenheim and Seddon, on SH1, originally scheduled to start on Monday, September 20. The maintenance work is now likely to occur in October, although they have yet to decide the exact dates.

Having discussed the impact these works would have on the transport industry, due to the two KiwiRail ferries being taken out of service, Waka Kotahi said: *“The reason for the postponement is the impact upon the freight*



Disruption to the Cook Strait ferry service has impacted road transport operators. RTANZ has stepped in to help.

*industry currently with irregular ferry sailings combined with the urgent need to restock South Island supply depots and warehouses [and] we appreciate the need for freight to get to its destination as efficiently as possible currently and the need for the supply chain to have minimal delays. We are able to push this work out a fortnight and will communicate the new schedule in a week or so.”*

May I extend a big thank you to Tresca Forrester, Journey Manager, and Peter Brown, Regional Manager Maintenance and Operations, Waka Kotahi, for both answering the call for reconsidering these works and communicating your decision to make this change. It was very much appreciated.

As I write this report, we are still in lockdown Level 3 in Auckland and Level 2 for the rest of the country. I hope it is not too long before we see Auckland move down the levels, so they can join the rest of the country’s minimal freedoms and move forward to a brighter future.

Call John Bond on 027 444 8136 or email: [jbond@rtanz.co.nz](mailto:jbond@rtanz.co.nz)



# Looking forward to helping members

Jim Crouchley, Region Five, Mid and South Canterbury, Otago, Southland



**“The necessity for a strong single voice to advocate to the government has never been more important.”**

**M**y name is Jim Crouchley and I would like to introduce myself as the new Industry Advisor for RTANZ in the South Island. I will be looking after association members from Ashburton south and would like to give you a brief history of my time so far in the transport industry.

I grew up on a farm in Mid Canterbury where my parents were the “married couple” for the same farmer for 38 years. During that time I developed a passion for machinery, trucks and transport and, had I got my way, I would have left school as soon as I could to drive trucks.

My sensible parents insisted that a trade was the way to have a more secure career to fall back on so I served my time as a Heavy Automotive apprentice at the local Ford dealer, working on tractors and trucks.

From there I was a mechanic, and sometimes driver, for a large agricultural business and this was followed by a brief OE to Canada and then back home to work for an ex-transport operator who imported trucks from the UK and the USA. This was an interesting and fascinating job as we lengthened, shortened, re-powered, and altered trucks at will, unrestricted by the engineering constraints of regulations and compliance officers.

After a few years in this role, I went back to the same Ford dealer I had served my apprenticeship with and was their service receptionist, booking in jobs and giving advice to customers on necessary repairs. This job assisted with my desire to go into business on my own by giving me the experience I needed in customer relationships.

With a strong desire to drive trucks, an opportunity arose to purchase a one-truck business that performed a daily freight run connecting Ashburton, Geraldine, and Timaru.

Over nearly 13 years, this business grew to five trucks, a couple of trailers, a forklift, and a depot. The business performed well but with eight-year-old twins and no time to spend with them, my wife and I made the tough decision to put the business on the market. An approach was made to Hilton Haulage who were in expansion mode at the time and a deal was done. We were hugely proud that Hilton’s chose to use our branding, White Line Freight, on their “less than truck load” freight division.

I continued to work for the new “White Line” until this company was sold to TNL Freighting in 2005, where I worked up until 2009. From there I applied, and was successful, in getting a role as Operations Manager for Rural Transport Ltd. After some 18 months in this job, the General Manager and shareholder of the business, Brian Thomson, tragically suffered a terminal brain tumour. I filled in as acting GM for some time until applying for and securing the role in late 2012.

This was a hugely satisfying period in my transport career that included transitioning fleet from leased to wholly owned, seeing a doubling of turnover and the overseeing of the relocation of the business from the old iconic Burnetts Transport site on South Street Ashburton to a brand new purpose-built site near the new Northpark Industrial Park.

Back in early 1990, when my wife and I

purchased the one-truck business, the Dangerous Goods Act was just being introduced, log books had only been a requirement for a few years, 44-tonne trucks were still to come, and the Internet was unheard of.

We joined the Road Transport Association then, not only for the incredible fuel deal on the day, but also for the camaraderie and feeling of belonging that being in a room of like-minded people gave you, even if they were your direct competition! So much has changed since then and will continue to change in the future that the

necessity for a strong single voice to advocate to the government has never been more important. I feel privileged to be part of that process.

I am very much looking forward to getting out among the members in the near future and providing any assistance that the association and my experience can provide.

Call Jim Crouchley on 027 261-0953 or email: [jcrouchley@rtanz.co.nz](mailto:jcrouchley@rtanz.co.nz)



Jim Crouchley and his wife, Jen, owned White Line Freight in Mid Canterbury from 1990 to 2002. His career has spanned big changes in the road transport industry.





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