

VDM Rule implementation – A review of the first year

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New Zealand Government

VDM Rule Amendment 1 May 2010

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



New Zealand Government

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HPMV applications (as at February 2012)

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

Total permit lengths for increased weight total 60,000km

Applications by load and industry

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

Implementation review

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

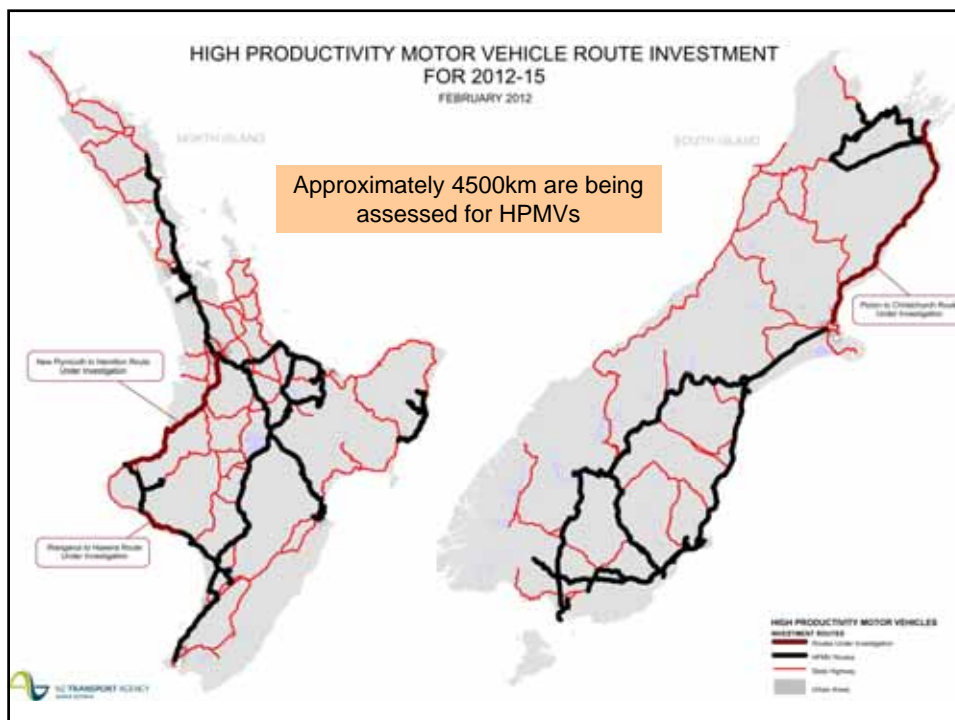


Review highlights

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

Responding to the review

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



Case study – over length

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



Case study – higher mass

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



New generation HPMVs deliver freight productivity

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



More information

- The Monitoring Evaluation and Review available here:

nzta.govt.nz/hpmv



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Update on High Productivity Motor Vehicles Project