

# SOUTH WAIRARAPA DISTRICT COUNCIL

29 JANUARY 2014

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## AGENDA ITEM C2

### MOU WITH NZTA IN RESPECT OF ISSUING 50MAX PERMITS

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#### **Purpose of Report**

To inform councillors of the 50max permitting system and option to permit through NZTA.

#### **Recommendations**

Officers recommend that the Council:

1. *Receives the information.*
2. *Delegate the CE to sign and amend the MOU with NZTA - In respect of Issuing 50MAX Permits as shown in the attached draft.*

## **1 Executive Summary**

Legislative changes to the Vehicle Dimensions and Mass Rule have allowed high productivity motor vehicles (HPMV) to carry more freight on permitted routes.

Since December 2012 more information has been provided to road controlling authorities about the benefits of Lower Bound HPMV capability or 50MAX. While the vehicles will be 3m longer, an additional axle will mean they will have a neutral impact on roading networks from a bridging and pavement perspective. The benefits include:

- Greater access to the extensive local roading network in New Zealand
- Capital investment for commercial operators in new or converted trucks is not as significant compared to upper bound HPMV capability.

Road controlling authorities are working with the NZ Transport Agency (NZTA) to confirm bridging information in particular weight restricted bridges. These will be automatically excluded from the 50MAX permitting process.

The Council's solid waste operations are used as an example to show the potential benefits of 50MAX once it is introduced in the region and nationally.

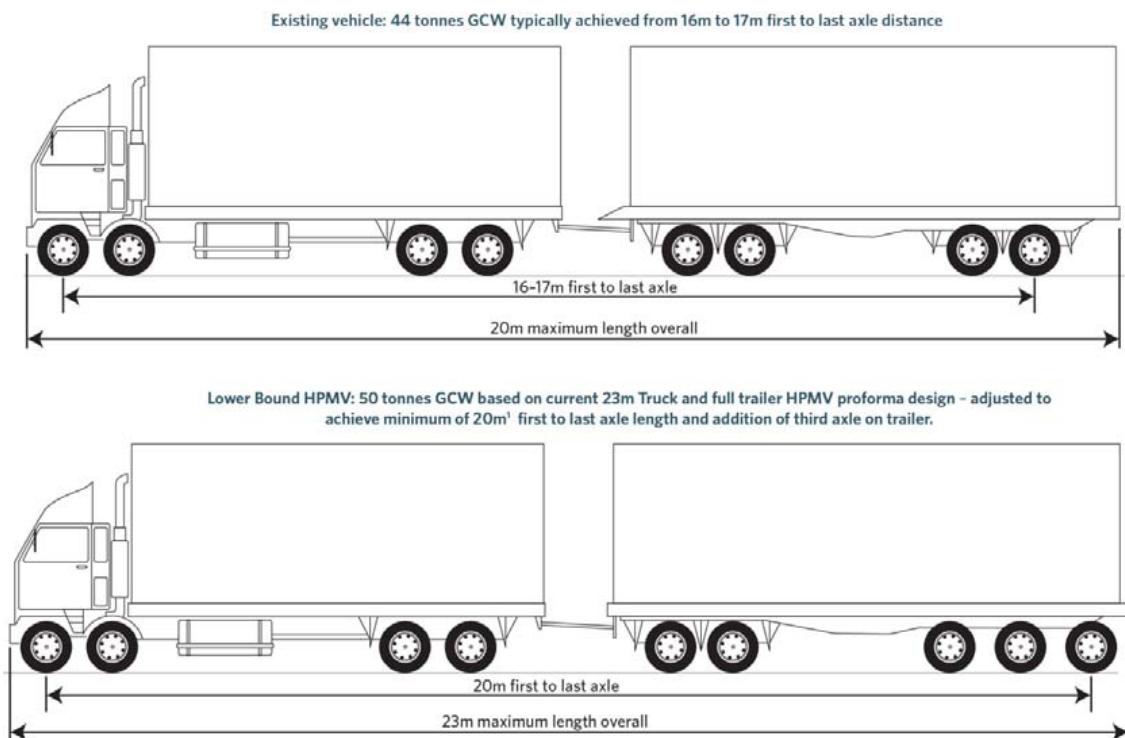
## 2 Background

The 2010 High Productivity Motor Vehicle (HPMV) amendment to the Vehicle Dimensions and Mass Rule enables heavy vehicles to operate under permit at weights above the standard legal maxima on specified routes where bridges are capable of coping with the additional load.

SWDC has no HPMV routes to provide “upper bound HPMV capability” These routes will be able to carry 62T HPMV vehicles.

Since December 2012 more information has been provided to road controlling authorities about the benefits of Lower Bound HPMV capability or 50 MAX. 50MAX HPMVs are longer vehicles, which track on the road with the same impacts as a standard Class 1 truck.

A comparison between existing and lower bound vehicles is displayed below.



<sup>1</sup> Maximum gross weight is determined by the formula **18 tonnes + (1.6 multiplied by first to last axle length)**. A minimum of 20 metres first to last axle length is therefore required to achieve 50 tonnes GCW. Examples of maximum GCW available from shorter first to last axle lengths are provided in the following table:

First to last axle length	Maximum gross combination weight (GCW)
$18.75\text{m} \leq y < 19.375\text{m}$	48t
$19.375\text{m} \leq y < 20\text{m}$	49t
$20\text{m} \leq y$	50t

The NZTA has provided road controlling authorities with the following information on its website.

- The Business Case for Lower Bound HPMV
- Technical reports for the assessment of HPMV load limits for bridges
- Technical reports for the analysis of pavements
- 50Max HPMV vehicle configurations.

In summary, 50MAX HPMVs will have neutral impact on roads and will allow greater network access, particularly on the extensive local roading network in New Zealand.

## **3 Discussion**

### **3.1 Implementation**

The NZTA and road controlling authorities are working through the implementation phases of 50MAX with the intention of making permits available throughout. All local authorities in New Zealand have weight restricted bridges within their respective networks; these bridges will be excluded from 50MAX implementation.

Once council has set a date for hand over and the MOU is signed NZTA are ready to start managing the 50Max system immediately.

### **3.2 Prior use**

Currently the permitting process for 50 max loads on local roads is a deterrent to some operators as there is a lack of certainty regarding the likelihood of permits being approved due to the number of different organisations who are required to be contacted in order to achieve an end to end delivery. In contrast, the permitting process for the over dimension (23m) vehicles on both local roads and State Highways is undertaken by NZTA now, and this is working well.

### **3.3 Safety Impacts**

There is some minor safety gains arising from lower crash exposure as a result of the reduced kilometres required to service the existing freight task. No material increase in crash severity from increased gross vehicle mass is considered likely.

Increased rollover risk is noted as a potential risk that is assumed to be mitigated by Static Roll Over Threshold requirements that will continue to apply to both HPMV and Class 1 vehicles.

There is a risk of public perception that longer vehicles will be less safe. It is expected that the reduced volume of trucks required to service the freight task will offset safety concerns regarding longer vehicles. It should also be noted that the longer vehicles are already able to legally operate on the road network, and the change that is able to be discussed relates to the loading of these vehicles only.

Transport operators that were contacted as part of the preparation 50max pointed out that the newer vehicles which are being used for these loads are more than capable of carrying these loads and have considerable more safety technology built into them than the older 44 tonne configured vehicles.

### **3.4 Memorandum of Understanding (MOU)**

NZTA are proposing that a memorandum of understanding be entered into between Councils and NZTA to enable NZTA to be the consenting agency for all the HPMV permits. This would streamline the permitting process which would be of great assistance to the transport operators. This would also encourage uptake of the new rules by a larger number of operators and maintain the competitiveness of the local freight market.

### **3.5 Roles and responsibilities of the parties**

- 1) South Wairarapa District Council will provide the Agency with its list and maps of restricted bridges in the manner and form defined in the Agency's 50MAX Local Authority Bridge Guidance ([www.nzta.govt.nz/50MAX](http://www.nzta.govt.nz/50MAX)) and will notify the Agency of any changes to that list / in accordance with the 50MAX permit policy in the HPMV Manual. South Wairarapa District Council is responsible for ensuring all lists of restricted bridges that it provides to the Agency is accurate and up to date.
- 2) In accordance with section 5.3(2) of the VDAM Rule, South Wairarapa District Council is responsible for ensuring all lists of restricted bridges that it provides to the Agency reflect <Insert Council>'s consideration of the matters set out in section 5.2(3)(c) of the VDAM Rule, including the safety of road users and the durability of roads and bridges on which the permitted vehicles may operate.
- 3) South Wairarapa District Council further undertakes to forward to the Agency applications for 50MAX HPMV permits.
- 4) Processing Time, The Agency will meet the processing time expectations set down in the HPMV Manual. Processing times will commence when the Agency has received all of the information required to process the permit as set out HPMV Manual.
- 5) The Agency undertakes to: incorporate the list and maps of restricted bridges provided by South Wairarapa District Council in accordance with paragraph 1 above into its permitting system, process 50MAX permit applications forwarded to the Agency from South Wairarapa District Council, and issue permits together with standard conditions, including a condition that the operator of the vehicle comply with the list and / or maps of restricted bridges.
- 6) The Agency is responsible for the operation and maintenance of the permit system.
- 7) The Agency will provide South Wairarapa District Council with a summary or copies of system generated permits issued by the Agency in respect of South Wairarapa District Council's roads.

## **4 Legal**

As NZTA are able to undertake the permitting process for this activity on behalf of the Local Authorities then this cost will be borne by NZTA and not Council. A memorandum of understanding needs to be signed to enable this to occur.

While NZTA has delegated authority to permit on behalf of SWDC the ultimate control over what Roads and Bridges are accessed rests with Council.

## **5 Financial Considerations**

### **5.1 Bridge Costs**

Bridges with spans less than 25 metres will be largely unaffected, while some bridges with spans greater than 25m will be slightly affected compared with the effects of current Class 1 (44 tonne) vehicles.

An initial screening process has been undertaken on the suitability of the SWDC bridges for 50 max vehicles.

There are other existing bridges which have weight restrictions on them which would be excluded from the routes that can be used by the 50 max vehicles. Alternative routes exist for most of these bridges. The bridges which do not have alternative routes are located in back country areas where the demand for heavier loads is unlikely due to the topography and accessibility of the roads into these areas.

### **5.2 Permitting Costs**

The 50 max vehicles may only operate under an annual permit. Issuing of permits will therefore result in increased administration costs. As NZTA are able to undertake the permitting process for this activity on behalf of the Local Authorities then this cost will be borne by NZTA and not Council. A memorandum of understanding needs to be signed to enable this to occur.

There is a desire by NZTA to facilitate this process due to the economic gains to the nation as a result of increased uptake of high productivity vehicles.

## **6 Supporting Information**

### **6.1 LTP/Annual Plan**

There are no impacts on the current long term plan of implementing this proposal. Any bridges which are currently weight restricted will not be able to be used by the 50 max vehicles, as well as any bridges over 25m span which have been identified as requiring further analysis during the initial screening criteria. There may be some minor costs to install additional weight restriction signs at these bridges.

## 6.2 Decision Making

On-going changes to permitting for roads and bridges will be determined Via the Transport section of the Infrastructure and services Department to NZTA to ensure strategic control is maintained over the road network.

Current Bridges that are **not to be crossed** and are not under this permit are listed below:

Road Name	Bridge Name	Road Position (m)
Bidwills Cutting Road	Kaitara Culvert	6200 - 6203
Cannock Rd	Ngarara	3410 - 3424
Cape Palliser Rd	Mangatoetoe	34238 - 34251
Cape Palliser Rd	Hurupi	12150 - 12187
Cape River Rd	Lower Cape River	32 - 68
Cape River Rd	Upper Cape River	2490 - 2531
Duddings Line	Dock Creek	786 - 790
Glendryneoch Rd	Glendryneoch	1470 - 1477
Haurangi No. 1 Rd	Arch Bridge	2800 - 2828
Hinakura Rd	Taylor's	11170 - 11231
Kahutara Rd	Lower Valley	19850 - 19959
Lake Ferry Rd	Turanganui	29655 - 29693
Moeraki Rd	Moeraki	2930 - 3023
Moeraki Rd	Ngakonui	5990 - 6067
Ngakonui Rd	Wilson's	700 - 714
Oystershell Rd	Oystershell	300 - 321
Pahaoa Rd	Teberuffe	8630 - 8667
Pahautea Rd	Hikinui	1327 - 1333
Summerhill Rd	Summerhill	2970 - 2985
Tora Farm Sett Rd	Tora Farm	60 - 129
Wards Line	Big Drain Bridge 2	510 - 517
Western Lake Rd	Wairongamai	21860 - 21889

## 7 Appendices

Appendix 1 – MOU Between NZTA and SWDC

Contact Officer: Mark Allingham, Group manager Infrastructure and Service

**Appendix 1 – Memorandum  
of Understanding (MoU)  
Between NZ Transport  
Agency and South Wairarapa  
District Council - In respect  
of Issuing 50MAX Permits**

Draft

## **1.0 Parties**

- 1.1 South Wairarapa District Council, a territorial authority under the Local Government Act 2002 (SWDC).
- 1.2 New Zealand Transport Agency, a Crown entity established under section 93 of the Land Transport Management Act 2003 (the Agency).

## **2.0 Background**

- 2.1 South Wairarapa District Council is a party to the 50MAX Permit Policy.
- 2.2 The Agency and South Wairarapa District Council are both road controlling authorities for the purposes of issuing permits for high productivity motor vehicles (HPMV) under section 5.2 of Land Transport Rule: Vehicle Dimensions and Mass 2002 (VDAM Rule).
- 2.3 Under section 5.3(1) of the VDAM Rule, if a permit allows a vehicle to exceed a gross mass of 44,000 kg and covers roads under the control of any other road controlling authority, the road controlling authority that issues the permit must obtain the written approval of the other relevant road controlling authorities for the vehicle's travel on roads under the other road controlling authorities' control.
- 2.4 In accordance with section 5.3(1) of the VDAM Rule, South Wairarapa District Council wishes to authorise the Agency to issue 50MAX HPMV permits for travel on local authority roads (excluding any restricted bridges or other structures as notified to the Agency by South Wairarapa District Council in accordance with this MOU).
- 2.5 50MAX permits allow for a vehicle to have a gross mass of up to 50,000 kg using pro forma vehicle designs that have been approved by the Agency under 5.2(4) of the VDAM Rule, with cost neutral impacts on bridges and pavements.

## **3.0 Intent**

- 3.1 The intent of the Memorandum of Understanding (MOU) is to authorise the Agency to issue 50MAX permits for vehicle travel on local authority roads

## **4.0 Scope**

- 4.1 This MOU:



- gives approval from South Wairarapa District Council to the Agency to issue 50MAX HPMV permits for travel on local roads under South Wairarapa District Council's control (excluding any restricted bridges or other structures as notified to the Agency by South Wairarapa District Council in accordance with this MOU).
- covers permits issued by the Agency under clause 5.2(3) of the VDAM Rule.
- sets out the roles and responsibilities of the parties required for the issuing of 50MAX permits in accordance with clauses 5.2(3) and 5.3 of the VDAM Rule.

## **5.0 Goals**

- 5.1 To create an efficient process for the Agency to evaluate applications for 50MAX HPMV permits using the 50MAX Permit System.
- 5.2 To ensure that South Wairarapa District Council considers the matters set out in section 5.2(3)(c) of the VDAM Rule and, based on its consideration of such matters, provides the Agency with all relevant bridge data and information (including all bridges and structures from which vehicle travel must be excluded) necessary for the Agency's evaluation and approval of applications for 50MAX permits.

## **6.0 Agreements**

- 6.1 The parties agree to:
  - Operate in accordance with the HPMV Manual (as updated from time to time), which incorporates the 50MAX Permit Policy as the basis for evaluating and issuing high productivity motor vehicle permits.
  - Operate in accordance with the roles and responsibilities set out in Appendix A.

## **7.0 Term**

- 7.1 This MOU takes effect on the date that it is signed by both parties and shall continue until terminated by either party giving the other party 1 months' notice in writing.
- 7.2 Termination of this MOU shall not affect any permits issued prior to the date of such termination, which shall remain in effect until their expiry or revocation in accordance with section 5 of the VDAM Rule.

## **8.0 Amendment**

8.1 This MOU can be amended at any time by written agreement of the parties.

## **9.0 Costs**

9.1 Unless otherwise agreed costs will be where they fall.

## **10.0 Limitations**

10.1 The parties acknowledge that they are each subject to their own governing legislation and agree that they will not compromise their obligations under that or any other governing legislation.

## **11.0 Delegations**

11.1 The following persons are authorised to make decisions on behalf of their organisations in respect of this MOU:

Name	Organisation	Delegations
Neil Walker	the Agency	National Manager Network Directions and Performance
Leigh Mitchell	the Agency	National Manager Direction
Paul Crimp	South Wairarapa District Council	Chief Executive
Mark Allingham	South Wairarapa District Council	GMIS

## **12.0 Implementation**

12.1 The date of implementation for issuing permits in accordance with this MOU is <Insert date>.

12.2 The officers and agents acting for both the Agency and South Wairarapa District Council and lines of communication and procedures relating to this MOU will be advised by mutual agreement in writing.

### 13.0 Signing

Signed for the Agency by:	Signed for South Wairarapa District Council:
Geoff Dangerfield <b>Chief Executive</b>  in the presence of:	Paul Crimp <b>Chief Executive</b>  in the presence of:
Name:  Occupation:  Address:	Name:  Occupation:  Address:

### 14.0 Changes

14.1 The following register shall record all changes made to the MOU:

<b>Reference</b>	<b>Description of Change</b>	<b>Documentation</b>

## **APPENDIX A**

### **SPECIFIC CRITERIA – ISSUING OF 50MAX HIGH PRODUCTIVITY MOTOR VEHICLE PERMITS**

#### **1 Background**

Pursuant to section 5.3 of Land Transport Rule: Vehicle Dimensions and Mass 2002, a road controlling authority may issue permits for high productivity motor vehicles for travel on roads under the control of another road controlling authority, provided approval has been granted by the other road controlling authority.

Further to this legal provision, the HPMV Manual describes the Agency's high productivity motor vehicle permit policy that has been established for the movement on state highways of vehicles that exceed a gross mass of 44,000 kg. Within this policy there is provision for local authorities to become parties to the policy, and to formally consent to allow the Agency to issue permits for travel on that local authority's roads. Local authorities, upon request, can have their roading networks included in the Agency's permit issuing system.

This year (insert year) South Wairarapa District Council requested that its roading network should be included in the Agency's 50MAX area permit network.

#### **2 Roles and responsibilities of the parties**

1. South Wairarapa District Council will provide the Agency with its list and maps of restricted bridges in the manner and form defined in the Agency's 50MAX Local Authority Bridge Guidance ([www.nzta.govt.nz/50MAX](http://www.nzta.govt.nz/50MAX)) and will notify the Agency of any changes to that list / in accordance with the 50MAX permit policy in the HPMV Manual. South Wairarapa District Council is responsible for ensuring all lists of restricted bridges that it provides to the Agency is accurate and up to date.
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3. South Wairarapa District Council further undertakes to forward to the Agency applications for 50MAX HPMV permits.
4. Processing Time

The Agency will meet the processing time expectations set down in the HPMV Manual. Processing times will commence when the Agency has received all of the information required to process the permit as set out HPMV Manual.

5. The Agency undertakes to:
  - incorporate the list and maps of restricted bridges provided by South Wairarapa District Council in accordance with paragraph 1 above into its permitting system,
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  - issue permits together with standard conditions, including a condition that the operator of the vehicle complies with the list and / or maps of restricted bridges.
6. The Agency is responsible for the operation and maintenance of the permit system.
7. The Agency will provide South Wairarapa District Council with a summary or copies of system generated permits issued by the Agency in respect of South Wairarapa District Council's roads.

Need to attach draft permit with Condition