



## **ROADING NEW ZEALAND**

### **SUBMISSION**

### **TO THE**

### **MINISTRY OF TRANSPORT**

### **ON THE**

## **INPUT INTO THE TRANSPORT CHAPTER OF THE NATIONAL INFRASTRUCTURE PLAN VERSION 2**

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## Introduction

Roading New Zealand thanks the Ministry for the opportunity to make a submission on the input into the Transport Sector Chapter of the National Infrastructure Plan (NIP) Version 2. Roothing New Zealand also congratulates the Government for seeking to further develop and improve the National Infrastructure Plan.

Roothing New Zealand represents contractors who build and maintain New Zealand's land transport infrastructure. While our members carry out the majority of the country's roading work, they are also substantially involved in the construction and maintenance of other infrastructure, such as rail, airports and ports. The combined turnover of our members is approximately \$3 billion per annum. Roothing New Zealand members have a direct interest in the NIP as those who build and maintain this country's infrastructure networks.

Our response to the questions posed by the Ministry of Transport is set out below.

### **1. The government's overall vision for transport infrastructure is very broad.**

*"An effective, efficient, safe, secure, accessible and resilient transport system that supports growth of our country's economy in order to deliver greater prosperity, security and opportunities for all New Zealanders."*

### **Are there some aspects in the vision you consider deserve more attention than others in order to improve investment certainty for your sector?**

Roothing New Zealand agrees that the Vision of the first NIP (to improve investment certainty for businesses by giving confidence over current and future transport provision) be replaced by the above Vision for Transport. We suggest this because the above Vision sets out the future direction of transport infrastructure. The NIP needs to support this Vision.

Notwithstanding this, it is important for Industry to be informed of future work streams so it can gear up for forward work programmes with confidence. Accordingly we request the NIP to have links to the work programmes of the various infrastructure sector.

Given the impact of the recent Christchurch Earthquake and Queensland Floods we believe that security should be given the highest priority in this Vision to ensure the ongoing functionality of the network. Even though the frequency of national disasters is low the impact is huge.

Security is also about maintaining the current functionality of the network, thereby meeting business and customer expectations. We believe that this (operations and maintenance) should therefore receive the second to most attention behind security and serviceability following national disasters. The third most important aspect we believe is efficiency. Efficiency in delivery is extremely important as it frees up funding for other initiatives. Efficiency gains through productivity improvements should be targeted through the encouragement of innovation and flexible procurement.

**2. To what extent is current transport infrastructure a constraint upon your business activities?**

The largest constraint is increased traffic volumes which make working on existing roads to repair or reconstruct them at times almost impossible. New initiatives around public communication and possible road closures are needed.

**3. What are the most significant transport infrastructure challenges in the next 20 years for your sector?**

We believe these are:

- Not enough funding for new improvements works, especially with fuel tax reducing due to more fuel efficient cars.
- Having the networks operational again immediately after significant national disasters.
- Funding new levels of customer expectations around levels of service.
- Ensuring the industry has enough capacity and skills to deliver on future work programmes.

**4. What do you consider should be the government's top transport infrastructure priorities in the short term (3 – 10 years) and long term (20 years) that would provide greater business certainty for you?**

Short Term priorities

- Funding the repairs resulting from the Canterbury Earthquake.
- Funding the RONS programme.
- Providing the appropriate priority to regional projects.

Long Term priorities

- Aligning Regional Growth Strategies with the NLTP.
- Collaboration between Government Agencies and Local Government for agreed strategies and programmes.
- Assessing the benefits of new transport options.

**5. What can the sector you represent do to contribute towards meeting the current transport infrastructure**

- Industry can gear up or downsize to match future work demand
- Provide private sector funding for capital works programme.
- Provide advice on private sector models for collaboration and new transport options.

**6. Are there any specific investment activities you are planning in the next 3-10 years that would contribute towards the transport vision?**

- Investment to determine and remove blockages to innovation.
- Investment to improve productivity through more flexible procurement processes.

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**7. What are your expectations for this National Infrastructure Plan?**

- To present a Plan that will achieve the Transport Vision with the Plan to be linked to a programme of work.
- To inform the Industry of forward work programmes.
- To provide an evaluation process for assessment of infrastructure work programmes and projects.

**8. Below are the desired trends for transport infrastructure to take us towards achieving the government's overall vision for transport:**

- better use of existing transport capacity
- more efficient freight supply chains
- a resilient and secure transport network
- easing of severe urban congestion
- more efficient vehicle fleets
- reductions in deaths and serious injuries
- more transport mode choices
- reductions in adverse environmental effects

**Do you have any data that would assist us in tracking progress against these desired trends?**

Roading New Zealand members have done considerable work to make their vehicle fleets more efficient.

Roading New Zealand has done a significant amount of work to find products that reduce adverse environment effects.

**9. General comments**

The NIP has the potential to substantially improve the productivity and GDP of New Zealand consequently it has the potential to significantly raise the standard of living of all New Zealanders.

We trust you find this submission helpful.



**Chris Olsen**  
**Chief Executive**