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New transport agency chief appointed

Geoff Dangerfield, Chief Executive Designate of the New Zealand Transport Agency (to be established 1 July 2008).

Earlier this month, Establishment Board Chair Brian Roche announced the appointment of Geoff Dangerfield as Chief Executive Designate of the New Zealand Transport Agency.

The New Zealand Transport Agency will be established on 1 July 2008 and bring together the functions of Land Transport New Zealand and Transit New Zealand to provide an integrated approach to transport planning, funding and delivery.

Geoff Dangerfield is currently Chief Executive of the Ministry of Economic Development.

'We are fortunate to have Geoff Dangerfield lead the New Zealand Transport Agency,

which will be one of our largest public sector organisations with a far-reaching impact on New Zealand's economy,' said Mr Roche.

'Geoff comes with a very strong track record and the Board knows that he will add considerable value to the sector.'

Mr Dangerfield is expected to take up his new position when the new agency starts operating on 1 July 2008.



Avoid distraction – keep your eyes on the action

Land Transport NZ and the Road Safety Trust are urging motorists to ‘keep their eyes on the action’ as part of an innovative new advertising campaign targeting driver distraction.

The Road Safety Trust (www.roadsafety.govt.nz) embarked on a pilot ad campaign last month, linking distraction messages to sporting codes – initially basketball and cricket. The concept behind the campaign is to promote the idea that even a moment’s inattention can have consequences, both in the sporting arena and behind the wheel.

Land Transport NZ is supporting the Trust’s campaign with advertising addressing the risks of distraction.

The campaign’s primary message, ‘Keep your eyes on the action’, is being promoted through targeted sponsorship and advertising, the use of courtside or pitchside branding, and even on umpires’ and referees’ shirts.

Road Safety Trust Chair Yvonne Sharp said the campaign was aimed at raising awareness of the risks posed by the growing problem of driver distraction.

‘Driving safely means paying attention to driving. Humans have a finite amount of concentration, and when you’re behind the wheel you need to focus on driving, while also being aware of your surroundings and any potential hazards at the same time.’

‘Using cellphones, adjusting the radio, eating and drinking can all take your attention away from the task at hand. That impairs your ability to perceive hazards and react properly.’

Driver distraction is a serious road safety issue

In 2006, crash statistics show that ‘diverted attention’ contributed to 11 percent of all crashes, including 26 fatal crashes, 192 serious injury crashes and 1023 minor injury crashes. As with driver fatigue, research indicates the number of crashes in which distraction is a factor is likely to be under-recorded.

Driving is a complicated task requiring continuous concentration. Overseas studies have shown that anything that diverts a driver’s attention for more than a second can significantly increase the likelihood of a crash, near-crash or incident.

There are steps you can take to minimise potential distractions while driving:

- switch cellphones *off* when driving
- take regular breaks, rather than eating, drinking or smoking while driving
- ask passengers to be quiet if you are having difficulty concentrating
- make sure your car’s windscreens and mirrors are clean, and adjust all of the controls (including the radio/stereo) *before* setting off
- if you are unfamiliar with the route, check on a map before starting the journey, or pull over if you need to look at the map en route.

The Road Safety Trust



The Road Safety Trust is a Crown Established Trust that receives funding from a share of the proceeds of personalised number plate sales. The Trust is empowered to fund community safety initiatives, training, education, overseas travel, attendance at conferences and private sector technological developments beneficial to road safety. The closing dates for applications this year are 18 June and 20 October.

Three-year NLTP programme kicks in



Land Transport NZ is revising its policies and procedures ahead of the transition to three-year National Land Transport Programmes (NLTPs).

Later this year, local and regional authorities will begin work on submissions for the first three-yearly round of funding under the NLTP.

The change from a one-year to a three-year planning cycle is provided for in the Land Transport Management Amendment Bill, now before Parliament. It aims to improve planning processes, encourage integrated land transport planning and streamline procedures for developing and approving activities for funding through the NLTP.

Programmes Manager Bob Alkema says

Land Transport NZ has begun revising its policies and procedures to give effect to the direction signalled in the Land Transport Management Amendment Bill.

'The revisions will have to be updated to reflect changes to the Bill as it goes through the legislative process.

'We are consulting with key stakeholders, including the Local Government Reference Group, and will be making information available to all local authorities as it becomes available,' said Bob.

Board funding projects

The Land Transport NZ Board has approved funding for the following activities

Auckland Regional Transport Authority – Bayswater Ferry Terminal

Approved funding for the design of ARTA's Bayswater Ferry Terminal project, which includes the upgrade of Bayswater, Downtown and Beach Haven ferry terminals.

Papakura interchange upgrade

Approved funding for the investigation of Transit New Zealand's SH 1 Papakura interchange upgrade project.

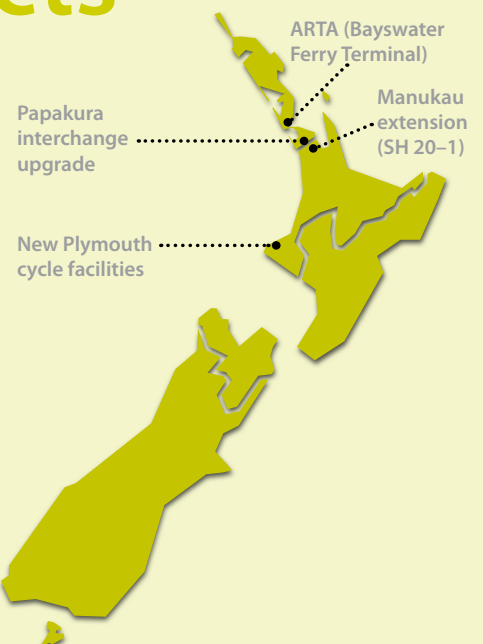
Manukau extension (SH 20-1) – local road walking and cycling facilities

Approved funding for ARTA's (Manukau City Council) share of the local road walking and

cycling infrastructure associated with the Manukau extension (SH 20-1) project. Land Transport NZ believes a mix of on-road and off-road facilities will provide the best long-term solution for pedestrians and cyclists in Manukau city.

New Plymouth cycle facilities – Eastern Cycle Route (design and construction)

Approved funding for the design and construction of New Plymouth District Council's Eastern Cycle Route project. This will provide a strategic cycling and walking route between Bell Block, Fitzroy suburb, the end of the existing Coastal Walkway and the New Plymouth CBD.



New frontal impact rule now in force

Certain vehicles imported into New Zealand from 8 May 2008 that do not comply with the frontal impact standard will be able to be registered for on-road use. The Land Transport Rule: Frontal Impact Amendment Rule 2008 streamlines the compliance process for classic cars, motor sport vehicles and individual vehicles imported by immigrants and returning residents.

Previously, vehicles that did not comply with Land Transport Rule: Frontal Impact 2001 could only be registered in New Zealand if they were granted an exemption from this requirement, but this often proved a time-consuming process.

The amendment rule means certain passenger vehicles that do not comply with the frontal impact standard can now be registered in New Zealand, subject to meeting specific conditions.

The changes apply to the following vehicles:

- immigrants' vehicles (which includes vehicles brought in by new immigrants and New Zealand citizens and residents returning from an extended period overseas)
- vehicles that are recognised 'special interest vehicles'
- vehicles with a recognised motorsport card

- passenger vehicles of Classes MA, MB and MC that have a gross vehicle mass of more than 2.5 tonnes.

It is expected that a relatively small number of vehicles would be affected by the changes.

For more information, go to www.landtransport.govt.nz/rules or call Land Transport NZ on 0800 699 000.

Heavy-vehicle Brakes Rule update

In the five years from 2002 to 2007, there were 79 serious truck crashes on New Zealand roads that related to brake faults.

In 2007, 21 percent of heavy vehicles inspected by the Police Commercial Vehicle Investigation Unit (CVIU) in roadside checks were found to have brake system faults. In the same year, 23 percent of heavy vehicles that failed certificate of fitness (CoF) checks had brake faults.

The Heavy-vehicle Brake Rule was introduced on 1 March 2007 to address these issues and make our roads safer for all New Zealand

drivers. The months ahead will see the implementation of some significant elements of the Rule.

From 1 July, all newly registered imported heavy vehicles will need to be manufactured to a specified international standard, which includes the fitting of anti-lock brake systems (ABS) or load-sensing valves (LSVs). In addition, modified and New Zealand built heavy vehicles and imported heavy trailers

will need to be certified by a heavy vehicle specialist certifier to ensure compliance with the New Zealand Heavy-vehicle Brake Specification or the Rule.

Regional rollout of in-service brakes testing

From December 2008, testing stations around New Zealand will be upgraded with new roller brake machines (RBMs) that will now include load-weighing capacity. The RBMs will be independently calibrated on an annual basis and capable of producing a printed report at the end of the test. To ensure consistency of application, vehicle inspectors working at testing stations and CVIU staff will all be trained to the same national standard.

From December 2008, the CoF test will also change to allow vehicles to be tested with an actual load or a simulated load, with a minimum loading of 60 percent of the statutory axle limit or the manufacturer's axle rating.

For more information about the Heavy-vehicle Brakes Rule, go to www.landtransport.govt.nz/commercial/hvbr.



A guide to the Land Transport NZ Research Programme

The Land Transport NZ Research Programme funds innovative research that contributes to the aim of achieving an integrated, safe, responsive and sustainable land transport system.

The programme is managed in accordance with the Land Transport NZ Research Strategy and consists mainly of 'industry-generated research', such as proposals developed by researchers. It also includes some 'directed research', which is research requested by Land Transport NZ to address gaps. Approximately \$4.3 million will be allocated in the 2008/09 programme.

Industry-generated funding is offered annually and all researchers may apply – everyone from Masters and PhD students to teams from large research consultancies and organisations.

Seven key topic areas

Applications are contestable and must fall within one or more of seven key topic areas: environmental effects; sustainable land transport; travel behaviour; safety and personal security; risk management; network management; and asset management.

The programme, which has been running in various forms for many years, started with a focus on asset management. There is now a growing

focus on environmental effects and sustainable land transport projects, and applications in these key topic areas are encouraged.

The application process

The application process opens in October when people are invited to submit four-page research proposal summaries called expressions of interest (Eols). These are assessed by Land Transport NZ staff and the Research Reference Group (RRG), made up of representatives from a wide range of external stakeholder groups.

Shortlisting Eols

A shortlist of Eols is decided, and the shortlisted applicants are invited to submit detailed proposals for assessment. From these assessments, a recommended programme of research is presented to the Land Transport NZ Board for approval.

For the 2008/09 programme, 228 Eols (requesting funding totalling \$18.5 million)

were received. Of these, 80 were shortlisted and the applicants were then invited to submit full proposals. From this shortlist, a total of 76 full proposals were received and these applicants will find out by the end of June whether or not they have gained funding.

Project information

Research projects may run for one, two or more years, and at any one time there are around 100 projects on the go. Every year, about 30–40 of these are completed and the research reports published in the Research section of the Land Transport NZ website at www.landtransport.govt.nz/research/. The website is also home to information about the research programme. If you would like more information or would like to think about your application for 2009/10, this is a good place to start.

For further information, contact Carolyn Marslin, Research Programme Analyst – carolyn.marslin@landtransport.govt.nz or phone 04 894 6160.

Laszlo Hidvegi, 1951–2008

On behalf of the organisation, Simon Whiteley, Acting Chief Executive of Land Transport New Zealand acknowledges that Land Transport NZ is deeply saddened by the recent loss of our colleague and friend Laszlo Hidvegi, taken suddenly from us as a result of a motorcycle crash.

Laszlo and his family emigrated from Hungary to New Zealand in the 1990s, and Laszlo began work as a Vehicle Policy Engineer at the Land Transport Safety Authority in 1997.

Laszlo had impressive academic qualifications and had worked as a bus designer in Hungary. Laszlo had a clear vision of what he wanted to achieve as a vehicle engineer with the LTSA

and later with Land Transport NZ, and he set about accomplishing this with an impressive level of technical rigour and with the ability to apply it to the real world.

Over the last 11 years, Laszlo led important work in challenging areas, like the heavy vehicle certification and the development of the Passenger Services Vehicle Rule and Land Transport Rules for heavy vehicles.

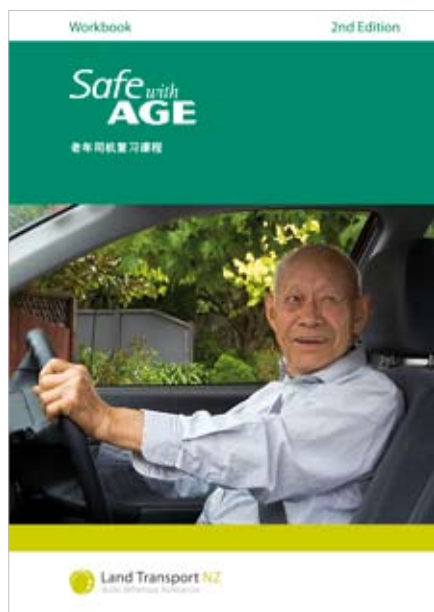
Laszlo had the ability to think laterally and creatively, and he always approached problems from first principles, without prejudice or bias. There was an elegance and style to his solutions. Above all, his solutions were practical. This meant Laszlo was a brilliant problem solver,



and someone to turn to when you had a difficult problem to solve.

He will be a much missed friend and colleague and our thoughts are with his family.

Safe with Age goes multilingual



The translation of Land Transport NZ's Safe with Age handbook into Mandarin and Cantonese is giving more older drivers within New Zealand's Chinese community the opportunity to brush up on their driving knowledge and skills.

The need for a Chinese edition of Safe with Age was identified by Age Concern Manawatu. It runs Safe with Age courses for older drivers in the Manawatu region and is heavily involved with the Chinese community in Palmerston North. The translation was then initiated by the Manawatu branch of the New Zealand Chinese Association and made possible by a grant from the Chinese Poll Tax Heritage Fund.

Workbooks have now been published and are available for the 48 Safe with Age providers who run courses throughout the country.

The ageing process can affect a range of skills essential to driving, including eyesight, memory, decision making and reaction times. Safe with Age is a free refresher driving course for people aged 55 years and over. Participants are guided through a classroom-based programme designed to refresh their driving knowledge and skills to stay safe on the road.

For more information on Safe with Age, including courses run in your area, call the Land Transport NZ contact centre on 0800 822 422.

Land Transport NZ at Fieldays in June

Vehicle compliance, sharing the road, fatigue and drink driving, licence exemptions and vehicle modifications. These are some of the topics that Land Transport NZ staff will be discussing with people at the 2008 National Agricultural Fieldays held at Mystery Creek, Hamilton from 11 to 14 June.

Staff will also be at the Federated Farmers NZ and Rural Contractors NZ sites to advise their clients on the implementation of the Heavy-vehicle Brake Rule, the Operator Rating System and the launch of the *Agricultural vehicles guide*.

If you are going to Fieldays this year, come along to the Land Transport NZ site at O14.



Aerial shot of Fieldays 2006 at Mystery Creek, Hamilton.



New Zealand Forever

Land Transport NZ is the first organisation to take advantage of a new television advertising concept that promotes sustainability. The ads are part of a promotion that will reach a large number of people. It encourages them to watch for 'New Zealand Forever tips to save you and the environment' and is supported by the website www.nzforever.co.nz.

Tip 1 promotes the Rightcar website, which helps car buyers compare how different makes and models rate for safety, fuel efficiency and emissions. The ad uses graphics and features the 'Rightcar Rabbit' testing different vehicles

with varying results until he is successful in making a smart choice with the help of Rightcar. This ad was launched at the end of March and screened for a week. The impact of the campaign was immediate, with hits on the

Rightcar website increasing three to four fold in that week. You will be seeing more of the Rightcar Rabbit in coming months.



Land Transport NZ launched a new advertising campaign on 20 April, focusing on travel choice.

Sustainable travel choice is an important environmental issue – increasing demand for motorised travel results in more carbon dioxide, harmful pollutants, congestion and use of finite resources.

The advertising primarily targets city-dwelling drivers aged 35–59 years, and is skewed towards a female audience. The aim is to get people to think about leaving their car at home and consider alternative, more

sustainable travel options – public transport, walking and cycling, or sharing a ride.

The campaign has no compulsory push to leave the car at home on every trip. Instead, it encourages options – focusing on the benefits of shared and active transport modes, such as saving money, improved health, more time for passengers to read/study etc, environmental benefits and enjoying time spent with friends and family.



Demand side airbags in your next car

On 20 April, Land Transport NZ and ACC launched a new advertising campaign focusing on vehicle safety.

The campaign currently focuses on side curtain airbags but will soon also focus on electronic stability control.

The primary target audience for this campaign is people who are in the market for a new car. However, raising awareness about the importance of these safety features will also influence used car buying decisions in future years.

The campaign aims to increase the awareness of safety features in vehicles, and specifically to get people to consider side curtain airbags and electronic stability control as essential safety features in their next vehicle purchase.

For further information about these specific safety features, go to www.rightcar.govt.nz.

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We would like to hear from you if you wish to update your name or address details or alter the number of copies of *Land transport news* you would like to receive.

Also, please let us know if you or others you know wish to begin receiving *Land transport news*.

Email alan.heppleston@landtransport.govt.nz regarding distribution.

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 PO Box 5245, Dunedin 9016

Transport Registry Centre

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 Cnr Ashley and Ferguson Streets
 Private Bag, Palmerston North 4410

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Driver licensing	0800 822 422
Road user charges	0800 655 644
Motor vehicle registration	0800 108 809
Overdimension permits	0800 683 774