

Waikato & Bay of Plenty Freight Action Plan

#FleetDay23 Presentation



Importance of Freight & Logistics for Economic Development

Underpins production across industry

Critical export corridor through to Port of Tauranga

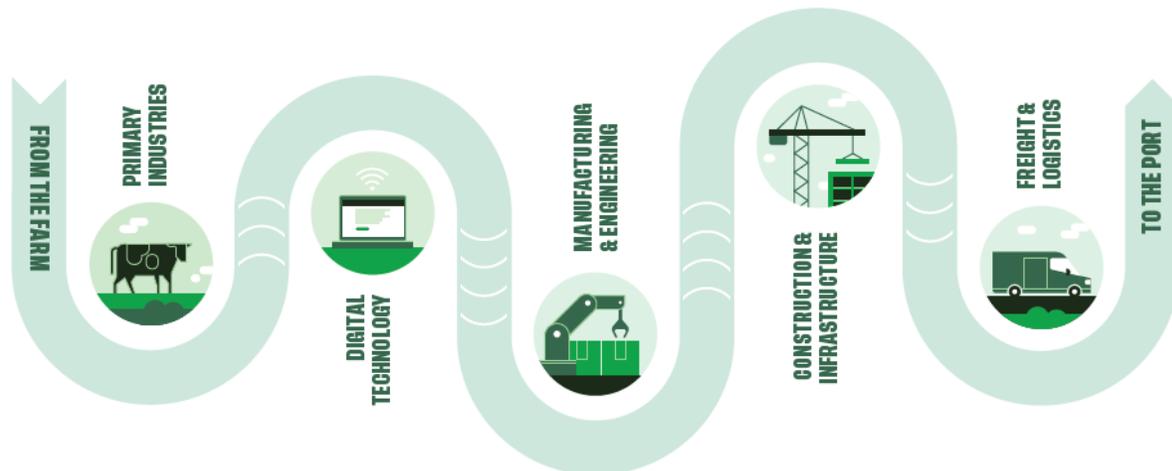
- ~70% NZ's Dairy trade
- ~61% of NZ's Meat exports
- ~30% of NZ's Log exports
- ~85% of NZ's Kiwifruit

Strong forecast growth

- Population growth above national averages = more demand + more pressure on transport networks
- Movement of industry into the Waikato & BoP
- Forecast growth in freight volumes between 47-65% to 2030

Major local employer

- Over 7,000 freight & logistics workers in the Waikato
- Forecast to grow 12.4% from 2021-2026, one of the fastest growing workforces in the region



Developing the Waikato & Bay of Plenty Freight Action Plan

Regional Agencies



Industry Partners



Research Partner



Key Opportunities / Challenges

Infrastructure
Capacity

Asset
Management

Resilience

Treatment of
Rail

Skills

Role of
seaports in the
supply chain

Drive towards
aggregation

Technological
change

The Action Plan

Key themes:

- Network capacity
- Supply chain resilience
- Skill shortages
- Technology

Seven key actions:

1. System-wide network capacity study
2. Assessing resilience of critical network assets
3. Encouraging completion of key roading projects – SH1, SH2, SH29 and Southern Links
4. Encouraging investment in road maintenance
5. Supporting the Road to Success Programme (truck driver training)
6. Immigration settings for truck drivers
7. Supporting hydrogen infrastructure roll out

Network Capacity

Focus on understanding capacity of key rail network connections and Port of Tauranga



Rail:

- Detailed analysis of capacity on the ECMT line – busiest line in the country, ~40% of Port of Tauranga volume is via rail
- Currently significant headroom for growth on the line
- Long-term potential to consider extending length of some passing loops to enable longer trains

Port of Tauranga:

- Berth extension + investment in Auto Stacking Cranes will ensure the Port has capacity for the next ~35 years
- Challenging consenting process and significant uncertainty
- Passenger vehicle congestion near Port

Supply Chain Resilience

Focus on identifying key routes with major resilience, safety and reliability concerns



- Survey of National Road Carriers Association members
- Clear top 3 priority stretches of road in Waikato/BoP:
 - 29 Piarere to Tauranga (key Waikato-BoP link via Kaimai Ranges)
 - 1 Cambridge to Piarere (incl. intersection with SH29)
 - 2 Paeroa to Tauranga (incl. Karangahake Gorge)
- Other roading priorities
 - SH1 Taupō to Tūrangi
 - SH25 and 25A
 - SH27
 - Southern Links (esp. SH3 to SH1 link)

Skill Shortages

Focus on truck driver training pathways



Key challenges:

- Ageing workforce
- Insufficient upskilling
- Ineffective pastoral care for staff retention
- Limited collaboration among operators

Key opportunities:

- Investment in industry-led programmes to attract young talent
- Industry collaboration on pastoral care and professional development programmes
- Exploring a shift to an **apprenticeship-type model for truck driver training**: funding practical training alongside theory-based learning, in partnership with industry

There's a lot going on!

Regional



*Hamilton-Waikato Metro Spatial Plan
Transport Programme Business Case
(2022)*



Transport System Plan (2021)



Upper North Island Freight Story (2013)

Government



Arataki 30-year plan

2024-27 NLTP development



NZ Freight & Supply Chain Strategy

Charging Our Future Strategy



Economic Resilience Inquiry

Industry



Rail Network Investment Plan (RNIP)



Berth Extension & Automation



*Tainui Group Holdings & Port of
Tauranga partnership*



How to Get Involved

Focussed on supporting information sharing and collaboration

Building coalitions to drive actions forward

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