

New Zealand



**IPWEA**

INSTITUTE OF PUBLIC WORKS  
ENGINEERING AUSTRALASIA

ROAD INFRASTRUCTURE  
MANAGEMENT FORUM

**Our Carbon Equation**

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*What if?*

# The Road Maintenance Task Force - Ten years on

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Waugh Infrastructure Management Ltd

**RIMS**

Roading Infrastructure Management Support

in association with

**IDS**   
Infrastructure  
Decision Support

# The Road Maintenance Task Force – Ten Years on

2012 Minister of Transport's Road Maintenance Task Force and the sector

- Flat-lining revenue
- Costs increasing
- Demand for transportation services outstripping our capacity to provide

That was ten years ago.

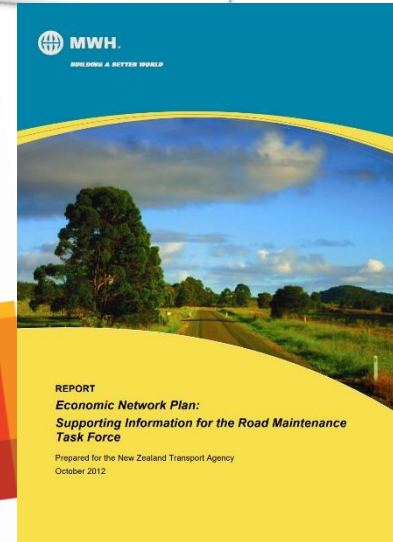
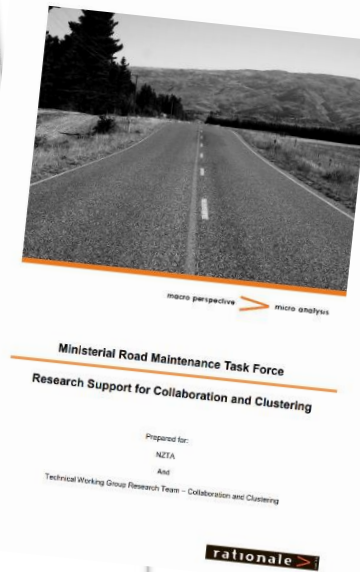
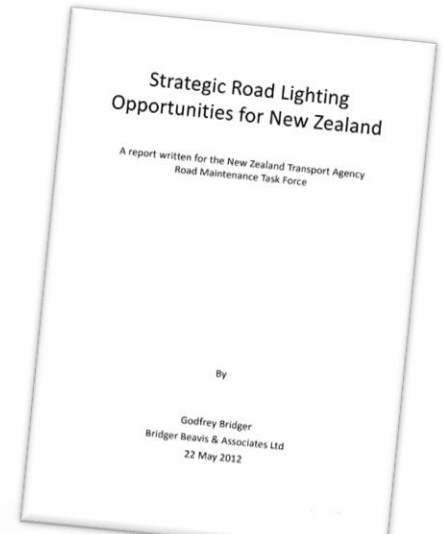
Now three National Land Transport Programmes later

- Challenges continue to mount - particularly Climate change and emission reduction were barely on the radar then.
- What if we really had run out of money?
- What if we had taken a different approach?
- Have we learnt enough to lead us through then next ten years?
- As a sector how do we address the challenges ahead; what might meaningful leadership and response look like?

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# The Road Maintenance Task Force – Why?

## Road Maintenance Task Force Review of road maintenance regime



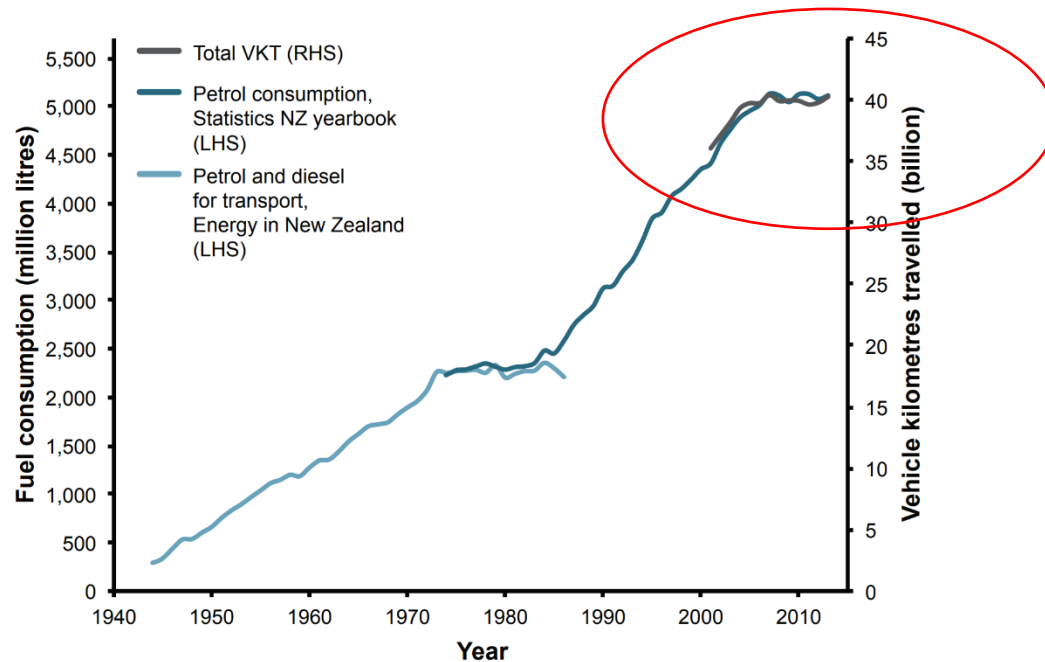
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# The Road Maintenance Task Force – Why?

In 2012

Fuel consumption and vehicle kilometres travelled (VKT) by year



*Fuel use had flat-lined  
(therefore revenue would do the same)*



*Concern that expenditure would outstrip revenue*

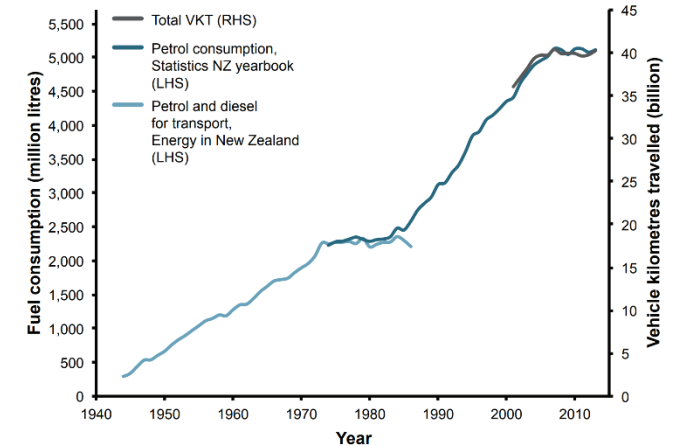
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# The Road Maintenance Task Force

The Task Force identified four general areas for improvement:

1. Adapting the business models used to deliver maintenance, renewals and operations.
2. Improved procurement practices, also in support of new business models.
3. Improved prioritisation and optimisation through level of service differentiation.
4. Consistent introduction of enhanced asset management practices.

Fuel consumption and vehicle kilometres travelled (VKT) by year



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# The Road Maintenance Task Force

Key recommendations include:

Establish a cross-sector Road Maintenance Task Force Implementation Group to champion the changes	✓
Establish a national roading classification	✓
Create a national asset management framework	✓
Promote high-quality asset management	✓
Communicate expectations that collaboration and clustering is investigated between road controlling authorities and incentivised to occur	variable
Pursue improved procurement methods and delivery models where necessary	✓ but...





**What if?**

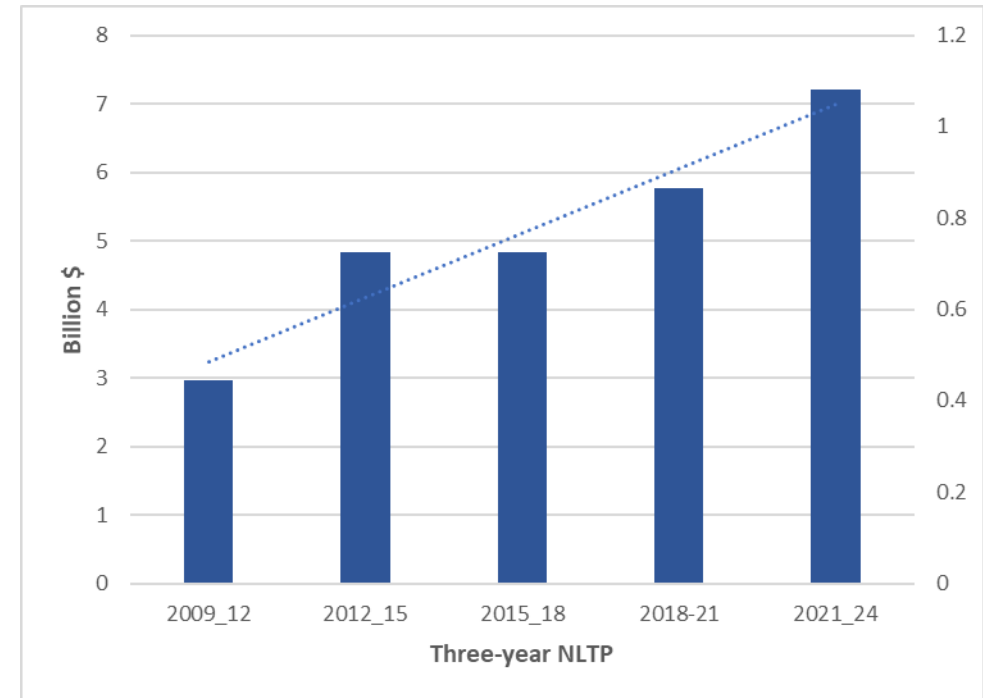
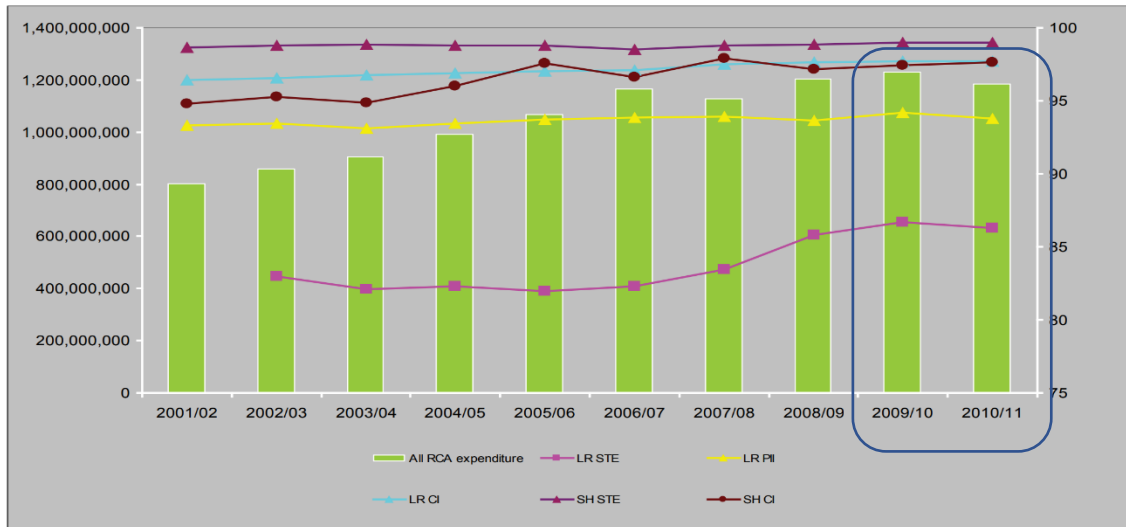
**Similar characters and story but exploring an alternative ending.....**

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# What if? Follow the Money

In 2012

Since then...



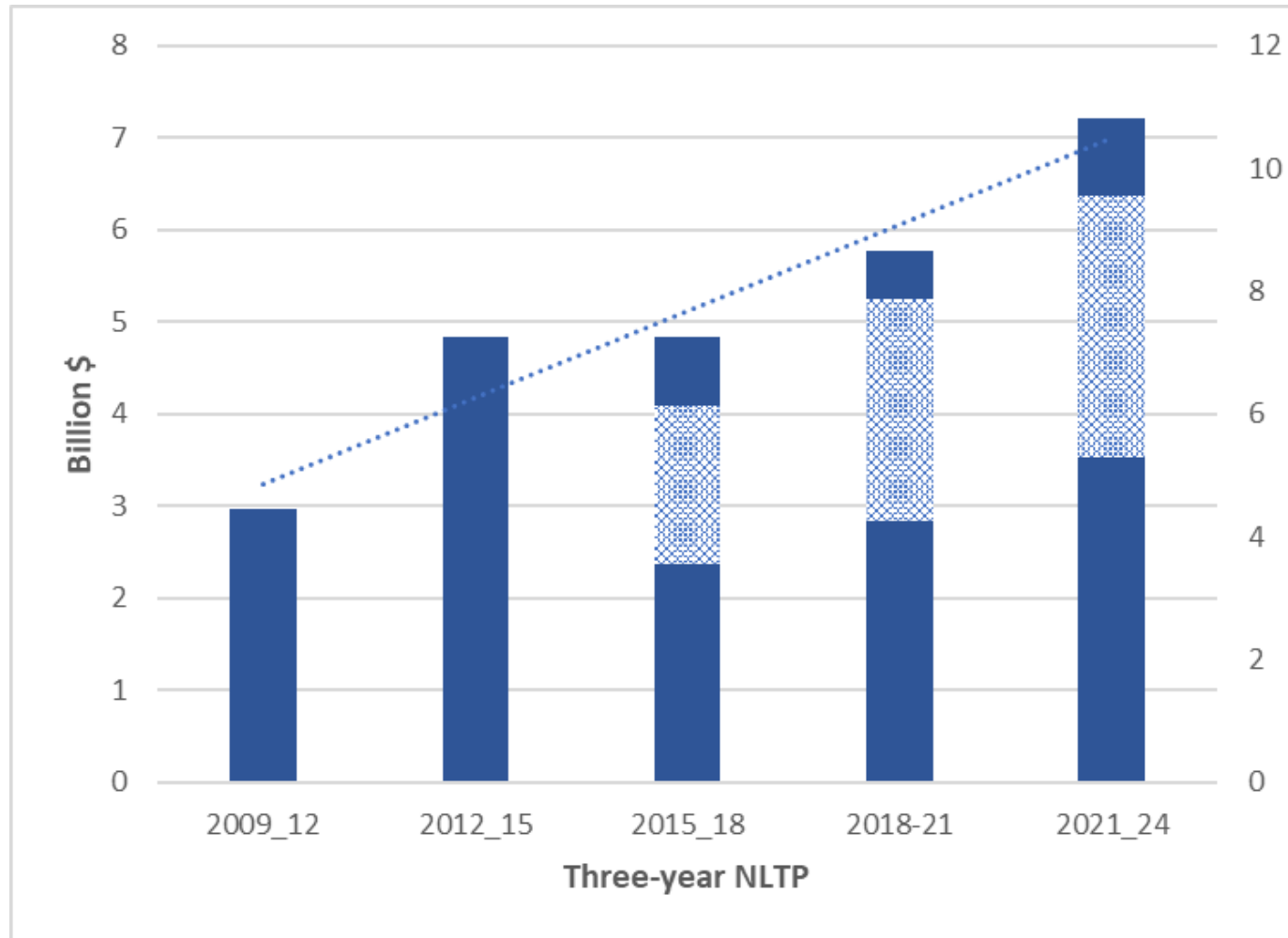
(Source: RMTF)

(Source: NLTPs and GPSs)

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# What if? Follow the Money



(Source: NLTPs and GPSs)

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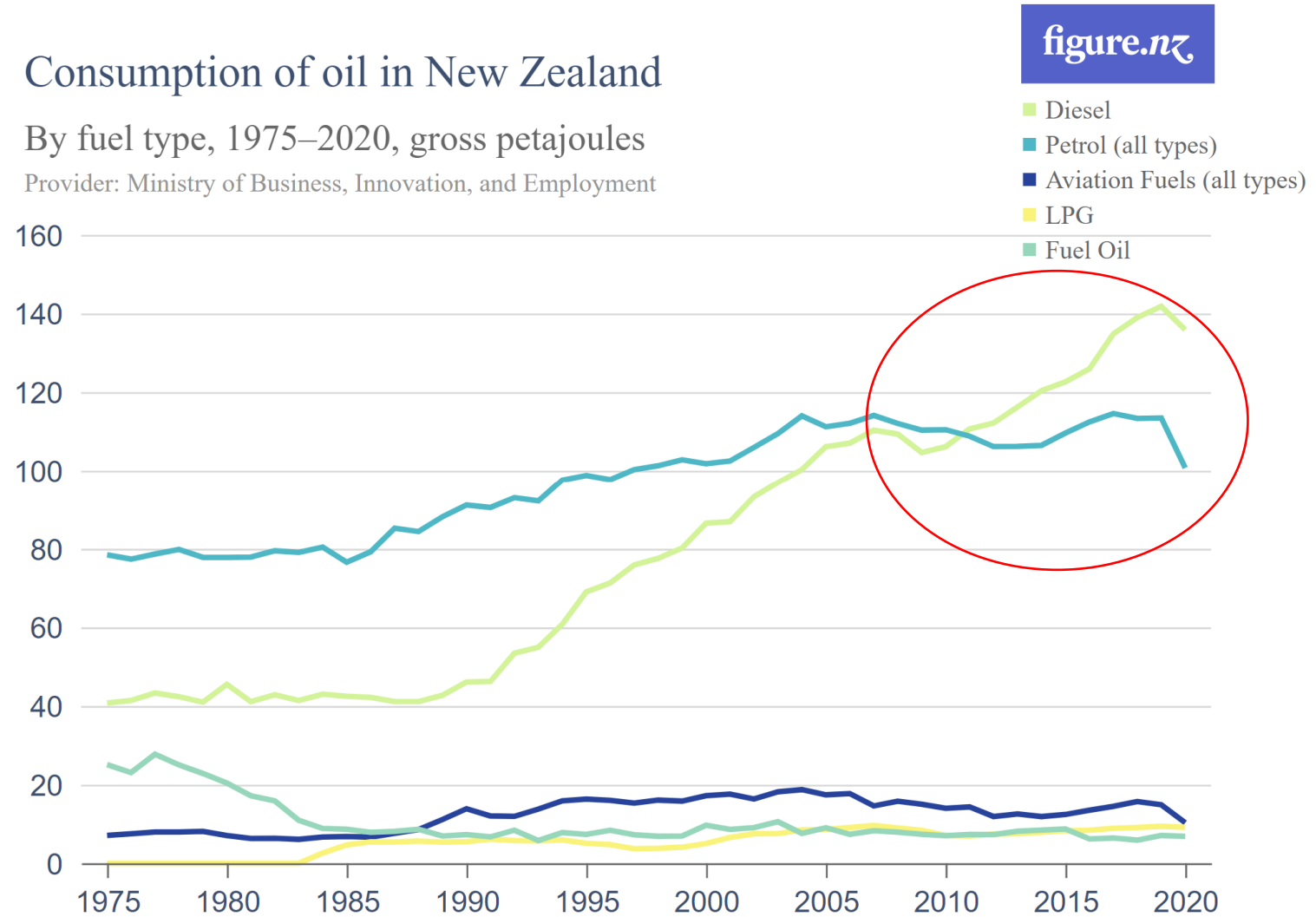
# What if?

- ✓ Petrol
- X Diesel

## Consumption of oil in New Zealand

By fuel type, 1975–2020, gross petajoules

Provider: Ministry of Business, Innovation, and Employment



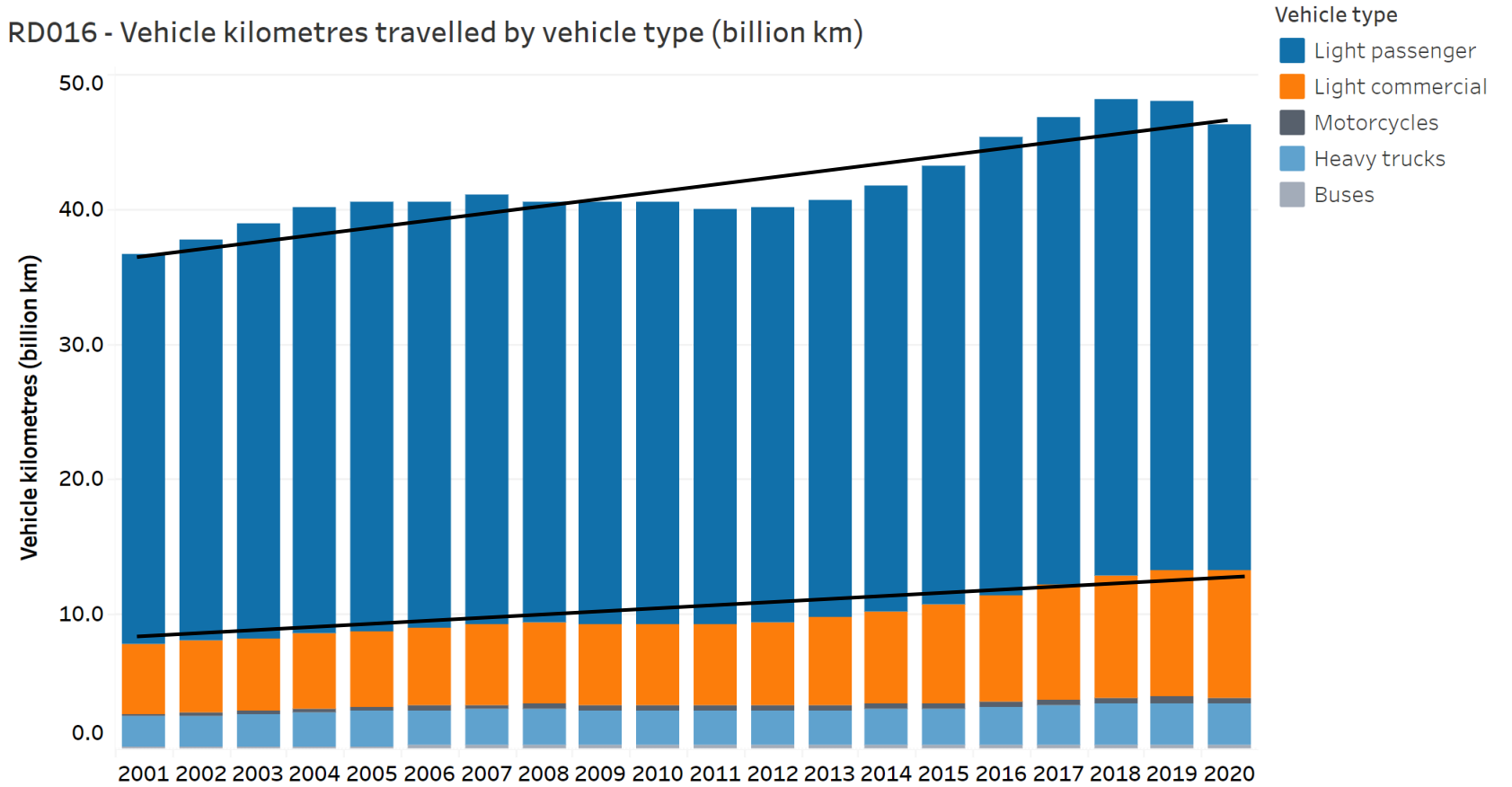
(Source: Figure.nz)

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# What if?



RD016 - Vehicle kilometres travelled by vehicle type (billion km)

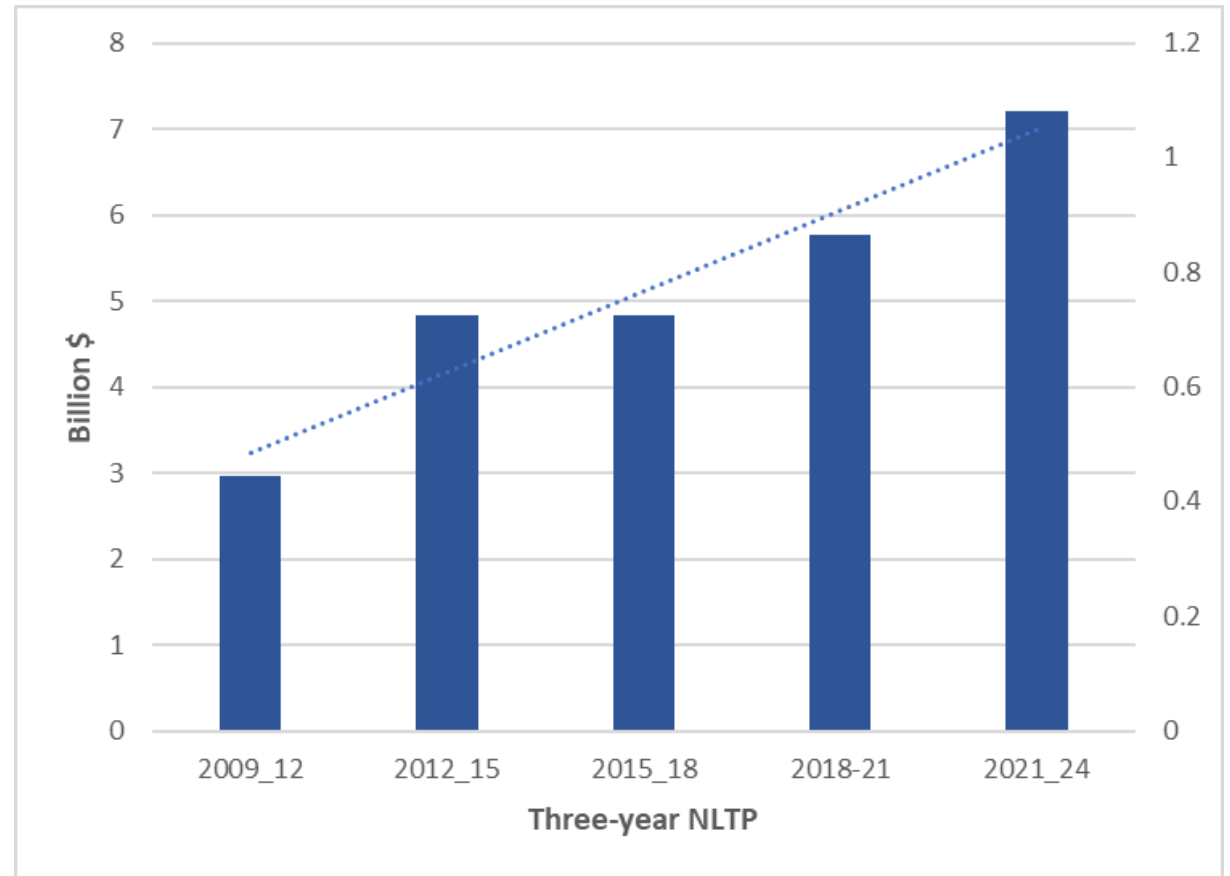


Source: Ministry of Transport analysis based on change in WoF/CoF odometer readings



# What if? Follow the Money

- Over ten years revenue allocation has increased significantly
- So has spending ...



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# What if? Funding and Investment Levels

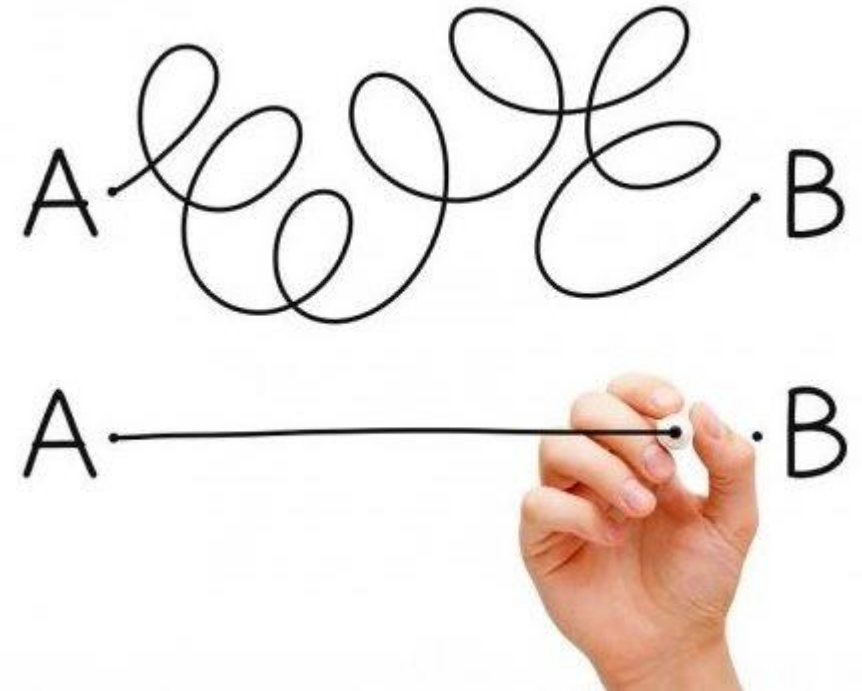
- What if we really had run out of money?
- Looking back at 2020-21 warnings of constrained funding.
- GPS and initial bids
- Minister of transport acknowledged the concerns of the sector
- \$2 Billion 'found'
- A loan or extra money?



# What if? Better Planning and Asset Management

What have we done,  
what do we need more of?

- Clear objectives (why)
- Engagement with community, road users and funders over Levels of Service - especially reductions (what)
- Identify and consider options (how)
- Prioritisation

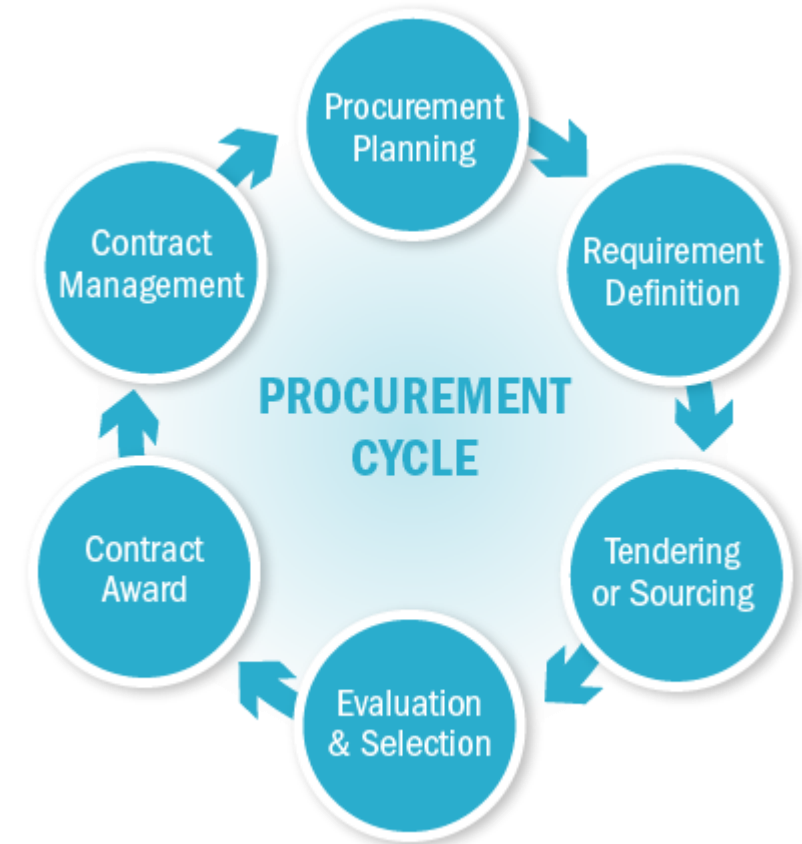


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# What if? Better Procurement

- Fit for purpose
- Collaboration
- Clustering
- Evidence based decision making



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## What if? Better Service Delivery

- Has the supplier market grown?
- Are our expectations realistic?
- Are we nurturing the industry?







## What if? What's new since 2012?

- ONRC > ONF
- Climate Change Actions – Adaptation
- Climate Change Actions – Emissions Mitigation
- Multi-modal mobility
- Covid-19 and Pandemic Living
- War in Europe and Economic stress
- Construction Sector and the Supplier Market



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# What if? What’s new since 2012? How could we fund it?

	Investment Required	In NLTF/GPS & RMTF	Possible Investment and Leadership Sources
ONRC > ONF	Same?	No Yes	NLTF & TLA Rates (NLTP)
Climate Change Actions – Adaptation	More	Limited No	NLTF & TLA Rates (NLTP) Central Government Support He Pou a Rangī/Climate Change Commission
Climate Change Actions – Emissions Mitigation	More	Limited Only LED	NLTF & TLA Rates (NLTP) He Pou a Rangī/Climate Change Commission
Multi-modal mobility	More	Minimal No	NLTF & TLA Rates (NLTP) Te Waihanga/NZ Infrastructure Commission
Covid-19, ‘Pandemic Living’ and Economic stress	More	No No	NLTF & TLA Rates (NLTP) Broader Central Government Support
Construction Sector and Supplier Market	More	No Yes	NLTF & TLA Rates (NLTP) Broader Support

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## What if?

### Looking back and looking forward into the multiverse

- We didn't have the informed view and actions from the RMTF?
- Investment levels were constrained as indicated in 2010?
- What might have we done differently?
- What will help us going forward?



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*Thanks for listening and thinking!*

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## Acknowledgements

- Team at Waugh Infrastructure Management, especially Ross (RMTF Report co-author)

## What if? The Road Maintenance Task Force - Ten years on



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