



Road Transport Forum New Zealand (RTF) was set up as a national body in 1997 to responsibly promote and advance the interests of the road transport industry and its member associations at a national level.

Election Manifesto

Roads are the lifeblood of the economy
– pretty much everything you need, every day, comes to you on a truck

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To ensure the road freight industry's ongoing health, and subsequently, the health of our economy as a trading nation, we want the Government elected in 2020 to focus on the following issues.

Drugs

The road freight industry's approach to this issue is based on the principle of safety – on the road and in the workplace.

We reject the Cannabis Legislation and Control Bill that will be voted on in an election referendum in 2020.

There is no consideration for workplace and road safety – already, the number of people being **killed by drug impaired drivers** on New Zealand roads is higher than those killed by drivers above the legal alcohol limit.

We care about road safety and cannot see how this Bill will in any way contribute to safer roads. In fact, the Bill is silent on how employers and Boards, bound by strict health and safety legislation, will be able to manage employees using cannabis recreationally once it is legal.

We want political parties to be clear on how road safety and workplace safety, particularly in safety sensitive industries, will be managed on the back of this potentially binding referendum (if the current Government is re-elected).

Roadside drug testing for impairment is essential given the amount of deaths on New Zealand roads as a result of drug use.

The current Government has said it will introduce a Bill to Parliament in 2020 to enable oral fluid drug testing to begin in 2021. **We want proof** this will happen and the policies and commitments in this area from all political contenders.

We want to know: exactly what is planned by all parties for this draft legislation and the referendum result?

With 93,000km of roading in New Zealand and just 4,000km of rail, roads remain the best, most timely and most efficient way to get goods from A to B and direct to your door.

Road freight industry facts

Employs
32,868
people

2% of the workforce

turnover of
\$6 billion

Transports
93%
of freight



Without trucks,
the supermarket shelves
would be empty in three days
and there would be no healthy,
fresh food available for you
and your family.

Workforce

We want workers to be **free to choose** working arrangements that suit them, not be bound by unionised “one size fits all” laws.

We would like to see Government support to build a diverse, high-functioning road freight transport industry that **people are proud** to work in.

We advocate for upskilling and training in our industry and want to know how parties plan to include our industry in education.

We reject Fair Pay Agreements and national pay structures because they are **unfair to small and medium businesses**; and making contractors employees when being a contractor may suit them better and gives them more flexibility eg. for working parents.

We want a **fair regulatory environment** across road and worker safety and for the regulatory agencies to be well-functioning.

We want to know: exactly what is planned by all parties to ensure truly fair conditions for employers and workers that allow freedom of choice and flexibility?

Over New Zealand's varied landscape trucks are often the only option for transporting supplies.



Covid-19 and the economy

We understand the New Zealand economy will take a **hit from the global pandemic that is Covid-19**.

We want to see **appropriate management of the health risks** presented by Covid-19, but not have this totally capture all decision-making by the New Zealand Government.

We support investment in infrastructure, particularly **building roads**, as a means to boost the New Zealand economy.

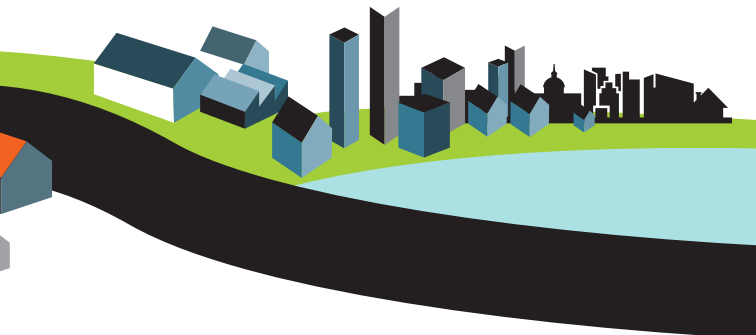
We want assurances that there is public service **capability to contract and manage such projects** and that there is a **plan to ensure there is an appropriately skilled workforce** in New Zealand to complete these projects.

We don't want to see money for roads siphoned off to KiwiRail, or investment in **freight movement modes that cannot compete with road freight without State manipulation of the market**.

We don't support wholesale **slashing of speed limits** to compensate for poorly designed or maintained roads, or for roads that have outlived their design life and are now subject to more traffic as cities sprawl outwards.

We want to see **infrastructure planned** before urban development and support electrified commuter rail in our cities.

We want to know: exactly what is planned by all parties to manage the economy in a Covid-19 world? We want to know where the infrastructure spend will be, over what period of time, on what projects, and how these projects will be managed?



Environment

We broadly support global goals to reduce the impact humans are having on the environment.

We want all the big decisions to be **based in science, research and fact**, rather than emotion and feelings.

We are keen to drive sustainable business practices in our industry while we wait for the “fossil fuel replacement” technology to catch up with big trucks and offer viable “green freight” options.

We support measures to encourage road freight operators to upgrade their fleets to the Euro 6 Standard. This is the best short, to medium-term strategy for lowering New Zealand’s CO² emissions.

We want to know: exactly what is planned by all parties in the “green freight” space – how much will be invested; how much will be incentivised?

Do they know how they are going to replace fossil fuels to power heavy trucks?

Do they understand the drawbacks of electrification of the heavy truck fleet?

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