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BUS AND COACH ASSOCIATION

Conference Programme



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New BCA Chief: driving change from within



Driver shortage is officially no more

SEPTEMBER 2023

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September 2023



Cover: Nelson City Council/ SBL launched a modern and reliable fleet of Foton EV Buses on 1 August. The 17 zero-emission buses will help cement Nelson and Tasman's clean, green image. So popular were they with residents that patronage increased by close to 200 per cent within one week of the rubber hitting the road.

Circular is published by the Bus and Coach Association (NZ) Inc.

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Printed by Pivotal – www.pivotalprint.co.nz

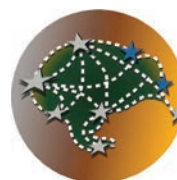
Layout by Heysmartypants Design – www.heySMARTYPANTS.CO.NZ

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CONTENTS

Chief Executive's Column.....	4
In the Loop update	5
Regional roundup	6
International roundup.....	7
New BCA Chief: Driving change from within	8
What is the GPS?	10
Driver shortage is officially no more	12
The BCA Conference: another world-class event	16
New New Zealand role to 'change the trajectory' of driver's future	20
Gearing up for the 2023 General Election	21
Darwin had a theory ... protect your business from your employees!.....	26
Navigating earthquake-prone buildings with legal insight.....	28
Breaking ground in safety and comfort: The school bus to be auctioned at BCA conference is revealed.....	30

BROUGHT TO YOU BY OUR PLATINUM MEMBERS



A RESET FOR THE BUS AND COACH ASSOCIATION

I attended my first BCA conference in 2015, having just started as the Director of School Transport at the Ministry of Education. I was struck by the collegiality of the industry, how genuine the people were and how welcoming everyone was. It was also a damn fine conference.

A lot has changed for the BCA since then. But there's also a lot that's remained the same. Fundamentally the bus and coach industry has people at the heart of everything it does, and it shows. We've got a lot more change to come in our industry, in a world that's declared war on climate change while also struggling economically. Adversity is the mother of invention, and I don't think there's any doubt that we will continue to adapt and evolve as our industry grows to respond to increased demand for services as public transport grows and the tourism sector cranks up. This gives us so much opportunity to partner and influence policy settings for the better, in ways that offer NZ efficient solutions and enable members' businesses to thrive.

The upcoming election will bring with it more change for our industry – regardless of whether it's a similar government implementing its existing policies, or a new government introducing a new set of policies. At our conference in September you'll hear from the Minister of Transport, Hon. David Parker and the National Party Transport Spokesperson Simeon Brown, who will share their perspectives.

Regardless of the outcome of the election, the BCA focus will be firmly on advocating for our industry, developing strong relationships with government departments, stakeholders and clients to deliver common sense solutions and shape good policy that enables Aotearoa to thrive.

The BCA is in a strong place to do this. Our members deliver all public transport bus services in New Zealand, 98 per cent of the Ministry of Education services and the vast majority of charter and coach services. This gives us real

credibility, provided we engage with the right people, at the right time, with the right story and evidence. There's an art to that, and it takes time to cultivate the trusted relationships needed to be effective – I'm really excited about what the BCA can do in that space for our members. To that end, we're developing up our priorities, advocacy plan and evidence base so we can be effective. We do need your help with this though – we need your knowledge, information and expertise to help guide and support us. We've made some requests for information to members, and there will be more. It's all part of helping us to help you.

Our new Board has met twice now, with me also at the most recent meeting. It fills me with confidence to see the enthusiasm for becoming the type of organisation that members and stakeholders told us they needed us to be in the recent review. There's a lot to work through to get to that, and the changes that are being slowly implemented may not be immediately obvious to everyone – but in time they will be.

This conference is a reset for the Bus and Coach Association, under new governance and new management; and provides an opportunity for members to get a sense of the BCA strategy going forward, hear from some great speakers, learn, renew connections and have some fun. I'm also looking forward to talking with members about what they want and value, so we can adapt our offerings to make sure they support you in running your businesses. Our new team members, Rob Giller and Andrea Thompson are also looking forward

to getting a feel for our industry and what you'd like to see from your Association.

On another note, I want to congratulate our public transport operators, following the declarations from Auckland Transport, Greater Wellington Regional Council and Environment Canterbury that the driver shortage was over. It's been a long, hard road, and while we all know there's more work to do before we have a truly sustainable workforce, this is a superb milestone to reach, and I know that both central and local government are very thankful – as will be the public transport users with the network reliability. Well done!

Finally, I'd like to say a heartfelt "thank you" to Barry Kidd for stepping in for a few months as our Interim Chief Executive and for the support he has given me coming into this role. It's a big ask to come in at a time of significant structural change while walking the tightrope of keeping the ship afloat but not making any decisions that the permanent appointee should have control over. Barry did this with his usual grace and humour, and I'm very grateful to him.

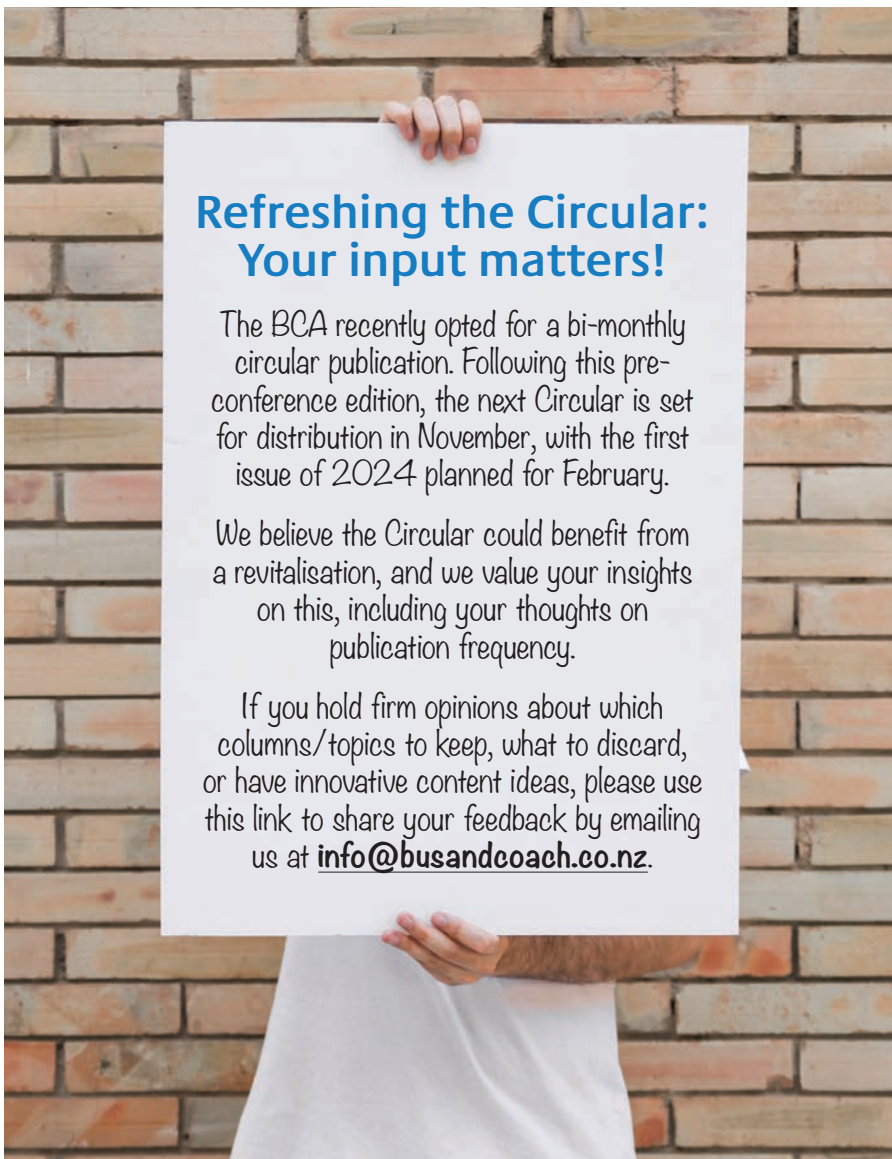
The BCA would also like to farewell and thank its former Legal Advisor Jacky Liang.

Originally from the Hawke's Bay, he moved to the Capital to study law at Victoria University of Wellington and is now pursuing an investigator role with the Privacy Commissioner.

Andrea Thompson joins the BCA staff as its new Operations Manager with Rob Giller taking over the Strategic Advisor reins.

In the Loop update

A CATCHUP ON ALL THE RECENT 'IN THE LOOP' NEWS



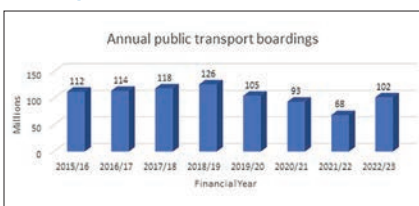
employee compensation. BCA is enhancing its comprehension of the employee bargaining parties' duties, particularly in maintaining employers' business operations, during these meetings. Section 83 of the FPA mandates employee bargaining parties to "ensure the employer's business is maintained during the meeting". Similarly, Section 26 of the *Employment Relations Act 2000* includes a comparable provision for union meetings during collective bargaining. Precedents suggest that the approach taken for Section 26 may be mirrored for Section 83 interpretation. We encourage you to inform us of any instances where employer bargaining parties and businesses couldn't agree on business maintenance during meetings via info@busandcoach.co.nz. This collaboration ensures that FPAs proceed smoothly while preserving operational continuity for businesses.

Developing the BCA Advocacy Programme

The BCA needs to be much more active in its advocacy on behalf of members. The legislative agenda has slowed as politicians move into full election mode, but we need to be well-positioned to engage the incoming Government on what matters most to BCA members. While BCA staff have a sense of what is important, we would really like to hear directly from you. Please think about the two questions below and email your views to info@busandcoach.co.nz. We will consolidate responses and share the results. Your feedback will also help shape BCA advocacy positions we can use to engage with politicians, Government officials, Council officers and the media. We would like to know what really matters to you on these two questions:

- If you could click your fingers to change one thing (to benefit the industry as a whole or your business), what would that be?
- What is one thing you think is at risk of being changed that the BCA should take all possible steps to preserve or keep unchanged?

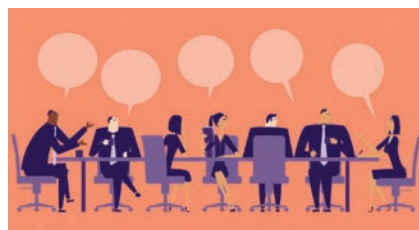
Impact of COVID-19 on public transport demand



You might be interested in the graph above which we assembled from the latest Waka Kotahi NZ Transport Agency data last week. It certainly shows the impact of COVID-19 on public transport boardings and the rebound in the Government's July 2022 to June 2023 financial year. BCA sought similar data from the Ministry of Education and was asked to remind members providing school bus services

of the importance of sending timely and accurate reporting to the Ministry so they can share reliable data with the BCA. We estimate there are around 30 million school bus boardings annually, but the data could be better.

Understanding employer obligations in FPA meetings



Fair Pay Agreement (FPA) meetings are being scheduled across New Zealand, aiming to ensure fair

Regional roundup

A LOOK AT BUS NEWS FROM AROUND THE COUNTRY

AUCKLAND

New plan to double public transport use



Auckland is planning to more than double public transport patronage by 2031, should its proposed Regional Public Transport Plan be successful. The plan's architect expects patronage to grow from this year's projected 70 million boardings to 150 million by 2031, targeting around 100 million trips within the next year. Proposed changes include expanded bus services, more trains upon the City Rail Link's opening, and enhanced infrastructure. A focus for Auckland Transport will be expanding the network frequency, and ensuring buses and trains run at least every 15 minutes throughout the day and on weekends. Additionally, dynamic bus lanes responsive to congestion, trials with extended green traffic signals for buses, and significant rapid transit projects are part of the strategy.

HAWKE'S BAY

Reinstating bus routes linking Napier and Hastings after cyclone

Reinstating critical bus routes is a significant advancement after Cyclone Gabrielle. The restoration, scheduled for August 28, includes key routes such as services connecting Napier to Hastings via the Eastern Institute of Technology and Hawke's Bay Hospital. These services will provide hourly connectivity. The re-establishment of the Havelock North extension, along with the Bay View leg, also marks a return to normalcy. While some services have been curtailed due to driver availability constraints, the

council aims to elevate connectivity, dependent on Go Bus' endeavours in recruiting and training. Passengers are advised to check the goBay website for revised timetables.

WHANGANUI

Te Ngaru Tide bus service remains robust during the winter months

Te Ngaru Tide bus service continues to operate effectively, defying the usual drop in ridership that colder weather often brings. The bus has become a vital link for residents, particularly students and the elderly, ensuring their accessibility to essential services, education, and healthcare. The consistent service reflects the dedication of both the operators and the community to maintain a reliable transportation option. Despite challenges posed by winter conditions, Te Ngaru Tide bus service highlights the importance of reliable and accessible public transportation year-round.

WELLINGTON

Reinstating all suspended bus routes



The reinstatement of bus routes that have caused disruptions in the Capital's public transportation system is receiving positive feedback. The suspension of these routes resulted in significant challenges for commuters and led to frustration and inconvenience. However, the Greater Wellington Regional Council's (GWRC) move to bring back these routes comes after months of intense scrutiny and efforts to resolve the issues that had plagued the bus network. The decision is aimed at restoring confidence in the reliability of Wellington's bus services and addressing the concerns raised by the community. This step is part of a broader strategy to improve the quality and accessibility of public transportation in the region.

Advancing towards public control of the bus network

Last month, GWRC met to consult with communities on bringing bus infrastructure back into public ownership as part of its upcoming Long Term Plan process in 2024. Currently, key public transport assets such as depots, buses and charging infrastructure are privately owned and operated as part of existing service contracts. However, GWRC has plans to increase control over these assets to enable faster and more integrated investment in bus services across the region. "To enable rapid growth to both the size and frequency of our network we need certainty over critical transport infrastructure and their timely investment," said GWRC Chair Daran Ponter. Thomas Nash, GWRC's Transport Committee Chair, said when it came to scaling up public transport and cutting transport emissions, communities need to be thinking 20 years into the future to enable sustained growth. "We need to ensure that key assets remain available for public transport use, and we need to work with various partners so critical electricity infrastructure is in place as we continue to electrify our bus fleet and prepare the ground for mass transit in the future." Communities will be able to have their say on bus infrastructure ownership as part of the public consultation on its Long Term Plan, which is currently scheduled for the first quarter of 2024.

NELSON/TASMAN

Major public transport revamp for the region

Starting in August 2023, Nelson and Tasman will undergo a significant overhaul of their public transport systems. The revamped service will feature a fleet of 17 electric buses, offering expanded routes, increased frequency, and reduced fares. Urban routes in Nelson and Richmond will operate on a half-hourly timetable with \$2 fares. Additionally, rural express routes, an airport bus service, and connections to Motueka, Māpua, Wakefield, and Brightwater will be introduced. The new service aims to provide more affordable transportation options, particularly for those facing financial pressures. Overall, the initiative aims to enhance public transport accessibility, convenience, and sustainability in the region.

International roundup

A LOOK AT BUS NEWS FROM AROUND THE GLOBE

AUSTRALIA

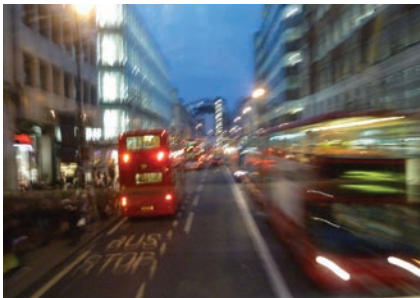
Seatbelt compliance in bus travel is being questioned following a crash in Hunter Valley



Current road laws in New South Wales require bus passengers to use seatbelts if they are available. However, experts are uncertain about the extent of compliance and whether seatbelts could have prevented the ten deaths in a recent accident in Hunter Valley. The investigation into the crash is ongoing, and it is unclear whether the passengers were wearing seatbelts at the time. Chris Minns, the premier of New South Wales, expressed openness to legal changes concerning seatbelts if the investigation reveals a need for them. Bus companies must ensure that seatbelts are functioning properly, and drivers are responsible for wearing their own seatbelts. However, they do not have the authority to enforce the rule for passengers. Law enforcement authorities have the power to penalise passengers for not wearing seatbelts, but enforcement varies from state to state.

UK

Transport for London (TfL) has launched the Superloop



The latest phase of London's rapid bus service network is set to bring enhanced frequency to the X26 route connecting Heathrow and West Croydon. The route, now designated SL7, underwent the change last month and now operates every 15 minutes.

Geoff Hobbs, Director of Public Transport Planning at TfL, highlighted that the main improvement is the increased frequency, spanning from 04:00 BST in the morning until 01:00 at night. While the stops remain the same, some have been renamed to better correspond with their locations. Approximately 90 per cent of outer London residents will be within one interchange of the Superloop, enabling them to leverage the Hopper Fare to switch between buses. The Superloop, encompassing six new routes and integrating existing routes, aims to connect the outer boroughs of London.

IRELAND

Should 60-year-olds be entitled to free bus travel?

As the public consultation on the SmartPass travel scheme in Northern Ireland nears its conclusion, the question of price arises. Initiated in 2007, this scheme offers cost-free public transport to all over-60s, regardless of income. Yet, costs have risen notably, with a projected bill of NZD\$95.2 million this year, double the first year. The Department of Infrastructure is seeking public input on changing eligibility criteria. Should eligibility align with the state pension age of 66, as in England and Ireland? Advocates highlight the benefits of engagement in work and society. Critics worry about escalating costs and potential isolation. The discourse emphasises the delicate balance between fiscal responsibility and quality of life.

POLAND

The 666 bus route to Hel has now changed its number to 669



The 666 bus has long brought amusement to tourists and locals, as the number is associated with the devil in the Bible, while its destination,

“Hel” resembles the English word “hell”. The line had been known as 666 since 2006. However, Christian groups successfully convinced bus operator PKS Gdynia to change the route name. The company announced on social media that it would invert the last digit to signify the new route number. While “hell” suggests a fiery place, Hel is a picturesque peninsula with forests, sandy beaches, and diverse marine life—a popular Polish holiday spot. Critics argue that Hel is not synonymous with “hell” but find the joke disrespectful. Fronda, a conservative Catholic group, has pushed for the name change since 2018, believing the joke to have “malicious” roots. They emphasise that “hell” signifies the negation of humanity, eternal suffering, and death, and trivialising it is inappropriate. PKS Gdynia's designer, Marcin Szwaczyk, acknowledges the complaints but remains open to reverting if the public reacts poorly.

USA

The launch of another autonomous, free shuttle service



San Francisco has introduced an autonomous shuttle service, which launched shortly after California regulators approved the expansion of robotaxis, despite safety concerns. This free shuttle, known as The Loop, operates on a fixed route around Treasure Island in San Francisco Bay, making seven stops to connect neighbourhoods with stores and community centres. The all-electric shuttle, devoid of a driver's seat or steering wheel, includes an attendant who can manually control the bus using a handheld device if needed. This pilot programme, funded by grants, aims to assess how autonomous vehicles can complement public transit. The shuttle, operated by Beep, signifies San Francisco's interest in exploring the role of self-driving vehicles.

NEW BCA CHIEF: DRIVING CHANGE FROM WITHIN

No one is better suited to drive the bus and coach industry through the current critical juncture of challenges and opportunities than the new Bus and Coach Association Chief Executive Delaney Myers.

Replacing interim CEO Barry Kidd in July, Delaney brings with her a significant amount of regulatory and governmental experience, a passion for transport and a commitment to fostering change.

With nearly two decades at Waka Kotahi NZ Transport Agency in various roles – including more recently as the Public Transport Manager – and five years with the Ministry of Education, Delaney is well placed to steer BCA toward a positive future.

“I see this role as an opportunity to make a meaningful impact in an industry that holds immense potential for positive change,” she says.

“I’ve spent my whole career working for government and, understandably, it is a bit different to step outside of that tent and into this particular one.

“But I think I can make a difference and I think I can help this industry. I also think I can help central government, the local authorities, clients and the tourism sector from a different perspective.

“I’ve always been attracted to roles where there were problems to solve and stuff that needed fixing, and the opportunities here are massive. So, I’m really excited about cracking into those.”

The industry is at a crucial juncture where sustainability, climate change, and workforce challenges demand strategic attention and action.

Climate change is one significant area where the bus and coach industry is well prepared to provide meaningful mitigations.

Making the industry an attractive workplace has been difficult, compounded by New Zealand’s near-record low unemployment levels.

But the industry should be applauded for their efforts in this space recently, Delaney says, as members have made great strides in overcoming the driver shortage (as evidenced in the story on page 12).

Nevertheless, the biggest challenge over the next few years, as Delaney sees it, is ensuring the industry stays focused on the big-picture items and not be distracted by smaller issues.

“But I think one of the first things that we have to do is to be really clear about what is important to the industry and the Association, and what our strategic priorities are.



NEW BCA CHIEF EXECUTIVE, DELANEY MYERS, is committed to resetting and strengthening relationships with stakeholders to facilitate constructive dialogue and generate innovative solutions.

“While I’ve certainly got some ideas on that, one of my first priorities is to listen to what our members are saying.

“Over the next few months including the BCA conference, I’ll engage with our membership to make sure I understand what is and isn’t important to us.”

By acting as a bridge, Delaney wants to facilitate constructive dialogue and generate innovative solutions that benefit everyone involved.

She's also committed to resetting and strengthening relationships with stakeholders, from government to unions.

"My experience has taught me that there's a need to re-establish strong relationships with stakeholders and work together to address the challenges ahead.

"It's about finding common ground and shared objectives, rising above the debates, and focusing on the broader goals that can propel the industry forward."

With an eye on collaboration and innovation, Delaney envisions BCA as a trusted advisor.

"My vision for the Bus and Coach Association is to become a trusted advisor not only for our members but also for policymakers, contributing to positive change on multiple fronts."

It is no small task for an Association that underwent a significant governance shift recently. But this change, Delaney says, means BCA can be more agile, more strategic in its thinking, and more connected with the political beltway.

More importantly, the Association can reshape its value proposition for members.

"It's important that we have the confidence of our members, and a number of them will understandably be sceptical of changes and what that might mean for them.

"But I do want us to be able to have a really clear value proposition for all our members, big and small.

"That clarity and understanding will be useful to not just our members but also the wider industry, about what the Association does for them."

Recognising the BCA's need for change is a positive first step, Delaney adds, and with the general election fast approaching, all the ingredients are there to get things back on track.

There is no doubt in her mind that regardless of the election's outcome, mass passenger transport is a growth industry that has a lot more to offer.

"We're sitting in a good position so now we need to capitalise on how we shape our future and get the best outcomes from the decisionmakers, not just for the industry but for New Zealand."



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WHAT IS THE GPS?

The Government Policy Statement (GPS) is a statutorily required document that sets the Government's revenue for the National Land Transport Programme (NLTP) – i.e., fuel excise duty, RUC – and details what that revenue is to be spent on, at a high level, by using “activity classes”.

Waka Kotahi NZ Transport Agency (Waka Kotahi) then has to put it into action, setting the level of expenditure within each activity class range that it thinks will best deliver on the GPS outcomes.

This money is then allocated through the three-yearly National Land Transport Programme to “authorised organisations” which are primarily Waka Kotahi and local councils.

The GPS is renewed every three years and guides investment in transport by providing a 10-year outlook of how spending is prioritised for the transport network.

It is prepared by the Ministry of Transport on behalf of the Minister of Transport and is currently a draft document open for public consultation.

Submissions on the GPS close on September 15, 2023 and anyone can make a submission.

The Bus and Coach Association will be making a submission on behalf of members and encourages members to make their own submissions.

You can access the draft GPS online at www.transport.govt.nz.

The priorities

The draft GPS sets out six key strategies that the Government wishes to achieve from the National Land Transport Fund (NLTF) investment for New Zealand’s roading network.

THE PRIORITIES ARE:

- Maintaining and operating the existing transport system efficiently at a level that meets users’ current and future needs.
- Increasing resilience so the transport system can cope with natural and anthropogenic hazards.



ONE OF DRAFT GPS' PRIORITIES is making transport safer for all.

- Reducing emissions by transitioning to a lower carbon transport system.
- Making transport substantially safer for all.
- Providing an integrated freight system with well-designed and operated transport corridors and hubs providing efficient, reliable, resilient, multi-modal and low-carbon connections.
- Providing sustainable urban and regional development enabling people to readily access social, cultural and economic opportunities through a variety of transport opportunities.

Reducing emissions targets

One of the key parts of the draft GPS is the Government's intention to reduce emissions, through investment from the NLTF and direct Crown investment.

Waka Kotahi must be satisfied that each three-year programme contains a range of activities that make an appropriate contribution to the 2035 transport emissions reduction targets, within the available NLTF funding and considers other interventions that impact greenhouse gas emissions (including land transport investment outside of the NLTF).

The objective is for VKT (vehicle kilometres travelled) reduction programmes to be developed for urban areas to meet VKT reduction targets.

Waka Kotahi, councils, iwi, businesses, communities, and other Crown entities are expected to work together to develop urban VKT reduction programmes to identify investments and other measures that make it easier and more attractive for people to use public transport.

The draft GPS does not expect that every individual investment within the NLTP must reduce emissions.

For example, safety improvements, such as median barriers, will not reduce emissions. Other safety improvements, such as traffic calming and speed management, may deliver safety benefits while also reducing emissions.

Prioritising emissions reduction will look different depending on local circumstances. For example, the NLTF is expected to prioritise activities that improve the reach, frequency and quality of public transport.

But the draft policy recognises that the mode shift from cars to public transport will be easier to achieve and result in larger emissions reductions in urban areas.

Improving walking and cycling facilities, and low/zero-emissions

vehicles are likely to play a greater role in mitigating climate change in some regions.

Inter-regional public transport

In a bid to improve the inter-regional passenger transport network the GPS creates a new activity class, based on creating a partnership with local government and the private sector to develop new inter-regional public transport services.

Inter-regional public transport is expected to play a crucial role in achieving emissions reduction targets.

The inter-regional public transport activity class provides for investment in existing and new inter-regional services, encouraging regional councils and unitary authorities to work together to expand and improve inter-regional public transport service offerings.

This activity class also provides funding for the delivery of new services. It will work in a similar way to the Coastal Shipping activity class in the 2021-24 GPS, by providing dedicated funding to develop and deliver new services.

It is expected that Waka Kotahi will develop key principles and objectives once the Government has responded to the select committee inquiry into the future of inter-regional passenger rail, and that Waka Kotahi will then work with public transport agencies, KiwiRail, and the private sector to support proposals that will extend and improve services.

The Government expects this activity class will initiate extensions to inter-regional passenger rail, but it can also be applied to other forms of Inter-regional public transport including bus and ferry services.

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DRIVER SHORTAGE IS OFFICIALLY NO MORE

It is official – as of August 16 – Auckland Transport announced it had conquered the bus driver shortage. At the peak of the driver shortage just eight months ago, Auckland was 570 drivers short. Auckland now has 2,306 drivers to operate Auckland’s buses.

The bus system is the backbone of public transport in Auckland, carrying over 80 per cent of passengers, and getting buses working means that Auckland Transport (AT) has a platform to grow its patronage.

“We’re delighted that bus is back in Auckland, and we’re pleased to be working on how to make public transport easier and more attractive,” says Richard Harrison, Manager of Metro Optimisation at AT.

Thanks to the hard work of bus operators, they have all the drivers they need to run all bus services.

“We’ve already reinstated all the bus services that we had to suspend because we didn’t have enough drivers,” Mr Harrison says.

“The number of cancelled services is coming down too—under 2.5 per cent over the last three weeks.”

Funding for bus driver wages has increased, and the pathway to a residency agreement has made a big difference for operators. While they’ve seen domestic and international recruits join the industry, it was critical to restart international recruitment after our border closures.

“It seems that Aucklanders are rewarding us by getting on board now that they can depend on their bus services,” Mr Harrison says.

“We’ve had the busiest weeks on public transport since March, which is traditionally our busiest time of year.

“We’re over 1.7 million weekly boardings, and weekly bus patronage is over 90 per cent of the 2019 level.”



AUCKLAND NOW HAS 2,306 drivers to operate Auckland’s buses.

Metlink Group Manager Samantha Gain says the shortage in Wellington was acutely felt at its peak.

“Greater Wellington and Metlink worked with the government to lift driver wages and lobbied for immigration changes.

“With the efforts of our operators to recruit drivers, we’ve begun to see the network stabilise and cancellations decrease as a result.”

As of 1 August, Wellington has 596 bus drivers on the road, with 53 in training.

“Now with a period of sustained reliability, we’re able to reinstate 67 previously suspended bus trips on our network,” adds Ms Gain.

Stewart Gibbon, General Manager of Public Transport Christchurch, adds that the changes to immigration policy

have really helped their operators recruit new drivers.

“The lack of bus drivers post-Covid has been a nationwide industry problem, and a problem for many other industries too.

“Despite increases in wages, it was clear that there just weren’t enough people in the country able to pick up the task.”

Waka Kotahi NZ Transport Agency and the Ministry of Transport worked alongside the Ministry for Business, Innovation and Employment to look for solutions within immigration settings, with the support of the then Minister for Transport, Immigration and Workplace Relations, Hon. Michael Wood.

This effort was further supported by extensive advocacy by bus operators

and public transport authorities. Eventually, the new Transport Sector Agreement was confirmed.

“We appreciate the Government listening to us and coming to the table on this issue,” says Mr Gibbon.

This new agreement provides a two-year time-limited pathway to residency for bus drivers, and the changes are focused on New Zealand’s most critical public transport needs while requiring operators to be committed to improving pay and conditions.

Finalised in April 2023, it includes employers having a median wage exemption, set at \$28 an hour when hiring bus drivers for an eligible role on an Accredited Employer Work Visa (AEWV).

Bus drivers hired under the sector agreement will be eligible for AEWV for three years. This ensures they have enough time to complete the two

years of work required to apply for residence.

“It has been a challenging time for customers and operators, and it’s great to have our public transport network returning to full service. We acknowledge the disruption and frustration that cancellations have caused customers.

“We also thank our operators for working closely with us to minimise disruptions throughout the driver shortage and being active in recruiting new drivers,” says Gibbon.

Kinetic operates NZ Bus and Go Bus Transport, around half of all public transport services in New Zealand, and has spent the last six months conducting an intense recruitment campaign aimed at both overseas and local drivers.

Head of Kinetic in New Zealand, Calum Haslop, said in May, “Through the enormous efforts of our recruitment

teams across New Zealand, we recruited enough drivers to enable a return to full services.

“We’ve made a large investment to bring in drivers quickly from the Philippines, India, and Fiji to supplement our local recruitment endeavours.”

Kinetic’s quick response to the Immigration Minister’s announcement meant that just a month after the new transport sector agreement was announced, NZ Bus Chief Operating Officer Stephen McKeefry revealed their overseas recruitment campaign had already resulted in 100 suitable candidates accepting offers of employment and this number continued to climb.

To date, Kinetic has recruited approximately 559 local and overseas drivers: 327 for Auckland, 82 for Wellington, 57 for Tauranga, 31 for Hamilton, 50 for Christchurch, and 12 for Dunedin.

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THE BCA CONFERENCE: ANOTHER WORLD-CLASS EVENT

With two days of business sessions, trade exhibitions, dinners, entertainment, and interactive speaker panels, the BCA Conference is an event not to be missed.

The Bus and Coach Association is excited to have secured a wide array of experts and government officials to share their insights with conference attendees, to be hosted at Christchurch's Wolfbrook Arena.

Below is but a sample of the exciting guests and engaging talks your interests will be slaked with. To enjoy the full experience, be sure to attend all sessions starting from 27 September.

**27 Sep 8:40am, Keynote
address: Minister of
Transport**

Following the BCA Conference's AGM and welcome drinks the day prior, the event's keynote address will be presented by the Minister of Transport, Hon David Parker.



Minister Parker is a seasoned politician who has recently acquired the role of Minister of Transport. In this role, David is responsible for overseeing New Zealand's transport system, reducing emissions that contribute to climate change, and has the huge task of reconstructing the transport infrastructure damaged by Cyclone Gabrielle ahead of him.

The Labour MP took over as Minister of Transport in June following Michael Wood's resignation. David's other ministerial portfolios include Attorney-General, environment, and associate finance.

He has previously held several other ministerial portfolios, including Minister of Energy and Minister of Revenue. Mr Parker pursued a career in law and business before entering politics. He was elected as the Member of Parliament for the Otago electorate in the 2002 general election.

Mr Parker was a trailblazer in introducing New Zealand's emissions trading scheme when he was Climate Change Minister in 2008, seen as the most significant environmental reform in the country in decades.

**27 Sep 9:20am: Reshaping transport
priorities in New Zealand's largest city and
New Zealand's tourism gateway**

Dean Kimpton is the Auckland Transport CEO. Since being appointed in April 2023, he has made a commitment to drive

transformative change in the transport landscape of New Zealand's largest city.

Prior to this, he has held a range of executive roles including Tuhura Partners – an advisory business to infrastructure owners and government, Chief Operating Officer for Auckland Council, and prior to that Managing Director for AECOM NZ.

Alongside these executive roles, he has held a number of governance positions including independent board member for the NZ Upgrade Programme, independent chair of the Eastern Busway Alliance, independent chair of the western Bay of Plenty Transport System Programme, independent chair for Auckland Council's response to the Americas Cup 36th defence, President of Engineering NZ, former board member of Infrastructure NZ, and the trustee for the Parenting Place charity.

**27 Sep 3:15pm: Resilient Transport Networks
and the Future of Public Transport**

Dr. Deborah Hume is the National Manager of Multimodal Integration at Waka Kotahi NZ Transport Agency (Waka Kotahi), where she has a diverse portfolio spanning urban mobility, public transport, urban form, rail, and freight.

Dr Hume's vision, leadership and proven track record for driving transformative change makes her a standout speaker at this year's BCA Conference. She will be sharing insights on topics shaping the transportation landscape at the conference.

Dr Hume will delve into the growth trajectory of the public transport sector and shed light on the uplift signalled in the Emissions Reduction Plan. She will provide the latest updates on the public transport initiatives from the Climate Emergency Response Fund.

She will also discuss the importance of customer experience, including on-demand services. Dr Hume's discussion won't just revolve around urban transport – she'll also highlight Waka Kotahi's efforts to bolster the resilience of the State Highway network.

As an advocate for change, Dr Hume has a passion for strategy and innovation, and is not one to shy away from a challenge. She previously worked with local government to transform public transport provision, led Wellington

metro rail and New Zealand's national rail tourism brand – Scenic Journeys – for KiwiRail, and led the New Zealand risk management practice for a Fortune 500 global consultancy.

Dr Hume helped achieve a 46 per cent improvement in customer satisfaction with Wellington Metro Rail services and was recognised by the Chartered Institute of Logistics and Transport NZ with the award of Implementation and Practice.

28 Sep 8:50am: Keynote Presentation sponsored by Autosense, Impact of Stress and Fatigue on Driving

In this session with motor racing legend Greg Murphy and accomplished neuroscience educator Nathan Wallis, you'll learn about the brain and how it works when driving, the impacts of fatigue, stress, and distraction, and tips to help drivers with these issues. It's an engaging session you won't want to miss!

GREG MURPHY

Greg Murphy, affectionately known as "Murph" to his legion of fans, stands tall among the greats of motor racing, and is undeniably a Kiwi motorsport legend.

Renowned for his fearless driving and remarkable victories, his storied career is marked by iconic triumphs at the prestigious Australian Sandown 500 and the revered Bathurst 1000 events.

With an impressive record of over 400 V8 Supercar race starts and multiple Bathurst 1000 wins, Murph is celebrated by his fellow competitors and adored by fans worldwide.

After making his mark on the sport of V8 supercars, Murph now works as a presenter, commentator, and sought-after speaker.

Murph is no stranger to reaching 300km/h on the track, but the Kiwi V8 Supercar legend preaches safe speeds and smart decisions when it comes to driving on the road. Murph has been tirelessly advocating for widespread safety improvements in driver training, vehicles and road systems for some time.

Murph partnered with AutoSense in an effort to promote road safety, with a particular focus on distraction and fatigue.

He recently embarked on a national roadshow alongside Nathan Wallis and road safety expert Kelly McLuckie to deliver The Eyes Up NZ workshop, an initiative focused on improving commercial vehicle driver safety in the transport sector by highlighting the dangers of driver fatigue and distraction rates on our roads.

Murph has also worked alongside the Motor Trade Association to create an in-school road safety programme "Murph in Schools", which started in 2010.

In 2019, he worked alongside Holden New Zealand to develop a new road safety programme designed for young drivers.



28 Sep 12pm: What I would do if I was the Minister of Transport

If National is in a fortunate position to form government in October, Simeon Brown says his priorities as Transport Minister will be to deliver transport infrastructure around the country to improve resilience and address New Zealand's infrastructure deficit. This begins with futureproofing our roading network, delivering better public transport, reducing congestion, and improving road safety.



Mr Brown is a politician who serves as National's Spokesperson for Transport and sits on the Transport and Infrastructure Select Committee. Mr Brown's policy priorities encompass a wide range of issues that affect the transportation sector, including campaigning for Auckland Transport to restore the speed limits on local roads to their previous limits.

As the National Party's Transport Spokesperson, Mr Brown has focussed on holding the government accountable for its transport policies and project delivery, highlighting areas of concern, including what he labels "massive and unnecessary spending" on consultants and contractors.

In addition to his transport role, he currently serves as National's Spokesperson for Public Service and Auckland Issues. Mr Brown has been the Member of Parliament for Pakuranga since 2017.

26 September, BCA AGM followed by welcome drinks at the Novotel

27 September, the Minister of Transport, followed by the Chief Executive of Auckland Transport, and a spotlight on the BCA itself. After lunch there'll be a public transport panel, followed by presentations from the Ministry of Education, Waka Kotahi NZ Transport Agency and the NZ Police Commercial Vehicle Safety Team. Coaches will then whisk delegates away to the Wigram Airforce Museum for our "Top Gun" themed dinner function.

28 September starts with Breakfast followed by Nathan Wallis and Greg Murphy on brain function and driving, then we'll talk about our workforce, with Verna Naio from MITO and Ian McDonald from the Australian Public Transport Industry Association. Simeon Brown will take us through to Lunch and the School Bus Auction. We'll then launch the Tourism panel.

The full programme is available on the BCA website.

Advanced collision avoidance, passenger counting and driver fatigue management solutions are essential for your fleet

Complex commercial vehicle electronics, such as CCTV, Advanced Collision Avoidance (ADAS), Passenger counting, Double Deck upper deck Step counters, AI Pedestrian Detection and Driver Fatigue Management Solutions are increasingly essential across all vehicle fleets.

These systems have applications across tour coaches and buses, urban bus fleets, heavy vehicles and trucks, vans and more.

The S & S Group – including the brands Commercial Vehicle Electronics, S & S Security Solutions, RB Electronics and Coachsound – have RUB-compliant and OECD industry-standard systems for all of these vehicle applications.

S & S Group Managing Director Sam Early says high-quality CCTV, ADAS, Driver Fatigue and Passenger counting systems are a priority for companies with large vehicle fleets to manage.

“Driver and passenger safety is at the forefront of all operators’ minds.

“We have a fully integrated and modular system – so, if you have our CCTV, it is easy to add on any other electronics such as ADAS, Driver Fatigue, passenger counting or to integrate with the OBD2 system to provide real-time telematics of the vehicle.

“They all work seamlessly together from the same MDVR box and hard drive, our customers say that only having to contact one person for replacements, repairs and servicing for all electronics is a real plus.”

Driver Fatigue Management Solution

A comprehensive Driver Fatigue Management Solution is essential to ensure the safety of drivers, passengers, and vehicles. Waka Kotahi NZ Transport Agency says that fatigue is a factor in at least 12 per cent of motor vehicle crashes in New Zealand.

Road accidents caused by distracted or drowsy driving behaviours can happen to anyone with any level of driving experience and skill. A Driver Fatigue Management Solution allows you to proactively mitigate the risk to both the general public and your staff.

The S & S Group Driver Fatigue Management Solution system allows you to continuously always monitor the driving behaviour of your staff unobtrusively. Programmable alert levels and push notifications initially warn the driver and allow them to take corrective action.



“Hanover is a global leader in comprehensive passenger information systems that are easy for companies to manage from the control room using Hanover Cloud and for drivers to use,” Sam says.

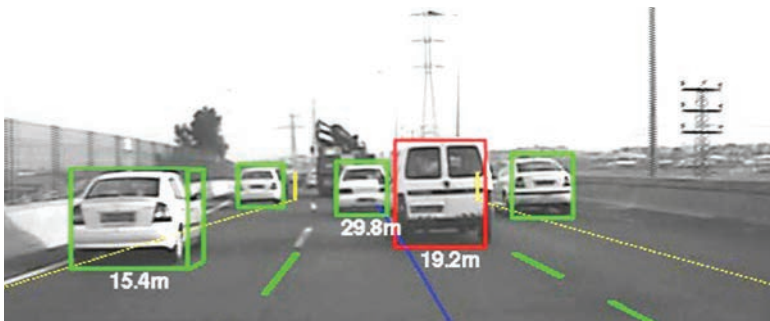
Advanced Collision Avoidance Systems (ADAS)

S & S Group has partnered with internationally recognised company Mobileye to provide a comprehensive ADAS system to New Zealand operators, road users and retailers who want to reduce collisions and improve safety on our roads.

Rollouts of the ADAS system across existing fleets are an unrivalled way of improving vehicle safety.

The system monitors potentially dangerous driving situations and provides alerts to stop incidents from occurring.

Most modern vehicles can be retrofitted with state-of-the-art ADAS systems, immediately improving vehicle safety.



Integrated Telematics

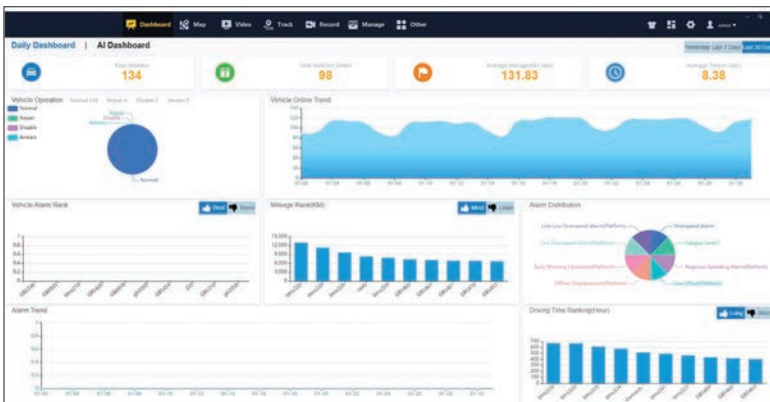
S & S Security Solutions has high-quality and customisable telematics that allows operators to view all alerts in the central management system, with a daily dashboard that provides an overview of all of the data, including alerts, passenger counts and AI fatigue alerts.

It provides in-depth information about the alerts that have been created, including the reason for the alert, the driver, the location and the specific time.

The whole telematics system and data held within can be accessed from the client's office, so there is no need to visit the depot or bus.

"It is beneficial to be able to manage your fleet from the operations office, rather than needing to be in the workshop," says Sam.

"This allows an overview for management and an insight into any safety concerns or issues across the fleet, allowing corrective action to be taken."



Seamless integration with Hanover passenger displays

S & S Group is the service agent for Hanover displays nationwide. Our technicians are trained by Hanover and provide efficient, comprehensive repair and service work for bus route signs, controllers, and passenger announcements.

"Hanover is a global leader in comprehensive passenger information systems that are easy for companies to manage from the control room using Hanover Cloud and for drivers to use," Sam says.

"We can help you design a passenger display system, set up your destination and route codes, maintain your signs, and complete any repairs."

Hanover Cloud is a zero-deployment web-based application suite for you and your team to manage and update all your Hanover Destination Displays and Passenger Information Systems remotely and over the cloud.

What this means is no more lists on someone's desktop, no more running around at night checking off lists to ensure that the buses are all updated – it happens automatically when the buses come into the depot.

New Zealand Made and maintained bespoke PA systems

The S & S Group is proud to manufacture bespoke PA systems for tour coaches and buses through our New Zealand-made brand Coachsound.

They are adaptable to any complex needs that your company may have.

"When we took over Coachsound in April this year, we were excited at the opportunity to manufacture PA systems in New Zealand," Sam says.

"It allowed us to add to the offering that our brand RB Electronics already has in the PA system and commercial vehicle radio space."

So, are you after high-quality vehicle electronics that have local experts providing maintenance and servicing plans? Get in touch with S & S Group today.

NEW NEW ZEALAND ROLE TO ‘CHANGE THE TRAJECTORY’ OF DRIVER’S FUTURE

Ryan Carumba, a native of Castillejos, Zambales, began his journey to New Zealand on April 3, 2023. After saying goodbye to the Philippines and his loved ones, he boarded a flight with other drivers who would join the team at Ritchies NZ.

Having spent six years driving buses in the Philippines, Ryan stumbled upon an advertisement posted by an agency representing Ritchies NZ.

This ad was promoted by the transport sector agreement, which provides a two-year work-to-residence pathway for bus drivers, specifically targeting skilled drivers in the Philippines.

Seizing the opportunity, Ryan applied online and was contacted within 24 hours, setting in motion the process of his move to New Zealand.

This journey was not just his first trip to New Zealand but also his first time leaving his home country.

The drivers have established a strong network with Ritchies’ assistance, and they now reside together, receiving training and adjusting to their unfamiliar surroundings.

When asked about the motivations behind his move, Ryan highlighted the stark wage disparity between bus drivers in the Philippines and New Zealand.

In the Philippines, he earned approximately 41.35 Philippine Pesos per hour, which equates to roughly 1.20 NZD. Now, working for Ritchies under an Accredited Employer Work Visa, Ryan’s pay is set at \$28 an hour.

This opportunity not only promised a better life for himself but also held the potential to improve the lives of his wife and two young daughters, aged two and eight.

“Their support has helped alleviate some of the weight of the separation,” says Ryan.

And a solution has been put in place; once he completes his first contract in December, he is set to return to the Philippines for a one-month vacation before returning to New Zealand, ready to continue his journey.

Ryan also praised the training programme provided by Ritchies.

“They recognise the previous experience of drivers similar to myself, which I have heard doesn’t always happen when being hired in a different country.”



RYAN CARUMBA is one of Ritchies’ newest bus driver recruits, from the Philippines.

Ritchies has tailored its training to bridge any gaps and equip the recruits with the necessary skills and knowledge to confidently navigate New Zealand’s roads.

The two-month training programme covers a wide range of topics, including road rules, practical driving lessons, and effective passenger management.

Ryan also expressed his gratitude to Auckland Transport and Ritchies for their invaluable support in helping him embark on this new chapter of his life.

“This opportunity represents more than just a job; it’s a new lifestyle that will change the trajectory of my family’s future.”

“It’s only been a few months but I’m prepared and confident in Ritchies’ support as I tackle the next two years,” he says.

GEARING UP FOR THE 2023 GENERAL ELECTION

With another election on the horizon, *Circular* has sought the visions of each political party to share with its readers (presented in no particular order).

At the time of printing, neither Labour, The Greens or NZ First had responded to our request.

The ACT Party: Simon Court



Kiwis need good roads to get around, whether they are riding public transport or by car.

New Zealand's road network is straining under the weight of population growth. Congestion costs us billions of dollars each year and potholes are forming faster than they can be repaired.

It's little wonder Kiwis are finding their roads are falling apart. There has been a record number of complaints to NZTA regarding damage from poorly maintained roads, more money spent on cycleways than fixing identified roading resilience risks, lower grade material being used for repairs, and a total inability to develop new infrastructure.

In the run-up to the election, politicians have been busy announcing lists of roads and projects they will no doubt announce again if re-elected. These lists are nothing but wishful thinking without first solving the

problem of long-term funding and financing.

The real problem with roads is that good ones cost a lot of money. That is why ACT is the only party proposing a genuine shakeup of how roading infrastructure is funded, ensuring New Zealand gets access to safe, modern and efficient roads.

ACT is proposing a world-class toll roading system. It will use private sector financing and expertise to get new roads built faster and to maintain existing roads more effectively. Overseas, countries like Ireland have successfully used tolling to improve their roads.

This approach would bring us up to speed with other parts of the world. Sydney funded the completion of the 110km Sydney Orbital motorway network in twenty years by using public-private partnerships and the collection of toll revenue. In Ireland, 35 per cent of the motorway network is now operated by public-private partnerships.

Traffic congestion costs the New Zealand economy hundreds of millions of dollars a year. Plumbers who once did four jobs a day can now only do three because they're stuck in congestion. Freight which used to take six hours to get from Lyttleton Port to Queenstown might now take seven. These costs add up and are baked into the price of everything in New Zealand.

ACT is ambitious for New Zealand, we aspire towards a modern, thriving economy with world-class infrastructure. With private sector financing and expertise to bring projects forward, we can achieve that.

Even with the most reliable road network, public transport must be

delivered in a cost-effective and efficient way. In November 2022 the Labour Government introduced legislation to replace the Public Transport Operating Model with a "sustainable public transport" model.

ACT pointed out at the time that trying to take public transport accountability away from private companies is a sop to union bosses that could lead to fewer buses on the road. If councils accept these changes, it means they would have to act as both the purchaser and the provider, and that they'll be in charge of managing more capital.

Taking responsibility away from private providers won't create more bus drivers but it will stretch councils' limited capital further and lessen accountability on the provider.

ACT proposed that instead of going straight for centralisation, the Minister should be looking at practical ways to tackle the labour shortage and increase resourcing.

ACT said we need to do this by dumping the labour market test, industry-specific wage requirements, and transfer restrictions. Foreign workers should be able to work for accredited employers so long as they are employed consistent with New Zealand law.

Labour ignored ACT's practical suggestions and on 23 August 2023, the Bill passed its final reading under urgency in Parliament.

ACT will restore competitive tendering to public transport procurement, so that the best way to deliver a cost-effective service can be discovered. If a future Government or Council wants to increase the Price-Quality weighting in favour of a more costly

public transport service model, then they should be prepared to justify that to ratepayers and taxpayers.

ACT's practical prescription for progress will ensure that private sector operators can invest in their business with confidence and get on with delivering high-quality public transport services on reliable road networks.

The National Party: Simeon Brown



Transport infrastructure is the beating heart of every modern, vibrant economy. Delivering transport infrastructure is not only about moving people and goods but also about reducing congestion, improving public transport, and improving safety and resilience in our transport network.

When the last National Government announced that it was starting the Roads of National Significance programme in 2009, a much-needed boost for New Zealand infrastructure was born.

The now-opened Waikato Expressway, Transmission Gully, and Puhoi to Warkworth motorways are just three of the many significant roading projects delivered under the successful programme.

But fast forward to 2017 when Labour came into office, the programme was cancelled altogether. That's right, a key roading initiative that was delivering real results was cancelled and replaced by projects including light rail and the failed Auckland cycle bridge.

What we've seen in the last six years under Labour is an approach to

infrastructure that is more about the headlines and less about delivery, and as a result, the state of our transport network has worsened.

National has a proven track record of delivering transport infrastructure projects, which has been rooted in our belief that projects delivered are much more important than projects announced. We know that transport infrastructure increases productivity, reduces travel times and improves safety.

In late July, National Party leader Christopher Luxon, Chris Bishop, Nicola Willis and I announced National's Transport for the Future policy.

Transport for the Future is a bold and ambitious plan that will shape New Zealand's transport infrastructure for years to come. With a focus on building new Roads of National Significance, delivering better public transport infrastructure and improving the resilience of our regions, Transport for the Future will address some of the most pressing issues facing New Zealand's transport network today.

One of the central pillars of our Transport for the Future plan is the construction of 13 new Roads of National Significance, built to alleviate congestion, improve connectivity, and drive economic growth. From Northland to Canterbury, these projects hold the potential to transform travel within and between regions.

The single most ambitious long-term project of Transport for the Future is our vision of a four-lane highway from Whangarei to Tauranga. This project will increase capacity on four state highways in the North Island, unlocking significant economic opportunities for New Zealand motorists and businesses.

Transport for the Future also places considerable emphasis on housing and development in our regions, unlocking land for tens of thousands of new houses in major urban centres like Auckland, Hamilton, Tauranga, and Wellington.

New Zealanders will also see better public transport infrastructure delivered under National. At the heart of this is a world-class rapid transit network for Auckland, addressing the super

city's notorious traffic congestion and making commuter travel easier and faster for thousands of New Zealanders.

Auckland needs a modern rapid transit system to increase public transport choices, unlock housing growth, and build on the investment already made in the City Rail Link. National's vision entails three key rapid transit projects for Auckland, including the North West Rapid Transit corridor.

Financing such an ambitious plan will require new and innovative financing tools, and unlike Labour, National will not shy away from utilising these tools. By embracing private equity funding models that have succeeded worldwide, National will fast-track the development of modern public transport infrastructure in New Zealand.

Following recent weather events, National understands that we cannot overlook the challenges currently faced by our regions. Our plan to prioritise the rebuilding of cyclone-affected regions shows our commitment to improving resilience in our transport network and supporting communities in times of crisis.

We have committed to scrapping transport projects that have failed to deliver for New Zealanders, including Labour's \$29.2 billion light rail phantom project in Auckland and Let's Get Wellington Moving, which has only delivered a single set of traffic lights.

National understands how important transport infrastructure is for motorists and businesses up and down the country. For far too long, transport infrastructure has been put on the back burner, and our transport network is suffering as a result.

National has a plan to deliver the infrastructure New Zealand needs for our future and we look forward to delivering on our plan if we have the privilege of being elected in October.

**The Opportunities Party:
Natalia Albert**



A world-class transportation network needs foresight and precision to set the direction right. At The Opportunities Party, we believe the backbone of New Zealand's future lies in effectively combining our infrastructure and transport initiatives with our workforce strategies. Not only does this approach ensure smoother commutes, but it also guarantees a workforce that's more accessible and agile.

Central to this vision is the understanding that a sustainable and efficient transportation system can lead to a fair and prosperous economy, benefiting every Kiwi. With TOP's comprehensive blueprint, we're driving towards this junction of efficient transport and workforce excellence.

Our approach to transport harmonises with our aim to bring high-quality investment and skills to New Zealand

Teal Visa & Infrastructure Boost:
The Teal Visa initiative will invite high-net-worth individuals to invest in New Zealand, with a fraction of these investments channelling into bolstering our transport infrastructure. By enhancing our roadways, railways, and other transit methods, we ensure our workforce can commute more efficiently and safely.

Empowering Regions: The introduction of the Regional Talent Visa is a testament to our commitment to decentralizing our workforce. By enabling regions to recruit directly, we not only promote local businesses but

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also divert the commuting pressure from Auckland. This dual strategy ensures a smoother flow of traffic and talent throughout New Zealand.

Transport-friendly Skilled Work Visas:
Our plans to revamp the Skilled Work visas, based on feedback from businesses, will make it easier for professionals, especially in sectors like tech, to live and work in New Zealand. When businesses find it more feasible to recruit, we can expect a more diverse and skilled workforce ready to contribute to our transport and infrastructure sectors.

Tackling Exploitation in Transit Jobs:
The revised Accredited Employer Visa Scheme will have tighter checks and balances. This will ensure that migrant workers, especially those in transport-related jobs, are safeguarded against any form of exploitation.

TOP is charting a course where we get the setting rights, have new ideas and have efficient transport solutions and a thriving workforce go hand in hand. Our strategies are designed to ensure New Zealand is not only on the move but also heading in the right direction.

DRIVER HEALTH AND SAFETY – THE BEST SEAT IN TOWN

For more than 30 years Geemac Trading (NZ) Limited and Isringhausen Driver's Seats have looked after the health, safety, and well-being of your most important asset - Your Drivers!

Their Isringhausen or "ISRI" seats are widely considered "The World's Best Driver's Seat" and are fitted to the highest quality buses, coaches and trucks throughout Europe and the rest of the world. Manufactured in Europe, you can be assured you are purchasing seats built to German engineering standards which are second to none globally.

"New Zealand bus operators can enjoy local support by asking their preferred OEM bus supplier to purchase their ISRI driver's seats direct from Geemac. We can then support them here in New Zealand with our full range of spare parts which are despatched on same day delivery" says Callum McKendry, General Manager at Geemac Trading (NZ) Limited.

"We currently supply ISRI seats to the majority of OEM builders as a result of the service we can provide, and the knowledge we have gained in 34 years representing Isringhausen".

"Our seats are tailored for local road conditions, larger drivers, and the longer vehicle life expectations New Zealand operator's demand. No one else gives the assurances of quality and service that we offer".

"Why would you build a bus and install a second-rate seat, or a seat built to support a market with completely different demands than ours, when you can specify a genuine German ISRI seat from Geemac Trading? The ride of the bus is dependent and greatly enhanced by the performance of the suspension in a driver's seat. This is a factor so often overlooked," concludes Callum.

Geemac has been a constant exhibitor at the BCANZ Conferences for 34 years since 1989. They will have examples of Isringhausen Drivers Seats for you to check out on their stand in Christchurch. As well as products from their other agencies such as - Hanover Displays External Destination Signs and Real Time Information Systems.

Geemac Trading (NZ) Limited, Stands 1-3 at the BCANZ Conference 2023.



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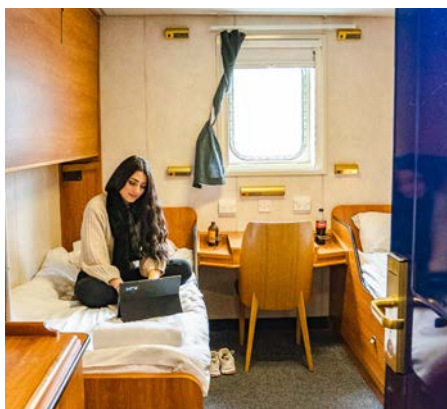
You'll love getting to and from the Bus and Coach Association (BCA) Annual Conference 2023 with Bluebridge. BCA members and their staff save 10% on all passenger and vehicle fares, year-round!*

Sailing 50 times weekly between downtown Wellington and Marlborough Sounds, you'll enjoy the most breathtaking scenery. You'll love our warm Kiwi hospitality and onboard features that include viewing decks, a café, bar, and free Wi-Fi, family-friendly movies, and kids' activities.

Enjoy your own space and upgrade to a private cabin with ensuite, complete with fresh linen and towels. Rest, relax and freshen up before the next leg of your journey.

Book now with Bluebridge and enjoy the journey. To receive the discount, simply use promo code BCANZ when you book, and present a copy of your BCA membership or proof of employment by a BCA member at check-in.

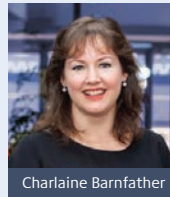
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Charlaine Barnfather



DARWIN HAD A THEORY ... PROTECT YOUR BUSINESS FROM YOUR EMPLOYEES!

By Rob Thomson, Health & Safety Consultant, SBS

Yes, it's that magical time of year again when the Darwin Awards are bestowed in America, honouring the least evolved among us. The following received an honourable mention in recent awards:

"When a man attempted to siphon gasoline from a motor home parked on a Seattle street by sucking on a hose, he got much more than he bargained for... Police arrived at the scene to find a very sick man curled up next to a motor home near spilt sewage. A police spokesman said that the man admitted to trying to steal gasoline, but he plugged his siphon hose into the motor home's sewage tank by mistake. The owner of the vehicle declined to press charges, saying that it was the best laugh he'd ever had!"

Yep, we've all met them, so in the interests of both bettering mankind and your business, we encourage you to consider your employee risks and manage them!

Limiting Health & Safety risks in your business

When it comes to running a business, there is a need for owners to invest time, energy, and consideration in their employees and ensure they are not only protected – but your business is also protected from your employees!

As a business owner, it's your responsibility to take reasonable steps to limit risk and keep the business running smoothly. But how do you go about limiting the possibility of your employees getting hurt, injured, or harmed while working for you?

The Health and Safety at Work Act 2015 and related regulations require that workers and others are given the highest level of protection from workplace health and safety (H&S) risks, so far as is reasonably practicable this includes risks to both physical and mental health.

Treat H&S as part of your day-to-day business

Manage H&S proportionately to the level of risk at your workplace. This means that the greater the risks you have, the more vigilant you need to be. Businesses must always consider

first whether they can reasonably eliminate risks. If not, do what is reasonably achievable to minimise the risks. There is a risk to every business decision you make, so instead of relying on gut instinct for an answer, you can feel far more confident by having risk management processes to help guide you.

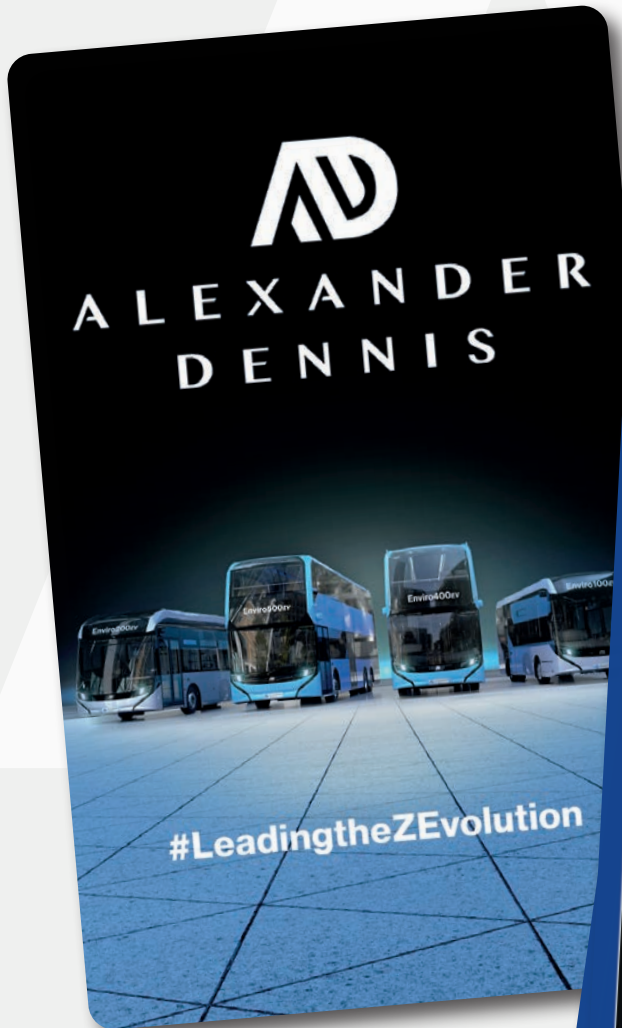
Take Steve's transport business as an example. His drivers transport products around the country. An example of a hazard they may face daily is fatigue from long days and long journeys.

Steps Steve can take to reduce this risk include:

- Ensuring pre-start checks are completed and the truck is safe.
- Ensuring drivers are inducted to the vehicle they are driving and have been trained or are under adequate supervision.
- That drivers are wearing their seatbelts.
- Checking drivers are taking regular breaks during trips, and their hours match the Worktime Logbook rules.
- Having a drug and alcohol testing programme in place.
- Encouraging drivers to have healthy food and adequate water for each trip.

As a business owner, you have spent time, money, and sacrifice building your company. Ensure you manage one of the biggest risks in business today – your employees!

For more information or advice to guide you through risk and employee H&S management, call the SBS team now on Freephone (0508) 424 723 or email info@safebusiness.co.nz.



Enviro500EV **AD**
THE CROWD MOVER ALEXANDER DENNIS

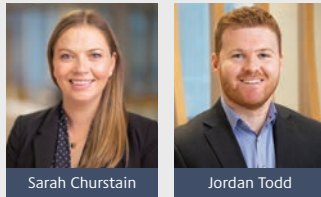
Part of the next generation of Alexander Dennis zero emission buses, the Alexander Dennis Enviro500EV is the zero-emission bus to move large crowds on busy urban and commuter services.

OPERATIONAL RANGE	Subject to duty cycle operating conditions
CAPACITY	Up to 86 seats including 31 in lower saloon
DIMENSIONS	12m length / 2.55m width / 4.3m height
ELECTRIC DRIVELINE	Voith Electrical Drive System HD, 410kW peak and 310kW continuous power
BATTERY SYSTEM	Future-proof Alexander Dennis battery system assembled by Impact Clean Power Technology to an Alexander Dennis proprietary design that standardises packaging delivering backward compatibility and interfaces to the vehicle
BATTERY SYSTEM RELIABILITY	Mechanically isolated underfloor battery packs
CUSTOMER SUPPORT	AD24 aftermarket support
DECARBONISATION CONTRIBUTION	Zero emissions
CUSTOMER SATISFACTION	100% the perfect fit

Enviro500EV

THE CROWD MOVER

The Alexander Dennis Enviro500EV is the zero-emission bus to move large crowds on busy urban and commuter services. Part of the next generation of Alexander Dennis zero emission buses, this reliable and efficient high-capacity double decker has a future-proof battery system that allows you to benefit from improvements in battery technology. The Enviro500EV has been extensively tested for durability and comes with remote and on-board workshop diagnostics.



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NAVIGATING EARTHQUAKE-PRONE BUILDINGS WITH LEGAL INSIGHT

When considering the next steps for addressing earthquake-prone buildings, building owners must be aware of the obligations they have under not only the *Building Act 2004* (the Act), but also as Persons Conducting a Business or Undertaking (PCBUs) under the *Health and Safety at Work Act 2015* (the Health and Safety Act).

A building is earthquake-prone when:

1. it is rated less than 34 per cent of the New Building Standard (NBS), which is established by an engineering assessment; and
2. the relevant territorial authority, in reliance on that engineering assessment, determines the building is earthquake-prone under the Act.

The Act and the Health and Safety Act are relevant to owners of earthquake-prone (or potentially earthquake-prone) buildings, in that:

- The Act does not contain an outright prohibition against entry to, or occupation of, an earthquake-prone building (although, the Act does empower territorial authorities to restrict entry to a building once it is designated earthquake-prone); but
- The Health and Safety Act does contain a broad obligation on PCBUs to eliminate risks to health and safety, so far as is reasonably practicable (and where elimination is not reasonably practicable, to minimise those risks).

Ultimately, there may be no obligation under the Act to completely vacate a building if it is earthquake-prone.

However, the Health and Safety Act could be interpreted to require that the same building be vacated to eliminate life safety risks in the event of a significant earthquake, depending on what is reasonably practicable in the circumstances.

There is no one-size-fits-all approach to this issue and that is reflected in some of the more high-profile examples such

as Wellington's central library and the Wellington railway station, where different approaches have been taken.

Wellington's library is closed for strengthening despite not officially being designated as earthquake-prone, conversely, Wellington's railway station has officially been designated earthquake-prone and continues to be open to the public.

In our view, the practical approach to earthquake-prone buildings should involve an assessment of the level of risk and what steps it is reasonably practicable to take to eliminate (or mitigate) that risk. This may include:

- Engaging further with an engineer to assess what elements of the building are vulnerable and whether any of its existing occupants are particularly exposed to those vulnerable elements;
- Establishing how long it might take to remediate the building and whether it would be possible to remediate without vacating the entire building; and
- Assessing whether it is practical to vacate the building and relocate its occupants until remediation is completed.

It is also important to familiarise yourself with and act in accordance with any seismic-related provisions in any leases for the building.

If you are a building owner and are unsure about what steps to take to address an earthquake-prone, or potentially earthquake-prone, building, or want advice generally regarding your obligations as a PCBU, please contact Sarah Churstain (sarah@fsl.nz) or Jordan Todd (jordan@fsl.nz).



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BREAKING GROUND IN SAFETY AND COMFORT: THE SCHOOL BUS TO BE AUCTIONED AT BCA CONFERENCE IS REVEALED

The highly anticipated Bus and Coach Association Conference is just around the corner, and top industry professionals have come together to create an exclusive opportunity.



In a collaboration between Global Bus Ventures and CAL>Isuzu, a groundbreaking bus has been created - the FRD500 AMT XLWB school bus.

The school bus sets a new standard in safety, efficiency, and comfort with its innovative features and outstanding design. And you'll have the chance to make it yours when the vehicle goes up for auction at the conference.

The Bus and Coach Association (BCA) will be auctioning off the brand-new 44-seat Isuzu FRD500 school bus on day two of the conference. The auction will take place at 1.40pm on September 28 in the area adjacent to where the bus is being displayed. Funds raised from the sale will go to BCA industry research and advocacy work.

CAL>Isuzu is supplying the Isuzu FRD500 cab and chassis and Global Bus Ventures (GBV) will build the 44-seat saloon school bus.

Shane Ward, CAL>Isuzu's Bus & Coach Sales Manager, says CAL>Isuzu wanted to be involved to "support the Bus and Coach Association and help support the industry".

It's a sentiment shared by Tom Mcleish, New Zealand Sales Manager for GBV.

"It will also promote a great New Zealand-made product and industry," Tom added.

Shane says the school bus particular model was selected to be auctioned as it is "the most popular and common size".

It will be designed as a cab-over-engine (COE) school bus and Tom says GBV will build the saloon using the **LOCLINE**[®] extruded alloy building system, which is renowned for its durability and quality.

Tom highlights that the long-life alloy used by GBV makes the bus lightweight, resulting in improved fuel efficiency.

The framework also provides heightened passenger safety in key impact zones, greater manoeuvrability, durability, a longer working life, and reduces the vehicle's carbon footprint.

Tom says the Isuzu FRD500 cab and chassis provided by CAL>Isuzu "comes with all the technology of the latest model of cars".

"Our sought-after alloy bodies come with a 10-year body and frame warranty," he added.

The Isuzu F Series is designed for New Zealand's conditions and is made for New Zealanders who value safety, quality, low running costs, and "the most durable, comfortable and economical vehicle possible".

When it comes to safety, the Isuzu F series stands in a league of its own. Shane says the Isuzu FRD500 cab and chassis leads the way with a comprehensive

range of Isuzu's latest active and passive safety systems, which is essential for transporting children on a school bus.

Its active safety features include Advanced Emergency Braking (AEB), Forward Collision Warning (FCW), Distance Warning System (DWS), Lane Departure Warning (LDW), Electronic Stability Control (ESC), Anti Skid Regulator (ASR), Anti Lock Braking System (ABS), Hill Start Aid (HSA), and Cab Tilt Warning (CTW).

Its passive safety features include driver and front passenger airbags, driver and front left-hand passenger seatbelt pretensioners, and ECE-R29 cab with side anti-intrusion beams.

"The other safety feature is the AMT Transmission, which means the school bus driver doesn't have to be constantly changing gears manually. If you don't have to change gears manually you can concentrate on other things, including keeping the kids safe," Shane says.

Tom says the automatic reversing and door camera system adds an extra layer of convenience and safety. The high stop tail and indicator lights on the rear provide enhanced visibility, while the auto school bus flasher lights adjacent to the rear school sign operator are activated when the saloon door is open, further improving safety for students and drivers.

Other notable features include heated and powered exterior main mirrors, LED main beam and halogen high beam headlights, and Hendrickson rear air suspension.

Step inside the saloon and discover the thoughtfully crafted interior, featuring durable, easy-to-clean surfaces and a Formica wall and ceiling lining.

Tom says it also boasts non-slip vinyl floor covering to ensure safety for all passengers, while the bucket seats, upholstered with hard-wearing fabric, offer both comfort and durability. With space for carry-on luggage under the seats and LED strip lighting illuminating the ceiling, this bus provides a welcoming and practical environment for students.

Long hours behind the wheel shouldn't mean drivers have to sacrifice comfort. The Isuzu also includes an ISRI 6860 air suspension driver's seat with pneumatic lumbar support.

"The Isuzu F Series trucks are designed to offer you the comforts of a car and an exceptional driving experience that won't leave you rubbing your lower back when you step out of the cab after a long day on the road."

Shane recognises the challenge of driver retention and hopes that offering a high-quality vehicle might make a difference.

"Drivers are hard to retain. If drivers have a little bit more comfort driving this truck than another brand they probably aren't going to go down the road and work for the other crowd," Shane says.

Shane says the Isuzu FRD500 cab and chassis comes with a five-year warranty, including a base warranty of 36 months or 150,000 kilometres (kms), and an additional warranty of 24 months or 150,000kms, for a total of 60 months or 300,000kms, whichever occurs first.

To qualify for the additional warranty, all scheduled servicing during the base and additional warranty periods (ie. the total 60 months) must be performed by an authorised Isuzu service dealer from the date of delivery to the first customer.

A collaborative approach

More than 10 years ago, Christchurch manufacturer GBV, formerly Designline, became the first coachbuilding company in New Zealand to build cost-effective and very safe COE school buses.

"These vehicles are now used from Cape Reinga to Bluff as school buses, charter buses, ski buses, even some as on-demand low floor wheelchair accessible city buses," Tom says.

Shane, who is a qualified coach builder by trade, says CAL>Isuzu has been involved with coach building since the early 1990s.

"It's grown over the years as we've formed very strong working relationships with the likes of Global Bus Ventures in Christchurch," he says.

The initial collaboration between CAL>Isuzu and GBV was initiated in response to customer requests. Customers had organised GBV to build the body and asked if CAL>Isuzu could work with GBV to organise the cab and chassis.

Shane says he "just clicked" with Tom and GBV chief executive Tim Duncan and the relationship has gone from strength to strength.

"GBV and CAL>Isuzu have developed a fantastic partnership, and we look forward to this continuing for many years to come," Shane says. "We are quite humbled by this."



For further information please contact:

Tom McLeish at Global Bus Ventures (NZ) Limited on 021 595 721,
tom.mcleish@globalbusventures.co.nz

Shane Ward at CAL>Isuzu on 027 4861 288, shane.ward@calisuzu.co.nz



The Bus and Coach Association is very grateful for the support of the following suppliers in preparing our Auction Bus

