

Response ID ANON-ZGT2-TYUY-2

Submitted to New Zealand freight and supply chain issues paper | Te rautaki ueā me te rautaki whakawhiwhinga o Aotearoa
Submitted on 2022-06-23 12:48:02

What is your organisation?

Organisation:
FRONZ Executive and Chair, The Rail Advocacy Collective (TRAC)

Part 1: Understanding the freight and supply chain system in New Zealand

1 Do you agree with the outlined description of the freight and supply chain system?

Please explain in the box below. :

Yes but there are massive pressures on road transport that need to be addressed
Congestion, Pollution, damage to roads, accidents when trucks collide with smaller vehicles, consumption of fossil fuels, shortage of drivers, CLIMATE CHANGE, cost of fuel, shortage of fuel (except from Russia !)

2 Do you have any views on the outlined role of government in the freight and supply chain system?

Please leave your comment in the box below::

Central Government has the primary role to reduce Road transport and to get more freight transferred by rail. Rail tracks are massively underutilized . I recently travelled by car the 6 hour trip from New Plymouth to Hastings via Palmerston North on a working day and did not see a single train on the Napier -Palmerston Line, the main trunk (Palmerston -Marton) or the Palmerston to New Plymouth line (via Whanganui) Say hundreds of trucks mind you including 17 logging trucks passing through New Plymouth beside the unused rail line

Part 2: The strategic context for change

3 Do you agree with the outlined strategic context and key opportunities and challenges?

Please explain in the box below. :

Decarbonisation of the transport system is the best, quickest, most economic (in terms of internal costs AND effect on exports) Putting more freight on rail even trains pulled by current technology diesel locos is three times less carbon emitting than current road transport and the resulting savings of fuel save imports and reduce air pollution.

Rail can be easily electrified. No need for batteries or new technology and power supply is available in many cases -eg main trunk.
Every other country is thinking this way and investing in modern electric trains expect NZ even when rail transport has other benefits -less congestion, pollution, road damage, accident costs

4 Are there any trends missing that we should consider?

If "yes", please write the trends we are missing in the box below. :

Yes. The problem is Kiwirail . It is giving rail a bad name and encouraging the use of road transport. It is a limited vision SOE desperate to make a profit and do the minimum. It owns the tracks -that is why they are almost empty while the roads are congested and being wrecked by trucks. We need a separate body to own the tracks AND OPEN ACCESS so other rail operators can enter the market. Like Australia, Japan, Europe or USA

5 Which of the opportunities and challenges do you believe will be most important in shaping the future of the freight and supply chain system in New Zealand and why?

Please explain in the box below. :

Moving road transport, shipping and air transport to batteries or hydrogen creates massive challenges and many of them are negative.
Moving transport to RAIL makes more sense as rail transport has been able to be easily electrified for over a century AND if we think that way with freight

it is so easy to develop electrified passenger rail transport –beyond Auckland City where it is working brilliantly and once the City Rail Link is completed will revolutionise Auckland

Part 3: Current vulnerabilities of the freight and supply chain system

6 Do you agree with the outlined vulnerabilities of the current system?

If not, please explain why:

Cost of fuel, scarcity of fuel(except in Russia), need to import fuel, congestion, pollution (air pollution and tyre dust getting into waterways) damage to roads, road accidents, carbon emissions, shortage of drivers, gobbling up of land into roads and parking areas, climate change and our international obligation to at least do something other than trying to wreck our primary production sector.

7 Is there any key information missing in understanding the vulnerabilities of the current system?

If 'Yes' please explain here:

Yes, as explained

Part 4: Our proposal for developing a freight and supply chain strategy

8 Do you agree with the proposed outcomes? If not, please explain why.

Do you agree with the proposed outcome 1. Low emissions? – 1. Low Emissions – New Zealand's freight and supply chain system is underpinned by a low emissions freight transport system:

Strongly disagree

If you have answered "Disagree" or "Strongly disagree" please explain why:

No, we are committed to road transport which uses too much carbon. We need to get more (25% of total) onto rail

Do you agree with the proposed outcome 2. Resilience? – 2. Resilience – New Zealand's freight and supply chain system is resilient, reliable, and prepared for potential disruptions:

Strongly disagree

If you have answered "Disagree" or "Strongly disagree" please explain why:

No, we are digging a bigger and bigger hole for ourselves by assuming that

1–Batteries and hydrogen are going to solve our problems when they will not and more problems will be created

2–We have massive problems which could be alleviated if we moved freight to rail

Do you agree with the proposed outcome 3. Productivity and Innovation? – 3. Productivity and Innovation – New Zealand's freight and supply chain system is highly productive and innovative, and performs well when measured against global standards:

Disagree

If you have answered "Disagree" or "Strongly disagree" please explain why:

For reasons given already. Road freight transport is paid by car users and the real costs of congestion, imports, pollution , road damage and accidents are ignored

Do you agree with the proposed outcome 4. Equity and Safety? – 4. Equity and safety – We transition to a low emission, resilient, productive and innovative freight and supply chain system in a way that is equitable and safe for all:

Strongly agree

If you have selected "Disagree" or "Strongly disagree" please explain why here:

We move as much freight as possible to rail

9 Are there more outcomes the strategy should focus on? If so, please explain what they are.

Please explain here:

Rail, rail rail

10 Do you agree with the potential areas of focus for the strategy?

If not, please explain why:

No –for reasons given

11 Which of these areas of focus would be most important to prioritise?

Type your answer here:

Rail Transport

12 What would successful stakeholder engagement on the development of the strategy look like from your perspective?

Type your answer here :

Take tracks off Kiwirail

Have open access on the tracks

Move as much freight as possible to rail

13 How could we best engage with Māori on the strategy?

Type your answer here :

Maori want rail.

The history of rail development in New Zealand –which is actually the development of New Zealand , generally is filled with stories of IWI providing land and labour to the development of rail lines believing it would lead to jobs and prosperity for Maori people.

Instead most lines remain underutilized or not used at all. It is a disgrace.

Provide further feedback

14 Any general feedback on the consultation

Add your comments, ideas, and feedback here:

I have probably said enough. Hopefully someone is listening.

I am genuine in my comments

15 Upload supporting documentation

Upload documentation:

No file uploaded