

# National Freight Demands Study

## Questionnaire for Owner or Provider of the Goods

### 1 Introduction

Richard Paling Consulting in association with Peter Carr, Murray King and John Bolland have been appointed by the MOT, MED and LTNZ to undertake a study of the current movements of freight in New Zealand and possible issues arising. This will provide Government with a better understanding of the freight sector and assist in the development of policies and strategies for freight and in the Government's response to the issues arising.

As part of this work, we are interviewing a wide range of key firms and agencies involved in the movement of freight by all modes. The attached questionnaire is intended to form the guidelines for these interviews and sets out the broad questions to be covered. The material required is essentially in two parts, general questions about your firm's operations and views of current and future conditions, which we would expect to discuss at the interview and more detailed questions set out in Question 4 which may take more effort to complete and which you may wish to complete separately.

In completing Question 4, we would be happy for you to provide information in a form which is easy for you to prepare and which can be extracted easily from your own records. If necessary, we would be happy to extract information from your records directly if this can be achieved reasonably easily and allows us address all the issues set out in Question 4. For convenience, we have also developed an electronic version of Question 4 as an Excel spreadsheet and this also is attached.

The material you provide will be treated as confidential and at the interview we would discuss with you the nature of any limitations you would require to be placed on the use of the information provided. We have signed a confidentiality agreement with the Ministry of Transport but we would be happy to discuss any further limitations on the use of the data.

As well as the information sought in the Questionnaire, we would be happy to receive your views on other matters which you believe to be important in the development of the freight transport sector in New Zealand

I do hope that you will be prepared to participate in our study which we believe to be vital to the development of a freight sector in New Zealand which is able to meet the challenges of today and the future and which is able to contribute to high levels of economic growth.

Should you have any queries with this questionnaire please contact either your interviewer or Richard Paling (email [rpaling@xtra.co.nz](mailto:rpaling@xtra.co.nz) phone 09 575 9069 or mobile 021 377 095). E-mail responses or hard copy to Richard Paling Consulting Ltd, 120a Riddell Road, Glendowie, Auckland would be greatly appreciated.

**Thank you for your cooperation**

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## 2 Detailed Questionnaire

1. What is the broad nature of your business [eg Manufacturer/Grower/Consolidator
2. Which are the broad sectors in which you operate? (e.g. agriculture, basic materials manufactured goods etc) What are the major commodities that you produce and transport and the totals per year
3. How do you usually measure the volume of freight produced moved [e.g. tonnes, truckloads, trainloads]? For measures not in tonnes, it would be very helpful if you could give an estimate of the tonnage per unit.
4. For all the freight which you produce and transport can you please provide the information for the latest convenient time period (ideally annual but should be at least one month). The details required are listed on the <b>next page</b> and are also included in the electronic version of Question 4. If possible this should apply to all of the commodity flows you have identified in question.
5. For the data you are providing, what is the time period covered? [e.g. last week, Jan 2007, FY 06/07] If possible please indicate how these relate to annual totals for 2006 or 2007
6. To what extent are the flows seasonal? If so please indicate the extent of seasonal variation, possibly by indicating the flows identified above <b>and</b> the peak season flows as a proportion of the average flows for the year
7. Are you aware of any constraints which affect your current transport operations? These could be local constraints, constraints or limitations in the services operated, infrastructure, institutional constraints etc. If you export or import goods, who decides on the port to be used.
8. Are you contemplating making greater use of other modes than at present? Are there any particular factors which are limiting or encouraging this?
9. To what extent is backloading possible and used? Is there the potential for increasing the extent of this? Do you arrange backloading movements yourself?
10. What has been the historic growth in the volumes produced and the distances transported over the last few years? Has your average length of haul changed and if so by how much? Are there particular factors which have affected this?. Have these changes been in line with those for the market as a whole?
11. How do you see the volumes you produce and transport changing in the short and longer term future? Are these changes in line with those in the markets generally?
12. Do you foresee any changes in future in the way freight is transported, either by you or others in your industry? [e.g. changes in the supply chain, bigger trucks, switch to alternative modes]
13. What do you see as the main factors which drive the changes you have identified in Question 12?

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## Question 4 Details of Movements

4. For all the freight which you generate or receive can you please provide the following information for the latest convenient time period (ideally annual but should be at least one month). This should apply to **all of the commodity flows** you have identified in Question 2 if possible. As well as movements from your premises, it should include flows of unprocessed or semi processed goods and other inputs to any manufacturing or processing activities (for example coal for heating)

<b>Commodity Type</b>										
<b>Origin in New Zealand</b>										
<b>Destination in New Zealand</b>										
<b>Tonnage, volume or similar (please specify)</b>										
<b>Time period covered (See Question 5)</b>										
Mode or modes of transport used [may be road then rail or vice versa]										
Truck, train or vessel (or other) movements per time period										
Distance moved in New Zealand										
Type of activity undertaken by you at the origin or destination (eg none, farm, processing plant, DC, wholesale market)										
Method of handling eg in containers, bulk liquids, bulk solids, palletised, other (please specify)										
Overseas origin or destination if appropriate										
This should include both inward and outward movements. Linked flows should be identified where possible.										

Please continue on additional pages if required.

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## Proposed Commodity Breakdown 0802

Commodity Group		Detailed Definition
<b>Agricultural</b>		
Milk and dairy	Milk	Unprocessed bulk milk moving from farms to processing plants
	Dairy products : Perishable	Perishable processed milk products moving from processing plants to consumption or export
	Dairy products : Non-perishable	Non perishable processed milk products moving from processing plants to consumption or export
Timber	Logs	Logs moving from points of harvest to processing plants and ports of export
	Woodchips	Woodchips moving from the point of production to processing plants and ports of export
	Sawn Timber	Sawn timber moving from sawmills to local consumption and ports of export
	Pulp and paper	Pulp and paper moving from production plants to local consumption / export ports
	Wood Products	Wood panel products moving from production plants to local consumption / export ports
Meat	Livestock	Live sheep, lambs and cattle moving from farms to processing plants or export ports
	Meat	Beef, veal, lamb, mutton, pigmeat and poultry and other meats moving from processing plants to local consumption and export
	Wool	Wool moving from farms to wool scourers and then to points of export or manufacture
Fish and shellfish		Unprocessed fish moving between landing point and processing plant for local consumption or export before processing (Frozen fish without any other processing would be counted as unprocessed)
Horticultural and other agricultural products nes		Other agricultural products moving between the point of production and processing plants or local consumption or export
<b>Basic Minerals etc</b>		
Basic construction materials including aggregates stone and sand		Aggregates and sand used for construction projects moving between the quarry, stockpile and construction site. Includes materials used to make concrete and concrete products
Limestone		Limestone other than for use in construction moving from point of production to local consumption or export

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Coal		Coal moving from mines to local consumption or export or from import to local consumption
Other Minerals		Other unprocessed ores and minerals moving between the point of production or import and the point of processing or export
<b>Basic Manufactured Products</b>		
Petroleum and related oil products		Crude oil moving from point of production or import to refinery plus refined petroleum products moving from the Marsden Point refinery or import port to final users
Fertiliser		Fertiliser moving from manufacturing plants or import facilities to local consumption
Cement		Cement moving from manufacturing plants or import ports to local consumption
Aluminium and Steel		Steel and aluminium moving from manufacturing plants to local consumption and export or import locations to local consumption
Other semi-processed metals		Other semi-processed metal products nes
Other chemicals		Other chemicals nes
<b>Consumer Goods</b>		
Manufactured food and beverages		Prepared foodstuffs and beverages, spirits and vinegar; tobacco and manufactured tobacco substitutes
Other manufactured products		Manufactured products either in intermediate or final form moving for further processing or for local consumption or for export.
High value items nes		Items typically carried by courier firms in small consignment sizes
<b>Other</b>		Other commodities nes