

3 June 2022

NZ Freight and Supply Chain Issues Paper Consultation
Te Manatū Waka Ministry of Transport
PO Box 3175
Wellington 6140

By email: supply.chain@transport.govt.nz

MTA feedback on the New Zealand freight & supply chain issues paper

Introduction

The Motor Trade Association (Inc) (MTA) was founded in 1917 and has maintained over 100 years of trust with the NZ motoring community. MTA currently represents over 3,800 businesses within the New Zealand automotive industry and its allied services. Members of our Association operate businesses including automotive repairers (both heavy and light vehicle), collision repair, service stations, vehicle importers and distributors and vehicle sales. The automotive industry employs approximately 60,000 New Zealanders and contributes around \$3.5 billion to the New Zealand economy.

Submission

MTA members are predominantly impacted by congestion in the supply chain as recipients of goods delivered by freight – vehicles for sale, parts for repairs, or fuel for service stations. Some members are involved in the heavy vehicle and logistics sector as repairers and vehicle inspectors.

With this in mind, we welcome the opportunity to comment on this issues paper but will answer only selected questions below.

We have had the benefit of reading a draft of the submission from Business NZ (and Export NZ and the Business NZ Energy Council) and we agree with and support the comments made in that submission.

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

Yes.

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

MTA agrees that Government's priority should be the domestic aspect of global supply chains. Aside from trade agreements to open access to markets, the Government's main opportunity exists in the way it supports the domestic supply chain.

It should be noted that trade increases not only by virtue of growth by businesses, but also due to the favourable outcomes of trade agreements. An important factor in the supply chain is the ability of Government to secure open and free-flowing trade access with other countries.

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

No comment.

4. Are there any trends missing that we should consider?

There is only a seemingly scant reference to autonomous and connected vehicles (ACV), and the focus seems to be on self-sailing transport between ports and/or automated stevedoring equipment for loading, unloading, and stacking. It is unclear how this is also expanded to vehicles delivering to the last mile or travelling along the main supply corridors within NZ.

Thought needs to be given to ensuring that infrastructure outside ports can accommodate ACVs – that is, while it may be great to build “smart” ports for intelligent transport and freight systems, do we lose the benefits of those technologies when good carriers exit the port and join “dumb” legacy highways and transport corridors? Where is the connection with MOT’s concomitant consultation on the Long-Term Insights Briefing regarding autonomous vehicles?

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?

No comment.

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

Yes.

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

No comment.

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

- a. 1. Low Emissions - New Zealand’s freight and supply chain system is underpinned by a low emissions freight transport system
- b. 2. Resilience - New Zealand’s freight and supply chain system is resilient, reliable, and prepared for potential disruptions
- c. 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
- d. 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

These outcomes are agreeable.

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

None we can suggest.

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

No comment.

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

No comment.

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

As noted above, many of members work in support of the freight sector. We simply need to be kept informed of plans for this sector.

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

No comment.

Thank you for the opportunity to provide comment on the New Zealand freight & supply chain issues paper.

Yours sincerely,



Greig Epps
Advocacy & Strategy Manager

The contact person in respect of this submission is:

Name: Greig Epps
Title: Advocacy & Strategy Manager
Ph: +64 (4) 381 8816
Email: greig.epps@mta.org.nz