

Canterbury Freight Contextual Indicators

Prepared for the Canterbury Mayoral Forum – February 2017

Purpose

This document is a provisional outlay of the data currently available to provide insights into freight movements in Canterbury.

Background

Recently the Transport Agency has been looking at developing contextual freight indicators to better understand freight movement trends. These indicators would be developed to assist with focusing activities to improve the safety and efficiency of the freight system, both within and across regions. The concept of developing consistent freight indicators was an outcome of the freight planning processes undertaken around the country, notably the [Upper North Island Freight Accord](#). Similar work is underway in the South Island with the development of an inter-regional freight plan.

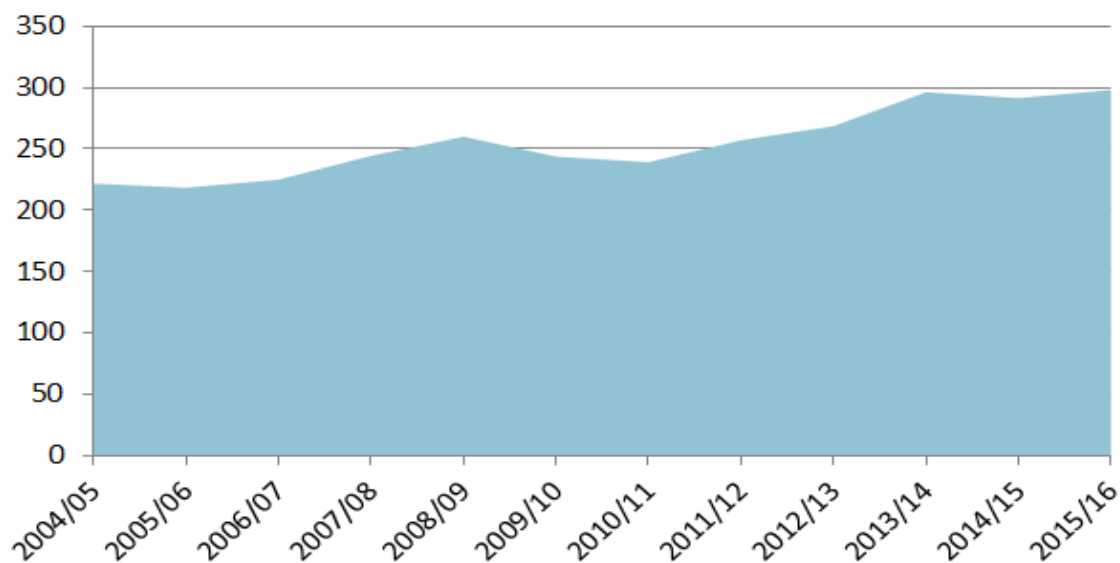
Freight Indicators Research Project

The development of robust and insightful indicators will be particularly challenging given the limitations of available data. The Transport Agency has commissioned research into what these indicators might be, how they may be tracked on a repeatable basis, and what insight they might provide. The work was recently put out for tender and a preferred supplier identified. The Transport Agency has invited ECAN to participate on the project steering group, in part to ensure that the project can identify useful regional and local indicators along with national ones. Until this work is completed, we have prepared the material below for your information noting that this is a work-in-progress.

Freight Volumes

Heavy vehicle travel activity

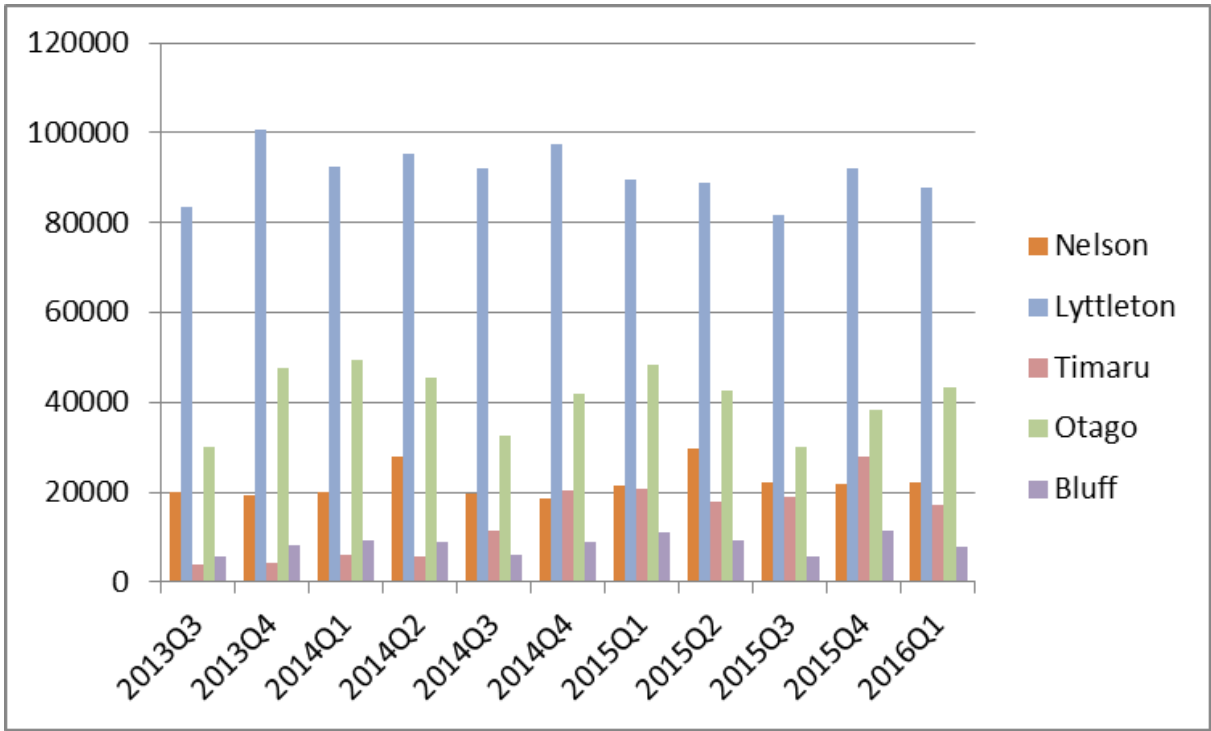
Canterbury: Heavy Vehicle Kilometres Travelled (millions) to June 2016: NZ Transport Agency data



Comment: This shows all heavy vehicle travel across the whole highway/road network within Canterbury (this includes travel by any heavy vehicle over 3.5 tonnes, such as combination heavy vehicles, buses, coaches and light trucks). The years are financial years (July–June) and show a progressive increase in travel of around 34% from 2004–05 levels. The level of activity has likely been influenced by increasing population and economic growth driving freight volume growth. Note the likely impact of the recession of 2008–09 and the effects of the global financial crisis from 2009–10. The impacts of the Canterbury earthquakes, rebuild and economic recovery are likely reflected in the sharp growth from 2011/12. The introduction and uptake of high productivity motor vehicles will have dampened some heavy vehicle travel from 2010–11 onwards.

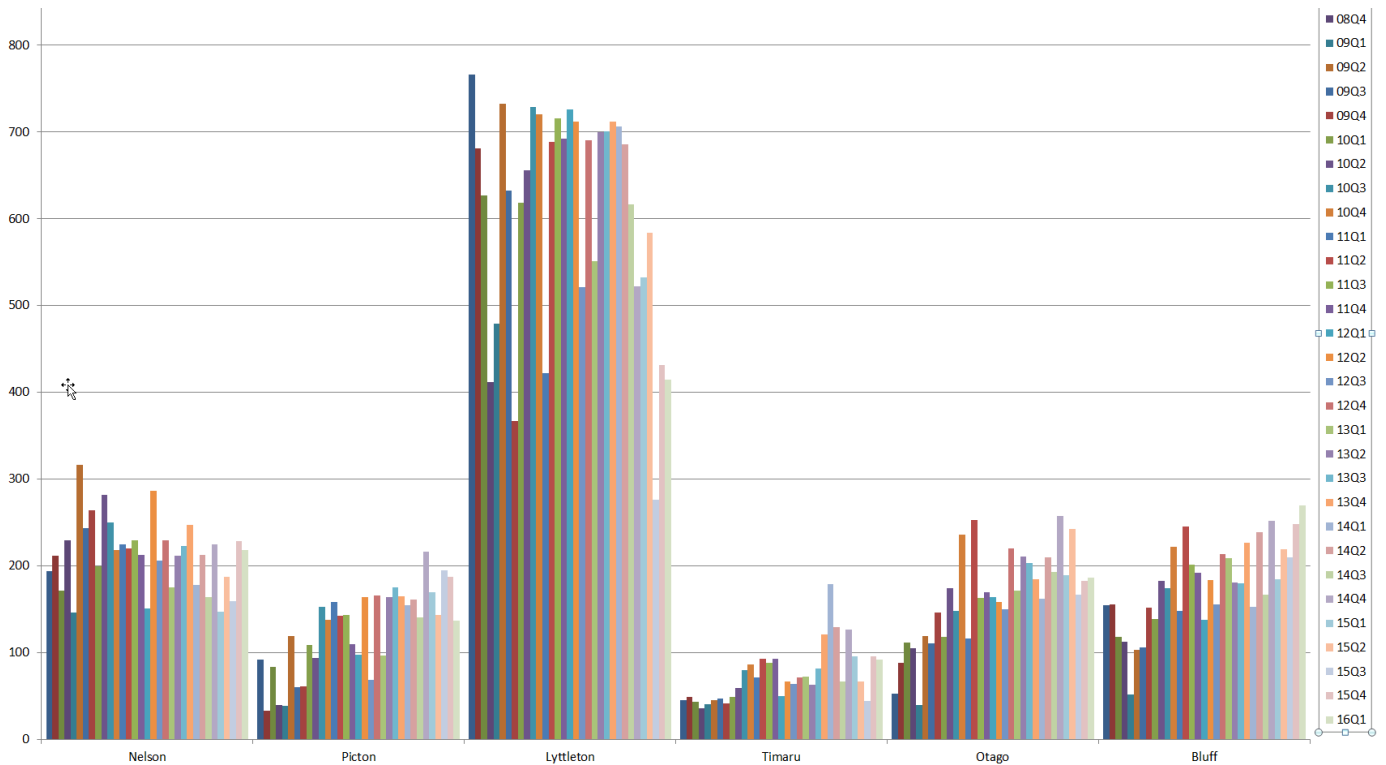
Port Volume

South Island container ports – total containers handled TEU to March 2016: Ministry of Transport data (FIGS)



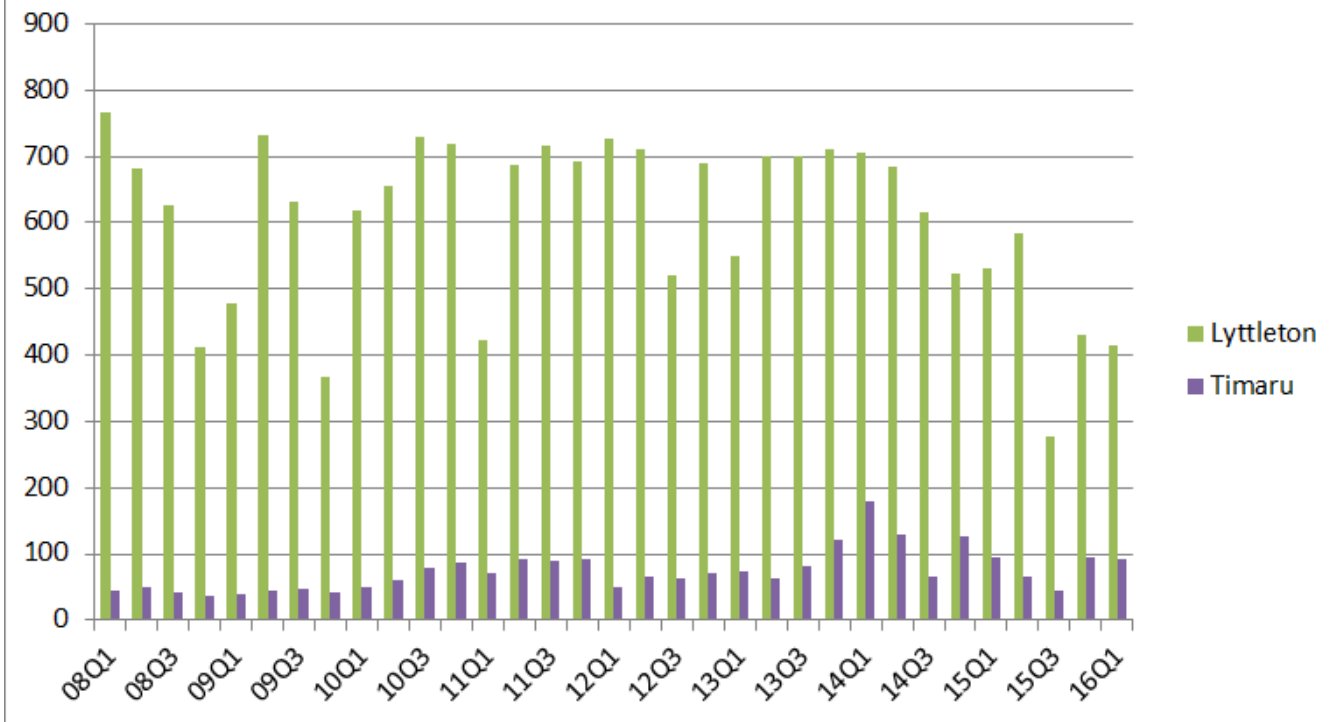
Comment: This shows all containers (twenty-foot equivalent unit) handled by quarter (calendar year) from July 2013, as such this includes exports, imports, empties and coastal (by way of both domestic and international shipping). With some variations in regional demand, the data shows the re-emergence of Timaru as a container destination from July–September 2014 with some apparent correlation of reduced throughput to other alternative ports. Container activity overall remains consistent, noting that due to the nature of New Zealand’s economic trade – large numbers of empty containers (particularly refrigerated ones) are repositioned to the South Island.

South Island Ports – bulk exports (000 tonnes) to March 2016: Ministry of Transport data (FIGS)

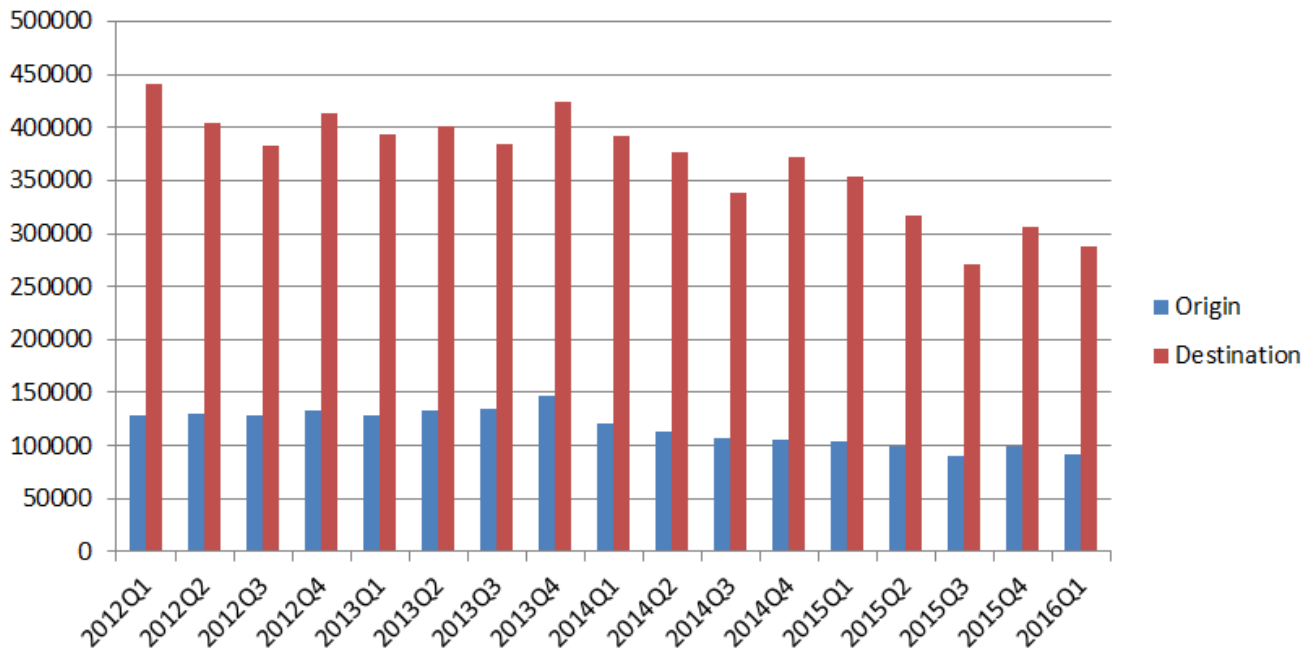


Comment: This quarterly data shows all bulk exports from South Island ports. The patterns of trade are influenced by a number of factors such as international prices and availability of commodities, notably logs and coal, impacting on volumes (see graph for Canterbury below using same data). This bulk freight is delivered to port primarily by truck, but for some commodities by rail in significant volume to Lyttelton and Otago (coal and logs respectively).

Canterbury Ports – bulk exports (000 tonnes) to March 2016: Ministry of Transport data (FIGS)



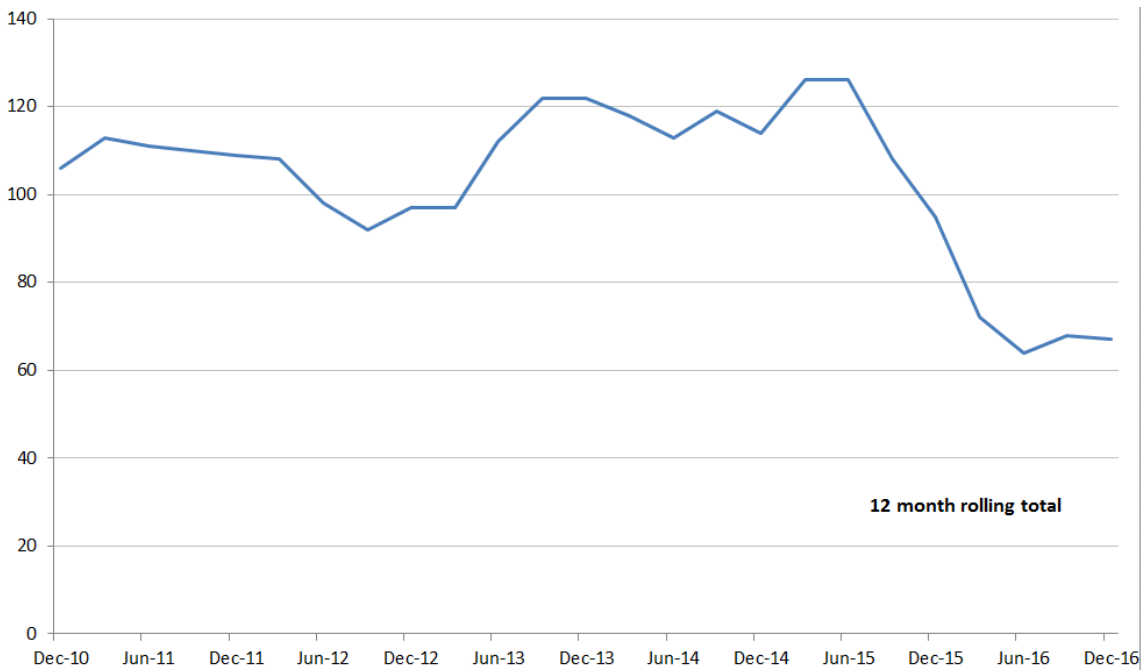
Rail volumes to and from Canterbury – (net tonne kilometres (000s)) to March 2016: Ministry of Transport (FIGS)



Comment: This quarterly data shows the volume of freight multiplied by the distance moved for all rail freight volumes (containers, bulk and general freight). The volumes reflect, in part, the fall in coal volumes in recent years.

Safety

Fatal, Serious and Minor Crashes involving a Truck (over 3.5 tonnes) within Canterbury to December 2016. Transport Agency Data (CAS)



Comment: This quarterly data shows a recent decline in crashes involving a truck (being all crashes including those where the truck was the main contributor to the crash).

The above is an outline only of the type of information that is available. We will be working to develop these sorts of indicators into the future, so please take the above as indicative. Your feedback is also welcome.

Ngā mihi, nā

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