

Date: Wednesday 24 September 2025
Time: 9:30am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

MINUTES ATTACHMENTS

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0.0 Shaun Truelock - OneFortyOne NZ Forestry	
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0.0 Lindsay Wood - Nelsust	
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PUBLIC FORUM: Council provides the opportunity for public forum input at its ordinary meetings. The views and opinions expressed in public forum do not necessarily reflect the position of the Tasman District Council, Council officers or elected members



Nelson/Tasman Storm Impact

Forestry Industry Response and
Regional Collaboration

Shaun Truelock | September 2025



Overview of Storm Impact on Forestry Industry

- ~ **5,500 hectares** of windthrow damage
- **Urgent salvage situation:** 6-9 month window
- **Carter Holt Harvey Closure:** more logs to export
- **Regional economic impact**

This isn't business as usual - it's our community working together to recover from the storm and making the best of a challenging situation.



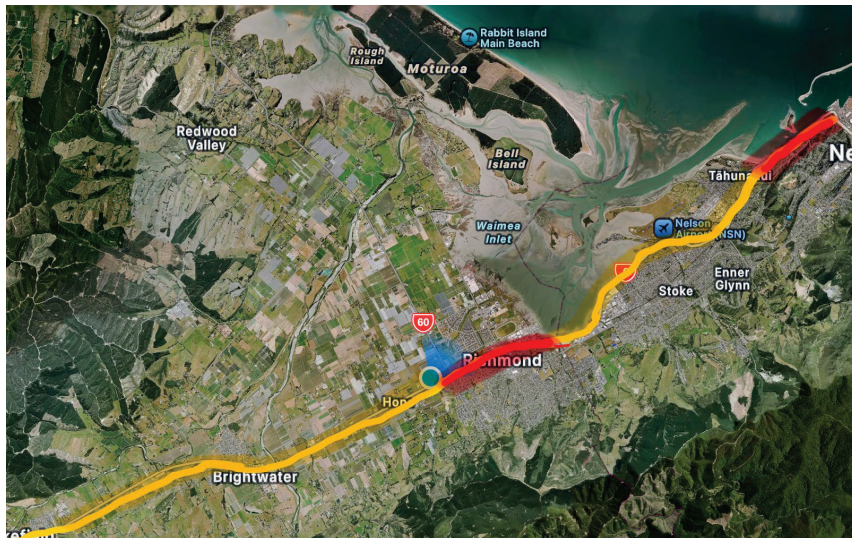
Safety is our #1 priority



- **Five star safety rating:** Our contracted transport companies have a five-star rating (Log Transport Safety Council Health & Safety Contractor Audit).
- **Wood is good:** safety education programme with schools, teaching primary aged students about our industry and how to be safe around log trucks.

When you see our logging trucks on the road, you can be confident they're meeting the highest safety standards.

Road impact



- **Extra 200+ trips** per day (from concentrated areas to concentrated areas)
- **Route:** Wakefield to the Port
- **Pinch Points:** Richmond and Rocks Road

This is temporary but critical, as we work together to salvage timber before it deteriorates.



Proactive industry response

Move to High Productivity Motor Vehicles (HPMV)

- HPMV benefits everyone:
 - Fewer trucks needed overall
 - Truck load is spread further and there is no additional wear on roads per tonne of freight
 - Improved efficiencies

We need you to be proactive with bridge inspections on HPMV Network Routes

Public impact

- We have tried to pre-empt public sentiment
- OneFortyOne has negotiated nightshift operations at Port Nelson to help ease congestion during the day
- Drivers will avoid the Port route during peak hour (3pm-5pm) where possible
- Operating 24hrs/day, finishing at 6pm on Fridays.



How we can support each other

- **Advanced notice on rural network road closures** – allows us to adjust operations and minimise disruption
- **Consultation on planned road works** – coordinate timing to optimise both recovery and infrastructure projects
- **Shared planning** – identify opportunities to prioritise non-windthrow impacted areas

We've demonstrated we can work well together during disasters. The economic recovery that follows is equally critical and requires the same level of collaboration.





2023 Weekend regional bus route

NELSUST
Working for Sustainable Transport Solutions in the Nelson Region Nelson Transport Strategy Group Inc. (Nelsust Inc.)

regional transport strategy group
a constructive, long-established regional voice

Wakefield express

Promoted about 2016
trust ran first bus 2019

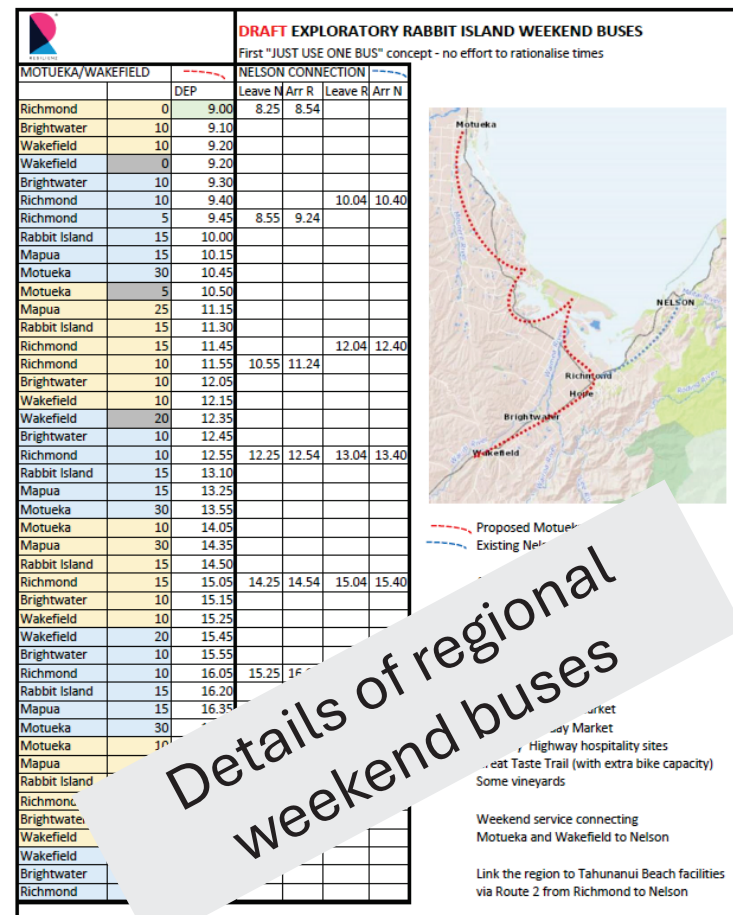
Citizen science rallies 2022,23
Pinpoint trouble spots

2025 “Bus back advertising campaign”

Nelsust takes transport very seriously

[illegible]

2		Corrected score		
POS	Stimulus	Description		
65			65	
66			66	
67			67	
68			68	
69	Shower 10/20	Not enough time	One Shower and not half the bathroom at the shower is covered Don't understand the question	71
70	Shower 10/20	Response time for between and after	They say it is important to not have a shower or bath in the morning I am a little confused	71
71	Shower 10/20	Practical question	Using a very long hot bath. Should be an about coming	71
72			72	
73			73	
74			74	
75			75	
76			76	
77			77	
78			78	
79	Shower/Menstru	Hazard	Can't bring in someone past before the washroom	80
80	Shower/Menstru	Unclear for hazard	Capable to wait a day. They have 8 through most of them, why not have	80
81			81	
82			82	
83			83	
84			84	
85	Shower/Toilet	Practical question	Multiple people to go. As they have 8 through most of them, why not have	85
86			86	
87			87	
88	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	88
89	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	89
90	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	90
91	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	91
92	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	92
93	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	93
94	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	94
95			95	
96			96	
97			97	
98			98	
99			99	
100	Shower/Toilet	Transitions	Two different people bring in the shower, one shower in the shower and one shower in the shower	100
101	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	101
102	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	102
103	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	103
104	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	104
105	Shower/Toilet	Can't bring in before wash	Multiple people to go. As they have 8 through most of them, why not have	105



Sympathy, congratulations and joining some dots

Heartfelt acknowledgement of the traumas of the winters weather events

Congratulations on the eBus recognition

Joining some dots:

Transport emissions are a critical contributor to escalating severe weather

Nelson/Tasman are globally extreme car users

An appealing, efficient bus service is a key tool in doing transport better.

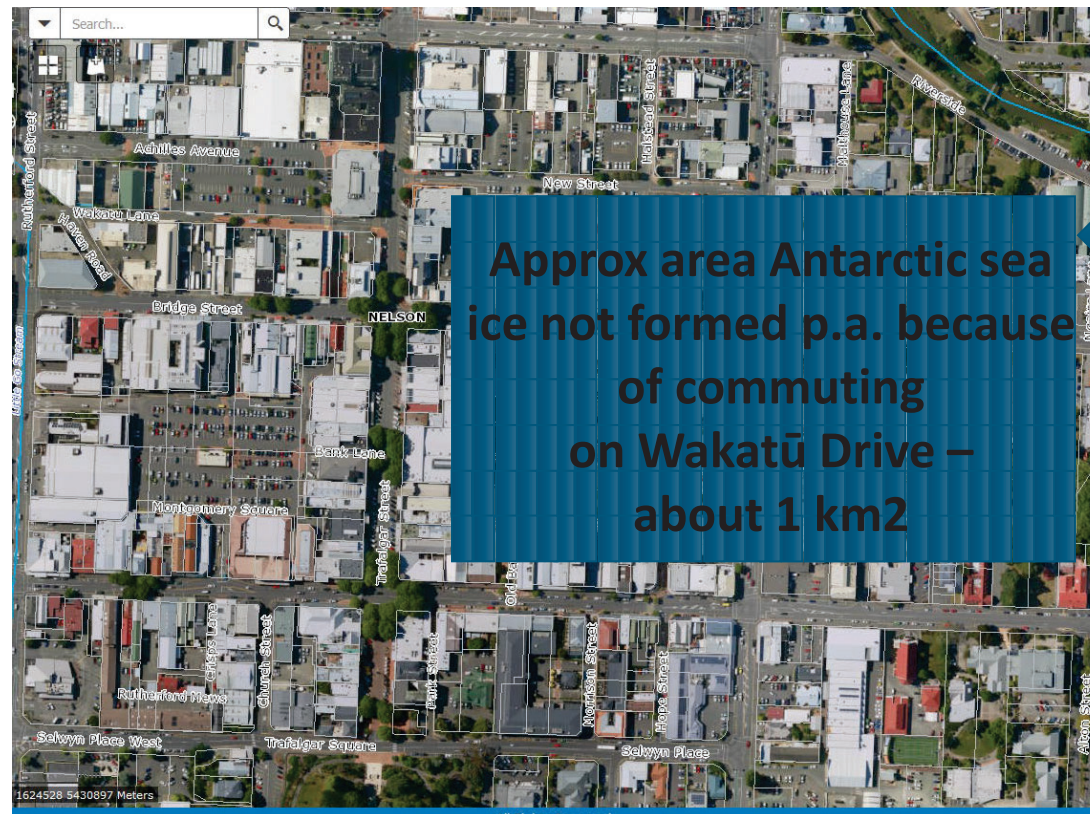


Joining more dots: disappearing Antarctic sea ice is a BIG issue a harbinger of environmental catastrophe



CO2 from one day of
Wakatū Drive traffic
can suppress sea or
glacier ice about vol of
Riverside Pool

A year's worth of Riverside Pools



Riverside Pool

say 1.5m depth

By coincidence
Antarctic
sea ice
ave 1.5m thick

Making buses the most attractive option is big deal
Let's really work on it.



A wedding party
on a Wellington bus.



There are opportunities we can max out
TDC and NCC are key players in that

Financial efficiency - current services

On a cost per passenger trip basis:

- All routes other than the Late Late bus perform more efficiently on weekdays.
- Routes 1, 2 and 7 are the most financially efficient routes.
- Route 7 demonstrates the financial efficiency of the commuter routes at peak times
- Routes 3, 4 and 5 are similar in financial efficiency.
- Route 6 is the least financially efficient of the normal routes.
- The Late Late bus is the least financially efficient overall.

		2024/25 Summary							
		Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Late Late Bus
All days	Proportioned cost per route	2,011,681	1,948,816	1,370,458	1,603,059	678,942	559,499	44,006	81,725
	Total cost per passenger trip	5.09	5.60	13.35	14.14	14.95	18.53	0.41	26.20
Weekdays	Proportioned cost per route	1,436,915	1,292,012	978,899	1,145,042	678,942	559,499	44,006	20,431
	Total cost per passenger trip	4.20	4.79	11.98	12.80	14.95	18.53	0.41	47.49
Weekends	Proportioned cost per route	574,766	556,805	391,559	458,017	-	-	-	61,293
	Total cost per passenger trip	9.60	9.16	18.49	18.97	-	-	-	22.53

\$5.09/pax trip

\$0.41/pax trip



Astonishing difference!
Why doesn't the bus contract incentivise patronage?



Here are some specific comments on the proposals

We are impressed with the scale of the review of the bus service

We strongly endorse a “bus priority” system *and mindset*

We are concerned at the slow rate of change

e.g. why does “bus priority” need to await the 2027 review?

We endorse the extension of the Routes 1 and 2 timetable

We think integrating school and public transport is well worth exploring

We are perplexed that the cost of the due diligence on that exceeds the cost of the expansion to routes 1 and 2.

We note school travellers have told us of cold, overcrowded buses

But adult commuters report challenges with school students



And here are some things we suggest working on

Strive to make buses the most attractive way to work or study

Full recognition of the importance of buses as a climate response

Give priority to a “bus priority” system:

“give way to buses”, priority lanes etc. it’s worked well elsewhere

Stagger peak our buses rather than twinning them

same logistics for the operator but more appeal for commuters

Include incentivising patronage in the bus operators’ contracts.

Better recognise the role of the bus system in creating demand

Work seriously at making the changes more agile.

E.g. accelerating school travel trials



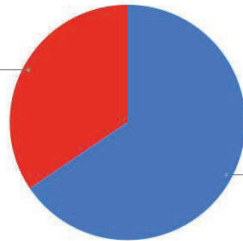
A few interesting findings from our Bus Back campaign survey

Key message: publicise the buses better

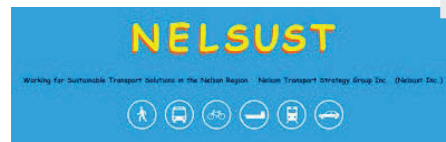


Will you take the bus more often as a result of the adverts?
Under 65 who sometimes or never take the bus

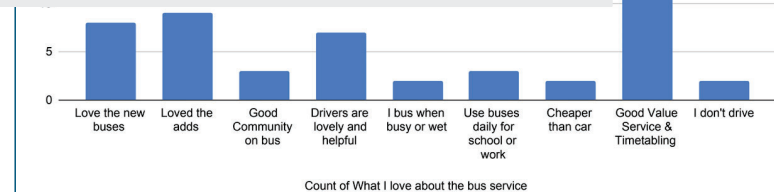
Yes
34.5%



Over a third of younger people were more inclined to take the bus because of the ads.



Lots of people loved the value, service and timetable



Do you know where they go?

95 responses

2/3 of people didn't know where the buses went

