

National Infrastructure Unit

From: Jon Reeves [JonReeves@radionetwork.co.nz]
Sent: Tuesday, 8 September 2009 8:00 p.m.
To: National Infrastructure Unit
Cc: committee@bettertransport.org.nz
Subject: Infrastructure Plan by the National Infrastructure Unit.

Follow Up Flag: Follow up
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To whom it may concern,

Can you please advise me who at the National Infrastructure Unit chose to use the paper "The History and Future of Rail in New Zealand" by D Heatley from the New Zealand Institute for the Study of Competition and Regulation for the Infrastructure plan?

As this study was not undertaken by a researcher with any critical transport experience at a national or international level I am curious as to why it has been quoted from in the Infrastructure Plan? Heatleys paper, which was not commissioned by the NZ Government, has been widely critised in transport circles as being subjective, biased and lacking in credulity.

Furthermore, the report contains errors from the Ministry of Transport that upgrading bridges for heavier trucks under the current proposed amendment of the Dimensions and Mass Rule. This includes the costing of only \$85 to 100 million as the costs of upgrading all bridges on NZ state highways. As outlined in many media reports, this costing only included research on a handfull of bridges and did not include costs of upgrading key bridges such as the Auckland Harbour Bridge! This has already been proven as grossly under estimated by both the Campaign For Better Transport and Institute of Professional Engineers of New Zealand. This proposed amendment is currently under consideration with hundreds of submission made against it. Therefore the estimates should not be quoted in this plan until accurate costings have been completed. So far rough estimates are in the \$500 million - \$1 billion range and seriously eliminates any of the so called efficiency gains initially believed to be had by both the Minister of Transport and the Minister of Transport himself.

Please advise whether you will delete references to the above mentioned paper by D. Heatley, and modify the costings of bridge upgrades.

If you would like unbiased transport information, I suggest the NIU consider engaging the services of the Campaign For Better Transport or IPENZ and not use unreliable sources as mentioned in this email.

Regards,
Jon Reeves
Committee Member
Campaign For Better Transport
www.BetterTransport.org.nz

p 09 367 4731 | m 021 535 295 | f 09 367 4805 |

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