

## Proactive Release

This document is proactively released by Te Manatū Waka the Ministry of Transport.

Some information has been withheld on the basis that it would not, if requested under the Official Information Act 1982 (OIA), be released. Where that is the case, the relevant section of the OIA has been noted and no public interest has been identified that would outweigh the reasons for withholding it.

Listed below are the most commonly used grounds from the OIA.

<u>Section</u>	<u>Description of ground</u>
6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
6(b)	as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> <li>(i) the Government of any other country or any agency of such a Government; or</li> <li>(ii) any international organisation</li> </ul>
6(c)	prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
9(2)(a)	to protect the privacy of natural persons
9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public
9(2)(ba)(ii)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
9(2)(f)(ii)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
9(2)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
9(2)(j)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

# **Weekly Report to the Minister of Transport**

## **For the week ending 3 February 2023**

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### **Contents**

1. Actions from Transport Officials' Meeting
2. Upcoming briefings
3. Key priorities
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## 1. Actions from transport officials' meetings

Meeting with Te Manatū Waka Ministry of Transport (the Ministry) and Waka Kotahi NZ Transport Agency (Waka Kotahi)	Due Date
Nil.	

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TE MANATŪ WAKA MINISTRY OF TRANSPORT

## 2. Upcoming briefings

Briefings to Minister Wood	Due date
<b>Auckland Light Rail Limited: Project Alliance Agreement</b>  <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 10 February 2023.  The Ministry received the Policy Alliance Agreement from Auckland Light Rail Limited on 23 January 2023.
<b>Advice on next steps following Police procurement for oral fluid testing devices</b>  <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending 10 February 2023.  Delayed to enable further consultation with Police.
<b>s 9(2)(f)(iv)</b>  <i>Responsibility: James O'Donnell, Acting Manager, Programme Assurance and Commercial</i>	Week ending 10 February 2023.  Delayed due to further consultation with Waka Kotahi and KiwiRail.
<b>Quarterly Report on implementation progress of the Emissions Reduction Plan Transport Actions</b>  <i>Responsibility: Genevieve Woodall, Manager, Emissions Programme Office</i>	Week ending 10 February 2023.  Delayed to allow you to prioritise emergency response priorities following the flooding in Auckland.
<b>Update for Ministers on the Waitematā Harbour Connections Project</b>  <i>Responsibility: Karen Lyons, Director, Auckland</i>	Week ending 10 February 2023.
<b>Draft letters of expectations for Waka Kotahi, TAIC and CRLL</b>  <i>Responsibility: Sarah Polaschek, Manager, Governance</i>	Week ending 10 February 2023.
<b>Proactive release of Cabinet material on the Decarbonising Transport Action Plan</b>  <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Week ending 10 February 2023.
<b>Proactive release of information on the Decarbonising Transport Action Plan</b>  <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Week ending 10 February 2023.
<b>March Baseline Update for Vote Transport</b>  <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 10 February 2023.
<b>Vote Transport Contingent Assets and Liabilities sign-off as of 31 December 2022</b>  <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 10 February 2023.

Briefings to Minister Wood	Due date
<b>Official Information Act request from s 9(2)(a) requesting final advice on the Northern Pathway reallocation of funds</b> <i>Responsibility: James O'Donnell, Acting Manager, Programme Assurance and Commercial</i>	Week ending 10 February 2023.
<b>Q2 Output Plan Report</b> <i>Responsibility: Hilary Penman, Manager, Ministerial Services</i>	Week ending 10 February 2023.
<b>Maritime New Zealand funding review: Draft Cabinet paper</b> <i>Responsibility: Richard Cross, Director, System Performance and Governance</i>	Week ending 10 February 2023.
<b>Draft letters of expectations for Maritime NZ and Civil Aviation Authority</b> <i>Responsibility: Sarah Polaschek, Manager, Governance</i>	Week ending 10 February 2023.
<b>Declaration of a Major Maritime Event - SailGP</b> <i>Responsibility: Brendan Booth, Chief Legal Adviser and Procurement Manager, Legal and Procurement</i>	Week ending 10 February 2023.
<b>Auckland Light Rail: Update on legislative pathway</b> <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 17 February 2023.
<b>s 9(2)(f)(iv)</b> <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 17 February 2023.
<b>Decisions delegated by Cabinet on the Clean Car Upgrade</b> <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Week ending 17 February 2023.
<b>s 9(2)(f)(iv)</b> <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 24 February 2023.
<b>Official Information Act request from s 9(2)(a) regarding a salvage tug boat in Wellington</b> <i>Responsibility: Nick Paterson, Acting Manager, Resilience and Security</i>	Week ending 24 February 2023.
<b>s 9(2)(f)(iv)</b> <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 3 March 2023.

Briefings to Minister Wood	Due date
<b>Proactive release of Cabinet material on the draft national electric vehicle (EV) charging strategy documents</b> <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Week ending 10 March 2023.
<b>Draft Estimates 2023/24 and Supplementary Estimates 2022/23</b> <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 24 March 2023.
<b>Outcomes of the CRLT Targeted Hardship Fund review and recommendations for amendments to the Sponsors' High-Level Guidance</b> <i>Responsibility: Sarah Polaschek, Manager, Governance</i>	Week ending 31 March 2023. Delayed to enable consultation with affected businesses and Auckland Council.
s 9(2)(f)(iv) [Redacted] <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Expected March 2023.
s 9(2)(f)(iv) [Redacted] <i>Responsibility: Karen Lyons, Director, Auckland</i>	TBC March 2023.
<b>Final Estimates 2023/24 and Supplementary Estimates 2022/23</b> <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 14 April 2023.
<b>New Zealand Rail Plan – progress, priorities, cost pressures, and next steps</b> <i>Responsibility: Harriet Shelton, Manager, Supply Chain</i>	TBC. Delayed due to internal consultation.

### 3. Key priorities

<b>Minister Wood</b>	
<b>Replacement Vessel for the Chatham Islands project – update</b>	
<div>s 9(2)(f)(iv)</div> <div><p><i>Responsibility: James O'Donnell, Manager, Programme Assurance and Commercial</i></p></div>	
<b>Supply Chain Disruption Situation Reports</b>	
<p>Officials at the Ministry have been preparing Supply Chain Disruption Situation Reports for you and other Ministers with interest in supply chains since July 2021. These reports are based on communications with stakeholders, news articles, and input from other agencies. While supply chains worldwide are still under strain, most of the reporting recently has become routine, and based heavily on media articles, as we and other agencies are no longer receiving a large number of insights directly from the industry (as we were during the height of disruption). In addition, we were not able to produce a report for the last few months of 2022 due to competing work priorities. Therefore, we would like to test whether you would be comfortable with us moving to quarterly reporting (which would align with the public supply chain report Ministry of Foreign Affairs and Trade produces) or ceasing production of these reports altogether. In either case, we would still bring anything critical supply chain related to your attention through the Weekly Report, or directly to your Office.</p> <p><i>Responsibility: Harriet Shelton, Manager, Supply Chain</i></p>	<p><b>Next steps:</b></p> <p>We will wait for direction from you during the next officials meeting, or confirmation from your Office about the continuation of these reports.</p>

**Minister Wood**

**Consumer New Zealand's real-world test of the fuel efficiency of plug-in hybrid electric vehicles (PHEVs) and hybrids**

In 2020, Consumer New Zealand compared the fuel efficiency and resultant running costs of the Hyundai IONIQ in hybrid, plug-in hybrid electric vehicles (PHEV), and electric vehicle (EV) forms. It did this by putting each of the IONIQS through a normal week's motoring – this meant a 30km office commute on weekdays at rush hour, a trip to the supermarket, and a weekend drive. It found that the EV was by far the cheapest to run. However, there was only a marginal difference between the cost of running the PHEV and the hybrid. This was a surprising result. We expected the PHEV cost to be much lower.

Last year we contracted Consumer New Zealand to expand their test to five PHEVs and five hybrids from five different brands. The key results were that:

- PHEVs averaged 45% over their claimed fuel use on their trip computers and 73% over with the fuel measured at the pump.
- Hybrids averaged 10% over their claimed fuel use on their trip computers and 20% over with the fuel measured at the pump.

Consumer New Zealand note that the key issue is that over longer distances PHEVs run on their petrol motors. When they do this, they tend to be less fuel efficient than even their equivalent petrol models. Consumer New Zealand's advice for consumers is:

"If you're in the market for a vehicle, only buy a PHEV if a lot of your driving covers shorter distances that will use the EV-only mode, and you are able to recharge the battery at home. If most of your trips are longer, you might be better off saving on the purchase costs and opting for a cheaper hybrid instead".

Consumer New Zealand will be publishing an article on their vehicle tests, and we have supplied your Office with an advanced copy. As we have funded their vehicle comparison, the article will be made freely available publicly.

*Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design*

**Next steps:**

We have forwarded an advance copy of the article to your Office.

**Minister Allan**

**None this week.**

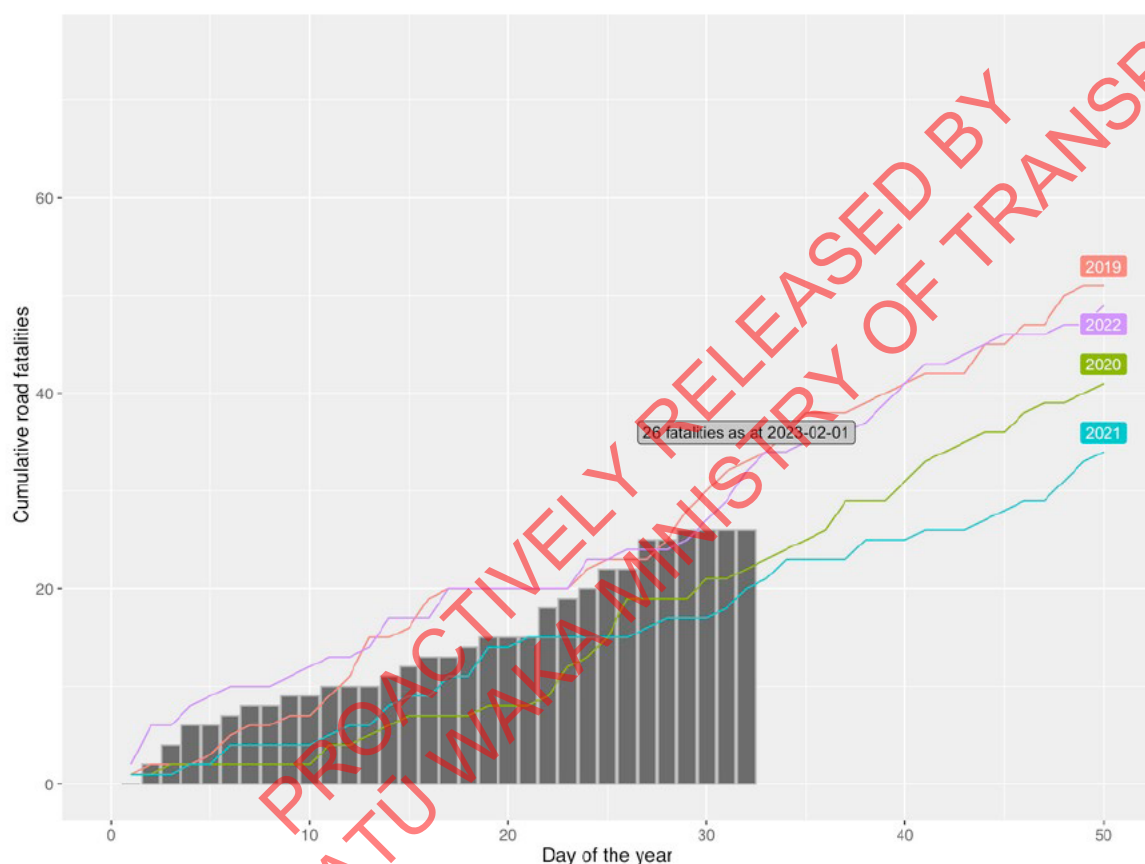
## Year to date road fatalities

Updated on 01 Feb 2023 for crashes until midnight 31 Jan 2023.

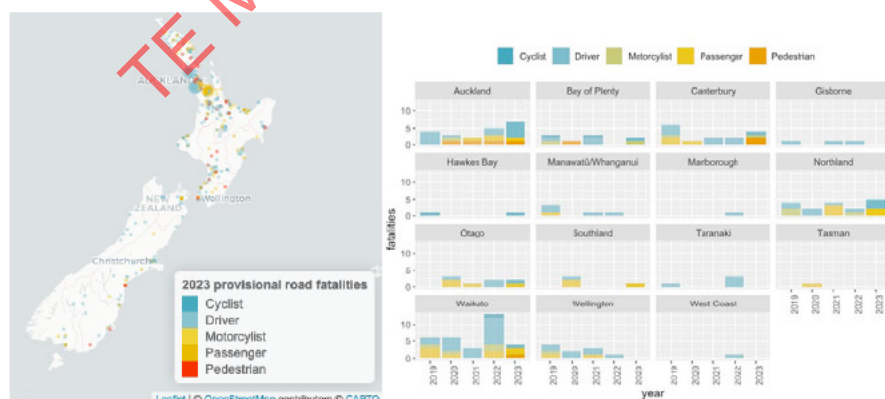
Cumulative road fatalities to Wed Feb 01 2023 are **26**, this is 3 fewer fatalities than the same date in 2022. A year-to-date comparison is shown in the table below:

Month	2019	2020	2021	2022	2023
Jan	32	21	18	29	26
Feb	1	1	2	3	0
Total	33	22	20	32	26

First 50 days analysis of total road fatalities:



Below is a regional analysis for the 2023 fatalities, year to date, split by role. Crashes in the last week are highlighted with larger circles on the map figure. Regions are shown only where a fatality has occurred year to date.



Responsibility: Dan Jenkins, Manager, Analytics and Modelling

## Clean car and electric vehicle registrations

Clean car and electric vehicle registrations and fleet size overall summary:

**Updated on 31 January 2023 for vehicles registered before midnight 29 January 2023.**

### Registrations

Week ending 29 January	2,535 (435 more than previous)
December 2022	8,650 (1,232 fewer than previous)
Year to date 2023	8,076 (2,927 more than previous)

### Fleet

Heavy motor vehicles	644
Light motor vehicles	373,630
Motorcycles	2,418

This report includes vehicles with CO<sub>2</sub> emissions of 146g/km and less (3-phase Worldwide Harmonised Light Vehicle Test Procedure (WLTP\*)) for 'light' vehicles. 'Light' vehicles are those with a gross vehicle mass (GVM), i.e., maximum allowed weight with load of 3,500kg and less. Motorcycles are included as per Motor Vehicle Registration (MVR) data and include all-terrain vehicles (ATVs). WLTP = Worldwide Harmonized Light Vehicles Test Procedure a chassis dynamometer test cycle for the determination of emissions and fuel consumption of light-duty vehicles.

### Detailed registrations and fleet size analysis

This week's CCD eligible registrations by emissions band and vehicle type

CCD.band	Heavy	Light	Motorcycle	Total	delta_prev_wk	Weekly trends this year	
						Low	High
Zero (0g/km)	3	425	13	441	103	78	1125
Low (1-56g/km)	0	161	0	161	58	2	364
Moderate (57-146g/km)	0	1933	0	1933	275	412	2246
Unknown	0	0	0	0	-1	1	2

### Battery Electric Vehicles

#### Registrations this week

This week's registrations for ZERO EMISSION BAND (0g/km) battery electric vehicles

Vehicle type	New	Used	Total	delta_prev_wk	Weekly trends this year	
					Low	High
Car	373	51	424	119	19	1026
Bus	0	0	0	-1	1	20
Van	0	0	0	-4	1	34
Truck	2	0	2	2	1	3
Motorcycle	13	0	13	-12	1	46
Other	2	0	2	-1	1	37

## Battery Electric Vehicles

### Fleet size

EV (Battery electric) LIGHT vehicle Fleet (inc. motorcycles/ATV etc.)

CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Car	3869		46876	1.060
Zero (0g/km)	Motorcycle	336		2383	0.054
Zero (0g/km)	Other	15		118	0.003
Zero (0g/km)	Van	653		1318	0.030

EV (Battery electric) HEAVY vehicle Fleet

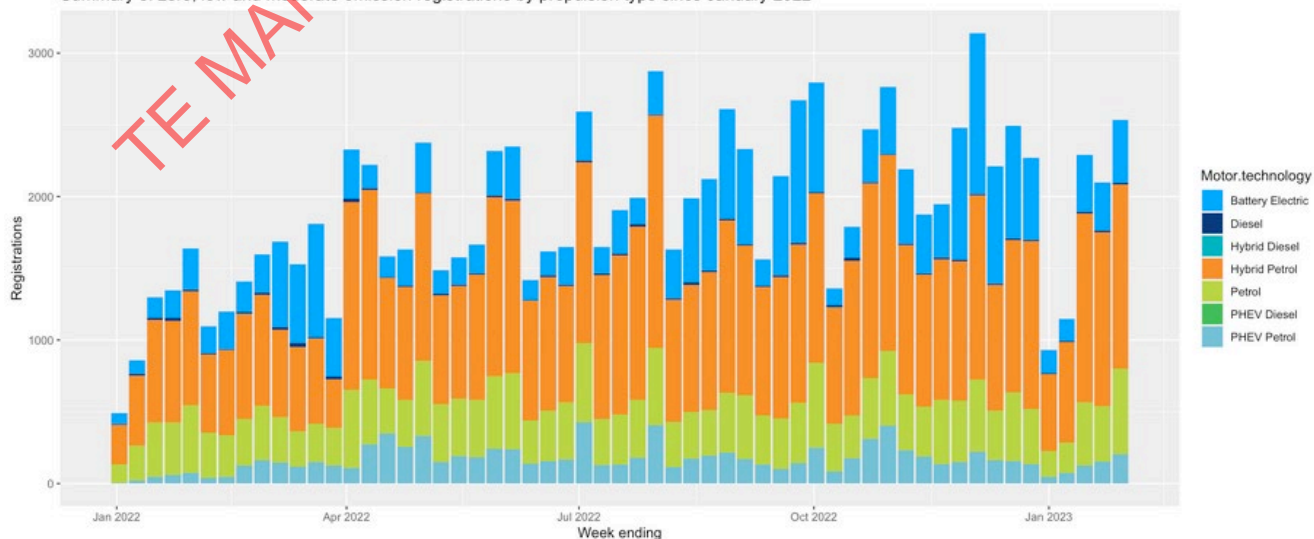
CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Bus	11		254	0.089
Zero (0g/km)	Other	2		136	0.048
Zero (0g/km)	Truck	12		134	0.047

### Graphical summary of registrations:

Summary of zero, low and moderate emission registrations since January 2022

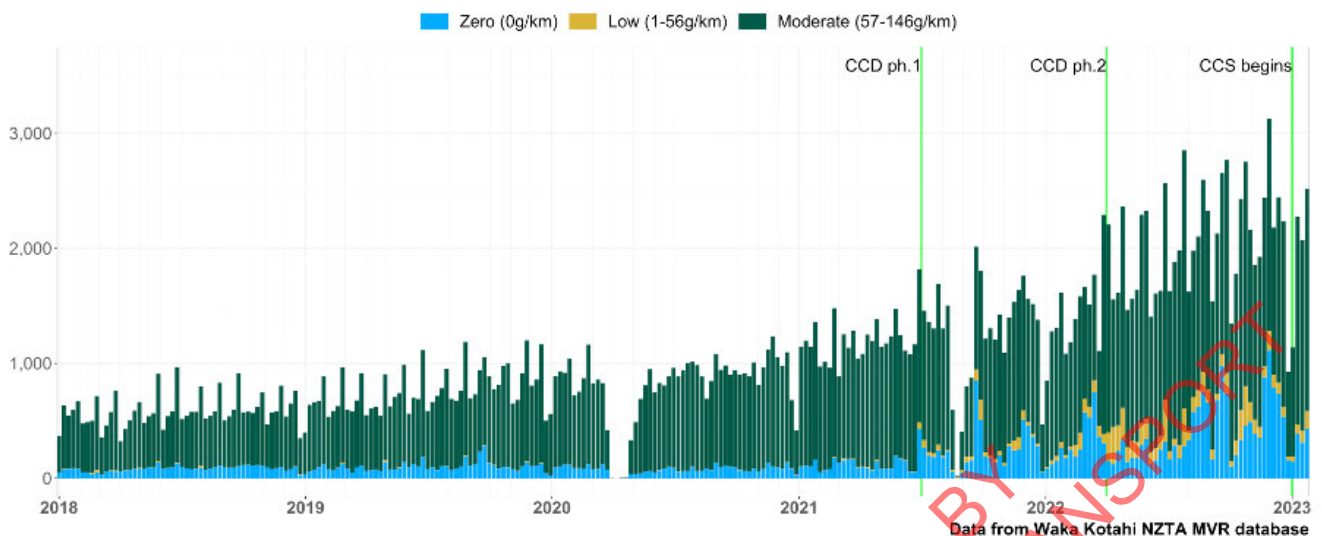


Summary of zero, low and moderate emission registrations by propulsion type since January 2022



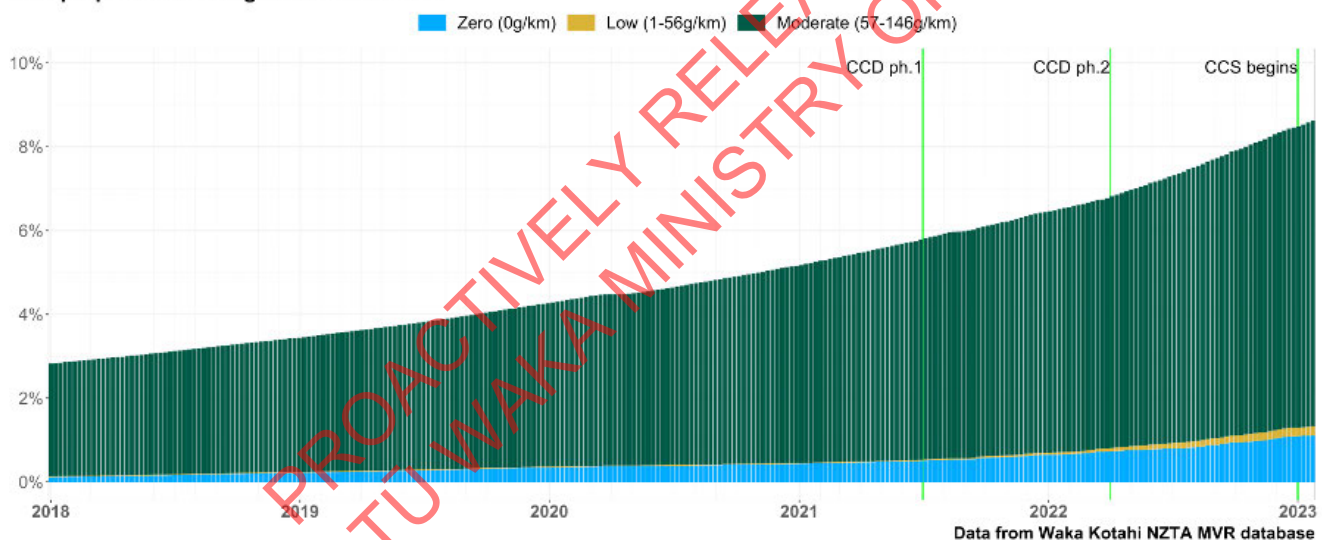
## Trends in registrations and fleet size over the last five years:

### Weekly registrations of low-emissions motor vehicles



The proportion of zero and low emission vehicles in the fleet is also still relatively small (c.1%) with all Clean Car Discount (CCD) eligible vehicles accounting for over 8% of the light vehicle fleet.

### Low-emissions motor vehicle fleet As a proportion of all light motor vehicles



More detail of the weekly registrations can be found at the link below:

<https://www.transport.govt.nz/statistics-and-insights/fleet-statistics/weekly-electric-vehicle-report/>

Responsibility: Dan Jenkins, Manager, Analytics and Modelling.

## 4. Cabinet Papers

Minister Wood		
Paper	Committee	Status
<p><b>Release of Discussion Document on Changes to Road Safety Penalties</b></p> <p>This paper seeks Cabinet approval to release a discussion document on a package of potential changes to road safety penalties, s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet.</p> <p>13 February 2023 (TBC).</p>	<p>We have provided your Office with an updated Cabinet paper, talking points, and discussion document as requested.</p>
<p><b>Tolling Penlink</b></p> <p>This paper seeks Cabinet approval to charge a toll on Penlink under the Land Transport Management Act 2003.</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Economic Development Committee (DEV).</p> <p>15 February 2023.</p>	<p>We have provided a revised paper which is now with your Office.</p>
<p><b>Taking action on fuel prices</b></p> <p>This paper seeks agreement to legislation to implement the Government's decisions to extend/reinstate the temporary cost of living support measures, including introducing the Road User Charges (Temporary Reduction Amendment) Bill 2023, and progressing the Customs Order in Council and Land Transport Management Act (LTMA) refund regulations.</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Cabinet</p> <p>20 February 2023.</p>	<p>We suggest going straight to Cabinet, which will require papers to be lodged by 16 February 2023.</p>
<p><b>Amending road user charges legislation for light electric vehicles</b></p> <p>This paper seeks agreement to amend the road user charges (RUC) system and legislation in preparation for the expiry of the light electric vehicle (EV) RUC exemption on 31 March 2024. s 9(2)(f)(iv)</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>22 February 2023.</p>	<p>We have provided you with a draft Cabinet paper.</p>

Minister Wood		
Paper	Committee	Status
s 9(2)(f)(iv)		
Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design		
s 9(2)(f)(iv)		
Responsibility: Helen White, Manager, Mobility and Safety		
s 9(2)(f)(iv)		This paper is with your Office.
Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design		
<b>Land Transport Management (Regulation of Public Transport) Amendment Bill: Approval for Introduction</b> This paper seeks approval to introduce the Land Transport Management (Regulation of Public Transport) Amendment Bill. This Bill is required to establish the Sustainable Public Transport Framework, which will replace the Public Transport Operating Model. Responsibility: Helen White, Manager, Mobility and Safety	Cabinet Legislation Committee (LEG). 23 February 2023.	We have shared a draft Cabinet paper for departmental consultation. We have provided your Office with advice on the draft Bill and the draft Cabinet paper for Ministerial consultation.
<b>Accessible Streets – Final Policy Decisions</b> This paper seeks Cabinet's approval to final policy decisions for Accessible Streets. Responsibility: Helen White, Manager, Mobility and Safety	Environment, Energy and Climate Committee (ENV). 23 February 2023.	This paper is with your Office.

Minister Wood		
Paper	Committee	Status
<b>Amendment to the Land Transport (Infringement and Reminder Notices) Regulations 2012</b>  This paper will ensure the Infringement and Reminder Notices issued by Police for drug driving offences will include information about the medical defence.  <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Cabinet Legislation Committee (LEG).  23 February 2023.	We have provided you with a draft Cabinet paper.
<b>Commencement of the Social Leasing Scheme</b>  This paper seeks agreement to and funding to support the commencement of the Social Leasing Scheme in a single location in April 2023.  <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Cabinet Economic Development Committee (DEV)  8 March 2023.	A draft of this paper will be provided to your Office in the week ending 10 February 2023.
s 9(2)(f)(iv)  <i>Responsibility: Helen White, Manager, Mobility and Safety</i>		
s 9(2)(f)(iv)  <i>Responsibility: Sarah Polaschek, Manager, Governance</i>		

Minister Wood		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Cabinet Economic Development Committee (DEV) 29 March 2023.</p>	<p>The Cabinet paper, consultation document and Regulatory Impact Statement will be sent for inter-agency consultation week ending 3 February 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Cabinet Economic Development Committee (DEV) 29 March 2023.</p>	<p>We will provide a draft paper for Ministerial consultation by 3 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Cabinet Economic Development Committee (DEV) or Environment, Energy and Climate Committee (ENV). 3 May 2023.</p>	<p>This paper is being drafted and is expected to be with your Office on 15 March 2023.</p>
<p><b>Land Transport (Road Safety) Amendment Bill</b></p> <p>This paper seeks approval to introduce the Land Transport (Road Safety) Amendment Bill.</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Cabinet Legislation Committee (LEG). Early May 2023.</p>	<p>s 9(2)(f)(iv)</p>

Minister Wood		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Eve Tucker, Acting Manager, Economic Regulation</p>	<p>Cabinet. TBC.</p>	<p>s 9(2)(f)(iv)</p>
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Eve Tucker, Acting Manager, Economic Regulation</p>	<p>Cabinet confirmation or Cabinet Economic Development Committee (DEV) reconsideration. TBC.</p>	<p>s 9(2)(f)(iv)</p>

## 5. Cabinet papers led by other agencies that have an impact on the transport portfolio

None this week.

## 6. Transport Crown Entity and SOE Updates



### Key Updates

#### Runway Excursion at Auckland Airport

An Air New Zealand Boeing 777 aircraft was involved in a runway excursion during landing at Auckland International Airport in heavy rain at 5 pm on 27 January 2023. There was limited damage to the aircraft, however, five runway edge lights were damaged, rendering the runway temporarily closed.

The CAA is working with Air New Zealand to identify why the runway excursion occurred and will implement corrective actions should they be required. The Transport Accident Investigation Commission (TAIC) has elected to open an enquiry.

#### Investigation of issues of passengers travelling without necessary screening

There have been two recent issues whereby domestic passengers were able to board aircraft and travel without the necessary levels of screening by the Aviation Security Service (Avsec).

On 29 December 2022, a passenger boarded a flight at Wellington Airport for Auckland after failing to go through the secondary screening process. This incident has received media attention.

s 6(c), s 9(2)(ba)(i)

## Communications and External Engagement

## Authority Media Summary- last 7 days

Date	Activity	Channel
31 January 2023	<p><b>Civil Aviation of NZ has today announced that it will not accept recommendations from the coroner to improve aviation safety</b></p> <p>This was a follow up Facebook post by Sunday TVNZ to their story that was published in 2022 about the landmark coroner's ruling in regard to the fatalities from a Robinson helicopter crash.</p> <p>The Authority's response to their question on the recommendations was posted in full in the comments.</p>	Sunday Facebook page
27 January 2023	<p><b>Solo pilot a risky idea says union</b></p> <p>Excerpt:</p> <p>Pilots say an engine failure on a Qantas flight out of Auckland is an example of why any move to a solo pilot would be a bad idea.</p> <p>Investigations are continuing into why a Qantas Boeing 737 last week had to shut down one of its two engines mid-Tasman and initially declare a Mayday. The emergency was downgraded and the aircraft landed safely in Sydney but passengers reported hearing a bang before the plane lost altitude. This country's Civil Aviation Authority (CAA) supports an international study into "optimised crew/single pilot operations", although it says no decisions have been made on whether such operations would be permitted in, or to and from New Zealand.</p> <p>New Zealand Air Line Pilots' Association (NZALPA) president Andrew Ridling says sole pilots are a bad idea and the problems dealt with by crew on QF144 last Wednesday prove it. "The enviable safety record and the culture of aviation has been based on having properly rested and well-trained pilots at the controls at all phases of flight," said Ridling.</p>	NZ Herald
26 January 2023	<p><b>Radio interview on removed items from passenger baggage</b></p> <p>Karen Urwin was interviewed on the Jay Jay and Flynny afternoon show</p> <p><a href="https://www.morefm.co.nz/home/shows/more-fm-driving-you-home/2023/01/what-you-cant-carry-onto-a-plane-new-zealand-airport.html?fbclid=IwAR1OrvN-DEpBDxVv7ipLSivJpPLO8oktj2yD-Ns4zEYKyFn5JXTSjet3zps">https://www.morefm.co.nz/home/shows/more-fm-driving-you-home/2023/01/what-you-cant-carry-onto-a-plane-new-zealand-airport.html?fbclid=IwAR1OrvN-DEpBDxVv7ipLSivJpPLO8oktj2yD-Ns4zEYKyFn5JXTSjet3zps</a></p>	More FM

## Planned communications and engagement – Jan/Feb/Mar 2023

When	What	Why
Summer season digital campaigns – AvSec - Campaign extended until Easter	Reminders about packing batteries and how to prepare for security screening	Batteries are by far the most removed item from passenger luggage. Summer travel messaging – aligning with airport and other agency campaigns. Campaign finishes end Jan.
CAA briefing (March)	Email newsletter to industry	Stakeholder engagement - actioned three times per year via MailChimp.
Vector Autumn issue	Aviation industry magazine	A way of getting relevant information to industry in an easy-to-read format.

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## **New inquiries / International Assistance**

### **Notice of a new aviation inquiry opened by the Commission on 27 January 2023 for your information.**

#### **AO-2023-003 opened by the Commission**

The CAA notified the Commission on 27 January 2023 of a serious incident involving a New Zealand-registered Boeing 777 aeroplane that occurred in Auckland at about 1850.

The circumstances reported to date are that a New Zealand registered passenger aircraft (Flight-NZ 124) on a scheduled flight from Melbourne to Auckland was involved in a 'loss of control on the ground' incident at Auckland International Airport. The aircraft briefly lost directional control and veered off to the right of the runway centreline shortly after touchdown; the aircraft was under the influence of heavy rain and gusting winds at the time. It was also reported that the aircraft's landing gear damaged six runway edge lights positioned on the sealed runway strip before the pilot regained control and the plane returned towards the runway centreline. After the landing was completed, the aircraft safely taxied to the gate without further incident. Significant damage has been reported to the aircraft's undercarriage assembly, including the deflation of one tyre. No injuries to passengers or crew were reported.

An inquiry has been opened under Section 13(1) of the TAIC Act 1990 and Ian McClelland has been appointed as the Investigator in charge. Ian will be assisted by Jeff Shearer. Ian and Jeff will travel to Auckland at the next earliest opportunity.

### **Notice of a new marine inquiry opened by the Commission on 28 January 2023 for your information.**

#### **MO-2023-201 opened by the Commission**

MNZ notified the Commission on 28 January 2023 of a loss of power incident involving the Interislander passenger ferry Kaitaki. The incident occurred in the Cook Strait at about 1700.

The circumstances reported to date are that the Kaitaki was en-route from Picton to Wellington when it suffered a Main Engine failure and subsequent loss of propulsion. As a result, the vessel dropped anchor in the Cook Strait while repair work was undertaken by the engineers onboard. After power was restored about two hours later, the vessel, escorted by two tugs, proceeded to Wellington without further incident.

An inquiry has been opened under Section 13(1) of the TAIC Act 1990 and Rob Thompson has been appointed as the investigator in charge. He will be supported by Avinash Figueiredo.

**Notice of a new rail inquiry opened by the Commission on 29 January 2023, for your information.**

RO-2023-102 opened by the Commission

Waka Kotahi notified the Commission on 29 January 2023 of a derailment on the East Coast Main Trunk (ECMT) involving Freight Train 360 operated by KiwiRail. The accident occurred just east of Te Puke near Tauranga at about 0430.

The circumstances reported to date are that a loaded freight train was travelling from Kawerau to Mount Maunganui when it passed over a section of track where part of the supporting embankment had been washed away by flood water. This resulted in the derailment of at least 10 wagons and significant damage to rail infrastructure.

An inquiry has been opened under Section 13(1) of the TAIC Act 1990 and David Manuel has been appointed as the investigator in charge. David is currently on leave so the site investigation will be conducted by Jason Lawn, assisted by William Delaney.

PROACTIVELY RELEASED BY  
TE MANATŪ WAKA MINISTRY OF TRANSPORT

## Maritime NZ response to incidents involving KiwiRail and

s 9(2)(b)(ii)

Maritime NZ continues to focus on activity resulting from the two significant maritime incidents that occurred over the weekend of 28 January 2023 one involving the Interislander vessel Kaitaki, and the other involving the vessel s 9(2)(b)(ii)

Maritime NZ is investigating the cause of both incidents.

s 6(c)

## Maritime NZ responds to stevedore falling overboard

Maritime NZ is also investigating an incident in which a Port Nelson stevedore fell through a defective handrail.

The incident occurred in the early hours of 16 January 2023, on the

s 9(2)(a)

The stevedore fell 10 metres into water. Fortunately he was unharmed and able to swim to the wharf, to get out of the water.

s 6(c)

s 9(2)(b)(ii)

s 9(2)(b)(ii), s 9(2)(f)(iv)

PROACTIVELY RELEASED BY  
TE MANATŪ WAKA MINISTRY OF TRANSPORT

### **Maritime NZ in the media**

Since the Interislander ferry Kaitaki lost propulsion on 28 January 2023 there has been ongoing media interest in this event, including tug capability for the response.

On 30 January 2023 RCCNZ coordinated a response to a tramper stuck underneath a boulder near Queenstown. Multiple media agencies were interested in the incident, and Maritime media provided updates through to completion on the multi-agency response, which eventually saw the man transported to Dunedin Hospital.

PROACTIVELY RELEASED BY  
TE MANATŪ WAKA MINISTRY OF TRANSPORT

## **NORTH ISLAND WEATHER IMPACTS**

More than 100 KiwiRail staff have been working hard this week to quickly repair storm damage to the North Island rail network, following extreme weather events between Northland and the Bay of Plenty. Numerous slips across the tracks have been removed and track washouts repaired at multiple locations. KiwiRail's focus has been on repairs to the Auckland Metro Network and key freight routes.

### **Auckland**

The Auckland Metro Network is largely open, with only the Newmarket Branch Line (which connects Western Line commuter services to Britomart) currently closed and Auckland Transport (AT) providing bus replacements between Newmarket and Britomart.

On the Western Line, only one track is open between New Lynn and Swanson. While metro services are (single-line) running on this section, train schedules are affected. AT is also providing buses to help meet capacity.

After discussions with AT, there will be a near total network-wide closure over Waitangi weekend to allow KiwiRail to progress repair work. AT will bus replace rail services, but shunt (freight) services from Ports of Auckland will be affected over the long weekend.

At this stage, KiwiRail is hoping to remediate slips around the Parnell Tunnel over the long-weekend and be able to open one track on the Newmarket Branch Line for single-line running on Tuesday. We also hope to make progress remediating slips on the Western Line, north of New Lynn. Full slip remediation is expected to take some time, and single line running between New-Lynn – Swanson will remain in place until that is done.

The extreme weather also damaged some track and other infrastructure that had already been upgraded in the Stage 1 section of the Rail Network Rebuild (Southern Line Ōtāhuhu-Newmarket/Onehunga Line). This damage is manageable and will not affect the planned stage completion date of 19 March 2023.

### **Rest of North Island**

The key freight route connecting Auckland and Tauranga – the North Island Main Trunk Line and East Coast Main Trunk Line (ECMT) (to Tauranga) is open and freight movements are returning to normal, after backlogs were cleared. A combination of weather delays and Interislander capacity issues are creating a degree of freight backlog in Wellington.

However, the ECMT remains closed between Te Puke and Te Maunga, following a train derailment. Weather and ground conditions are delaying the response. At this stage we cannot provide a firm timeline for when the track can be reopened.

We are working with TAIC to investigate the cause of the incident, and how the service came to run.

KiwiRail has begun work to remove the 11 derailed wagons, after TAIC unfroze the site, and granted us permission to take away the 18 wagons, which were still on the rails.

Once the derailed wagons have been removed we will be able to make a full track inspection and begin repairs that will allow this section of the ECMT line to reopen. Our track teams will be busy as we undertake the various stages of work.



Derailed at Te Puke

The North Auckland Line is also closed. KiwiRail will be working through the long-weekend to clear slips and repair washouts, but there is a major slip north of Helensville which could take at least three weeks to clear. The slip has fallen across a road and the rail line below (see image below).



Geotechnical investigations of the slip have been undertaken, confirming that it needs to be cleared from the top. KiwiRail will be engaging with the landowner and local roading authority to organise a co-ordinated response.

## INTERISLANDER

### Kaitaki Incident

As you are aware, Kaitaki is making progress on its return to service.

The fault that caused a loss of power on 28 January 2023 has been identified and repaired. As advised, the root cause was a fault in the ship's engine cooling system which alerted sensors in the engines, causing a preventative shut down to avoid overheating.

The connection has been repaired and all other components of the cooling system have been checked and tested, and we are now ensuring the ship is ready to go with Maritime New Zealand gave clearance to run Kaitaki as a freight only service yesterday.

We are undertaking a detailed internal assurance process, before starting Kaitaki sailings, taking a very precautionary approach.

Kaitaki will return to the Cook Strait run on 3 February 2023, sailing from Wellington as a freight-only service at 8.45am, it will make two return trips on 23 February 2023 and continue on its normal schedule.

The plan is to return Kaitaki into service in a staged way. The ship will return initially as a freight-only service and is likely to run as freight-only for one to two weeks.

The carriage of passengers will require further clearance from MNZ, although the ability to carry freight will ease capacity constraints on our other sailings.

This is one of Interislander's busiest times of year and the Kaitaki outage is having a major impact on our ability to meet freight and passenger demand. We are running additional sailings of Aratere and Valentine to help meet demand.

A complicating secondary factor though is that we are also juggling crewing requirements due to COVID-19.

The Interislander operations teams are working to accommodate freight and passengers and are providing updates and details of alternative bookings to our customers as quickly as they can.

s 9(2)(b)(i)

## MAJOR PROJECTS UPDATES

### Papakura to Pukekohe Electrification (New Zealand Upgrade Programme)

KiwiRail delivered another milestone in the New Zealand Upgrade Papakura to Pukekohe Electrification project, with overhead line masts erected in late January between Paeraataa and Pukekohe. The 19km electrification project will see 407 mast structures erected in total. Electric wiring work will commence in May 2023, with project completion in late 2024. Auckland Transport's electric trains will then be extended from Papakura to Pukekohe.



Drury Stations

The New Zealand Geographic Board is expected to provide Minister O'Connor a report on the station names shortly, for the Minister to make a decision.

#### **North Auckland Line Upgrade (Provincial Growth Fund)**

The first DL class locomotive freight train service ran on the North Auckland Line from Auckland to Whangārei on 27 January 2023. This was enabled by the Kānoa funded project to lift the North Auckland Line to an 18 tonne axle load, making it capable of supporting heavier loads and, therefore, longer trains. This is a step toward better utilisation of the Northland rail assets and strengthens the connections between Auckland and Northport in particular.

The consist had four DL locomotives, as pictured below, as two were for a return freight-service, while the other two remained in Whangārei for a subsequent return service. Unfortunately, the major slip in the Helensville area means a few weeks of pause for this long-awaited improvement.



### **Capital Connection Refurbishment (New Zealand Upgrade Programme)**

KiwiRail hosted Palmerston North MP Tangi Utikere, Horizons Chair Rachel Keedwell and Councillor Sam Kneebone, and Greater Wellington Councillors Penny Gaylor and Quentin Duthie at the Hutt Workshops on 1 February 2023. The representatives toured refurbished Capital Connection carriages, and also viewed the EF locomotive refurbishments.

Six of the new carriages will enter service in mid-2023 following completion of station upgrades at Palmerston North, Shannon, Otaki and Levin. The remaining five refurbished carriages will extend the Capital Connection capacity when they enter service in late-2023.

### **IREX UPDATE**

#### **Programme Review**

s 9(2)(f)(iv)

## **iReX works**

Enabling works is back in full swing in Waitohi Picton and Kaiwharawhara after a pause over the Christmas period. In Waitohi Picton the temporary terminal building is up and being fitted out. Local contractors are laying paving on the west side of the terminal ready for this area to become the interim private vehicle marshalling yard, with a new entrance from Lagoon Road.

The temporary terminal and interim marshalling yard are on track to be operational early April 2023. These changes clear the way for main works construction. Other work involves improvements to the Waitohi Awa culvert to increase capacity and help reduce future flood risk and preparations for the Dublin Street Overbridge. In Kaiwharawhara, work continues to re-locate services and prepare the site for main construction.

At the end of 2022 specialist lizard catchers located and rehomed all of the local mokomoko population to a safe and fenced area where they will live for the duration of the project.

The Ships programme is progressing well. The team is more than halfway through selecting makers for key components of the ships and is currently working on interior designs and signage.

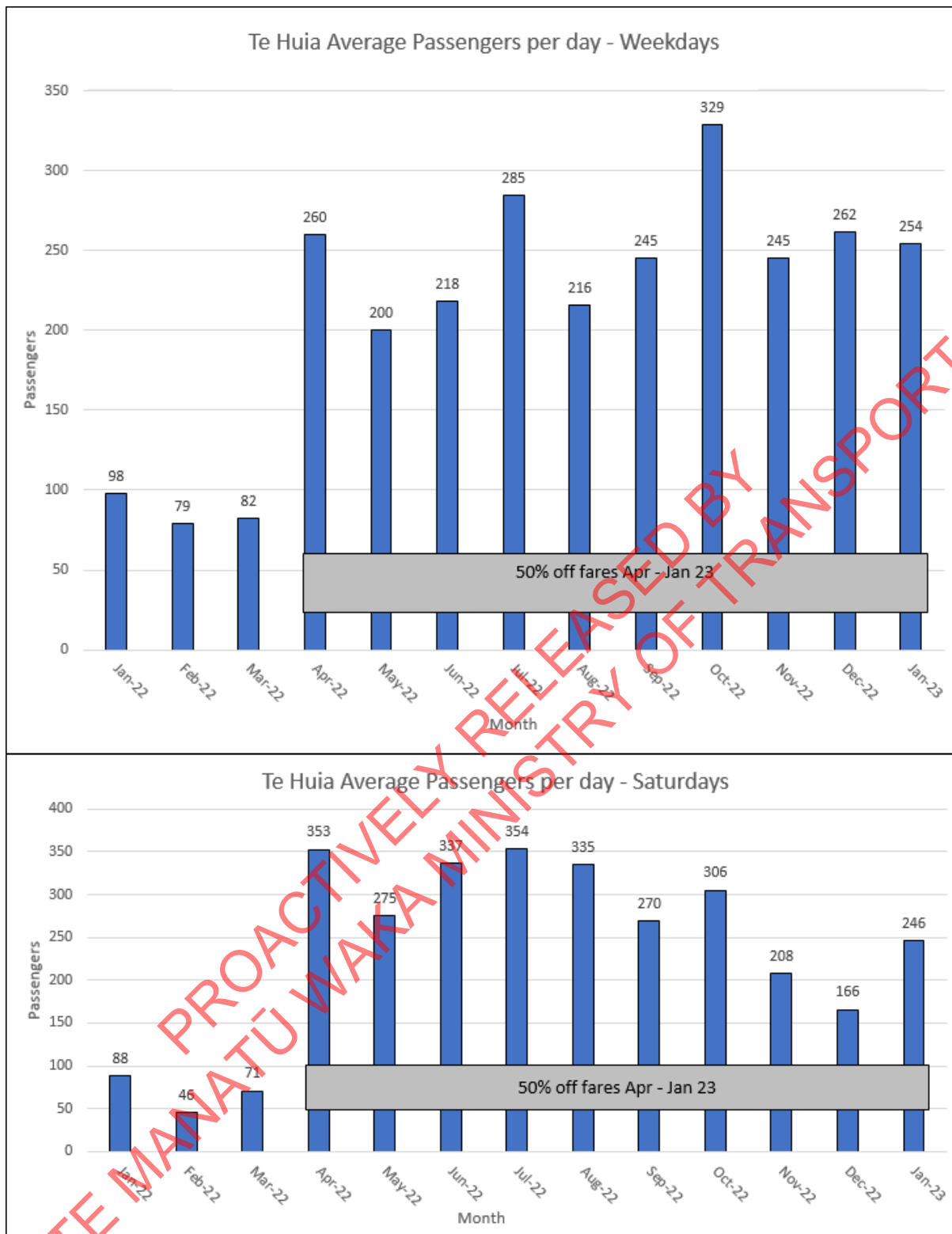
The iReX team spoke with residents and visitors about the project at the Waitohi Picton Maritime Festival in January 2023, and will be at the Waitangi Day festivities alongside our Mana Whenua partners at Waitangi Park on 6 February 2023 from 12 noon.

## **LONG DISTANCE PASSENGER TRAINS PATRONAGE UPDATE**

### **Te Huia**

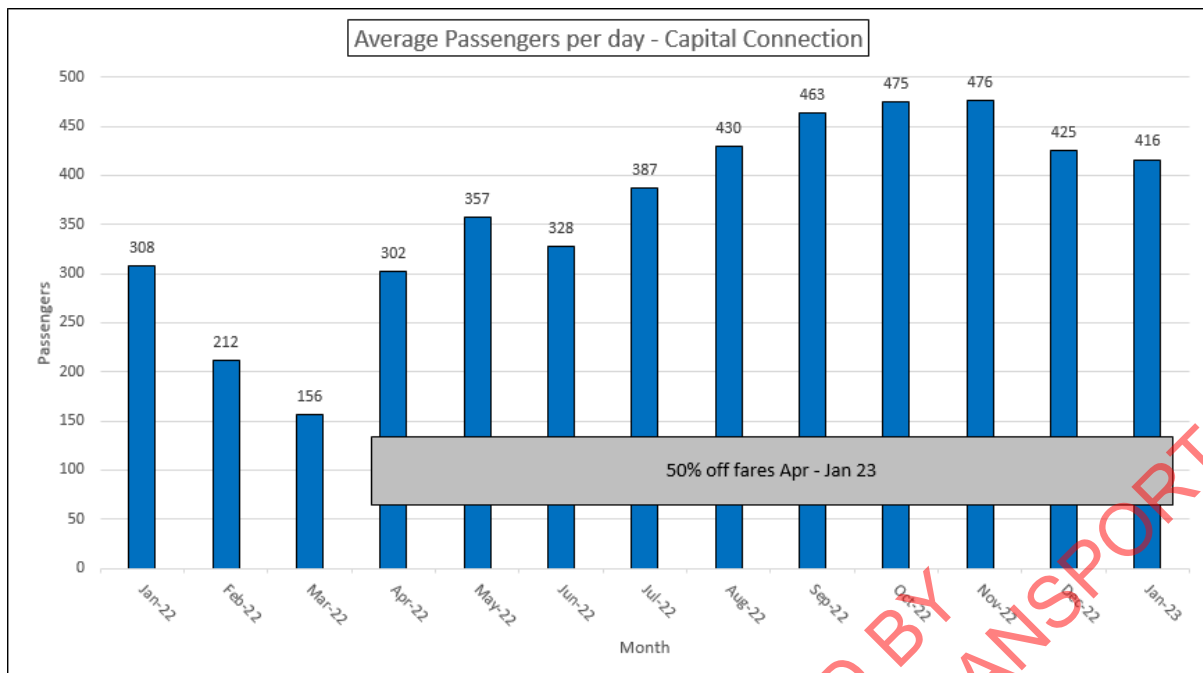
#### **January passenger numbers**

- 100% services delivered over 11 weekday operating days and one Saturday
- Total of 2795 passengers carried (on board high count), with an average of 254 passengers carried on weekdays and 246 on the one Saturday service. Also carried 56 Bikes and 17 Scooters.
- Average weekday passengers had a 61% increase in patronage for January 2023 when compared to January 2022
- Weekday patronage decreased by 3% for January (11 days of operation) when compared to December 2022 (17 days of operation)
- Saturday patronage has increased by 48% for the January 2023 when compared to December 2022, however it must be noted that only 1 Saturday service ran in January.
- P2P timetable is working very well for Te Huia, no delays over 5 minutes due to P2P work, however weather over the weekend 27 – 31 January 2023 caused some lengthy delays.



### Capital Connection

- 100% services delivered over 16 operating days in January (Services did not operate on Wellington Anniversary Day, 23 January 2023).
- Average of 416 passengers carried on weekdays. Average weekday passengers had a 26% increase in patronage for January 2023 when compared to January 2022
- Patronage per day has decreased 2% in January 2023 (16 days of operation) as compared to December 2022 (17 days of operation).



#### UPCOMING MEETINGS/EVENTS

9 February 2023 – KiwiRail executives meeting with the Mayor of Auckland

22 March 2023 – Minister Robertson and local MPs visiting Hillside Workshops site to see progress on the rebuild.