

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"> (i) the Government of any other country or any agency of such a Government; or (ii) any international organisation
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)

Te ripoata o te wiki mō te Minita o Te Manatū Waka | Weekly Report to the Minister of Transport

For the week ending 14 April 2023

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

Contents

1	Actions from transport officials' meeting.....	1
2	Upcoming briefings.....	2
3	Key priorities.....	6
4	Cabinet papers	13
5	Cabinet papers led by other agencies	19
6	Transport Crown entity and state-owned entity (SOE) updates.....	20

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

1 ACTIONS FROM TRANSPORT OFFICIALS' MEETING

1 Actions from transport officials' meeting

	Due date
None this week	

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

2 UPCOMING BRIEFINGS

2 Upcoming briefings

Briefings to Minister Wood	Due date
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Carmen Mak, Director, System and Regulatory Design</i></p>	<p>Week ending 21 April 2023.</p> <p>Original due date 17 March 2023.</p>
<p>Equitable Transition Strategy: Transport implications and next steps</p> <p><i>Responsibility: Donna Provoost, Manager, Strategy Team</i></p>	<p>Week ending 21 April 2023.</p>
<p>Official Information Act request from s 9(2)(a) regarding EVs vs modern petrol / diesel carbon footprint</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Week ending 21 April 2023.</p>
<p>Official Information Act Request from s 9(2)(a) seeking the Clean Car Standard Cabinet paper from 2021, as mentioned in reply to WPQ 6665</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Week ending 21 April 2023.</p>
<p>Official Information Act request from s 9(2)(a) requesting Clean Car Upgrade and Social Leasing documents</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Week ending 21 April 2023.</p>
<p>Official Information Act request from s 9(2)(a) for all advice, briefings, and reports received regarding the City Rail Link</p> <p><i>Responsibility: James O'Donnell, Acting Manager, Programme Assurance and Commercial</i></p>	<p>Week ending 21 April 2023.</p>

Briefings to Minister Wood	Due date
Official Information Act request from s 9(2)(a) regarding impacts of Clean Car Standard on importing of disability vehicles <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Week ending 21 April 2023.
s 9(2)(f)(iv) [Redacted] <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 28 April 2023. Original due date 31 March 2023.
s 9(2)(f)(iv) [Redacted] <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 28 April 2023. Original due date 21 April 2023.
s 9(2)(f)(iv) [Redacted] <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 28 April 2023. Original due date 14 April 2023.
s 9(2)(f)(iv) [Redacted] <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Week ending 28 April 2023. Original due date 17 March 2023.
Official Information Act request from s 9(2)(a) regarding seeking a copy of the advice that Minister Michael Wood has received from officials, as mentioned in the reply to Written Question 6664 (2023), regarding new vehicle imports meeting Euro 6D emissions standards. <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Week ending 28 April 2023.

2 UPCOMING BRIEFINGS

Briefings to Minister Wood	Due date
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Carmen Mak, Director, System and Regulatory Design</i></p>	<p>Week ending 5 May 2023.</p> <p>Original due date 6 April 2023.</p>
<p>Electric Vehicle Charging Strategy: Consultation results and proposed changes</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Week ending 26 May 2023.</p>

Briefings to Minister Allan	Due date
<p>Funding Options to Support Six-Month Impoundment Regime and Placement of Payment System</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Week ending 21 April 2023.</p>
<p>Civil Aviation Authority Board: Reappointments</p> <p><i>Responsibility: Harriet Shelton, Manager, Governance</i></p>	<p>Week ending 21 April 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Harriet Shelton, Manager, Governance</i></p>	<p>Week ending 21 April 2023.</p>
<p>Civil Aviation Rule amendments – Part 139 Runway condition reporting</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p>Week ending 21 April 2023.</p>
<p>Recreational Safety Search and Rescue Review – Overview and next steps to deliver our findings and recommendations</p> <p><i>Responsibility: Bev Driscoll, Director, Recreational Safety and Search and Rescue System</i></p>	<p>Week ending 28 April 2023</p>

Please note: the 'Funding Options to Support Six-Month Impoundment Regime and Placement of Payment System' briefing never went to the Minister

2 UPCOMING BRIEFINGS

Briefings to Minister Allan	Due date
Confirming New Zealand's approach to June/July International Maritime organisation (IMO) negotiations to adopt an international strategy for the reduction of greenhouse gas emissions from ships <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Week ending 2 June 2023. (Subject to the timings of an IMO expert workshop)

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

3 KEY PRIORITIES

3 Key priorities

Minister Wood

s 9(2)(f)(iv)

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

Minister Wood

s 9(2)(f)(iv)

Responsibility: Gareth Fairweather, Director, Auckland Light Rail

Minister Wood

Total Mobility Review Progress Update

We have reviewed and updated the draft Terms of Reference (TOR). The scope of the review has been informed by research undertaken by Waka Kotahi covering experiences of disabled people in New Zealand that involved surveys and workshops with over 15,000 disabled people.

We have commenced engagement with stakeholders of the draft TOR:

- In March 2023, we met with the Disabled People's Organisations (DPO) Coalition to discuss the draft TOR. They expressed a strong desire to be involved in the review moving forward. We also received feedback on the draft TOR from Waka Kotahi.
- The draft TOR is currently out for consultation with the Office for Disability Issues, public transport authorities, Age Concern, the Small Passenger Service Association (formally the NZ Taxi Federation), service operators, service funding providers and existing payment technology providers (e.g. Ridewise).

We are expecting to have all feedback from the engagement process received by the end of April 2023. Subject to your approval of the TOR, as the review progresses we will continue to work with the DPO Coalition, and consider how disabled people are involved.

Responsibility: Helen White, Manager, Mobility and Safety

Next steps:

We will provide you with the finalised TOR in May 2023 for your agreement.

3 KEY PRIORITIES

Minister Wood

Cyclone Response and Recovery

The Ministry is working closely with Waka Kotahi and other agencies on our recovery workstreams. The information below updates you on the status of our emergency management arrangements and recovery work.

Emergency Management Arrangements

The Minister for Emergency Management has declared a National Transition Period for the Auckland, Hawkes Bay, Northland, Tairāwhiti, Tararua, and Waikato regions. The declaration means that the National Recovery Manager has the power to direct transport entities (including Waka Kotahi) operating in those regions, for the purposes of the recovery operations.

Recovery work

s 9(2)(f)(iv)

Funding and Investment Workstream

The financial recommendations for the North Island Weather Events recovery omnibus budget being finalised. We are reviewing the financial recommendations and will provide advice to your Office before you countersign them.

s 9(2)(f)(iv)

Other recovery work

Hastings Airport has had an informal discussion with the Ministry regarding financial support to establish an air link between Hastings Airport and Wairoa. The Ministry has advised that there is currently no funding available to support this activity, but that the Airport can make a formal request and the Ministry will consider the request.

The Ministry is connected to the labour market work programme being led by the Ministry of Business, Innovation and Employment (MBIE). At this stage our role is limited to connecting MBIE with Waka Kotahi and KiwiRail with respect to information on the size of the workforce needed for the recovery works.

Please note: Under '*Other recovery work*', 'Hastings Airport' should read 'Hawkes Bay Airport'

Minister Wood**Cyclone Response and Recovery (continued)**

s 9(2)(f)(iv)

*Responsibility: Nick Paterson, Manager, Cyclone Recovery***Minister Allan****None this week.**

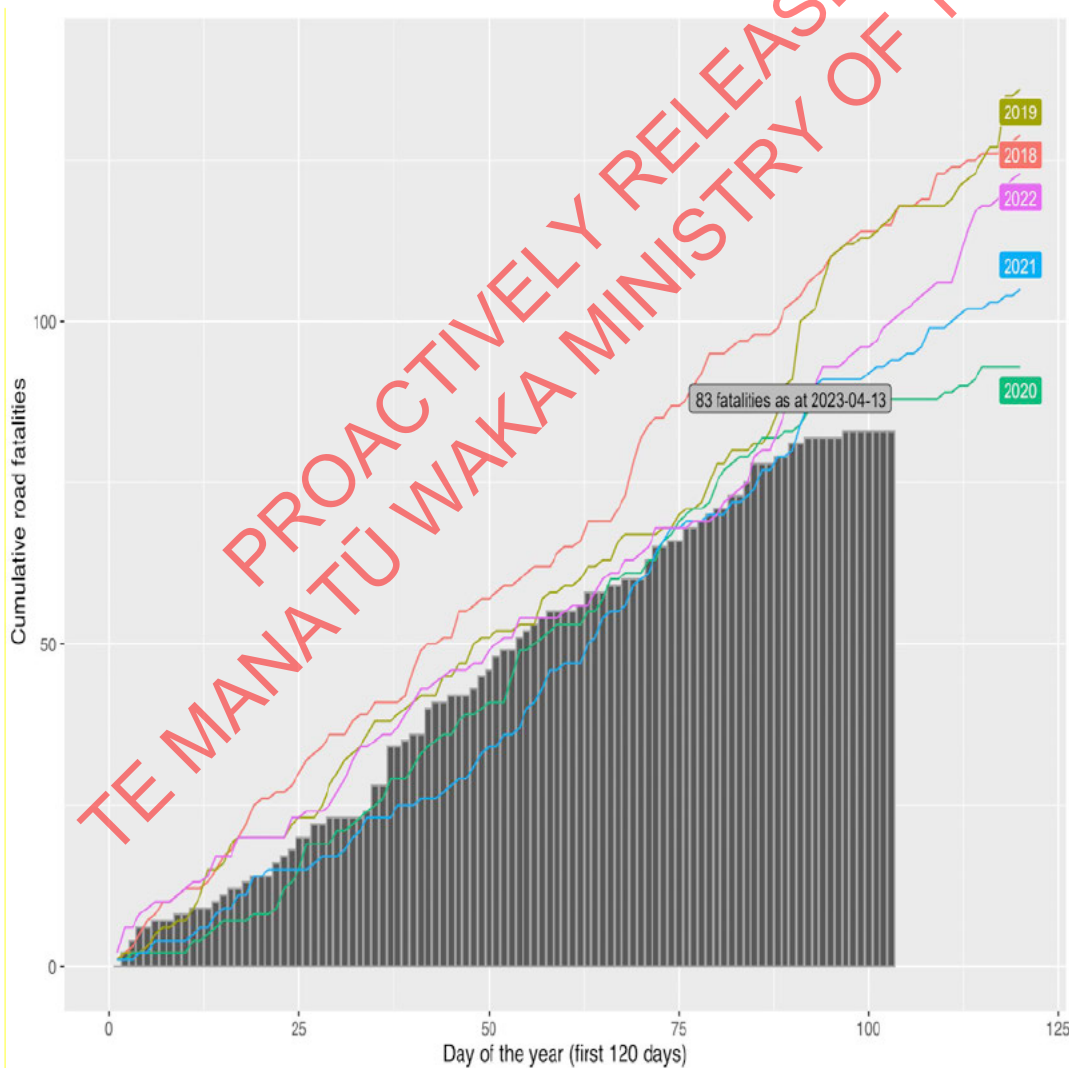
3 KEY PRIORITIES

Year to date road fatalities

Cumulative road fatalities to Thu Apr 13 2023 are **83**, this is 16 fewer fatalities than the same date in 2022. A year-to-date comparison is shown in the table below:

Month	2018	2019	2020	2021	2022	2023
Jan	36	32	21	18	29	23
Feb	28	26	32	28	25	32
Mar	39	33	31	34	32	26
Apr	12	24	4	13	13	2
Total	115	115	88	93	99	83

Analysis of fatalities over the first 120 days of 2023:



Responsibility: Jade Mackay, Acting Manager, Analytics and Modelling

Clean car and electric vehicle registrations

Summary of registrations by CCD Band for week ending 13 April, 2023

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)	0	172	25	197	-782	78	1125
Low (1-56g/km)	0	46	0	46	-82	2	364
Moderate (57-146g/km)	0	1348	0	1348	-1203	412	2551
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	130	40	170	-783	19	1026
Bus	0	0	0	0	1	20
Van	0	0	0	-1	1	34
Truck	0	0	0	0	1	3
Motorcycle	25	0	25	8	1	46
Other	2	0	2	-6	1	37

Battery Electric Vehicles

Fleet size:

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

CCD.band	Vehicle_gp	Fleet size 2017	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Car	NA		51060	1.093
Zero (0g/km)	Motorcycle	NA		2496	0.053
Zero (0g/km)	Other	NA		137	0.003
Zero (0g/km)	Van	NA		1349	0.029

EV (Battery electric) HEAVY vehicle Fleet

CCD.band	Vehicle_gp	Fleet size 2017	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Bus	NA		263	0.088
Zero (0g/km)	Other	NA		150	0.050
Zero (0g/km)	Truck	NA		137	0.046

3 KEY PRIORITIES

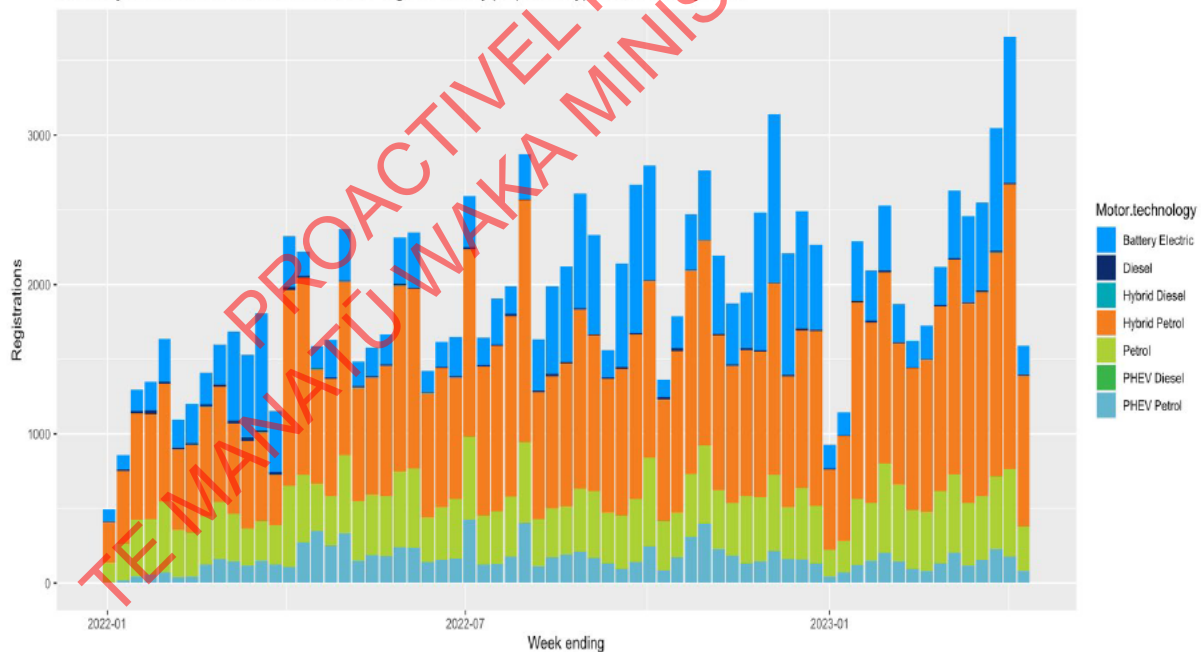
Clean car and electric vehicle registrations

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





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

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

Responsibility: Jade Mackay, Acting Manager, Analytics and Modelling.

4 Cabinet papers

Minister Wood		
Paper	Committee	Status
Accessible Streets – Final Policy Decisions This paper seeks Cabinet's approval to final policy decisions for Accessible Streets. <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Cabinet. 1 May 2023.	Lodged.
Auckland Mass Rapid Transit Update This will be an oral item to update on progress on Auckland Light Rail and the Waitematā Harbour Crossing <i>Responsibility: Karen Lyons, Director, Auckland and Gareth Fairweather, Director, Auckland Light Rail</i>	Cabinet Priorities Committee (CPC). 2 May 2023.	Speaking points and a slide deck will be provided by 19 April 2023.
s 9(2)(f)(iv)  <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Cabinet Economic Development Committee (DEV). 3 May 2023. As advised by your Office.	Ministerial consultation is underway.
Reshaping Streets – Policy Approval This paper seeks Cabinet's approval for final policy decisions on Reshaping Streets. <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	s 9(2)(f)(iv) 	
Speed Management Committee: Appointments This paper notes your intention to appoint members and a Chair to the Speed Management Committee. <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Appointments and Honours Committee (APH). 3 May 2023.	We have provided a Cabinet paper and other documentation to finalise the appointments. This paper is undergoing Ministerial consultation.

4 CABINET PAPERS

Minister Wood		
Paper	Committee	Status
Waka Kotahi NZ Transport Agency: Reappointments This paper notes your intention to reappoint two members of the Waka Kotahi NZ Transport Agency Board. <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Cabinet Appointments and Honours Committee (APH). 3 May 2023.	A draft paper has been provided to your Office.
Implementing the Euro 6/VI Emissions Standard This paper seeks Cabinet approval to publicly consult on a draft Land Transport Rule: Vehicle Exhaust Emissions 2007, to implement the Euro 6/VI emissions standard. <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Cabinet Economic Development Committee (DEV). 3 May 2023.	We have completed departmental consultation and Ministerial consultation is currently underway. We will provide your Office an updated version of the Cabinet paper, the consultation document, draft Rule and Regulatory Impact Statements on 21 April 2023.
Release of Discussion Document on Changes to Road Safety Penalties 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) <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Cabinet Economic Development Committee (DEV). TBC 3 May 2023. (As advised by your Office).	We have provided your Office with an updated Cabinet paper, talking points, and discussion document as requested.
Draft Government Policy Statement (GPS) on Land Transport 2024 This paper seeks Cabinet approval to release the draft GPS 2024 for public consultation before the final GPS is released mid 2023. <i>Responsibility: Tim Herbert, Manager, Investment</i>	Cabinet Economic Development Committee (DEV). 10 May 2023.	We will provide a draft paper for Ministerial consultation in mid April 2023.

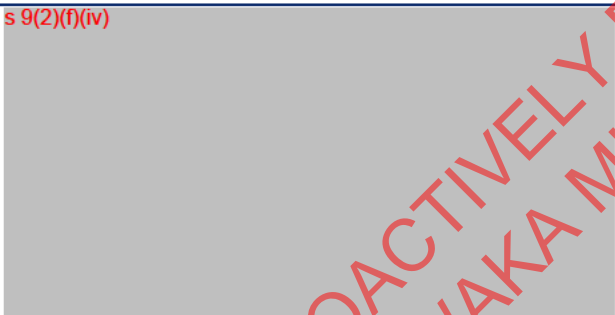
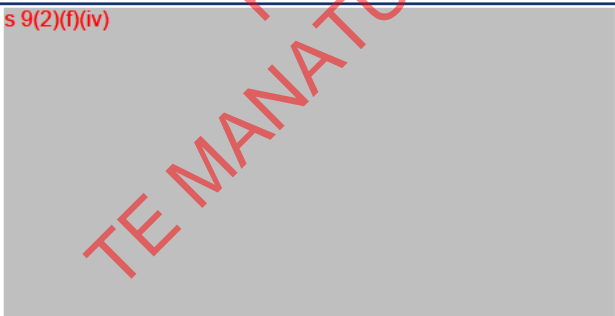
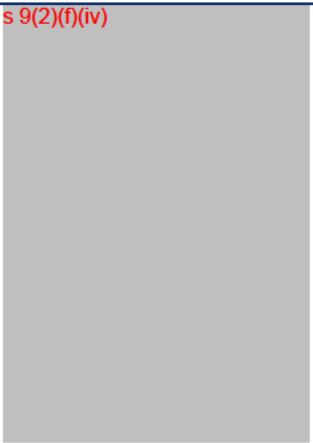
Minister Wood		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Helen White, Manager, Mobility and Safety</p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>10 May 2023.</p>	<p>This paper is with your Office.</p>
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>10 May 2023.</p>	<p>A draft paper is with your Office for Ministerial consultation.</p>
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>31 May 2023.</p>	<p>s 9(2)(f)(iv)</p>

4 CABINET PAPERS

Minister Wood		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Cabinet Legislation Committee (LEG)</p> <p>TBC May 2023.</p>	<p>We have provided your Office with a draft Cabinet paper and draft Bill.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>		
<p>Sub-national Vehicle Kilometres Travelled (VKT) Reduction Targets</p> <p>This paper seeks Cabinet approval to confirm and publish subnational VKT reduction targets for Tier 1 urban areas.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>3 July 2023.</p>	<p>A draft Paper will be provided to your Office by 22 May 2023.</p>
<p>Confirmation of Electric Vehicle Charging Strategy</p> <p>This paper seeks Cabinet approval to release the final Electric Vehicle Charging Strategy</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>9 August 2023.</p>	<p>A draft Paper will be provided to your Office week ending 30 June 2023.</p>

Minister Allan		
Paper	Committee	Status
<p>Extending the Maritime NZ (MNZ) designation under the Health and Safety at Work Act 2015 into ports</p> <p>This paper responds to the Port Health and Safety Leadership Group's recommendation that MNZ should be given broader health and safety regulatory responsibilities in ports.</p> <p>Should Cabinet agree to this proposal, the key steps to finalise the designation would be:</p> <ul style="list-style-type: none"> • After decision: Ministry of Business, Innovation and Employment (MBIE) starts drafting the designation document • June 2023: Briefing to Ministers including draft designation document for review and next steps for transfer of MNZ funding • July 2023: Designation document submitted to PM for signing • After signing: Designation gazetted <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>The Cabinet Economic Development Committee (DEV) approved this paper on 5 April 2023.</p>	<p>Confirmed by Cabinet.</p> <p>We are liaising with Minister Allan's Office and your Office to confirm how the decision should be announced.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>3 May 2023.</p> <p>(As advised by Minister Allan's Office).</p>	<p>s 9(2)(f)(iv)</p>

4 CABINET PAPERS

Minister Allan		
Paper	Committee	Status
Land Transport (Road Safety) Amendment Bill This paper seeks approval to introduce the Land Transport (Road Safety) Amendment Bill. <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Cabinet Legislation Committee (LEG). 4 May 2023.	Draft paper and Bill have been sent to Minister Allan's Office to begin Ministerial and departmental consultation.
Civil Aviation Authority Board: Reappointments This paper asks Cabinet to note Minister Allan's intention to make a number of reappointments to the Civil Aviation Authority Board. <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Cabinet Appointment and Honours Committee (APH) 17 May 2023.	We intend to provide the draft papers to Minister Allan's Office week ending 21 April 2023.
s 9(2)(f)(iv)  <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Cabinet Economic Development Committee (DEV) TBC 31 May 2023.	Currently undergoing simultaneous departmental and Ministerial consultation.
s 9(2)(f)(iv)  <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Cabinet confirmation or Cabinet Economic Development Committee (DEV) reconsideration. TBC.	s 9(2)(f)(iv) 

5 Cabinet papers led by other agencies

None this week.

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

6 Transport Crown entity and state-owned entity (SOE) updates



Aviation Security Service
Kaiwhakamaru Rerangi

Key Updates

Public Sector Pay Adjustment (PSPA) update for review

AvSec has ratified the PSPA variations for both of its frontline Collective Agreements. The variations cover approximately 1200 employees aligning them with the same arrangements as the wider Public Service. This outcome provides AvSec with two years of stable workforce relations by extending the Collective Agreements until 2025.

The Public Service Commission pay guidance has extended the ability for agencies to offer PSPA to other employees. The Authority will therefore consider offering the PSPA to the remaining employee groups in the upcoming remuneration round, after consultation with the applicable Union.

Emerging Aviation Technologies Forum

The inaugural Emerging Aviation Technologies Forum, co-chaired by the CAA and industry, is planned to meet in Wellington on 20 April 2023.

The Forum is intended to provide the three aviation regulatory authorities (CAA, the Ministry and the New Zealand Defence Force) with insight into what emerging aviation technologies are likely to enter New Zealand in the next ten years and beyond.

The Forum will gather regulatory considerations, challenges, and potential solutions from a cross section of government, State Owned Enterprise, defence and security, aerospace and aviation sector industries, energy and telecoms, and research organisations from academia and elsewhere, to support the ongoing development of emerging aviation technologies. The Forum is intended to meet quarterly and develop a 'Roadmap' of emerging aviation technologies.

Communications and External Engagement

Authority Media Summary- last 7 days

Date	Activity	Channel
12 April 2023	Country's first drone delivered pizzas to make landfall in Huntly https://www.stuff.co.nz/national/300850645/countrys-first-drone-delivered-pizzas-to-make-landfall-in-huntly	Stuff (Also appears in syndication: The Press; Waikato Times), Newshub ,NZ Herald

6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES

10 April 2023	Tighter controls on helicopters https://issuu.com/mahurangimatters/docs/04-10-2023_mahurangi_452m_issuu (page 21) <i>“Auckland Council staff have been asked to look at the feasibility of prohibiting helicopter activity in residential areas. [...] Quiet Sky Waiheke representative Kim Whitaker said it was frustrating that the council staff were using the small number of complaints to justify little action.”</i>	Mahurangi Matters
8 April 2023	Dawn Aerospace’s spaceplane has made its first successful flight with a rocket engine https://theinformant.co.nz/dawn-aerospaces-spaceplane-has-made-its-first-successful-flight-with-a-rocket-engine/	The Informant
6 April 2023	Biosecurity NZ data reveals rising passenger volumes https://insidegovernment.co.nz/biosecurity-nz-data-reveals-rising-passenger-volumes/	Inside Government NZ

Planned communications and engagement – March and April 2023

When	What	Why
<i>Vector</i> Autumn issue	Aviation industry magazine.	A way of getting relevant information to industry in an easy-to-read format.
<i>Vector</i> Online articles	Automatic Dependent Surveillance Broadcast (ADS-B)- an aircraft surveillance system. Classic fighters.	Ongoing education by making some <i>Vector</i> articles publicly accessible online.
April	“In, Out and Around Auckland” GAP (Good Aviation Practice) booklet.	Updated version of existing booklet.
By end of April.	Lithium batteries printed collateral update.	Ongoing education around batteries, as they are still the top item removed from passenger luggage.
May, and July.	Face-to-face airworthiness and maintenance workshop with industry.	Ongoing education and training.

Note:

Special edition of *Vector* to be published in October 2023 dedicated to accidents that have common causes.

6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES



No update this week.

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES

**EASTER BLOCK OF LINE**

In the Wellington region, a few hundred people worked across four sites over the long Easter weekend.

In Plimmerton, KiwiRail and its contractors Downer and John Holland undertook significant track realignment between the station and Steyne Avenue as part of the station upgrade project. This upcoming Christmas will be the last major period of activity for this project which is on track for completion in early 2024.

We replaced turnouts in Tawa, and on the Wairarapa Line we successfully put in place a new bridge near Carterton and carried out 1.5kms of ballast cleaning. Meanwhile, construction activity including track, signaling and overhead line works kicked off at Wellington Railway Station as part of a major re-signaling project designed to increase safety and resilience across the network.

In Auckland, work was carried out at 46 sites involving more than 1000 people, with all jobs going as planned. Rail work over the long weekend included three major NZ Upgrade Projects (Wiri to Quay Park/Third Main, Papakura – Pukekohe electrification, and Southern Stations); KiwiRail and Link Alliance continuing track works at Waitematā (Britomart), Newmarket and Maungawhau/Mount Eden – to support the City Rail Link (CRL); continuing work on Stage 2 of the Rail Network Rebuild and further repairs to a slip on the Western Line. General maintenance included replacing worn rail and sleepers, while track maintenance machines – tampers, ballast cleaners and rail grinders – were operating across the wider network.

To keep New Zealand's supply chain functioning, we continued running freight services in Auckland

INTERISLANDER

The *Kaitaki* returned to service on 12 April 2023 after an extensive repair process to its gearbox. The *Kaitaki* successfully completed sea trials on 9 and 10 April 2023, and the first services have sailed.

The Interislander team's focus is now on ensuring good fleet-wide reliability and on time performance.

While media coverage has been extensive regarding disruption to passengers it is worth noting that Interislander has had three ferries in service throughout: *Kaiarahi*, *Aratere* and the freight-only ferry *Valentine*.

From 4 March to 8 April 2023 the following percentages of those booked to sail on *Kaitaki* were accommodated on other sailings:

- 72.5% of passengers accommodated
- 92.9% of CV accommodated

6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES

Service level reporting

Starting with this report, KiwiRail will report fortnightly on the on-time performance (i.e. arrival within 15 minutes of schedule) and schedule reliability to demonstrate our performance improvements over time. These are benchmarked against their targets”

Date range	On Time Performance Target 88% +/- 15min tolerance	Reliability target 98% (Excl. weather)
25 – 31 March 2023	45%	50% 69% without <i>Kaitaki</i>
1 – 7 April 2023	70%	55% 71% without <i>Kaitaki</i>

Commerce Commission

On Thursday 6 April, the Commerce Commission advised KiwiRail that it would be looking into matters relating to service delays and our obligations under the Fair-Trading Act. We will be fully cooperating with the Commission and remain confident we have complied with our obligations under the Act.

IREX UPDATE**Terminals**

On 3 April 2023, the terminal entrance for passenger vehicles in Picton moved from Auckland Street to Lagoon Road. This was a major change in road layout and the iReX team worked closely with Marlborough Roads, regular users (eg. tourism operators and Commercial Vehicle drivers), local businesses, the Port, Marlborough District Council and the community to communicate this. The transition went smoothly.

At Kaiwharawhara, the old arrival terminal site (not in use) is set for demolition to free up space for construction.

Ships

The makers' selection and drawing review processes are progressing well with 36 per cent of drawings and 76 per cent of maker proposals now received and design work continuing.

Life-saving equipment

KiwiRail has selected Danish-based VIKING Life-Saving Equipment to supply the lifesaving equipment on the new Interislander ferries. The system does not use traditional lifeboats but is an alternative evacuation system using a chute and an inflatable, self-propelled rafts at sea-level when deployed.

The system is as good, if not better, than conventional survival crafts, as required by the International Maritime Organization, and attended by KiwiRail, Maritime New Zealand, VIKING Life, Lloyd's Register and the Isle of Man Ship Register.

Interislander will be the first in the world to use the VIKING LifeCraft system. We expect this will generate international interest. Because of the current Interislander disruption, and to give us time to fully brief our staff, we are taking a low-key approach to this announcement.

6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES

s 9(2)(i)

LONG DISTANCE PASSENGER TRAINS**Te Huia additional services**

When the five-year trial of the Te Huia service was initiated in 2021, it was anticipated would be changes and improvements to the service as required to maximise capacity and utilisation. KiwiRail, as the operator, has been working with service provider Waikato Regional Council to iteratively improve the service. The council's ambition is for additional services on Thursdays, Fridays, and Saturdays.

The additional services require a shift from the current double-locomotive train to an 'SD-lead' configuration where Te Huia will be led by a carriage with a drivers cab and pushed by a locomotive at the back of the train. This approach reduces the locomotive requirement, freeing the three contracted locomotives up to be used in more services.

In practice, it means the Te Huia train leaving on Thursdays and Fridays at 6am will be followed by a second leaving closer to 8am, with similar arrangements in the afternoon and evenings. KiwiRail has delivered key steps in achieving this, such as installing Electronic Train Protection equipment to support this approach and worked these changes through timetable committees to ensure the timeslots are available.

There are two main remaining steps before additional services can commence.

The first is that the change from a double-locomotive to an SD-lead configuration requires a safety case variation approval, which is an independent process managed by Waka Kotahi as regulator with KiwiRail as the applicant. KiwiRail has submitted the safety case variation. Waka Kotahi has indicated further information may be required, and KiwiRail will work to support Waka Kotahi to have the information it required to take the decision. This may take weeks to occur.

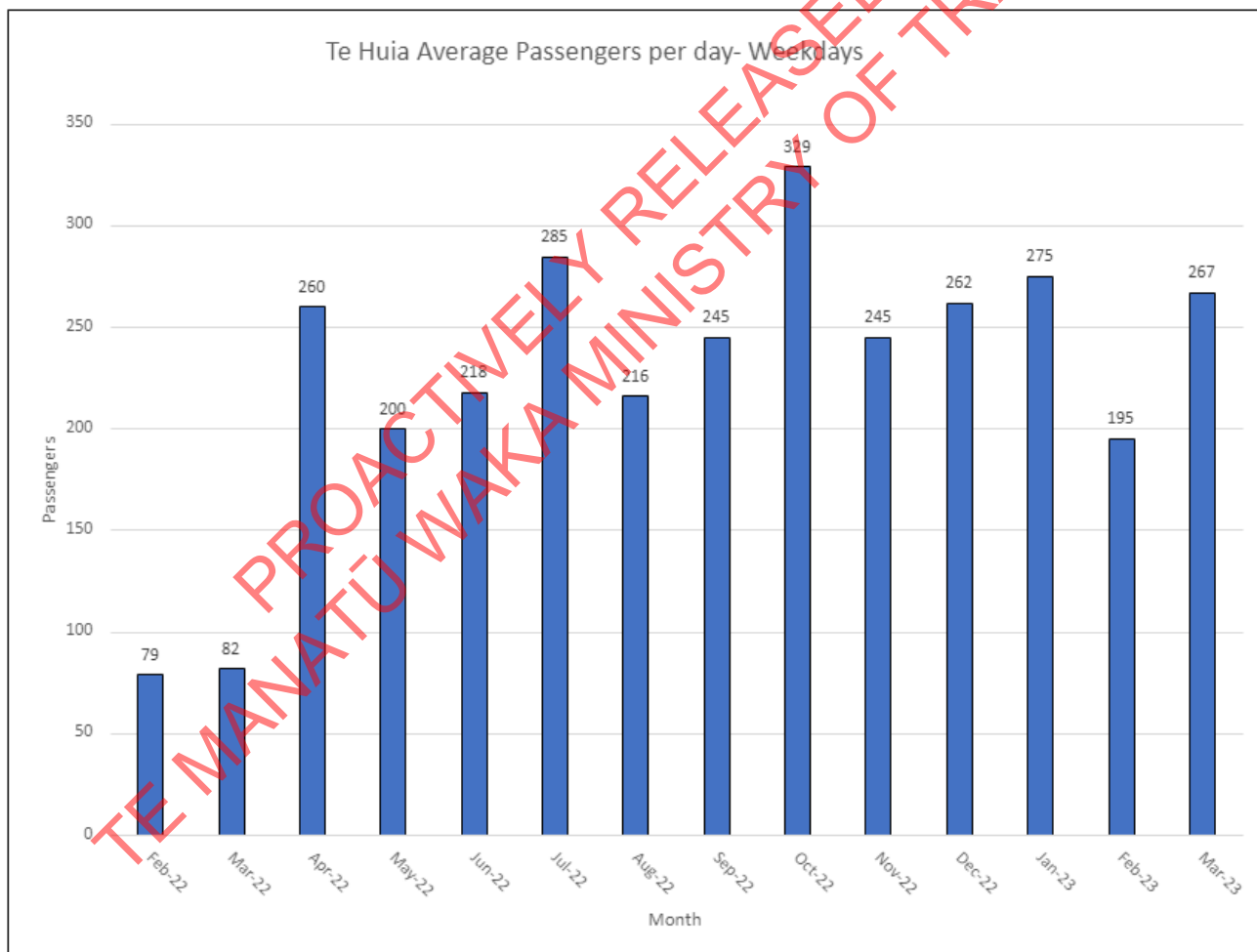
- The second is that additional services require additional Locomotive Engineers (or train drivers). LEs numbers are severely constrained in the upper North Island region, and it takes 1500 hours of driving (up to two years) to train an LE. The shortage of LEs is due to a number of unexpected resignations, planned retirements and unplanned early retirements, and due to a bit of pent-up energy with more people taking jobs offshore once borders reopened. Our attrition rates are higher than the long-run average – where we would normally lose 15 LEs a year, we are currently losing 30 at present. KiwiRail has had successful recruitments of LEs in this region, however the LEs may not be available to run the additional services until June 2023. We have communicated this to Waikato Regional Council.

We appreciate this reality is not ideal. We will monitor our attrition rates in the coming months and review the LE situation in October. If we consider LEs may be available sooner then we will communicate this to the Council at the time and advise your office, as this may mean an additional service start date sooner than June 2024.

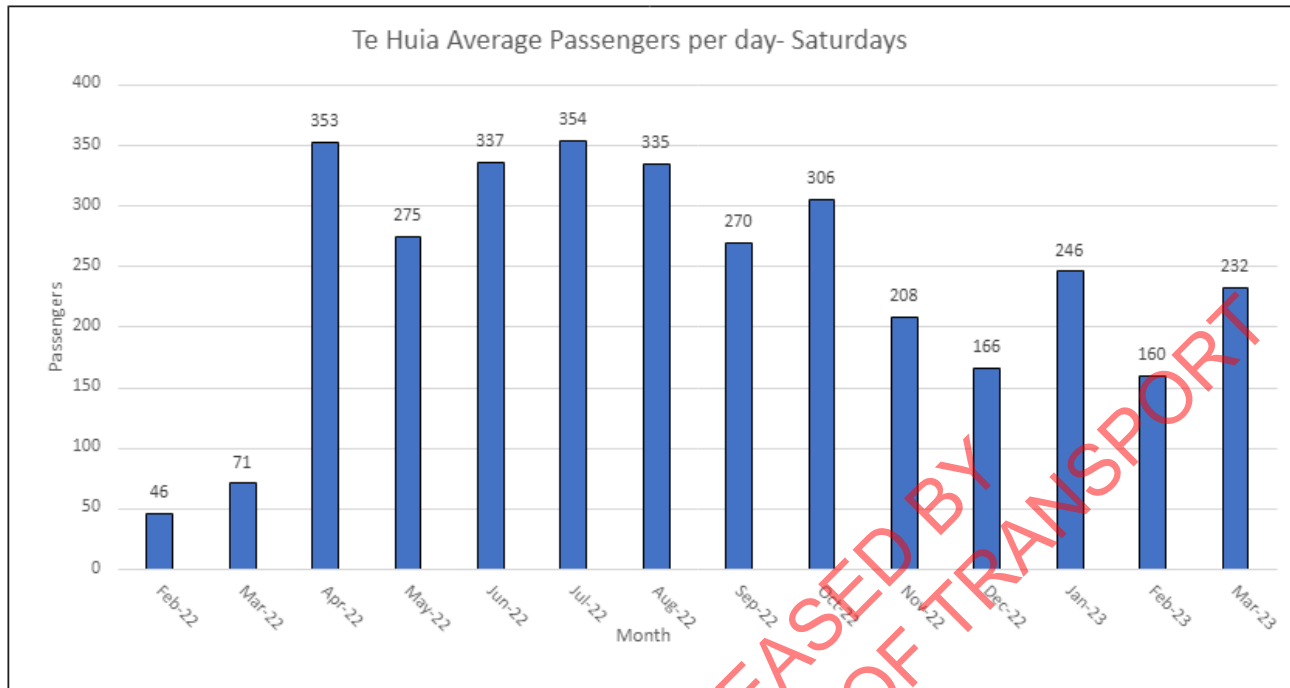
6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES

March passenger numbers

- Total of 5862 passengers carried (on board high count), with an average of 267 passengers carried on weekdays and 232 on Saturday services Also carried 136 Bikes and 71 Scooters.
- Average weekday passengers had a 226% increase in patronage for March 2023 when compared to March 2022
- Weekday patronage decreased by 37% for March (26 days of operation) when compared to February 2023 (16 days of operation)
- Saturday patronage has increased by 45% for the March 2023. when compared to December 2022, however it must be noted that only 1 Saturday service ran in January.
- Extra service operated on Saturday 18 March 2023, for the Balloons over Waikato Nightglow event and all tickets on the charter sold out

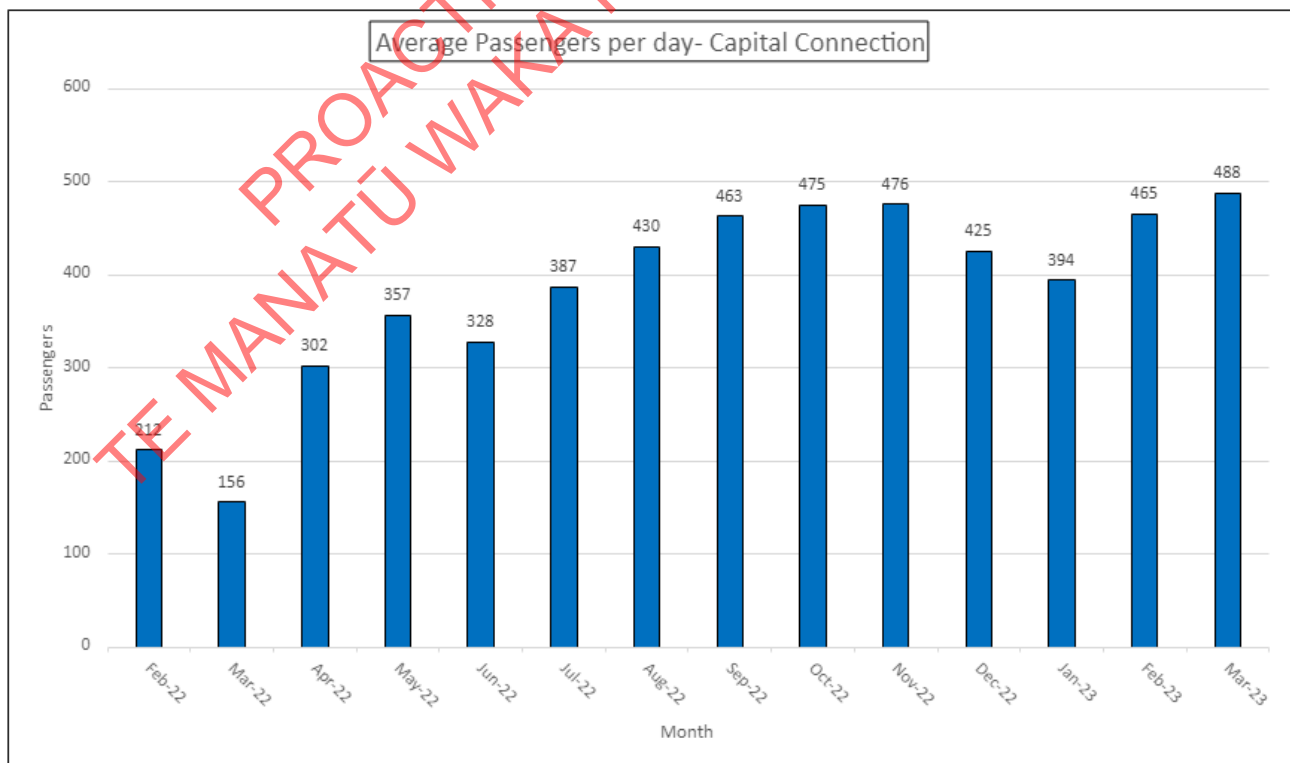


6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES



Capital Connection

- Average of 4188 passengers carried on weekdays. Average weekday passengers had a 5% increase in patronage for March 2023 compared to February 2023.
- Average weekday passengers had a 200% increase in patronage for March 2023 when compared to March 2022).



6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES

SCENIC SERVICES**Scenic Trains**

s 9(2)(i)

UPCOMING MEETINGS/EVENTS

15 April 2023 – Maniapoto Ceremony in Kihikihi (near Te Awamutu) with Ngati Maniapoto as part of the North Island Main Trunk Line is returned to the iwi (as per Treaty settlement), renamed as Te Ara O Tūrogo, then gifted back to the Crown.

Attending - Andrew Little - Minister of Treaty of Waitangi Negotiations, Ginny Anderson – MP Hutt South/Associate Minister of Treaty of Waitangi Negotiations will be attending alongside KiwiRail attendees: Chief Executive Peter Reidy, members of the Board, as well as executive members, and KiwiRail's iwi engagement team.

17 April 2023 – Rail Network Rebuild site visits with National Infrastructure MPs in Auckland

26 April 2023 – Hillside construction site visit with MPs Simeon Brown and Michael Woodhouse

18 May 2023 – Minister Wood to attend opening of new Train Control hub.

6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES



s 9(2)(b)(ii)

Auckland Ferry Workforce Issues

On 11 April 2023 we met with the Auckland ferry operators, Maritime Union of New Zealand, the Marine Transport Association and the New Zealand Maritime School to seek their views on steps that could be taken to make certification processes smoother and easier for ferry operators seeking to bring in foreign seafarers. A range of ideas were raised including (but not limited to):

- Assistance to operators such as an account manager or people with 'authority to act' to represent multiple applications.
- Ease of access for applicants, e.g. through digital tools.
- Greater clarity on what overseas qualifications were equivalent to what NZ qualifications.
- Exemptions around things like high speed endorsements and the temporary ability to operate whilst qualifications are being renewed.
- Post- and pre- application assessments of skills.
- Long and medium term changes to standards and to the SeaCert framework (with recognition that these would need to be worked through carefully).
- Significant changes to the way in which the New Zealand qualifications run by the Maritime schools are operated (more on this below).

Some of these suggestions will be easier than others to explore and implement in the short term, and a number are not able to be addressed by Maritime NZ alone. As a next step, we will compile a package of steps that we know we can implement or explore further, to test with the sector. We may not have finished this testing by the time you meet again with operators on 26 April 2023, but at that meeting we will be able to commit to implement a package of measures as part of a wider plan.

We have also been having discussions with the New Zealand Maritime School, unions and the sector on what a longer-term package of measures aimed at the development of the New Zealand maritime workforce looks like; beyond matters such as improving pay and working conditions. Key themes raised so far are:

6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES

- a potential need to drive greater alignment between the courses the Maritime schools offer and the regulatory requirements to be certified as a seafarer (e.g. so that the time taken / costs involved in these qualifications reflect what is needed to be certified and so that people entering these courses have a degree of certainty that they will be certified, recognising that certification will require additional checks, such as medical fitness, sea service etc);
- a possible need to provide easier pathways for people to enter seafarer courses without being sponsored by an employer (e.g. so people can more easily choose the maritime sector at the start of their careers);
- some potential problems that arise with the 'per student' model under which vocational courses are funded (given the nature of the regulatory requirements, which result in multiple potential pathways for seafarers, providers often have to offer many courses to a relatively small number of applicants per course); and
- questions about whether some courses remain adequate to ensure that people with the right skills come through (for example, lack of hands on / practice work for basic Maritime Engineering courses).

These themes mirror many of those raised with us on 11 April 2023. Exploring and addressing these issues would likely require us to be more hands on in bringing together the Maritime School, Te Pukenga and the responsible government agencies. We are not resourced to do this, as it goes beyond our core role. We are considering how we can at least initiate discussions to scope the size of the issue. To advance this set of issues will require the explicit support of Ministers, as it may require changes to the normal way in which vocational courses are prioritised and funded.

We are happy to discuss this set of issues with you once we have completed our discussions with the sector.

Definition of NZ Seafarers – advice to inform the Quarantine and Isolation Capability (QIC) Readiness Plan

The Chief Ombudsman has published his final opinion following an investigation into access to Managed Isolation and Quarantine (MIQ) for New Zealand offshore seafarers. The Ombudsman has recommended that should the need to use the MIQ system arise again, MBIE (who previously administered the system) should provide fresh advice to Government on how the MIQ system can better account for the interests of New Zealand offshore seafarers. MBIE has accepted this recommendation.

To support MBIE to implement this recommendation, we have agreed over the next few weeks to provide MBIE with independent advice on the categories of NZ seafarers we think should be included in a maritime allocation under any future MIQ settings (alongside foreign crew change in New Zealand). We note the Ombudsman Report outlines that Maritime NZ did raise the issues with New Zealand seafarers and potential options, so we have already done some thinking on this. Before finalising our advice, we will test our thinking with key industry stakeholders, s 9(2)(a)

Maritime NZ understands that MBIE will incorporate this advice into its QIC Readiness Plan. The Readiness Plan was commissioned by Cabinet in 2022 as MIQ was in the process of being decommissioned, and is intended to form the basis of advice to Ministers on how best to re-establish MIQ in the event of an infectious disease threat at the border.

6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES

Protecting Pacific supply chains

On 27-31 March 2023 in Rotorua, Maritime NZ and the International Maritime Organization (IMO) jointly hosted a workshop of Pacific Island countries, and Pacific, United States and Australian agencies to enhance maritime security and help protect Pacific supply chains.

Together, we worked through the IMO model on the Whole of Government Approach to Maritime Security. The purpose was to support Pacific Island countries and partner organisations to improve their national maritime security decision making, policy development and implementation through the development of national maritime security committees, risk registers and strategies. The five days included technical learning, participating in exercises and building networks across the Pacific Island countries.

Attending were senior officials from the Cook Islands, Fiji, Kiribati, Nauru, New Zealand, Niue, Samoa, Solomon Islands, Tonga, and Vanuatu, and officials from partner organisations including the South Pacific Community, Pacific Fusion Centre, United States Coast Guard, and Australian Department of Home Affairs.

The workshop was officially opened with a karakia by tangata whenua, Hapū Ngāti Wahiao and Tūhourangi.

s 9(2)(a)



International and New Zealand delegates at the workshop in Rotorua.

Skipper sentencing

On 27 November 2021, Mark Young was the skipper of a recreational craft that crashed onto rocks on Lake Wakatipu. Four people suffered injuries as result of the crash, the most significant being a scalded foot from cooking oil on board the vessel. Following an investigation, Maritime NZ laid charges against Mr Young.

Mr Young was sentenced on 30 March 2023, where the court found that he did not operate at a safe speed, keep a proper lookout and operated the vessel in a dangerous way. Mr Young was ordered to pay a fine of \$1,000 plus court costs of \$130. Reparation of \$1,850 was paid to two victims of the crash. While not a significant fine, this case highlighted the importance of operating recreational vessels in a safe and competent manner.

Bluebridge breakdown

On 24 March 2023, Bluebridge ferry the Connemara suffered a partial loss of propulsion in the Marlborough Sounds while travelling to Picton. The failure was caused by one of its two engines malfunctioning. The crew was able to get both engines running again within approximately 30 minutes.

6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES

Maritime NZ contacted Strait NZ on the day of the incident to determine cause and ensure corrective and preventative actions had been taken. We are satisfied that there was no need to take any further action at this time, and will be following up during their annual audit later this year.

We continue our investigation, inspection and engagement work with inter-islander ferries with a focus on maintenance.

Maritime NZ in the media

Prior to Easter Weekend, in conjunction with our Harm Prevention team, we developed a press release aimed at recreational craft users covering ways to keep themselves safe on the water. This was picked up by *NZME*, *MediaWorks* and *Stuff*.

On Easter Monday we were contacted by multiple media about a rescue coordination the prior evening on the Hauraki Gulf involving the rescue of three people after their vessel sunk.

We are continuing to work on a response for *RNZ's Nine to Noon* about our role in Cook Strait safety.

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

Directory

Wellington Head Office

Te Manatū Waka
3 Queens Wharf
Wellington 6011
PO Box 3175
Wellington 6140
Telephone: + 64 4 439 9000
Email: info@transport.govt.nz

transport.govt.nz

