

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 26 May 2023

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

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PROACTIVELY RELEASED BY
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1 ACTIONS FROM TRANSPORT OFFICIALS' MEETING

1 Actions from transport officials' meeting

Action	Due date
None this week.	Nil.

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2 UPCOMING BRIEFINGS

2 Upcoming briefings

Briefings to Minister Wood	Due date
<p>Electric Vehicle Charging Strategy: Consultation results and proposed changes</p> <p><i>Comment on due date</i></p> <p>As discussed with your Office we are delaying the summary of submissions by a week to allow for a thorough analysis of the large number received.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Week ending 2 June 2023.</p> <p>Original due date 26 May 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>Comment on due date change</i></p> <p>The Official Information Act response has been extended under sections 15A(1)(a) and 15A(1)(b) of the Act</p> <p><i>Responsibility: Hayden Berkers, Acting Manager, Programme Assurance and Commercial</i></p>	<p>Week ending 2 June 2023.</p> <p>Original due date 1 April 2023.</p>
<p>Ministerial Direction to Waka Kotahi on function to enable six-month impoundment</p> <p><i>Comment on due date change</i></p> <p>Delayed to respond to late feedback from Waka Kotahi.</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Week ending 2 June 2023</p> <p>Original due date 26 May 2023</p>
<p>Proactive Release of Euro 6/VI Cabinet paper and briefings</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Week ending 2 June 2023.</p>
<p>Proactive Release of Clean Car Discount review Cabinet paper and briefings</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Week ending 2 June 2023.</p>

Briefings to Minister Wood	Due date
In-Principle Expense Transfers from 2022/23 to 2023/24 for Vote Transport <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 2 June 2023.
Official Information Act request from s 9(2)(a) for advice received by the Minister as mentioned in the reply to Written Parliamentary Question (WPQ) 8053 <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Week ending 2 June 2023.
Meeting with City Rail Link Limited's Chair and Chief Executive on 13 June 2023. <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 9 June 2023.
Meeting with the Transport Accident Investigation Commission's Chief Commissioner and Chief Executive: 13 June 2023 <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 9 June 2023.
Official Information Act request from s 9(2)(a) for a copy of the four letters that the Minister of Transport sent to Auckland Light Rail Limited on 22 September 2022, 21 November 2022, 6 March 2022 and 21 April 2023 <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 9 June 2023.
s 9(2)(f)(iv) <i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i>	Week ending 9 June 2023.
s 9(2)(f)(iv) <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Week ending 23 June 2023. Original due date 17 March 2023.
Budget 2023 Proactive release of advice <i>Responsibility: Tim Herbert, Manager, Investment</i>	Week ending 23 June 2023.
Climate Change Commission's draft advice to inform the strategic direction of Emissions Reduction Plan 2.0 (ERP2) – transport implications <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Week ending 23 June 2023.

2 UPCOMING BRIEFINGS

Briefings to Minister Wood	Due date
Review and approval of the Amendment Agreement – Meteorological Service of New Zealand Ltd, 1 July 2023 to 30 June 2027 <i>Responsibility: Hayden Berkers, Acting Manager, Programme Assurance and Commercial</i>	Week ending 23 June 2023.
<i>s 9(2)(f)(iv)</i> <i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i>	Week ending 21 July 2023.
Key steps for the Crown to reach a decision at the end of the Auckland Light Rail (ALR) Detailed Planning Phase <i>Comment on due date change</i> Original briefing purpose has been overtaken by events and other briefings on route and stations. A reworked briefing with fuller negotiation advice will be provided by July 2023. <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending TBD. Original due date 31 March 2023.

Note: The above briefing was cancelled and never went to the Minister

Briefings to Minister Allan	Due date
Proactive release of Land Transport (Road Safety) Amendment Bill briefings and Cabinet paper <i>Comment on due date change</i> To allow time for further discussions with Crown Law regarding the release of legal advice to the Attorney General on the Bill's proposals. <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 2 June 2023. Original due date 26 May 2023.
Approval to consult on Maritime Rules Omnibus <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 2 June 2023.
Maritime New Zealand expenditure from the Protection of Transport Sector Agency Core Functions appropriation in 2023/24 <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 2 June 2023.

2 UPCOMING BRIEFINGS

Briefings to Minister Allan	Due date
<p>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</p> <p><i>Comment on due date change</i></p> <p>Delayed due to staff illness.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Week ending 9 June 2023.</p> <p>Original due date 2 June 2023.</p>
<p>Meeting with the New Zealand Air Line Pilots' Association</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p>Week ending 9 June 2023.</p>
<p>Chatham Islands Vessel Replacement Project – Project Leadership and next steps</p> <p><i>Responsibility: Hayden Berkers, Acting Manager, Programme Assurance and Commercial</i></p>	<p>Week ending 9 June 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Week ending 16 June 2023.</p>

3 Key priorities

Minister Wood	
Community Connect implementation for Community Service Card Holders: Clarification of admin costs funded	
<p>We are preparing for the launch of Community Connect for Community Service Card (CSC) holders on 1 July 2023. To support this, we seek clarity on what administrative costs incurred by Public Transport Authorities (PTAs) can be covered by the Crown.</p> <p>In December 2022, we provided a briefing that confirmed the Crown would pay for implementation costs, including funding being available for the first smartcard for those eligible for Community Connect. Waka Kotahi is finalising Memorandums of Agreement (MoA) with PTAs. We seek your direction on which ongoing administration costs can be claimed by PTAs for Community Connect, as this needs to be detailed in the MoAs. Emails regarding Community Connect eligibility will be sent to CSC holders on 31 May 2023.</p> <p>We note that we are still working on the funding details for the Community Connect extensions. Decisions guiding the original Community Connect may set a precedent for what funding is made available under the extensions.</p> <p>We propose (with Waka Kotahi) the following costs can be claimed by PTAs:</p> <ul style="list-style-type: none"> • Ongoing IT system costs associated with administering the concession (e.g., API platform maintenance and support). • Postal costs (e.g., Auckland Transport (AT) sending out letters to AT HOP holders whose entitlement to Community Connect is about to end due to their CSC ending). • Customer support - the extra staff employed to assist with loading new / renewing concessions and answering general queries about Community Connect (e.g., eligibility or amount charged queries, etc). • Overhead admin charge of 2 percent - this is to cover the costs of submitting claims in Transport Investment Online, maintaining records, etc. <p>Other CERF bids typically allow Waka Kotahi to claim a 2 percent overhead admin charge, which we will include in the funding agreements for Community Connect. The PTA overhead admin charge has been chosen to align with this.</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Next steps:</p> <p>Officials will inform Waka Kotahi of your decision to incorporate into Memorandum of Agreements with PTAs.</p>

Minister Wood

Transferring funding for Maritime to prepare for its extended designation under the Health and Safety at Work Act 2015 (HSWA)

Maritime NZ's (MNZ) new HSWA designation, and an increase to its Health and Safety at Work Levy funding, will take effect from 1 July 2024.

Cabinet has authorised you, the Associate Minister of Transport, and the Minister of Finance to transfer up to \$1.2m between MNZ's appropriations before the new designation takes effect, so that it can prepare.

We will transfer this funding through the October Baseline Update (OBU).

MNZ is comfortable with this approach and has sufficient funding to carry on with implementation work before the transfer.

The Cabinet paper incorrectly stated the name of the appropriation that MNZ's levy funding should go to. We will also use OBU to correct the appropriation name.

Responsibility: Megan Moffet, Manager, Regulatory Policy

Next steps:

We will include these changes in the October 2023 Baseline Update for your approval.

Minister Wood

s 9(2)(f)(iv)

Responsibility: Richard Cross, Director, System Performance and Governance

3 KEY PRIORITIES

Minister Wood

Liability Regime for Automated Vehicles (AVs)

In December 2022, officials briefed you on preliminary issues related to a potential liability regime for Automated Vehicles (AVs) [OC220813 refers]. At that time, we undertook to prepare a draft issues paper for your review by the end of May 2023. However, due to time and resource constraints and the complexity of the issues involved, officials have not been able to meet this deadline. Given that public consultation is unlikely to occur before the election, we consider that it is preferable to continue developing the paper and engaging with key stakeholders over the next few months. This will enable us to provide a more robust issues paper for your consideration later in the year. By this time, other issues related to the regulatory framework for vehicle standards should be further developed and this will help inform our work on AVs.

We have begun conversations with Waka Kotahi, Police, and Accident Compensation Corporation (ACC), and will soon engage with the Ministry of Justice, about matters related to AV liability that could impact their work and/or the legislation that they have responsibility for. Initial discussions with ACC suggest that personal injuries resulting from AV accidents will be covered by the existing motor vehicles fund. We have also engaged with the Insurance Council of New Zealand to understand the potential impact of AVs on the vehicle insurance market. All of these conversations are ongoing.

We are also closely following regulatory developments in other jurisdictions and meeting regularly with the Australian National Transport Commission, the Australian Office of Future Transport Technology, and the Canadian Ministry of Transport.

There are several policy options available, but if New Zealand were to follow a similar approach to Australia, we would need to define a new entity that could be held responsible for driving offences/accidents when an automated driving system is engaged (e.g., the vehicle manufacturer). This will require consideration of a range of complex issues including:

- Who that responsible entity should be, and what requirements they must meet.
- How Police/insurance providers will be able to determine whether an automatic driving system is engaged at the time of an incident.
- What road network and safety measures (e.g., signage) are needed to ensure the ability of AVs to function safely, and what are the implications for liability if these standards are not met.
- What (if any) are appropriate penalties for driving offences caused by an automated driving system.

Next steps:

Officials will continue to develop the issues paper on AV liability, in consultation with other relevant agencies. The intention is to carry out a public consultation in late 2023.

Minister Wood**Liability Regime for Automated Vehicles (AVs)**

(Continued)

A key consideration in this work is also the appropriate timing for any regulatory intervention. Some jurisdictions are choosing to be more proactive than others, but this comes with risks relating to uncertainty around how AV technology will continue to develop. Officials are particularly mindful of this uncertainty in preparing this issues paper and any accompanying advice.

Responsibility: Donna Provoost, Manager, Strategy

Minister Wood**Assessment of the Waitematā Harbour Crossing development analysis**

TSA has now been contracted to undertake the rapid independent assessment of the Waitematā Harbour Crossing analysis to date. On 22 May 2023 we met with TSA to provide additional context and review the purpose and timeframes for the rapid assessment. That afternoon TSA met with Waka Kotahi and they have begun work on reviewing key documents. On 26 May 2023 TSA had interviews with relevant Waka Kotahi staff, and additional interviews may occur in the week ending 2 June 2023. We will continue to work with TSA and Waka Kotahi to the timeframes below:

Date	Milestone
2 June	TSA to provide the Ministry and the Treasury a draft report summarising findings.
5 June	The Ministry and the Treasury to provide feedback to TSA on the draft report.
8 June	TSA to provide final version of the report to the Ministry and the Treasury.
8 June	TSA to brief you via a Zoom meeting

Responsibility: Richard Cross, Director, System Performance and Governance

Next steps:

We will continue to keep you updated on the progress of the rapid assessment through the Weekly Report.

3 KEY PRIORITIES

Minister Wood

MetService contract amendment progress

As the Meteorological Service of New Zealand Limited (MetService) contract renewal budget bid was successful, we are continuing with the drafting stages of the amended contract between yourself and MetService. As a result of the budget decision, in the final four years of the contract, the Crown will be paying for the capital charge and depreciation for three radar upgrades (Wellington, Canterbury and Auckland). Last year you approved the withdrawal of the Radiifax Service which we will now reflect in the contract by removing it from the meteorological services table.

For your awareness, notifications of the withdrawal of the Radiifax service have begun via a notice on the MetService website, a Notice to Mariners published via Land Information New Zealand, and a separate notice issued by MNZ. These notices are time limited but will continue as notifications to the community beyond the shutdown on 1 July 2023. MetService has also formally advised the UK Hydrographic Office and the World Meteorological Organisation so that updates to technical documents can be actioned. All charts transmitted under the MetService contract with Airways will also contain a notice until 1 July 2023.

We are currently working with MetService to have the contract renewal agreed by the MetService Board and MetService's shareholding Ministers, as this contract renewal and associated asset value represents a major transaction under the Companies Act. We expect to provide you with a final contract for your signature, as well as a briefing highlighting changes from the previous contract term in the week ending 23 June 2023.

Responsibility: Hayden Berkers, Acting Manager, Programme Assurance and Commercial

Next steps:

A briefing and final contract is expected in the week ending 23 June 2023.

Minister Wood

Community Connect update: Engagement with Public Transport Authorities (PTAs)

On 23 May 2023, Ministry and Waka Kotahi officials met with PTA representatives to discuss the Budget 2023 Community Connect announcements. These meetings were an opportunity to explain the Community Connect extensions to PTAs, answer any questions on the initiatives and seek initial comments from PTAs on implementation (e.g., indicative timeframes, possible hurdles, and interim implementation options).

The PTAs were supportive of the Community Connect extensions – all PTAs signalled their intent to implement half price fares for under 25 year olds and free fares for under 13 year olds. There were questions around implementation details. Most queries were around expectations for age verification, whether cash fares were eligible for the subsidy, confirmation we do not expect bus drivers to navigate verification on board, and how funding will be distributed.

The conversation quickly highlighted different implementation challenges across regions. We are working with Waka Kotahi to schedule follow up meetings to discuss regional intricacies. We are focusing on meeting with:

- the three largest public transport providers - Auckland Transport, Greater Wellington Regional Council, and Environment Canterbury Regional Council;
- Otago Regional Council as the representative of PTAs using the Regional Integrated Ticketing System; and
- PTAs who receive third party funding to provide free tertiary fares (i.e., Horizons, Waikato, Bay of Plenty).

PTAs were unable to confirm expected delivery timeframes but noted they are working with ticketing providers to understand options, associated costs, and timeframes (including interim delivery options). In our follow up meetings with PTAs, we will query indicative timeframes or when these might be available.

Responsibility: Helen White, Manager, Mobility and Safety

Next steps

We will keep you updated on discussions with PTAs and seek decisions from you on the design of the scheme as new implementation matters are identified.

3 KEY PRIORITIES

Minister Wood	
Aviation Security Standards	
s 6(a), s 9(2)(f)(iv), s 9(2)(g)(i)	
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Responsibility: Dr Natasha Rave, Manager, Resilience and Security	

Minister Wood

Cyclone Recovery

Policy function (excl. legislation)

This function is responsible for providing policy advice to Ministers, excluding policy advice on legislation which is managed by the legislation function.

Function lead: Nick Paterson, Manager, Cyclone Recovery

We have provided you a briefing with a draft decision-making framework to establish what are operational decisions for the Waka Kotahi and KiwiRail boards, what are strategic decisions for Ministers, and draft letters to sign and send to the boards that reflect this decision-making framework. The briefing also covers initial oversight, monitoring, and assurance arrangements. We have worked closely with Waka Kotahi and KiwiRail on this work.

s 9(2)(f)(iv)

Legislation function

This function is responsible for providing policy advice to Ministers on cyclone recovery legislation, including Orders-in-Council, and for the implementation of cyclone recovery legislation.

Function lead: Jessica Ranger, Manager, Placemaking and Urban Development

On 22 May 2023, relevant Ministers were provided with briefings seeking policy approvals for proposed modifications to approval processes for transport infrastructure works via Orders-in-Council (OiCs). One OiC is focused on enabling KiwiRail to progress rail infrastructure works. The other is focused on enabling Waka Kotahi to progress recovery works on or near the state highway corridor.

We have received feedback from Crown Law

s 9(2)(h)

We have started the process to have a Regulatory Impact Statement (RIS) ready to go with the final policy decisions Cabinet paper to be considered by the Emergency Weather Recovery Committee (EWR) on 21 June 2023.

We have started developing the formal engagement plan to go with the paper for EWR. This work includes engaging with our partner agencies, including Te Puni Kōkiri and Te Arawhiti, on our proposed approach and seeking their input.

Oversight, monitoring, and assurance function

This function is responsible implementing and administering oversight, monitoring, and assurance arrangements agreed by Ministers. Policy advice on oversight, monitoring and assurance is provided by the policy function.

Function lead: Hayden Berkers, Acting Manager, Programme Assurance and Commercial

3 KEY PRIORITIES

Minister Wood

Cyclone Recovery

(Oversight, monitoring, and assurance function continued)

s 9(2)(f)(iv)

Investment function

This function is responsible for advising, managing, and implementing Budget decisions to support the cyclone recovery, and managing any other investment activities to support the cyclone recovery.

Function lead: Tim Herbert, Manager, Investment

Following the announcement of Budget 2023, we are seeking clarity from the Treasury on the intended scope of the \$6 billion of funding to build back better from recent weather events

s 9(2)(f)(iv)

Similarly, we are awaiting confirmation from the Minister of Finance on whether Waka Kotahi may use the \$250 million approved for 2022/23 to fund the repair of roads that were damaged as a result of Cyclone Hale (10 January 2023), or if this funding was specifically for Cyclone Gabrielle and the Auckland Anniversary weekend flooding events.

Finance function

This function is responsible for drawing down non-departmental appropriations for Cyclone Gabrielle.

Function lead: Paul Laplanche, Chief Financial Officer

Waka Kotahi claimed \$63,664,661.92 against Cyclone Gabrielle appropriation on 22 May 2023. The claim is a mix of paid council claims of \$51,788,427 and Waka Kotahi's own State highway cyclone emergency maintenance work of \$11,876,235.00.

Responsibility: Nick Paterson, Manager, Cyclone Recovery

Next steps

s 9(2)(f)(iv)

A draft Cabinet paper on the Orders-in-Council will be provided to your Office on 31 May 2023.

Responsibility: Nick Paterson, Manager, Cyclone Recovery

Minister Allan**Maritime New Zealand Report for the March Quarter 2023**

On 18 May 2023 you received MNZ Quarterly Performance Report for quarter three 2022/23. This was a quarter in which a number of major events in the maritime sector impacted on MNZ's work programme, including Cyclone Gabrielle and the Kaitaki and Nadi incidents.

MNZ has recorded a greater surplus (\$3.5 million) than it had budgeted (\$1.1 million) for the nine months to quarter-end. This was primarily a result of large operating revenues resulting from the full cruise season (with a corresponding reduction in the liquidity funding it needed to draw down). The surplus was also reinforced by a lower total expenditure than expected, however this is expected to be closer to budget by year-end.

s 9(2)(f)(iv)

Next steps:

The Ministry will continue to work closely with MNZ as it progresses its funding review, the HSWA designation change, and core work aligned with its mandate as an operational regulator.

3 KEY PRIORITIES

Minister Allan	
Maritime New Zealand Report for the March Quarter 2023	
(Continued) s 9(2)(f)(iv)	
Minister Allan	
Aviation Security Standards	
Please see the entry above in Minister Wood's key priorities. <i>Responsibility: Dr Natasha Rave, Manager, Resilience and Security</i>	Next steps: As above.
Minister Allan	
s 9(2)(b)(ii)	
<p><i>Responsibility: Hayden Berkers, Acting Manager, Programme Assurance and Commercial</i></p>	

Minister Allan	
Transferring funding for Maritime NZ to prepare for its extended designation under the Health and Safety at Work Act 2015 (HSWA)	
<p>Please see the entry above in Minister Wood's key priorities.</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Next steps:</p> <p>As above.</p>
Minister Allan	
Launch of sustainable aviation fuel feasibility study	
<p>On 16 June 2023 Air NZ and the Minister of Tourism, Hon Peeni Henare, will announce a joint Air New Zealand-government \$2.3 million 'phase 2' study into the feasibility of producing sustainable aviation fuel (SAF) in New Zealand. The Minister for Tourism is making the announcement as the bulk of the government's funding towards the study is associated with the Tourism Industry Transformation Plan, which has a focus on decarbonising the tourism sector. Phase 1 of the study, which is now completed, involved four desktop pre-feasibility studies and did not involve government funding. Phase 2 will take two of these four studies forward to assess in further detail SAF production feasibility. The Ministry will continue to be involved in these studies given SAF is the primary near-term solution for decarbonising medium- to long- haul aviation. In New Zealand, international aviation makes up around one-fifth of all transport emissions.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Next steps:</p> <p>The Ministry will continue to be involved in these studies and update Minister Allan at key milestones.</p>
Minister Allan	
Air Navigation System Review	
<p>The Independent Panel's report into the Air Navigation System Review has been publicly released.</p> <p>s 9(2)(f)(iv)</p>	<p>Next steps:</p> <p>s 9(2)(f)(iv)</p>

3 KEY PRIORITIES

(Continued)

s 9(2)(f)(iv)

We are also conscious of other work which connects with and potentially overlaps with some of the Panel's recommendations, including the Aerospace Strategy and Sustainable Aviation Aotearoa. We would not want to duplicate this work but would like it to connect within the organising framework so that its value to the aviation system can be better understood and valued as a contribution to the system.

Responsibility: Tom Forster, Manager, Economic Regulation

Minister Allan**Regional Land Transport Priorities**

Minister Allan has asked officials to provide updates on developments impacting land transport delivery in the regions, with a focus on work on policy settings that have a direct impact on regional land transport delivery.

Between now and October, the area of greatest focus is recovery from the cyclone and efforts that are proceeding in parallel on adaptation and managed retreat. The Ministry is responsible for actions in the National Adaptation Plan, which is reported on every six months, and for contributing to system-wide work that is led by the Ministry for the Environment.

In addition to this, other policy deliverables that are being advanced include:

The Government Policy Statement on Land Transport (GPS 2024)

- This will be consulted on with local government and others once approved by Cabinet. A Cabinet decision is required for officials to begin this engagement, though some of the GPS content (including the 'Build Back Better' priority) has been foreshadowed well in advance of the draft GPS being released. Depending on timing, officials will meet with many councils, often in person, throughout a short consultation process.

The National Supply Chain and Freight Strategy (the Strategy)

- This is being considered at the Cabinet Economic Development Committee (DEV) on 31 May 2023. The Strategy initiates a significant programme of work, to be delivered in partnership with the sector, with an initial focus on resilient connections to ports (which will encompass both road and rail). This has been influenced by recent weather events at the coast, and an understanding of the need to get in front of these critical infrastructure issues for regions.

Responsibility: Bryn Gandy, Deputy Chief Executive, System Strategy and Investment

Next steps:

We can provide more information on any of the above, or continue to provide updates through the Weekly Report, or both, per preference.

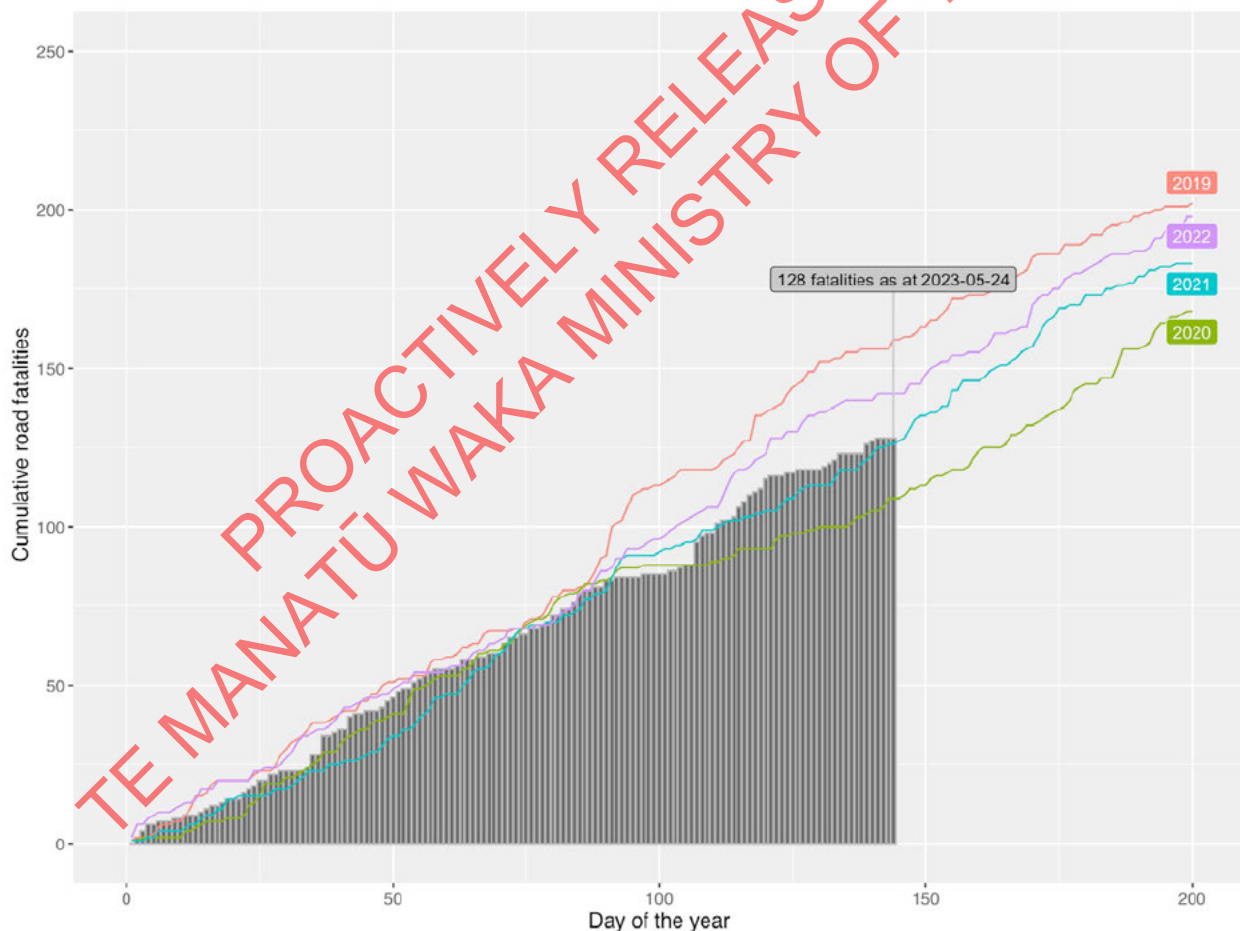
3 KEY PRIORITIES

Year to date road fatalities

Updated on 24 May 2023 for crashes until midnight 23 May 2023.

Cumulative road fatalities to 24 May 2023 are **128**, this is -14 fewer fatalities than the same date in 2022. A year-to-date comparison is shown in the table below:

crash month	2019	2020	2021	2022	2023
Jan	32	21	18	29	23
Feb	26	32	28	25	32
Mar	33	31	34	32	28
Apr	45	9	25	37	32
May	20	16	21	19	13
Total	156	109	126	142	128



Year to date road fatalities

The map below identifies the areas where fatalities have occurred in the past seven days (larger circles) and 2023 to date smaller circles, by mode and the table-chart provides a year to date comparison by region.



Responsibility: Dan Jenkins, Manager, Analytics and Modelling

3 KEY PRIORITIES

Clean car and electric vehicle registrations

Summary of registrations by CCD Band for week ending 21 May, 2023

Total registrations

total registrations this week	delta prev week	last full month (Apr)	delta prev month	year to date	delta prev year to date
5259	750	19,405	-7,934	100,396	-23,691

This week's 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)	8	279	19	306	29	78	1125
Very low (1-49g/km)	0	142	0	142	58	2	361
Low (50-99g/km)	0	778	0	778	-24	142	1063
Moderate (100-149g/km)	0	1238	0	1238	157	294	1560
High (150-199g/km)	0	1101	0	1101	222	514	3354
Very high (200-249g/km)	0	834	0	834	208	78	7203
Extremely high (over 250g/km)	1	469	0	470	80	49	3596
Unknown	158	13	219	390	20	107	1001

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	199	64	263	3	19	1026
Bus	6	0	6	5	1	20
Van	15	1	16	11	1	36
Truck	1	0	1	1	1	3
Motorcycle	19	0	19	11	1	46
Other	1	0	1	-1	1	36

Clean car and electric vehicle registrations

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

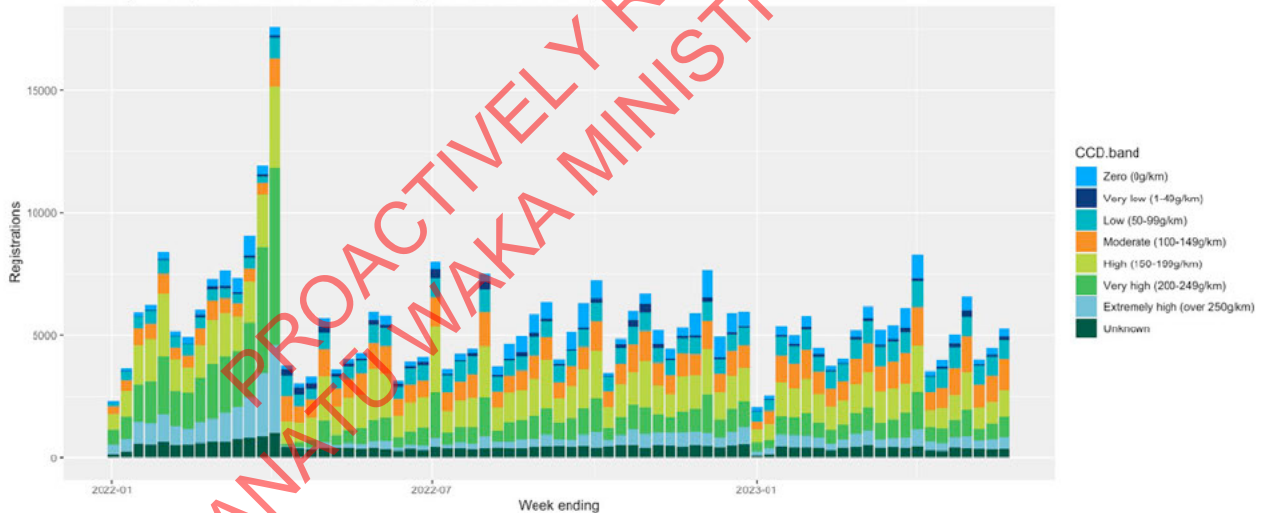
CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Car	3869		52824	0.098
Zero (0g/km)	Motorcycle	336		2538	0.005
Zero (0g/km)	Other	16		168	0.000
Zero (0g/km)	Van	653		1481	0.003

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		264	0
Zero (0g/km)	Other	2		49	0
Zero (0g/km)	Truck	11		137	0

Graphical summary of registrations:

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



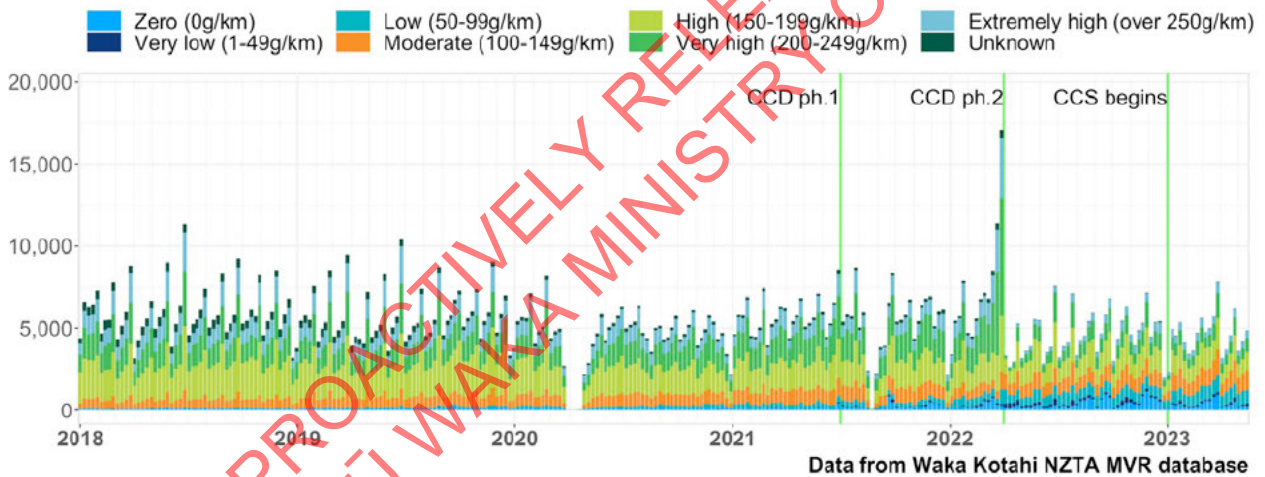
3 KEY PRIORITIES

Clean car and electric vehicle registrations

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



Weekly registrations of low-emissions motor vehicles

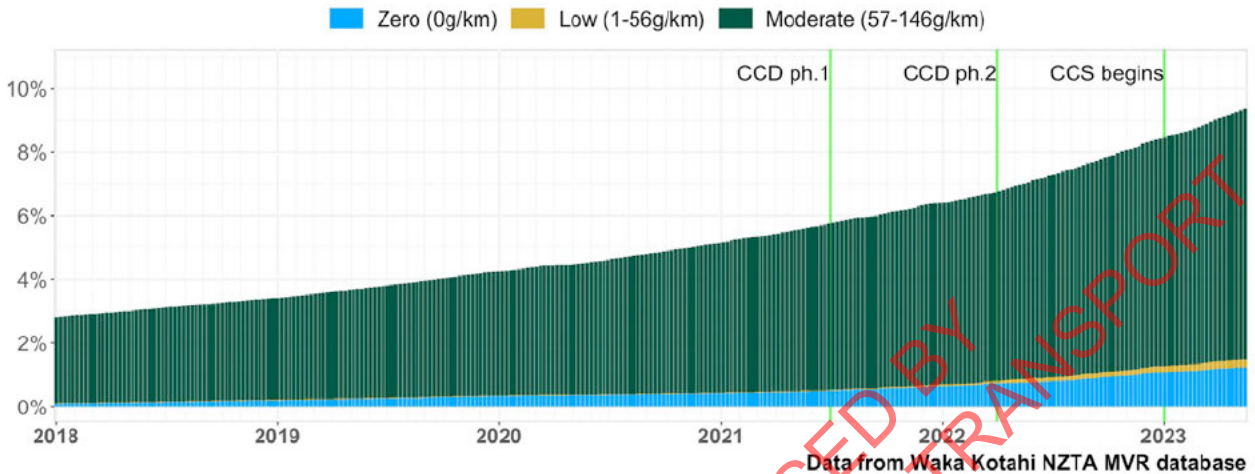


We will work to incorporate the new CCD bands in the figure below over the next week.

Clean car and electric vehicle registrations

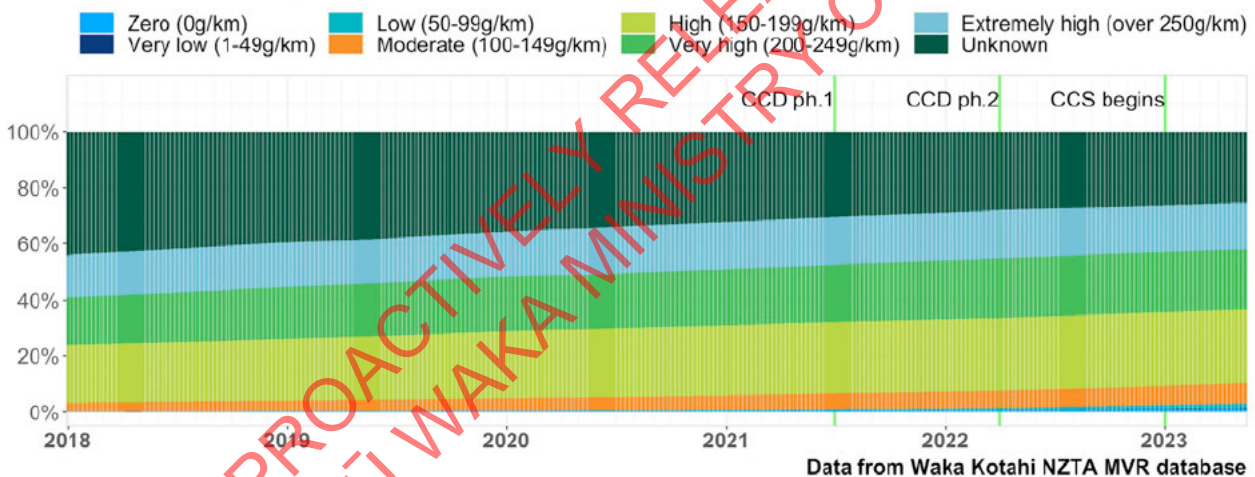
Low-emissions motor vehicle fleet

As a proportion of all light motor vehicles



Low-emissions motor vehicle fleet

As a proportion of all light motor vehicles




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: Dan Jenkins, Manager, Analytics and Modelling.

4 Cabinet papers

Minister Wood		
Paper	Committee	Status
Aotearoa New Zealand Freight and Supply Chain Strategy This paper seeks Cabinet's approval to release the Aotearoa New Zealand Freight and Supply Chain Strategy and initial actions. <i>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</i>	Cabinet Economic Development Committee (DEV). 31 May 2023.	Lodged.
s 9(2)(f)(iv)  <i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i>	Cabinet Economic Development Committee (DEV). 31 May 2023.	Lodged
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). 7 June 2023.	A draft paper has been provided to your Office for consideration.
Orders-in-Council for Transport Sector Recovery This paper seeks Cabinet's approval to draft Orders-in-Council (OiC) to support transport sector recovery works following the severe weather events. <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Extreme Weather Recovery Committee (EWR) 21 June 2023.	We will provide a draft Cabinet paper for Ministerial consultation on 31 May 2023, in accordance with the timeframes set by DPMC for the tranche 3 OiC process.

Minister Wood		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Karen Lyons, Director, Auckland</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>28 June 2023.</p>	<p>This paper is being drafted.</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>28 June 2023.</p>	<p>A draft paper was provided to your Office on 25 May 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Karen Lyons, Director, Auckland</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>19 July 2023.</p>	<p>This paper is being drafted.</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>Comment on due date change:</i></p> <p>To accommodate the request from your Office to bring forward the date of Cabinet Committee consideration</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>19 July 2023.</p>	<p>Original due date: 30 June 2023.</p> <p>We are confirming timeframes with your Office but currently aiming to provide a draft paper in the week ending 16 June 2023.</p>

4 CABINET PAPERS

Minister Wood		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Nick Paterson, Manager, Cyclone Recovery</i></p>	<p>Extreme Weather Recovery Committee (EWR)</p> <p>TBC.</p> <p>(Likely 26 July 2023)</p>	<p>We will provide an initial draft paper to your Office in the week ending 30 June 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i></p>	<p>Cabinet Legislation Committee (LEG)</p> <p>TBC.</p> <p>(Likely 17 August 2023)</p>	<p>We will provide a draft paper to your Office by 21 July 2023.</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>Date to be advised by your Office.</p>	<p>A revised paper has been provided to your Office ahead of Ministerial consultation.</p>

Minister Allan		
Paper	Committee	Status
<p>Supporting the ongoing financial sustainability of Maritime New Zealand and Civil Aviation Authority</p> <p>This paper seeks Cabinet's agreement on a pathway forward to support the ongoing financial sustainability of Maritime New Zealand and Civil Aviation Authority in the context of their ongoing funding reviews.</p> <p><i>Responsibility: Harriet Shelton, Manager, Governance</i></p>	<p>Cabinet Economic Development Committee (DEV)</p> <p>7 June 2023.</p>	<p>This was provided to Minister Allan's Office on 16 May 2023 for Ministerial consultation.</p>
<p>Maritime Transport (Infringement Fees for Offences – Manawātū River and Tributaries Navigation Safety Bylaw 2022) Regulations 2023</p> <p>This paper proposes that the Cabinet Legislation Committee authorise the submission to the Executive Council of the Maritime Transport (Infringement Fees for Offences – Manawātū River and Tributaries Navigation Safety Bylaw 2022) Regulations 2023.</p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i></p>	<p>Cabinet Legislation Committee (LEG)</p> <p>8 June 2023.</p>	<p>The draft papers are with Minister Allan's Office for Ministerial consultation.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Cabinet Environment, Energy and Climate Committee (ENV)</p> <p>22 June 2023.</p>	<p>s 9(2)(f)(iv)</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p>Cabinet confirmation or Cabinet Economic Development Committee (DEV) reconsideration.</p> <p>TBC.</p>	<p>s 9(2)(f)(iv)</p>

5 Cabinet papers led by other agencies

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
Cyclone Recovery – Progress to date and next steps	Cyclone Recovery Unit (CRU), Department of the Prime Minister and Cabinet	Minister for Cyclone Recovery Extreme Weather Recovery Committee (EWR)	21 June 2023.
Comment			
<p>This paper seeks agreement to a Government Recovery Funding Framework which is intended to help inform advice on funding proposals.</p> <p>We generally support the development of a framework, which could be useful for the allocation of government funding for regional and local recovery proposals, e.g., business support, local roads, remediation work, etc. However, the scope of the funding decisions intended to be captured by the framework is unclear, particularly whether it is intended to cover tagged contingency funding for transport infrastructure projects or not. If it does include transport infrastructure projects, we think there is a risk that the proposed framework constrains strategic decisions to be taken by Cabinet Ministers in July, as well as matters for the Waka Kotahi Board.</p> <p>The Cyclone Recovery Unit (CRU) have taken on board our feedback and the feedback of other agencies. The Cabinet paper has been deferred to a later lodgement date in late June, and the CRU will be holding a workshop with agencies ahead of the draft Cabinet paper going to Ministers.</p> <p><i>Responsibility: Nick Paterson, Manager, Cyclone Recovery</i></p>			<p>Next steps:</p> <p>The CRU will be holding a workshop on the decision-making framework ahead of a draft Cabinet paper going to Ministers.</p>

5 CABINET PAPERS LED BY OTHER AGENCIES

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
Next steps following the Ministerial Inquiry into Land Use in Tairāwhiti/Gisborne and Wairoa	Ministry of Primary Industries	Minister for the Environment and Minister of Forestry Extreme Weather Recovery Committee (EWR)	31 May 2023.
Comment			
<p>This paper outlines a proposal for the next steps following the Ministerial Inquiry into Land Use in Tairāwhiti/Gisborne and Wairoa (the Inquiry).</p> <p>We have a number of concerns with this paper and have raised these with the Ministry for Primary Industries. Our main concern is that we were not engaged in the inquiry, and we were not given an opportunity to comment on the recommendations before they were finalised.</p> <p>If the transport recommendations are agreed in principle, this would drive work across the transport sector that would divert resources from other priorities.</p> <p>s 9(2)(f)(iv)</p> <p>There are also aspects in the recommendations that are decisions for the Waka Kotahi Board (namely decisions around the National Land Transport Programme). Waka Kotahi has not been consulted on this Cabinet paper.</p> <p><i>Responsibility: Nick Paterson, Manager, Cyclone Recovery</i></p>			<p>Next steps:</p> <p>Ministerial consultation is currently underway, and we have provided advice to your Office</p>

5 CABINET PAPERS LED BY OTHER AGENCIES

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
s 9(2)(f)(iv)			
Responsibility: Nick Paterson, Manager, Cyclone Recovery			

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5 CABINET PAPERS LED BY OTHER AGENCIES

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
s 9(2)(f)(iv)			
Responsibility: Nick Paterson, Manager, Cyclone Recovery			

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

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



Aviation Security Service
Kaiwhakamaru Rererangi

Key Updates – week starting 22 May 2023

Public Sector Pay Adjustment (PSPA)

In April of this year, eligible AvSec employees covered by a collective agreement were provided pay adjustments in accordance with the PSPA guidelines.

The remaining group of (460) employees are subject to a remuneration review in July and The Authority has agreed to remuneration increases to align with the wider public sector and PSPA guidelines. This was a result of consultation with the relevant union, the Public Service Association (PSA), and is subject to ratification.

If successfully ratified, the amended CAA Collective Agreement would be in place from 1 July 2023 – 2026, providing stability over this period.

Communications and External Engagement

Authority Media Summary- last 7 days

Date	Activity	Channel
22 May 2023	<p>Accidents Highlight need for balloon safety harnesses.</p> <p><i>"Current Civil Aviation Rules specifically exempt balloon pilots from having to wear harnesses during take-off and landing.</i></p> <p><i>CAA Deputy Chief Executive, Aviation Safety, David Harrison, says the CAA is considering a change after the reports but it has already contacted all four commercial balloon operators in New Zealand and found they have voluntarily adopted the practice.</i></p> <p><i>The companies, including Queenstown's Sunrise Balloons, have incorporated it into their Safety Management Systems.</i></p> <p><i>The CAA is following up on other recommendations such as safety briefings, but these are also now thorough across the industry.</i></p> <p><i>"The best way to ensure safety in aviation is through voluntary best practice behaviour," Harrison says. "In this case, due to the small number of operators and their willingness to improve safety procedures beyond the requirements of the rules, we are satisfied that this risk is mitigated."</i></p> <p>https://www.odt.co.nz/regions/queenstown/accidents-highlight-need-balloon-safety-harnesses</p>	<p>Lakes Weekly</p> <p>RNZ</p> <p>Otago Daily Times</p> <p>One News</p>

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

Date	Activity	Channel
18 May 2023	Pilot wasn't wearing suitable safety gear. (In Print only) <i>Relates to the TAIC report released 18 May regarding pilot restraints in hot air balloons. "In the Methven incident, it found the pilot, who was seriously injured in a crash landing, was not wearing suitable safety gear... Under current Civil Aviation Rules balloon pilots are not required to wear harnesses during take-off and landing. The commission said not wearing a harness increased the potential safety risk to passengers. It wanted the rules updated so harnesses were mandatory for pilots during critical stages of balloon flight."</i>	Ashburton Guardian
18 May 2023	Expansion opportunities for Rangiora Airfield https://www.odt.co.nz/star-news/star-districts/expansion-opportunities-rangiora-airfield	Star News (Otago Daily Times)
20 May	Hot air balloon pilot's year-long road to recovery after near-fatal crash https://www.thepress.co.nz/a/nz-news/350013244/hot-air-balloon-pilot-s-year-long-road-to-recovery-after-near-fatal-crash	The Press

Planned communications and engagement May 2023

When	What	Why
Vector Winter issue	Aviation industry magazine Highlighted stories: <ul style="list-style-type: none"> Lessons from Cyclone Gabrielle Cyber security for aviation companies 	A way of getting relevant information to industry in an easy-to-read format.
Vector Online articles	All stories from Vector Winter Issue.	Ongoing education by making some Vector articles publicly accessible online.
May	GAP (Good Aviation Practice) booklet.	Business as usual version update.
May	Flight Instructor Guide Instructional manual; available online and in hard copy.	To assist new and aspiring C-category instructors; support the Instructional Technique Course required for an instructor rating.

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

When	What	Why
May	Lithium batteries Poster	To educate passengers of risks; posters to be distributed by aviation safety advisors through any operator or aerodrome that serves passengers.
July – September (Multiple dates)	Airworthiness and maintenance face to face workshop with industry	Education for owners and operators to increase their understanding of the requirements for maintaining their aircraft.
July – December (Multiple dates)	Face to face course for industry on Dangerous Goods (DGs).	To provide training and qualification for the carriage of DG.

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

**MV Shiling**

Container ship the *MV Shiling* is now safely berthed in Wellington at Aotea Quay after being towed without incident from Tasman Bay.

Maritime NZ's response phase has ended, and Maritime Incident Response Team has stood down. Investigations by Maritime NZ and TAIC are now proceeding.

Next steps include Maritime NZ imposing conditions on *Shiling* in Wellington, inspections by Maritime NZ and other organisations, and continuing work with all the parties involved. This includes crew on the vessels, the vessels' operators, technical experts, insurers, *Shiling*'s Classification Society, local government, and others.

Maritime NZ will continue to take a systematic approach to the oversight of the on-going activities involving the *Shiling*. This currently includes a daily briefing led by our Regulatory Operation Group and includes representatives of the key operational teams including Investigations, Maritime Inspections, Legal, Technical Advice and Support, and Communications. Others will be included as required. The briefings will allow us to stay updated and aligned across continuing activities and address any emerging risks and questions as they arise. We will keep your Office updated.



The ship's operator has arranged for six engineers from the engine manufacturer to go on board shortly and they will work with its Classification Society, Lloyds Register.

There are also discussions underway between the operator, charterer, cargo owners and insurers about what will happen to the containers on board, which could include unloading and reshipping.

No decisions will be made about how *Shiling* will leave Wellington, and under what conditions, until there have been thorough inspections and investigation. This will involve close cooperation between Maritime NZ and the Singaporean government regulator, the Maritime and Port Authority of Singapore.

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

Media interest in related issues, such as the availability of offshore emergency response capability, is continuing and may increase now that the *Shiling* has berthed safely. As outlined in our earlier advice to you, we are working through more detailed advice on a set of options. We are engaging with stakeholders on the option set, including with Harbour Masters and ports.

Pilot fall during vessel transfer

Over the weekend of 20-21 May, Maritime NZ was notified of a fall relating to a pilot transfer* in the Port of Tauranga. When the fall occurred, the pilot was on a pilot ladder above the launch deck prior to final transfer. The pilot's injuries were assessed as minor and he is now back at work. Maritime NZ is opening a formal investigation into the incident to determine cause, and will keep your Office updated.

Pilot transfers to ships are high-risk operations. In December 2022 Maritime NZ completed work on rules to improve safety and international consistency for pilot ladders and lifeboats on vessels. This included rule amendments to Part 53 Pilot Transfer Arrangements and Ship-Helicopter Pilot Transfers. These rule amendments have now been gazetted.

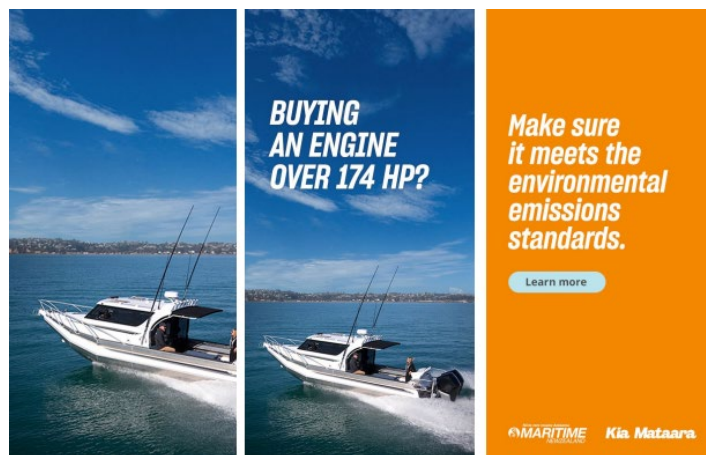
** Pilot boats are small ships that take maritime pilots to vessels that are arriving at the port. Not all ports have the same layout and port conditions can change rapidly depending on shipping lane activity, tide activity and weather conditions. Harbour pilots are experts in navigating large vessels into their respective Ports. The process of getting a harbour pilot onto a vessel is called pilot transfer. This is typically done via Pilot ladder from the pilot boat to the visiting vessel.*

Jet boating incident in Rangitata River

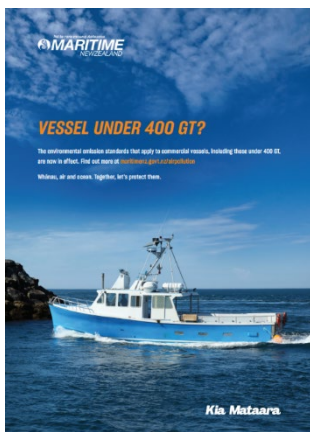
Last week, Maritime NZ reported a jet boating incident in Canterbury that resulted in injuries to five individuals. Maritime NZ can confirm that while we made initial enquiries, we will not be opening an investigation into this recreational boating incident as the Police are already investigating the matter. We will assist the Police with their enquiries as appropriate.

Marketing campaign on environmental rules for boats launches

A new marketing campaign to support environmental rules that prevent air pollution from boats launched this week. The campaign targeting recreational and smaller commercial boat operators is part of New Zealand's adoption to MARPOL Annex VI, an International Maritime Organization agreement that aims to reduce air pollution from ships. The main focuses of the campaign are the requirements for engines over 130 kW (174HP) on recreational and smaller commercial boats that are used in the sea and the need to use low sulphur fuel. The rules limit the emission of harmful sulphur oxides from fuel use and nitrogen oxides from engines. Both of these harm human health and the marine environment.



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



The campaign uses simple advertising that makes people aware of these changes and points them to the Maritime NZ website to find out more information and whether the rules apply to them or not, and if applicable what to do and by what date.

Marketing channels include boat shows, targeted publications, digital/online, point of sale and Marina TV. Maritime NZ is also working with industry groups to ensure engine sellers and boat refitters are aware of the rules.

We want to remind boat owners that they all have a part to play in protecting our marine environment and can help reduce the impact of shipping activities on climate change.

RCCNZ jointly awarded Gold for Enchanter rescue at NZ SAR Awards

The NZ Search and Rescue (SAR) Awards ceremony on 16 May 2023 jointly recognised Rescue Coordination Centre NZ's (RCCNZ) outstanding coordination and leadership displayed during the rescue of 10 individuals from the vessel Enchanter near North Cape in March 2022.

RCCNZ, along with Northern Rescue Helicopters, Northland Police SAR Squad, Police National Dive Squad, the crew of Florence Nightingale, the crew of Pacific Invader, and Kobe O'Neill, received the prestigious Gold Award for Operational Activity.

Conrad Reynecke, Watch Leader and long-time RCCNZ Search and Rescue Operator, said it was an honour to receive the award on behalf of his colleagues.

Hosted by the Honourable Kiri Allan, Associate Minister of Transport, the ceremony was held at Parliament's Great Hall.

s 9(2)(a)



2023 NZ SAR Award winners

Maritime in the media

The media's focus over the last week has been on the vessel *Shiling* and the work being undertaken to move it from Tasman Bay to Wellington, as well as the wider implications, including the investigation and emergency towage capability for New Zealand.

After the vessel was towed into Wellington Harbour, Maritime NZ made one of our incident controllers, Kenny Crawford, available for interview. We received five interview requests (two radio, two digital/papers, and one for TV).

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

During the interviews, the story primarily revolved around the response. Kenny also addressed issues related to the ongoing investigations and towage capabilities in NZ waters. While the vessel remains at Wellington's CentrePort, it will likely continue attracting media interest regarding its repair and potential departure date.



No update this week.

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INTERISLANDER

Two of the Interislander fleet are now in wet dock - Kaitaki in Picton and Valentine in Dunedin. The rest of the fleet continues to sail largely as expected.

Interislander ferries receive a number of scheduled maintenance periods, including wet docks (where a ferry is taken out of service for number of days/weeks) and dry docks (less regular but more comprehensive/overhaul maintenance periods where the ferries travel to an overseas facility and can be out of service for months).

Upcoming Wet/Dry docks:

- Kaitaki - Wet dock 15-29 May 2023
- Kaiahi - Wet dock 10-22 June and Dry dock 12 July – 30 September 2023
- Valentine - Wet dock Dunedin for 6-8 weeks.

Reliability/Key Data

Interislander continues to work across all fronts to ensure reliability is maintained in the ageing fleet. This includes work on asset management, above required levels of pre-emptive maintenance and recruitment of key positions. Interislander is also working on pro-active engagement with key stakeholder groups – commercial vehicle and wholesale tourism groups – to rebuild confidence in the service.

As committed to by the Chief Executive, our fortnightly reports will provide key performance measurements, as below, showing rolling data over the previous month.

These relate to on-time performance (OTP) which measures arrival and departure times within 15 minutes of the sailing schedule, and reliability which measures sailings which ran at the scheduled times.

The recent *Kaitaki* disruption shows the impact on reliability when a ship is out of service, as the sailing timetable is heavily impacted as overall sailing times are adjusted to make best use of the remaining vessels for customers. However, reliability has lifted considerably since *Kaitaki* returned to service.

Date range	On Time Performance (15min Tolerance) OTP Target 88%	Reliability (Excl. Weather) Reliability Target 98%	Reliability (Incl. Weather)
24 – 30 April 2023	87% Aratere – 95% Kaiahi – 90% Kaitaki – 77% Valentine – not sailing	94%	92% 2 sailings cancelled due to weather
01 – 07 May 2023	97%	100%	100%

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

	Aratere – 100% Kaiarahi – 92% Kaitaki – 100% Valentine – not sailing		0 sailings cancelled due to weather
08 May 2023 – 14 May 2023	73% Aratere – 68% Kaiarahi – 55% Kaitaki – 92% Valentine – not sailing	97%	97% 0 sailings cancelled due to weather
15 May 2023 – 21 May 2023	86% Aratere – 88% Kaiarahi – 84% Kaitaki – not sailing Valentine – not sailing	100%	100% 0 sailings cancelled due to weather

Marketing campaign

The 'Winterislander' campaign is in market running online digital ads running and billboards. This campaign is to stimulate bookings for school holidays and ski holidays.

s 6(c)

IREX**Master contract signing**

As advised in April, KiwiRail expects to sign a Master Agreement and contract for the first tranche of works with Downer HEB Joint Venture (JV) for the ferry terminal redevelopments at the end of May.

s 9(2)(i)

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

Terminals - Waitohi Picton

Enabling works in Waitohi Picton are gaining momentum:

- Temporary terminal – Completion celebration planned for 7 June 2023.
- Piling for the commercial jetty work next to the Edwin Fox is underway. No disruption of note.
- Demolition of the old terminal building will start after the new temporary terminal opens.
- Attention is moving to Dublin Street where pipe work and retaining wall construction is underway.

Terminals - Kaiwharawhara Wellington

Preparation for the main construction of the new Kaiwharawhara ferry terminal is underway, including demolition of the old Arrivals terminal, removal of stockpiles and flattening of Kaiwharawhara Point where the new passenger vehicle marshalling yard will be located.

MAJOR PROJECTS**Auckland's King's Birthday Weekend Block of Line.**

KiwiRail teams will be working throughout the Auckland network over the upcoming long weekend. On the electrification to Pukekohe project (P2P), the focus will be installing the overhead lines between Pukekohe and Paerata requiring the temporary closure of the Crown Rd level crossing. There will also be rail track work between Papakura and Pukekohe stations which includes 24/7 works at the southern end of Papakura Station. The Rail Network Rebuild team will continue as normal on work on the Eastern Line. The Third Main team have some minor earthworks, work on overhead lines and rail track work between Puhinui and Middlemore stations. Other minor rail maintenance and slip recovery work will be undertaken throughout the Auckland network.

P2P safety campaign

As part of the electrification of the network between Papakura and Pukekohe, a safety campaign is being developed to inform residents on how to stay safe around the new overhead electric lines (OLE). The aim of this campaign is to ensure a no surprise approach ahead of the lines being electrified in 2024.

To coincide with the team beginning OLE installation, we are distributing our key safety messaging to the wider community during May of this year. A detailed letter will also be sent to rail corridor neighbours to provide information on how to safely work on their property.

The safety campaign will progress over the next few months and will include a social media campaign, paid advertising, community engagement events and a school outreach programme. We are working with Auckland Transport to develop and deliver the school outreach programme.

NETWORK UPDATE**Train Disruptions****Auckland Metro – 18 May 2023**

As advised on the day, on 18 May 2023, the overhead lines between Westfield (south of Penrose Station) and Papakura were short circuited (tripped) just before 4.50pm by an Auckland Transport service.

The short circuit automatically turned off power to that section of the Southern Line, disrupting services for approximately an hour before power was restored. KiwiRail switched the power back on about 5.35pm.

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

Reduced services ran between Papakura and Penrose, while the disabled electric train was removed. As above, it has been confirmed that the short circuit was caused by a fault with an Auckland Transport electric train travelling on that section of line.

This situation is a further reminder there will always be issues on the network that have the potential to disrupt passenger services. For example, we have also seen trains on the Western Line stopped on 16 May 2023, at the request of Police, when a car was seen driving down the tracks.

Select Committee

Following the hearing on 4 May 2023, when KiwiRail presented to the Transport and Infrastructure Committee, we have received a letter noting the Committee's disappointment that on the following day, Auckland's rail network also experienced significant disruptions.

In the letter the Committee noted that both the Wellington and Auckland issues were caused by unsatisfactory rail infrastructure maintenance, which KiwiRail is ultimately responsible for. Subsequently the Committee has asked several questions about what KiwiRail intends to do to prevent matters like this affecting commuters in the future. The questions are as follows:

- When was the faulty insulator last inspected and cleaned?
- Are 6- and 12- monthly inspections of insulators frequent enough?
- Given the severe weather events in Auckland in 2023, which caused high moisture and humidity levels, should KiwiRail have updated its maintenance schedule to allow these types of issues to be identified and addressed before they arose?
- Are there going to be any further investigations into whether this is a more widespread risk given that it is often rainy and humid in Auckland?
- What confidence does KiwiRail have that other insulators across the Auckland rail network are not at similar risk of arcing and causing service disruptions?
- Noting that this topic was canvassed in our 4 May hearing, does KiwiRail believe it sufficiently prioritises commuter rail services?

KiwiRail will respond to these questions from the Select Committee by 30 May 2023.

Cyclone Recovery

The North Island rail network is mostly open, with commuter and freight services running.

Following the Government's pre-Budget announcement of up to \$200 million for rail recovery, KiwiRail is currently considering where resilience improvements can best be made on Northland and Hawkes Bay rail lines, above and beyond repairs to reinstate the lines.

Given the focus on reopening the lines as quickly as possible so that freight services can resume, some resilience improvements could be carried out during the repairs and others, such as replacing aging infrastructure that was not damaged in the weather events, could be done later. In Hawkes Bay specific planning on some areas of resilience improvements will be done in conjunction with Waka Kotahi and other agencies, as appropriate.

Affected lines:**North Auckland Line (Swanson - Whangarei) – closed**

Weather events resulted in more than 170 damage sites on the North Auckland Line (NAL) and work has progressed well repairing around 100 of them – including significant washouts on the line in north Auckland.

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

There is a fairly large underslip affecting the tracks near Makarau (83km mark), which needs to be addressed to get rail to the 35,000 cubic metre slip at Tahekeroa (86km mark). Geotechnical assessments are completed but design of the engineering response to the Makarau slip is still underway. We are installing a system to monitor earth movement at the site.

At Tahekeroa, the foundations for a temporary earth bund above the road are complete and work is progressing to construct the bund that will protect the downhill works against further movement of the landslip. Earth from the debris flow is being stabilised on site for re-use within the final design.

Recent weather has delayed progress on the Tahekeroa slip, with rainfall almost daily over the last fortnight. This has required ongoing site tidy ups - such as pumping water out of excavations, clearing silt from drains and re-stabilising saturated slip material with lime. There has also been an underslip beside the rail line that will need an engineering response, to ensure safety.

This has resulted in a delay of at least four weeks – with a work train carrying materials to rebuild the rail line now expected to access the site around mid-June.

Between Tahekeroa and Whangārei we have completed detailed assessments of damage sites and categorised those which have significant damage and require detailed and specific engineered solutions; those that are requiring more in depth geo-technical investigation; and those that can likely be repaired with more standard engineering solutions. There are 10 significant slip sites, including a number of underslips.

Overall there are more than 30 sites along the NAL that have needed significant geotechnical investigation and will require a detailed engineering response.

The geotechnical investigations are complete, but as the reports into each site have been received, the actual scale of damage to the line has been revealed. We have begun the process for developing engineering responses for each of those sites, which understandably takes time. Given the number of sites we have also had to go to market for additional engineering resources.

To get the line open as quickly as possible, we will undertake temporary repairs where it is safe to do so. We are also preparing a work programme so that as soon as the detailed engineering designs are done, those repairs can begin immediately. We are unable to give a timeframe for reopening the NAL at this stage, but expect to have a clearer idea, as engineering designs are progressed, by mid-late June.

Work on the NZ Upgrade Programme funded renewals of the line north of Whangārei to Kauri, where Fonterra have a dairy plant, is making good progress - with 4,460 new concrete sleepers laid to replace life expired timber sleepers and 2.9km of new rail laid. This work will raise the standard of the track to handle heavier trains (18 tonne axle loads). The aim is to complete as much renewal work as possible before the NAL reopens, to avoid further disruption for customers.

Palmerston North – Gisborne Line (Hastings – Wairoa) – closed

The line from Palmerston North – Hastings is open and freight services are running. KiwiRail continues to assess and make permanent repairs at some sites along the line (see picture of Bridge 176 below).

A temporary Container Terminal in Hastings is operational, enabling freight to be road-bridged between Hastings and Napier Port. KiwiRail continues to work closely with Waka Kotahi in the Hawkes Bay, with several sessions progressing the Alliance between Waka Kotahi, KiwiRail, Higgins, Downer and Fulton Hogan.

Hastings – Napier section of line is expected to remain closed for some months.

Site investigations at and around Bridge 217 are continuing, with additional geotechnical work underway. Riverbed surveys, ahead of commencing installing bridge piles, are complete.

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

The contractor leading the bridge repair is established on site, with a crane pad constructed and cranes assembled at the southern end of the bridge. Installation of the first two temporary piers is underway. Piling and span replacement work will continue over the coming months.

Permanent repair to the bridge will take considerable time and we are focused on temporary repairs so that the line to Napier Port can be open in time for the peak freight season.

We cannot currently provide a timeframe for the reopening of Napier – Wairoa.

Initial assessments to damage on the line are complete – with more than 300 damage sites now identified. The majority of these are minor damage. We have established a specific team which will focus on understanding and quantifying the time, cost and material requirements for repairing the line. They have started doing site visits, building off the experience they gained in doing the damage inspections.

We continue to make improvements to our GIS database and digital tools, with the aim of using 3D digital models to help assess and design repair solutions for damage sites. We are sharing this information with Waka Kotahi and the Alliance team that has been put together for the East Coast Cyclone transport recovery.

Tahekeroa photos – managing weather impacts

The temporary bund excavation has filled with ground water/stormwater flows on numerous occasions. It takes time to drain, using pumps.



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

An under slip next to a section on undamaged rail line, which will require an engineering response to ensure safety.



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

Hawkes Bay photos

Permanent repairs to Bridge 176, south of Hastings



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

Cranes set up for temporary repairs to Bridge 217, south of Napier



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

An example of a major damage site on the Napier – Wairoa Line (between Tutira and Kahika)



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

On 23 May 2023, the Te Huia train service celebrated its 100,000th passenger. The milestone was hit on the morning service with the announcement the Te Huia had reached its two-year passenger number target, following its launch in April 2021.

To celebrate, the Te Huia team organised an on-board promotion with the help of the Breeze called 'The 100k Journey'. On the 6.05am service, the Breeze Breakfast show was board broadcasting live, and a lucky winner took home prizes of Bose QuietComfort Noise Cancelling Earbuds, Great Journeys of New Zealand vouchers, spot prizes of Te Huia merchandise to give away and everyone on board was given a free trip to be used on the return trip or at their leisure.

Figures for April 2023 show an average of 321 passengers use the service on weekdays, reaching its year two one-way demand goal of 320. The Waikato Regional Council have set a target of 400 passengers per day by the end of year three.

UPCOMING MEETINGS/EVENTS

- 25 May 2023 - Hon Grant Robertson and Hon Duncan Webb visiting Hillside on for a tour of the site.
- 22 June 2023 – Prime Minister, Chris Hipkins to visit the new Control Centre at Blue Mountains Campus as the local MP.
- TBC July – opening event in Wellington ahead of the new Capital Connection carriages entering service.
- TBC – KiwiRail's Board visiting Hutt Workshops to see the new, \$30 million wheel-shop. We expect to invite the local MP and interested Hutt City councillors.

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