

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 7 July 2023

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

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PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

1 ACTIONS FROM TRANSPORT OFFICIALS' MEETING


1 Actions from transport officials' meeting

Meeting with Te Manatū Waka Ministry of Transport (the Ministry) and Waka Kotahi NZ Transport Agency (Waka Kotahi)	Due date
None this week.	Nil.

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TE MANATŪ WAKA MINISTRY OF TRANSPORT

2 UPCOMING BRIEFINGS

2 Upcoming briefings

Briefings to Minister Parker	Due date
Developing the transport content for the second Emissions Reduction Plan (ERP2) – initial strategic considerations <i>Comment on due date change</i> Deferred following prioritisation conversations with your Office. <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Week ending 14 July 2023. Original due date 30 June 2023.
City Rail Link Limited Director Fees for 2023/24 <i>Comment on due date change</i> Delayed to enable further consultation with the Treasury and Auckland Council, following feedback from the Chair on the proposed fees. Consultation is now complete. <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 14 July 2023. Original due date 16 June 2023.
Total Mobility Review (Terms of Reference) <i>Comment on due date change</i> Deferred following prioritisation conversations with your Office. <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending 14 July 2023. Original due date 30 June 2023.
s 9(2)(b)(ii), s 9(2)(f)(iv)  <i>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</i>	Week ending 14 July 2023. Original due date 30 June 2023.
New Zealand Upgrade Programme - July 2023 Update <i>Comment on due date change</i> Further consultation is required. <i>Responsibility: Andrew Hicks, Acting Manager, Programme Assurance and Commercial</i>	Week ending 14 July 2023. Original due date 30 June 2023.
Letters of Support for Maritime New Zealand and the Civil Aviation Authority <i>Comment on due date change</i> Deferred following prioritisation conversations with your Office. Consultation with the Treasury has commenced. <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 14 July 2023. Original due date 30 June 2023.

2 UPCOMING BRIEFINGS

Briefings to Minister Parker	Due date
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Nick Paterson, Manager, Cyclone Recovery</i></p>	<p>Week ending 14 July 2023. Original due date 7 July 2023.</p>
<p>Reshaping Streets – Street Layouts Rule</p> <p><i>Comment on due date change</i></p> <p>Date changed to reflect your availability to announce the rule.</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Week ending 14 July 2023. Original due date 30 June 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Tim Herbert, Manager, Investment</i></p>	<p>Week ending 14 July 2023.</p>
<p>Official Information Act request from s 9(2)(a) for advice on the cost-effectiveness of half-price fares for achieving emissions reductions, in the past two years</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Week ending 14 July 2023.</p>
<p>Proclamation of Māori land (Himatangi 2A6 Block) as a road under section 321 of Te Ture Whenua Māori Act 1993</p> <p><i>Comment on due date change</i></p> <p>Deferred following prioritisation conversations with your Office.</p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i></p>	<p>Week ending 21 July 2023. Original due date 16 June 2023.</p>
<p>Review and approval of the Amendment Agreement – Meteorological Service of New Zealand Ltd, 1 July 2023 to 30 June 2027</p> <p><i>Comment on due date change</i></p> <p>The Special Resolution by Shareholding Ministers documentation has gone to the Minister of Finance's Office who will then discuss with the Minister of State Owned Enterprise's Office.</p> <p><i>Responsibility: Andrew Hicks, Acting Manager, Programme Assurance and Commercial</i></p>	<p>Week ending 21 July 2023. Original due date 23 June 2023.</p>

2 UPCOMING BRIEFINGS

Briefings to Minister Parker	Due date
Budget 2023 Proactive release of advice <i>Comment on due date change</i> Delayed as waiting for feedback from the Treasury to align with their release. <i>Responsibility: Tim Herbert, Manager, Investment</i>	Week ending 21 July 2023. Original due date 23 June 2023.
City Rail Link Project Delivery Agreement variation <i>Comment on due date change</i> Delayed to enable further consultation. <i>Responsibility: Richard Cross, Director, System Performance and Governance</i>	Week ending 21 July 2023. Original due date 30 June 2023.
Policy approvals for Order-in-Council for Waka Kotahi to progress significant state highway works <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Week ending 21 July 2023.
Review of Direction to Waka Kotahi regarding rapid transit <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Week ending 21 July 2023.
s 9(2)(f)(iv) <i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i>	Week ending 21 July 2023.
Community Connect: Impacts on third-party tertiary funding <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending 28 July 2023.
Proactive release of advice associated with the Aotearoa New Zealand Freight and Supply Chain Strategy <i>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</i>	Week ending 28 July 2023.
Update on Christchurch Mass Rapid Transit <i>Comment on due date change</i> Delayed due to the need to engage with Waka Kotahi in more detail on funding and governance. <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Week ending 4 August 2023. Original due date 17 March 2023.
Next steps on national approach to Rapid Transit <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Week ending 4 August 2023.

2 UPCOMING BRIEFINGS

Briefings to Minister Parker	Due date
Advice on proposed changes to the Land Transport Rule: Vehicle Exhaust Emissions 2007 (to introduce Euro 6) and summary of submissions following consultation <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Week ending 11 August 2023.
Budget 2024 Strategy for Vote Transport <i>Responsibility: Tim Herbert, Manager, Investment</i>	Week ending 11 August 2023.
s 9(2)(f)(iv) Comment on due date The timing of this briefing is dependent on the publication of the Road to Zero Action Plan 2023-2025. <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending TBC.
s 9(2)(f)(iv) <i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i>	Week ending TBC.

Briefings to Minister Allan	Due date
Letters of Support for Maritime New Zealand and the Civil Aviation Authority <i>Comment on due date change</i> Deferred following prioritisation conversations with Minister Parker's Office. <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 14 July 2023. Original due date 30 June 2023.
Proactive Release of Information Relating to the Maritime Transport (Infringement Fees for Offences - Manawatu River and Tributaries Navigation Safety Bylaw 2022) Regulations 2023 <i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i>	Week ending 14 July 2023.
Extending Maritime NZ's designation under the Health and Safety at Work Act 2015 <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 14 July 2023.

2 UPCOMING BRIEFINGS

Briefings to Minister Allan	Due date
Meeting with the Maritime NZ Chief Executive – 20 July 2023 <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 14 July 2023.
Recreational Safety and Search and Rescue Review Report – Findings and Recommendations <i>Comment on due date change</i> Additional time is required for consultation on the draft report with key organisations involved in the review, and further consideration of some substantive comments received to date. <i>Responsibility: Bev Driscoll, Director, Recreational Safety and Search and Rescue Review</i>	Week ending 21 July 2023. Original due date 7 July 2023.
Aerospace Strategy Ministerial group meeting <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Week ending 21 July 2023.
Civil Aviation Act 2023 implementation overview <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Week ending 21 July 2023.
Outcome of recent International Maritime Organisation greenhouse gas negotiations <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Week ending 28 July 2023.

3 Key priorities

Minister Parker	
FIFA Women's World Cup – transport readiness	
<p>We provided the previous Minister of Transport updates on the transport sector's readiness for the FIFA Women's World Cup (WWC) Tournament to be co-hosted by Australia and New Zealand in July and August 2023.</p> <p>The Ministry of Business, Innovation and Employment (MBIE) is the lead agency for this major event, which we are supporting by facilitating a fortnightly transport forum. Travel arrangements directly in support of the tournament (e.g. teams, officials, FIFA VIPs) are organised directly between FIFA and transport operators; our focus is ensuring the transport system is prepared for the travel needs of supporters and visitors to New Zealand during the tournament. We expect over 30,000 overseas tourists will travel to Australia and New Zealand for the tournament. The majority of overseas supporters will be travelling to support the US Women's National Team, which has been drawn in a New Zealand based group with games in Auckland and Wellington.</p> <p>The purpose of the transport forum includes: ensuring all key transport agencies in the sector are connected and have the correct information to inform plans relating to the FIFA WWC; the provision of advice about the transport system's regulatory settings to MBIE and FIFA; and ensuring any transport-related emerging issues or risks are captured and mitigated where possible. We also engage with the border and tourism forums where any emerging issues or risks cross over these workstreams.</p> <p>Examples of issues addressed by transport agencies through this process include:</p> <ul style="list-style-type: none"> • Civil Aviation Authority (CAA) providing advice on domestic charter flights during the tournament. • Waka Kotahi ensuring the vehicle fleet for the tournament complies with regulatory settings for passenger vehicles (e.g. Certificates Of Fitness and Passenger endorsements for drivers). <p>While we are confident that the transport system is ready and prepared to support the successful delivery of the FIFA WWC Tournament, we have identified two items for MBIE's system risk register:</p>	<p>Next steps:</p> <p>We will update your Office if we identify any significant transport risks, or if we have concerns about the transport system's performance during the tournament.</p>

3 KEY PRIORITIES

Minister Parker	
(Continued)	
<ol style="list-style-type: none"> 1. Severe weather events. The tournament will take place during winter; for the same period last year over 250 flights were cancelled due to winter storms. However, this was exacerbated as New Zealand was in the tail of the COVID-19 Omicron wave with isolation requirements increasing the number of cancellations of flights. While FIFA have contingency plans in place for weather disruptions to travel of teams and officials, disruptions to regular flight schedules will need to be resolved by airlines using their standard contingency plans. 2. Capacity constraints. The tight labour market is affecting transport operators across all modes. While the tournament does not clash with school holidays or the Queenstown Winter Festival, and there have been gradual improvements in staffing levels since the start of the year, we anticipate there will be isolated delays to a seamless traveller journey across the aviation system and for public transport on game days due to the volumes of travellers. National driver shortages for public transport are continuing to decline at a rate of around 100 drivers per month, over this calendar year. Waka Kotahi and MBIE have worked directly with the host cities to ensure Regional Public Transport operators are prepared for game days. <p>There is a transport escalation pathway within the all-of-government arrangements led by MBIE for the tournament, which has been exercised as part of the overall readiness activities.</p> <p><i>Responsibility: Natasha Rave, Manager, Resilience and Security</i></p>	
New Zealand endorsement of message to Clean Energy Ministerial to partner in accelerating heavy transport decarbonisation	
<p>At the 26th United Nations Climate Change Conference (COP26) in 2021, New Zealand committed to working together with international partner countries, manufacturers, and organisations to enable 100% zero-emission new truck and bus sales by 2040, with an interim goal of 30% by 2030, under a Global Memorandum of Understanding (MOU) on Zero-Emission Medium-and-Heavy-Duty Vehicles. The Ministry and the Energy Efficiency and Conservation Authority (EECA) hold the relationship with the MOU organisers.</p> <p>Ahead of the 14th Clean Energy Ministerial (CEM) (a global forum to promote policies and programmes that advance clean energy technology), held from 19-22 July 2023, MOU organisers have developed a message to the energy domain to partner in accelerating transport decarbonisation. They are seeking endorsement of this message from Energy and Transport Ministers from MOU countries. Key messages include:</p>	<p>Next steps:</p> <p>If you have any concerns about New Zealand's endorsement of the message, please signal these to officials prior to 14 July 2023.</p>

Minister Parker

(Continued)

- Zero emission trucks are on the road and will be cost competitive before the end of this decade. The level of ambition is high amongst vehicle manufacturers, fleet owners and national governments – there are 27 country signatories to the MOU and over 80 endorsing sub-national governments and companies.
- There may be opportunities for vehicle charging to support a resilient grid.
- Adequate charging infrastructure and grid capacity are essential. Long lead times for the roll-out of this infrastructure, and the expected uptake of zero emission trucks, mean that proactive planning is essential.
- Partnership between transport and energy ministers and initiatives is critical, and key areas for collaboration include grid planning, infrastructure buildout and policy creation and improvements.

MOU signatory countries (including New Zealand) will automatically be listed as supporters of the above message, unless we advise the MOU organisers that we do not approve of the message by 14 July 2023.

The Ministry and EECA consider that the message aligns with work already underway by New Zealand energy and transport portfolio agencies on the National EV Charging Strategy, and other work programmes related to zero emission heavy vehicles. We therefore do not foresee any significant risks associated with New Zealand endorsing the message ahead of CEM.

Note that this item has also been provided to the Minister of Energy and Resources for consideration.

Responsibility: Jacob Ennis, Acting Manager, Supply Chain

Sustainable Public Transport Framework – Regulation of Public Transport Bill

s 9(2)(f)(iv)

Next steps:

We will provide you with a second reading speech later this month.

Responsibility: Helen White, Manager, Mobility and Safety

3 KEY PRIORITIES

Ministers Parker and Allan

Cyclone Recovery

Policy function (excluding 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

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 (OiCs), and for the implementation of cyclone recovery legislation.

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

Statutory engagement on the Orders-in-Council required by the Severe Weather Emergency Response Legislation (SWERL) Act 2023 is underway. This engagement started on 27 June 2023 and runs through to 10 July 2023. So far, we have had good attendance at online hui with councils and iwi. Senior representatives from the Ministry and other relevant agencies met in person with Tairāwhiti Iwi on 6 July 2023 to discuss the Orders-in-Council proposed through Tranche 3 (along with other matters requested for discussion by Tairāwhiti Iwi).

s 9(2)(f)(iv)

Oversight, monitoring, and assurance function

This function is responsible for 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: Andrew Hicks, Acting Manager, Programme Assurance and Commercial

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

Ministers Parker and Allan**Cyclone Recovery**

s 9(2)(f)(iv)

Finance function

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

Function lead: Paul Laplanche, Chief Financial Officer

KiwiRail claimed a further \$6.1 million for weather event recovery costs for May 2023 under the Rail Maintenance and Renewal of the Rail Network appropriation.

As at 05 July 2023, KiwiRail claimed a total of \$15.9 million under the Rail Maintenance and Renewal of the Rail Network appropriation for weather event recovery costs.

Next steps:

s 9(2)(f)(iv)

Responsibility: Nick Paterson, Manager, Cyclone Recovery

3 KEY PRIORITIES

[RESTRICTED] [NZEO]

Minister Allan	
s 6(a), s 9(2)(f)(iv), s 9(2)(j)	
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Minister Allan	
<p>s 6(a), s 9(2)(f)(iv), s 9(2)(j)</p> <p><i>Responsibility: Natasha Rave, Manager, Resilience and Security</i></p>	

[RESTRICTED] [NZEQ]

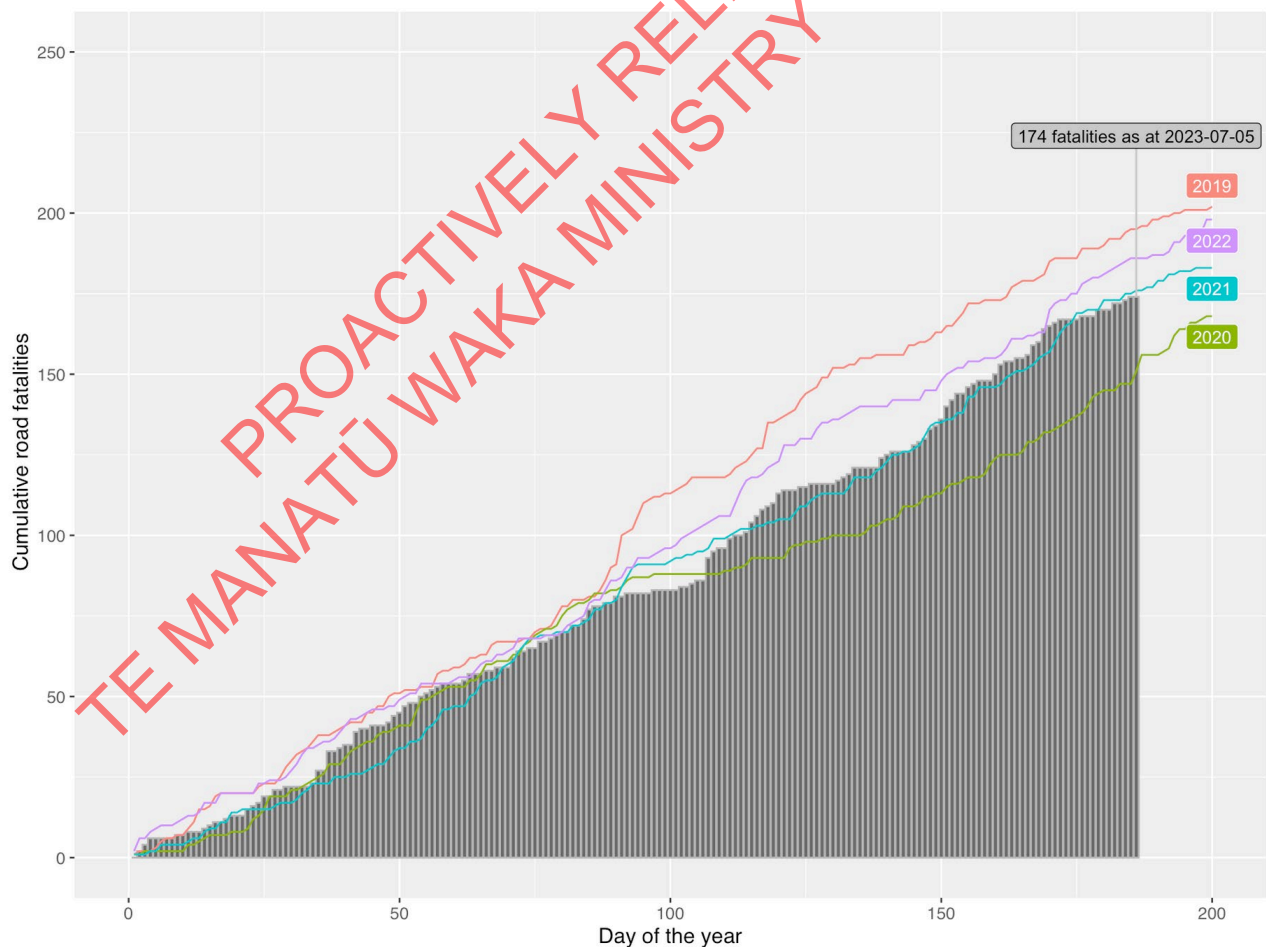
Minister Allan	
Solomon Islands Air Service Negotiations	
<p>We will be meeting with Solomon Islands Officials in the week ending 21 July 2023 to update our air services arrangements. The primary objective is to facilitate code-share services to New Zealand that s 9(2)(b)(ii) We will also be seeking an overall modernisation and liberalisation of the arrangements which date back to 1990.</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p>Next steps:</p> <p>We will update Minister Allan on the outcome of the negotiations and seek approval of any changes.</p>

3 KEY PRIORITIES

Year to date road fatalities

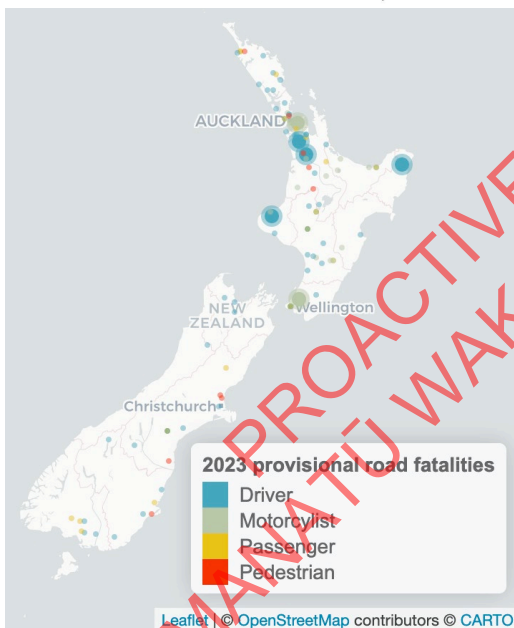
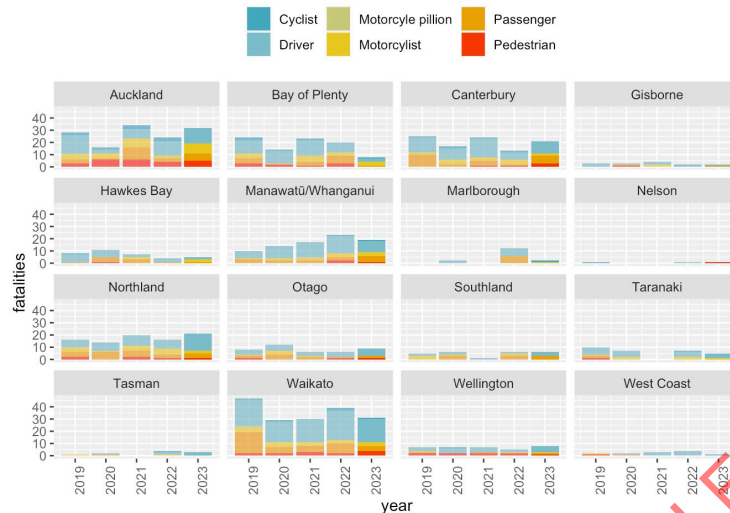
Cumulative road fatalities to 5 July 2023 are **174**, this is 12 fewer fatalities than the same date in 2022. A year-to-date comparison is shown in the table below:

crash month	2019	2020	2021	2022	2023
Jan	32	21	18	29	22
Feb	26	32	28	25	32
Mar	33	31	34	32	27
Apr	45	9	25	37	32
May	29	23	31	27	27
Jun	27	29	37	32	30
Jul	3	6	2	4	4
Total	195	151	175	186	174



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 02 July, 2023

Total registrations

total registrations this week	delta prev week	last full month (Jun)	delta prev month	year to date	delta prev year to date
21039	12073	42,088	17,613	153,271	-6,835

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)	1	1296	21	1318	522	78	1318
Very low (1-49g/km)	0	613	0	613	325	7	613
Low (50-99g/km)	0	1761	0	1761	652	187	1761
Moderate (100-149g/km)	0	4215	0	4215	2090	285	4215
High (150-199g/km)	0	6910	0	6910	4766	516	6910
Very high (200-249g/km)	0	3855	0	3855	2452	78	7220
Extremely high (over 250g/km)	0	1898	0	1898	1206	49	3637
Unknown	253	12	204	469	60	107	933

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	1196	85	1281	527	19	1196
Bus	0	0	0	-15	1	20
Van	9	0	9	5	1	36
Truck	1	0	1	0	1	3
Motorcycle	21	0	21	1	1	46
Other	5	0	5	3	1	36

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		56440	1.226
Zero (0g/km)	Motorcycle	336		2605	0.057
Zero (0g/km)	Other	16		177	0.004
Zero (0g/km)	Van	653		1512	0.033

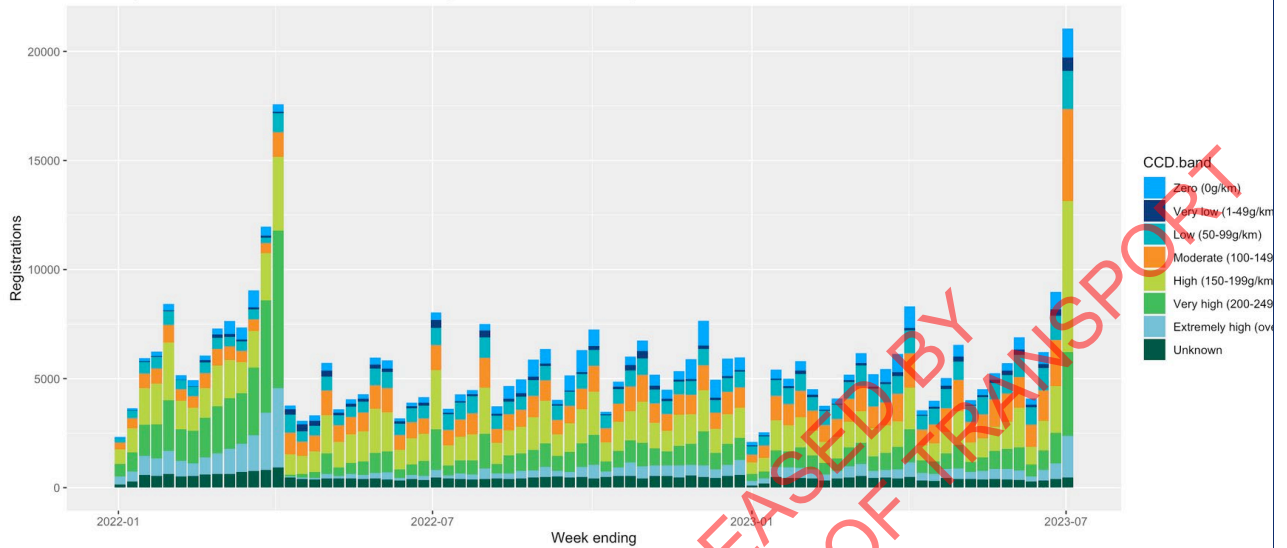
EV (Battery electric) HEAVY vehicle Fleet

CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Bus	11		281	0
Zero (0g/km)	Other	2		50	0
Zero (0g/km)	Truck	11		141	0

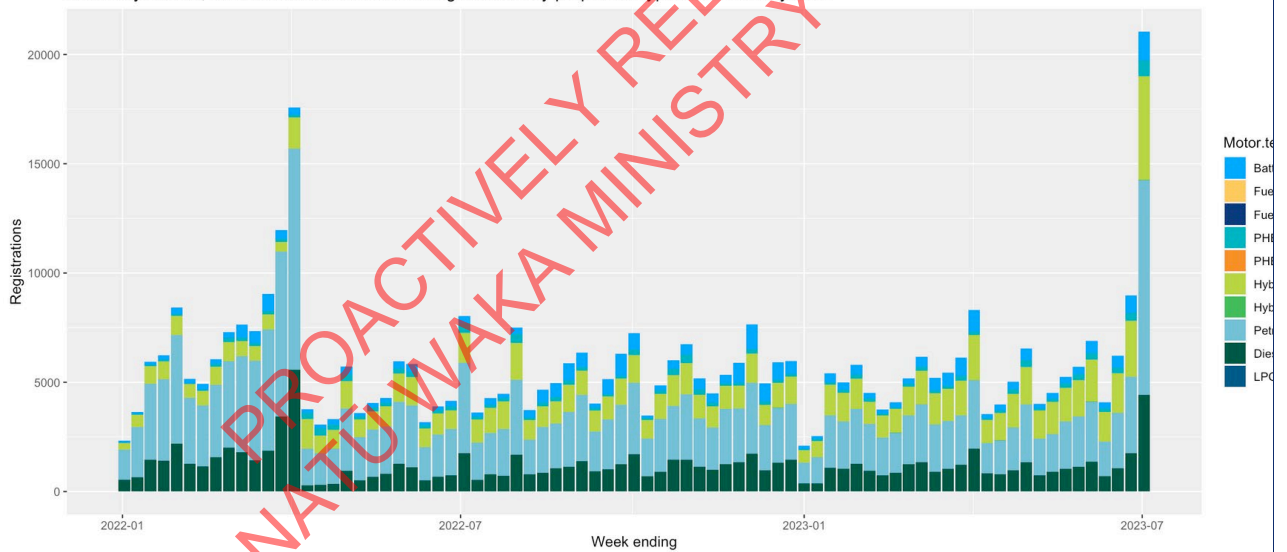
Clean car and electric vehicle registrations

Graphical summary of registrations:

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



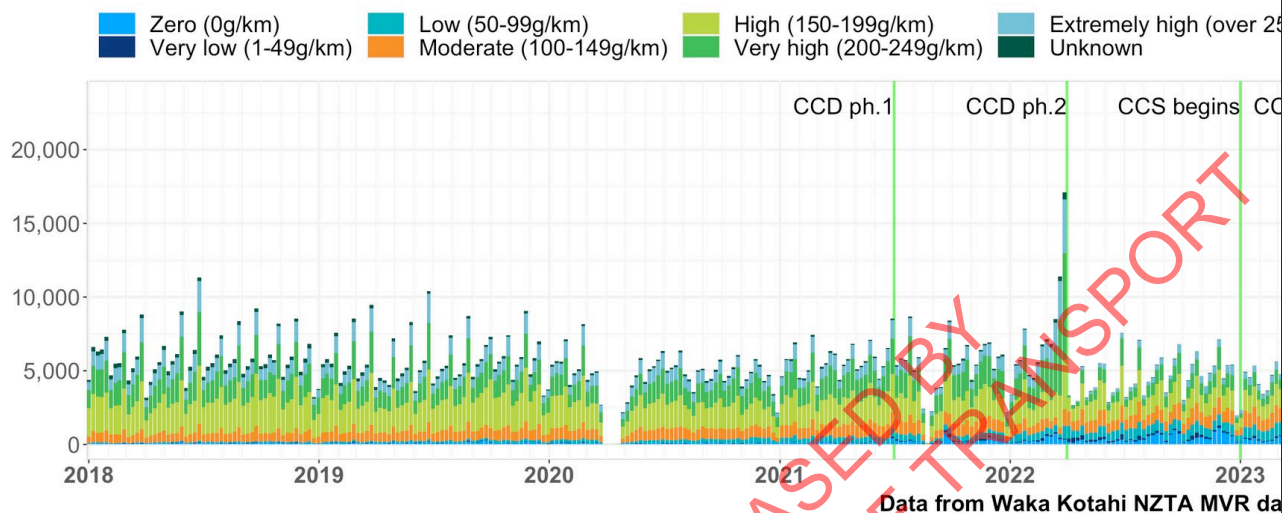
Summary of zero, low and moderate emission registrations by propulsion type since January 2022



3 KEY PRIORITIES

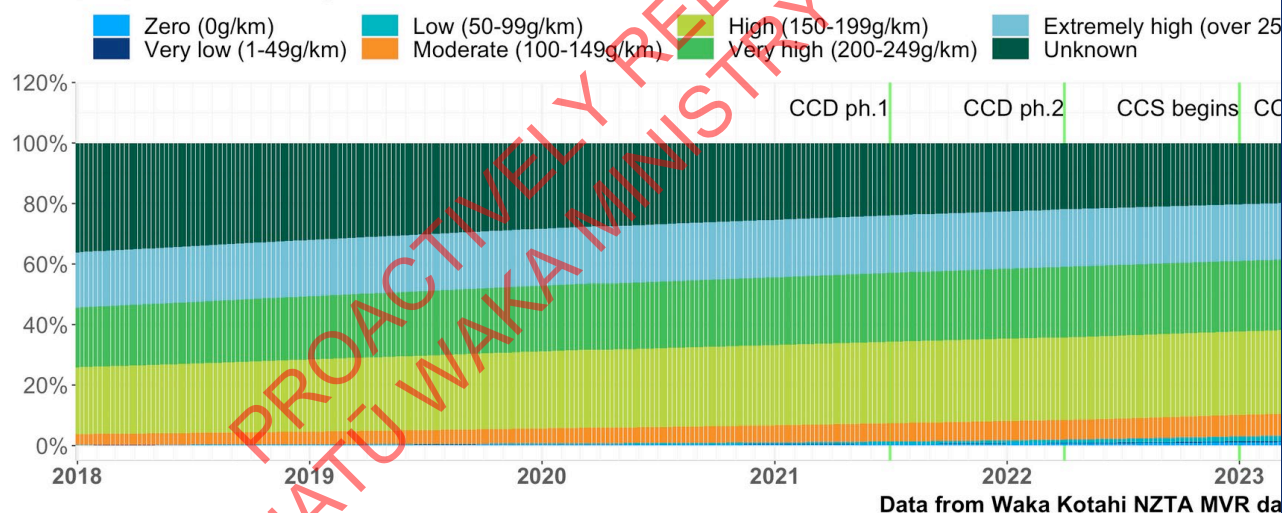
Clean car and electric vehicle registrations

Weekly registrations of low-emissions motor vehicles



Low-emissions motor vehicle fleet

As a proportion of all light motor vehicles


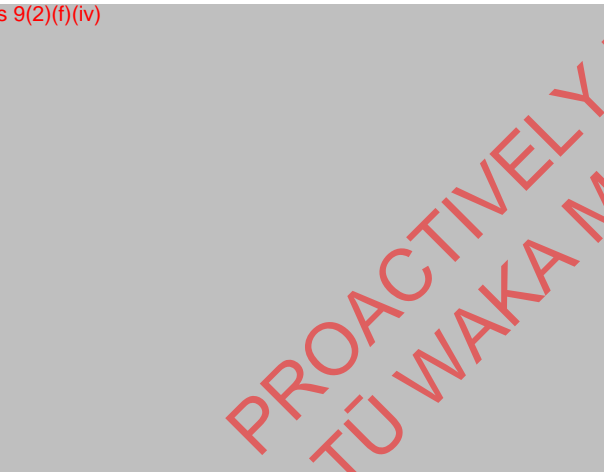


More detail of the weekly registrations and fleet size can be found at the link below:

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


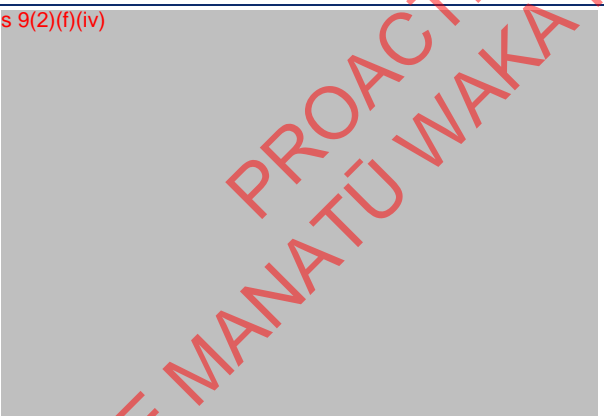
Responsibility: Dan Jenkins, Manager, Analytics and Modelling.

4 Cabinet papers

Minister Parker		
Paper	Committee	Status
Waitematā Harbour Connections (WHC) This paper notes the progress of the WHC project. <i>Responsibility: Karen Lyons, Director, Auckland</i>	Cabinet (CAB). 17 July 2023.	We are looking to provide a draft on 10 July 2023
s 9(2)(f)(iv)  <i>Responsibility: Karen Lyons, Director, Auckland</i>	Cabinet Economic Development Committee (DEV). 19 July 2023.	We provided a draft paper to your Office on 27 June 2023.
s 9(2)(f)(iv)  <i>Responsibility: Nick Paterson, Manager, Cyclone Recovery</i>	Extreme Weather Recovery Committee (EWR). 2 August 2023.	We will provide an updated draft paper to your Office on 12 July 2023, ahead of Ministerial consultation.
Proposed Orders-in-Council under the SWERL Act for transport works This paper seeks Cabinet approval to enact three Orders-in-Council to progress land transport infrastructure works. <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Cabinet or Cabinet Business Committee (CBC) acting as Cabinet Legislation Committee (LEG) 7 August 2023.	We will provide a draft paper to your Office by 25 July 2023.


4 CABINET PAPERS

Minister Parker		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>TBC.</p> <p>(Likely 16 August 2023)</p>	<p>We will provide a revised framework following your feedback in July 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: Brendan Booth, Chief Legal Advisor and Manager, Procurement</i></p>	<p>Cabinet Legislation Committee (LEG)</p> <p>TBC.</p>	<p>We are awaiting a date for (and subsequent decision from) the Cabinet Economic Development Committee.</p>
<p>Draft Government Policy Statement (GPS) on Land Transport 2024</p> <p>This paper seeks Cabinet approval to release the draft GPS 2024 for public consultation before the final GPS is released late 2023.</p> <p><i>Responsibility: Tim Herbert, Manager, Investment</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>TBC.</p> <p>(To be advised by your Office.)</p>	<p>This paper is with your Office.</p>

Minister Parker		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p>  <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Economic Development Committee (DEV). TBC. (Date to be advised by your Office.)</p>	<p>A draft of this paper was provided to the previous Minister of Transport on 27 April 2023. We are waiting for Ministerial decision on progression of this work.</p>
<p>Sub-national Vehicle Kilometres (VKT) Travelled targets for Tier 1 urban areas</p> <p>This paper seeks Cabinet approval to confirm and publish sub-national vehicle kilometres travelled (VKT) reduction targets for Tier 1 urban areas. <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Cabinet Economic Development Committee (DEV) TBC (To be advised by your Office.)</p>	<p>This paper is with your Office. We are awaiting confirmation of whether and when this can proceed to Ministerial consultation.</p>
<p>s 9(2)(f)(iv)</p>  <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Cabinet Economic Development Committee (DEV) TBC. (To be advised by your Office.)</p>	<p>This paper is with your Office.</p>

4 CABINET PAPERS

Minister Parker		
Paper	Committee	Status
Confirmation of Electric Vehicle Charging Strategy This paper seeks Cabinet approval to release the final Electric Vehicle Charging Strategy. <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Cabinet Economic Development Committee (DEV). Date to be advised by your Office.	We received your Office feedback on 30 June 2023. We would like to discuss this feedback with you before proceeding.

Minister Allan		
Paper	Committee	Status
s 9(2)(f)(iv)  <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Cabinet Economic Development Committee (DEV) reconsideration. 19 July 2023.	Ministerial consultation is underway, ending 10 July 2023.
Maritime New Zealand Authority: Appointments This paper progresses the appointment of two new members of the Maritime New Zealand Authority <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Cabinet Appointments and Honours Committee (APH). 26 July 2023.	Minister Allan has agreed to progress the appointments and a draft APH paper has been provided for Ministerial consultation.
Cabinet Approval of changes to Maritime Levy and Oil Pollution Levy This paper seeks Cabinet's agreement on changes to the Maritime Levy and Oil Pollution Levy following public consultation by Maritime New Zealand. <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Cabinet Economic Development Committee (DEV). 30 August 2023.	Maritime NZ is preparing to begin consultation on levy changes.

5 Cabinet papers led by other agencies

None this week.

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



Aviation Security Service
Kaiwhakamaru Rererangi

ADS-B Grant Scheme

Automatic Dependent Surveillance - Broadcast (ADS-B) is a system used by aircraft to advise other aircraft and the air traffic management system of their position, speed and direction of travel. ADS-B was introduced as part of the New Southern Sky programme which upgraded New Zealand's air navigation systems.

The ADS-B Grant scheme was established to encourage aircraft operators to fit ADS-B equipment to their aircraft ahead of the requirements for ADS-B to be used under Civil Aviation Rules. Cabinet approved funding for the ADS-B Grant scheme in 2019. The scheme was initially going to end on 30 June 2022, and was extended to 30 June 2023 due to COVID-19 disruptions. It targets smaller commercial and recreational operators (large airline operators typically already have such equipment fitted to their aircraft in order to meet regulatory requirements).

The scheme was successful with 91% (3,064 aircraft) of the target sector aircraft being fitted with ADS-B equipment. The number of aircraft equipped via the grant scheme is expected to increase as the last applications are processed.

Papua New Guinea Delegation

In the Weekly Report week ending 30 June 2023, we advised that a delegation from Papua New Guinea would be meeting with The Authority. Unfortunately, due to uncontrollable travel related factors the delegation was unable to travel to New Zealand and the meeting was cancelled.

FIFA Women's World Cup (WWC)

The Authority has received a request from QATAR Executive, a foreign airline operation, for an exemption during the tournament to the Civil Aviation Rule that restricts foreign aviation operators from being able to carry passengers domestically within New Zealand. After consideration, the Authority has determined that it is appropriate to issue an exemption to the applicable Rule.

The operator has also requested relief from local airport curfews. However, they have been advised to engage with the relevant airports and local government entities with regards to this.

The Ministry and MBIE have been advised accordingly of the curfew issue.

The Authority will continue to work closely with other government agencies to support the FIFA WWC as appropriate.

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

AvSec Taskforce Update

The Authority's Queue Taskforce (Taskforce) work continues. The utilisation of staff to assist passengers to prepare for screening has started with a positive impact – the first busy school holiday weekend passed with no issues resulting from queues.

From 11 July 2023 Authority employees will wear bright orange t-shirts to assist with passenger facilitation through security screening.

The Taskforce's current focus initiatives include:

- Recruiting manual queue counters to increase our data set in the interim until queue monitoring technology is procured and implemented;
- Setting up a process and channel for frontline reporting on queues, action plans, and follow-up workflow at national level;
- Establishing an industry reference group for ongoing coordination with airports, airlines and related stakeholders;
- Online tools and media campaigns using simple 'traffic light' system to highlight to passengers when security screening will be the most busy;
- Developing a Request For Information (RFI) for queue monitoring technology.

Communications and External Engagement**Authority Media Mentions last 7 days**

Date	Activity	Channel
28 June 2023	Freightways trials airfreight service with a view to pilotless flights CAA mentioned in several stories about Merlin Labs and their trial of autonomous cargo flights – the flights will make use of their automation technology but will still be supervised by pilots.	Stuff

Planned communications and engagement

Planned release/publish	What	Type	Why
September 2023	Vector Spring Issue.	Aviation industry magazine.	A way of getting relevant information to industry in an easy-to-read format.
June - August 2023	Make time to make it in time.	Digital campaign – social and advertising.	Educate passengers about what to expect at airport security, including allowing enough time to avoid queues. Some messaging will target FIFA WWC spectators.

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

Planned release/publish	What	Type	Why
July-September 2023 (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.
From mid-July 2023	All stories from Vector Winter issue.	Vector Online articles.	Ongoing education by putting some Vector articles online for anyone to access.
September 2023	Vector Spring Issue.	Aviation industry magazine.	A way of getting relevant information to industry in an easy-to-read format.
July-December 2023 (multiple dates)	Dangerous Goods (DG).	Face-to-face course for industry.	To provide training and qualification for the carriage of DG.

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

**MV Shiling**

Work is ongoing to prepare the vessel to be released from detention and to depart Wellington for Singapore in the week ending 9 July 2023. However, departure might still be delayed. Last week the vessel undertook harbour and sea trials, following which several ongoing issues were identified. Some of these still need to be remedied and confirmation provided to satisfy both Maritime NZ and the Maritime and Port Authority of Singapore. Safety is being prioritised for the ship, its crew and New Zealand's environment.

Offshore (ocean) emergency response capabilities

As per our discussions with Minister Allan's Office, we are scheduled to provide further substantive advice about options for offshore (ocean) emergency response capabilities in July 2023. This reflects an expedited timeframe to deliver the work, following the Shiling incident in late May 2023. The work will brief Minister Allan on discussions we have had with stakeholders, although because of the shortened timeframe to deliver further advice, we have had to limit our planned engagements with the sector.

Ahead of providing our written advice to Minister Allan we propose to meet with the Associate Minister and key officials from the project first, to verbally present on the key findings from the work that has been undertaken. If the Minister agrees, we are ready to proceed with this verbal briefing and presentation.

s 9(2)(ba)(ii), s 9(2)(g)(i)

Correcting double-charging of some jet boat inspections

One of the key focus areas of Maritime NZ's organisational strategy, Te Korowai o Kaitiakitanga, is improving our operational policy and work processes. While reviewing the processes for commercial jet boat inspections, we identified that 35 operators had been double-charged for routine inspections. They paid a delegated third-party for the work he did and also paid Maritime NZ for that work through the Maritime Levy.

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

Under the Maritime Transport Act 1994, the Director can delegate some statutory functions and powers to third-parties with relevant skills, subject to the Minister's approval. In this case, the overcharging arose because the instrument of delegation did not reflect a 2019 policy change that initial inspections are now covered by the Maritime Levy, and therefore cannot not be charged for separately.

There was no fault on the part of the delegated third-party, who acted as advised by Maritime NZ, nor were there any issues with the safety, quality or competency of the services he provided to maritime operators.

We will shortly begin contacting the 35 impacted operators to arrange refunds and apologise for the inconvenience. The total amount to be refunded is \$40,096 spread across the 35 operators, which are small amounts per operator. We have changed our internal processes and guidance to ensure this does not happen again.

Maritime in the media

Maritime NZ has drafted a media release in anticipation of the release of the Shiling from detention. The release will be finalised and issued when details of the ship's departure from Wellington for Singapore are confirmed.

Following the release of updated guidance around watchkeeping, Yachting NZ is asking its stakeholders to lobby Maritime NZ and contact media. The guidance does not reflect new legislation but, instead, reiterates the existing Maritime Rule and the need to have someone keeping watch on vessels. Due to some water users living on vessels, some sector groups are raising what the impact may be on them. TVNZ has submitted a query about this.

We continue to receive queries about search and rescue activity and the involvement of the Rescue Coordination Centre NZ (RCCNZ). We respond to these with the relevant information.



No update this week.



FUTURE IS RAIL CONFERENCE

On 28 June 2023, KiwiRail Chief Executive Peter Reidy attended the Future is Rail Conference in Wellington. The one-day conference brought together transport sector representatives, iwi, rail operators, and climate/community/rail advocates. Around 200 people attended, with many representing rail advocacy and public transport groups.

KiwiRail's main messaging was that while back in 2014 or 2015 the question to ask felt like, "Why does rail exist?", the question is now "how", and that KiwiRail is not just a freight business anymore, but is also passionate about moving people, moving over a million people a year.

KiwiRail was pleased to assist councils with developing Te Huia, and we see our job as helping councils to draw up plans for passenger rail.

Much of the discussions on the day focused on how bipartisan support was needed to expand rail, and that passenger rail needed to be reframed from being an alternative option to a primary transport option for many people.

Transport and Infrastructure Select Committee Chair Shanan Halbert noted his committee is expected to shortly release its report and recommendations on its inquiry into the future of inter-regional passenger rail in NZ, advising the Conference that the inquiry into passenger rail was an attempt to gain a bipartisan set of recommendations for future governments. The report has now been released.

National party infrastructure spokesperson Chris Bishop also spoke, stating he supported passenger rail where it made economic sense and National's focus was on improving the metro rail services in Auckland and Wellington and ensuring Auckland got the best use out of City Rail Link. He stated his party did not support passenger rail services to places such as Napier, Gisborne and the Far North.

Green MP Julie-Anne Genter provided a summary of submissions to the Select Committee and presented her party's plans for passenger trains connecting from Auckland and Wellington to outer regions, and in the greater Christchurch area with tentative services along the rest of the east coast network.

INTERISLANDER

Enhanced Maintenance regime

DNV Risk Advisory is currently conducting a three-stage management assessment of the Interislander fleet. The first stage involves technical analysis of critical components impacting vessel safety. The second stage focuses on maintenance actions and records, while the final stage evaluates the owner organisation's asset management practices.

The assessment includes desktop work and on-site visits by DNV Advisory engineers. Engineers Stan, Marek, and Marek have recently engaged with the Kaitaki as part of stage one. The subsequent stages will continue as Kaiarahi and then Aratere begin the process over the next few months.

We received the initial round of feedback and have already identified valuable insights and actions to assist us in our goal to be better.

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

Planned dry and wet docks

Maintenance of the ferry fleet involves regular scheduled wet-docks (periods where the vessel is assessed and maintained while in water) and dry-docks (longer periods where the vessel is assessed and maintained out of water, enabling the hull to be maintained). The following docks are scheduled:

- *Kaitaki* wet dock 8-10 July 2023
- *Kaiarahi* dry dock 11 July to 22 September 2023 (Singapore)

Performance

On Time Performance (OTP) and reliability have been affected slightly these past two weeks by mechanical issues with the *Kaiarahi* having trouble opening her bow door, necessitating a turn on arrival to Wellington so that cars and trucks could discharge from the stern door. This got customers off the ship after a delay of approx. one and a half hours. The fault has since been fixed.

The *Kaitaki* was also impacted by the southerly front that came through over the weekend 1- 2 July 2023. Because *Kaitaki* currently has only one stabiliser she is limited to a maximum of four metres significant swell height for passengers and 4.5 metres for freight. This is one metre less than on *Kaiarahi* and *Aratere*. Significant wave height is the average of the highest one third of waves. This means that a significant wave height of four metres can have peak waves up to 6 - 7 meters.

On 23 June 2023, three sailings of the ferry *Aratere* were cancelled due to an electrical alarm that sounded after the ferry berthed in *Pictou*. KiwiRail engineers followed up with a series of checks, and we cancelled the 11:00am, 3.45pm and 8.35pm *Aratere* sailings out of caution, and to provide customers with certainty about their travel.

All impacted passengers and freight were transferred to later sailings the same day.

Date range	On Time Performance (15min Tolerance) OTP Target 88%	Reliability (Excl. Weather) Reliability Target 98%	Reliability (Incl. Weather)
22 May 2023 – 28 May 2023	98% Aratere – 100% Kaiarahi – 96% Kaitaki – not sailing Valentine – not sailing	100%	100% 0 sailings cancelled due to weather
29 May 2023 – 04 Jun 2023	96% Aratere – 88% Kaiarahi – 100% Kaitaki – 100% Valentine – not sailing	100%	100% 0 sailings cancelled due to weather

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

Date range	On Time Performance (15min Tolerance) OTP Target 88%	Reliability (Excl. Weather) Reliability Target 98%	Reliability (Incl. Weather)
19 Jun 2023 – 25 Jun 2023	78% Aratere – 85% Kaiarahi – 63% Kaitaki – 77% Valentine – not sailing	93%	93% 0 sailings cancelled due to weather
26 Jun 2023 – 02 Jul 2023	88% Aratere – 96% Kaiarahi – 73% Kaitaki – 96% Valentine – not sailing	100%	100% 0 sailings cancelled due to weather

KiwiRail is benchmarking itself against Air New Zealand who publishes its On-Time Performance data on a quarterly basis. The table below shows Air New Zealand's On-Time Performance results for the four months ending 31 March 2023.

Month	International Long Haul %	International Short Haul %	Domestic Jet routes %	Regional routes %
December 2022	44.6	46.1	76.2	75.3
January 2023	59.2	59.3	80.1	80.7
February 2023	62.4	54.7	72.6	77
March 2023	70.8	56.3	75.4	82.8

s 6(c)

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

s 6(c)



IREX UPDATE

s 9(2)(j)



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

iReX Review

s 9(2)(f)(iv)

iReX Construction

Preparation work on the Dublin Street overbridge in Waitohi Picton begins soon. The road is currently reduced to one lane traffic and will fully close to vehicles and pedestrians from 1 August 2023, for around 20 months while the new bridge is constructed.

Broadway, which runs adjacent to Dublin Street, will also close to through traffic. We have worked with Marlborough Roads and Waka Kotahi to ensure good detour arrangements are in place, and are talking widely with the community, ferry passengers, tourist operators and commercial companies to ensure road users are well informed.

Other work involves installing new driveway access for around 12 residents in Auckland Street, who's existing access will be closed off as a result of the Dublin Street overbridge. While the work is highly disruptive for them, we are in close contact and speak regularly to keep them well informed and involved as the works progress.

Staff and ferry passengers say that they are enjoying the recently completed temporary terminal building.

COMMUTER SERVICES**Te Huia SPAD**

On 17 June 2023, the northbound Te Huia service had a Signal Passed at Danger (SPAD) event, essentially running a red light, at Penrose. The service ran through a set of points doing significant damage to the track system.

As noted previously, SPAD events are uncommon and taken very seriously by KiwiRail, with an internal safety investigation is underway and KiwiRail notifying Waka Kotahi our rail regulator on the Saturday morning as required.

We have since written to Waka Kotahi Chair Dr Paul Reynolds, regarding the Te Huia SPAD to reiterate our commitment to giving our safety and regulatory responsibilities the attention they deserve. We noted that alongside our own Zero Harm investigation, KiwiRail is cooperating with Waka Kotahi's regulatory investigation and that of the Transport Accident Investigation Commission. We have also written to Auckland One Rail and Auckland Transport in response to concerns they raised directly with us.

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

On 26 June 2023, our Chief Operating Officer and Waikato Regional Transport Committee member met with the Waikato Regional Council Transport Director to discuss Te Huia, and actions being taken to maintain the otherwise strong performance. The Board also met with the Waikato Regional Council Chair and senior officials.

KiwiRail is reviewing any safety actions we can identify to improve the operation of the Te Huia services in the future. This has included completing a refresher training session with all Te Huia locomotive engineers on SPAD controls, and in a key step, assessing the introduction of Electronic Train Protection (ETP), which is a safety overlay to reduce the consequence of a SPAD.

This was being considered in the context of the introduction of the push-pull mode on Te Huia, however we now intend to bring ETP into service at the earliest opportunity and we are aiming for a date in July 2023. ETP has been used throughout the Auckland network previously.

The KiwiRail Board has also asked management to review our approved Te Huia operations to ensure everything is operating correctly and safely and to report back to them.

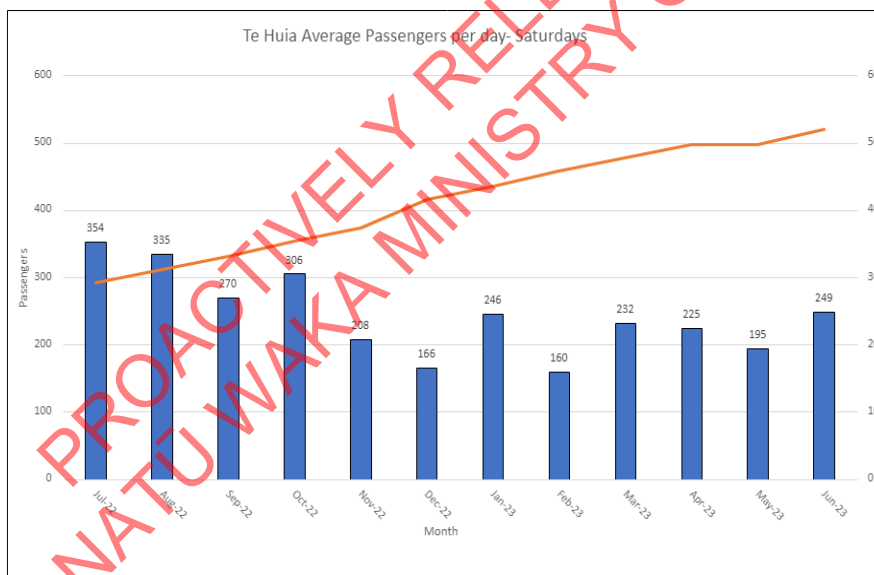
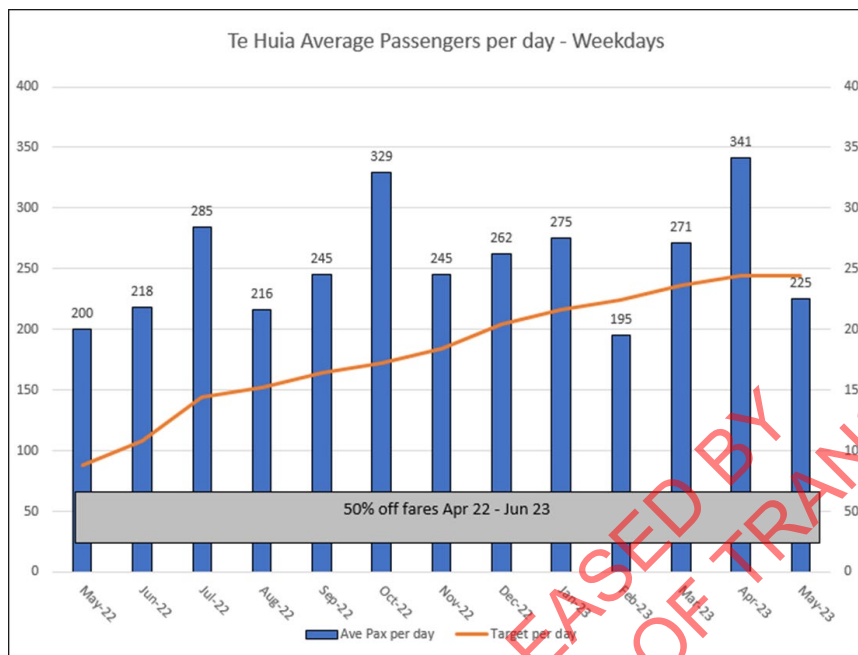
Separately, KiwiRail has a project underway to implement European Train Control Systems (ETCS) on to our freight locomotive fleet that operates in Auckland – similar to the system fitted on Auckland One Rail's electric multiple unit fleet. The project team are investigating whether it would be feasible to accelerate this retrofit program.

Te Huia – Hamilton to Auckland

After a flat May, with several bus replaced services, patronage has returned to normal levels, and is seeing an increase in passenger numbers when compared to last year. We have seen:

- Total of 5358 passengers carried (on board high count), with an average of 252 passengers carried on weekdays and 249 on Saturday services. Te Huia carried 63 Bikes and 15 Scooters. Te Huia saw two Wheelchair passengers, and 12 with walkers with the hoist used on 14 occasions.
- Average weekday passengers had a 27% increase in patronage for June 2023 when compared to June 2022
- Weekday patronage increased by 12% for May (23 days of operation) when compared to May 2023
- Saturday patronage increased by 27% for May 2023 when compared to April 2023.

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

Patronage*On Time Performance*

The OTP for Te Huia had significant variation across June 2023, given the disruptions on 13 – 14 June 2023 arising from rolling stock issues, and the SPAD on 17 June 2023. KiwiRail is prioritising our focus on resuming what is otherwise a strong OTP record, with 95% OTP overall across 2022/23 (on target).

- Delays can be attributed to
 - Network congestion in the Auckland Metro region
 - Following suburban units
 - Speed restrictions
 - Investigation following SPAD incident.

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

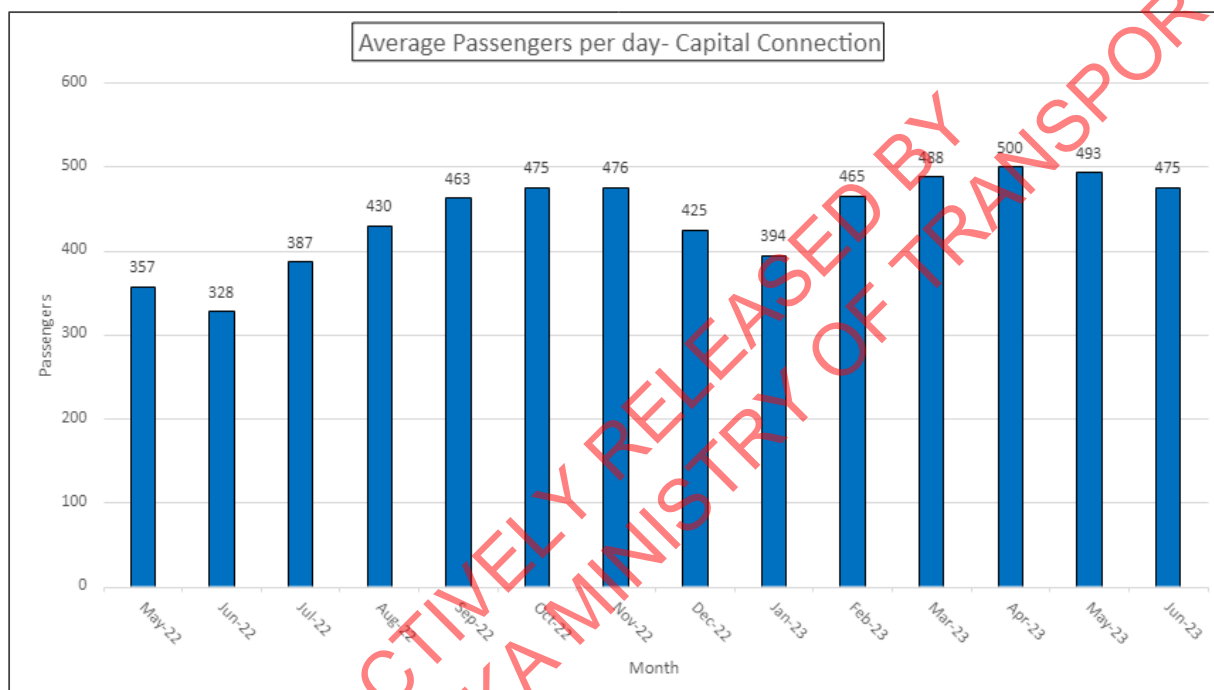
Capital Connection

Total of 904 passengers carried, with average weekday passengers having a 3% increase in patronage for June 2023 compared to May 2023.

Average weekday passengers with 475 per day sees an 45% increase in patronage for June 2023 when compared to June 2022.

Capital Connection has carried over 110,000 passengers for the FY23 year.

New consist (SR carriages) are due to enter service 31 July 2023. Crew are currently completing their training.

**MAJOR PROJECTS****Canterbury projects full steam ahead***Tinwald Corridor Improvements*

Not only does Canterbury hold the Super Rugby title, but it can also boast of impressive progress in rail projects.

On 1 July 2023, representatives from Fulton Hogan, KiwiRail and Waka Kotahi attended the sod turning ceremony for the NZUP funded Tinwald Corridor Improvements project. Marking the start of construction for this joint project, MP for Rangitata, Jo Luxton spoke to the importance for the upgrade, while Deputy Mayor for Ashburton, Liz McMillan welcomed the investment.

Iwi partner, Tewera King blessed the site and the start of the works.

The Tinwald Corridor Improvements project, installing new traffic signals (similar to the work at Walnut Avenue) upgrades the intersection between State Highway 1 and Lagmhor Road/Agnes Street, and adjacent streets making it safer and easier for people in Tinwald to cross between east and west residential areas. It will also mean crossing and getting on and off the highway is easier at peak travel times.

Improved facilities for cyclists and pedestrians will make it safer and easier for people from west Tinwald to visit local shops and businesses, instead of travelling to Ashburton, as many do now.

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

KiwiRail will be improving our crossing at this intersection, and are working with Waka Kotahi to ensure all signals are operating effectively together



Ashburton deputy mayor Liz McMillan, Arowhenua marae ūpoko Tewera King, and Rangitata MP Jo Luxton get stuck in at the Tinwald corridor project sod turning on Saturday

Ashburton freight hub

The earthworks for the New Zealand Upgrade Programme Ashburton (Fairton) freight hub project are also progressing well, with our build partner Tarbotton Land & Civil providing an impressive aerial photo of the works so far. The new hub will allow much higher volumes of rail freight, which will benefit local freight suppliers and have a very positive impact on regional economic activity.

The development is a joint initiative between KiwiRail, Wareing Group, the Ashburton District Council and the New Zealand Upgrade Programme.

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

*Waltham Mechanical Facility*

Meanwhile in Christchurch, the mechanical hub in Waltham is taking shape with roof completed, and we are nearing the completion of the exterior cladding. The track team have also been working hard to lay sleepers and track to the west end of the building.

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

***Middlemore Station Upgrade***

The final stage of the Third Main Line, construction for the Middlemore Station Upgrade, will begin in August 2023. The Local Board, Mayor, Member of Parliament and Ministers have all been informed by memo, and a series of stakeholder engagement activities will take place before construction starts, including information sessions at Middlemore Hospital and posters/customer communications at the Station.

A phased approach means the station will stay open at all times, minimising disruption. As well as better access to public transport, including rail and bus services at Middlemore Station, the upgrade will improve safety and security, design, amenity, encourage more intuitive foot traffic flow and allow easier access for pedestrians and vehicles.

The changes include a new, second platform to serve the Third Main Line, a new pedestrian bridge, an extension to the existing bridge and turnstiles for the new platform. KiwiRail will provide a temporary platform extension accessible to all users allowing trains to continue stopping at Middlemore and keeping disruption to a minimum.

Auckland Rail Programme Business Case

Local Board engagement for the Auckland Rail Programme Business Case (ARPBC) has begun this month with a team from KiwiRail and Auckland Transport attending a series of workshops across all Auckland's Local Boards. This is an opportunity to present high level plans for the ARPBC and gather feedback and local intelligence on transport challenges and aspirations from Local Board representatives on behalf of their communities.

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

The ARPBC is a partnership between KiwiRail and Auckland Transport and forms a holistic, 30-year vision to provide a resilient, integrated mixed network, enabling growth and capacity for mass transit, for Auckland's Rapid Transit Network, regional passenger demand and national freight supply chains. It includes a range of network improvements, including a Fourth (and more) main lines and building a rail line in the designated Avondale to Southdown corridor. The long-term improvements in the ARPBC will enable great commuter and freight capacity and reduce net carbon emissions from transport activities, while supporting continued and sustainable economic growth.

Benefits include decongestion of the network, reduced journey times, fewer delays to freight and passenger services, improved safety and more efficient maintenance programmes. The ARPBC is undergoing a series of feedback and approval stages and will be submitted to Ministers early 2024.

NETWORK UPDATE

Cyclone Recovery

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

Affected lines:

North Auckland Line - NAL (Swanson - Whangarei) – closed

Work is completed repairing more than 50 kilometres of line north of Swanson (to near Makarau), including repairs to significant washouts in north Auckland.

Two slips (at the 78 and 83km marks) under the rail line south of Tahekeroa (86km mark) have worsened due to ongoing weather and we are currently looking at what temporary work can be done so that work trains will be able to get to Tahekeroa.

At Tahekeroa, where a 35,000 cubic metre slip fell across the road and rail line, works have progressed significantly despite the weather. The rail culverts are complete, and installation of the road culverts is 80% complete.

Bulk earthworks to create the rail basin between the road and rail line below it, which will act as an overflow to protect the rail line in case future slips fall over the road, is finished and work is underway to rebuild the rail formation and road embankment. Next steps include completing the road culverts and build the road bund over them, continue excavation for and construction of the replacement rail formation, and repairing two nearby slips (noted above) under the rail line.

There have been more than 200 damage sites along the NAL, including overslips, slumps, washouts and underslips, and ongoing weather has seen some sites worsen. Repairs are progressing but between the Tahekeroa and Whangārei areas around 35 sites are still going through the geo-technical assessment process and will require an engineering response to remediate. At least 10 of these sites will require a significant engineering response – which will take time - and a temporary fix may not be possible.

Given damage to infrastructure in Auckland, Northland, the East Coast and Hawkes Bay, specialist geotechnical and design resources are in high demand, slowing down procurement and delivery of the assessments and designs needed repair and reopen the NAL.

At this stage we expect the NAL to remain closed until at least the end of this year. We are developing a work programme and expect to have a clearer idea of timeframes once investigations and designs have all been completed. This may take until October 2023.

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 11,700 new concrete sleepers laid to replace life expired timber sleepers, and 7.8km of new rail laid. This work will raise the standard of the track to handle heavier trains (18 tonne axel loads). The aim is to complete as much renewal work as possible before the NAL reopens, to avoid further disruption for customers.

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

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.

A temporary Container Terminal in Hastings is operational, enabling freight to be road-bridged between Hastings to Napier and the port.

Work with the Transport Rebuild East Coast (TREC) Alliance is continuing. Planning is underway for execution of the full Project Alliance Agreement in early July 2023. A tender for professional services to be utilised by TREC has gone to market on behalf of KiwiRail, via Waka Kotahi. KiwiRail is continuing to share information with TREC to improve on the concept thinking currently in place for reopening Napier to Wairoa.

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

We have made good progress in the badly flood damaged Awatoto area. Substantial amounts of debris has been cleared, damaged sections of rail removed, and design work for the washed out embankment here are almost finished.

We have also removed damaged parts of the rail Bridge 217, which lost a number of concrete piers and spans during the cyclone, and the temporary rebuild is well underway. Steel casings for temporary piers have been railed from Christchurch to Hastings and our contractor has made good progress installing the piles and headstocks for these temporary bridge piers.

They have driven the first 10 (of a total of 12) piles from the south riverbank and installed temporary works on them for building the superstructure. The piles are being pushed 30 metres into the river bed, compared to the 10 metres depth of the previous piers, to improve resilience. A crane pad has been built on the north side of the river to allow for time savings by completing the northern most piling and span installation from that side.

The pier works will be followed by the installation of temporary head stocks and rail spans from KiwiRail's "spare span" stocks, which are kept for such emergency works.

Undertaking temporary repairs will allow the rail line to Napier to open for freight later this year.

Emergency Management Minister Kieran McAnulty and local MP Anna Lorck, plus representatives of NEMA, visited the site on 13 June 2023. Feedback of the visit was positive for all involved.

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 undertaken 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 the TREC team.

TREC members have commenced integrating with KiwiRail's team to ensure coordinated planning of rebuild works.

Works are underway for "make safe" works. These are to make the Napier - Wairoa rail corridor safe for winter by unblocking drainage paths and removing wood debris off bridges and out of rail waterways.

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

KiwiRail is a non-voting member of the Auckland and Wellington regional transport committees (RTCs) given the co-funding arrangements for work in the metropolitan rail networks and the high train frequency volumes. We are also a non-voting member of the Waikato and Bay of Plenty RTCs reflecting the high train frequency volumes on the Golden Triangle.

KiwiRail remains available to attend all other RTC meetings on an as-needed basis, as we recognise the importance of connections with regions on a regular basis. KiwiRail recently attended the Hawke's Bay RTC to discuss the impact of Cyclone Gabrielle and the work to reinstate the network, and a session alongside Waka Kotahi and the Ministry with the Environment Canterbury transport and urban development committee.

KiwiRail is scheduled to attend the Taranaki RTC in September 2023 and has expressed interest in attending an upcoming Otago/Southland joint RTC meeting.

SAFETY CULTURE

As previously reported, KiwiRail is partnering with global safety leadership firm dss+ (formerly DuPont Safety Solutions) to complete a whole of KiwiRail safety leadership cultural and maturity assessment programme.

dss+ have worked with thousands of companies to transform organisations' safety beliefs, leadership and culture.

This started in late November 2022, with the stated aim of providing KiwiRail with an indication of where we sit across leadership, systems and processes compared to global best practice. Surveys were completed with staff across all of our business, and dss+ have now started to respond back to KiwiRail with its findings.

These results have been shared with our senior leadership group via "mirror walks" - interactive sessions which shared where we are now in terms of our thinking around safety, and where we go from here. These sessions have demonstrated that KiwiRail has made a good start, but that we are not where we would like to be in our safety journey. These details have been shared with our Union partners as well.

We are now beginning to share the result with our teams on the ground, through more "mirror walk" sessions, and will continue the roll out over the next couple of months.

The end goal is to produce a KiwiRail focus on the right initiatives to build a safety mindset, visible leadership, critical risk and controls, front line engagement and the right assurance and accountability discipline, to ensure we work to care and protect our people and build a high-performance safety culture.

We will keep your Office informed as this work progresses.

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

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UPCOMING MEETINGS/EVENTS

7 August 2023 – Rail Safety Week launch – we will work with your Office on your preferred level of involvement.

TBC – KiwiRail's Board visiting Hutt Workshops to see the new \$30 million wheel-shop. We expect to invite local MPs and interested Hutt City councillors.

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