



Briefing to the incoming Associate Minister

Ministry of Transport
June 2017

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Introduction

Welcome to your new role as Associate Minister of Transport.

Transport plays an important role in supporting economic growth and connecting us as a society. As your principal advisers on transport issues, we are ready to engage with you on your priorities. The Ministry has vast experience and knowledge on transport and is equipped to provide you with robust, informed and evidence-based advice to support you in your role.

As Associate Minister of Transport, you will be responsible for making decisions that have both immediate and long-term implications. The purpose of this briefing is to provide you with an introduction to the four broad areas for which you will be responsible.

We have included brief biographies of the Ministry's Leadership team (page 24), and additional supporting information as appendices. This briefing does not attempt to provide specific policy recommendations.

The Ministry's role

The Ministry is the Government's principal adviser on transport policy, regulation and investment. We also lead and co-ordinate the transport sector agencies to ensure they deliver on the Government's expectations and priorities, and achieve the results sought from them for New Zealand. We will provide you with specialist transport advice and support on these matters. We will also provide you with support to promote good governance, performance and accountability of the Crown entities in the transport sector for which you are responsible.

We work with the Minister and Associate Minister to deliver a programme of work that aligns with their priorities, but also ensure you get the best possible advice on issues and opportunities to ensure the government's policy, regulatory and investment settings are appropriate to meet the future needs of the nation.

Although we play a critical role in the transport sector, we are a relatively small organisation with a budget of \$30 million per annum and around 130 staff.

Peter Mersi

Chief Executive and Secretary for Transport

Your delegated responsibilities

As Associate Minister of Transport your responsibilities are delegated to you by the Minister of Transport, with the approval of the Prime Minister. You will receive a letter from the Minister of Transport setting out these delegations.

This briefing contains a more detailed explanation of your delegated responsibilities, under four headings:

- 1. Safety related responsibilities**
- 2. Rules Programme**
- 3. Oversight of externally provided functions**
- 4. Research and statistics**

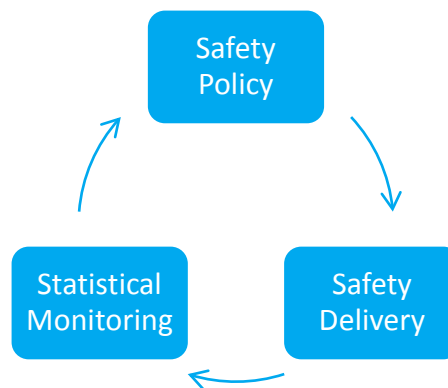
We intend to provide oral briefings on each of these areas.

Safety-related responsibilities

The Minister of Transport has delegated to you responsibility for all transport safety matters (aviation, maritime, rail, and road) including policy development and making of all transport Rules and consequential Regulations, apart from those he advises you he intends to make. The Minister is retaining responsibility for all commercial oil and gas related matters, including all matters relating to the financial assurance of offshore petroleum installations, and all matters relating to the Small Passenger Services Review, including its implementation.

How the safety system works

Safety-related matters can be broken down into three broad categories: policy, delivery and monitoring. There is a degree of overlap of responsibilities for these broad categories as is explained below.



Safety policy

Setting safety policy is the role of the Minister and Cabinet, and the Ministry's role is to be the principal policy adviser in its development. However, the Crown entities also have a role to assist with policy development, which is informed by their responsibilities for safety delivery and the information gained and lessons learned in that process.

Safety policy development needs to be evidence-based and includes establishing the most effective mix of interventions, including the roles of primary legislation (statutes) and secondary legislation (rules/regulations), enforcement, education and social marketing. This requires an awareness of international best practice, international standards (as set by the International Civil Aviation Organization, International Maritime Organization etc) and a good understanding of the various transport sectors.

Other aspects of safety policy are:

- Assessing the effectiveness of proposed regulation (sometimes called “regulatory impact statements” or RIS), which often includes detailed cost benefit analysis.
- Establishing budget allocations for the various safety agencies (Minister Bridges has retained this responsibility).
- Developing legislation and rules to enable regulation to be implemented.

While the Ministry has the role of principal policy adviser for transport safety, in practice it works collaboratively with the delivery agencies who contribute their practical knowledge and experience to the policy formulation process.

The Government's strategic policy framework for road safety is set out in its road safety strategy, *Safer Journeys 2010 to 2020*, and its associated action plans. There are no equivalent documents for the aviation and maritime sectors.

The Ministry has a Land Transport Safety team. In addition, the Chief Executive of the Ministry chairs the National Road Safety Committee that represents the main Government agencies involved in road safety.

You are also responsible for setting policy for road policing, which is carried out by the NZ Police and funded through the New Zealand Transport Agency (NZTA). The allocation for road policing is established in the National Land Transport Programme within the envelope set out in the Government Policy Statement on Land Transport 2015-18 and currently stands at \$321m for the 2016/17 year. Road policing is funded by road user fees, including fuel excise duty (petrol tax) and road user charges. The NZTA is responsible for negotiating and monitoring the delivery "contract" with the Police.

As Associate Minister, you have been delegated responsibility for the transport rules system. Further information on this aspect is included on page 12 below.

Safety delivery

Safety delivery includes enforcement of legislation and rules; education and social marketing (including advertising campaigns); engineering of roads and other transport infrastructure to make them safer; certification and monitoring of operators; licensing of individuals; certification of design and construction standards; accident investigation; and administering security requirements. These aspects are the responsibility of Crown entities and other organisations as below:

- **Enforcement, education and social marketing:** Police, NZTA, Civil Aviation Authority (CAA), Maritime New Zealand (MNZ), local government (parking and bylaws), regional government (harbour rules and water safety)
- **Engineering safety improvements:** NZTA (for State Highways), KiwiRail, local government (for local roads).
- **Certification and monitoring of operators:** NZTA (freight operators including KiwiRail; passenger transport operators; taxi services; vehicle certification providers), CAA (air transport operators, airports, aircraft engineering organisations, training), MNZ (maritime transport operators)
- **Licensing of individuals:** NZTA (driver licences including heavy commercial and passenger service licences), CAA (pilot licences and aircraft engineer licences), MNZ (seafarers, maritime pilots, marine surveyors, examiners, assessors)
- **Certification of design and construction standards:** NZTA, CAA, MNZ for their respective transport modes.
- **Accident and incident investigation:** Transport Accident Investigation Commission (TAIC), CAA and MNZ.

Further information about the safety delivery role is included in the BIMs provided by NZTA, CAA and MNZ.

Statistical monitoring of safety

This process essentially involves capturing data on the transport system's safety performance, identifying trends and analysing causes.

The Ministry and the Crown entities carry out safety monitoring collaboratively. Typically, raw data is captured by the Crown entities and reported through to the Ministry where it is consolidated. Both the Ministry and the Crown entities undertake analysis of data including establishing causality. This includes analysis of both short-term causality (such as the effects of increasing numbers of overseas drivers) and longer-term issues (such as the reasons behind the decline in road accident rates since the 1970s). These are frequently the subject of substantial research projects commissioned from consulting firms.

The results of safety monitoring are used to evaluate the effectiveness of regulatory safety interventions and feed into the policy development process. This can include the development of measures to address developing or recurring safety issues such as drink-driving or helicopter crash rates. Safety monitoring is also used to evaluate the performance of the Crown entities which deliver the safety functions.

In practice, the Ministry's main involvement in safety monitoring is in the land transport sector, where it is closely involved in research and analysis, has a land transport safety team, and is responsible for officially recording road toll information. Until recently we also tracked and published reports on rail incidents. This function has now moved to the NZTA. The Ministry monitors the national road toll on a daily basis and records this on our website. We also publish summary reports on New Zealand's road toll by quarter, with breakdowns of features, historical trends and possible factors. Occasionally we also publish commissioned reports on the road toll – for instance 'Quantitative analysis of the road toll' in 2013 and 'Why do people die in road crashes?' in 2016. As you will be aware, there is a high degree of public interest in the road toll, particularly over holiday periods.

For the aviation and maritime sectors, virtually all monitoring and trend analysis is carried out by the two relevant Crown entities.

Statistical monitoring of safety is a subset of the Ministry's wider research and statistics function, which is described in more detail on page 22 below.

Safer Journeys

A short history of Safer Journeys

Safer Journeys: New Zealand's Road Safety Strategy (the Strategy), is the Government's strategy to guide improvements in road safety over the period 2010-2020. Its vision is for "A safe road system increasingly free of death and serious injury".

The Safe System forms the basis of the Strategy through the four concept pillars of safer roads and roadsides, safer speeds, safer vehicles, and safer road use (see "Safe System" diagram below).



The Safe System approach recognises that people make mistakes, and are vulnerable in a crash. It seeks to reduce the effects of mistakes on the road, so crashes do not result in injury or death.

There has been significant progress from the work and initiatives of the previous two Action Plans, (the first Action Plan 2011-2012 and the second Action Plan 2013-2015). Actions taken under areas of high concern in Safer Journeys have demonstrably reduced deaths and serious injuries, particularly those related to alcohol and the safety of young people. Some key achievements to date include:

- To encourage safe road use, the Government has agreed to mandatory alcohol interlocks for repeat offenders, mandated a zero blood alcohol concentration (BAC) limit for drivers under 20, and lowered the BAC limit for adults from 0.08 to 0.05 to ensure safer road use
- For safer vehicles, the Government has mandated electronic stability control in vehicles
- The Government has introduced the Speed Management Programme to ensure that speed limits are safe and suit the road conditions
- The Government is also continuing the Roads of National Significance project. These roads are built to a high standard to reflect the Government's focus on safer roads and roadsides.

The current issues that Safer Journeys is addressing

The Ministry released the Safer Journeys 2016 – 2020 Action Plan (the Third Action Plan) in May 2016. It will build on and continue the work of previous Action Plans, such as speed management initiatives and the impairment workstream, which includes a proposed roadside drug driving testing regime and mandatory alcohol interlocks.

The Third Action Plan has four areas of focus:

- enable smart and safe choices on the road, creating an environment where people have the right information at the right time.

- make motorcycling safer by providing a safe environment for motorcycle riders using education, information, and emerging technology.
- ensure roads and roadsides support safer travel by focusing effort on identified highest risk roads (specifically local urban arterial roads), and continuing the significant work to date that has seen positive progress
- encourage safe vehicles by investigating how to increase the uptake of proven and emerging technologies in vehicles entering the New Zealand fleet.

These actions address areas of greatest risk and disproportionate harm, and present opportunities for the use of current and emerging technologies.

Since the release of the Third Action Plan, the Ministry has been working with its road safety partners to create an implementation plan for the four core actions listed above, and to allocate responsibilities for implementing the Third Action Plan through to 2020.

Key programmes of work to bring to your attention

Land Transport Amendment Bill

The Land Transport Amendment Bill (the Bill) contains a range of policies that reflect Government objectives: improving economic growth and productivity, improve safety, and enable better regulation. There are six components of the Bill. Four aspects of the Bill sit within your delegation:

- Fleeing drivers: Creates a more effective deterrent to reduce the incidence of fleeing drivers, through increased penalties and enforcement provisions.
- Alcohol interlocks: Enables the legislation to work more simply and effectively, particularly with regard to mandating alcohol interlocks for serious first time or repeat offenders. [REDACTED]
- Vehicle dimensions and mass: Modernises provisions in the Act, reducing the compliance burden on businesses, and enabling better targeted enforcement of overloading rules. The Amendments complement the reforms of Rules that set limits for the size and weight of vehicles to create opportunities for the use of more variety of freight and passenger vehicles across the network.
- Fare evasion: Gives enforcement officers on board public transport services (such as train guards and bus drivers, for example) the powers to obtain evidence of fare evasion from passengers, contact details if no evidence is produced, and the ability to instruct to disembark the service.

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Key policy issues we want to discuss with you

Speed Management Guide

Cabinet has agreed to proposed speed management initiatives set out in the Safer Journeys: Safer Speeds Cabinet paper, including the release of a Speed Management Guide by the NZTA, and a number of proposed changes to the Land Transport Setting of Speed Limits Rule (the Rule).

Amendments to the Rule were released for public consultation on 4 May 2017. The amendments include enabling the setting of 110 km/h speed limits where it is safe and appropriate to do so. In August 2017, following the consultation period, we expect to provide

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you with a revised Rule for signing. [REDACTED]

Driver licensing

The Driver Licensing Review aims to reduce compliance costs and complexity in the driver licensing process, while maintaining safety. To achieve this, the key goals of the review are to enable online licensing, and simplify and streamline licensing for heavy vehicles.

The Cabinet paper went to Cabinet on 20 December 2016. The Yellow Draft will be ready for consultation in May 2017, however, it is unlikely that the final rule will be ready to sign before the General Election 2017.

The Ministry also plans to undertake a review of the graduated driver licence system (GDLS). The first stage of this evaluation will investigate the current state of GDLS arrangements, by looking at the results of changes to the GDLS made from 2009-2012. This initial investigation will determine whether further changes to the GDLS are justified. This work is expected to commence in July 2017.

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Overseas drivers

There tends to be considerable media and public attention in the media on overseas drivers in New Zealand, and their perceived impact on the road toll. The term 'overseas driver' includes any driver who is driving in New Zealand on a driver licence that has been issued by an overseas licensing jurisdiction, and includes international visitors, (tourists), new residents who have recently settled in New Zealand, and those who are in New Zealand for work or educational purposes.

Despite the level of attention, overseas drivers are a low contributor to deaths on New Zealand roads, compared to other road safety issues and types of drivers. This means that targeting overseas drivers may be of limited benefit to reducing road deaths.

Provisional road toll data for 2016 indicates that 22 of the 328 deaths on New Zealand roads resulted from crashes where an overseas driver was at fault. Of these, 14 deaths were in the vehicle driven by the overseas driver, and eight were other road users.

There are significant programmes of work under way to inform overseas drivers before and equip rental car firms. New Zealand is also bound by its international obligations as a contracting state to the 1949 United National Convention on Road Traffic. If this is an area you wish to explore further, we are happy to have a discussion with you.

Clear Heads

The Ministry of Transport, CAA and MNZ have been working together on the Clear Heads initiative. The aim of the initiative is to reduce the risks of alcohol- and drug-related impairment in the aviation and maritime sectors. It will also assure passengers and crew that their aviation and maritime operations are safe and free from drug and alcohol impairment.

The Maritime Transport Amendment Bill had its first reading in Parliament on 16 November 2016. It is now before the Transport and Industrial Relations Select Committee. The Committee completed its report on the Bill on 16 May 2017.

Once the Bill is enacted the Ministry will consult on draft rules for the maritime sector. As transport safety matters fall within your delegation, you will have oversight of the development of these rules.

The Parliamentary Counsel Office is currently drafting the Civil Aviation Amendment Bill which will introduce Clear Heads provisions for the aviation sector.

The Rules programme

Description of the rules process

Purpose of transport rules

Transport rules are secondary legislation that cover the aviation, maritime and land transport sectors. Transport rules make up the principal form of delegated legislation in the transport portfolio. Transport rules prescribe New Zealand's land transport requirements, and specify details for safety, security and environmental performance.

Along with transport rules for the other transport modes, the Minister will delegate to you the power to make land transport rules under the Land Transport Act 1998 with the exception of the Small Passenger Vehicle Services rules and rule changes required to support the Electric Vehicle Programme, which he has retained.

Rule making process

The transport agencies develop transport rules under agreement with the Ministry of Transport. However, the rules are considered and signed by the Minister of Transport (in practice, you as their delegate), and are the Minister's rules.

The Minister of Transport is required to advise Cabinet of proposed rules through an annual multimodal rules programme. This then forms the basis of the annual agreements for rule development services entered into with the transport Crown agencies. As the transport rules programme is a rolling programme, in each financial year, there will be new rules undergoing initial development, as well as other rules progressing through public consultation and completion.

Rules progress through a series of stages, including policy development, drafting of the legislative provisions, public consultation, and preparation of a draft final rule. The statutory consultation requirement is an integral part of the rule-making process, and helps ensure that rules are robust and practical.

Only rules that relate to significant new policy issues, or that will have a significant impact on the public or industry, require Cabinet consideration before being signed by transport Ministers. The vast majority of transport rules do not require Cabinet consideration before being signed because they are minor or will give effect to international obligations that Cabinet has already considered.

You will be made aware of any contentious issues before a draft transport rule is released for statutory public consultation. Transport Ministers consult with their Cabinet colleagues in advance of public consultation where rules are likely to have significant impacts.

As well as new rules, amendments to existing rules are included in the rules programme. This includes Omnibus Amendment Rules, which are a package of minor and technical amendments to existing rules that are consulted on together. This process provides a more efficient way of consulting on a range of issues at one time.

The 2016/17 Programme

The 2016/17 Programme provided to Cabinet contained 24 rules: six civil aviation rules (including one omnibus rule), six land transport rules (including one omnibus rule), and nine

maritime safety and marine protection rules (including two omnibus rules). In addition, three rule changes are driven by wider review findings and are being managed through the legislative process.

We understand that five rules are of particular importance to the Minister of Transport. They are:

1. Land Transport: Setting of speed limits (final rule due to Minister in August)
2. Land Transport: Driver licensing review (draft rule due to Minister in May)
3. Land Transport: Small passenger services (Minister Bridges has retained responsibility for this rule, and a final rule is due to him in August)
4. Maritime: Clear Heads (in the legislative programme)
5. Aviation: Clear Heads (in the legislative programme)

Apart from Clear Heads, based on the available information, none of these five rules is expected to result in increases in compliance costs (rules 1, 2 and 3 are expected to reduce compliance costs). One rule (Land Transport: Vehicle dimensions and mass) has already been completed.

The remaining 18 rules will make changes to meet international obligations and the Ministry's regulatory stewardship obligations.

A full list of proposals in the rules programme is attached as Appendix A, and the ones for which the Minister has retained responsibility are marked.

Rule changes that were rejected

The Ministry did not support all rule proposals received from the Crown entities for inclusion in the 2016/17 Programme. The Crown entities put forward rules they believe are necessary; and the Ministry follows a robust process to ensure each proposal has a clear problem definition and that the policy development has advanced sufficiently to warrant recommending a rule change at this time.

Typically, rules are rejected because supporting policy work is not complete (such as more analysis being required, practical trials incomplete or awaiting a response from third parties). In many cases, this constitutes deferral rather than outright rejection.

Cabinet consideration

Cabinet needs to consider any rule proposals that make significant policy changes or will have significant impacts. On this basis, specific Cabinet consideration was (or will be) required for:

- Aviation: Mandate automatic dependent surveillance broadcasts (expected to be lodged by June 2017)
- Aviation: Global Navigation Satellite Systems under Instrument Flight Rules (expected to be lodged by June 2017)
- Land Transport: Setting of speed limits (completed in November 2016)
- Land Transport: Driver licensing review (completed in December 2016)
- Land Transport: Small passenger services (completed on 30 March 2016)
- Maritime Transport: Part 102 Certificates of Insurance and Amendment (expected to be lodged in June/July 2017)

You or Minister Bridges can sign the remaining rules unless significant issues arise.

Quality of rules and processes

Overall, we believe the transport regulatory framework is fit for purpose. The Ministry's regulatory reform programme¹ identified some areas for reform and streamlined the regulatory design process so that it is more efficient and timely. The Ministry has brought an increased rigour into the rules process, ensuring only matters that genuinely require a rule change are included in the rules programme.

The Ministry recently launched an online version of a rule development tool for use by transport agencies as well as the Ministry (<http://rules.transport.govt.nz/>) to ensure a best practice process.

The focus over the last few years has been to amend the regulatory regimes to make sure the transport sector can adjust rapidly to changing transport technologies and international standards.

The Crown entities have some concerns about the Ministry's current approach to rule development. These relate to:

- the framework – the Crown entities would like more flexibility and more responsibility for the development of rules
- funding for the agencies for rule development – there has been no increase in funding since 2009. To ensure the limited resources are allocated to highest priority work, the Ministry made a portion of the funding available, contestable.

We agree there is some scope for increased flexibility in legislation and whenever an opportunity arises, we propose improvements in regulatory design and flexibility. Proposed amendments to the Maritime Transport Act 1994, which is currently before Select Committee, will bring more flexibility to rules development.

The contestable rules funding is being trialled this year for the first time and we will continue to review the approach. We will work with the Crown entities to determine if we are making the right components of the rules process contestable, and whether the current approach will achieve improved transparency and flexibility. To date, the trial has encouraged agencies to focus on priorities and provide proposals that are more robust.

Risks

There is a large number of rules on the 2016/17 Programme, although several are nearing completion. The Ministry will manage the risks this workload presents by setting clear milestones and focussing on Government priorities.

The Transport Four Year Regulatory Plan 2016-19

The 2016/17 Programme is a component of the Ministry's Four Year Regulatory Plan 2016-19. The Ministry uses its regulatory plans to demonstrate how it approaches regulatory change, and how regulatory change fits into the Ministry's work programme and achieves Government's priorities. The Ministry's Four Year Regulatory Plan 2016-19 is attached.

¹ Developed in response to the New Zealand Productivity Commission's 2014 report '*Regulatory Institutions and Practices*'

Current issues relating to the rules process we wish to discuss with you

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Oversight of Externally Provided Functions

The Transport Accident Investigation Commission (TAIC)

The Minister of Transport has given you responsibility for day-to-day oversight of Crown agency relations in respect of TAIC, but has retained final decision making for any Budget bids and the process for the appointment of Commissioners.

About TAIC

TAIC is a standing Commission of Inquiry and an independent Crown entity established and empowered by the Transport Accident Investigation Commission Act 1990, Commissions of Inquiry Act 1908, and the Crown Entities Act 2004. Under the Crown Entities Act, Independent Crown entities operate generally independent of government policy and the responsible Minister has no power to direct unless provided for by separate legislation.

TAIC's purpose is '*to determine the circumstances and causes of accidents and incidents with a view to avoiding similar occurrences in the future, rather than to ascribe blame to any person*'. It does this by:

- conducting independent inquiries supported by factual investigations
- making and publishing findings and recommendations
- helping overseas accident investigation organisations when needed.

Commissioners are appointed by the Governor-General on recommendation of the Minister of Transport for fixed, renewable terms. There may be up to five Commissioners, including a Chief Commissioner, appointed at any one time.

TAIC is responsible for an annual budget of about \$5.5 million of public funding.

Importance of TAIC to the transport system and its activities

Having an independent transport investigator is an important part of providing confidence to the users of the transport system that safety is taken seriously and, when accidents occur, they are thoroughly investigated. It also provides confidence to international aviation and maritime operators that have aircraft and vessels visiting / operating in New Zealand airspace / waters that their aircraft or vessels will not be put at undue risk by other operators.

One of the ways TAIC promotes safety is by producing a watchlist covering areas of particular risk it has identified based on its past investigations. This approach requires careful judgements to be made by TAIC so as not to create unnecessary concern amongst transport users, but at the same time ensuring that safety issues are focused on by transport operators and regulators.

There is a natural tension between the activities of New Zealand's transport regulators (CAA, MNZ and NZTA) and TAIC. On the one hand, safety is paramount in the transport system, but on the other hand, this can come at a considerable cost. Transport regulators need to balance this cost against facilitating an efficient transport system that can enable economic activity.

As Associate Minister, TAIC may discuss these kind of issues with you, will inform you of new investigations it undertakes, and changes it makes to its watchlist.

Key TAIC accountability documents

The key accountability documents produced by TAIC are:

- Statements of Intent and Statements of Performance Expectations (drafts due in May each year, although Statements of Intent can remain unchanged for up to three years)
- Regular reporting on the uptake of TAIC inquiry recommendations (commencing in the second half of 2017)
- Six-monthly reports (due in February and August of each year)
- Annual reports (final version due in late October / early November of each year).

The Statements of Intent, Statement of Performance Expectations and Annual Report are all public reports that are tabled in the House of Representatives.

How the relationship with TAIC works

There is a standing regular meeting between you, as the Associate Minister, and TAIC. This meeting usually includes the Chief Commissioner, the Chief Executive and Ministry officials. We recommend that these meetings continue on a six monthly basis (in March and September of each year so you can discuss the relevant six-month performance report and high-level strategic issues).

The Ministry's monitoring role is defined in section 27A of the Crown Entities Act 2004. In its monitoring role, the Ministry advises and assists Ministers with:

- the appointments made to TAIC by the Governor-General, on the Minister of Transport's recommendation
- helping you to set and clarify expectations for TAIC
- providing you with reviews of the performance of the TAIC Commissioners and the Crown entity overall.

In practice, the Ministry will meet regularly with TAIC officials to ensure that it is aware of any risks and performance issues and to ensure that the entity is performing in line with expectations.

Our assessment of TAIC performance

We have assessed TAIC's performance using our Ministry's Crown Entity Assessment Framework (CEAF) methodology. Our summary performance review is also used to inform the Ministry's four-year plan.

The CEAF is designed to provide a transparent and consistent approach to the monitoring of transport Crown entities, using a combination of evidence and judgement. It considers performance across four dimensions, Alignment, Leadership, Organisational capability and capacity, and Results.

We have given TAIC an overall performance assessment of "improving" – this is a 'mid-tier' mark that means TAIC meets expectations in some areas but needs improving in others.

- **Alignment:** TAIC is well-aligned against its statutory functions and has a good range of output measures.

- **Leadership:** The Commission appears well informed about organisational matters. There is some work to do regarding self-assessment, however, the Commission is going through a transition phase with a new Chief Commissioner and a new Commissioner both appointed in November 2016.
- **Organisation capability and capacity:** TAIC has struggled in the past to produce outputs in a timely fashion and consequently received a budget increase in 2015. Please see Figures 1 & 2 below. TAIC has clearly identified its key organisational risks, and has sensible strategies and projects in place to manage these risks. With increased resourcing agreed in Budget 2015 to improve its capability and capacity, and a significant change programme in place, TAIC is poised well to deliver in the future.
- **Results:** TAIC did not deliver on its output quantity and timeliness targets for 2015/16. We recognise it will take time for the increase in capability to improve performance. We expect TAIC’s output quantity and timeliness measures to improve from 2016/17. Although TAIC has recommendatory powers only, it has good impact measures and targets to consider its influence through the acceptance of its recommendations and action taken. Acceptance rates are high, although actual rates of action taken indicate moderate uptake and long lags (averaging around six years). TAIC has indicated that it intends to give this close focus.

Current issues we wish to discuss with you relating to TAIC

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Figure 1 - Number of domestic inquiries completed

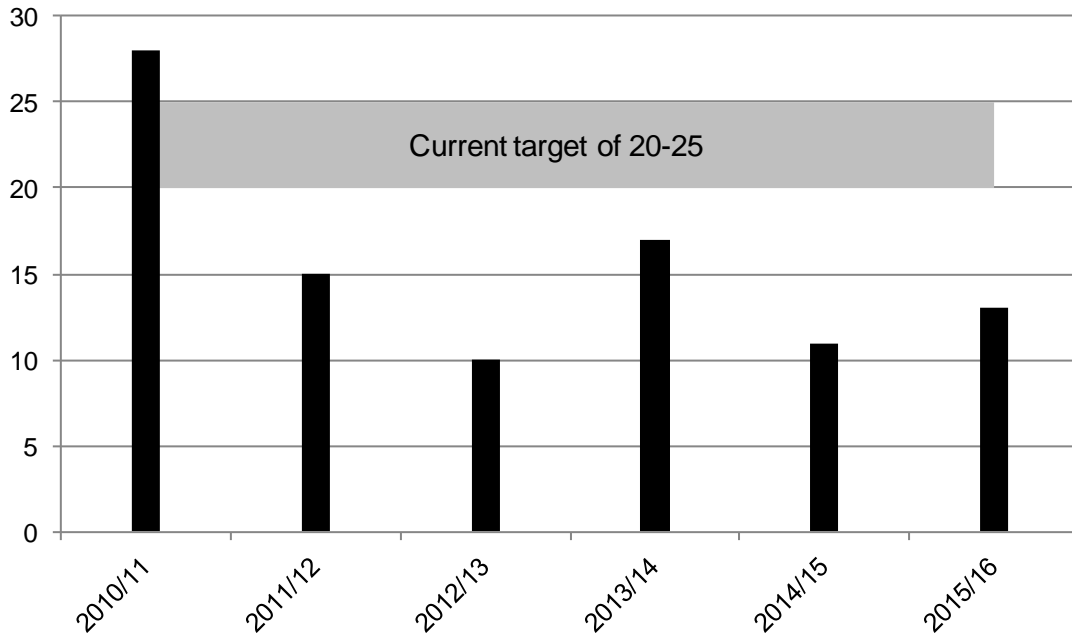
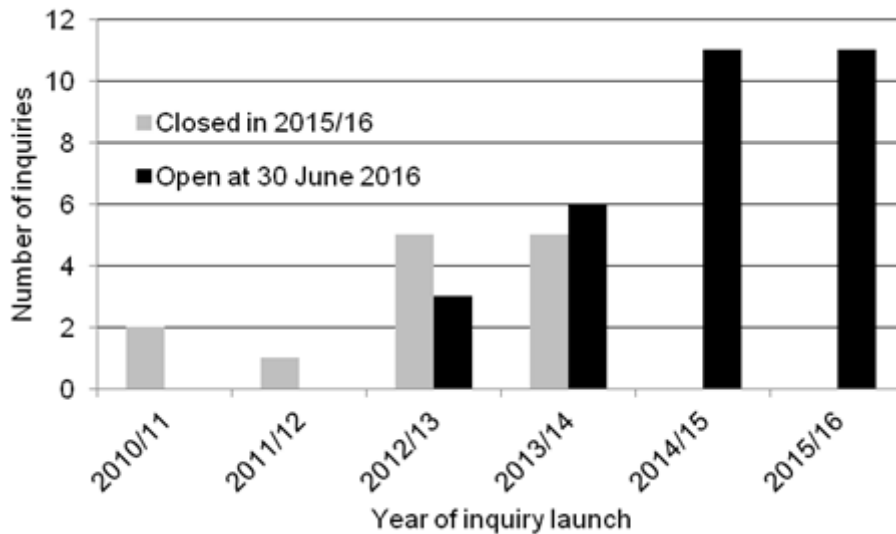


Figure 2 – Age profile of cases (number of inquiries by date of launch)



Weather forecasting services

The Minister has delegated to you responsibility for the provision of weather forecasting services (currently provided under contract by MetService) in terms of the Meteorological Services Act 1990. This includes the making and issuing of forecasts of the weather, and the collection and recording of meteorological information necessary for this purpose. The Minister has retained final decision-making for any Budget bids for weather forecasting services.

The Agreement between MetService and the Minister

MetService is contracted by the Minister of Transport, pursuant to the Meteorological Services Act, to deliver New Zealand's national Meteorological Services function. This includes the provision of weather forecasts and warnings to support public safety in New Zealand (and in parts of the Pacific and Southern Oceans).

MetService has provided the national meteorological service function since its formation as a state-owned enterprise (SOE) in 1992. The current contract (the Contract) commenced on 1 July 2015, with a 4-year initial term followed by two 4-year renewal terms. It allows for price and service reviews to take place in advance of each of the renewal periods. In practice, this means a review of price and services can be instigated by 30 June 2018 (a year before the end of the 1st term of the contract).

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Notwithstanding that the 2015 contract was agreed after a comprehensive review of services and value for money, we intend to undertake some work in 2017 to increase our understanding of public benefit relative to cost in advance of the formal review scheduled for 2018.

MetService reports quarterly on its performance against the Contract. We will provide you with a briefing on its March 2017 report in May 2017.

About MetService

Designation as an SOE requires that MetService operates as a commercial company and delivers a return to the Crown that is consistent with its risk profile. All of the company's business is conducted through commercial arrangements, of which the contract with the Minister of Transport currently contributes around 42% on a revenue basis. This creates a degree of potentially positive tension between the competing requirements of the Crown to control costs within the Ministry, while at the same time achieving a reasonable commercial return from MetService.


The shareholding Ministers for MetService are the Ministers of Finance and State-owned Enterprises. They are the Ministers responsible for matters related to the performance of the company itself. The Treasury is the monitoring agency that provides advice to shareholding Ministers regarding MetService's performance.

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Issues

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9(2)(f)(iv),
and 9(2)(j)



Additionally, as noted above, we intend to undertake some work in 2017 regarding the public benefit of weather services.

Research and statistics

You will have responsibility for the Ministry's research and statistics programme. This programme provides the evidence base to inform decisions.

Key elements of the research and statistics programme

- **Statistics**

The Ministry publishes a range of transport related statistics. This information is available on our website for use by the sector, the media and the public. We analyse data from a range of sources including; data collected from our own surveys, data collected by ports, information collected for the motor vehicle register and information from police reported road crashes. Four main areas of published statistics are:

- **Household travel** – a Ministry survey that collects information on how, where, when and why people travel. In 2015 we published '25 Years of New Zealand Travel', an analysis of travel trends and patterns over the last 25 years.
- **Safety** – analysis of crash data and safety behaviour surveys.
- **Vehicle fleet** – analysis of age, vehicle type, fuel type etc from the data in the NZTA's Motor Vehicle Register.
- **Freight** – The Freight Information Gathering System provides data on sea freight movements to, from and around New Zealand.

- **Transport Modelling**

In addition to monitoring and understanding current transport statistics, the Ministry also has responsibility for leading the thinking about future trends in transport, to help the sector better plan for the future. To facilitate this future thinking, the Ministry has a modelling programme that includes the following elements: trends in domestic and overseas aviation, the make up of the vehicle fleet, fuel use and emissions, household travel, freight flows and transport related health outcomes.

The results of the Ministry's modelling programme will be published in a new annual publication, Transport Outlook, which will include current trends in transport and likely future trends. The baseline future forecast in the Outlook will be used by the sector to inform investment and planning decisions.

- **Expert advice**

The Ministry's research team provide expert advice, particularly economic analysis and evaluation and cost benefit analysis. For the most part this advice is for internal Ministry projects to help us better understand the connections between transport and the economy, and to help evaluate policy options and ensure value for money. However, a recent example of a cross government project contributed to by the Ministry was the funding, revenue and expenditure impact analysis of the Kaikoura earthquake for the joint agency economic impact modelling work.

- **Research strategy**

While the Ministry has only a small in-house research budget, Statistics New Zealand reports an annual investment in research and development of \$126 million (2014) in construction and transport in New Zealand. To help bring a level of coordination to this wider transport research spend, the Ministry initiated and led a cross sector project to develop a Research Strategy. The strategy was launched in 2016. The purpose of the strategy is to help ensure that, at a national level, we invest in the right research, build up the right research capability and effectively disseminate research results across the sector. To facilitate communication across the research sector the Ministry also led a cross sector initiative to establish the Transport Knowledge Hub. Within the hub there are a number of sector community groups including, safety, technology, household travel, forecasting, environment, economics and aviation. These groups organise seminars, discussion groups and facilitate information flow.

- **Transport Knowledge Conference**

We coordinate an annual Transport Knowledge Conference to ensure effective dissemination and sharing of the results of research, modelling and statistical and economic analysis. The 2017 conference will be held in conjunction with the 39th Australasian Transport Research Forum (ATRF) in Auckland as part of week-long events. We will contact your office about options around opening the conference and any media presence.

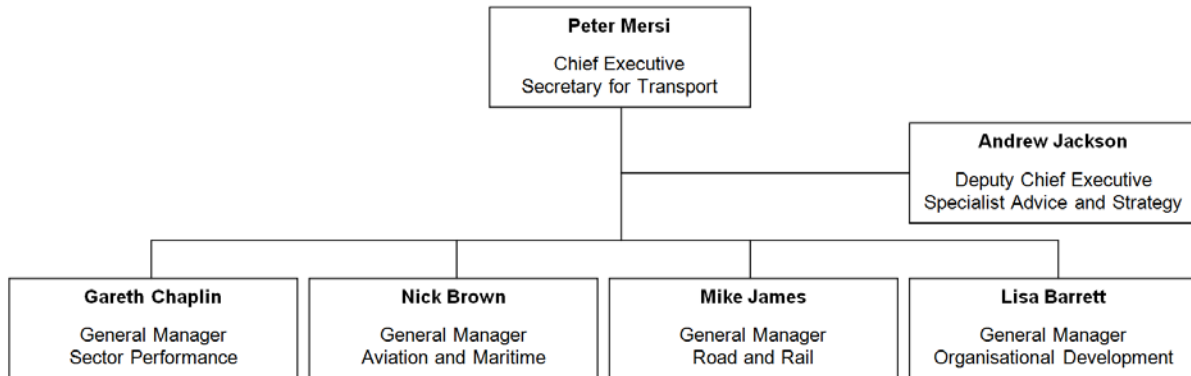
More details on the programme, including examples of use and publications and other statistical and data outputs, are shown in Appendix B.

The Ministry is increasing its focus on working across government and the wider transport sector, and is also strengthening links with international organisations. A recent example is the collaboration with the OECD's transport research arm (ITF) and Auckland Transport to model the potential impact of different configurations of ride sharing on congestion and emissions.

Current issues we wish to discuss with you:

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The Ministry's leadership team



Peter Mersi
Chief Executive



Peter Mersi was appointed as Chief Executive of the Ministry of Transport and Secretary for Transport in July 2016.

Peter was the Chief Executive of Land Information New Zealand for four years prior to this role, and has spent the majority of his career in the Public Service.

He has held senior leadership roles in Inland Revenue, the Treasury, and spent six months as Acting Secretary for Internal Affairs.

Andrew Jackson
Deputy Chief Executive



Andrew has been Deputy Chief Executive of the Ministry of Transport since August 2011. He leads the Specialist Advice and Strategy Group that sets the Ministry's overall strategy and provides specialist advice on economics, statistics, and legal issues.

Andrew was previously Deputy Secretary in the Ministry of Economic Development, where he was responsible for policy relating to regulation of financial markets, company law, intellectual property and competition law, and trade tariff policy.

Prior to that, he worked for the United Kingdom's Chief Scientific Adviser, Sir David King, on UK science policy, and helped lead the UK's Foresight programme, which used science to help tackle challenging issues such as obesity, drug use and cybercrime.

Gareth Chaplin
General Manager
Sector Performance



Gareth joined the Ministry of Transport in May 2011, and is the General Manager of Sector Performance. He has responsibility for the Finance, Funding and Infrastructure and Governance teams.

The work of the Sector Performance group includes managing the revenue model that supports land transport funding, advising on priorities for investment in transport infrastructure, Crown entity governance and accountability, and the strategic financial management of Ministry and Crown budgets.

Gareth has a background in Government policy, fiscal management and organisational development. He has previously worked at NZ Trade and Enterprise as their Chief Economist, and the New Zealand Treasury, where his roles included managing the International Economics and Security and Land and Natural Resource teams.

Gareth has represented New Zealand interests at the APEC Finance Ministers' Meeting, the Pacific Forum Finance Ministers' Process, the World Bank and the IMF and the Asia Development Bank.

Nick Brown
General Manager
Aviation and Maritime



Nick has been General Manager of Aviation and Maritime since early 2014, focusing on aviation and maritime regulatory issues, and the delivery of the National Freight Demand Study.

Nick's portfolio as General Manager of Aviation and Maritime covers freight and technology in transport, as well as aviation and maritime policy.

Nick has worked in transport policy and operational roles since 1998, and with the Ministry of Transport since 2007. In 2010 and 2011 he was seconded as private secretary to the then-Minister of Transport, dealing with the road and rail infrastructure portfolio. He has also led work on the government's Intelligent Transport Systems Action Plan, as manager of the Technology and Transport Systems team.

Nick's early career in the UK was in forestry, land use planning and environmental management. He is also a former Director of ITSO Ltd, the UK smart card standards organisation.

Mike James
General Manager
Road and Rail



Mike is General Manager of Road and Rail, and joined the Ministry in February 2012. The Road and Rail group focuses on Auckland issues, road safety, public transport and environmental matters.

Mike chairs the cross-agency National Road Safety Management group, and is a member of the Department of Conservation's Risk and Assurance Committee.

Mike previously worked in the Treasury, where he held a number of roles, including Deputy Secretary from 2001-2010.

Lisa Barrett
*General Manager
Organisational
Development*



Lisa is General Manager of Organisational Development and joined the Ministry in mid December 2016.

The Organisational Development Group provides support to the wider Ministry with a particular focus on people and business capability, engagement and communications and knowledge management and IT systems.

Prior to joining the Ministry, Lisa was the General Manager responsible for tourism policy, major events and regional and economic development policy at the Ministry of Business Innovation and Employment. In this role Lisa lead the cross-cutting BGA stream focussed on increasing the economic prosperity of New Zealand's regions.

Lisa previously worked in the Commerce Commission and Ministry of Economic Development (MED) where she held a number of regulatory and non-regulatory policy leadership roles and corporate roles, including Deputy Secretary of the Organisational Development and Support branch in MED.

Appendix A: Detailed description of the Rules Programme

Current transport rules programme 2016-17 – Approved by Cabinet

Table 1: Main rules

		Cabinet consid'n required	Deadline	Status
AVIATION				
	1 Mandate automatic dependent surveillance broadcast This project proposes using a performance-based rule to mandate transceivers for automatic dependent surveillance – broadcast (ADS-B), initially for aircraft operating in controlled airspace above 24,500 ft (FL 245) and for all controlled airspace by the end of 2021. ADS-B is scheduled to replace the current secondary surveillance radar system, which reaches the end of its life in 2021. <i>Rationale:</i> Improving safety; modernisation for best practice following International Civil Aviation Organization (ICAO) recommendations	Yes	Q1/2 (17/18)	Q4
	2 Global Navigation Satellite Systems (GNSS) under Instrument Flight Rules (IFR) (new) The change would update the current rules for use of GNSS under IFR. 19D is out of date and does not reflect the move, under New Southern Sky, for a performance based navigation environment for all IFR operations. <i>Rationale:</i> Improving safety; modernisation for best practice.	Yes	Q3/Q4	Suspended
Withheld under section 9(2)(f)(iv)	3 Part 91: Post Accident: Emergency Location of Aircraft To review requirements for locating aircraft following an accident. To consider reported failures of existing equipment, and whether there are other technologies that may be more effective. <i>Rationale:</i> Enabling new technology.	No	Q2 (17/18)	[Redacted]
	4 Part 66: Aircraft Maintenance Engineers – Licences and Ratings Changes to current requirements for maintenance engineer licensing which have become inadequate in light of modern aircraft technology and reliability, and advances in international regulatory best practice. <i>Rationale:</i> Improving safety.	No	Q4 (7/18)	[Redacted]
Withheld under section 9(2)(c)	5 [Redacted]	No	Q1 (17/18)	[Redacted]

		Cabinet consid'n required	Deadline	Status
6	Small issues rule amendment For issues that are more than the omnibus, but issues not big enough on their own right to warrant a rule project. This project addresses 9 separate issues. <i>Rationale:</i> Regulatory stewardship.	TBC	Q3	Completed – rule added and moved to 17/18 programme.
7	ICAO Alignment Rule Changes to various rules to address gaps in the New Zealand aviation rule set with respect to alignment with ICAO standards. This project is necessary to address the rule gaps prior to the upcoming ICAO Universal Safety Oversight Audit Programme audit of New Zealand in December 2016. <i>Rationale:</i> Meeting international obligations.	Yes	Q2 (17/18)	See note ²
LAND				
8	Setting of speed limits To enable a 110 km/h speed limit where it is safe and appropriate; to allow for more flexible repeat speed limit signage; replace Speed Limits New Zealand with the Speed Management Guide. <i>Rationale:</i> Efficiency and safety.	Yes	Q1 (17/18)	Cabinet decisions already completed and public consultation is underway.
9	Driver licensing review A review to update and refresh the Driver Licensing Rule to modernise it and reduce customers' compliance burden, while maintaining road safety. Includes changes to enable online renewal of driver licenses, and stream-lined heavy vehicle licence process. Cabinet agreed to recommended changes to the Land Transport (Driver Licensing) Rule 1999 in December 2016. <i>Rationale:</i> Improving efficiency and customer experience, reducing compliance costs.	Yes	Q4	PCO is currently drafting the Yellow draft.
10	Small passenger services review (Minister retains responsibility) In April 2016, the Minister and Associate Minister of Transport announced decisions following a review of the regulatory framework for small passenger services. The review was undertaken to ensure the regulatory system remains fit for purpose, and flexible enough to accommodate new technologies and business models. The Land Transport Act 1998 will need to be amended as will Land Transport Rule: Operator Licensing 2007, Land Transport Rule: Work time and Log Books 2007, Transport Services Licensing Regulations 1989 and the Land Transport (Offences and Penalties) Regulations 1999. Consequential amendments may also be required to other transport rules to give effect to the proposals. <i>Rationale:</i> Efficiency and technology.	No	Q4	Progress hinges on the progress with the Land Transport Amendment Bill.
11	Road User Rule 2004 – electric vehicles To implement the Government's decision to enable road controlling authorities to allow electric vehicles to access special vehicle lanes. <i>Rationale:</i> Environmental improvements.	No (will be going to LEG Committee in Q4)	Q4	
MARITIME				


² At the conclusion of the policy investigation of the ICAO Audit Compliance Rule, the Associate Minister agreed to move the ICAO Alignment Rule onto the rules programme with a rule to be delivered to the Minister in Q2 of the 17/18 Rules programme. Cabinet agreement required to finalise.

		Cabinet consid'n required	Deadline	Status
12	<p>40 Series amendments Minor changes to Rules 40C, 40D and 40E. Includes changes to Emergency Position Indicatin Radio Beacon requirements <i>Rationale:</i> Improving safety.</p>	No	Q4	Moved to 17/18 programme.
13	<p>Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel This will involve minor changes to Maritime Rule Parts 31 and 32 (which deal with certification, crewing and watchkeeping requirements). Although minor, these changes are not suitable for inclusion in an omnibus, as they will implement new international obligations. The Rule will provide an internationally agreed system for recognising the qualifications of fishing vessel crew. This will address concerns about the competence of foreign fishing crews visiting New Zealand's ports, and allow New Zealand fishing vessel crew to more easily work overseas; should decrease compliance costs overall. <i>Rationale:</i> To enable New Zealand to become a party to the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995.</p>	No	Q2	Q4 - signed
14	<p>Torremolinos/Cape Town agreement This will make New Zealand a party to the Torremolinos International Convention for the safety of fishing vessels. Amendments would be required to Maritime Rule Parts 25 (carriage of charts), 40D, 42A, 42B (vessel design, construction and equipment) and possibly 19 (operator certification) or 46 (vessel maintenance and surveys) to give effect to the Convention in New Zealand. The changes will increase safety standards on board foreign fishing vessels, giving New Zealand jurisdiction to enforce minimum safety standards. This will decrease Crown costs associated with fishing vessel incidents, and reduce compliance costs for New Zealand vessels operating internationally, as they will only have to meet a single set of standards. <i>Rationale:</i> To allow New Zealand to become a party to the Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977.</p>	No	Q2	Q4 - Associate Minister notified of change.
15	<p>[Redacted]</p>	Yes	Q4	Moved to 17/18 programme.
16	<p>Part 131 Offshore Installations – Oil Spill Contingency Plans and Oil Pollution Prevention Certification (Minister retains responsibility) Will include:</p> <ul style="list-style-type: none"> Changes to consultation requirements for installation owners in their preparation of an Oil Spill Contingency Plan (OSCP). Addressing a gap between requirements relating to the identification of operational personal training and the ability of the Director to not approve an OSCP on the basis of training that is considered to be inadequate or inappropriate. Clarifying expectations of installation owners to respond to a Tier 3 oil spill as expressed in the Rule. <p><i>Rationale:</i> To include well control contingency plans in the requirements under the Rule for all off shore platforms.</p>	No	Q4	Moved to 17/18 programme.

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		Cabinet consid'n required	Deadline	Status
17	<p>Part 32 Seafarer Certification – To ensure a smooth transition between the two systems. <i>Rationale:</i> To manage the transition from old certificates to SeaCert certification systems.</p>	No	Q1	Completed
18	<p>Streamlining commercial rafting regulation (Revoking Maritime Rules Part 81) Revoking Rule Part 81 would result in all commercial rafting operators being in scope of the Workplace Health and Safety (Adventure Activity) Regulations. This would remove the dual regulatory requirements that currently apply to a number of commercial rafting operators <i>Rationale:</i> Removing dual regulatory requirements.</p>	No	Q1	Q3 – Associate Minister notified of change.

Table 2: Omnibus rules

		Cabinet consid'n required	Deadline	Status
18	Land Transport Omnibus Rule 2016 Minor amendments. <i>Rationale:</i> The matters included in these proposed changes are non-contentious, minor or technical and can result in amending numerous Rules. This Rule will include tranche 1 of the Cycling Safety Panel recommended rule changes and the correction of an error in the Vehicle Emissions Rule as well as a range of other minor changes.	Yes	Q3/Q4	Q4
19	Maritime and Marine Protection Omnibus Amendment Rule 2016 Minor technical amendments and correction of drafting and typographic errors. <i>Rationale:</i> To ensure clear and effective rules.	Yes	Q3/Q4	Q4
20	International Omnibus 2017 Minor/technical <i>Rationale:</i> Amendments to rules from changes to Safety of Life at Sea (SOLAS), and the International Convention for the Prevention of Pollution from Ships (MARPOL). This will ensure NZ is up to date with meeting its treaty obligations related to mandatory updates to International Maritime Organisation instruments.	No	Q2	

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Table 3: Consequential amendments

		Original instrument
21	Security Designations Rule (new) <i>(Minister retains responsibility)</i> Implements Cabinet decisions following the DSAR specifying security measures to be implemented at New Zealand's busiest airports. Changes to the rules will be implemented through a legislative amendment process. <i>Rationale for change:</i> Improving security.	The Civil Aviation Amendment Bill
22	Clear Heads implementation (Aviation) (new) Government decisions to implement compulsory drug and alcohol testing for commercial operators <i>Rationale for change:</i> To implement outcomes of 2015-16 Ministry of Transport multi modal policy investigation on alcohol and drugs in transport sector.	The Civil Aviation Amendment Bill (current intention)
23	Traffic Control Devices Rule 2004 Government decision to encourage the uptake of electric vehicles <i>Rationale for change:</i> To implement some of the changes in the Road User Rule 2004 concerning electric vehicles	Road User Rule 2004; Q4
24	Clear Heads implementation (Maritime) Government decisions to implement compulsory drug and alcohol testing for commercial operators. <i>Rationale for change:</i> To implement outcomes of 2015-16 Ministry of Transport multi modal policy investigation on alcohol and drugs in transport sector.	The Maritime Transport Amendment Bill (current intention)

Table 4: Policy investigations

Policy area	Extent of possible rule change
AVIATION	
New Southern Sky (previous name amendments to enact the National Airspace and Air Navigation Plan)	Various rule changes will likely be required to implement the National Airspace and Air Navigation Plan. The Plan modernises the airspace and air navigation system to improve the efficiency of air traffic movements; allows navigation that is more accurate; reduces reliance on ground-based systems; improves communications; and increases the availability of information for more effective decision-making.
Fatigue risk management systems	To address a number of issues that have been raised relating to the current fatigue management requirements in New Zealand aviation. Remove one-size-fits all approach. Concerns exist about gaps and inconsistencies in the current regime.
LAND	
Vehicle Standards Compendium Amendment Rule	Changes to a range of vehicle standards rules with, potentially, costs or impacts for the public and industry.
Road User Rule and Traffic Control Devices Rule	The changes will allow safer cycling infrastructure to be installed, produce clearer rules and address gaps. Other changes may be made to update traffic control devices and road rules for all road users.
MARITIME	
HNS Protocol	Convention providing a framework for liability in relation to hazardous and noxious substances (HNS) incidents as well as setting up an international compensation fund.
OPRC-HNS Protocol	Convention setting out a framework for preparedness and response to non-oil hazardous substances.
Investigation of potential changes to 40 Series rules	Following the completion of the 40 Series policy investigation work that led to the rule project listed above, further suggested changes to 40 Series Rules have been identified for policy investigation (particularly through the work of surveyors under the new MOSS framework).
Part 19 Maritime Transport Operator – certification and responsibilities - exclusions	Possible amendments to Part 19 and/or new rules to allow for potential simplification and standardisation. This was completed and resulted in two rules for the 17/18 programme.
Post implementation amendment to MOSS and SeaCert	Additional work to identify and address regulatory issues arising during implementation.

Appendix B: Detailed description of the Research Programme

The Research and Statistics Programme's activities fall into five categories:

- Analysis: Monitoring, data analysis, understanding and insights
- Data collection: The collating and ordering of data
- Research: The fostering and promotion of research in the transport sector
- Economics: Understanding economic impacts
- Modelling: Projections that help the sector to better plan, operate and invest in the future

Analysis: Monitoring, data analysis, understanding and insights

Household Travel Survey

What is it:

Collects information on how, where, when and why people travel. The Ministry has begun a new continuous travel survey using new technologies (GPS and online forms) from October 2015.

The Ministry carried out a continuous survey of personal travel from 2003-2014. There were 2 earlier one year surveys in 1989/1990 and 1997/1998.

Why we are doing it:

Fundamental to understanding how people travel in New Zealand, emerging trends, changing travel patterns, etc

Who is it for:

Ministry, government transport sector, local government, transport planners, researchers.

Example of how it is used:

Used as base data in regional and national transport models, evaluation of intervention programs and cost benefit analysis.

Next steps:

Work with local and regional authorities on local survey expansions to provide efficiency gains and to make greater use of the data across the public sector.

Outputs:

- Online web tool ready for analysis (to be developed)
- '25 years of New Zealand travel', released in November 2015
- Set of 'fact sheets' on household travel
- Confidentialised records made available for researchers across the transport sector (under development)

Safety statistics

What is it:

Analysis of police reported road crash data to provide evidence for road safety policy development and monitoring.

Why we are doing it:

Provide evidence base for decisions on road safety.

Who is it for:

Ministry, NZ Transport Agency, Police.

Example of how it is used:

Analysis of overseas driver crashes forms the basis for the government's Visiting Drivers Project – a broad package of initiatives designed to improve the safety of visiting drivers.

Next steps:

Develop a better understanding of cause and effect and the relative cost effectiveness of interventions.

Develop the use of alternate data sources and in particular the use of the integrated data held by Statistics NZ.

Outputs:

- Daily road toll table updates
- Monthly overview of crash statistics
- Quarterly road toll reports
- Annual crash datasheets
- Annual crash fact sheets

Vehicle fleet statistics

What is it:

Statistics on the size, composition and emissions of the vehicle fleet.

Why we are doing it:

Understand changes over time and their impact on emissions, safety, vehicle age, etc.

Who is it for:

Ministry, NZ Transport Agency, Central Government.

Example of how it is used:

The size and age profile of the light vehicle fleet used as a basis for modelling likely future safety and emissions improvements under different scenarios.

Next steps:

Work with the Transport Agency to improve the data quality on the vehicle register to enable better monitoring of electric vehicles.

Outputs:

- Quarterly and annual vehicle fleet report
- Weekly and monthly Electric Vehicle fleet reports

Freight Information Gathering System (FIGS)

What is it:

Provides data on freight movements to, from and around New Zealand.

Why we are doing it:

Understanding future infrastructure needs; Make better policy through understanding freight movements; Provide more information to allow the market to operate in an open and efficient manner.

Who is it for:

Ministry, ports, local authorities, NZ Transport Agency.

Example of how it is used:

An independent survey of stakeholders found that they considered FIGS to be an important and authoritative source of information that provides insights into freight patterns for which there are no readily available alternative sources of information.

Next steps:

Enhancing online access to the published data.

Outputs:

- Quarterly FIGS reports
- Annual Transport and Trade report

Data collection: The collating and ordering of data

Transport Domain Plan

What is it:

A macro-level view of the data, statistics and information requirements to understand our transport system and to make evidence-based decisions.

Why we are doing it:

To develop a shared understanding of transport data and information needs and priorities.

Who is it for:

All transport sector agencies and entities implementing or generating transport data, information, and research.

Example of how it is used:

Establish priorities for addressing transport knowledge gaps.

Next steps:

Start addressing the knowledge gaps identified as high-priority.

Outputs:

- Transport Domain Plan (released July 2016)

Transport indicators

What is it:

140 transport indicators covering – trade, tourism, freight, passenger travel, vehicle fleet, safety, emissions, and revenue.

Why we are doing it:

The indicators form a basis for tracking and understanding changes in the transport sector.

Who is it for:

Ministry, government transport sector, local government.

Example of how it is used:

Used as a source of core transport data.

Next steps:

Review of the indicators by the end of June 2017.

Outputs:

- Updated on the Ministry website (updated monthly to every 2 years, depending on the indicator).

Safety surveys

What is it:

A range of safety surveys:

- Attitudes to road safety
- Seatbelt use
- Child restraint use
- Blood alcohol levels
- Cycle helmet use

Why we are doing it:

Monitor changes in road user behaviours and attitudes to help understand the effectiveness of safety policy and operation.

Who is it for:

Ministry, NZ Transport Agency, Police.

Example of how it is used:

The survey of attitudes to alcohol consumption and driving was an input for the policy to lower the alcohol legal limit. The survey of blood alcohol levels will be an input into the evaluation of the policy in late 2017.

Next steps:

Reviewing the need for, and frequency of future surveys and rationalising the attitudes to road safety survey with the current travel survey panel.

Outputs:

- Survey reports published on the Ministry web site.

Research: fostering and promoting research in the transport sector

Transport Research Strategy

What is it:

Strategy to ensure we invest in the right knowledge, collaborate across the wider research community, ensure research inputs and results are visible, and help people to access and invest in transport sector knowledge and capability.

Why we are doing it:

To provide a structure for fostering a more effective and efficient research environment.

Who is it for:

All transport sector agencies and entities using or managing transport research.

Example of how it is used:

To standardise the prioritisation of research topics in the development of the 2017/18 NZTA Research Programme.

Next steps:

Producing a Transport Research Register intended to cover active and recently completed transport related research to increase visibility and reduce duplication.

Outputs:

- Transport Research Strategy 2016-2020 (released in July 2016)

Transport Knowledge Hub

What is it:

The Transport Knowledge Hub structure provides for communication between the people and agencies that generate, supply, and demand transport data, information, and research.

Why we are doing it:

The Transport Knowledge Hub strives to encourage collaboration and raise awareness of related work and future needs or opportunities.

Who is it for:

All transport sector agencies and entities implementing or generating transport knowledge.

Example of how it is used:

The Hub has acted a forum for a range of seminars on transport related topics. A key Hub event is the annual Transport Knowledge Conference.

Next steps:

Continuing promotion of Hub membership and embedding the use of the Hub across the transport sector.

Outputs:

- A webpage with information on the Hub structure: the Cross-Agency Governance Committee, the Decision Board, and the topic hubs.

Economics: Understanding economic impacts

Economic analysis and advice and cost benefit analysis (CBA)

What is it:

Programme to provide economic analysis for projects. This includes advice on micro and macro economics, economic analysis and evaluation.

Ad hoc advice and analysis to provide a CBA for projects.

Why we are doing it:

Improve economic modelling and better understanding the connections between transport and the economy.

To help evaluate policy options and ensure value for money.

Who is it for:

Ministry, Treasury, the transport agencies.

Example of how it is used:

Funding, revenue and expenditure impact analysis of the Kaikoura earthquake for the joint agency economic impact modelling work.

CBA work for drug-driving enforcement policy options.

Next steps:

Investigate establishing a common transport productivity framework to measure and monitor land transport performance. This will be aligned with the work of the Australian Transport Commission.

Outputs:

- Annual social cost of road crashes and injuries report
- CBAs in published Resource Impact Statements.

Modelling: helping the sector to better plan, operate and invest

NZ Transport Outlook

What is it:

New annual publication with current trends in transport and likely future trends. The baseline forecast will be used by the transport sector to predict future demand in different areas.

Why we are doing it:

Provide baseline model for the sector to use; Promote different data sources and help the sector understand changes in transport.

Who is it for:

Transport sector.

Example of how it will be used:

Such projections might, for example, be used to project long-term road user charges revenues or projecting greenhouse gas emissions.

Next steps:

Completion of the individual models for the Outlook. Completion and launch of the NZ Transport Outlook publication in May.

Outputs:

- New Zealand Transport Outlook (to be released in May 2017)

Vehicle Fleet Emissions Model (VFEM)

What is it:

VFEM projects the makeup of the future vehicle fleets and their energy use and greenhouse gas emissions.

Why we are doing it:

VFEM is a useful tool for analysing vehicle fleet changes and impacts of interventions on energy use and GHG emissions from road transport.

Who is it for:

Ministry and transport sector.

Example of how it is used:

Informing MBIE's electricity demand and generation scenarios.

Next steps:

Complete the redevelopment of the model to integrate with the wider transport outlook modelling programme.

Outputs:

- The model and associated technical document will be published as part of Transport Outlook.

International Transport Forum (ITF) project on shared mobility services

What is it:

Auckland is part of an international study on shared mobility services (such as ride-sharing) in a small number of select cities (about five).

Why we are doing it:

The expected results from the introduction of such services are a reduction in the required vehicle fleet, emissions, and congestion along with improved equity of access.

Who is it for:

Ministry, transport sector, ITF.

Example of how it is used:

The introduction of shared mobility services will result in major changes to current transport networks. The model will allow us to understand the impact and effects of any such changes.

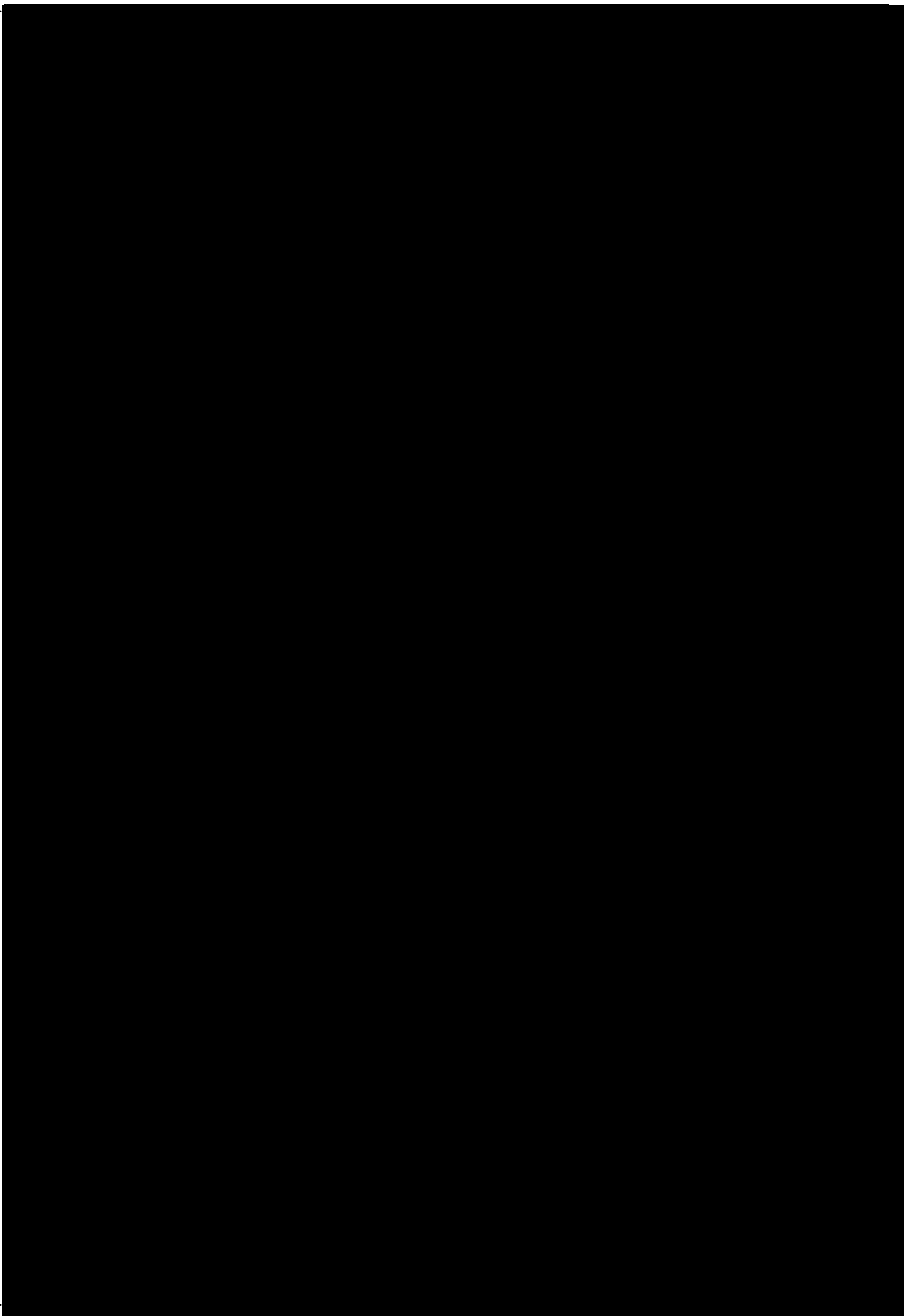
Next steps:

Completion and launch of the ITF report in May 2017.

Outputs:

- ITF Shared mobility services report and presentation, May 2017.

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