

OC230172

21 March 2023

Tēnā koe

I refer to your email dated 2 March 2023 requesting the following documents under the Official Information Act 1982 (the Act):

- *“OC220846 – Report back on the ‘Driving Change: Reviewing The Road User Charges System’ consultation. 18/01/2023*
- *OC230013 – Amending Road User Charges legislation for light electric vehicles*
- *OC221076 – Commercial Carshare in New Zealand 25/01/2023*
- *OC230043 – Minister of Transport meeting with Chair of Waka Kotahi NZ Transport Agency on 1 February 2023*
- *OC230026 – Meeting with the Transport Accident Investigation Commission’s Chief Commissioner and Chief Executive on 1 February 2023”*

Of the five documents you requested, I am releasing three with some information withheld and am withholding two in full. The following sections of the Act have been used:

- | | |
|--------------|---|
| 9(2)(a) | to protect the privacy of natural persons |
| 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)(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 |

The above information is summarised in the document schedule at Annex 1.

With regard to the information that has been withheld under section 9 of the Act, I am satisfied that the reasons for withholding the information at this time are not outweighed by public interest considerations that would make it desirable to make the information available.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman’s website www.ombudsman.parliament.nz

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry's website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā

A handwritten signature in black ink, appearing to read 'H. Penman', followed by a period.

Hilary Penman
Manager, Ministerial Services

Annex 1 - Document Schedule

Doc #	Reference number	Document	Decision on release
1	OC220846	Report Back on the 'Driving Change: Reviewing The Road User Charges System' Consultation	Withheld in full under Section 9(2)(f)(iv)
2	OC230013	Amending Road User Charges legislation for Light Electric Vehicles	Withheld in full under Section 9(2)(f)(iv)
3	OC221076	Commercial Carshare in New Zealand	Released with some information withheld under Section 9(2)(a).
4	OC230043	Minister of Transport Meeting with Chair of Waka Kotahi NZ Transport Agency on 1 February 2023	Released with some information withheld under Sections 9(2)(a), 9(2)(ba)(ii), and 9(2)(f)(iv).
5	OC230026	Meeting with the Transport Accident Investigation Commission's Chief Commissioner and Chief Executive on 1 February 2023"	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i).

25 January 2023

OC221076

Hon Michael Wood

Action required by:

Minister of Transport

Wednesday, 22 February 2023

COMMERCIAL CARSHARE IN NEW ZEALAND

Purpose

To update you on our investigation into commercial carshare in New Zealand.

Key points

- Te Manatū Waka Ministry of Transport (MoT) undertook a review of New Zealand's parking regulatory system in 2021, as part of MoT's regulatory stewardship responsibilities. This review identified carshare as an area for further investigation.
- Consequently, MoT has investigated commercial on-street carshare in New Zealand. This included desk-based research and interviews with carshare providers and officials at local authorities.
- MoT is working separately with Te Rūnanga o Ngāi Tahu to demonstrate the feasibility of incorporating shared transport options (such as carshare) in new residential developments and will provide you with an update soon [OC220012 refers].
- International studies indicate that carshare can reduce car ownership (and therefore demand for on-street parking), with each shared vehicle replacing five to nine private vehicles. It can also reduce transport costs, make the costs more transparent and contribute to mode shift, reduced vehicle kilometres travelled and reduced emissions.
- Commercial carshare in New Zealand is operates at a small scale, with three providers operating around 500 vehicles across Auckland, Hamilton, Greater Wellington and Christchurch.
- We have not identified any particular regulatory barriers to carshare and do not propose to undertake any further work as part of the parking review.
- Continued work across the system to discourage private car ownership will help to drive the growth of carshare, including:
 - increasing the cost of private vehicle ownership and use (e.g., increasing parking charges, which may be facilitated by increased parking penalties)
 - the introduction of demand-side measures, such as congestion charging

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- encouraging reallocation of road space, such as through the Reshaping Streets regulatory changes and Innovating Streets programme.

Recommendations

We recommend you:

1 **indicate** if you would like to discuss this briefing with officials

Yes / No



Megan Moffet
Manager, Regulatory Policy
18 / 01 / 2023

Hon Michael Wood
Minister of Transport
..... / /

Minister's office to complete:

☐ Approved

☐ Declined

☐ Seen by Minister

☐ Not seen by Minister

☐ Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Megan Moffet, Manager Regulatory Policy	s 9(2)(a)	✓
Harry Harknett, Senior Adviser		

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Background

- 1 Section 12(1)(e) of the Public Service Act 2020 sets out chief executives' responsibility for stewardship of the legislation administered by their respective departments. The Government Expectations for Good Regulatory Practice (2017) also set out the expectation that government regulatory agencies will have regard to, and give appropriate effect to, their regulatory stewardship responsibilities. In the case of MoT, this responsibility involves regular review and upkeep of the legislative framework to ensure it is efficient, fair, and effectively producing the intended policy outcomes.
- 2 In 2021, MoT undertook a regulatory stewardship review of the parking regulatory system [OC210623 refers]. Parking was chosen for a review due to the significant changes since the current legislation surrounding parking was established, with some elements essentially unchanged since the 1950s.
- 3 The review identified a number of areas for action, including towage and storage regulation and parking offences and penalties. Carshare was identified as an area for further investigation, given carshare's recent entry into New Zealand, its potential to assist with New Zealand's changing approach to parking management and that Germany changed its laws to assist carshare in 2019. Discussions with stakeholders during the review also raised the possibility of regulatory barriers.
- 4 Over recent months, MoT has reviewed a number of publicly available academic papers on carshare and has interviewed carshare providers and officials at local authorities. The purpose has been to understand the potential benefits of carshare, its scale in New Zealand and to identify barriers to its growth and operation, with particular interest in regulatory barriers to "commercial" carshare.

Carshare involves the shared use of vehicles by individuals or organisations

Carshare is a type of shared mobility...

- 5 Carsharing is a type of shared mobility, in which a larger number of people share the use of a smaller number of vehicles, without a driver being provided with the vehicle. Other forms of shared mobility include rideshare and ride hailing. **Annex One** provides further information on other forms of shared mobility.
- 6 Carshare has existed for decades internationally but has grown significantly in the last 20 years. This is in part because the development of smartphones and apps has facilitated access to carshare services. In many ways carshare is a variation of traditional car rentals, although with several distinguishing features:
 - 6.1 a tendency towards shorter-term rental (often charged by the minute or hour)
 - 6.2 use of apps and other smartphone-based technologies that reduce or remove the need for human interaction when collecting or returning a vehicle
 - 6.3 vehicles tend to be dispersed throughout the urban area in small quantities, rather than stored at large lots or offices as is the case for 'standard' car rentals.

...and is itself a broad spectrum of activity

- 7 Carshare is in itself a broad spectrum of activity. There is a range of characteristics that may change based on the operator, location and regulatory environment. **Annex One** also provides more information on some of the versions of carshare that exist.
- 8 For example, there are two primary models of “commercial” carshare. Under these models, vehicles are owned by the provider of the service (often a business, but also conceivably a municipality or government agency) and rented out to businesses or individuals:
 - 8.1 **Station-based carshare**: Often called round-trip, vehicles are rented from one car park (either on private or public land) and returned to the same location at the end of the rental no matter the duration. These vehicles may need to be booked in advance. Station-based carshare is the “traditional” model of carshare and has been operating in New Zealand since at least 2007. A variant of this is “**hub-based carshare**”; under which the trip can start and end at a limited number of locations (‘hubs’ of car parks available for the carshare vehicles), though the returning location may be different from where it is collected. This is similar to ‘docked’ bikeshare systems common overseas.
 - 8.2 **Free-floating carshare**: Vehicles are rented from within a “home zone” (e.g. the Wellington city centre) and returned anywhere within its “home zone”. The “home zone” itself may not be contiguous, and the journey itself may leave that “home zone”. Free-floating carshare does not normally need to be booked in advance. As with “dockless” bike and scooter sharing, this is a more recent development in New Zealand and internationally, meaning there are much less data on it and its effects.
- 9 There are also other models of car share which are not within the scope of this work:
 - 9.1 Under **peer-to-peer carshare**, private individuals rent each other’s vehicles, sometimes facilitated by a third-party app or organisation.
 - 9.2 Some residential developments include shared vehicles for the people that live there. These may be managed by the residents themselves (e.g. [CoHaus](#) in Grey Lynn, Auckland) or may be managed by commercial providers (e.g. Ockham’s apartment building [Daisy](#), also in Auckland). MoT is working separately with Te Rūnanga o Ngāi Tahu to demonstrate the feasibility of incorporating shared transport options, including carshare, in new housing developments, and will provide you with an update soon [OC220012 refers].

Studies indicate that carshare has a range of benefits

- 10 One of the primary benefits of carshare is the ability of a single vehicle to be shared among multiple users. This can reduce the number of privately owned vehicles over time as users can meet their mobility needs without owning a vehicle (or owning fewer vehicles). International studies have found a wide range of different replacement rates, but the most accepted replacement rate appears to be one shared

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vehicle replacing around five to nine private vehicles.¹ As the average vehicle is only in use for around five per cent of the time and is parked the rest of the time, this reduction in vehicles can free up land and street space for other uses.

- 11 In addition, carshare can also help to reduce the total amount spent on vehicles in New Zealand and can make costs more transparent to users as they are paid at the time of use. Around 80 per cent of costs are fixed, such as insurance, maintenance, warrants of fitness, and registration. These costs are required to be paid regardless of the usage of the vehicle. In the case of shared vehicles, these costs are shared across multiple users, often reducing the overall cost. In addition, paying for the time used, at the time, makes the cost more easily comparable with that of other transport options.
- 12 Both of these factors can lead to mode shift and a reduction in vehicle kilometres travelled, and therefore a reduction in emissions and other impacts associated with driving. As carshare vehicles are often newer than those of the general fleet, vehicle efficiency can also contribute further to emissions reduction.
- 13 While many studies have raised the possibility of improved equity outcomes resulting from the lower costs carshare can offer to many people, data to support this is more limited.

Commercial carsharing operates at a small scale in New Zealand

Operators and locations

- 14 Carsharing operates at a relatively small scale in New Zealand, with a few domestic companies working across our major urban centres. Cityhop, a station-based provider, was the first entrant to the market in Auckland in 2007. This has been followed more recently by Mevo, a predominantly free-floating provider, entering Wellington in 2016 and Zilch, a hub-based provider entering Christchurch in 2017. Since entering the market, all three providers have since expanded into other urban areas. They also provide services both for individuals and for companies, with Zilch's primary aim being to replace commercial fleets.
- 15 All three providers are part of an All-of-Government rental vehicle contract, meaning that participating agencies are able to contract with carshare providers at reduced rates in order to reduce their reliance on taxis and Ubers, and as an alternative to fleet vehicles.
- 16 **Table 1** sets out the commercial carshare operators currently in New Zealand and where they are operating. We estimate that there are approximately 500 commercial carshare vehicles across the country, with the majority of these based in Auckland and Wellington.² In some cases, these operate solely from private land, while others have commercial agreements with road controlling authorities (RCAs) to operate on-street.

¹ Studies also found differing impacts of station-based and free-floating carshare; this may be in part because free floating carshare is a much newer model and that there are therefore less data. Where some studies did suggest that free floating carshare may have a lower per capita benefit than station-based carshare, others noted that free floating carshare is often more convenient for users, more popular and may therefore have greater benefit overall.

² By comparison, the city of Sydney alone (with a population of over 5 million) appears to have had nearly 2000 vehicles in 2017/2018.

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Table 1: commercial carshare operators in New Zealand

	Auckland	Hamilton	Wellington	Christchurch
Cityhop (founded 2007)	Station-based	Station-based	Station-based (including the Hutt Valley and Porirua)	Station-based
Mevo	Free-floating	Station-based	Free-floating	n/a
Zilch	Hub-based	n/a	n/a	Hub-based

Regulation of carshare

- 17 Central government regulation of carshare is largely determined by general transport, consumer and company law. This includes requirements such as transport service licencing and the need to get Certificates of Fitness for each vehicle. However, local council bylaws, policies and procedures can also impact it, particularly as councils are able to create car parks dedicated to carshare vehicles and determine on-street parking prices.

We discussed the challenges that carshare faces with providers and RCAs

- 18 In July and August 2022, officials spoke to the three commercial carshare providers, as well as officials at five RCAs. The five RCAs had different experiences with carshare operators and carshare policies:
- 18.1 Auckland Transport and Wellington City Council have extant carshare policies and multiple on-street operators (Mevo, Cityhop). Both policies include some form of subsidy for use of on street parking by approved operators.
 - 18.2 Hamilton City Council was in the process of developing a new parking policy, including mention of carshare and had an exclusive Memorandum of Understanding with an on-street carshare provider (Mevo).
 - 18.3 Tauranga City Council does not have a current policy or active carshare operator, but has included funding for carshare in a recent business case.
 - 18.4 Queenstown Lakes District Council does not have a current policy or active provider but prior to the COVID-19 pandemic had been publicly identified by Cityhop as a target for expansion.

RCAs had differing practice but were all broadly supportive of carshare

- 19 The staff we spoke to at the various RCAs generally agreed on the benefits that carshare presents: a reduction in car ownership and freeing up on-street parking space. The RCAs (with the exception of Auckland Transport, which has a narrower remit than the councils) also expressed an interest in the use of carshare as part of developments.

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- 20 Work was being done at most of these RCAs to develop or update their policies. Other significant concerns and items of interest included:
- 20.1 the initial challenge to convince councillors of the value of carshare
 - 20.2 integration of carshare with the public transport network
 - 20.3 network planning, particularly with multiple providers, with a particular eye to equity
 - 20.4 ensuring provision of charging infrastructure
 - 20.5 the political nature of on-street parking.
- 21 Several officials indicated that there may be value in further guidance or direction, particularly in the case of carshare attached to developments.

Providers were mainly concerned by the lack of consistent practice across the country

- 22 The issue of greatest concern for providers was the number of RCAs that they had to engage with and the different systems and practices that each had. This is also consistent with the international literature, with the challenge of negotiating with separate entities noted in studies about carshare in London (with its 32 borough councils) and Germany, which has a number of state and municipal governments.
- 23 They also noted that expansion of their fleets was largely a limitation imposed by commercial viability rather than one that resulted from restrictions imposed by council policies and plans.
- 24 Cityhop was also concerned by Auckland Transport's decision not to provide on-street parks dedicated to particular providers, despite providing car parks dedicated to carshare more generally. This is a challenge for station-based providers such as Cityhop, as a fundamental feature of their model is that a vehicle should be returned to a specific car park. While the *Land Transport Act 1998* does not appear to allow the dedication of car parks to particular individuals or entities, we understand that Wellington City Council, the only other RCA to have two on-street providers, has agreements with the providers that they will relocate vehicles left in car parks marked for use by the other provider as soon as possible.
- 25 We also note that the *Land Transport Act* does not apply to off-street parking, meaning that RCAs can (and expressed willingness to) dedicate off-street parks to particular providers. However, councils also indicated that off-street parking was less attractive to providers.

Conclusions

We do not recommend any direct action targeted at carshare

- 26 This investigation did not identify any clear regulatory barriers to the growth of carshare that require urgent action.

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- 27 While varied practice is a challenge, it is a feature of New Zealand's system, which devolves ownership of streets and decisions as to their use to RCAs. It also extends beyond practices targeted to carshare and included fundamental settings and procedures such as how parking is charged and the different rates.
- 28 We acknowledge Cityhop's concerns with regard to Auckland Transport's decision not to allocate parking to particular providers. Nonetheless, this is an operational decision. The two RCAs are statutorily independent and are entitled to receive and follow their own legal advice on how to approach the issue. We also note that with increasing demand for alternative uses of street space, parking of any form – even for carshare – is not particularly highly ranked.

Instead, continue to make wider system-level changes to encourage mode shift

- 29 For the most part, travel is about access to opportunities, such as employment or amenities. When deciding how to travel (and if to travel), people generally weigh up, consciously or otherwise, the benefits of the desired amenity against the costs of travel or different types of travel, including factors such as convenience and reliability.
- 30 Culturally, New Zealanders have tended to place a lot of value on car ownership, and many of our transport settings continue to encourage use of the car over other modes. However, carshare works best when it is one of a portfolio of transport options. For example, a Finnish study found that in areas where 84 per cent of trips are achievable without a car, use of carshare was twice as common as elsewhere.
- 31 Therefore, changes that reduce our dependency on cars and encourage the use of other modes of transport are likely to help increase demand for carshare. Many of these changes are not particular to carshare policies but are broader features of our transport system. Such changes include:
- 31.1 increasing costs of private ownership (e.g., by raising taxes on ownership or residential parking fees, raising petrol costs)
 - 31.2 changes to general parking charges and provision (which will be facilitated by the proposed increases to parking penalties)
 - 31.3 investment in frequent, fast and reliable public transport
 - 31.4 the introduction of demand-side measures such as congestion charging
 - 31.5 reallocation of road space to facilitate use of other modes, as will be supported through the Reshaping Streets regulatory changes.
- 32 There is also a strong relationship between urban density and carshare. Carshare is more likely to be commercially viable in denser areas where there are more prospective users of each vehicle nearby at the same time. Carshare can also help to make higher density living more attractive by improving mobility without the need to own a car. Changes that help to increase the density of our urban areas, such as the implementation of the National Policy Statement on Urban Development 2020 and the Medium Density Residential Standards, may also help to increase demand for carshare and drive its expansion.

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Next steps

- 33 If you wish to discuss this briefing, officials can provide further detail on the information gathered during this project.
- 34 In the meantime, work will continue with Te Rūnanga o Ngāi Tahu to demonstrate the feasibility of incorporating carshare and other shared transport in new housing developments that incorporate shared transport options (such as carshare) to incentivise reduced private vehicle ownership. MoT will provide further advice on this project in early 2023.
- 35 Officials will also continue to update you on other projects that came from the parking review, such as the review of parking offences and penalties, and of towage and storage regulation.

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Annex One: Types of carshare (white background) and related types of shared mobility (grey background)

Name	Description	New Zealand examples
Station-based carshare	Often called round-trip, vehicles are rented from one car park (either on private or public land) and returned to the same car park at the end of the rental no matter the duration. These vehicles may need to be booked in advance. Station-based carshare is the “traditional” model of carshare and has been operating in New Zealand since at least 2007.	Cityhop Mevo Loop (Hamilton only)
Hub-based carshare	This is a variant of station-based carshare, but the start and end points of the trip may be at different stations (or hubs).	Zilch
Free-floating carshare	Vehicles are rented from within a “home zone” (e.g. the Wellington city centre) and returned anywhere within its “home zone”. The “home zone” itself may not be contiguous, and the journey itself may leave that “home zone”. Free floating carshare does not normally need to be booked in advance. It is a more recent development, both in New Zealand and internationally, meaning there are much less data on it and its effects.	Mevo
Peer-to-peer carshare	A consumer-to-consumer model, whereby individuals who do not know each other rent each other’s vehicles with a third-party service provider facilitating the connection. For a parallel concept, consider AirBNB.	Yourdrive (until 2020) MyCarYourRental.com
Shared micromobility (eg bikeshare, scootershare)	Often free-floating or hub-based, these models provide shared bicycles or scooters rather than cars.	Lime, Flamingo, Onzo, Jump, Beam, Neuron
Rideshare	Similar to carpooling, a driver heading from one location to another is matched with passengers sharing part or all of the route.	Coseats
Ride hailing	Similar to taxis, individuals hail drivers with vehicles to take them to an agreed location. Often conflated with rideshare.	Uber, Ola, Zoomy

30 January 2023

OC230043

Hon Michael Wood
Minister of Transport

MINISTER OF TRANSPORT MEETING WITH CHAIR OF WAKA KOTAHI NZ TRANSPORT AGENCY ON 1 FEBRUARY 2023

Snapshot

You are meeting with the Chair and Chief Executive of Waka Kotahi NZ Transport Agency ('Waka Kotahi' or 'the Agency') on Wednesday, 1 February at 11.00am. This briefing contains advice and talking points to support your engagement.

Time and date	11.00-11.30am, 1 February 2023
Venue	Zoom
Attendees	Dr Paul Reynolds, Chair, Waka Kotahi NZ Transport Agency Nicole Rosie, Chief Executive, Waka Kotahi NZ Transport Agency
Officials attending	Brent Johnston, Acting Deputy Chief Executive, System Performance and Governance Sarah Polaschek, Manager, Governance Brett Thomson, Principal Adviser, Governance
Agenda	1. Strategic update 2. Chair-only time
Talking points	Refer to Appendix One

Contacts

Name	Telephone	First contact
Sarah Polaschek, Manager, Governance	s 9(2)(a)	✓
Brett Thomson, Principal Adviser, Governance		
Emma Petrenas, Adviser, Governance		

Minister of Transport meeting with Chair of Waka Kotahi NZ Transport Agency on 1 February 2023

Agenda item one: Strategic update

- 1 This is an opportunity to discuss key items with Waka Kotahi. The Ministry has provided an update to support you around a range of emerging and relevant items to support your discussion with the Chair and Chief Executive of Waka Kotahi.

Severity of weather-related events and impact on maintenance and improvement programme

- 2 Several communities over the summer period, particularly communities from mid-to-upper North Island have experienced severe weather-related events resulting in reduced access and deteriorating transport infrastructure.
- 3 The Ministry recommends you seek an update from Waka Kotahi to better understand:
 - 3.1 the impact on the transport network in those communities, as well as its planned response
 - 3.2 the impact on the Agency's summer maintenance programme now and into the future, including the distinction between funding, supply of labour and materials, and planning worked
 - 3.3 you may also want to communicate your expectations around keeping the public informed around access when there are severe weather events.

Waka Kotahi's Quarter One performance for 2022/23

- 4 Waka Kotahi provided its Quarter One performance report for the period 1 July to 30 September 2022 to you in January 2023.
- 5 The Ministry notes the following matters of key concern:
 - 5.1 Performance for the period reflects an ongoing challenging operating environment in 2022/23. Areas such as road safety, maintenance and climate change initiatives are experiencing performance challenges despite significant investment and effort by Waka Kotahi
 - 5.2 Waka Kotahi is reporting an unchanged risk environment, with nine of its top 13 key strategic risks remaining as s 9(2)(ba)(ii) This includes areas such as funding sustainability, road safety outcomes, critical assets, people, capability, and capacity
 - 5.3 Waka Kotahi has noted funding sustainability for the National Land Transport Fund long-term and its regulatory function remains a key concern.
- 6 The Ministry will provide further advice to you on the Agency's performance in February 2023. The Ministry recommends you ask for an update on what key performance areas remain a concern and what Waka Kotahi is doing to improve performance.

Agenda item two: Chair-only time

- 7 This is an opportunity to communicate your expectations of the Board and your expectations of the Agency's performance for the year ahead. You may also like to discuss any working preferences and access arrangements with the new Chair.

The Ministry will shortly provide a draft Letter of Expectations for 2023/24 for your consideration to send to the Chair of Waka Kotahi

- 8 Subject to your consideration of the draft Letter of Expectations, the Ministry has identified the following themes, including:


s 9(2)(f)(iv)



- 9 The Ministry recommends you communicate any specific expectations you have for Waka Kotahi for the year ahead.

s 9(2)(f)(iv)



- 10 As briefing OC221125 refers, the terms of Deputy Chair and member Cassandra Crowley and board members Catherine Taylor and Victoria Carter expired in September 2022 s 9(2)(f)(iv)
- 

s 9(2)(f)(iv)



Appendix One – Talking points to support your meeting with Waka Kotahi

Item	Talking Points
Strategic update	<p><i>Severity of weather-related events and impact on maintenance and improvement programme</i></p> <p>I acknowledge the severity of weather-related events over the summer period and thank Waka Kotahi for its work supporting these communities.</p> <ul style="list-style-type: none"> • Can you please help me understand the impact on the transport network and what support you are providing local authorities to support regional communities? • Has the severity and frequency of weather events impacted on the Agency's planned maintenance programme? What has been the specific impact on funding, supply of labour and materials, and planning worked? <p>I understand the severity of rain was unprecedented in the Auckland region. It is important to keep users of the transport network safe and informed.</p> <p><i>Waka Kotahi Quarter One performance for 2022/23</i></p> <p>Thank you for providing your Quarter One performance report. I would like to understand what key performance areas remain a concern and what Waka Kotahi is doing to improve performance in those areas.</p>
Chair-only time	<p><i>Communicating expectations for the year ahead</i></p> <p>Thank you for accepting the role of Chair of Waka Kotahi. I look forward to working with you.</p> <p>I acknowledge today is your first official day, however I would like to understand any initial observations you have of the Agency's direction, culture, and performance.</p> <p><i>The Ministry recommends you communicate any specific expectations you have of the Board. Note the Ministry will provide a draft Letter of Expectations for your consideration in due course.</i></p> <p>s 9(2)(f)(iv)</p>

31 January 2023

OC230026

Hon Michael Wood
Minister of Transport**MEETING WITH THE TRANSPORT ACCIDENT INVESTIGATION
COMMISSION'S CHIEF COMMISSIONER AND CHIEF EXECUTIVE
ON 1 FEBRUARY 2023****Snapshot**

You are meeting with the Transport Accident Investigation Commission's (TAIC or the Commission) Chief Commissioner and Chief Executive on 1 February 2023. To support you in your meeting, the Ministry of Transport (the Ministry) has provided discussion items and talking points for your consideration.

TAIC has advised that it has no further discussion items to raise at this meeting in addition to what has been identified by the Ministry.

Time and date	4:30-5:00pm, 1 February 2023
Venue	Zoom
Attendees	Jane Meares, Chief Commissioner, TAIC Martin Sawyers, Chief Executive, TAIC Naveen Mathew Kozhuppakalam, Chief Investigator of Accidents, TAIC
Officials attending	Brent Johnston, Acting Deputy Chief Executive, System Performance and Governance Sarah Polaschek, Manager, Governance Jono Reid, Principal Adviser, Governance
Agenda	1. Recent inquiries 2. s 9(2)(f)(iv)

Contacts

Name	Telephone	First contact
Brent Johnston, Acting Deputy Chief Executive, System Performance and Governance	s 9(2)(a)	
Sarah Polaschek, Manager, Governance		✓
Jono Reid, Principal Adviser, Governance		

MEETING WITH THE TRANSPORT ACCIDENT INVESTIGATION COMMISSION'S CHIEF COMMISSIONER AND CHIEF EXECUTIVE ON 1 FEBRUARY 2023

Key points

- You are meeting with Jane Meares (Chief Commissioner), Martin Sawyers (Chief Executive) and Naveen Mathew Kozhuppakalam (Chief Investigator of Accidents) from TAIC on 1 February 2023.
- Your last meeting with TAIC's Chief Commissioner and Chief Executive was on 29 November 2022.

Item One: Recent Inquiries

TAIC has opened six new inquiries since your last meeting

- 1 TAIC has opened six inquiries into the causes and circumstances of the following accidents:
 - 1.1 **a collision and derailment involving a shunt train and a heavy road vehicle at a level crossing in Whangarei on 7 December 2022:** the circumstances reported to date were that a shunt locomotive was propelling a rake of wagons towards the Port of Whangarei when it collided with a truck and trailer unit. A train crew member suffered a serious injury because of the collision.
 - 1.2 **a serious accident that occurred on 12 December 2022 onboard a fishing trawler 17 nautical miles offshore from Tauranga:** the reported circumstances were that the vessel's winch equipment malfunctioned. The skipper suffered serious injuries as a result of the accident (two broken legs and head injury).
 - 1.3 **a worksite accident near Te Puna, Bay of Plenty on 10 January 2023:** the reported circumstances were that two Hi-Rail vehicles were involved in a collision while undertaking track work. One vehicle occupant was injured and both vehicles were damaged in the accident.
 - 1.4 **a New Zealand registered aircraft being involved in a 'loss of control on the ground' incident at Auckland International Airport on 27 January 2023:** the aircraft briefly lost directional control and veered off to the right of the runway centreline shortly after touchdown. It was also reported that the aircraft's landing gear damaged six runway edge lights positioned on the sealed runway strip before the pilot regained control and the plane returned towards the runway centreline. The aircraft was under the influence of heavy rain and gusting winds at the time.

After the landing was completed the aircraft safely taxied to the gate without further incident. Significant damage has been reported to the aircraft's undercarriage assembly, including the deflation of one tyre. No injuries to passengers or crew were reported.

- 1.5 **a loss of power incident involving the Interislander passenger ferry *Kaitaki* in the Cook Strait on 28 January 2023:** the circumstances reported to date are that the *Kaitaki* was en route from Picton to Wellington when it suffered a main engine failure and subsequent loss of propulsion. As a result, the vessel dropped anchor in the Cook Strait while repair work was undertaken by the engineers onboard. After power was restored about 2 hours later, the vessel, escorted by two tugs, proceeded to Wellington without further incident.
- 1.6 **a derailment of a loaded freight train near Te Puke on 29 January 2023:** the circumstances reported to date are that the train was travelling from Kawerau to Mount Maunganui when it passed over a section of track where part of the supporting embankment had been washed away by flood water. This resulted in the derailment of at least 10 wagons and significant damage to rail infrastructure.
- 2 Three of the above inquiries were opened during Auckland Anniversary weekend, and we expect the following themes will be of interest for discussion during your meeting:
- 2.1 **the impact of adverse weather across New Zealand's transport networks:** each of the three inquiries opened over the long weekend occurred during adverse weather, and weather conditions are likely to be lines of inquiry for each investigation. TAIC also now has three open rail inquiries where a derailment has occurred in adverse weather and the track is affected by either flooding or a landslip.
- 2.2 **the total volume of open inquiries for the Commission:** the three inquiries opened brings the total number of open domestic inquiries to 30. While TAIC's Statement of Performance Expectations performance measures notes an expectation of 30 open inquiries on average, the rolling averages reported by TAIC over the past three years indicate that TAIC has generally had 25 domestic inquiries open at one time. This, alongside other work programmes and COVID-19-related impacts, means that the Commission is currently carrying a heavy workload. This workload may have impacts on either the timeliness of inquiries in the future or the timing of internal work programmes underway.

s 9(2)(f)(iv)

- 2.3 **the incident aboard the Kaitaki has resulted in further media enquiries around the benefits of salvage tugs in Wellington Harbour:** this matter was discussed at your meeting with TAIC in October 2022, as TAIC had received a letter raising concerns about the lack of tugs with salvage capacity (OC220878 refers). s 9(2)(f)(iv) and s9(2)(g)(i)

Suggested Talking Points

- You may wish to discuss any observations you have from these inquiries, including from the following themes:
 - ongoing accidents at level crossings, or involving workers in the rail corridor
 - the number of derailments due to adverse weather
 - wider resilience across transport networks.
- You may wish to discuss TAIC's current workload and how they are positioned for responding to future inquiries.
- You may also wish to seek updates on other ongoing inquiries.

TAIC has also closed one inquiry since your last meeting

- 3 TAIC also published its report into a train parting incident on the *Te Huia* passenger service on 19 July 2021. The second and third carriages parted between Papakura and Pukekohe en route to Hamilton, causing the automatic brakes to be applied. The train continued to Pukekohe for inspection, before continuing to Hamilton at a restricted speed. A second parting incident then occurred en route to Hamilton.
- 4 The report identified that the incident occurred because of ineffective anti-creep protection in the automatic couplers used on the carriages. This occurred because of issues with the casting process for the couplers, and the manufacturer not picking it up through quality testing. The manufacturer expects that wear over time on the casting tool caused the issue.
- 5 Between 600-800 couplers supplied to KiwiRail were estimated to have been affected by this issue, with *Te Huia* being the only passenger service using this type of coupler.
- 6 KiwiRail had introduced anti-creep testing into its scheduled preventative maintenance programme for freight and passenger services with automatic couplers in October 2019. KiwiRail had identified some issues with newer couplers during this programme, and an engineering visit from the provider was planned for March 2020 to explore this issue and other matters. This did not take place due to COVID-19 and was unresolved at the time of the *Te Huia* incident.
- 7 Safety actions have since been taken, and as a result the Commission did not issue any recommendations for addressing this particular safety matter.
- 8 TAIC, however, did identify issues with circuit controls being disrupted following decoupling incidents on passenger carriages. Safety recommendations have been made to address this issue, and these recommendations have been accepted by KiwiRail.

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