

Proactive Release

This document is proactively released by Te Manatū Waka the Ministry of Transport.

Some information has been withheld on the basis that it would not, if requested under the Official Information Act 1982 (OIA), be released. Where that is the case, the relevant section of the OIA has been noted and no public interest has been identified that would outweigh the reasons for withholding it.

Listed below are the most commonly used grounds from the OIA.

<u>Section</u>	<u>Description of ground</u>
6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
6(b)	as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> (i) the Government of any other country or any agency of such a Government; or (ii) any international organisation
6(c)	prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
9(2)(a)	to protect the privacy of natural persons
9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public
9(2)(ba)(ii)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
9(2)(f)(ii)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
9(2)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
9(2)(j)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

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

For the week ending 24 February 2023

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

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PROACTIVELY RELEASED BY
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1 ACTIONS FROM TRANSPORT OFFICIALS' MEETING

1 Actions from transport officials' meeting

	Due date
Nil.	

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2 UPCOMING BRIEFINGS

2 Upcoming briefings

Briefings to Minister Wood	Due date
Draft Letters of Expectation for Waka Kotahi, Transport Accident Investigation Commission (TAIC), and City Rail Link Limited (CRL) <i>Comment on date change</i> Finalising in light of final delegation for the Associate Minister. <i>Responsibility: Sarah Polaschek, Manager, Governance</i>	Week ending 3 March 2023.
Update on Fullers Waiheke ferry service and SuperGold card travel <i>Comment on date change</i> Date revised to seek further information from Waka Kotahi and further refine advice. <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending 3 March 2023.
Permanent Half Price Total Mobility Fares <i>Comment on date change</i> s 9(2)(f)(iv)	Week ending 3 March 2023.
<i>Responsibility: Helen White, Manager, Mobility and Safety</i>	
s 9(2)(f)(iv)	Week ending 3 March 2023.
<i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	
s 9(2)(f)(iv)	Week ending 3 March 2023.
<i>Responsibility: Harriet Shelton, Manager, Supply Chain</i>	
Changes to land transport regulatory charges and fees – Draft Cabinet paper <i>Responsibility: Sarah Polaschek, Manager, Governance</i>	Week ending 3 March 2023.

Briefings to Minister Wood	Due date
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Brendan Booth, Chief Legal Adviser and Procurement Manager</p>	Week ending 3 March 2023.
<p>New Zealand Rail Plan – progress, priorities, cost pressures, and next steps</p> <p>Responsibility: Harriet Shelton, Manager, Supply Chain</p>	Week ending 3 March 2023.
<p>Ministry Protocol for Official Information Act Responses and proactive releases involving Ministers</p> <p>Responsibility: Hilary Penman, Manager, Ministerial Services</p>	Week ending 3 March 2023.
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</p>	Week ending 3 March 2023.
<p>Update on Let's Get Wellington Moving</p> <p>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</p>	Week ending 3 March 2023.
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</p>	Week ending 3 March 2023.
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Harriet Shelton, Manager, Supply Chain</p>	<p>Week ending 10 March 2023.</p> <p>Note: The Treasury is leading this work.</p>
<p>Budget 2023 Vote Transport Technical Initiatives</p> <p>Responsibility: Paul Laplanche, Chief Financial Officer</p>	Week ending 10 March 2023.
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Marian Willberg, Manager Demand Management and Revenue</p>	Week ending 17 March 2023.
<p>Draft Estimates 2023/24 and Supplementary Estimates 2022/23</p> <p>Responsibility: Paul Laplanche, Chief Financial Officer</p>	Week ending 24 March 2023.

2 UPCOMING BRIEFINGS

Briefings to Minister Wood	Due date
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	Week ending 31 March 2023.
<p>Outcomes of the City Rail Link Limited (CRL) Targeted Hardship Fund review and recommendations for amendments to the Sponsors' High-Level Guidance</p> <p><i>Comment on date change</i></p> <p>Delayed to enable consultation and per timeline provided to your Office on 30 January 2023. The extension to the consultation period considers the impact of the recent flooding on Auckland Council and the affected businesses the Ministry is engaging with.</p> <p><i>Responsibility: Sarah Polaschek, Manager, Governance</i></p>	Week ending 31 March 2023.
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i></p>	Week ending 31 March 2023.
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Karen Lyons, Director, Auckland</i></p>	TBC March 2023.
<p>Final Estimates 2023/24 and Supplementary Estimates 2022/23</p> <p><i>Responsibility: Paul Laplanche, Chief Financial Officer</i></p>	Week ending 14 April 2023.

Briefings to Minister Allan	Due date
<p>Draft Letters of Expectation for Maritime NZ and Civil Aviation Authority</p> <p><i>Comment on date change</i></p> <p>Awaiting final delegation approvals for the Associate Minister.</p> <p><i>Responsibility: Sarah Polaschek, Manager, Governance</i></p>	Week ending 3 March 2023.

2 UPCOMING BRIEFINGS

Briefings to Minister Allan	Due date
Proactive Release of the Regulatory Systems (Transport) Amendment Bill policy approval package <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 3 March 2023.
Reauthorisation of Qantas/Emirates alliance – initial advice <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Week ending 3 March 2023.
s 9(2)(f)(iv) <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 3 March 2023.
Options to (partially) restore the Civil Aviation Authority's (CAA) Reserves <i>Comment on date change</i> <p>This is delayed in agreement with your Office, to ensure that the options provided for the (partial) restoration of CAA's reserves are robust and fit-for-purpose. Extended consultation time will also enable the Treasury and CAA to provide views on the paper, and/or to discuss further with the Ministry.</p> <i>Responsibility: Sarah Polaschek, Manager, Governance</i>	Week ending 3 March 2023.
Feasibility of progressing six-month impoundments for fleeing driver events <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 24 March 2023.

3 KEY PRIORITIES

3 Key priorities

Minister Wood	
s 9(2)(f)(iv)	
s 9(2)(f)(iv)	
Next steps:	
Responsibility: James O'Donnell – Acting Manager, Programme Assurance and Commercial	
s 9(2)(f)(iv)	
s 9(2)(f)(iv)	
Next steps:	
For your information only - we are not seeking any decisions from Ministers at this stage.	
Responsibility: Holly Walker, Manager, Environment and Emissions Strategy	

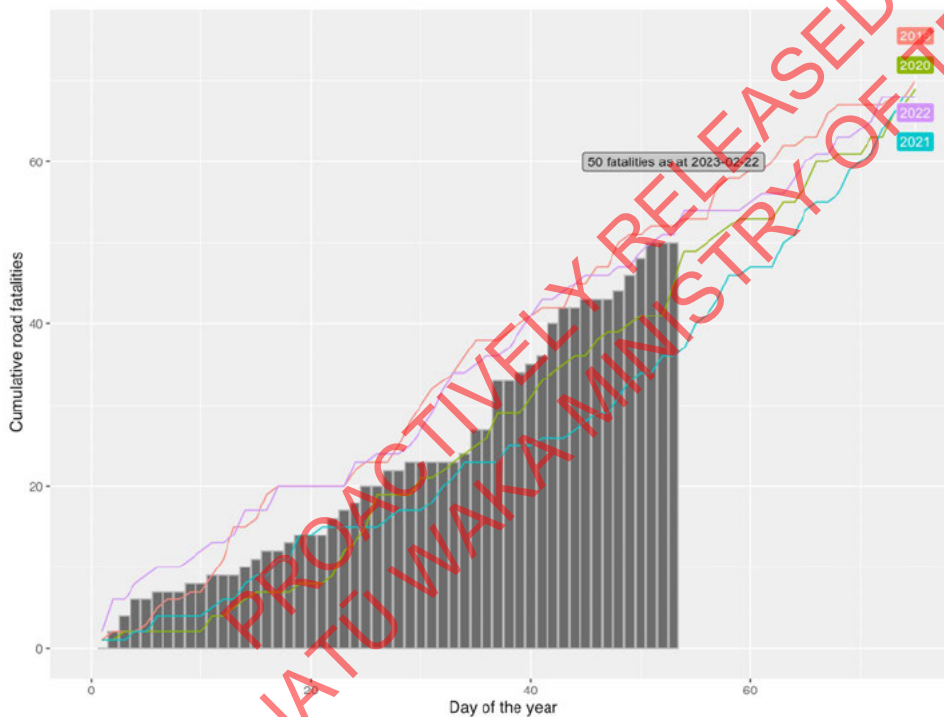
Year to date road fatalities

Updated on 22 February 2023 for crashes until midnight 21 February 2023.

Cumulative road fatalities to 22 February 2023 are 50, this is -1 fewer fatalities than the same date in 2022. A year-to-date comparison is shown in the table below:

Month	2019	2020	2021	2022	2023
Jan	32	21	18	29	23
Feb	20	24	18	22	27
Total	52	45	36	51	50

First 75 days analysis of total road fatalities for the last 5 years:

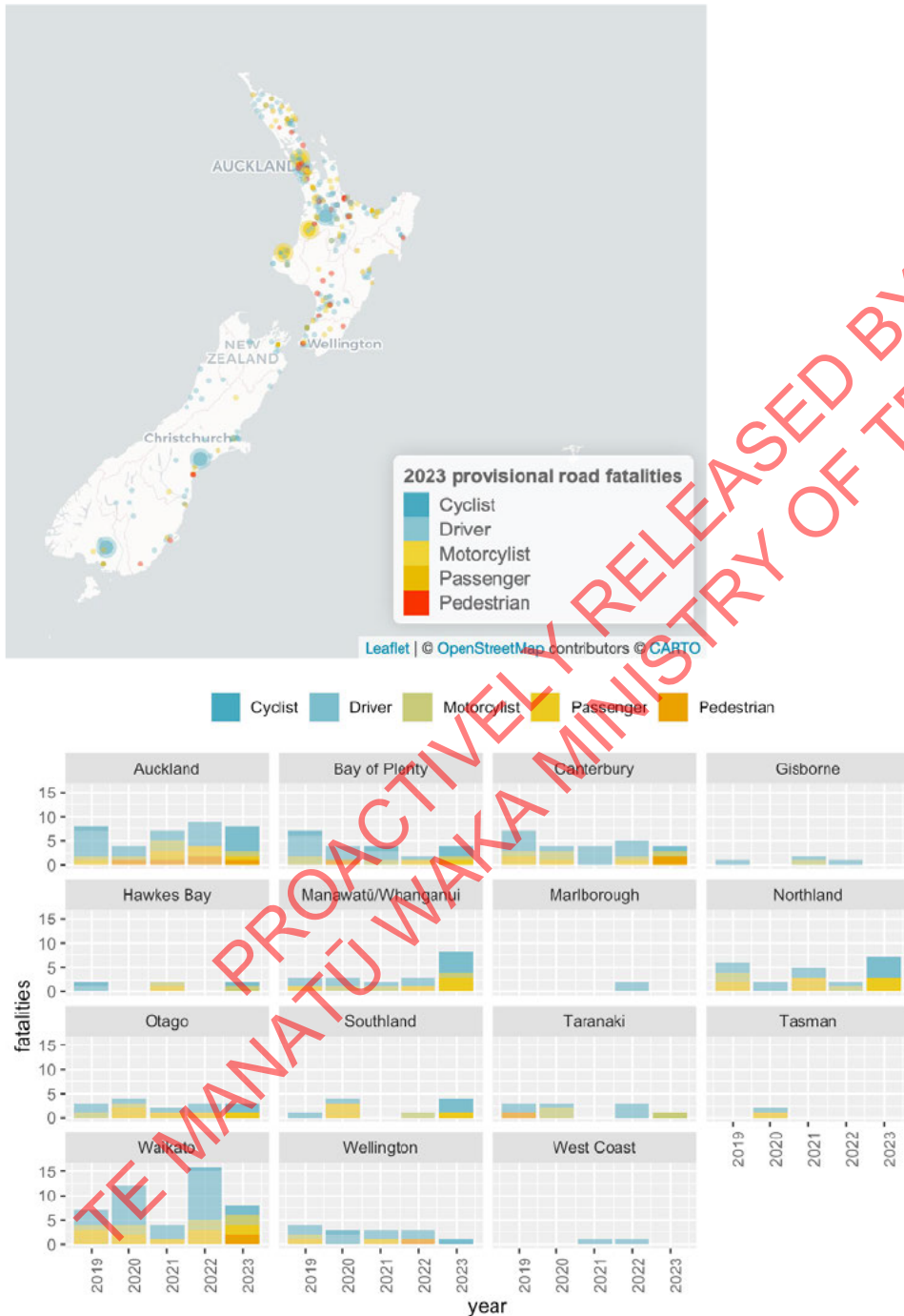


Responsibility: Dan Jenkins, Manager, Analytics and Modelling

3 KEY PRIORITIES

Year to date road fatalities continued

Below is a regional analysis for the 2023 fatalities, year to date, split by role. Crashes in the last week are highlighted with larger circles on the map figure. Regions are shown only where a fatality has occurred year to date.



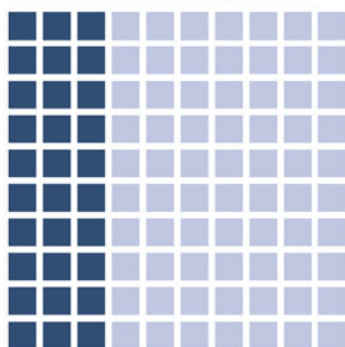
Responsibility: Dan Jenkins, Manager, Analytics and Modelling

Clean car and electric vehicle registrations

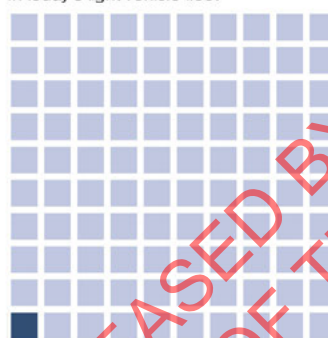
We will continue to revise and improve this section over the next few weeks to enable better monitoring of progress against the Emissions Reduction Plan (ERP) targets. This is an interim measure until such a time that the Decarbonising Transport Monitoring Framework can provide cross system metrics for more effective monitoring of all ERP initiatives. Please let me know if you have any feedback as we progress the analysis.

ERP related measures

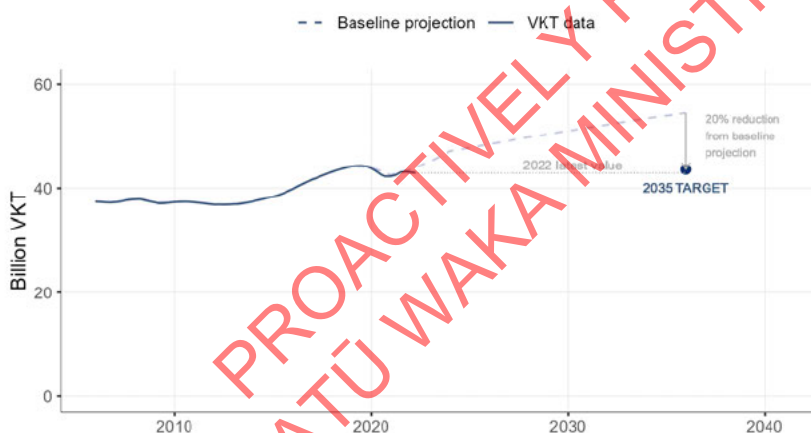
The ERP has a 2035 target of 30% ZEVs in the light vehicle fleet



Only 1% of ZEVs in today's light vehicle fleet



Light fleet VKT target



Clean car and electric vehicle registrations and fleet size overall summary: Updated on 13 February 2023 for vehicles registered before midnight 12 February 2023

Registrations

Week ending 19 February	1,727 (102 more than previous)
January 2023	9,022 (379 more than previous)
Year to date 2023	13,287 (4,429 more than previous)

Fleet

Heavy motor vehicles	659
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3 KEY PRIORITIES

Clean car and electric vehicle registrations

Light motor vehicles	378,259
Motorcycles	2,464

This report includes vehicles with CO2 emissions of 146g/km and less (3-phase Worldwide Harmonised Light Vehicle Test Procurement) (WLTP*) for 'light' vehicles. 'Light' vehicles are those with a gross vehicle mass (GVM), i.e., maximum allowed weight with load of 3,500kg and less. Motorcycles are included as per Motor Vehicle Registration (MVR) data and include all-terrain vehicles (ATVs). WLTP = Worldwide Harmonized Light Vehicles Test Procedure a chassis dynamometer test cycle for the determination of emissions and fuel consumption of light-duty vehicles.

Detailed registrations and fleet size analysis

This week's CCD eligible registrations by emissions band and vehicle type

CCD.band	Heavy	Light	Motorcycle	Total	delta_prev_wk	Weekly trends this year	
						Low	High
Zero (0g/km)	2	208	12	222	42	78	1125
Low (1-56g/km)	0	48	0	48	51	2	364
Moderate (57-146g/km)	0	1457	0	1457	67	412	2246
Unknown	0	0	0	0	0	1	2

Battery Electric Vehicles

Registrations this week

This week's registrations for ZERO EMISSION BAND (0g/km) battery electric vehicles

Vehicle type	New	Used	Total	delta_prev_wk	Weekly trends this year	
					Low	High
Car	155	50	205	54	19	1026
Bus	0	0	0	-3	1	20
Van	2	0	2	2	1	34
Truck	0	0	0	0	1	3
Motorcycle	12	0	12	-13	1	46
Other	3	0	3	2	1	37

Battery Electric Vehicles

Fleet size

Clean car and electric vehicle registrations

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

CCD.band	Vehicle_gp	Fleet size 2017	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Car	NA		47426	1.059
Zero (0g/km)	Motorcycle	NA		2431	0.054
Zero (0g/km)	Other	NA		123	0.003
Zero (0g/km)	Van	NA		1328	0.030

EV (Battery electric) HEAVY vehicle Fleet

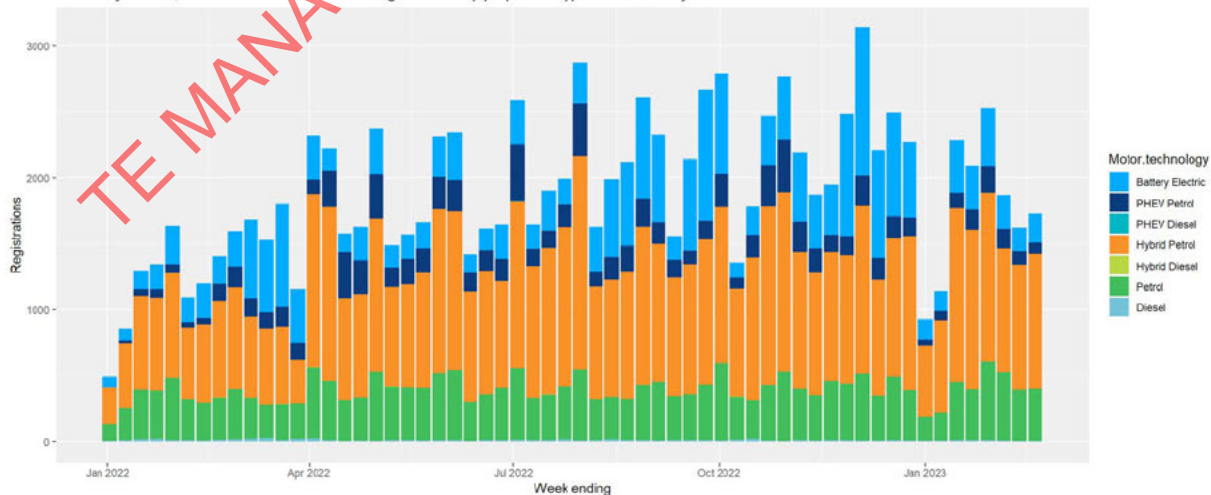
CCD.band	Vehicle_gp	Fleet size 2017	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Bus	NA		259	0.068
Zero (0g/km)	Other	NA		144	0.049
Zero (0g/km)	Truck	NA		187	0.047

Graphical summary of registrations:

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



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

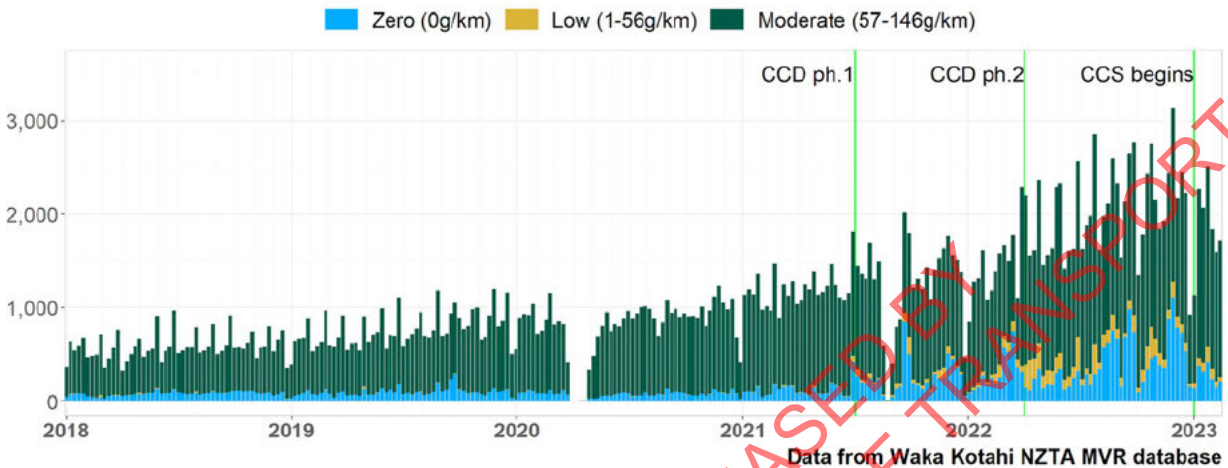


3 KEY PRIORITIES

Clean car and electric vehicle registrations

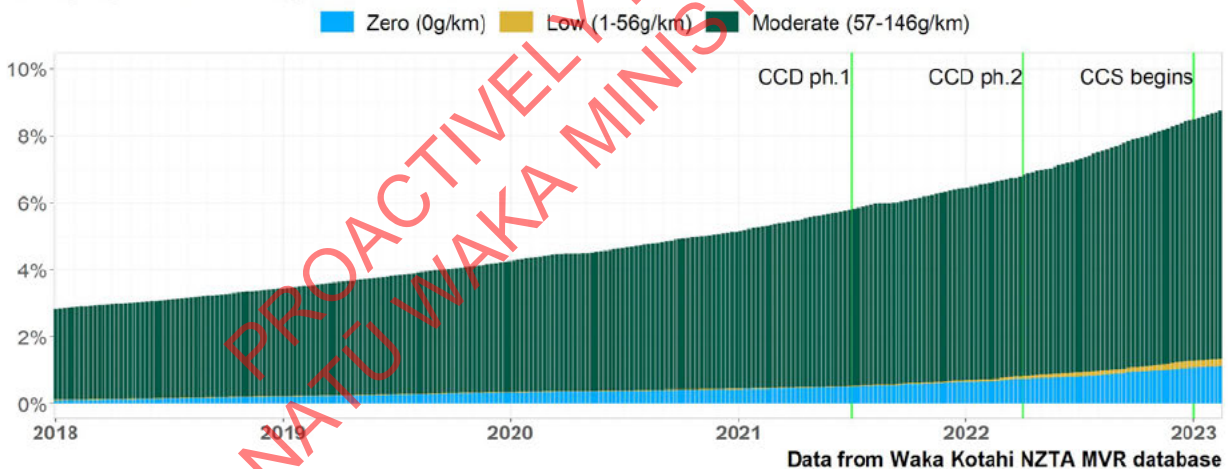
Trends in registrations and fleet size over the last five years:

Weekly registrations of low-emissions motor vehicles



The proportion of zero and low emission vehicles in the fleet is also still relatively small (c.1%) with all Clean Car Discount (CCD) eligible vehicles accounting for over 8% of the light vehicle fleet.

Low-emissions motor vehicle fleet As a proportion of all light motor vehicles



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

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

Responsibility: Dan Jenkins, Manager, Analytics and Modelling.

4 Cabinet papers

Minister Wood		
Paper	Committee	Status
<p>Amending road user charges legislation</p> <p>This paper seeks Cabinet agreement to amend the road user charges (RUC) system and legislation. This will prepare for the expiry of the light electric vehicle RUC exemption on 31 March 2024 and will improve the RUC system for RUC payers, and Waka Kotahi as RUC collector.</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>8 March 2023.</p>	<p>We have provided your Office with an updated draft Cabinet paper and Ministerial consultation is underway.</p>
<p>Tolling Penlink</p> <p>This paper seeks Cabinet approval to charge a toll on Penlink under the Land Transport Management Act 2003.</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>8 March 2023.</p>	<p>We have provided a revised paper which is now with your Office.</p>
<p>Land Transport Management (Regulation of Public Transport) Amendment Bill: Approval for Introduction</p> <p>This paper seeks approval to introduce the Land Transport Management (Regulation of Public Transport) Amendment Bill.</p> <p>This Bill is required to establish the Sustainable Public Transport Framework, which will replace the Public Transport Operating Model.</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Legislation Committee (LEG).</p> <p>9 March 2023 (or to be advised by your Office).</p>	<p>The package is out for Ministerial consultation.</p>

4 CABINET PAPERS

Minister Wood		
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>		
<p>Changes to land transport regulatory charges and fees</p> <p>This paper reports back on the outcome of public consultation on Waka Kotahi's 'Proposed changes to land transport regulatory fees, charges and funding' (funding review), and seeks approval to change fees and charges from 1 October 2023.</p> <p><i>Responsibility: Sarah Polaschek, Manager, Governance</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>29 March 2023.</p>	<p>Departmental consultation completed.</p> <p>We will provide a draft paper for Ministerial consultation by 3 March 2023.</p>
<p>Commencement of the Social Leasing Scheme</p> <p>This paper seeks agreement and funding to support the commencement of the Social Leasing Scheme in a single location in April 2023.</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Cabinet Economic Development Committee (DEV)</p> <p>TBC March 2023 (to be advised by your Office).</p>	<p>An updated draft of this paper has been provided to your Office, and Ministerial consultation is underway.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Harriet Shelton, Manager, Supply Chain</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>5 April 2023.</p>	<p>We will provide a draft paper for interagency consultation on 3 March 2023 and for Ministerial consultation on 15 March 2023.</p>

Minister Wood		
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser, Legal and Procurement</i></p>	<p>Cabinet Legislation Committee (LEG).</p> <p>6 April 2023.</p>	<p>This paper is being drafted and is expected to be with your Office on 3 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Cabinet Economic Development Committee (DEV)</p> <p>3 May 2023.</p>	<p>This paper is being drafted and is expected to be with your Office on 15 March 2023.</p>
<p>Accessible Streets – Final Policy Decisions</p> <p>This paper seeks Cabinet's approval to final policy decisions for Accessible Streets.</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Environment, Energy and Climate Committee (ENV).</p> <p>To be advised by your Office.</p>	<p>This paper is with your Office.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>To be advised by your Office.</p>	

4 CABINET PAPERS

Minister Wood		
<p>Release of Discussion Document on Changes to Road Safety Penalties</p> <p>This paper seeks Cabinet approval to release a discussion document on a package of potential changes to road safety penalties, s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet.</p> <p>To be advised by your Office.</p>	<p>We have provided your Office with an updated Cabinet paper, talking points, and discussion document as requested.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>		
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>		<p>This paper is with your Office.</p>

Minister Wood		
<p>Draft Government Policy Statement (GPS) on Land Transport 2024</p> <p>This paper seeks Cabinet approval to release the draft GPS 2024 for public consultation before the final GPS is released mid 2023.</p> <p>Planning is underway for the 'Road Show' public engagement on the draft GPS. Through this Road Show, we plan to communicate on, and get feedback about, the GPS to ensure end users have the opportunity to see a draft GPS, consider implications, and contribute a view. Road Show feedback will inform the finalisation of the GPS text.</p> <p>We will include presentations and communications on other relevant Ministry projects related to the GPS, or other projects that also require consultation.</p> <p>We plan to reach local government officials across New Zealand's regions through this Road Show, which is currently scheduled to begin in April or May 2023.</p> <p><i>Responsibility: Tim Herbert, Manager, Investment</i></p>	<p>Cabinet Economic Development Committee (DEV). Date TBC.</p>	<p>We will provide a draft paper for Ministerial consultation. Date TBC.</p> <p>We are seeking direction on consultation timing (in the context of Cyclone Gabrielle recovery) at the 27 Feb officials' meeting.</p>

4 CABINET PAPERS

Minister Allan		
Paper	Committee	Status
<div>s 9(2)(f)(iv)</div> <div>Responsibility: Sarah Polaschek, Manager, Governance</div>		
<div>s 9(2)(f)(iv)</div> <div>Responsibility: Megan Moffet, Manager, Regulatory Policy</div>		
Land Transport (Road Safety) Amendment Bill This paper seeks approval to introduce the Land Transport (Road Safety) Amendment Bill. Responsibility: Megan Moffet, Manager, Regulatory Policy	Cabinet Economic Development Committee (DEV). 29 March 2023.	We will provide your Office with a draft paper for Ministerial consultation by 3 March 2023.
Land Transport (Road Safety) Amendment Bill This paper seeks approval to introduce the Land Transport (Road Safety) Amendment Bill. Responsibility: Megan Moffet, Manager, Regulatory Policy	Cabinet Legislation Committee (LEG). Early May 2023.	We are currently drafting this paper and working through final policy advice in relation to six-month impoundment.

Minister Allan		
<div>s 9(2)(f)(iv)</div> <div></div> <div>Responsibility: Tom Forster, Manager, Economic Regulation</div>	Cabinet confirmation or Cabinet Economic Development Committee (DEV) reconsideration. TBC.	<div>s 9(2)(f)(iv)</div> <div></div>

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5 Cabinet papers led by other agencies

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
Consultation on transitional levy increase to fund Fire and Emergency New Zealand	Department of Internal Affairs, Fire and Emergency NZ	Minister of Internal Affairs	GOV 30 March 2023. Cabinet 3 April 2023.
Comment			
<p>This paper seeks Cabinet agreement to consult on a 12.8% increase to the insurance-based levy that funds Fire and Emergency NZ (FENZ). The organisation receives 97 per cent of its funding through a levy on insurance contracts (including vehicle insurance) and is facing rising costs.</p> <p>Last year, the Crown approved a \$75.4 million repayable loan to FENZ in order to enable agreement of a new collective employment agreement. FENZ now needs to increase the levy to pay for the additional costs associated with the collective agreement, and to repay the Crown loan.</p> <p>The impact on an insurance policy for a motor vehicle (under 3.5 tonnes) is to increase the flat rate levy from \$8.45 to \$9.53.</p> <p><i>Responsibility: Nick Paterson, Acting Manager, Resilience and Security</i></p>			<p>Next steps: Ministerial consultation 1 March 2023 – 14 March 2023.</p>

5 CABINET PAPERS LED BY OTHER AGENCIES

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
s 9(2)(f)(iv)			
Comment			
s 9(2)(f)(iv)			
Responsibility: Helen White, Manager, Mobility and Safety			

5 CABINET PAPERS LED BY OTHER AGENCIES

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
New Zealand Traveller Declaration: Regulations to Exempt Persons from Requirements to Complete Arrival Information	New Zealand Customs Service	Minister of Customs, External Relations and Security Committee	DEV 15 March 2023.
Comment			
<p>This paper seeks decisions on regulatory powers that will be made through the Customs and Excise (Arrival Information) Amendment Bill to exempt persons from the requirement to provide Customs with arrival information, as part of the operation of the New Zealand Traveller Declaration (NZTD).</p> <p>Cabinet had previously made decisions regarding regulations under the Bill, including to exempt people from requirements in limited emergency circumstances such as being rescued at sea. This paper seeks agreement for additional regulations to exempt persons – these exemptions would predominantly apply to the maritime border where there may be particular barriers to complete a declaration (e.g. passengers and crew on commercial (cargo and fishing) vessels that do not permanently disembark, where Internet access at sea is expected to be a barrier). Air transit passengers are also proposed to be exempt with the current practice of a paper arrival card to be continued.</p> <p>Given the NZTD has not been operational at the maritime border to date, the paper also proposes to delay the implementation of NZTD for certain classes of maritime arrivals to allow time to develop appropriate processes and ensure effective implementation. Requirements for cruise ships and New Zealand military vessels are proposed to be implemented from 31 October 2023. Requirements for all other air and maritime arrivals will be implemented from 21 June 2023 when the Bill is scheduled to come into force.</p> <p>The Ministry supports the recommendations in the paper. The delay in NZTD implementation particularly for cruise ships, which could involve large volumes of arrivals, would provide more time for industry engagement and help ensure that the systems and processes required for a smooth implementation are able to be set up.</p> <p><i>Responsibility: Carmen Mak, Policy Director, System and Regulatory Design</i></p>			<p>Next steps:</p> <p>The paper will be provided to the Minister of Defence and we expect Ministerial consultation will occur.</p>

5 CABINET PAPERS LED BY OTHER AGENCIES

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
<div>s 9(2)(f)(iv)</div>			4 April 2023
<div>Comment</div>			
<div>s 9(2)(f)(iv)</div>			<div>Next steps:</div> <div>For your information only.</div>
<div>Responsibility: Nick Paterson, Acting Manager, Resilience and Security</div>			

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



Aviation Security Service
Kaiwhakamaru Rerangi

Key Updates

No key updates this week.

Communications and External Engagement

Authority Media Summary- last 7 days

Date	Activity	Channel
22 February 2023	<p>Interview with Matt Clark WIAL CEO</p> <p>Mentions AvSec</p> <p>Interviewer -I've got a text that's come in and I have. to ask you Wellington. Great, airport. I think Wellington. But I've got a text that's come in and saying, can you ask Matt about the queues for security? And I have to say that would be my experience. A bit at Wellington too. You do have long queues for security to get through at Wellington Airport. Why is that?</p> <p>Matt Clark - Yeah, I don't think we're unique in this problem, but certainly I think when you look at the security queues, that's all about peaks. So, I think the Aviation Security service that runs security for the airport, so they do that for the government agency. They plan for aircraft to be arriving at a certain time and they have their resources for that. But as we know, aircraft are a little bit like buses. They arrive when they arrive. And sometimes only takes one aircraft to be five or 10 minutes early or late. And you get those lumps of queues so some of the queues look longer than they are. But it's definitely an issue that we all need to work on to make sure that that's not a problem we have to face because it's pretty frustrating when your plane's about to leave and you're waiting in that line.</p>	Today FM

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Date	Activity	Channel
19 February 2023	<p>Cyclone Gabrielle cut off rural community turns to farm airstrips for deliveries of essentials by plane</p> <p>https://www.stuff.co.nz/national/131271932/cyclone-gabrielle-cutoff-rural-community-turns-to-farm-airstrips-for-deliveries-of-essentials-by-plane</p> <p>CAA and FENZ media release</p> <p>https://www.aviation.govt.nz/about-us/media-releases/show/accessing-restricted-airspace-over-the-eastern-north-island</p>	Stuff and all Fairfax print papers
18 February 2023	<p>Flying schools busting to attract international students</p> <p>https://www.stuff.co.nz/business/131234496/flying-schools-busting-to-attract-international-students-face-tough-competition-from-overseas-trainers</p>	Stuff Sunday Star Times
17 February 2023	<p>Operators and pilots reject cockpit video camera safety plan</p> <p>https://www.stuff.co.nz/national/131221633/helicopter-operators-and-pilots-reject-cockpit-video-camera-safety-plan</p>	Stuff
16 February 2023	<p>Pilots demand better runway checks during bad weather</p> <p>https://www.stuff.co.nz/business/131210506/pilots-demand-better-runway-checks-during-bad-weather-after-a-jet-hit-runway-lights-during-auckland-floods</p>	Stuff

Planned communications and engagement – Jan/Feb/Mar 2023

When	What	Why
Summer season digital campaigns – AvSec - campaign extended until Easter.	Reminders about packing batteries and how to prepare for security screening.	Batteries are by far the most removed item from passenger luggage. Summer travel messaging – aligning with airport and other agency campaigns.
CAA briefing (March)	Email newsletter to industry.	Stakeholder engagement - actioned three times per year via MailChimp.
Vector Autumn issue	Aviation industry magazine.	A way of getting relevant information to industry in an easy-to-read format.

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No update this week.



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**Ongoing work in wake of issues at KiwiRail**

Please note that we have not provided an operational update in this report as we intend to include that in an upcoming, full briefing to the Minister's office.

Master charged over dangerous passage (SF queries with Pete and Kenny)

On 14 February 2023, the bulk carrier s 9(2)(b)(ii) departed its Mahia anchorage and sailed around Portland Island. It was observed passing very close to the shore in shallow water and was in danger of running aground.

Maritime New Zealand was notified of the incident by Kordia, which monitors the marine radio, and decided to investigate. We prioritised the investigation because the ship was due to sail to China.

When interviewed, the ship's Master stated he did not follow his passage plan due to the high winds and swell. However, those conditions placed the ship in greater danger when closer to land. Had the ship lost any power it would have been pushed towards the shore with very little time to prevent it from running aground.

A passage plan is a mandatory requirement to ensure that the vessel always stays in safe waters. This plan is verified and approved before departure and ensures safe passage away from dangers.

Deviating from this plan without an alternative verified plan heightens the risk of grounding or other accidents.

We reviewed the evidence and determined that the Master's action was dangerous and had placed the ship and those on-board at great risk. We had sufficient evidence to file charges against the Master under the Maritime Transport Act and we advised the Flag State (Panama). Charges were filed in Tauranga on 17 February. The first call date is 10 March.

Contribution to national response to Cyclone Gabrielle

At around 10am on 14 February, RCCNZ was contacted by NZ Police asking for assistance in managing the Aviation Search and Rescue response to Cyclone Gabrielle.

At the height of the response, RCCNZ along with its partners were coordinating the actions of dozens of helicopters (including up to 4 NZDF NH90s, over 6 specialist aeromedical helicopters and up to 20 commercial machines). Within hours of NZ Police making the request RCCNZ had two to three times the number of Search and Rescue officers on duty as usual, and an incident management team established.

On the afternoon of Tuesday, 14 February, a huge number of aviation missions (70+) were flown and approximately 300 people were rescued.

Significant challenges in establishing processes and communication links were the source of some frustration, but the number of people positively affected by the Search and Rescue efforts were, put simply, unprecedented.

Work continued in Hawke's Bay and at RCCNZ round the clock for the next four days, with over 200 aviation response missions undertaken and, through close cooperation with our SAR partners,

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the rescue of over 450 people was coordinated (to add perspective - 200 helicopter tasks is approximately four months of normal SAR work for RCCNZ).

Processes implemented on the 14th in the Hawke's Bay were duplicated between RCCNZ and FENZ on the 16th in the East Coast region when weather and power restoration (allowing aviation fuel to be accessed) facilitated SAR efforts to move further North.

By the evening of 17th February the situation had normalised to the point where RCCNZ could hand over rotary wing aviation tasking authority to FENZ, however RCCNZ remain the SAR aviation coordination authority in the Hawke's Bay/East Coast until NZ Police have capacity to resume their part of this role.

While the devastation and scale of the disaster is still becoming clear, and our thoughts are still with those impacted, it was heart-warming to be part of an organisational response where everyone involved from across RCCNZ, Maritime NZ, and our SAR partners were so committed to ensuring the best possible support was offered to those in need, when they needed it most.

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Maritime NZ partners with MetService on recreational craft harm prevention

This week metservice.com and the MetService weather app will feature new paddleboarding forecasts, to be followed by kayaking forecasts in the near future. The new forecasts are the product of a partnership between the two as part of Maritime NZ's approach to sector-wide harm prevention programmes. It is part of a broader preventive strategy, developed with input from representative sector bodies through the Safer Boating Forum, to reduce harm by persuading people in recreational craft to stay safe and make informed decisions before heading out on the water.

Provisional figures show that 15 people died in recreational boating incidents last year. Of those, 6 involved paddle craft of some type, mainly kayaks.

This forecast was developed in collaboration with New Zealand Stand Up Paddling (NZSUP), which is part of the Safer Boating Forum.

Research has shown many Kiwis using light watercraft don't check a suitable marine forecast when heading out, and some rely on land-based forecasts which can vary significantly from conditions experienced at sea. Factors such as offshore winds, swell and sea state play a big part in the risk of activities such as paddle boarding and kayaking. These new seven-day forecasts are specifically designed to help people not familiar with marine forecasts understand the conditions and make informed decisions.

Maritime NZ in the media

Starting on 20 February, an ultra-marathon was being run around areas of Queenstown Lakes.

At 1am, 22 February, RCCNZ received a personal locator beacon activation from one of the competitors. Over the next nine hours, a further nine more activations were received by the operations room at the Rescue Coordination Centre.

The Maritime NZ Media Team distributed two media releases prior to midday and continued to update as the situation changed during the afternoon of 22 February. As of about midday 22 February, RCCNZ is continuing to get intelligence on the situation. Maritime NZ Media continued to distribute information via the media.

We received multiple media requests about this response, and deferred back to the press release.

During our support of Cyclone Gabrielle, we distributed a press release summarising our support of the helicopter operations. It was widely picked up and we also had some direct media requests that we responded to.

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