

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 10 March 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
Enquire into the status of the Air India agreement with New Zealand.	Completed
Enquire about aviation controls/restrictions in the Hawkes Bay. Local farmers report they are having difficulty getting permission for helicopter flights for their crops etc.	Completed

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2 UPCOMING BRIEFINGS

2 Upcoming briefings

Briefings to Minister Wood	Due date
Update on Let's Get Wellington Moving <i>Comment on due date change</i> Further internal discussion required. <i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i>	Week ending 17 March 2023.
s 9(2)(f)(iv) <i>Comment on due date change</i> Treasury, who is leading this work, require more time for Officials to consider. <i>Responsibility: Harriet Shelton, Manager, Supply Chain</i>	Week ending 17 March 2023.
Developing a national approach to funding and financing mass rapid transit – update in advance of Cabinet paper drafting <i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i>	Week ending 17 March 2023.
Congestion Charging: Outstanding Policy Considerations <i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i>	Week ending 17 March 2023.
s 9(2)(f)(iv) <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Week ending 17 March 2023.
s 9(2)(f)(iv) <i>Responsibility: Sarah Polaschek, Manager, Governance</i>	Week Ending 17 March 2023.
Official Information Act Request regarding lost baggage at international airports <i>Responsibility: Carl van der Meulen, Manager, COVID-19 Response and Recovery</i>	Week ending 17 March 2023.
s 9(2)(f)(iv) <i>Responsibility: Carmen Mak, Director, System and Regulatory Design</i>	Week ending 17 March 2023.

2 UPCOMING BRIEFINGS

Briefings to Minister Wood	Due date
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Tim Herbert, Manager, Investment</p>	Week ending 17 March 2023.
<p>s 9(2)(f)(iv)</p> <p>Comment on due date change</p> <p>Further internal consultation required.</p> <p>Responsibility: Karen Lyons, Director, Auckland</p>	Week ending 24 March 2023.
<p>Official Information Act request from s 9(2)(a) requesting briefing titled Update on NZ Freight and Supply Chain Strategy</p> <p>Responsibility: Seona Ku, Policy Delivery Lead, Supply Chain</p>	Week ending 24 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.
<p>Advice on the strategy for engagement on Te Huia</p> <p>Responsibility: Harriet Shelton, Manager, Supply Chain</p>	Week ending 24 March 2023.
<p>s 9(2)(f)(iv)</p> <p>Comment on due date change</p> <p>Delayed to enable consultation and per timeline provided to your Office on 30 January 2023. s 9(2)(f)(iv)</p> <p>Responsibility: Sarah Polaschek, Manager, Governance</p>	Week ending 31 March 2023.
<p>Reshaping Streets Policy Approvals</p> <p>Comment on due date change</p> <p>s 9(2)(f)(iv)</p> <p>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</p>	Week ending 31 March 2023.

2 UPCOMING BRIEFINGS

Briefings to Minister Wood	Due date
<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: Gareth Fairweather, Director, Auckland Light Rail</i></p>	Week ending 31 March 2023.
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	Week ending 31 March 2023.
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</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 14 April 2023.
<p>Final Estimates 2023/24 and Supplementary Estimates 2022/23 <i>Responsibility: Paul Laplanche, Chief Financial Officer</i></p>	Week ending 14 April 2023.
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i></p>	Week ending 21 April 2023.

Briefings to Minister Allan	Due date
Air Navigation System Review <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Week ending 17 March 2023.
Provision of support for Air Chathams and Entrada Travel Group <i>Responsibility: James O'Donnell, Acting Manager, Programme Assurance and Commercial</i>	Week ending 17 March 2023.
Reauthorisation of Qantas/Emirates alliance – final advice <i>Comment on due date change</i> To enable us to incorporate any implications from the Australian Competition Regulator's determination and authorisation decision, expected on 22 March 2023. <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Week ending 24 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.
s 9(2)(f)(iv) <div></div> <i>Responsibility: Brendan Booth, Chief Legal Adviser and Procurement</i>	Week ending 24 March 2023.

3 Key priorities

Minister Wood	
High Court decision in <i>Movement v Waka Kotahi/New Zealand Transport Agency/ Minister of Transport/ Auckland Transport</i>	
<p>In December 2021, Movement filed a judicial review proceeding against Waka Kotahi, challenging its decision to adopt the National Land Transport Programme (NLTP), arguing, amongst other things, that the decision was inconsistent with the Government Policy Statement (GPS). The Crown formally joined the proceedings, with the Ministry (Bryn Gandy) providing evidence in relation to the GPS.</p> <p>On 1 March 2023 Judge Grice dismissed Movement's claim completely, determining that:</p> <ul style="list-style-type: none"> • Climate change is one of the four strategic priorities set out in the GPS, none of which takes primacy over the others • The function of Waka Kotahi in the preparation of the NLTP requires the balancing of the strategic priorities, and also to balance activities funded through the National Land Transport Fund (NLTF) and commitments already made for funding • Waka Kotahi had no legal or other obligation to put in place quantitative measures for emissions in the NLTP under either the Land Transport Management Act (LTMA) or the GPS – the indicators in the GPS 2021 related to Greenhouse Gas (GHG) emissions are for retrospective monitoring by the Ministry • Ultimately, the preparation and adoption of the NLTP 2021–2024, including the qualitative assessments of the programme carried out by Waka Kotahi, met the legislative requirements and the requirements of the GPS 2021. <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Procurement</i></p>	<p>Next steps:</p> <p>We will advise you if this decision is appealed.</p>

Establishment meeting for the Vehicle Policy Forum, 15 March 2023

The Ministry, working closely with Waka Kotahi, is establishing a Vehicle Policy Forum. This will support information sharing, build relationships between government agencies working on vehicle policy and the motor vehicle sector, and help ensure Government can form policy with the best available evidence. The scope of the Forum covers strategic matters relating to vehicles policy and vehicle standards, including issues relating to safety, environment, and future transport.

The first meeting is planned to take place on the afternoon of 15 March 2023, and will focus on establishment of the forum, s 9(2)(f)(iv)

The forum's core membership currently includes senior executives from the Automobile Association, Motor Trade Association, Vehicle Inspection New Zealand, Vehicle Testing New Zealand, Motor Industry Association, Vehicle Industry Association, and Low Volume Vehicle Technical Association. For future meetings, invitations will be extended to other groups where relevant issues arise. We are identifying appropriate representative organisations for the heavy vehicles sector.

We are currently anticipating two scheduled meetings per year. Otherwise, forum meetings are intended to be held when there is an issue of focus, with up to five meetings per year in total.

Responsibility: Helen White, Manager, Mobility and Safety

Next steps:

We will update you on any significant matters arising by exception, through the Weekly Report.

3 KEY PRIORITIES

s 9(2)(f)(iv)

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s 9(2)(f)(iv)

<p><i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i></p>	
<p>Update on National Walking and Cycling Count Database</p>	
<p>At your visit to the Ministry in February 2023, you indicated that you would like an update on Waka Kotahi's walking and cycling count database.</p> <p>We have now received an update from Waka Kotahi as below:</p> <ul style="list-style-type: none"> • Waka Kotahi is working to reinstate their National Walking and Cycling Count database with a clean dataset of counts from 2015 to 2023. • This requires developing and testing new processes for automatically importing, validating, storing, and publicising walking and cycling count data. • Waka Kotahi expects related work to continue throughout this year with the new dataset to be available for internal and external use by June 2024. <p>In addition, Waka Kotahi informed us that, in collaboration with Ride Report (a company that generates aggregated micromobility data), they have launched the first national public facing micromobility dashboard. This dashboard contains data on public e-scooter and e-bike use across the country. This data is used for enabling and regulating the use of micromobility and can be accessed at: public.ridereport.com/regions/newzealand.</p> <p><i>Responsibility: Joanne Leung, Chief Economist and Manager, Research, Economics and Evaluation</i></p>	<p>Next steps:</p> <p>For your information only.</p>

3 KEY PRIORITIES

Cyclone Response and Recovery (Page 1/5)

The Ministry is working closely with Waka Kotahi and other agencies on our recovery workstreams. This work is occurring concurrently with emergency response activities. The below updates you on the status of our emergency management arrangements and recovery work.

Emergency Management Arrangements

The Minister for Emergency Management has extended the National State of Emergency for the Tairāwhiti and Hawke's Bay regions until 14 March 2023 (noting the Minister can choose to extend the National State of Emergency for a further seven days from that date). The extension means that the National Controller has the power to direct transport entities (including Waka Kotahi) operating in those regions, for the purposes of the emergency response.

The Transport Response Team (consisting of the Ministry, Waka Kotahi, Maritime New Zealand (MNZ), the Civil Aviation Authority (CAA), KiwiRail, and MetService) remains activated and will continue to remain activated until the National State of Emergency expires or is revoked.

Additionally, the Minister for Emergency Management declared on 3 March 2023 a National Transition Period for the Auckland, Northland, Taranaki, and Waikato regions. The National Transition Period for these regions expires 90 days after the date of the declaration. The declaration means that the National Recovery Manager has the power to direct transport entities (including Waka Kotahi) operating in those regions, for the purposes of the recovery operations.

Recovery work*Cabinet paper to Extreme Weather Recovery (EWR) Committee*

At the meeting of the Cabinet EWR Committee on 27 February 2023, Ministers with Power to Act invited you to provide advice to the Committee on the assessment of roading network requirements and proposed priorities for each region. The Ministry provided the draft of this Cabinet paper to your Office on 10 March 2023. We are consulting with Waka Kotahi, KiwiRail, the Treasury, and the Department of Internal Affairs on the content of the Cabinet Paper.

s 9(2)(f)(iv)

Cyclone Response and Recovery (Page 2/5)*Cabinet paper on the transport recovery and rebuild*

In the coming week, we will provide you with a draft Cabinet paper for the Cabinet EWR Committee. The Cabinet paper will provide an update on planning work to rebuild transport connections impacted by the cyclone. It will set out some principles to inform the recovery phase and structures to ensure the recovery is well coordinated, including an oversight function within the Ministry of Transport.

s 9(2)(f)(iv)

Legislation

The urgent legislation work that is being led by the Department of the Prime Minister and Cabinet (DPMC) is moving at pace with tight timeframes over the next four to five weeks. The legislation that will be put in place will be similar to the Hurunui/Kaikōura Earthquakes Recovery Act 2016, but we anticipate that it will need to take into account the different characteristics of the recent extreme weather events, e.g., the impacts are on multiple regions, which will mean accounting for a wider range of stakeholders.

3 KEY PRIORITIES

Cyclone Response and Recovery (Page 3/5)*Legislation continued*

We understand that Cabinet will be considering a paper next week to approve the North Island Extreme Weather Events Emergency Legislation Bill for introduction on 14 March 2023, to be enacted by 16 March 2023. The Bill will include urgent amendments to legislation, including to the Resource Management Act 1991. We have not identified a need for any transport legislation which requires amendment in this Bill. We have worked closely with the Ministry for the Environment (MfE) on some of the amendments to this Act, to ensure that the extended timeframes for providing notification to consent authorities of emergency works, and for seeking any necessary retrospective resource consents, are reasonable and will enable immediate transport infrastructure works to progress in a streamlined manner.

The Cabinet paper also proposes that Ministers agree in principle to a second Bill that could include additional direct amendments to legislation if needed, and that will create a mechanism for Orders-in-Council (OIC) to be made on the recommendation of the relevant Minister(s) to exempt, modify or extend legislation to support recovery. The Bill will include appropriate checks and balances to ensure appropriate oversight of exercising the OIC mechanism, including provisions aimed at strengthening Māori engagement as part of the OIC development process. These will largely mirror the safeguards included in the Hurunui/Kaikōura legislation, including the establishment of a panel to review draft Orders and provide advice to the relevant Minister(s).

Cabinet approval of the final policy decisions and agreement to introduce the second Bill to the House will be sought in two weeks' time. DPMC notes the Bill is presently intended to be enacted by 6 April 2023.

Cyclone Response and Recovery (Page 4/5)

The Ministry will have a key role to play in terms of this second Bill and the OICs needed. The policy work and Ministerial approvals of the OICs will need to happen in parallel with the work on the second Bill, given DPMC's expectation that the OICs will need to be made very shortly after the enactment of the Bill, and before the Easter recess.

s 9(2)(f)(iv)

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3 KEY PRIORITIES

Cyclone Response and Recovery (Page 5/5)

s 9(2)(f)(iv)

Responsibility: Brent Johnston, Acting Deputy Chief Executive, System Strategy and Investment.

s 9(2)(f)(iv), s 9(2)(h)

Responsibility: Brendan Booth, Chief Legal Adviser, Legal and Procurement

Minister Allan	
Maritime New Zealand Report for the December Quarter 2022	
<p>On 8 March 2023 Minister Allan received the Maritime New Zealand (MNZ) Quarterly Performance Report for quarter two 2022/23.</p> <p>We note that there have been a lot of developments in MNZ's work programme since 31 December 2022 - many of which Minister Allan has already been briefed on. For example, the status of MNZ's funding review, funding for the transfer of Health and Safety at Work Act (HSWA) designation for ports, and MNZ's budget 2023 bids have been changing rapidly over the last few weeks.</p> <p>We note that MNZ has reported a surplus during this six-month period with an underspend and a higher revenue than budgeted - largely due to the renewed cruise schedule. We understand that this trend of below-forecast expenditure and above-forecast levy revenue has continued into the calendar year. ^{s 9(2)(f)(iv)}</p> <p>[REDACTED]</p> <p>We note that results in certification and port state control, areas of concern in past quarters and ^{s 9(2)(f)(iv)} [REDACTED] has started to improve during the quarter. The performance measures for these activities are still below target but have been trending up. It is unclear whether either is likely to reach its target during the year – the port state control measure in particular is marked as having “major issues” (red) – but we will continue to monitor progress in this area.</p> <p>In addition to these areas, two other performance measures had targets that were missed with issues “being managed” (amber). The Ministry also identified four measures marked as “on track” (green) that did not meet their quarterly target. In these cases, MNZ has said that it expects to meet its target during the year. We will continue to monitor progress against all its performance measures as the year progresses.</p> <p>Turnover remains roughly consistent with Public Sector averages with seven staff leaving voluntarily and six redundancies resulting from MNZ's Te Korowai o Kaitiakitanga, it's organisational strategy. These had been signalled to the former Associate Minister by MNZ. ^{s 9(2)(f)(iv)}</p> <p>[REDACTED]</p> <p><i>Responsibility: Sarah Polaschek, Manager, Governance</i></p>	<p>Next steps:</p> <p>The Ministry will continue to work closely with MNZ as it progresses its funding review, its compliance work programme and work associated with the HSWA designation change.</p>

3 KEY PRIORITIES

s 6(a)

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s 6(a)

	
Responsibility: Holly Walker, Manager, Environment and Emissions Strategy	

3 KEY PRIORITIES

Year to date road fatalities

Cumulative road fatalities to 8 March 2023 are 61, this is the same number of fatalities as 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	26	32	28	25	34
Mar	8	8	9	7	4
Total	66	61	55	61	61

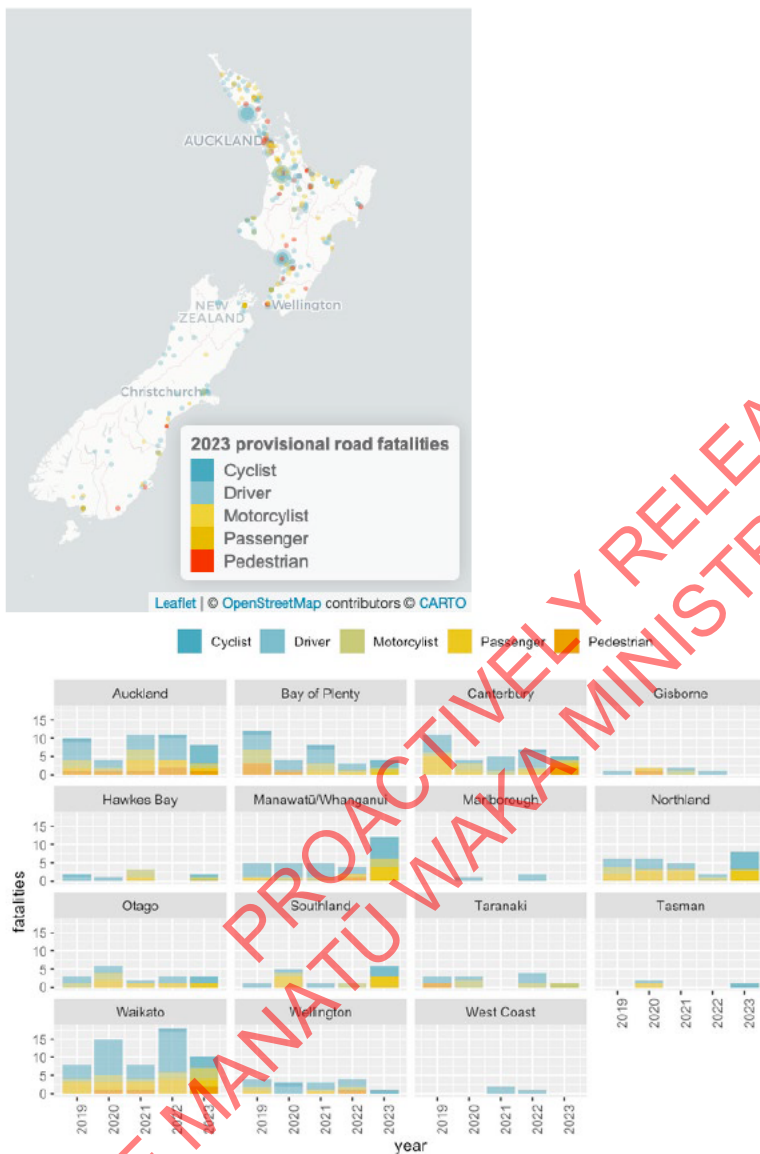
Analysis of fatalities over the first 75 days of 2023:



Responsibility: Dan Jenkins, Manager, Analytics and Modelling

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

3 KEY PRIORITIES

Clean car and electric vehicle registrations

Clean car and electric vehicle registrations and fleet size overall summary: Updated on 6 March 2023 for vehicles registered before midnight 5 March 2023

Total CCD registrations

total registrations this week	delta prev week	last full month (Feb)	delta prev month	year to date	delta prev year to date
2644	523	7,857	-1,162	18,047	5,913

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)	1	434	22	457	205	78	1125
Low (1-56g/km)	0	132	0	132	39	2	364
Moderate (57-146g/km)	0	2055	0	2055	280	412	2246
Unknown	0	0	0	0	-1	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	189	44	233	28	19	1026
Bus	1	0	1	1	1	20
Van	2	1	3	1	1	34
Truck	0	0	0	0	1	3
Motorcycle	14	0	14	2	1	46
Other	1	0	1	-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 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Car	3869		48055	1.061
Zero (0g/km)	Motorcycle	336		2464	0.054
Zero (0g/km)	Other	15		127	0.003
Zero (0g/km)	Van	653		1340	0.030

EV (Battery electric) HEAVY vehicle Fleet

CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Bus	11		260	0.088
Zero (0g/km)	Other	2		146	0.050
Zero (0g/km)	Truck	12		137	0.046

Graphical summary of registrations:

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



3 KEY PRIORITIES

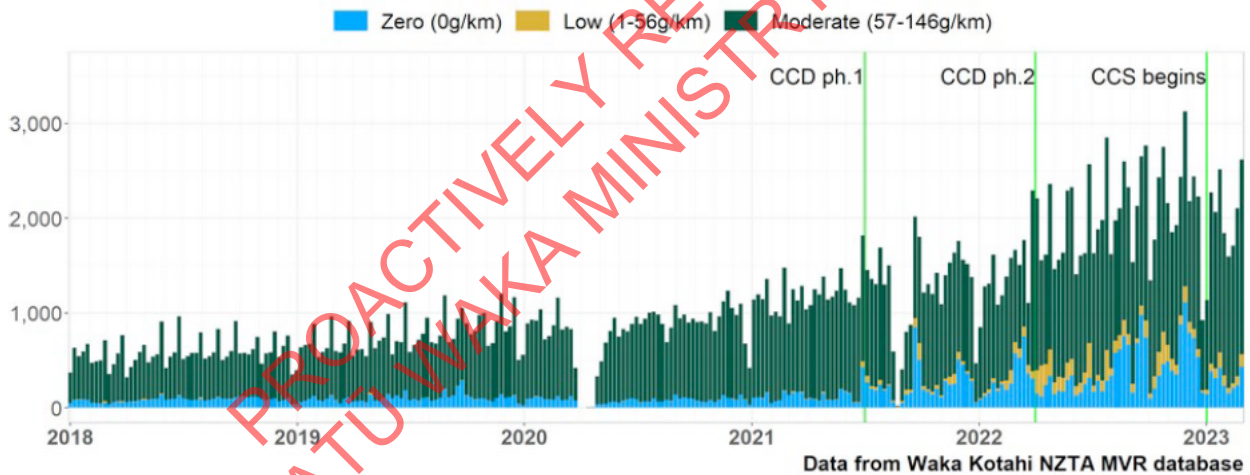
Clean car and electric vehicle registrations

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

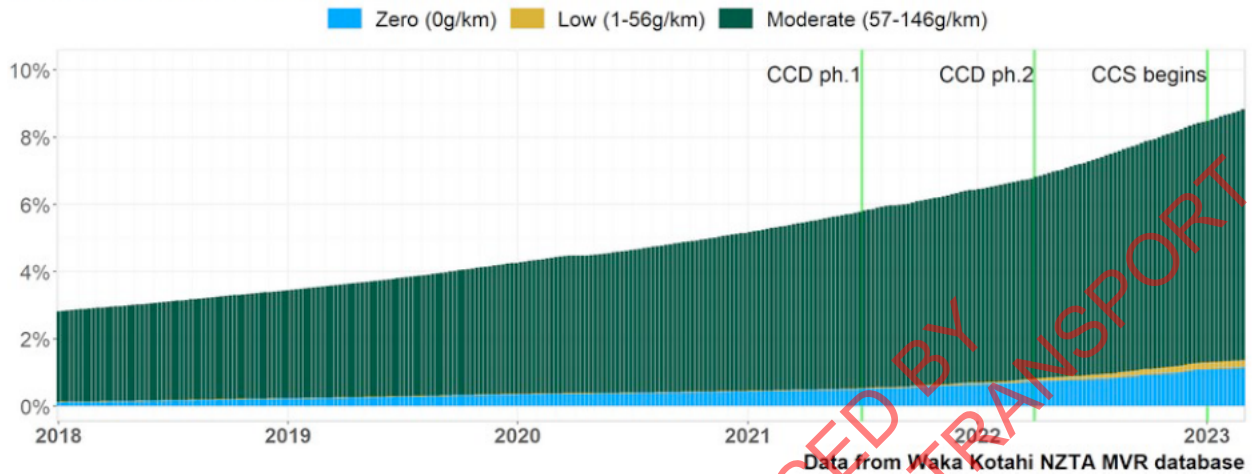


Trends in registrations and fleet size over the last five years:

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.

Clean car and electric vehicle registrations**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.



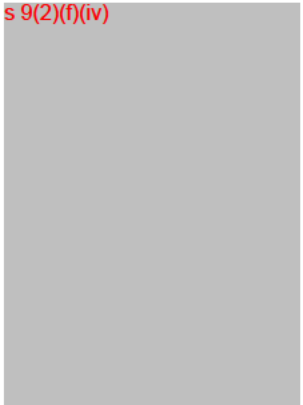
4 Cabinet papers

Minister Wood		
Paper	Committee	Status
<p>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.</p> <p>13 March 2023.</p>	<p>The paper was considered by Cabinet Legislation Committee on 9 March 2023.</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>15 March 2023.</p>	<p>Lodged.</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>A draft paper has been provided for Ministerial consultation.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>29 March 2023 (TBC – to be advised by your Office).</p>	<p>s 9(2)(f)(iv)</p>

Minister Wood		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Cabinet Economic Development Committee (DEV). 29 March 2023.</p>	<p>s 9(2)(f)(iv)</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Cabinet Economic Development Committee (DEV). 29 March 2023.</p>	
<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). TBC March 2023 (to be advised by your Office).</p>	<p>The Cabinet paper is with your Office, we will await direction on whether further revisions are needed.</p>

4 CABINET PAPERS




Minister Wood		
Paper	Committee	Status
<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,</p> <p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Priorities Committee.</p> <p>TBC March 2023 (as 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>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>3 May 2023.</p>	<p>s 9(2)(f)(iv)</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>3 May 2023.</p>	<p>We will provide a draft paper for interagency consultation in March 2023.</p>

Minister Wood		
Paper	Committee	Status
Reshaping Streets – Policy Approval This paper seeks Cabinet's approval for final policy decisions on Reshaping Streets. <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Cabinet Economic Development Committee (DEV). 3 May 2023.	This paper is being drafted and is expected to be with your Office on 27 March 2023.
Draft Government Policy Statement (GPS) on Land Transport 2024 This paper seeks Cabinet approval to release the draft GPS 2024 for public consultation before the final GPS is released mid 2023. <i>Responsibility: Tim Herbert, Manager, Investment</i>	Cabinet Economic Development Committee (DEV). 3 May 2023.	We will provide a draft paper for Ministerial consultation in mid-April 2023.
s 9(2)(f)(iv)  <i>Responsibility: Sarah Polaschek, Manager Governance</i>	Cabinet Appointments and Honours Committee (APH). 3 May 2023.	Draft Paper will be provided by 17 March 2023
Speed Management Committee: Appointments s 9(2)(f)(iv)  <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Appointments and Honours Committee (APH). To be advised by your Office.	s 9(2)(f)(iv) 

4 CABINET PAPERS

Minister Wood		
Paper	Committee	Status
Accessible Streets – Final Policy Decisions This paper seeks Cabinet's approval to final policy decisions for Accessible Streets. <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Environment, Energy and Climate Committee (ENV). To be advised by your Office.	This paper is with your Office.
Commencement of the Social Leasing Scheme This paper seeks agreement and funding to support the commencement of the Social Leasing Scheme in a single location. <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Cabinet Economic Development Committee (DEV). TBC.	On hold, awaiting further work to identify other delivery options.

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Minister Allan		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p>  <p><i>Responsibility: Sarah Polaschek, Manager, Governance</i></p>	<p>Cabinet Economic Development Committee (DEV). 15 March 2023.</p>	<p>As directed by Minister Allan's Office, the paper will now be considered at DEV on 15 March 2023.</p>
<p>Extending the Maritime NZ (MNZ) designation under the Health and Safety at Work Act 2015 into ports</p> <p>This paper responds to the Port Health and Safety Leadership Group's recommendation that MNZ should be given broader health and safety regulatory responsibilities in ports.</p> <p>Ministry of Business, Innovation and Employment (MBIE), MNZ, and WorkSafe are working closely together on this paper, intended for joint sign out by the Minister for Workplace Relations and Safety and the Associate Minister of Transport.</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Cabinet Economic Development Committee (DEV). 29 March 2023.</p>	<p>A draft paper has been provided to Minister Allan's Office for Ministerial consultation.</p>
<p>s 9(2)(f)(iv)</p>  <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Cabinet Environment, Energy and Climate Committee (ENV). TBC</p>	<p>s 9(2)(f)(iv)</p> 

4 CABINET PAPERS

Minister Allan		
Paper	Committee	Status
Land Transport (Road Safety) Amendment Bill This paper seeks approval to introduce the Land Transport (Road Safety) Amendment Bill. <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	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.
s 9(2)(f)(iv)		
<i>Responsibility: Tom Forster, Manager, Economic Regulation</i>		

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: Tom Forster, Manager, Economic Regulation			

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



Aviation Security Service
Kaitiaki Rererangi

Key Update

Visit by CAA United Kingdom managers

The Authority is hosting two managers of emerging technology/innovations teams from the CAA United Kingdom in the week ending 10 March 2023. The purpose of the visit is to:

- Share information on the approaches used by both regulators in relation to making regulatory decisions with respect to emerging technologies; and
- Identify areas where the respective agencies may be able to share information and/or resources.

Emerging technologies are challenging for most civil aviation regulators around the world, as they are pushing the limits of existing civil aviation rules, and requiring regulators to find new capabilities and pathways for decision-making. Establishing strong collaborative relationships with other similar aviation regulators is one means by which we can learn what has and has not worked in other jurisdictions.

Communications and External Engagement

Authority Media Summary- last 7 days

No mainstream media coverage in the past seven days.

Planned communications and engagement –March-April 2023

When	What	Why
Digital campaigns – AvSec - Campaign 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 (April)	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.

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

When	What	Why
Vector Online articles	Automatic dependent Surveillance-broadcast (ADS-B) an aircraft surveillance system. Classic fighters.	Ongoing education by putting some Vector articles online for anyone to access.
In, out and around Auckland GAP (Good Aviation Practice) booklet. Late March release.	Update version of existing booklet.	Business as usual version update.
Lithium batteries collateral update.	Printed collateral.	Ongoing education around batteries as they are still the top item removed from passenger luggage.
Airworthiness and maintenance.	Face-to-face workshop with industry.	March, May and July March is Tauranga Ongoing education and training

Note:

Special edition of Vector to be published in October 2023 dedicated to accidents that have common causes.

KiwiRail



No updates from KiwiRail or TAIC this week.



Mechanical fault on the Interislander – Kaitaki

On the evening of 4 March 2023, KiwiRail engineers identified a fault with the Kaitaki's gear box while in port in Wellington. The ship will be out of service for two weeks while KiwiRail identify the cause of the problem and begin repairs. Local specialists are assisting, and a technician from the Netherlands-based manufacturer is flying to New Zealand urgently. The malfunction did not cause any identified threat to the safety of people or the environment. Maritime NZ was notified of the malfunction the following day and KiwiRail are providing us with regular updates.

M.V. Loyalty Hong incident

Maritime NZ has received a report about the bulk carrier M.V. Loyalty Hong, which was berthed in Lyttelton. ^{s 6(c)}

the ship's engine room being flooded and a loss of power to the whole ship. It is estimated that the ship will not be able to run for four weeks while it is being repaired. We are gathering more information about the incident.

New training modules aim to boost maritime skills in the Pacific

Maritime NZ's Pacific Maritime Safety Programme (PMSP) will visit Niue later this month in a joint visit with members of New Zealand's Public Service Fale (the Fale).

The purpose of the visit is to promote Fale's learning management system FaleOnline, which hosts a PMSP section of maritime safety learning modules developed by PMSP for the Pacific. FaleOnline is a web-based platform hosting learning modules, training plans, webinars and templates to support Pacific public servants.

The PMSP is an MFAT programme, funded through the International Development Cooperation programme and delivered by Maritime NZ.

The partnership between the Fale and PMSP, and the joint stakeholder engagement visit to Niue, is an excellent example of how New Zealand agencies can work together to provide targeted, quality support to our Pacific colleagues.

There are 13 PMSP modules on FaleOnline with more in development. The modules cover topics across the scope of the PMSP, and include:

- Safety at sea (for artisanal fishers)
- International maritime law (for regulators)
- Safety management systems and maintenance (for vessel operators)
- Oil spill response and search and rescue (for responders and coordinators)

The modules are designed to be delivered in a facilitated workshop setting.

During the visit to Niue, from 17-24 March 2023, the PMSP will support the Fale in its target of encouraging 100 new registrations. The PMSP will also undertake stakeholder engagement visits to develop planning for delivery of activities in Niue over the next three years.

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

Maritime NZ in the media

After the Kaitaki was impacted by mechanical issues, Maritime NZ received two official information requests asking about previous incidents, reports and communications relating to both ferry providers (Bluebridge and KiwiRail/Interislander) over the last five years. These requests are being handled by our Government Services Team.

At the beginning of Cyclone Gabrielle, a sailor had to be rescued off Great Barrier Island, after their vessel's anchor cable snapped. Late last week, Carolyn Meng-Yee from the NZ Herald asked about whether the vessel has been identified as a hazard, and if we are supporting its recovery. We confirmed it was previously identified as a hazard, but, it had since lapsed and we had previously provided drift modelling.

On 27 February 2023 we distributed a press release on recreational craft. On 3 March 2023 NZME's radio newsroom requested an interview. We put up recreational craft spokesperson Matt Wood to speak to the release.

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