

## 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"> <li>(i) the Government of any other country or any agency of such a Government; or</li> <li>(ii) any international organisation</li> </ul>
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 3 March 2023

PROACTIVELY RELEASED BY  
TE MANATŪ WAKA MINISTRY OF TRANSPORT

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## 1 ACTIONS FROM TRANSPORT OFFICIALS' MEETING

## 1 Actions from transport officials' meeting

	Due date
Provide formal advice on the strategy for engagement on Te Huia.	24 March 2023.

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TE MANATŪ WAKA MINISTRY OF TRANSPORT

## 2 UPCOMING BRIEFINGS

## 2 Upcoming briefings

Briefings to Minister Wood	Due date
<b>Permanent Half Price Total Mobility Fares</b> s 9(2)(f)(iv)  <i>Comment on due date change</i> Awaiting input from Waka Kotahi. <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending 10 March 2023.
<b>New Zealand Rail Plan – progress, priorities, cost pressures, and next steps</b> <i>Comment on due date change</i> Allowing KiwiRail more time to provide feedback. <i>Responsibility: Harriet Shelton, Manager, Supply Chain</i>	Week ending 10 March 2023.
s 9(2)(f)(iv)  <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 10 March 2023.
<b>Update on Let's Get Wellington Moving</b> <i>Comment on due date change</i> Further internal discussion required. <i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i>	Week ending 10 March 2023.
s 9(2)(f)(iv)  <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Week ending 10 March 2023.

Briefings to Minister Wood	Due date
<b>Proactive release of Cabinet paper on the funding re-allocation from the Northern Pathway to the Eastern Busway</b> <i>Responsibility: Karen Lyons, Auckland Director</i>	Week ending 10 March 2023.
<b>Road to Zero Quarterly Update for Road to Zero Ministerial Oversight Group</b> <i>Responsibility: Bryan Sherritt, Director, Road to Zero</i>	Week ending 10 March 2023.
<b>Budget 2023 Vote Transport Technical Initiatives</b> <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 10 March 2023.
<p>s 9(2)(f)(iv), s 9(2)(b)(ii)</p> <p>Comment on due date change</p> <p>Treasury, who is leading this work, require more time for Officials to consider.</p> <p><i>Responsibility: Harriet Shelton, Manager, Supply Chain</i></p>	Week ending 17 March 2023.
<b>Congestion Charging: Outstanding Policy Considerations</b> <i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i>	Week ending 17 March 2023.
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	Week ending 17 March 2023.
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Karen Lyons, Director, Auckland</i></p>	Week ending 17 March 2023.
<b>Official Information Act Request regarding lost baggage at international airports</b> <i>Responsibility: Carl van der Meulen, Manager, COVID-19 Response and Recovery</i>	Week ending 17 March 2023.
<b>Official Information Act request from s 9(2)(a) requesting briefing titled Update on NZ Freight and Supply Chain Strategy</b> <i>Responsibility: Seona Ku, Policy Delivery Lead, Supply Chain</i>	Week ending 24 March 2023.
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i></p>	Week ending 24 March 2023.



## 2 UPCOMING BRIEFINGS

Briefings to Minister Wood	Due date
<b>Official Information Act request from s 9(2)(a) for papers, briefings and advice that the Minister of Transport took to Cabinet or Cabinet Committee in February 2023</b> <i>Responsibility: Hilary Penman, Manager, Ministerial Services</i>	Week ending 24 March 2023.
<b>Official Information Act request from s 9(2)(a) for Weekly Reports received by the Minister of Transport in February 2023</b> <i>Responsibility: Hilary Penman, Manager, Ministerial Services</i>	Week ending 24 March 2023.
<b>Draft Estimates 2023/24 and Supplementary Estimates 2022/23</b> <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 24 March 2023.
s 9(2)(f)(iv) <i>Responsibility: Harriet Shelton, Manager, Supply Chain</i>	Week ending 24 March 2023.
s 9(2)(f)(iv) <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 31 March 2023.
s 9(2)(f)(iv) <i>Comment on due date change</i> Delayed to enable consultation and per timeline provided to your Office on 30 January 2023. The extension to the consultation period considers s 9(2)(f)(iv) <i>Responsibility: Sarah Polaschek, Manager, Governance</i>	Week ending 31 March 2023.
<b>Mass Rapid Transit Framework – engagement and next steps</b> <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Week ending 31 March 2023.
s 9(2)(f)(iv) <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 31 March 2023.
s 9(2)(f)(iv) <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending 31 March 2023.

## 2 UPCOMING BRIEFINGS

Briefings to Minister Wood	Due date
<b>Final Estimates 2023/24 and Supplementary Estimates 2022/23</b> <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 14 April 2023.

Briefings to Minister Allan	Due date
<b>Extending Maritime New Zealand's Designation under the Health and Safety at Work Act 2015 into ports</b> <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 10 March 2023.
<b>Air Navigation System Review</b> <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Week ending 10 March 2023.
<b>New Zealand – Solomon Islands Air Services Negotiations</b> <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Week ending 10 March 2023.
<b>Reauthorisation of Qantas/Emirates alliance – final advice</b> <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Week ending 17 March 2023.
<b>Feasibility of progressing six-month impoundments for fleeing driver events</b> <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 24 March 2023.



## 3 KEY PRIORITIES

## 3 Key priorities

Minister Wood	
Updating the Ministry's Strategic Intentions 2021-2025	
<p>We are considering issuing an updated Strategic Intentions consistent with section 38(5) of the Public Finance Act (that there has been a material change to our strategic intentions).</p> <p>Our first strategic priority is to '<i>Enable transport to effectively respond to, and recover from, COVID-19</i>'. Although some of our work contributes to this, its management focus and call on Ministry resources has fallen away significantly over the last six months. Therefore, we are looking to remove it from the Ministry's priorities in our Strategic Intentions and publish an updated strategic intention for the 2022-2026 period. The change would involve only minor amendments to the existing Strategic Intentions, removing the first strategic priority and including a new Minister foreword and Chief Executive introduction. We will liaise with your Office on any changes to your Ministerial foreword.</p> <p>We would like the new Strategic Intentions to be tabled in the House in April, so they are in effect for the current financial year.</p> <p><i>Responsibility: Hilary Penman, Manager, Ministerial Services</i></p>	<p><b>Next steps:</b></p> <p>We will be in touch with your Office by 15 March 2023 in regard to any changes to your Ministerial foreword.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	

## 3 KEY PRIORITIES

s 9(2)(f)(iv)

Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development

s 9(2)(f)(iv)

Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design

## 3 KEY PRIORITIES

Incorporating Clean Car Upgrade (CCU) trial in flood recovery efforts	
<p>The Ministerial Direction published in the NZ Gazette on 14 October 2022 noted three locations for the CCU trials: Auckland, Christchurch, and Gisborne.</p> <p>You have agreed for the Auckland trial scheduled to begin in April 2023 to include vehicles impacted by the floods, providing those vehicles and their owners meet certain criteria. The following needs to be considered for incorporating the CCU trials in flood recovery efforts.</p> <ul style="list-style-type: none"> <li>• Incorporating CCU trials in flood recovery efforts would alter part of the original intent of the CCU scheme (i.e., it will focus on high emitting vehicles that in effect have been removed from the fleet by the flood, rather than vehicles currently in use). However, it will continue to meet other objectives of the scheme by enabling those on lower incomes (who meet the criteria) to replace their flooded vehicle with a cleaner and safer vehicle. This may accelerate the uptake of cleaner and safer vehicles for the target market who, without the scheme, are more likely to replace their old vehicle based on affordability rather than emissions reductions or safety.</li> <li>• Incorporating CCU trials in flood recovery efforts would alter the original intent of the CCU trials, which are designed to test the viability and effectiveness of a CCU scheme to be rolled out nationally to exit high-emitting vehicles, currently in use, from the fleet. As a result, substantive findings of the trial for future investment purposes may be limited to a transition to low emitting vehicles during disaster recovery events. However, any other trial locations unaffected by floods could provide a useful comparison for evaluation and future roll-out purposes.</li> <li>• Only flood damaged vehicles based in locations where CCU trials are operating would be eligible to participate in the trials. This could raise issues of fairness and equity of the trial (for example, questions have been raised around whether it is fair to have the trial available for flood damaged vehicles in Gisborne but not Hawkes Bay).</li> </ul> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p><b>Next steps:</b></p> <p>If required, we can provide further advice (and options) on the inclusion of the CCU trials in flood recovery efforts in the next briefing for CCU, before the launch of the July 2023 trials.</p>

**[BUDGET SENSITIVE] Options for upcoming City Rail Link funding request**

[BUDGET SENSITIVE] City Rail Link (CRL) Sponsors are awaiting a funding request from City Rail Link Limited (CRL), based on CRL's reforecast project costs related to a combination of COVID-19 related costs, construction cost inflation due to a wide range of issues including; industry workload, labour and resource shortages and supply chain issues. Note this will also result in a revised practical completion date (in effect the date that assets are handed over to operators to complete their final steps in preparation for public opening at a later date).

s 9(2)(f)(iv)

Based on revised estimates later in 2022, a bid for Budget 2023 was lodged taking that funding up to \$600 million to cover the Crown's half share of the request (the other half to be paid by Auckland Council). Finalisation of the funding request is dependent on the completion of negotiations with lead contractors, the Link Alliance, and the signing of a heads of agreement between them and CRL. The timing for this to occur is uncertain, however there are essentially two scenarios. One scenario is that the funding request is received before or on 10 March 2023, and the other scenario where the funding request is received after 10 March 2023.

In both scenarios, the Council's market disclosure requirements will result in the quantum of funding being requested being made public soon after the funding request is received, and prior to decisions by Sponsors.

Receipt of the funding request from CRL by 10 March 2023 would see the request go to Council's Governing Body on 23 March 2023. If this occurs, Ministry and Treasury officials' recommendation is that the Crown funding request go straight to Cabinet (i.e. not to a Cabinet committee first) on 27 March 2023 for an out of Budget decision, as previously approved by Cabinet. This would allow for a public announcement to be made by Minister(s) in late March or early April if all Sponsors were agreeable.

If the funding request from CRL was received later than 10 March 2023, the Council Governing Body will consider the request on 27 April 2023. Ministry and Treasury officials' recommendation in this scenario is that the funding request to be considered as part of the Budget package in April. This would allow for a public announcement to be made following Council's decision on 27 April 2023, and prior to Budget Day as a pre-Budget announcement.

*Responsibility: Sarah Polaschek, Manager, Governance*

**Next steps:**

We will work closely with your Office on notification of receipt of the funding request, the appropriate route for Cabinet consideration, and the timing of any announcements and related communications.



## 3 KEY PRIORITIES

Update on the longer-term recovery from Cyclone Gabrielle	
<p>The Ministry and other transport agencies are continuing to support the all-of-government response to Cyclone Gabrielle and the flooding events in January 2023. As the situation stabilises, we will increasingly shift our resources towards the longer term recovery efforts.</p> <p>We have established an internal oversight group, chaired by Brent Johnston, to ensure that we have clear accountabilities and are able to provide joined up advice to the various workstreams that have been established across Government. We are also in the process of establishing an external coordination group, which will include representatives from Waka Kotahi, KiwiRail and Treasury. This group will help coordinate across the transport sector, and ensure that transport agencies are sharing information, resolving roadblocks and speaking as one voice when providing advice to you and other Ministers.</p> <p>Our priority, and the area where transport will be expected to lead, is working with Waka Kotahi, KiwiRail and Treasury to identify the key strategic choices that Ministers will need to make to restore key road and rail corridors. This may involve trade-offs around restoring the previous level of service as quickly as possible, or investing more to build in greater resilience against future events. Criteria will need to be developed to support decision making and ensure we find the right solution for each corridor. We anticipate that this will require truncated business case processes and additional funding (or reprioritisation of existing funding). We will also need to consider the best process for engaging with and seeking input from regions as these decisions are made. We intend to provide you with a draft Cabinet paper in the week ending 17 March 2023 which will provide further information on what this work would entail, including the key decisions that are likely to be needed from Cabinet over the coming weeks and months. We are looking to ensure that the coordination group is agile and supports the pace of decision making that is required, while also helping to build in a strategic approach to the recovery and rebuild in the medium and longer term.</p> <p>Local roads have also suffered widespread and significant damage and the transport sector will be heavily impacted by decisions that are taken on whether to rebuild or relocate affected communities. Other agencies such as the Ministry for the Environment and the Ministry of Housing and Urban Development are appropriately leading this work, but we are working to ensure that the transport sector is inputting into these decisions.</p> <p>We are also providing input on behalf of the transport sector into the emergency legislation currently being developed by DPMC. Having enabling legislation in place will ensure immediate works can be done efficiently and lawfully, and provide a more streamlined and coordinated approach for rebuilding transport infrastructure.</p> <p><i>Responsibility: Brent Johnston, Acting Deputy Chief Executive, System Performance and Governance</i></p>	<p><b>Next steps:</b></p> <p>We will keep you informed of progress on our work to support the recovery through the Weekly Report</p>

Minister Allan	
Criminal Activity Intervention Legislation Bill	
<p>The Ministry's 2022/23 Output plan states that the Q3 deliverable for the Criminal Activity Intervention Legislation (CAIL) Bill will see the Bill progress through the final House stages and achieve Royal assent.</p> <p>Given the current pressure on House time, we consider it necessary to move this deliverable out to Q4. At present, the CAIL Bill is sitting at number 6 on the Order Paper but with fewer sitting days available following Cyclone Gabrielle, it is unlikely that we will meet the Q3 deliverable.</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p><b>Next steps:</b></p> <p>If there are any comments relating to this change, this can be discussed at the next Officials meeting.</p>
Milford Opportunities Project	
<p>s 9(2)(f)(iv)</p> <p>Committee member Michelle Trapski has resigned from the Committee to take up the tourism lead role in the project's dedicated unit.</p> <p><i>Responsibility: Jessica Ranger, Placemaking and Urban Development</i></p>	<p><b>Next steps:</b></p> <p>Officials will provide the Ministerial Group with advice shortly on replacements for committee chair, Dr Keith Turner, and Committee member, Michelle Trapski.</p>



## 3 KEY PRIORITIES

Air Navigation System Review	
<p>The independent panel undertaking the Air Navigation System Review is due to complete its phase two report later this month.</p> <p>The panel's phase one report concluded that while the current system is safe and well regarded, existing policy and regulatory, funding, and institutional settings are not fit for the future. The settings will not enable the system to address the challenges and maximise the benefits of a system undergoing rapid change.</p> <p>s 9(2)(f)(iv)</p> <p>There are stakeholder expectations that Cabinet will consider the report in May 2023 and give direction to the next phase of the work. Panel chair Debbie Francis met with the previous Associate Minister of Transport prior to Cabinet considering the phase one report, and would likely welcome an opportunity to meet with Minister Allan ahead of consideration of phase two.</p> <p>Separately, Minister Allan has been invited by Airways New Zealand to speak at the Airways New Zealand Safety Forum in Christchurch on 24 May 2023.</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p><b>Next steps:</b></p> <p>We will provide Minister Allan with a briefing discussing these issues in the week ending 10 March 2023.</p>

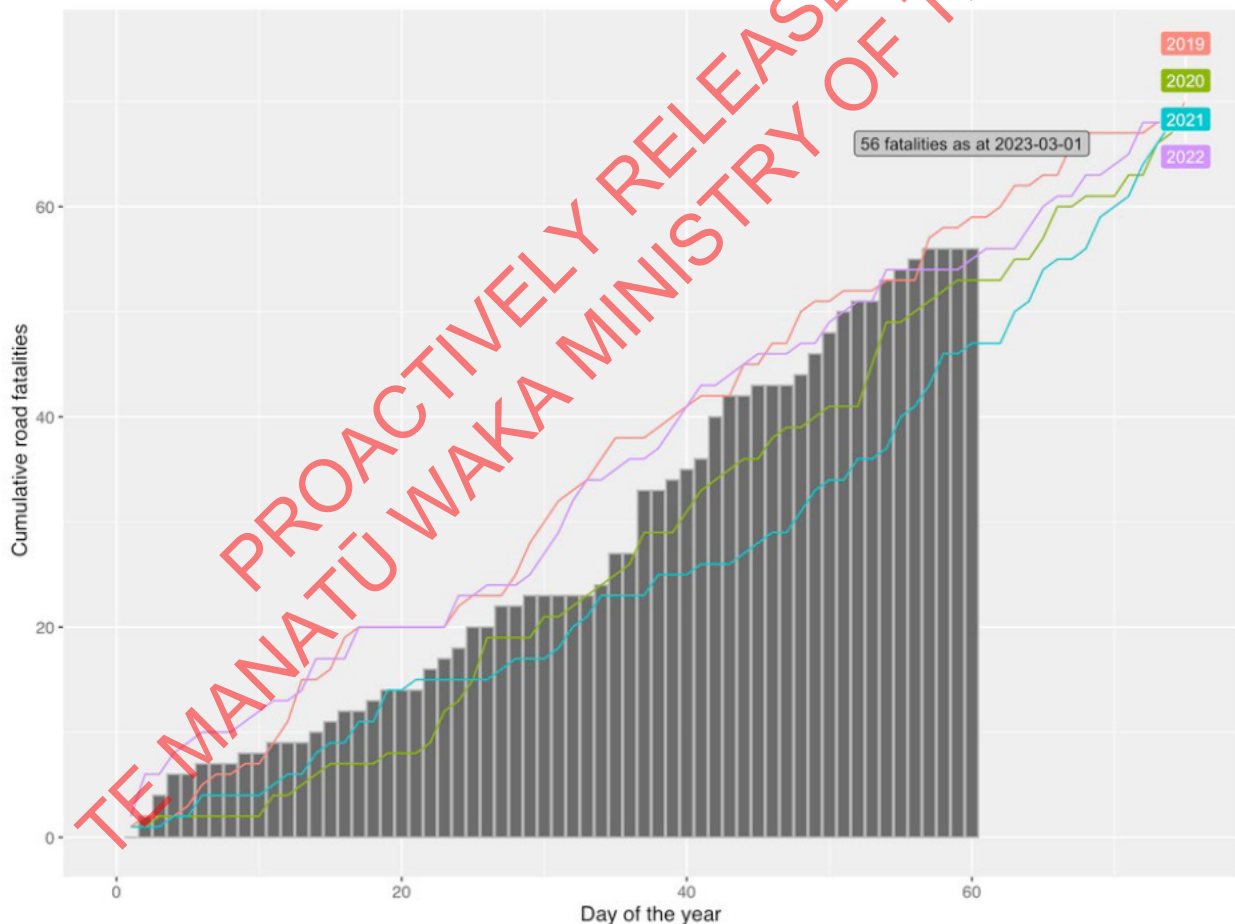
### Year to date road fatalities

Updated on 1 March 2023 for crashes until midnight 28 February 2023.

Cumulative road fatalities to 1 March 2023 are **56**, this is 2 more 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	26	32	28	25	33
Mar	1	0	1	1	0
Total	59	53	47	55	56

Analysis of fatalities over the first 75 days of 2023:

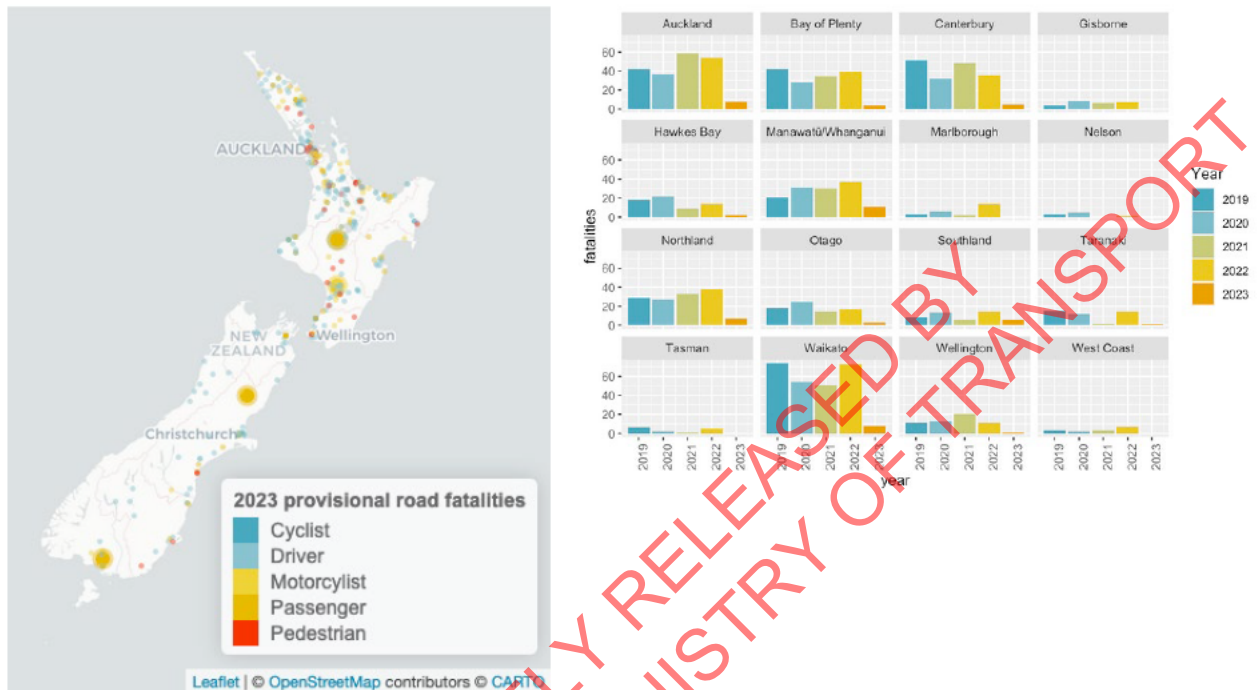


Responsibility: Dan Jenkins, Manager, Analytics and Modelling

## 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.



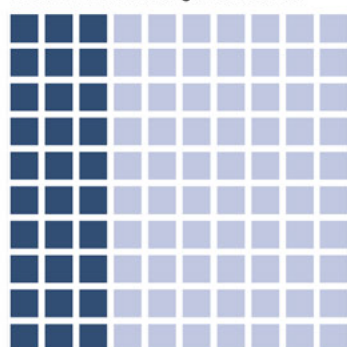
Responsibility: Dan Jenkins, Manager, Analytics and Modelling

## Clean car and electric vehicle registrations

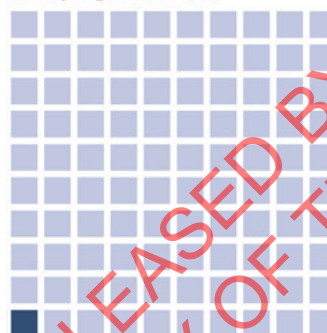
We will continue to revise and improve this section over the next few weeks to enable better monitoring of progress against the Emissions Reduction Plan (ERP) targets. This is an interim measure until such a time that the Decarbonising Transport Monitoring Framework can provide cross system metrics for 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

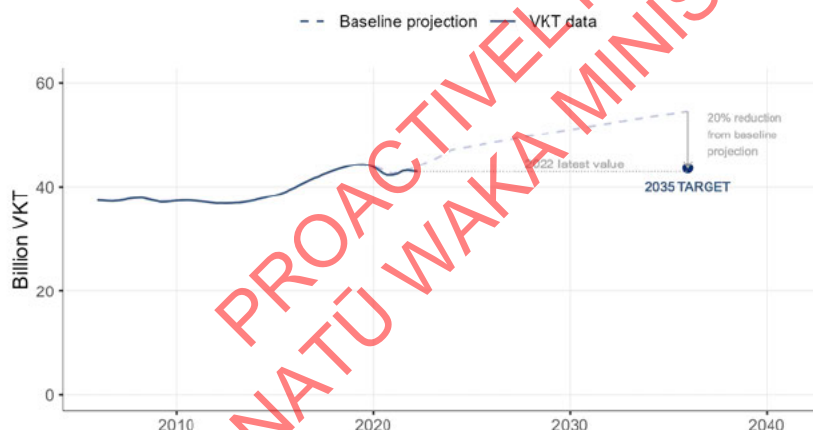


Only 1% of ZEVs in today's light vehicle fleet



■ Electric vehicles  
■ All other light vehicles

### Light fleet VKT target



Clean car and electric vehicle registrations and fleet size overall summary: Updated on 28 February 2023 for vehicles registered before midnight 26 February 2023

### Registrations

Week ending 26 February	2,122 (397 more than previous)
January 2023	9,020 (378 more than previous)
Year to date 2023	15,405 (5,037 more than previous)

## 3 KEY PRIORITIES

## Clean car and electric vehicle registrations

## Fleet

Heavy motor vehicles	662
Light motor vehicles	380,100
Motorcycles	2,477

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	236	14	252	30		78 1125
Low (1-56g/km)	0	93	0	93	45		2 364
Moderate (57-146g/km)	0	1776	0	1776	321		412 2246
Unknown	1	0	0	1	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 2017	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Car	NA		47645	1.059
Zero (0g/km)	Motorcycle	NA		2444	0.054
Zero (0g/km)	Other	NA		123	0.003
Zero (0g/km)	Van	NA		1331	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		260	0.088
Zero (0g/km)	Other	NA		145	0.049
Zero (0g/km)	Truck	NA		137	0.047

### Graphical summary of registrations:

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

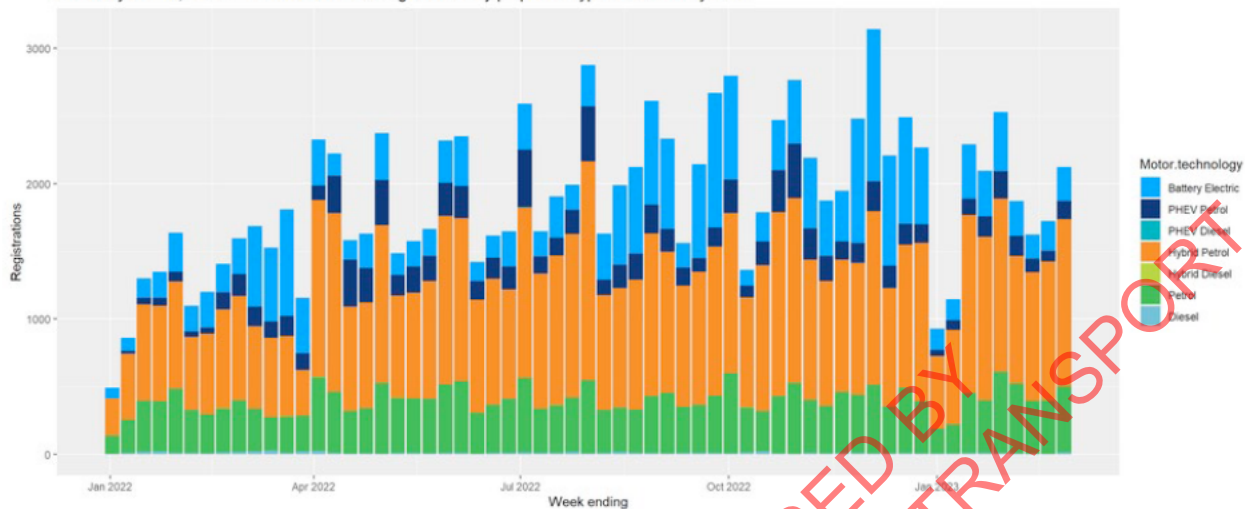




## 3 KEY PRIORITIES

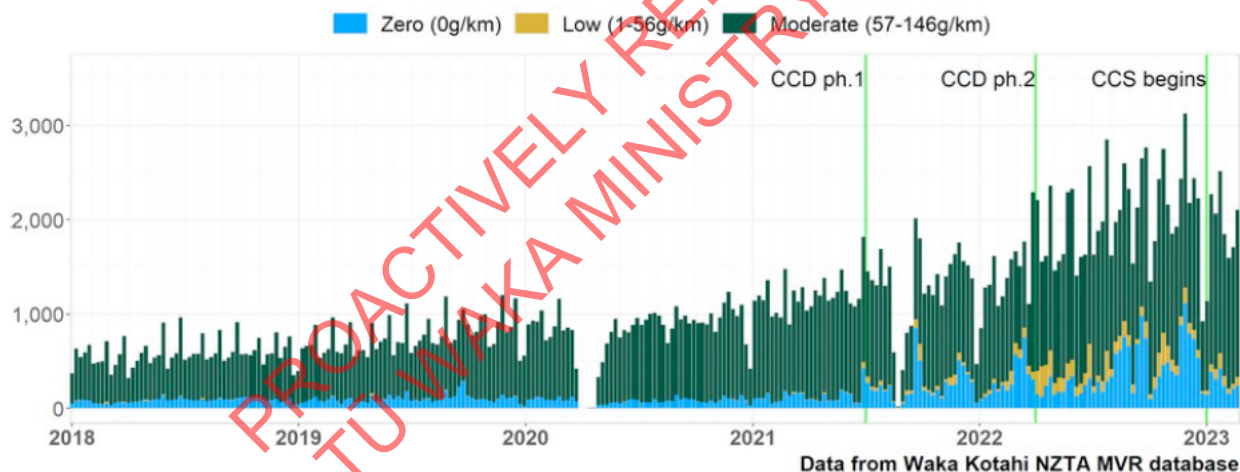
## Clean car and electric vehicle registrations

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

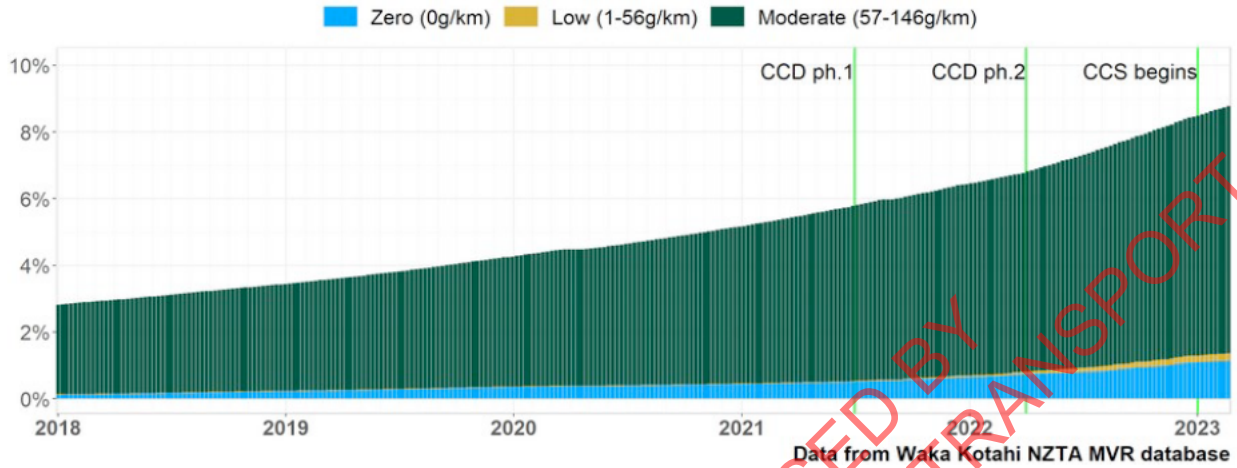


Trends in registrations and fleet size over the last five years:

## 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><b>Release of Discussion Document on Changes to Road Safety Penalties</b></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 Priorities Committee.</p> <p>7 March 2023.</p>	<p>We have provided your Office with an updated Cabinet paper, talking points, and discussion document as requested.</p>
<p><b>Amending road user charges legislation</b></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>Paper lodged.</p>
<p><b>Tolling Penlink</b></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>Paper lodged.</p>

Minister Wood		
Paper	Committee	Status
<p><b>Land Transport Management (Regulation of Public Transport) Amendment Bill: Approval for Introduction</b></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.</p>	<p>The paper has been lodged.</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).</p> <p>29 March 2023.</p>	<p>s 9(2)(f)(iv)</p>
<p><b>Changes to land transport regulatory charges and fees</b></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>



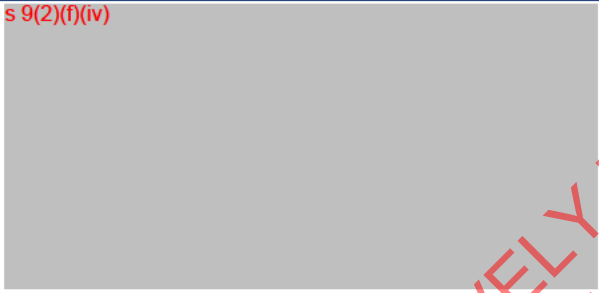
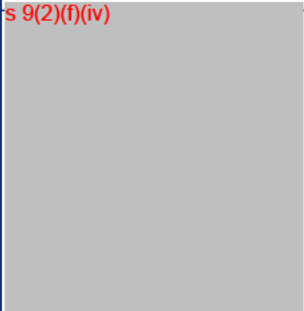

Minister Wood		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>29 March 2023 (TBC).</p>	<p>s 9(2)(f)(iv)</p>
<p><b>Commencement of the Social Leasing Scheme</b></p> <p>This paper 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>
<p><b>Reshaping Streets – Policy Approval</b></p> <p>This paper seeks Cabinet's approval for final policy decisions on Reshaping Streets.</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>




Minister Wood		
Paper	Committee	Status
<p><b>Draft Government Policy Statement (GPS) on Land Transport 2024</b></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 mid-May 2023 after Budget Day (18 May 2023). This timing relates to the context of Cyclone Gabrielle recovery and when local officials will have the ability to engage, and enables Budget 2023 decisions to be incorporated in the Draft GPS released for consultation.</p> <p><i>Responsibility: Tim Herbert, Manager, Investment</i></p>	<p>Cabinet Economic Development Committee (DEV)</p> <p>3 May 2023.</p>	<p>We will provide a draft paper for Ministerial consultation in mid-April 2023.</p>
<p><b>Accessible Streets – Final Policy Decisions</b></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>



## 4 CABINET PAPERS

Minister Wood		
Paper	Committee	Status
<b>Speed Management Committee: Appointments</b> 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) 
s 9(2)(f)(iv)   <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Cabinet Economic Development Committee (DEV). Or Environment, Energy and Climate Committee (ENV).  To be advised by your Office.	This paper is with your Office.      s 9(2)(f)(iv) 
s 9(2)(f)(iv)   <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Cabinet Economic Development Committee (DEV)  TBC April or May 2023.	

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.</p>
<p><b>Extending the Maritime NZ (MNZ) designation under the Health and Safety at Work Act 2015 into ports</b></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>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>We will provide Minister Allan's Office with a draft paper for Ministerial consultation by 10 March 2023.</p>

## 4 CABINET PAPERS

Minister Allan		
Paper	Committee	Status
<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).</p> <p>6 April 2023.</p>	<p>s 9(2)(f)(iv)</p>
<p><b>Land Transport (Road Safety) Amendment Bill</b></p> <p>This paper seeks approval to introduce the Land Transport (Road Safety) Amendment Bill.</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Cabinet Legislation Committee (LEG).</p> <p>Early May 2023.</p>	<p>We are currently drafting this paper and working through final policy advice in relation to six-month impoundment.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p>Cabinet confirmation or Cabinet Economic Development Committee (DEV) reconsideration.</p> <p>TBC.</p>	<p>s 9(2)(f)(iv)</p>

## 5 Cabinet papers led by other agencies

None this week.

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

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



**Aviation Security Service**  
*Kaiwhakamaru Rererangi*

### Key Update

s 9(2)(f)(iv), s 9(2)(g)(i)

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

## Communications and External Engagement

## Authority Media Summary- last 7 days



Christopher Bishop  
@cjsbishop

Complete and utter lie. Sad that someone would tweet something like this.



Captain Sparklefingers @hamfritta · 20h

Chris Bishop at Wellington Airport when directed to take off his boots by AvSec:  
"I'm a politician for Christ's sake"

AvSec team weren't having any of it and directed him to the queue for the full body scan 😂

Note: we were asked by Newshub to confirm if this instance occurred:

Our response was "Yes, we can confirm Chris Bishop went through aviation security screening today in Wellington. He complied with all directions by AvSec and he didn't make any comments of that nature to our officers."

Date	Activity	Channel
27 February 2023	<p><b>New search for aircraft that disappeared in 1962</b></p> <p>A new search was held at the weekend for a Dragonfly aircraft that disappeared in the Southern Alps 61 years ago with five people on board. A team of nearly 30 are working on the renewed search, which is scheduled to conclude today, largely focused around the Karangarua River and Fox Glacier area. The search involves the police incident management team, Land Search and Rescue, Surf Lifesaving, Alpine Cliff Rescue and a representative of the Civil Aviation Authority. It includes two search dogs and their handlers. The dogs are trained to pick up foreign items that are not part of the natural landscape. The search is being led by senior sergeant Mark Kirkwood of Greymouth Police. In late 2021, a piece of seatbelt was found washed up on a beach in South Westland and also a piece of carpet. Sen Sgt Kirkwood said the section of carpet was a match to the same model of plane as photographed by police cameras, despite some naysayers, who had described the search as a "mystery bus tour". Sen Sgt Kirkwood said he hoped the search this past weekend would resolve the enduring mystery.</p>	Greymouth Star
26 February 2023	<p><b>Westport -Greymouth drones delayed</b></p> <p>A ground-breaking trial that will see high-speed drones delivering pathology samples between Westport and Greymouth hospital, is taking longer than expected. Australian company Swoop Aero has been working on the trial in partnership with Health NZ West Coast. Initially, the drone will fly pathology samples from Westport for rapid processing in Greymouth, a trip that will take just 35 minutes, compared to a 1hr 10min drive. The drone, called Kite, weighs less than 25kg when fully loaded and can carry up to 5kg in a cold-chain enabled chamber compartment that keeps samples between 2degC and 8degC. It has a cruise speed of 122kph and</p>	Greymouth Star



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

Date	Activity	Channel
	can cover 175km on a single battery charge. It was to start early this year, but Health NZ Coast general manager Philip Wheble said Swoop was working through the regulatory process with the Civil Aviation Authority and the local council landing zone consents. "Once this work is completed we will be in a position to give an update on the trial commencement date. "The process is taking slightly longer than anticipated as this trial is ground-breaking ... the first use of an unmanned aerial vehicle for transportation of medical samples in New Zealand." CAA said yesterday it had not yet received an application from Swoop Aero. Buller Mayor Jamie Cleine said the drone service would enhance access to health care for communities on the West Coast while providing employment opportunities for local job seekers in an exciting growth industry. His council is currently confirming options for the use of council managed land as a landing site in the vicinity of Westport and the Buller Health facility.	
26 February 2023	<b>Conspiracy theorist and former TV presenter Liz Gunn arrested at Auckland Airport</b> <a href="https://www.newstalkzb.co.nz/news/national/conspiracy-theorist-and-former-tv-presenter-liz-gunn-arrested-at-auckland-airport/">https://www.newstalkzb.co.nz/news/national/conspiracy-theorist-and-former-tv-presenter-liz-gunn-arrested-at-auckland-airport/</a>	NewstalkZB and all major media outlets
24 February 2023	<b>Air space cleared</b> "CAA issued the Notice to Airmen (NOTAM) at Fire and Emergency NZ's request on behalf of all the response agencies. It was to ensure emergency services could operate aircraft safely as part of the response to Cyclone Gabrielle, and included helicopters and fixed wing aircraft and drones." <a href="https://www.gisborneherald.co.nz/local-news/20230225/air-space-cleared/">https://www.gisborneherald.co.nz/local-news/20230225/air-space-cleared/</a>	Gisborne Herald
24 February 2023	<b>Aviation bill fails to protect passengers' rights when shirked around by airlines</b> "A new bill set to modernise civil aviation legislation will fall short on protecting passengers' rights, says Consumer NZ." "[...]However, when comprehensive consumer protection regulations, regarding flight cancellations and delays, were asked to be put in place, officials said it was outside the bill's scope." <a href="https://www.stuff.co.nz/national/131160217/aviation-bill-fails-to-protect-passengers-rights-when-shirked-around-by-airlines">https://www.stuff.co.nz/national/131160217/aviation-bill-fails-to-protect-passengers-rights-when-shirked-around-by-airlines</a>	Stuff

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

## Planned communications and engagement – Jan/Feb/Mar 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.
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

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

**NORTH ISLAND WEATHER IMPACTS**

While the majority of the North Island network is open with commuter and freight services running, the North Auckland Line and Palmerston North – Gisborne Line (PNGL) north of Woodville remains closed.

Track inspections have been completed and track repairs, including repairing washouts and replacing culverts are underway, while detailed engineering assessments of slips and bridges are ongoing. With engineering reports and design solutions still coming in, and material requirements and detailed work programmes still being developed, it is difficult to give clarity around timeframes to reopen the lines.

Current estimates are:

- North Auckland line – expected to be closed for at least 10 – 12 weeks – with more than 50 slips and washouts on the line, including a major 35,000 cubic metre slip near Helensville. Enabling works to repair this are beginning.
- PNGL – Woodville to Hastings expected to be closed for at least 3-4 weeks, mainly due to required work on bridges.
- PNGL Hastings to Napier – expected to be closed for months, given this section of line was badly damaged by flooding, including significant damage to bridges. A temporary container terminal is being built in Hastings to enable road bridging to Napier Port.
- PNGL Napier – Hastings – initial assessments have begun, revealing numerous slips and washout on the line. This will be the last section of line to be repaired, given reopening the line to Hastings then to Napier is the priority, to enable resumption of key freight movements.

KiwiRail continues to provide weekly updates to Ministers, Civil Defence via the Ministry, Waka Kotahi, MPI, freight customers and media.

We are pulling together our knowledge and capability from the Kaikoura earthquake and are working closely with Waka Kotahi, and local authorities, to create a multi-agency approach to the rebuild.

**INTERISLANDER**

Since Kaitaki lost power on 28 January 2023, the Interislander team has undertaken several exhaustive behind the scenes checks to ensure that our ferries are in good order, safe to sail and that we have that we have the right systems and processes embedded in our business.

Surveyors appointed by our insurers, Lloyds, have inspected and cleared the repair to the Kaitaki's cooling system.

The Interislander Board has requested an independent survey be undertaken into the causes of the event and separately into systems and processes, and this is now underway being led by third party consultants DNV.

Interislander's own team has conducted a physical review of all ferries, including reviewing all critical components and maintenance requirements.

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

The regulator, Maritime New Zealand (MNZ) is undertaking an independent audit into Interislander's compliance in terms of systems, processes and procedures, and Interislander is fully complying with that audit. An initial report shows that while there are areas for improvement there are no major non-conformities, and we continue to work through that providing further documentation to MNZ.

**Kaitaki**

Kaitaki was held in Wellington overnight on 1 March 2023 after an issue with the navigation system was identified during routine, pre-departure checks ahead of its scheduled 8.30pm sailing.

We do not sail any of our ships unless all systems are fully operating as intended.

Unfortunately, while the issue was being assessed last night, it did delay the arrival of Kaiarahi by about three hours. This is because both ships use the same berth.

We appreciate the inconvenience this delay caused passengers on Kaiarahi and thank them for their patience. We also apologise for the disruption to our freight customers.

The issue with the Kaitaki's navigation system is being resolved and we expect it will resume sailing with freight loads as soon as possible.

**IREX UPDATE****iReX**

The iReX team continues with the design review for Wellington and Picton, seeking to remove both cost and time from the construction schedules. The team is working towards main contracts being signed in the second quarter of this year.

The ships programme continues to progress well through the design review for the new ferries. A technical review team from HMD were in Wellington in the week ending 24 February 2023, which assisted with detailed review.

**Picton**

The team is working with Waka Kotahi and Marlborough Roads to manage changing traffic flow to enter the terminal through Lagoon Road.

The temporary terminal is also well progressed and expected to open for use in April 2023. We will work with the Minister's Office if this would be an event of interest to the Minister.

**Wellington**

Early works continue on the site with trenching works for utilities which will run from Kaiwharawhara knoll, under the rail lines and motorway bridge and sections of the staff and public car parks. Demolition of the old arrivals building is expected to get underway in March 2023.

**Aotea Quay**

iReX is working with Waka Kotahi, Wellington City Council, Let's Get Wellington Moving and Greater Wellington Regional Council on roading modelling around the entry and exit points for the Interislander terminal and intersection with Aotea Quay.

A formal opening of the new junction is anticipated in April 2023.

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

## LONG DISTANCE PASSENGER TRAINS

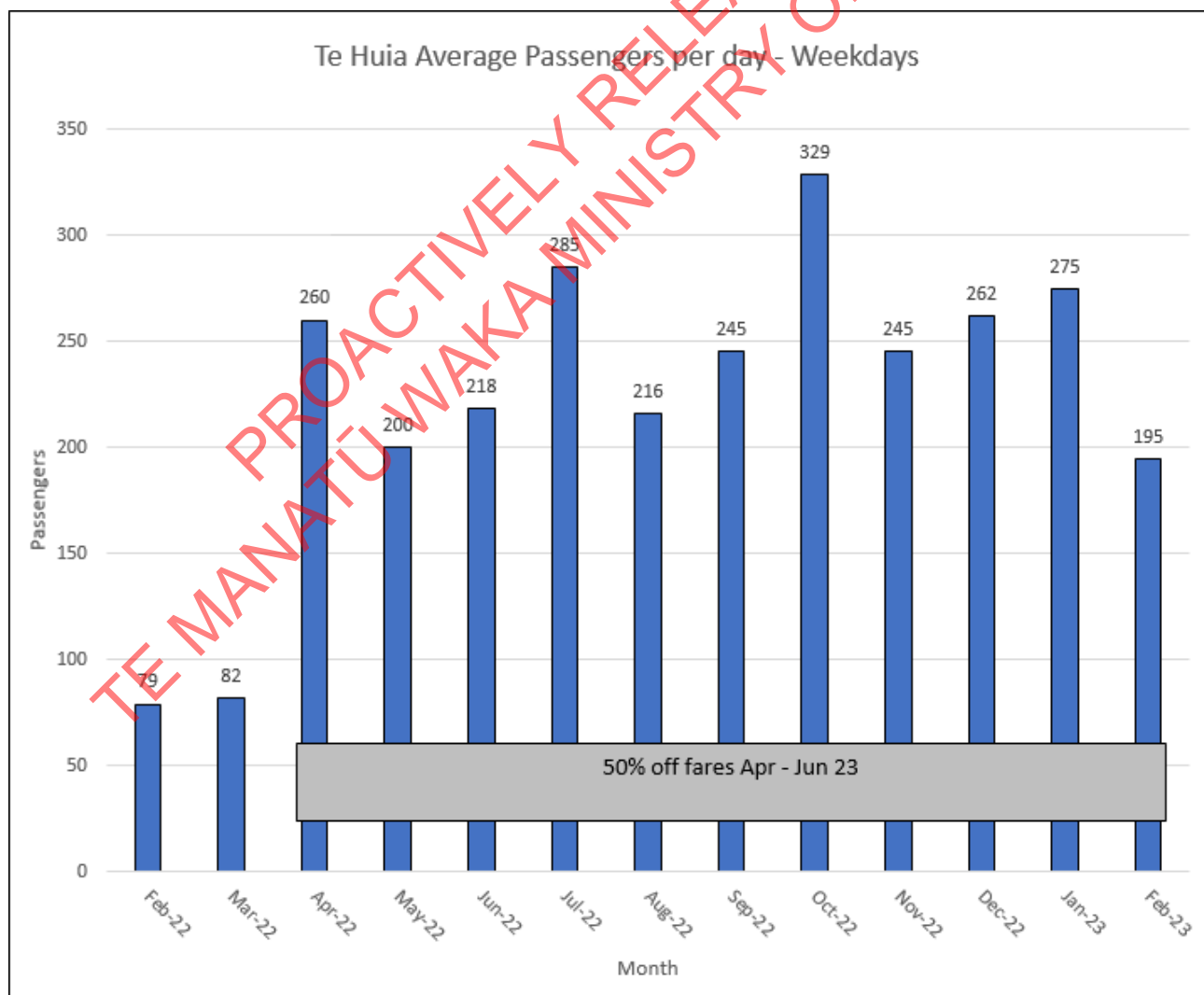
## Te Huia

As expected, patronage on Te Huia has dropped in February with services affected by the flooding and cyclone, and the subsequent requests for commuters to avoid all non-essential travel.

Overall, 12 services did not operate, and these services were not bus replaced.

The figures are:

- Total of 3,311 passengers carried
- Average 195 passengers carried on weekdays and 160 on Saturdays
- Average weekday passengers had seen a 198% increase in patronage for February 2023 when compared to February 2022 (however it is noted February 2022, was during the Omicron outbreak of Covid-19)
- 37 Bikes and 26 Scooters carried
- Saturday patronage has decreased by 35% for the February 2023 when compared to January 2023.





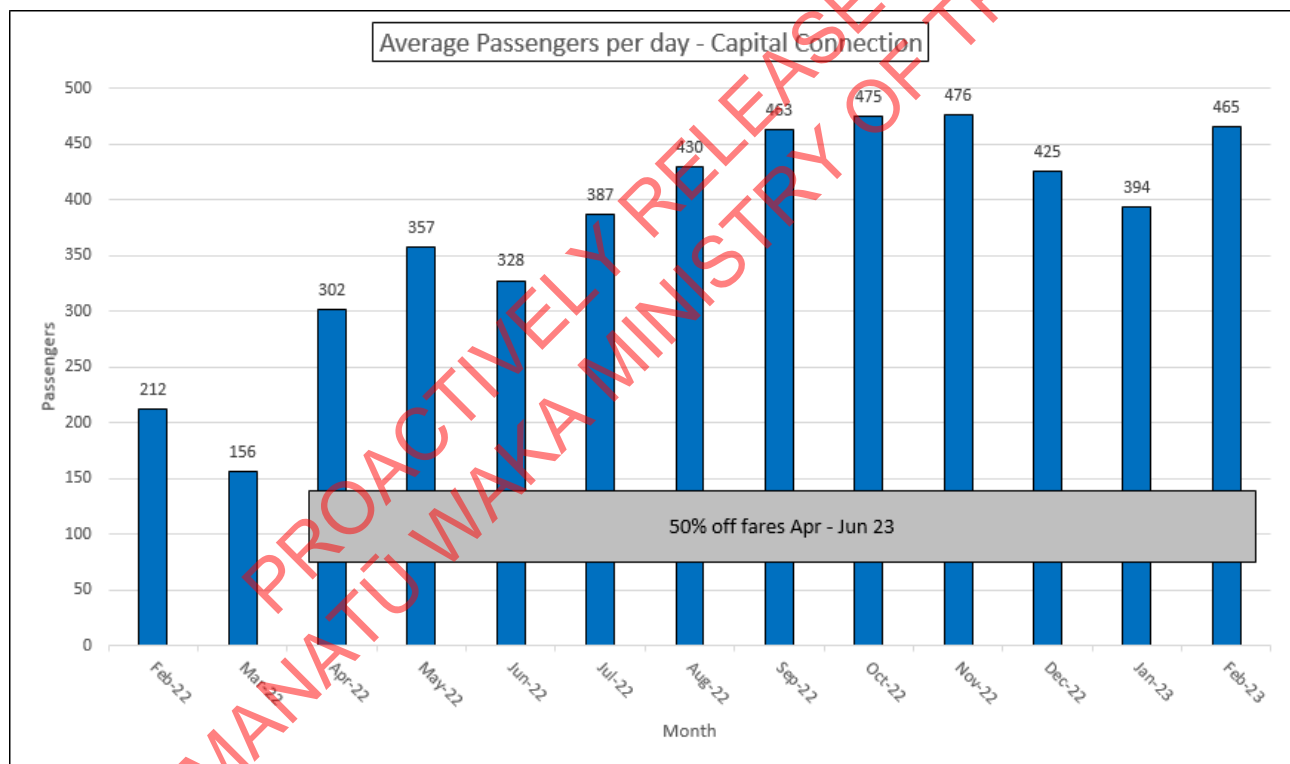
## 6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES

**Capital Connection:**

There was also disruption to the Capital Connection services due to Cyclone Gabrielle, and the subsequent requests for commuters to avoid all non-essential travel. However, these were not as badly affected as Te Huia with only two services not operating.

The figures are:

- Average of 465 passengers carried on weekdays.
- Capital Connection consist used for charter to Taumarunui on 19 February 2023, with a count of 265 passengers
- 112 bikes and 30 scooters carried.
- Average weekday passengers had a 119% increase in patronage for February 2023 when compared to February 2022
- Patronage per day has increased 18% in February 2023 as compared to January 2023.



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

## MAJOR PROJECTS UPDATES

## Drury Stations

## Judicial review

Starting 6 March 2023, the hearing of the application for Judicial Review will start in the Auckland High Court into the decision-making process on the location of the Drury West Railway Station.

The lead applicant is MADE Group who are the property developers of the nearby Auranga residential development. The hearing is set down for the whole week, with the Judge's decision expected to follow sometime after the close of the hearing (likely a few months).

## Site blessing

A blessing is likely to be held at Paerata Railway Station mid-March 2023 marking the start of earth works for the Southern Stations project. Works have already commenced on the platforms (these works are part of the electrification to Pukekohe project).

Property purchases for the Drury Central and Paerata stations continue and some houses KiwiRail owns in Drury Central have already been removed.

## Hillside

Hillside workshop construction is progressing at pace with piling completed (197 piles), circa 50% of foundations poured and the first structural steel members being erected on 28 February 2023, marking a major project milestone.

Piling has also commenced on the workshop traverser and piling on the office building will commence shortly. Furthermore, asbestos cleaning of the last building on site is nearing completion, with demolition of this building to commence shortly.

Calder Stewart - KiwiRail Hillside\_1 2023-02-28 14:01:07



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

**SCENIC SERVICES – COSTAL PACIFIC**

On 28 February 2023 at approximately 7 am, the Coastal Pacific service, (Northbound ex Christchurch) experienced a de-coupling event.

The coupling between the locomotive and luggage carriage opened during travel, causing the locomotive to part from the consist, resulting in around a one-hour delay to the service while Rolling Stock Asset Services (RSAS) attended the incident.

The service was located between Papanui and Styx when the coupler opened. RSAS reattached the locomotive and jumper cable and the service resumed.

No passengers or crew were in any danger as the separation occurred between the locomotive and a carriage not accessible by passengers. The consist was stable throughout and came to a safe stop with no injuries.

KiwiRail is investigating the cause of the coupling opening, no damage to the consist, no reports of flats on the wheel sets.

**UPCOMING MEETINGS/EVENTS**

3 March 2023 – KiwiRail meeting with Chris Bishop, MP regarding Infrastructure

8 March 2023 – KiwiRail meeting with National MPs regarding Transport and Infrastructure

22 March 2023 – Minister Robertson and local MPs visiting Hillside Workshops site to see progress on the rebuild.



No update this week

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

**Ongoing work in wake of issues with Interislander KiwiRail**

s 6(c)

**Ports Health and Safety Leadership Group Update**

The Leadership Group held its first meeting of the year in Wellington last week. The group discussed the impact of Cyclone Gabrielle, and what they are doing to support affected staff. The group agreed this event will have a long-term impact on the sector, with road, rail, other infrastructure and plant damaged. Members are currently focused on the immediate recovery and wellbeing of staff but agreed that it was important to maintain traction and the work of the Group given positive progress that has been made to date.

**Approved Code of Practice (ACOP) for loading and unloading cargo at ports**

Work on the ACOP continues to progress well, with the first chapter out for feedback with the sector participants who took part in the first workshop. The second chapter has been completed in draft and will be reviewed by Maritime NZ and WorkSafe subject-matter experts prior to sending out to the workshop participants. We note that the workshops are highlighting inconsistent practice across the sector, which complicates confirming the right performance level standard.

The Leadership Group discussed their desire to keep up the momentum on the ACOP but in a way that will reduce pressure on port staff who are already struggling with the after effects of the cyclone. The group agreed it would be appropriate to review the approach to compiling and consulting on the ACOP, as many who might have attended the workshops will now need to focus on other priorities in the wake of the cyclone. Maritime NZ agreed to draft some options on what a slightly more targeted approach might look like, and circulate this amongst the Leadership Group for discussion.

**Fatigue risk management**

The Ports Industry Association, which is leading work on the fatigue workstream, confirmed that work on pulling together a Fatigue Working Group is progressing well. This group will be a national peer support network which will provide expertise on fatigue management, helping the sector to improve how it manages the risk of fatigue. Maritime NZ and WorkSafe have agreed to provide subject matter expertise to facilitate this work.

**Progress with extending Maritime NZ's HSWA designation.**

s 9(2)(f)(iv)

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

**Release of the Ports Sector Insights Picture and Action Plan**

Planning is well underway for the official release of the Action Plan at CentrePort on 15 March 2023.

s 6(c)

**Sail GP event**

The New Zealand leg of the Sail GP is scheduled to be held in Lyttelton, Christchurch, over 18 – 19 March 2023. The event has received funding locally (Canterbury) and through central government. We have some concerns around the event, but, are working closely with the organisers to talk these through.

**Use of safety equipment is up, survey shows**

Our latest quarterly recreational boating participation research, conducted between November 28 and December 7 2022, indicates almost two million people used a recreational craft in New Zealand over the previous three months. It also shows more people are using safety equipment out on the water, giving them a better chance of making it home safe and well.

It also revealed a big jump in people ensuring children on board their craft were wearing correctly fitting lifejackets. The figure was up nine percentage points, at 83, from the previous quarter.

Over 1000 people were polled, 509 of them boaties. These positive numbers reinforce what Maritime NZ and local harbourmasters are seeing on the water. Ipsos New Zealand has been commissioned by Maritime NZ to conduct this research for over six years. This research sits alongside other data sets, such as our “No Excuses” on-water observation campaign and our notifications of accidents, incidents and other mishaps. Data and insights such as these are a key part of our recreational craft harm-prevention programme, and will be shared with our Safer Boating Forum partners. The full report can be viewed at: <https://www.maritimenz.govt.nz/content/recreational/documents/IPSOS-MaritimeNZQ4-2022-report.pdf>

**Coordinating the ultramarathon response**

There was extensive media coverage of the Maritime NZ Rescue Coordination Centre of NZ (RCCNZ) response to a rapidly-developing situation during the Southern Lakes Ultra Marathon, near Arrowtown in Central Otago. 130 competitors were registered for the marathon, 91 of whom were effected by severe weather during stage three of the five-day race.



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

In the early hours of 22 February 2023, RCCNZ received a distress beacon notification, activated by a competitor. Subsequently a further nine beacons were activated by people participating in the race. RCCNZ coordinated the rescue of seven competitors and one race official in total, who were treated for hypothermia. A helicopter was also sent from Queenstown with a Police SAR Coordinator on board to assess the situation. In response to the potential need to escalate to a mass rescue operation, three additional helicopters were mobilised, and RCCNZ established a small Incident Management Team at Avalon with support from the wider organisation and the Police Liaison Officer. Just after lunch that day, race officials accounted for everyone involved, and the doctor onsite reported they were happy with the condition of all remaining parties.

The Incident Management Team and extra helicopters were stood down once it was established that all participants were safe. Police and RCCNZ will be initiating contact with race officials to debrief on this incident, and RCCNZ are working with Police and Worksafe on follow-up action.



*A competitor being winched to safety.*

#### **Maritime NZ in the media**

We issued a press release sharing the key findings of our quarterly recreational boating survey on 27 February 2023. This was picked up by Radio New Zealand.

There continues to be strong media interest in the Cook Strait ferries and we responded to several media queries about an injury on board the Straitsman on 24 February 2023.

On 28 February 2023 we responded to a media query regarding a crew member being airlifted from a long-line fishing vessel near Dunedin. This was a medical event and the crew member was flown to Dunedin Hospital.

We are also working on a response to a media query regarding marine pollution and marine plastics.



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