

OC250308

1 May 2025



Tēnā koe 

I refer to your email dated 2 April 2025, requesting the following under the Official Information Act 1982 (the Act):

*“copies of the following briefing documents:*

*OC250152 Bishop 28/02/2025 Meeting with Daran Ponter and Nigel Corry on Metro Rai*  
*OC250149 Bishop cc Meager 28/02/2025 Meeting with Port Company CEO Group*  
*OC250139 Bishop 26/02/2025 Clean Vehicle Standard: Cost Recovery Considerations*  
*OC250127 Meager 26/02/2025 Scope of Maritime Legislation Review*  
*OC250124 Meager 26/02/2025 Progress Towards a National Aviation Policy Statement*  
*OC250099 Bishop 20/02/2025 Quarterly Transport Sector Organisations Meeting, February 2025*  
*OC250097 Bishop 19/02/2025 Draft Cabinet Paper: Revised Options for Addressing Anti[1]Social Road Use*  
*OC250068 Bishop 13/02/2025 Establishing a New Metropolitan Rail Operating Model*

*Could I also please request the list of briefings to Ministers for the month of March”*

In response to the first part of your request for eight briefings, five are released with some information withheld, two are refused and one is withheld. The document schedule attached as Annex 1 outlines how the briefings you requested have been treated under the Act.

In response to the second part of your request for a list of briefing titles to Ministers for the month of March 2025, 71 briefing titles are in scope, of which, 60 are released and 11 are withheld. The table attached as Annex 2 outlines how the briefing titles have been treated under the Act.

Certain information or documents has been withheld under the following sections of the Act:

- |             |  |
|-------------|--|
| 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)(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)(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)
- 18(d) the information requested is or will soon be publicly available

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

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

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

Nāku noa, nā



Hilary Penman  
**Manager, Ministerial and Executive Services**

## Annex 1: Document Schedule

Doc #	Reference number	Date	Title of Document	Decision on request
1	OC250152	28/02/2025	Meeting with Daran Ponter and Nigel Corry on Metro Rail	Released with some information withheld under sections 9(2)(a), 9(2)(f)(iv), 9(2)(g)(i), 9(2)(i) and 9(2)(j).  Annex 1 is refused under section 18(d) as its available here: <a href="https://www.gw.govt.nz/assets/Documents/2025/01/Letter-to-Ministers-re-state-of-Wellington-region-rail-infrastructure-041224.pdf">https://www.gw.govt.nz/assets/Documents/2025/01/Letter-to-Ministers-re-state-of-Wellington-region-rail-infrastructure-041224.pdf</a>
2	OC250149	28/02/2025	Meeting with Port Company CEO Group	Released with some information withheld under sections 9(2)(a) and 9(2)(f)(iv).  (Updated version sent on 3/03/2025 has been released under this request).
3	OC250139	26/02/2025	Clean Vehicle Standard: Cost Recovery Considerations	Refused under section 18(d).  Once released, it will be available here: <a href="https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/results">https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/results</a>
4	OC250127	26/02/2025	Scope of Maritime Legislation Review	Withheld in full under section 9(2)(f)(iv).
5	OC250124	26/02/2025	Progress Towards a National Aviation Policy Statement	Released with some information withheld under sections 9(2)(a) and 9(2)(f)(iv).
6	OC250099	20/02/2025	Quarterly Transport Sector Organisations Meeting, February 2025	Released with some information withheld under sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i).
7	OC250097	19/02/2025	Draft Cabinet Paper: Revised Options for Addressing Anti-Social Road Use	Refused under section 18(d).  Once released, it will be available here: <a href="https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/results">https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/results</a>
8	OC250068	13/02/2025	Establishing a New Metropolitan Rail Operating Model	Released with some information withheld under sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i).

## Annex 2: List of Briefing titles March 2025

No #	Reference Number	Primary/cc'd Minister/s	Date Received by Office	Title of Paper and Decision on Release
1	OC250156	Bishop	3/03/2025	Additional Information on Grants and Funds Savings Initiative
2	OC250166	Meager	3/03/2025	Civil Aviation (Independent Review Function) Regulations 2025 - Paper for Cabinet Legislation Committee
3	OC250154	Bishop	4/03/2025	City Rail Link Joint Sponsors Meeting on 6 March 2025
4	OC250155	Meager	4/03/2025	<b>Withheld in full under section 9(2)(f)(iv).</b>
5	OC250178	Meager	4/03/2025	Request for Information About Section 198 of the Maritime Transport Act
6	OC250030	Bishop	5/03/2025	Proactive Release of Documents Relating to the Transport Chapter of the Second Emissions Reduction Plan
7	OC250056	Bishop	5/03/2025	Emergency Ocean Response Capability (EORC) - Detailed Business Case - Draft Cabinet Paper
8	OC250059	Bishop	5/03/2025	Supporting Material for the Land Transport (Drug Driving) Amendment Bill for Committee of the Whole House
9	OC250097	Bishop	5/03/2025	Revised Options for Addressing Anti-Social Road Use
10	OC250150	Meager	5/03/2025	Aviation Industry Association New Zealand Parliamentary Function - March 2025
11	OC250158	Meager cc Bishop	5/03/2025	The Transport Accident Investigation Commission's Half Year Performance Report - to 31 December 2024
12	OC250173	Meager cc Bishop	5/03/2025	Approval of Oil Pollution Advisory Committee Terms of Reference
13	OC250179	Bishop	5/03/2025	<b>Withheld in full under section 9(2)(f)(iv).</b>
14	OC250142	Bishop	10/03/2025	Toll Road Concessions: Update on Market Sounding
15	OC250165	Meager	11/03/2025	Briefing to the Incoming Minister - Metservice Contact and Rain Radar Installation Upgrades
16	OC250051	Meager	12/03/2025	International Maritime Organization: Approach to Upcoming Decarbonisation Negotiations
17	OC250115	Meager	12/03/2025	Security Designation of Hamilton Airport
18	OC250130	Meager	12/03/2025	Nelson Airport Limited: Kiwi Shareholder
19	OC250133	Meager	12/03/2025	Air New Zealand: Kiwi Shareholder
20	OC250164	Bishop	12/03/2025	Land Transport Rules Reform Programme and Engagement Details

No #	Reference Number	Primary/cc'd Minister/s	Date Received by Office	Title of Paper and Decision on Release
21	OC250168	Meager	12/03/2025	Delegation of Statutory Powers Under the Civil Aviation Act 2023
22	OC250169	Bishop	12/03/2025	Vote Transport: Budget 2025 and Estimates Update
23	OC250184	Meager	12/03/2025	Meeting with Lyttelton Port Company
24	OC250185	Meager	12/03/2025	Meeting with Tāwhaki National Aerospace Centre
25	OC250197	Meager	12/03/2025	Vote Transport: Budget 2025 and Estimates Update
26	OC250199	Willis Meager	12/03/2025	Civil Aviation Authority Reserves Restoration Proposal
27	OC250214	Bishop Willis	12/03/2025	Draft City Rail Link Limited Letter of Expectations for 2025/26
28	OC250224	Bishop	12/03/2025	<b>Withheld in full under section 9(2)(f)(iv).</b>
29	OC250230 REQ-0008566	Meager Jones	12/03/2025	Regional Infrastructure Fund - Supporting Regional Air Connectivity
30	OC250031	Meager	14/03/2025	Proactive Release of CAA Pricing Review Cabinet Docs
31	OC250204	Bishop	14/03/2025	Baseline Funding for the Metropolitan Rail Network
32	OC250219	Bishop	17/03/2025	<b>Withheld in full under section 9(2)(f)(iv).</b>
33	OC250221	Bishop	17/03/2025	<b>Withheld in full under section 9(2)(f)(iv).</b>
34	OC250209	Meager	18/03/2025	Regulatory Systems (Transport) Amendment Bill
35	OC250217	Meager	18/03/2025	Meeting with Invercargill Airport
36	OC250056	Bishop	19/03/2025	Emergency Ocean Response Capability (EORC)
37	OC250144	Meager	19/03/2025	British Airways and Qatar Airways Joint Business Agreement Reauthorisation
38	OC250146	Bishop	19/03/2025	<b>Withheld in full under section 9(2)(f)(iv).</b>
39	OC250151	Bishop	19/03/2025	Seeking Your Direction on Land Transport Investment Direction
40	OC250157	Bishop Willis	19/03/2025	<b>Withheld in full under section 9(2)(b)(li).</b>
41	OC250191	Bishop	19/03/2025	Notice Approving New Vehicle Surveillance Equipment
42	OC250193	Bishop Goldsmith	19/03/2025	<b>Withheld in full under section 9(2)(f)(iv).</b>
43	OC250195	Meager cc Willis cc Collins	19/03/2025	Supporting Advice for Funding Arrangements



No #	Reference Number	Primary/cc'd Minister/s	Date Received by Office	Title of Paper and Decision on Release
44	OC250198	Bishop	19/03/2025	<b>Withheld in full under section 9(2)(f)(iv).</b>
45	OC250225	Bishop cc Willis cc Peters	19/03/2025	Additional Traction Feed (West) Rail Network Investment Programme Variation
46	OC250231	Bishop	19/03/2025	Third Reading of the Land Transport (Drug Driving) Amendment Bill
47	OC250234	Meager cc Bishop	19/03/2025	Maritime NZ Performance Report Quarter Two 2024-25
48	OC250203	Meager	20/03/2025	Chatham Islands Replacement Shipping Service Launching Request for Proposal
49	OC250205	Meager	20/03/2025	Timeframes for Maritime Legislation Review
50	OC250242	Meager	20/03/2025	Visit with South Port
51	OC250211	Meager	21/03/2025	Financial Information on the Establishment of a Crown Entity Company
52	OC250215	Meager	21/03/2025	Proactive Release - Independent Review Function
53	OC250227	Meager	21/03/2025	Amendment of Direction to Require Searching at International Screening Points
54	OC250235	Meager	21/03/2025	Proactive Release - Briefing to the Incoming Associate Minister February 2025
55	OC250161	Bishop	24/03/2025	Meeting with ATECO on Policies and Barriers for EV Adoption
56	OC250258	Meager	24/03/2025	Port Productivity Meeting with APM Terminals 25 March 2025
57	OC250003	Bishop	25/03/2025	Proactive Release of GPS 2024 and NZUP Tagged Contingency
58	OC250208	Bishop	25/03/2025	Transition to Road User Chargers - Overarching Policy Choices
59	OC250246	Meager	25/03/2025	Meeting with the Civil Aviation Authority Board Chair on 27 March 2025
60	OC250253	Meager	25/03/2025	Meeting with Chatham Islands Mayor and Chatham Islands Council Chief Executive
61	OC250255	Bishop	25/03/2025	Meeting with Anthony Jones, CEO Of H.W. Richardson Group
62	OC250229	Meager	26/03/2025	<b>Withheld in full under section 9(2)(f)(iv).</b>
63	OC250237	Bishop Peters	26/03/2025	Meeting with Kiwirail Regarding Recent SPAD Incidents

No #	Reference Number	Primary/cc'd Minister/s	Date Received by Office	Title of Paper and Decision on Release
64	OC250264	Bishop	27/03/2025	Proactive Release of Cabinet Paper on Toll Road Concession Opportunities
65	OC250269	Meager	27/03/2025	Visit With Port of Tauranga
66	OC250271	Meager	27/03/2025	Visit to Port Nelson
67	OC250182	Meager cc Peters	28/03/2025	Mandate to Negotiate with Türkiye
68	OC250247	Bishop	28/03/2025	<b>Withheld in full under section 9(2)(f)(iv).</b>
69	OC250249	Meager	28/03/2025	Visit to Tauranga Airport
70	OC250272	Meager	28/03/2025	Meeting with the Chief Executive of Land Search and Rescue, Carl McOnie, 4 April 2025
71	OC250283	Meager cc Collins	31/03/2025	Approach to the Civil Aviation Rules

28 February 2025

OC250152

Hon Chris Bishop  
Minister of Transport

## MEETING WITH DARAN PONTER AND NIGEL CORRY ON METRO RAIL

### Snapshot

Daran Ponter, Chair of Greater Wellington Regional Council (GWRC), wrote to ministers regarding the condition of Wellington metro rail infrastructure on 4 December 2024. GWRC is seeking additional Crown funding for overdue renewals on the Wellington metro rail network.

s 9(2)(g)(i)

<b>Time and date</b>	4:30pm, 3 March 2025
<b>Venue</b>	EW6.3
<b>Attendees</b>	Daran Ponter, Chair, GWRC Nigel Corry, Chief Executive, GWRC
<b>Officials attending</b>	David Wood, Deputy Chief Executive, Investment and Monitoring, Ministry of Transport
<b>Agenda</b>	A letter from GWRC regarding Wellington’s rail network infrastructure is attached at Annex One. GWRC supplied the following agenda items: <ul style="list-style-type: none"> <li>Wellington’s rail network infrastructure</li> <li>Time of Use charging for Wellington</li> <li>RiverLink &amp; Waterloo redevelopment</li> <li>Progress with Lower North Island Rail Integrated Mobility procurement</li> <li>Wellington bus corridors and SH1/Mt Victoria tunnel.</li> </ul>

### Contacts

Name	Telephone	First contact
David Wood, Deputy Chief Executive, Investment and Monitoring	s 9(2)(a)	
Sarah Carson, Acting Manager, Rail		
Jacob McElwee, Principal Adviser, Rail		☑



## MEETING WITH DARAN PONTER AND NIGEL CORRY ON METRO RAIL

### Key points

- Greater Wellington Regional Council (GWRC) is concerned about the condition of Wellington's metro rail network and the implications for metro rail services. GWRC is seeking additional Crown funding to address overdue renewals on the network.
- s 9(2)(j), s 9(2)(f)(iv)
- s 9(2)(f)(iv)
- As part of the Lower North Island Rail Integrated Mobility (LNIRIM) programme GWRC is in the final stages of procuring 18 new trains. s 9(2)(f)(iv), s 9(2)(j)

### Greater Wellington Regional Council is seeking additional Crown funding for overdue renewals

- 1 Daran Ponter wrote to ministers on 4 December 2024 regarding the condition of Wellington's metro rail network (Annex One). Mr Ponter's letter notes KiwiRail has identified overdue renewals<sup>1</sup> on the Wellington metro network of \$700-\$900 million over the next 15 years to maintain existing levels of service. GWRC is seeking a commitment of Crown funding to address these overdue renewals.

### *We developed investment and level of service scenarios as part of the Metropolitan Rail Operating Model (MROM) review*

- 2 As part of the MROM review we worked with the New Zealand Transport Agency (NZTA), GWRC, and KiwiRail to develop investment and level of service scenarios (OC241326 refers).

s 9(2)(f)(iv)

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<sup>1</sup> 'On-time' renewals refer to assets that are replaced at the end of their serviceable life. 'Overdue' renewals refer to infrastructure that previously reached the end of its serviceable life but was not replaced.

s 9(2)(j)

3 s 9(2)(j)

4

s 9(2)(f)(iv)

5 s 9(2)(f)(iv)

6

s 9(2)(f)(iv)

7 s 9(2)(f)(iv)

7.1 s 9(2)(f)(iv)

7.2

7.3

7.4

8 We have worked closely with GWRC throughout the development s 9(2)(f)(iv)  
s 9(2)(f)(iv), as part of the MROM review. You could thank GWRC for their engagement in the  
review to date and encourage GWRC to continue working collaboratively with the Ministry  
s 9(2)(f)(iv)

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<sup>2</sup> In this briefing 'public transport authorities' (PTAs) refers to GWRC and Auckland Transport.

s 9(2)(f)(iv)

9 s 9(2)(f)(iv)

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s 9(2)(f)(iv)

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

12 s 9(2)(f)(iv)

13

**GWRC wants to discuss the RiverLink project**

14 The RiverLink project is delivering flood protection and river restoration work, improvements to public transport, walking and cycling routes, local roads and the SH2 Melling Interchange.

15 GWRC is one of the project partners for the RiverLink project. However, GWRC chose to progress flood protection and river restoration works independently of the Alliance established for the project. GWRC will continue to work closely with the Alliance and will have a strong interest in public transport improvements and the relocation of the Melling Railway Station.

16 We understand the wider RiverLink project remains in the 'Interim Project Alliance Agreement' (IPAA) phase. This involves reviewing the project design, planning for construction and finding opportunities to improve value for money.

**GWRC wants to discuss time of use charging for Wellington**

- 17 The Government introduced the Land Transport Management (Time of Use Charging) Amendment Bill to the House in December 2024. The Bill enables time of use charging. Passing the Bill through its first reading stage is in the first quarter action plan. After its first reading, the Bill will be referred to the Transport and Infrastructure Committee, which will likely open the Bill for submissions over a six-week period.
- 18 The Bill adds a new subpart to the Land Transport Management Act 2003 to:
- 18.1 enable time-of-use charging to improve traffic flow and network productivity
  - 18.2 outline processes for local authorities (with the NZTA) to propose and implement schemes, ensure public consultation and impact assessments, and establish roles for governance, monitoring, and reporting. We are expecting these features of the Bill, which place NZTA in a leading role within scheme development, to be a key area of focus in submissions from local government
  - 18.3 establish mechanisms for adjusting charges, managing scheme operations, safeguarding fairness, and reinvesting revenues into local transport improvements. The process for reinvesting revenue, and the Bill's limited exemptions policy (which is confined to emergency vehicles) are also likely to be areas of focus for local government.
- 19 Officials from the Ministry and NZTA have had meetings with local authorities on the bill in the last few weeks, including Wellington City Council. We have not engaged directly with GWRC.
- 20 Mr Ponter has publicly said that
- “If the goal is to reduce congestion on the roads, the most effective way to spend revenue from a congestion or time of use charge in Wellington is to invest in improving public transport.
- Wellington's public transport system is already very well used with bus trips now at all time record highs and - if the funding is available - it is relatively straightforward to scale up capacity and frequency by adding bus and rail services. We can also make public transport more attractive by capping weekly fares in ways that encourage people with longer journeys to take the bus and the train more often.”<sup>3</sup>

s 9(2)(i)

**Lower North Island Rail Integrated Mobility (LNIRIM)** s 9(2)(i)

- 21 The LNIRIM is a programme to improve rail services on the Wairarapa and Manawatū rail lines by purchasing new trains and upgrading the networks. The Crown is funding around 92 per cent of the costs of LNIRIM, with the remainder being met by GWRC and Horizons Regional Council. The total budget for the programme is \$893.90 million.

<sup>3</sup> Wellington councils working on congestion charging proposal, 26 August 2024

<https://www.gw.govt.nz/your-region/news/wellington-councils-working-on-congestion-charging-proposal/>

22 The LNIRIM programme is in the final stages of procuring 18 new trains. GWRC is leading this programme. A tender evaluation panel is reviewing three proposals from suppliers.

23 s 9(2)(i)

24 s 9(2)(i), s 9(2)(g)(i)

### GWRC wants to discuss Wellington bus corridors and the Mt Victoria tunnel

25 The Government Policy Statement on land transport identifies a 'second Mt Victoria Tunnel and Basin Reserve upgrade' as a Road of National Significance.

26 NZTA is continuing to work on planning the second Mt Victoria tunnel. Now that the final option has been chosen NZTA has begun preparing an investment case, which will be brought back to the NZTA Board in mid-2025.

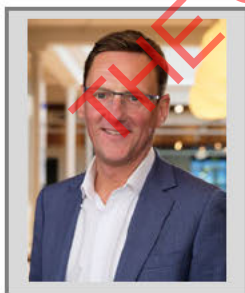
27 The second Mt Victoria tunnel is expected to deliver morning peak travel time savings for public transport along the #1 bus route from Island Bay to the city centre, and for the #2 bus route between Miramar and the CBD. This is due to the removal of conflicts between local movements and SH1 movements at the Basin Reserve.

### Biographies



**Daran Ponter, Chair, GWRC**

Daran Ponter first served as a councillor for GWRC from 2010 to 2013. He was re-elected to the council in 2016, and has served as chair since 2019.



**Nigel Corry, Chief Executive, GWRC**

Nigel Corry has been Chief Executive at GWRC for over 3 years, and has worked at GWRC for over 20 years having started as a manager of consents in 2005.



**Annex One: Letter from Daran Ponter regarding Wellington's metropolitan rail infrastructure**

(Attached as a separate document).

Refused under section 18(d) as it is available here:  
<https://www.gw.govt.nz/assets/Documents/2025/01/Letter-to-Ministers-re-state-of-Wellington-region-rail-infastructure-041224.pdf>

RELEASED UNDER  
THE OFFICIAL INFORMATION ACT 1982



3 March 2025

OC250149

**Hon Chris Bishop**  
**Minister of Transport**

cc Hon James Meager  
 Associate Minister of Transport

**MEETING WITH PORT COMPANY CEO GROUP**

**Snapshot**

You are invited to meet with the New Zealand Port Company CEO Group. This is an opportunity to hear the Chief Executives' views on the opportunities and challenges ports face, the role of government, and to share information on relevant government actions.

<b>Time and date</b>	11.00am – 11.45am, 4 March 2025
<b>Venue</b>	EW6.3
<b>Attendees</b>	A full list of attendees is attached as Annex One
<b>Officials attending</b>	Marian Willberg, Manager Maritime and Freight, Ministry of Transport
<b>Agenda</b>	Resource management reform and coastal permits Permanent fast-track consenting regime Foreshore and seabed legislation Building Building resilient and efficient connections to ports Cook Strait ferries and coastal shipping Health and safety in the ports sector The cruise industry Emergency response vessels.
<b>Talking points</b>	Included in briefing

**Contacts**

Name	Telephone	First contact
Marian Willberg, Manager Maritime and Freight	s 9(2)(a)	✓
Robert Parker, Adviser Maritime and Freight		

## MEETING WITH PORT COMPANY CEO GROUP

### Key points

- The Port Company CEO Group comprises the Chief Executives of the main New Zealand port companies. Charles Finny, from the government relations firm Saunders-Unsworth, is the independent chair. A list of the Port Chief Executives (Port CEs) is provided as Annex One.
- The Chair has provided the following agenda items that the Port CEs are likely to raise:
  - Resource management reform and coastal permits
  - Permanent fast-track consenting regime
  - Foreshore and seabed legislation
  - Building resilient and efficient connections to ports
  - Cook Strait ferries and coastal shipping
  - Health and Safety in the ports sector
  - The cruise industry
  - Emergency response vessels.
- This meeting is an opportunity to highlight the Government's focus on productive and resilient transport networks, including the Roads of National Significance in the Government Policy Statement 2024, which will strengthen freight connections to ports. It is also an opportunity to hear perspectives from Port CEs on key issues in the sector.
- Several matters that fall within the maritime portfolio (Minister Meager's delegated responsibility) may also be raised, such as the maritime legislation review, workforce issues and low carbon fuels. Port CEs are highly engaged in these areas and Ministerial recognition and encouragement for this engagement is valuable.

### Ports support the Government's economic and infrastructure objectives

- 1 New Zealand's international trade relies on ports, which move 99 percent of the country's trade by volume and around 80 percent by value. As such, ports plays an integral role in the freight and supply chain system to support New Zealand's economic growth and productivity.
- 2 The Ministry of Transport (the Ministry) engaged Port CEs during the development of the New Zealand Freight and Supply Chain Strategy (released in 2023), which included port-related actions around freight data and port ownership models. During this process Port CEs noted they do not have a unified view on the optimal level of local government ownership of ports, but believe this question warrants consideration. Port CEs also urged caution on the shape of the national port network, preferring to see this determined by the market.
- 3 You may wish to ask Port CEs about the role government can play to support the sector.

### Resource Management reform is a priority for ports

- 4 Resource Management reform will likely be raised, including the fast-track consenting regime. Although Port CEs will want to understand the position of ports under these reforms, it is too early to comment on ports specifically.

5 Port CEs have submitted on the Resource Management (Consenting and Other System Changes) Amendment Bill that is currently at Select Committee stage. Transport officials are working with Ministry for the Environment officials on transport matters raised in submissions – including the Port CEs submission, and any policy decisions that may be required to give effect to these matters.

6 The key focus areas of the Port CEs submission are to:

- support extension to s384A consents, which primarily enable activities associated with safe navigation in the coastal marine area – although a duration longer than 20 years is requested
- enable the extension to s384A consents to also apply to maintenance dredging activities
- support port companies to become requiring authorities and thereby designate land based operations
- seek that port infrastructure is also captured by the ‘long-lived infrastructure’ definition and therefore receives the benefit of mandated 35-year duration consents.

7 s 9(2)(f)(iv)

### Some port company projects are included in the fast-track consenting regime

8 The recently enacted Fast-track Approvals Act 2024 is anticipated to provide benefits to port companies seeking approvals for future and maintenance works – several port company projects are listed in Schedule 2. This is a new process, and the realisation of its benefits are still being tested as applications are lodged and considered under it.

9 The Environment Court decision confirming that resource consent will be granted (subject to amendments) for Port of Tauranga’s planned berth expansion may be raised, as may the Northport appeal on the declined consent application to expand its operations. Port CEs may also ask what decisions have been made to progress the Northland dry dock project – the related detailed business case is being undertaken by Kānoa at the Ministry of Business, Innovation and Employment.

10 s 9(2)(f)(iv)

### Ports CEs have an interest in foreshore and seabed legislation

11 There is a strong connection between the Marine and Coastal Area (Takutai Moana) Act 2011 (MACAA) and the Resource Management Act 1991. Some Customary Marine Title (CMT) claims under the MACAA have been lodged that include areas operated by port companies under the Port Companies Act 1988. To date, no claims in relation to these port areas have been determined. We are not aware of any changes to the MACAA on the horizon.

12 Officials understand that when a CMT claim is approved, resource consents that were in place in 2011 (when the MACAA was enacted) are provided with rights to continue while that consent is active. Furthermore, some protections are provided in relation to ‘accommodated infrastructure’ within the MACAA that will interact with any future consent applications by port companies within the area of the CMT.

- 13 When officials engaged with port companies on the Resource Management (Consenting and Other System Changes) Amendment Bill, in relation to the extended occupation by port companies, the intersection of the MACAA with the RMA was raised. The concern includes the uncertainty that this intersection creates for the continued operation of ports – while the provisions protecting existing consents and addressing future changes as accommodated infrastructure, in relation to ports, remain untested.

**Port CEs have concerns around connections to ports**

- 14 We understand that Port CEs have concerns around inefficiencies in road and rail connections to ports around the country. Around 18 percent of all imports and exports are moved by rail to and from most ports, except for Northport and Port Nelson (which do not have rail connections). KiwiRail is currently undertaking a detailed business case for a spur line to Northport, which will be completed mid-2025.
- 15 You may wish to highlight the Government’s focus on productive and resilient transport networks, of which ports play an integral part. You may also wish to note the Roads of National Significance in the Government Policy Statement on land transport 2024, which will strengthen port connections.

**Ferry Holdings Limited has been established to procure Cook Strait ferries**

- 16 In December 2024, Cabinet decided to establish a new company to lead the procurement of two new ferries to ensure a safe, reliable and commercially viable ferry service. The company will build on work by Treasury officials, working closely with the port companies and KiwiRail.
- 17 Ferry Holdings Limited is a new schedule 4a company that has been established to:
- take responsibility for procuring the ferries
  - negotiate long-term port agreements on either side of the Cook Strait
  - ensure the seamless and integrated delivery of cost-effective replacement Interislander ferries.
- 18 In February 2025, Minister Peters (Minister for Rail) announced the appointment of three directors to the board of Ferry Holdings Limited; Chris Mackenzie (Chair), Heather Simpson (Deputy Chair), and Greg Lowe. In parallel, the Government invited the private sector to put forward alternative proposals for a ferry service.

- 19 s 9(2)(f)(iv) 

**Health and Safety is a key issue in the ports sector**

- 20 Maritime NZ chairs the Port Health and Safety Leadership Group, which includes Port CEs, stevedoring company chief executives, union representatives, the Port Industry Association and WorkSafe NZ. Its work was accelerated after fatalities in Lyttelton and Auckland in April 2022. The former Port of Auckland Chief Executive, Tony Gibson, was recently found guilty after the death of a stevedore.



- 21 The Port Health and Safety Leadership Group's Port Sector Insights and Action Plan (November 2022) set out actions to address health and safety risks, which are now being implemented and are supported by Port CEs. These include:
- an Approved Code of Practice to set a baseline standard for managing health and safety risks associated with loading and unloading of ships
  - extending Maritime NZ's Health and Safety at Work Act 2015 designation to ports from July 2024.
- 22 In 2024 MBIE led consultation on the Health and Safety at Work Act, which has since closed. We understand officials are developing advice to Ministers on improvements to the work health and safety system and any announcements will be made in due course. You may wish to ask Port CEs if they have any key concerns around the Health and Safety at Work Act.

### **There may be concerns raised around the cruise industry**

- 23 We are not certain exactly what the Port CEs want to raise around the cruise industry. That said, we understand that cruise line operators have concerns around rising port costs, government fees and biofouling rules, with some claims that New Zealand is the most expensive region for cruise lines to visit.<sup>1</sup>
- 24 In 2024 the Minister of Immigration requested preliminary work to be undertaken on options to set immigration levies for wider groups of immigration system users. The intention is to introduce an Amendment Bill in 2025 to expand the groups of users that could be charged a levy. We understand work is ongoing on this issue, and that impacts on the cruise industry will be considered as part of it (and the wider shipping sector).

### **New Zealand's emergency response capability is under consideration**

- 25 Recent high-profile maritime incidents have required the use of emergency ocean response capabilities in the form of an Emergency Towage Vessel (ETV). The only commercial vessel with ETV capability available on New Zealand's coast is in Taranaki.<sup>2</sup> Port-owned tugboats are generally designed for operations within harbour confines and are not suitable for use as ETVs for large commercial ships.
- 26 Through Budget 2024, Cabinet directed the Ministry and Maritime NZ to develop a business case that considers New Zealand's maritime emergency ocean response capabilities with a focus on the Cook Strait. Maritime NZ completed a Request for Information process with targeted stakeholders as part of the commercial case. The ports will be aware of this work and might ask when a decision is expected.
- 27 If you are asked about this, you may wish to note that options for emergency ocean response capability are still being considered, and announcements will be made in due course.

### **Port CEs may raise other issues within the maritime portfolio**

#### *Maritime legislation review*

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<sup>1</sup> 'NZ becomes a high-cost drain for international ship operators', *Shipping Gazette*, 7 December 2024, p3.

<sup>2</sup> This vessel is operated by OMV and operates in support of the oil and gas industry.

- 28 The Ministry and Maritime New Zealand (Maritime NZ) are undertaking a joint review of high priority elements of the Maritime Transport Act 1994 and Maritime Security Act 2004. This review has strong support within the maritime sector. It has the potential to address some significant risks to people and the environment, and supply chains in New Zealand. It could also realise significant opportunities to reduce costs to operators and increase efficiencies.
- 29 The Ministry and Maritime NZ are working with Minister Meager to confirm the scope, timing and priority of this review. You may wish to encourage Port CEs to engage with officials during the consultation phase.

*Workforce issues*

- 30 The port sector struggles to attract and retain experienced, skilled and qualified people. This affects resilience and raises safety risks over time in the sector.
- 31 Maritime NZ and the Port Industry Association are working on sector training actions, including reviewing the existing port operations qualification and the transfer to a new Private Training Establishment. The Port Health and Safety Leadership Group has also agreed to form a Port Workforce and Skills Working Group.<sup>3</sup> The group will assist the sector to connect with government on workforce initiatives and will identify short, medium and long-term actions to address workforce issues.
- 32 Port CEs may highlight immigration settings as a barrier to addressing workforce issues. You could note that Maritime NZ and the Ministry worked with Immigration New Zealand on the inclusion of port and maritime roles in listed skills shortages and will continue to do so.

*Low carbon fuels and technologies*

- 33 New Zealand faces risks and higher costs in accessing high value offshore markets with growing consumer demand for lower emissions products and regulatory moves from the European Union and the International Maritime Organization (IMO). The European Union has recently moved to add maritime transport emissions, including from portions of international journeys, to its emissions trading scheme. Our distance to markets means that low carbon fuels are likely to be important in the medium to long term, which will require significant work on fuel supply, infrastructure and enabling regulatory frameworks.
- 34 Port CEs have raised concerns around engagement on the IMO's emissions reduction work. The Ministry and Maritime NZ have increase engagement with the sector on IMO issues, eg via the Maritime Industry Forum that Maritime NZ convenes. In addition, Aotearoa Circle is convening roundtables with the maritime sector to identify the conditions required for green shipping routes between countries – a commitment in the 2+2 Climate and Finance Dialogue with Australia. We expect a final report to be completed by May 2025.
- 35 You may wish to highlight that the Government's focus regarding emissions reduction is New Zealand's ability to trade and that it is progressing actions to address domestic regulatory barriers to low-emissions shipping.

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<sup>3</sup> This includes port representatives, unions, stevedores, Workforce Development Councils and Maritime NZ.

**ANNEX ONE: BIOGRAPHIES OF PORT COMPANY CEO GROUP MEMBERS**



**Charles Finny, Forum Independent Chair, Saunders Unsworth**

Charles is the independent facilitator of the group. He is also a member of the New Zealand Council of Cargo Owners (NZCCO).



**Jon Moore, Chief Executive, Northport**

Jon was appointed CE in June 2007. He is also a director of North Tugz Ltd, a company jointly owned by Northport Ltd and Port of Auckland. Prior to Northport, Jon was the Deputy Harbourmaster for the Fremantle Port Authority, WA and the Regional Harbourmaster/Maritime Manager in the Bay of Plenty.



**Roger Gray, Chief Executive, Port of Auckland**

Roger became Port of Auckland's CE in March 2022. Before joining Port of Auckland, Roger was CE of Lyttelton Port Company for two years. Through his time in Lyttelton, Roger oversaw the beginnings of a workplace culture transformation, huge investment in infrastructure including the new eastern development, and record-breaking container volumes through the terminal. Prior to that Roger worked for Air New Zealand for six years.



**Leonard Sampson, Chief Executive, Port of Tauranga**

Leonard took over as CE in July 2021. He was Port of Tauranga's Commercial Manager from 2013 to 2019, when he was appointed Chief Operating Officer. Leonard joined the Company from KiwiRail, where he was General Manager Sales. He also held senior roles at Carter Holt Harvey and Mainfreight.



**Andrew Gaddum, Chief Executive, Eastland Port**

After being General Manager ports for a number of years, he was promoted to Chief Operating Officer Regional Infrastructure and then CE. Andrew's role encompasses the ports sector and all non-energy related infrastructure projects and businesses. He previously worked offshore in project management positions before returning to New Zealand to complete a Masters in Engineering Management. Andrew started with Eastland in 2004.



**Todd Dawson, Chief Executive, Napier Port**

Todd joined Napier Port in January 2018, bringing broad commercial experience across the transport and logistics sectors. He is Chair of Napier Port's intermodal joint venture at Longburn and director of Total Advantage Group in Auckland. Prior to Napier Port, Todd led strategic partnerships and new ventures at Kotahi Logistics. He has over 20 years' experience behind him, having worked on international projects including the transformation of UK supermarket Sainsbury's supply chain. He has previously held senior roles at IBM, Toll New Zealand and Mainfreight.



**Simon Craddock, Chief Executive, Port Taranaki**

Simon joined as Port Taranaki CE in October 2021, following a career spanning professional services, engineering, aviation, and governance. He has a background in corporate strategy, operations and performance improvement, having held senior management positions at Air New Zealand and having worked at Deloitte and Fisher & Paykel Healthcare. Before taking up the role at Port Taranaki, Simon operated consulting practice Orua Strategic Advisory, which worked with boards and senior executives on strategy, transformation, operations, technology development and performance improvement.



**Anthony Delaney, Chief Executive, CentrePort**

Anthony was appointed CentrePort CE in May 2022, having previously held the roles of General Manager Regeneration, and General Manager Infrastructure and Environment since joining CentrePort in 2016. He has acted as a project director on major infrastructure projects in both Australia and New Zealand. Anthony is experienced in the planning and delivery of projects, and the asset management of large scale infrastructure businesses. He has a civil engineering degree, and a Bachelor of Commerce, from the University of Wollongong.



**Rhys Welbourn, Chief Executive, Port Marlborough**

Rhys has over 15 years' experience in the port and marine infrastructure sector in NZ. His background in business management and civil engineering means he is well placed to understand the drivers behind investment decisions, the importance of providing quality infrastructure and the need for excellent service delivery for port and marina users.



**Matt McDonald, Chief Executive, Port Nelson**

Matt joined Port Nelson in 2008 and became General Manager Operations in 2017. This role has a broad commercial, cargo, and customer focus. Matt has bachelor's and master's degrees in civil engineering and has worked in infrastructure business across Australasia and the UK. He is also a director of Nelson Airport. Matt assumed his new role as CE in November 2024.



**Graeme Sumner, Chief Executive, Lyttelton Port**

Graeme became Lyttelton Port Company's CE in September 2023. His executive experience includes CE of Airways New Zealand. Before joining Airways New Zealand in 2017, Graeme held various leadership roles in New Zealand and Australia, including Managing Director of Service Stream, Managing Director of Transfield Services New Zealand and Managing Director of Siemens New Zealand. Earlier, Graeme held General Manager level roles with New Zealand Post, Contact Energy and Telecom.



**Phil Melhopt, Chief Executive, PrimePort Timaru**

Phil joined PrimePort as CE in December 2014. Phil has held Chief Executive roles in both local government and state-owned enterprise sectors. His background also includes logistics and sales management in both the forestry and FMCG sectors. Phil was the inaugural chairman of the Otago Rural Fire Authority and has an active interest in rural fire management.



**Kevin Winders, Chief Executive, Port Otago**

Kevin joined Port Otago as CE in February 2017. He has been Chief Operating Officer at Silver Fern Farms and had roles with PGG Wrightson, Contact Energy and KPMG.



**Nigel Gear, Chief Executive, Southport**

Nigel has 25 years' experience in the port industry and has held positions in commercial, operations and finance at South Port. Nigel is currently an appointed board member of the Southland Chamber of Commerce and represents business interests on the New Zealand Oil and Gas Southern Community Panel. Prior to joining South Port, Nigel worked in the meat and oil sectors.





26 February 2025

OC250124

Hon James Meager

Action required by:

Acting Minister of Transport

Monday, 18 March 2019

## PROGRESS TOWARDS A NATIONAL AVIATION POLICY STATEMENT

### Purpose

This briefing informs you about the Interim Aviation Council (the Council) and outlines progress on the draft National Aviation Policy Statement (NAPS) to test your comfort with the Council's approach.

### Key points

- The Council was set up in March 2024 to drive system leadership, direction and performance across the aviation sector. The Council comprises senior leaders from the public and private sectors and meets every two months.
- The Council's top priority is to develop a NAPS to set out a shared vision that will act as an enduring direction for the aviation system. The Council is leveraging the wide-ranging aviation-related interests of its members and networks to develop the forward-looking NAPS. The NAPS will describe where the sector and government want to get to by 2035 and set out pathways and actions to achieve this ambition.
- You have an opportunity to give feedback on the NAPS so that it reflects your priorities for the aviation sector. An outline of the draft NAPS is attached in **Annex 1**, for your initial comment.
- The Council would welcome your attendance at one of its upcoming meetings (26 March or 26 June). These are held at the Ministry's offices, but you could also attend by Teams if that suited your diary better.

### Recommendations

We recommend you:

- |   |   |          |
|---|---|----------|
| 1 | <b>agree</b> for us to continue developing the draft National Aviation Policy Statement based on the outline provided | Yes / No |
| 2 | <b>provide feedback</b> on the outline of the draft National Aviation Policy Statement                                | Yes / No |

3 agree to attend an upcoming Council meeting.

Yes / No

Either: 26 March or 26 June

*Siobhan Routledge*

Siobhan Routledge  
Director, Aviation

26 / 02 / 2025

Hon James Meager  
Acting Minister of Transport

..... / ..... / .....

Minister's office to complete:

Approved

Declined

Seen by Minister

Not seen by Minister

Overtaken by events

Comments

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Contacts

Name	Telephone	First contact
Siobhan Routledge, Director, Aviation	s 9(2)(a)	
Carolina Durrant, Principal Advisor, Aviation		✓
Natalie Howell, Senior Advisor, Aviation		

## PROGRESS TOWARDS A NATIONAL AVIATION POLICY STATEMENT

- 1 In February 2021, an independent panel was commissioned to undertake a high-level, first principles review of the air navigation system. The Panel's May 2023 report took a wider view rather than focussing just on the air navigation system. The Panel found:
  - 1.1 aviation is important to New Zealand, a remote island nation - it supports regional connectivity, national and international tourism, agriculture and emergency response. Having a full picture of the benefits currently delivered by the aviation system will provide a baseline against which to track future gains and target investment
  - 1.2 the aviation system is safe and well-regarded, but changes are needed to address emerging technologies and new risks
  - 1.3 a lack of system thinking and leadership is causing the system to lag in adapting to rapid changes, including to geopolitical shifts, risking integrity, performance, security, and resilience. For example, technological advances and increasing digitalisation is facilitating growth in uncrewed aircraft and creating new modes of access and new services, such as the use of air taxis or eVTOLs (electric Vertical Take-Off and Landing vehicles) - to carry passengers or cargo in urban and suburban areas. Geopolitical shifts are affecting everything from flight routing to regulatory frameworks and the cyber risk landscape.
- 2 The Panel's nine recommendations aimed to strengthen the system to seize future opportunities and challenges. The Panel proposed that focusing on system leadership was the first priority. The Panel recommended that system leadership be driven through:
  - 2.1 A ministerially-appointed interim and then permanent Aviation Council with whole-of-system oversight responsibilities
  - 2.2 A new and long-range National Aviation Policy Statement (NAPS)
  - 2.3 A Flight Plan for New Zealand, a medium-term direction for aviation and air navigation.
- 3 These foundational actions were seen as being important to set the direction and parameters for considering the other recommendations.
- 4 In response, in March 2024 the Ministry convened the Interim Council to provide a whole-of-system perspective on the current and future direction of aviation, focusing on system-level strategy, performance, change management and thought leadership. The Council is made up of senior leaders from the public and private sectors (listed in **Annex 2**) and has strong buy-in from its members.
- 5 Communication with and buy-in from the wider sector is important as it ensures transparency. To this effect, the Ministry has established a web page on the Ministry website for the work being undertaken by the Council.

*The NAPS is intended to support a future-focused aviation sector by setting out a shared ambition for aviation*

- 6 Developing a NAPS is the Council's top priority, and it plans to complete this by June 2025. The Council has identified topics that are areas of significant challenge and opportunity for inclusion in the NAPS.

- 7 The NAPS will describe matters of national significance to the aviation system and how these will contribute to achieving the Council's ambition. It will also look at how the aviation sector can thrive over the next ten years, maximising its contribution to economic growth for key sectors such as agriculture, its role in facilitating trade, and tourism. The NAPS will guide and inform further work.
- 8 In November 2024, the Council met with the previous Minister of Transport. The previous Minister said he wanted a short NAPS that included longer-term aspirations and specific actions. He suggested we could model the NAPS on the "New Zealand's Road Safety Objectives" document.<sup>1</sup>
- 9 Informed by the previous Minister's direction and the Council's working papers so far, the Ministry is writing the first draft of the document for feedback and input from the Council. An outline of the draft NAPS that describes the draft content is attached as **Annex 1**.
- 10 The attached outline provides you with:
- 10.1 the Council's long-term ambition for aviation (in full)
  - 10.2 a high-level overview of key areas that the Council has identified as priorities for the sector
  - 10.3 examples of actions that are focused on the short- to medium-term as foundational building blocks towards the Council's ambitions, to provide you with an indication of what actions could look like. Actions will help to realise the Council's long-term vision and set the foundation for longer-term initiatives.

*Your support and endorsement of the NAPS is important as it will communicate the Government's commitment to supporting the future development of the aviation sector*

- 11 We will continue to develop the NAPS with the Council. The Council would welcome your engagement on the NAPS. Your early feedback will be helpful to ensure the work meets your expectations. You will also have an opportunity to give feedback on the draft NAPS in May. We recommend that you seek Cabinet endorsement of the final NAPS.
- 12 Other work by the Council includes next steps for the development of a possible permanent Aviation Council. We will also provide you with our initial advice on this matter when we provide you with the draft NAPS in May.

Annex 1 is withheld under section 9(2)(f)(iv).

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<sup>1</sup> <https://www.transport.govt.nz/area-of-interest/safety/new-zealands-road-safety-objectives>

## ANNEX 2

The Council's membership is:



**Audrey Sonerson, Ministry of Transport (chair)**



**Carolyn Tremain, Ministry of Business, Innovation and Employment [delegate, Iain Cossar]**

Carolyn Tremain is the Chief Executive of MBIE, with over 30 years of leadership experience. She has held senior roles at NZ Customs Service and Inland Revenue.



**Keith Manch, Civil Aviation Authority**

Keith Manch is the Director of Civil Aviation and Chief Executive of the Civil Aviation Authority of New Zealand. He joined the Authority in February 2021, bringing extensive regulatory experience.



**Darryn Webb, New Zealand Defence Force**

Darryn Webb is the Chief of Air Force in the New Zealand Defence Force, with extensive experience in military aviation. He has held various leadership roles, contributing to national defence and aviation safety.



**David Morgan, Air New Zealand**

David Morgan is the Chief Flight Operations & Safety Officer at Air New Zealand, with over 40 years of service. He continues to fly for the airline, now piloting the Airbus A320.



**James Young, Airways New Zealand**

James Young is the Chief Executive of Airways New Zealand, appointed in February 2023. He previously served as the Chief Financial Officer since 2014.





**Simon Wallace, Aviation Industry Association**

Simon Wallace is the Chief Executive of the Aviation Industry Association of New Zealand. He oversees policy, advocacy, and member engagement activities.



**Carrie Hurihanganui, Auckland International Airport Limited**

Carrie Hurihanganui has been the Chief Executive of Auckland Airport since February 2022. She previously held senior roles at Air New Zealand, including Chief Operating Officer.



**Cath O'Brien, Board of Airline Representatives of New Zealand**

Cath O'Brien is the Executive Director of BARNZ, advocating for airline members on policy and regulatory matters. She joined BARNZ in August 2022 after five years at Air New Zealand.



**Catherine MacGowan, Wisk Aero**

Catherine MacGowan is the Asia Pacific Region Director at Wisk Aero, leading operations and expansion in the region. She has over 23 years of experience, including leadership roles in the New Zealand Defence Force.



**Mahanga Maru, Air Ruatoria**

Mahanga Maru is the founder of Air Ruatoria, providing aviation services in the Ruatoria region. He has a background in charter work and instructing, with a passion for flying and community service.



**Andrew McKeen, New Zealand Airline Pilots Association**

Andrew McKeen is the President of the New Zealand Airline Pilots Association, responsible for the union's business affairs. He ensures NZALPA operates efficiently and effectively.



**Billie Moore, New Zealand Airports Association**

Billie Moore is the Chief Executive of the New Zealand Airports Association, advocating for the interests of New Zealand's airports. She focuses on policy, regulatory issues, and industry collaboration.



**Bob Henderson, New Zealand Aviation Federation**

Bob Henderson is the President of the New Zealand Aviation Federation, promoting aviation safety and standards. He has a background in both civil and military aviation, with a focus on pilot training and advocacy.

The Council's terms of reference and brief summaries of its meetings are available on the Ministry's website here: <https://www.transport.govt.nz/area-of-interest/air-transport/interim-aviation-council>.

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20 February 2025

OC250099

**Hon Chris Bishop**  
**Minister of Transport**

## QUARTERLY TRANSPORT SECTOR ORGANISATIONS MEETING, FEBRUARY 2025

### Snapshot

This is a meeting with stakeholders from the motor vehicle industry. Minister Brown held quarterly meetings with this group. They are an opportunity for the sector to raise top-of-mind issues with you.

<b>Time and date</b>	<b>5.00pm – 6:00pm, 25 February 2025</b>
<b>Venue</b>	Executive Wing 6.3
<b>Attendees</b>	Simon Douglas, Automotive Association (AA) David Boyce, NZ Trucking Association (NTA) James McDowall, Motor Trade Association (MTA) Lee Marshall, Motor Trade Association (MTA) Greig Epps, Imported Motor Vehicle Association (VIA) Aimee Wiley, Motor Industry Association, (MIA) Dom Kalasih, Transporting NZ, Ia Ara Aotearoa, (TNZ) Billy Clemens, Transporting NZ, Ia Ara Aotearoa (TNZ) Justin Tighe-Umbers, National Road Carriers Association (NRC)
<b>Officials attending</b>	Katrina Quickenden, Manager Regulatory Reform, Ministry of Transport s 9(2)(a), [REDACTED] Amy Moorhead, NZ Transport Agency Waka Kotahi (NZTA)
<b>Agenda</b>	1 Introductions and update from group 2 Transport Priorities (including Government Policy Statement, Roads of National Significance/Roads of Regional Significance, and transition to Road User Charge) 3 Rules Reform Program 4 Industry Engagement 5 Vocational Education
<b>Talking points</b>	Included in briefing

## QUARTERLY TRANSPORT SECTOR ORGANISATIONS MEETING, FEBRUARY 2025

- 1 This meeting is with key stakeholders from the motor vehicle industry. Minister Brown last met with this group on 12 December 2024. The group has been meeting quarterly with the Minister, to discuss their highest priority issues.
- 2 The agenda was proposed by the industry. Key discussion points for each item are set out below. Biographies of meeting attendees are attached as Annex 1.

### Item 1: Introductions and update

- 3 Attendees will introduce themselves and update you on previous discussions. Several items discussed with Minister Brown in December are on the agenda for this meeting, including the rules reform programme (Item 3) and industry views on the reform of vocational education (Item 5).

### Item 2: Transport Priorities

- 4 Attendees have signalled that they want to know if you see any future changes to the priorities in the Government Policy Statement on Land Transport (GPS), the transition to Road User Charges (RUC), and the roads of national significance (RONS) and roads of regional significance (RORS) programmes.

#### *GPS*

- 5 The GPS was signed off by Cabinet prior to its release. No changes to the strategic direction of the GPS 2024 are planned.

#### *RoNS/RoRS*

- 6 NZTA is progressing the planning and delivery of the RoNS and RoRS programmes of work through the National Land Transport Programme.
- 7 NZTA will provide a portfolio view of the RoNS programme in June, including updated business cases. NZTA's Board will decide the final scope and prioritisation of the RoNS/RoRS programme once this is available.
- 8 Recent funding increases for the RoRS programme have provided additional funding for the Melling interchange and for the Brougham Street corridor improvements.

#### *Transition to RUC*

- 9 The light vehicle fleet will be transitioned to road user charges (RUC), and away from fuel tax, as early as 2027. The transition will mean that road users will be contributing to the upkeep and maintenance of the road network based on their usage, rather than the fuel consumption of their vehicle.
- 10 The work to transition to RUC is complex, looking at fundamental questions such as who will sell RUC, the future role of electronic RUC, compliance, and how to get 3.5 million vehicles into the system for the transition.

11 The Ministry of Transport (Ministry) is engaging with industry throughout the policy process. Minister Brown established the Stakeholder Reference Group for this purpose, which is made up of representatives from the transport Sector organisations, local government, and the Northern Infrastructure Forum. s 9(2)(f)(iv)

12

13 Increasing the rates of existing charges will help address the funding shortfall fund GPS 2024 and contribute to further GPSs. Cabinet has agreed to increase the annual vehicle licence from 2025 and fuel excise duty and RUC rates annually from 2027.

### Item 3: Rules Reform Programme

14 The GPS commits to a review of the vehicle regulatory system and this programme of work is currently underway.

15 Members of this group have had the opportunity to share their priorities for the Rules Reform Programme with the Ministry. You could note that you plan to continue the rules reform work programme and that their input to date has been appreciated.

16 You have received advice from the Ministry on the rules reform programme and are considering the next steps (OC241461).

17 You could outline that you expect this programme to focus initially on four areas (summarised in Annex Two):

s 9(2)(f)(iv)

18 The transport sector would like to be engaged on this programme. You could note that you are currently reviewing proposals from the Ministry, and you intend to share the details of



the work programme with this group for feedback. This is something Minister Brown previously committed to.

#### Item 4: Industry Engagement

19 In the previous meeting with Minister Brown, participants signalled their interest in jointly developing a forward legislative agenda and in establishing a “sector leadership group.” They have now asked to discuss with you the possibility of creating a ‘Ministerial Advisory Group’.

20

21 You may wish to clarify what they are looking for from a more formalised advisory group, and what kind of engagement they would like on the forward legislative programme.

22 You could also reiterate your expectation that the Ministry and NZTA continue to work closely with the sector on regulatory reform and signal the continuation of your meetings with this group.

#### Item 5: Vocational Training

23 The group will provide a short update on vocational training. During the last meeting, the group noted their concern with the 2024 review and consultation of Vocational Training. They expressed that work-based learning was not an included option in the review, and Minister Brown agreed to raise this point in discussions with colleagues.

24 Since then, the Government has added a work-based learning option to the vocational training reform and undertook targeted consultation on this option with industry in January 2025. We understand that the sector is happy with the direction that the consultation is going.

## ANNEX 1: BIOGRAPHIES

### **Simon Douglas, Automotive Association (AA)**

Simon is the Chief Policy and Advocacy Officer at AA. He Has been at AA for almost 13 years, formerly at MoT and the Ministry of Tourism.



### **David Boyce, New Zealand Truck Association (NTA)**

David is the CEO of NTA and was the founding president of the association in 1988.



### **Lee Marshall, Motor Trade Association (MTA)**

Lee is the CEO of MTA and previously worked in management in Car rental industry (Ezi Car Rental, Avis Budget Group and JUCY Group).



### **James McDowall, Motor Trade Association (MTA)**

James is head of Advocacy for MTA and a former ACT MP.



### **Aimee Wiley, Motor Industry Association (MIA)**

Aimee is the CEO and previously worked at Ford NZ, Ford Asia Pacific Product Development, and Program Director of low emission vehicles for the NZTA.



### **Greig Epps, Imported Motor Vehicle Association (VIA)**

Greig is the CEO of VIA and was previously at Insurance Council NZ and MTA.



### **Dom Kalasih, Ia Ara Aotearoa Transporting New Zealand (TNZ)**

Dom is the current CEO and previous GM at TNZ. He has worked for MoT, NZTA and Z Energy for more than a decade. Specialises in heavy freight.



### **Billy Clemens, Policy and Advocacy Lead (TNZ)**

Billy is the Policy and Advocacy Lead for TNZ and previously worked at Simpson Grierson and Police.



### **Justin Tighe-Umbers, National Road Carriers Association (NRC)**

Justin is the CE of NRC. He was previously the CE at the Board of Airline Representatives NZ and worked in telecommunications industry for 13 years.



**ANNEX 2** Land transport regulatory system problems, objectives and work areas

s 9(2)(f)(iv)

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12 February 2025

OC250068

Hon Chris Bishop

Action required by:

Minister of Transport

Wednesday, 19 February 2025

**s 9(2)(f)(iv)** ESTABLISHING A NEW METROPOLITAN RAIL OPERATING MODEL

**Purpose**

**s 9(2)(f)(iv)**

**Key points**

- The MROM was agreed by Cabinet in 2009 [EGI Min (09) 21/8]. Under the MROM there have been significant service disruptions and mounting cost pressures to deliver the planned and expected levels of service in Auckland and Wellington.

- **s 9(2)(f)(iv)**
- 
- 

- **s 9(2)(f)(iv)**
- 
- 
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- s 9(2)(f)(iv)
- 
- 

We recommend you:

- 1 s 9(2)(f)(iv)
- 2
- 3



David Wood  
 Deputy Chief Executive, Investment and  
 Monitoring

Hon Chris Bishop  
 Minister of Transport  
 ..... / ..... / .....

- Minister's office to complete:
- Approved
  - Declined
  - Seen by Minister
  - Not seen by Minister
  - Overtaken by events

Comments

**Contacts**

Name	Telephone	First contact
David Wood, Deputy Chief Executive, Investment and Monitoring	<span style="color: red;">s 9(2)(a)</span>	
Bev Driscoll, Manager, Rail		✓
Jacob McElwee, Principal Adviser, Rail		

s 9(2)(f)(iv)

## ESTABLISHING A METROPOLITAN RAIL OPERATING MODEL

### The MROM review responded to recent service disruptions and funding pressures

- 1 The MROM is the way we fund, govern, and plan for metro rail between the different central and local bodies involved. The MROM was agreed by Cabinet in 2009 [EGI Min (09) 21/8]. Since that time, metro rail has grown in scale and complexity.
- 2 Under the MROM, KiwiRail owns, operates, and maintains the below rail metro networks. Auckland Transport and Greater Wellington Regional Council (referred to as Public Transport Authorities - PTAs) plan and procure metro rail services. PTAs own and maintain metro rail rolling stock and associated facilities. PTAs access the below rail network from KiwiRail for their metro services under contractual access agreements. This creates a disaggregated operating model between above and below rail infrastructure and services.
- 3 The metro rail system has suffered significant service disruptions in recent years, including because of advanced rolling contact fatigue in Auckland<sup>1</sup> and the condition of rail infrastructure in Wellington. The MROM review was undertaken in response to these disruptions and mounting cost pressures to deliver the expected levels of service on the Auckland and Wellington networks.

s 9(2)(f)(iv)



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<sup>1</sup> Rolling contact fatigue (RCF) is the formation of cracks in the rail created by wear between the rail and the rolling wheel of a train.



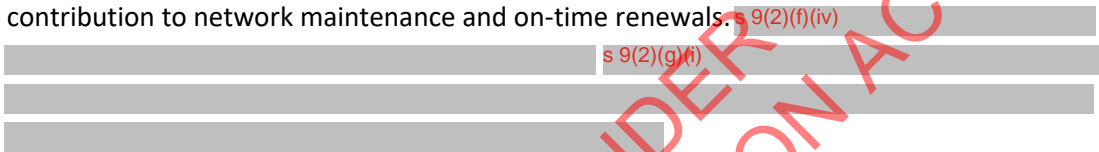
s 9(2)(f)(iv)

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s 9(2)(f)(iv)



10 Under the current funding model, PTAs negotiate with KiwiRail to determine their contribution to network maintenance and on-time renewals. s 9(2)(f)(iv)



s 9(2)(f)(iv)



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<sup>3</sup> The Rail Network Investment Programme is a three-year investment programme for the below rail network (metro and freight) with a 10-year horizon.

**We engaged with metro rail system participants during the MROM review**

- 14 We engaged with AT, GWRC, KiwiRail, the NZTA, and the Treasury throughout the MROM review. This included through the Metropolitan Rail System Steering Group, a Senior Officials Group established for the review, and through direct agency engagement.

s 9(2)(f)(iv)



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<sup>4</sup> The Railways Act 2005 requires that the providers of rail networks (Access Providers) and rail vehicle operators (Operators) must hold a Rail License. To obtain a Rail License, access providers and operators must provide the Rail Regulator (NZTA) with a Safety Case describing how safe operations will be managed.

s 9(2)(f)(iv)

s 9(2)(f)(iv)



**We understand the previous Minister was scheduling a meeting with Auckland Mayor Wayne Brown and GWRC Chair Daran Ponter**

32 We understand the previous Minister intended to meet with Auckland Mayor Wayne Brown and GWRC Chair Daran Ponters s 9(2)(f)(iv)  
. Should you wish to progress this meeting, we will support you with speaking points.

Annex 1 and 2 are withheld under section 9(2)(f)(iv) of the Act.