

# WEEKLY COVID-19 TRANSPORT SECTOR KEY INDICATORS - 18 May 2020

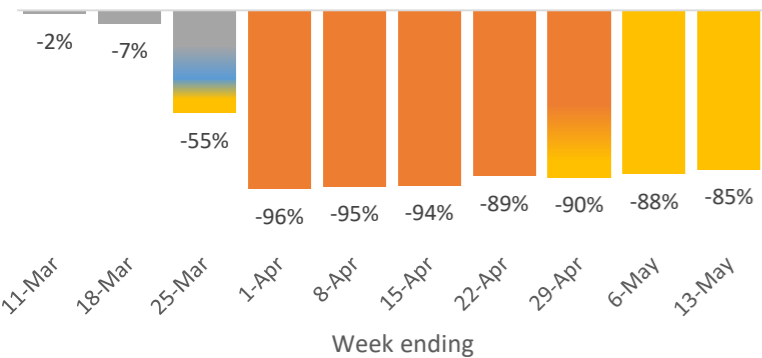
The transport dashboard contains primarily key lag indicators. Therefore, the impact of COVID-19 may not necessarily be evident immediately in the graphs. This will be updated weekly and will focus on those indicators (or components of indicators) showing an increase or decrease, when compared to the previous year. The transport dashboard is supplementary to indicators captured in other COVID-19 dashboards, such as economic indicators.

## Public Transport

### Public Transport (Bus) Patronage

(Only for Auckland, Wellington & Christchurch - vs equivalent week in 2019)

No alert level : Level 1 : Level 2 : Level 3 : Level 4



Change in public transport (bus) patronage week ending 13 May 2020 compared with previous week

18%

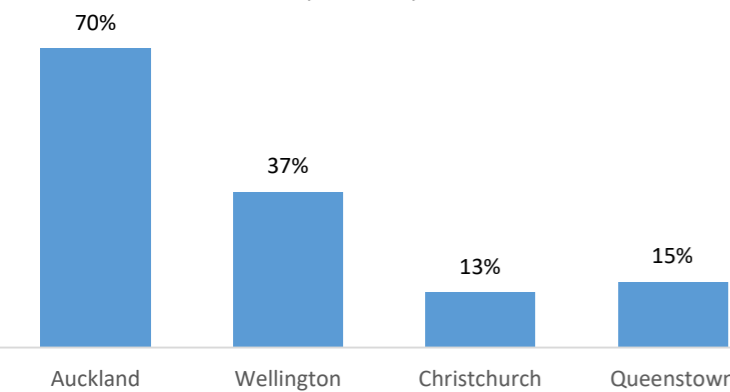
## Summary of impacts to the transport system:

- Comparisons to 2019** – The week beginning 22 April 2019 had **two public holidays** (Easter Monday and Anzac Day). This resulted in a significant change in travel patterns for that week (fewer people travelling for work, fewer services operating). This will be reflected in many of the graphs in this dashboard and some may show **different trends** from previous dashboards as a result.
- Public transport** – For the week ending 13 May, combined bus patronage for Auckland, Wellington and Christchurch **decreased 85%** compared to the equivalent week last year, but **increased 18%** compared to last week *this year*. Likewise, Auckland train and ferry patronage **decreased 90%** and **decreased 96%** respectively in the week ending 13 May compared to the equivalent week last year, but **increased 18%** and **increased 40%** respectively compared to last week *this year*. Metlink announced that under Level 2, Wellington buses will carry **40%** of capacity and trains will carry **30%** of capacity (compared to **20%** and **15%** under Level 3 respectively). Similarly Auckland Transport stated that buses, trains and ferries will operate at 43% of their capacity.
- Road traffic** – For the week ending 8 May, average speeds continue to be higher compared to the equivalent week last year for all four key urban areas, implying a **reduction** in road traffic levels. The difference is not as significant as previous weeks. Traffic count data supports this and is showing that in some cities heavy vehicle counts are now **higher** compared to the same time last year.
- Air travel** – For the week ending 13 May, international passenger arrivals **decreased 99%** compared to the equivalent week last year. There was a **decrease of 17%** compared to last week's (ending 6 May) arrivals. As of 10 May there were no flights *scheduled to arrive* in Christchurch on 16 May, but this may differ from actual flights.
- Rail freight** – For the week ending 10 May, KiwiRail's freight **decreased 18%** compared to the equivalent week last year and **increased 13%** compared to last week.
- Heavy vehicle travel** – As of 13 May 2020 the total distance heavy vehicles travel has **increased 3%** compared to 6 May 2020, and visits by heavy vehicles to ports has on average **increased 8%**. There have been marginal changes to regional proportions of travel over the last week (ending 13 May).
- Cook Strait** – For the week ending 13 May 2020, truck boardings on the Interislander **decreased 4%** compared to last week (ending 6 May) and passenger boardings **increased 15%** compared to last week.
- Imports and Exports: Sea** – Imports **decreased 38%** and exports **decreased 32%** in April 2020 compared to April 2019. Fish exports have significantly reduced in April 2020. May data is still incomplete and April data is subject to some change due to time lags in data.
- Motor Vehicle Registrations** – New and NZ-new vehicle registrations for the week ending the 13th of May decreased slightly to **around 64%** of the equivalent week in 2019.
- Fuel sales** – For the week ending 5 April compared to the weekly average pre-lockdown, retail petrol and diesel sales **decreased 80%**, similar to the traffic count change. Fuel sales at truckstops (for heavy vehicles) **decreased 54%** and jet fuel sales **decreased 83%**. However, marine fuel sales only **decreased 39%** and compared to the previous week (ending 29 March) had **increased 82%** in contrast to the other fuels whose sales have decreased compared to the same week.
- Road fatalities** – During the Level 4 lockdown (2359 hours Wednesday 25 March to 2359 Monday 27 April) there were **13** road deaths from **13** fatal crashes, during Level 3 (2359 Monday 27 April to 2359 Wednesday 13 May) there were **8** road deaths from **8** fatal crashes. There has been **4** road deaths so far for Level 2 that began at 2359 Wednesday 13 May. As at midnight 17 May there were **105** road fatalities year to date, this is **50** fewer road fatalities than the same time last year
- Self-reported behaviours and attitudes** – Over the last six weeks, attitudinal surveys were conducted as part of Waka Kotahi's Sector Research Programme:
  - During the last two weeks of surveys (both performed during alert level 3) **0%** of respondents said they had stopped using public transport because they did not think it was permitted (this is down from **17-21%** during alert level 4).
  - During alert level 4, **69%** of respondents reported walking for at least 10 minutes, at least once per week, the same as pre-Covid. There was a small but statistically significant increase to **71%** during alert level 3. Similarly, during alert level 4, **12%** of respondents reported biking, at least once per week. This increased during alert level 3 to **15%** (this was not statistically significant), the same as pre-Covid cycling.
  - Last week **55%** of respondents who normally use private vehicles to commute to work pre-Covid were still commuting to work, whereas only **34%** of respondents who normally use public transport to commute to work pre-Covid are still commuting to work (the rest have either stopped working or have started working from home).

## Road speeds

### Speed of Traffic Flowing Through Urban Areas

The change in the average travel speeds as of 8 May compared to same week last year for key urban areas.



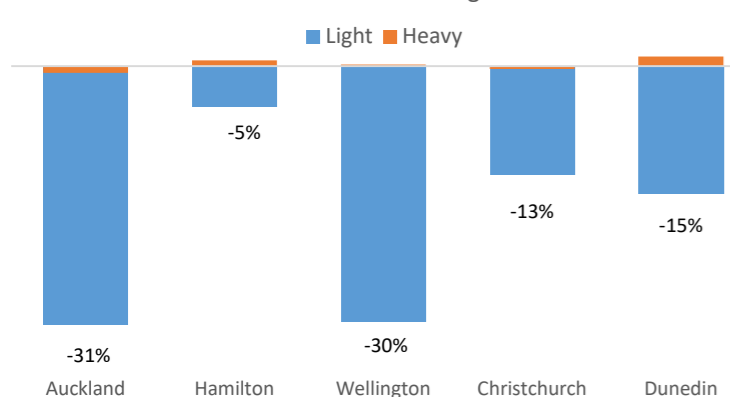
Change in average speeds as of 8 May compared with same time last week

1%

## Road Traffic Count

### Total traffic count flowing through key urban areas

Week ending 14 May compared to same week last year. Labels refer to total change

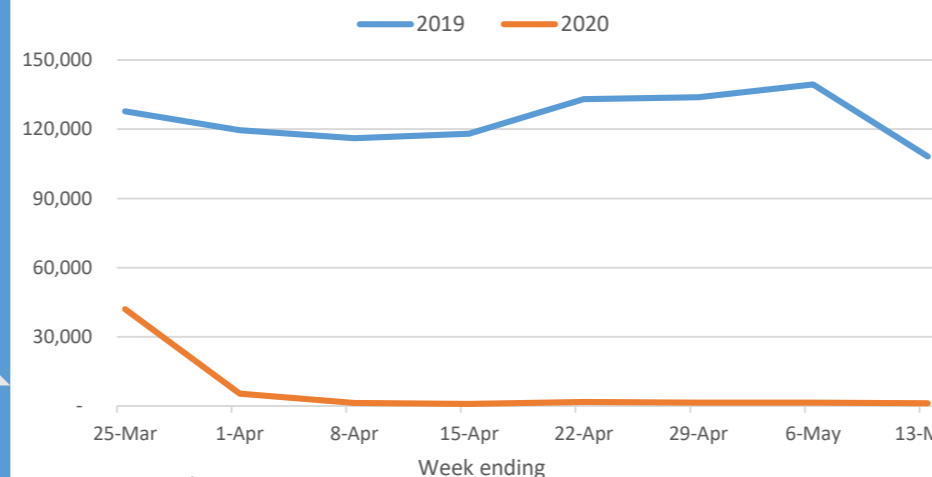


Change in traffic counts for week ending 8 May compared with previous week

35%

## Air Travel

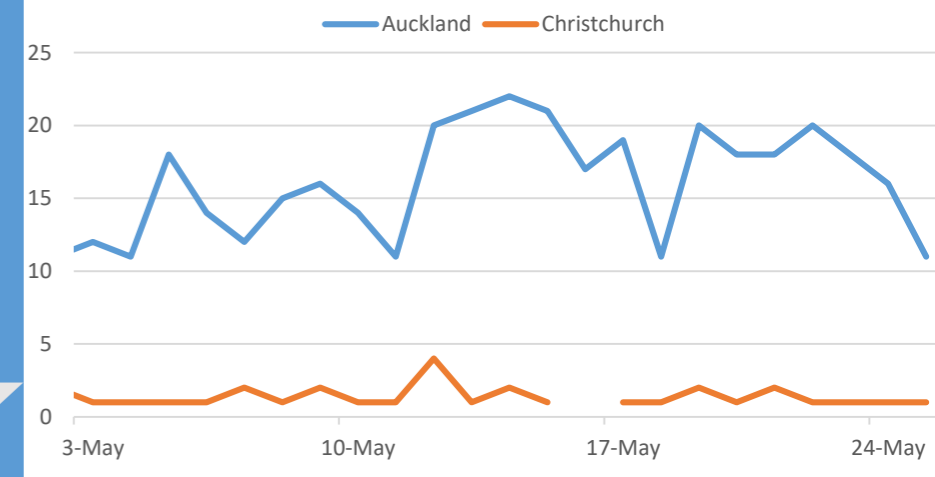
### International passenger arrivals



Decrease in international arrivals for the week ending 13 May compared with last week

17%

### International scheduled flight arrivals



Source: Airport Coordination Limited. Data current as at Monday 11 May 2020

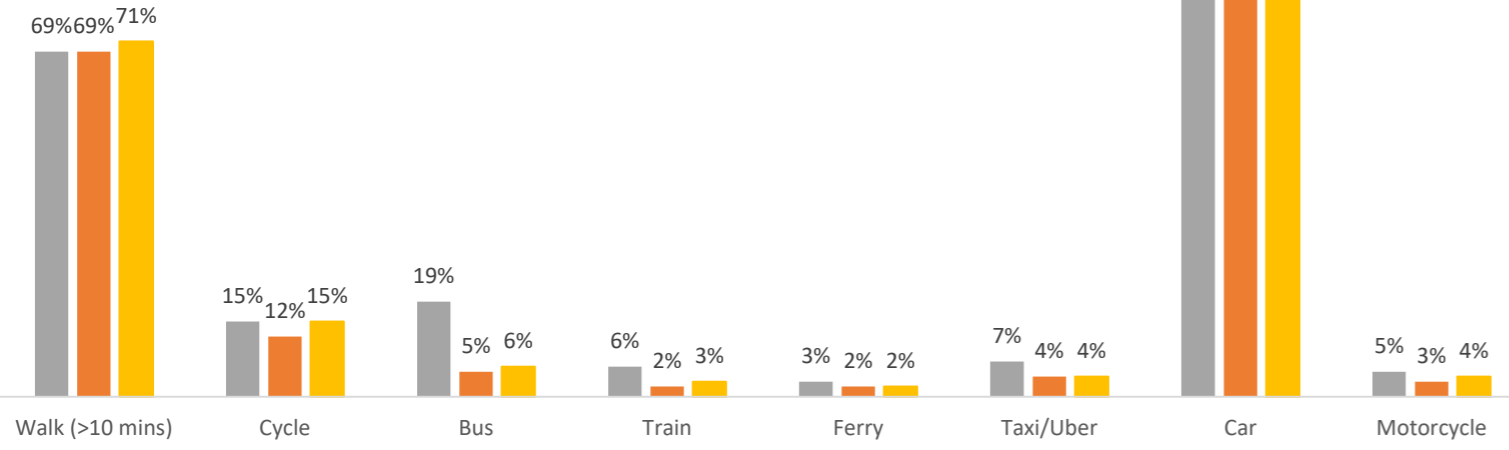
Source: Stats NZ and Customs

Source: Waka Kotahi

# Attitudinal survey results

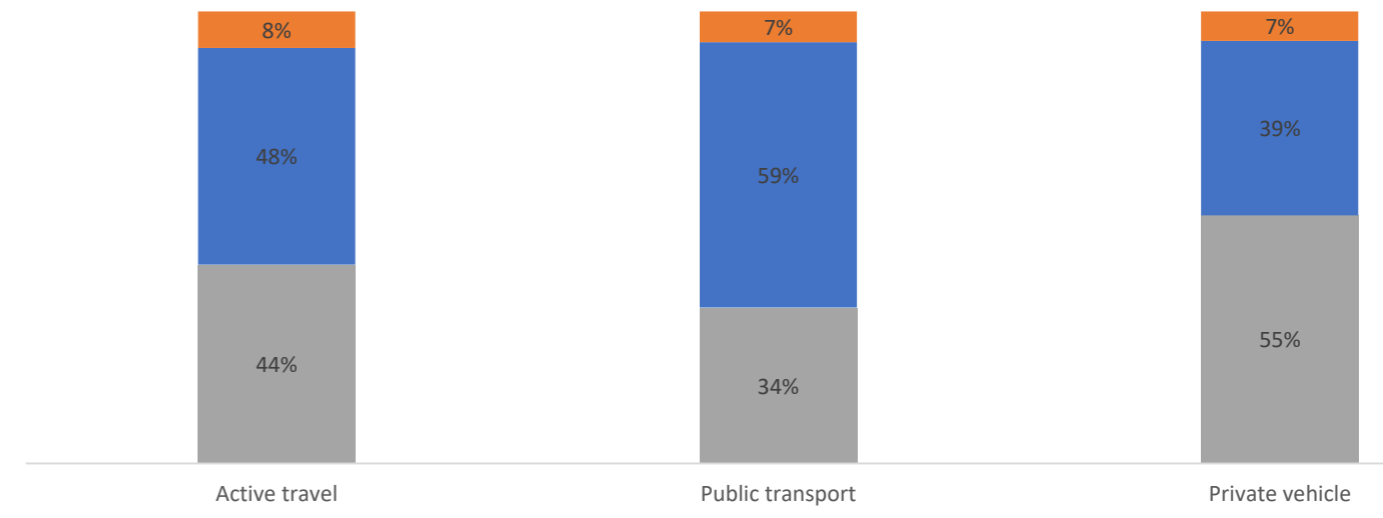
## Mode usage by % of respondents

■ Usual (pre-Covid) ■ Level 4 ■ Level 3



## Change in commuting for work behaviour

■ Still commuting ■ Started working from home ■ No longer working



Source: Waka Kotahi Sector Research Programme

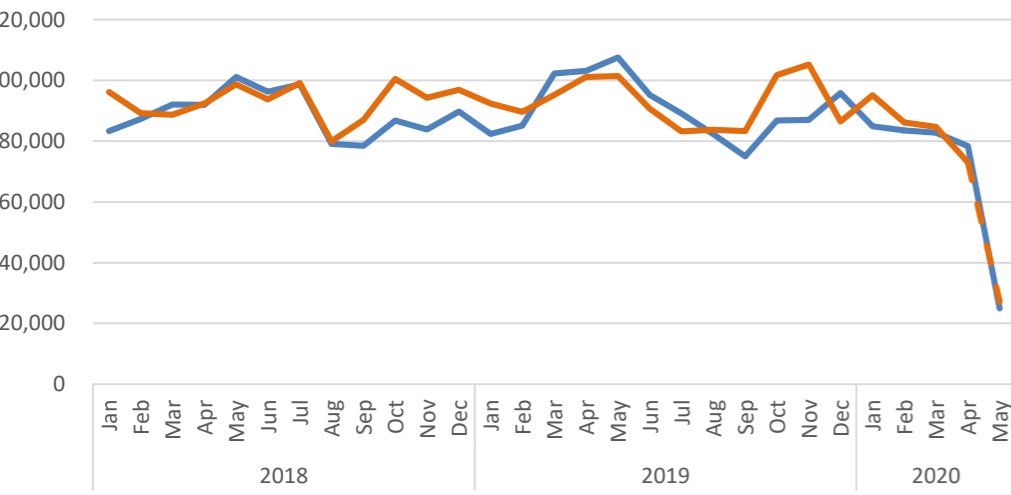
Source: Waka Kotahi Sector Research Programme

Usual (pre-Covid) commute mode

# Imports and Exports - Sea

## Imports & Exports - Containers (TEU)

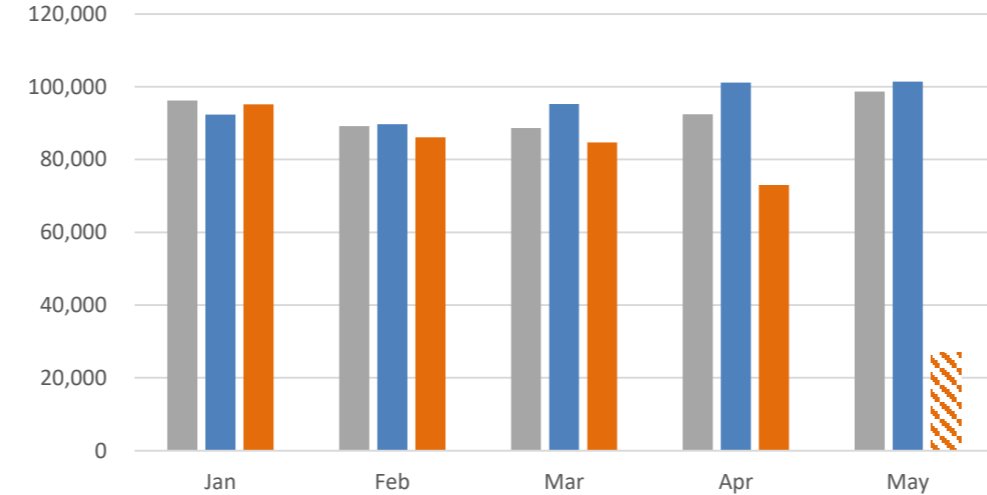
— Export — Import



Source: Ministry of Transport

## Imports - Containers (TEU)

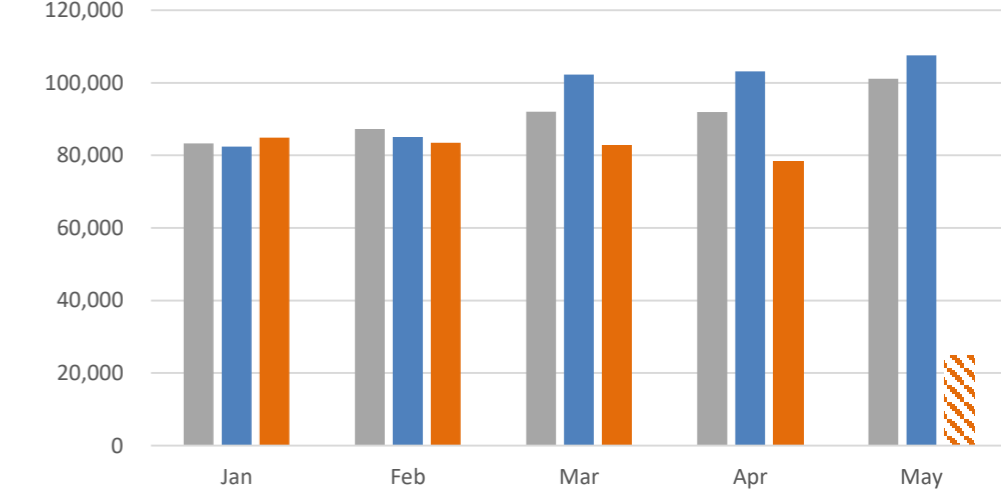
■ 2018 ■ 2019 ■ 2020



Source: Ministry of Transport

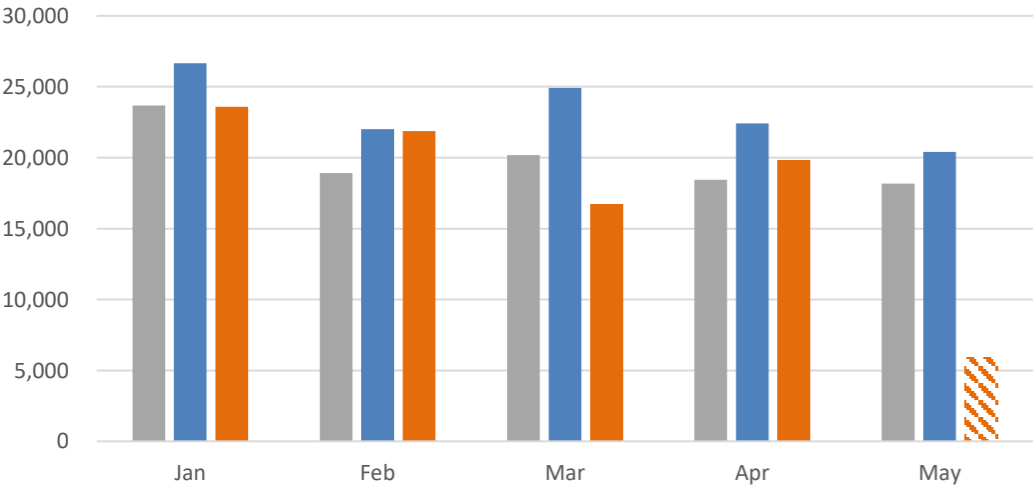
## Exports - Containers (TEU)

■ 2018 ■ 2019 ■ 2020



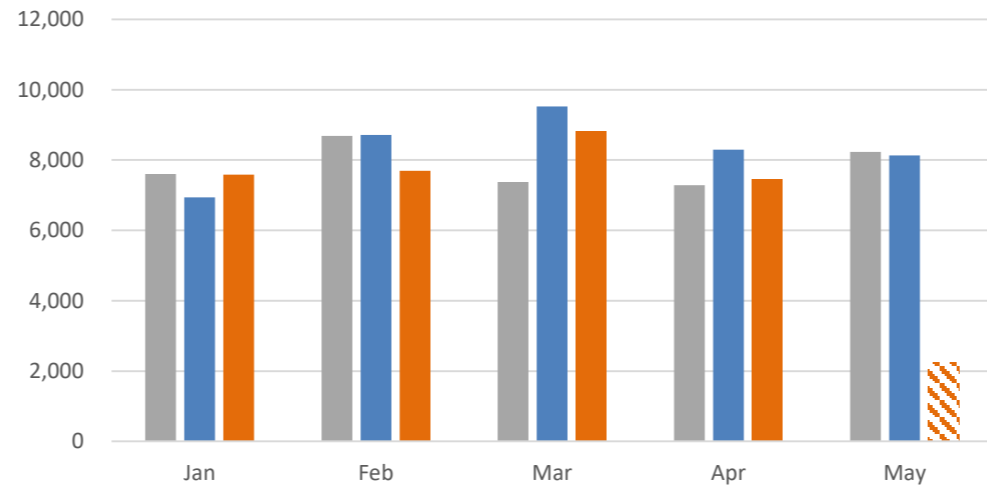
Source: Ministry of Transport

## Dairy Exports - Containers (TEU)



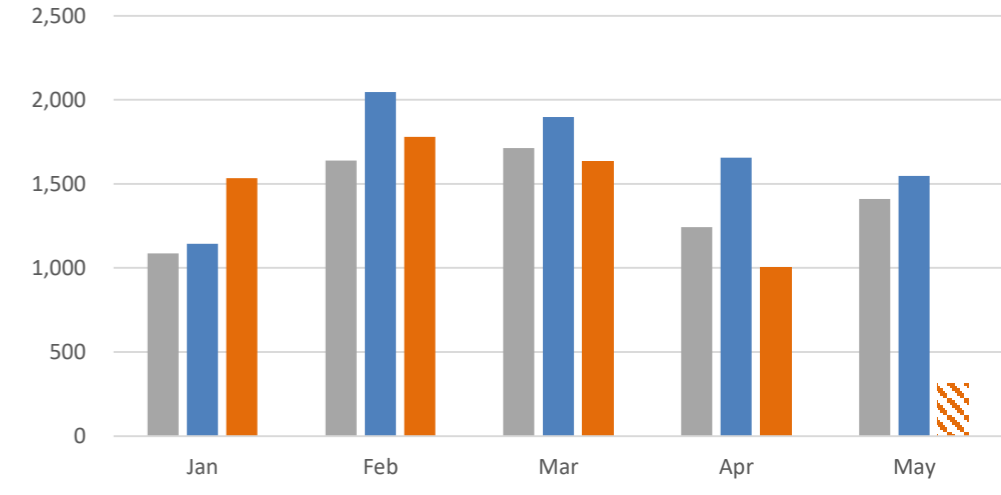
Source: Ministry of Transport

## Meat Exports - Containers (TEU)



Source: Ministry of Transport

## Fish Exports - Containers (TEU)



Source: Ministry of Transport

# Heavy vehicle travel

## Daily distance change for heavy vehicles

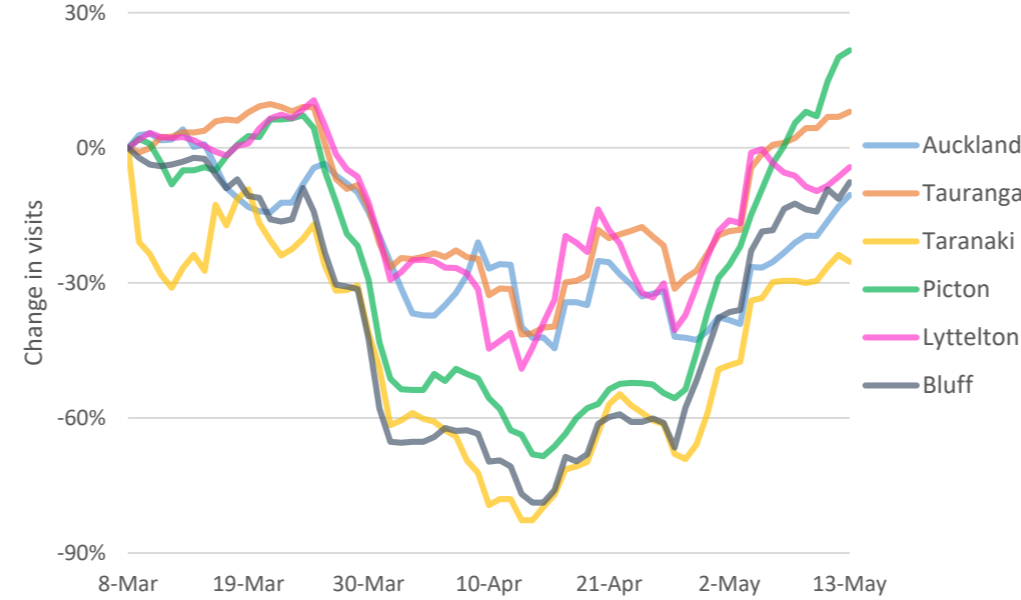
compared to 9 March 2020



Source: EROAD

## Daily heavy vehicle visits to ports

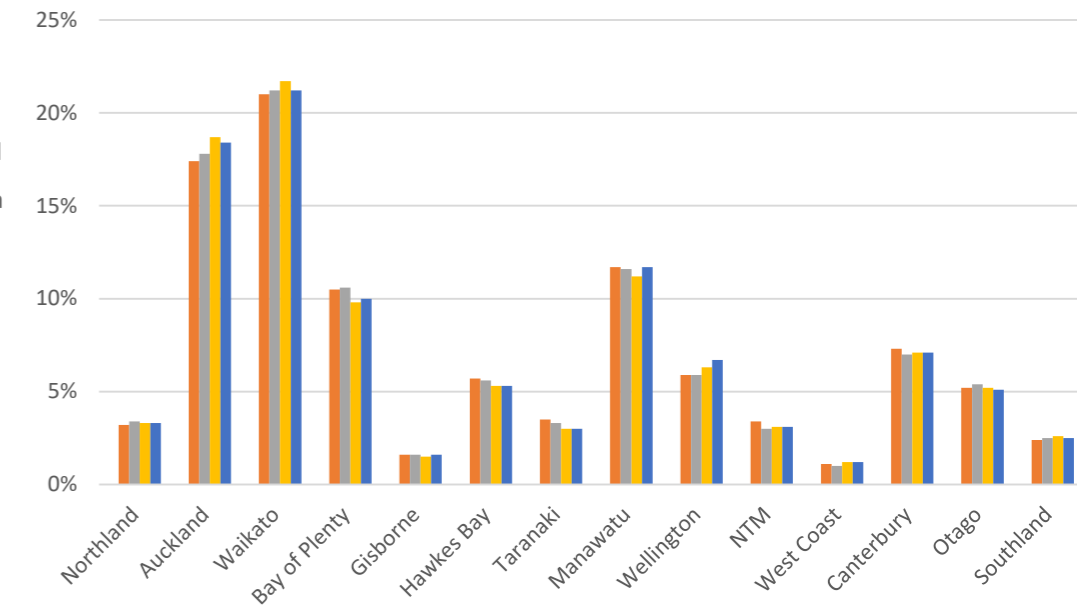
compared to 8 March 2020



Source: EROAD

## Proportion of interregional travel

■ W/C 2 Mar ■ 21-28 days ago ■ 14-21 days ago ■ 7-14 days ago ■ 0-7 days ago



Source: EROAD

### Key events:

- **28 February 2020** – First case of COVID-19 in NZ.
- **16 March 2020** – The New Zealand Government has announced temporary restrictions on travellers arriving in New Zealand from mainland China or Iran as a precautionary measure to protect against the spread of COVID-19. The restrictions prevent foreign nationals travelling from or transiting through mainland China or Iran from entering New Zealand. Cruise ships banned from entering until at least 30 June 2020.
- **20 March 2020** – The New Zealand border is closed to anyone who is not a New Zealand citizen or permanent resident. In light of this, we anticipate a further significant decline in international air traffic.
- **21 March 2020** – Government announces COVID-19 alert system, and the country is initially set at Alert Level 2.
- **23 March** – Government moves country to Alert Level 3. Surge in demand for domestic air and inter-island services.
- **25 March** – A State of National Emergency is declared. At 11.59pm the country moves to Alert Level 4 and will remain at this level for at least four weeks.
- **26 March** – Public transport becomes free but can only be used by essential workers or for essential trips. Shared e-scooter services suspended.
- **27 March** – Domestic air travel and Cook Strait passenger services restricted to essential workers only.
- **3 April** – Foreign nationals returning home will be deemed “essential travel” and will be allowed to travel domestically (by air or land). Foreign governments can arrange charter flights to repatriate their citizens currently in New Zealand.
- **10 April** – Every Kiwi boarding a flight to return home will have to go into mandatory quarantine for 14 days, at least. This requirement, in a government facility, is a prerequisite for anyone entering the country.
- **16 April** – To support the movement of essential freight, non-essential freight that is already in the transport system can now be distributed and received, including de-vanning and delivery to businesses and customers. All freight can also enter and leave the country. The intention of the refinement is to clear the system so essential freight can move as freely as possible. This does not change the restrictions on non-essential businesses, who remain unable to trade under Alert Level 4, except to receive goods.
- **27 April 11.59pm** – New Zealand moves country to Alert Level 3.
- **13 May 11.59pm** – New Zealand moves to Alert Level 2.

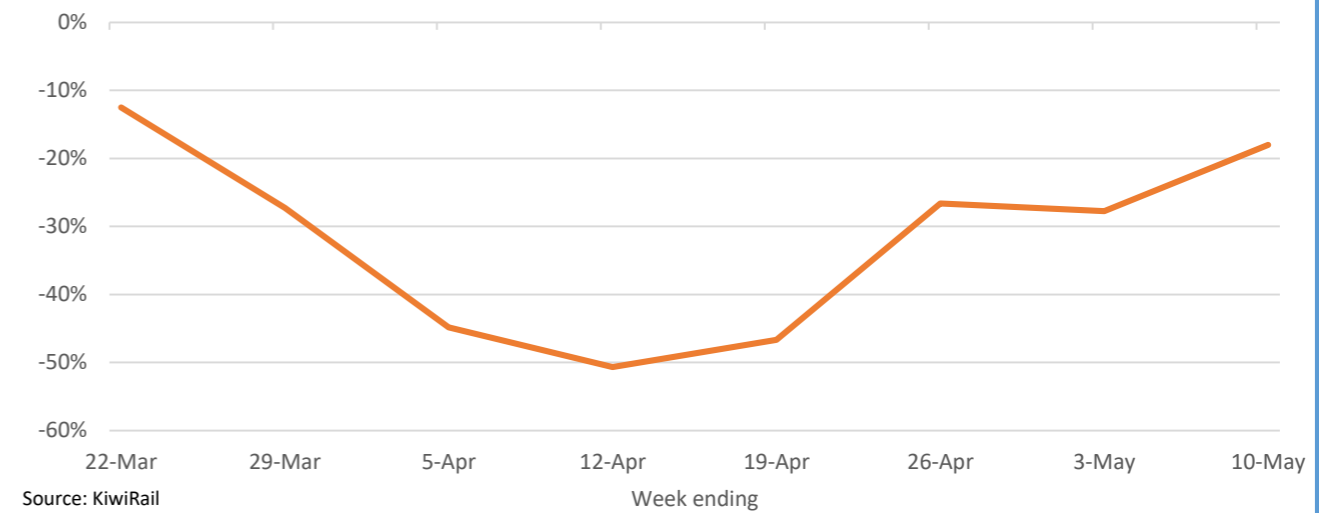
### Data enquiries:

Please refer all enquiries relating to ACL data to the Ministry of Transport in the first instance. For all other enquiries, please contact data source organisation relating to data used to generate graphs in this dashboard. Please note: We are not responsible for the quality or accuracy of data from external sources.

Ministry of Transport Freight Information Gathering System (FIGS) data presented in the graphs in this dashboard are provisional only. This data can be found within a detailed quarterly update that will be published on the ministry website: <https://www.transport.govt.nz/mot-resources/freight-resources/figs/>

## Rail Freight

### Change in rail freight compared to same week last year



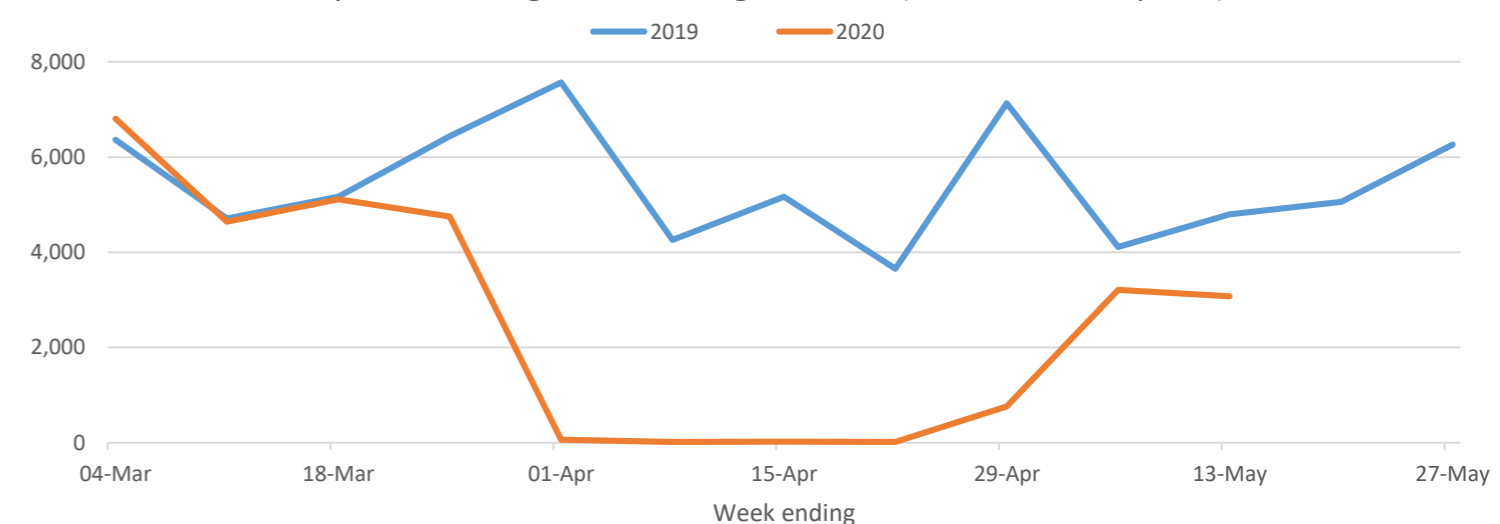
Source: KiwiRail

Rail freight compared to last week

13%

## Motor Vehicle Registrations

### Weekly total new light-vehicle registrations (new & used imports)



Source: Ministry of Transport and Waka Kotahi MVR