

Proactive Release

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

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

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

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

Weekly Report to the Minister of Transport

For the week ending 20 January 2023

Contents

1. Actions from Transport Officials' Meeting
2. Upcoming briefings
3. Key priorities
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1. Actions from transport officials' meetings

Meeting with Te Manatū Waka Ministry of Transport (the Ministry) and Waka Kotahi NZ Transport Agency (Waka Kotahi)	Due Date
Nil.	

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TE MANATU WAKA MINISTRY OF TRANSPORT

2. Upcoming briefings

Briefings to Minister Wood	Due date
Advice on next steps following Police procurement for oral fluid testing devices <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending 27 January 2023.
s 9(2)(f)(iv) <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Week ending 27 January 2023.
Meeting with the Transport Accident Investigation Commission's Chief Commissioner and Chief Executive – 1 February 2023 <i>Responsibility: Chris Jones, Acting Manager, Governance</i>	Week ending 27 January 2023.
Meeting with the City Rail Link Limited Chair and Chief Executive – 1 February 2023 <i>Responsibility: Chris Jones, Acting Manager, Governance</i>	Week ending 27 January 2023.
Auckland Light Rail Limited: Information to finalise one member's appointment <i>Responsibility: Danielle Bassan, Acting Director, Auckland Light Rail</i>	Week ending 27 January 2023. Timing dependent on progress with finalising the conflict of interest management plan
Official Information Act request from s 9(2)(a) for advice on Three Waters proposals on stormwater assets <i>Responsibility: Marian Willberg, Demand Management and Revenue</i>	Week ending 27 January 2023.
 <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Week ending 3 February 2023.
Official Information Act request from s 9(2)(a) for Weekly Reports received in December 2022 <i>Responsibility: Hilary Penman, Manager, Ministerial Services</i>	Week ending 3 February 2023.
Official Information Act request from s 9(2)(a) for Cabinet and Committee papers taken in December 2022 <i>Responsibility: Hilary Penman, Manager, Ministerial Services</i>	Week ending 3 February 2023.
Official Information Act request from s 9(2)(a) for all briefings received by the Minister relating to the work on a new revenue system for the NLTF <i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i>	Week ending 3 February 2023.

Briefings to Minister Wood	Due date
Quarterly Report on implementation progress of the Emissions Reduction Plan Transport Actions <i>Responsibility: Genevieve Woodall, Manager, Emissions Programme Office</i>	Week ending 3 February 2023.
Proactive release of Cabinet material on the Decarbonising Transport Action Plan <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Week ending 10 February 2023.
Proactive release of information on the Decarbonising Transport Action Plan <i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i>	Week ending 10 February 2023.
March Baseline Update for Vote Transport <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 10 February 2023.
Vote Transport Contingent Assets and Liabilities sign-off as of 31 December 2022 <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 10 February 2023.
Official Information Act request from s 9(2)(a) requesting final advice on the Northern Pathway reallocation of funds <i>Responsibility: James O'Donnell, Acting Manager, Programme Assurance and Commercial</i>	Week ending 10 February 2023.
s 9(2)(f)(iv) <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Week ending 17 February 2023.
Auckland Light Rail: Amending the company purpose <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	Week ending 24 February 2023.
Auckland Light Rail: Update on legislative pathway <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	TBC January/February 2023. As there is no particular risk to the pathway from delay, Ministers' Offices recommended deferring until the first quarter of 2023. This will be updated in the Ministry's Output Plan accordingly.
Governance and Delivery Options for the Waitematā Harbour Crossing Project <i>Responsibility: Karen Lyons, Director, Auckland</i>	TBC early 2023. Delayed due to complexity of analysis and illness in the team.

Briefings to Minister Wood	Due date
Auckland Light Rail Limited: Project Alliance Agreement <i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i>	TBC early 2023. There is uncertainty on when the Ministry will get the Policy Alliance Agreement from Auckland Light Rail Limited.
s 9(2)(f)(iv) <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	s 9(2)(f)(iv)
Draft Estimates 2023/24 and Supplementary Estimates 2022/23 <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 24 March 2023.
Final Estimates 2023/24 and Supplementary Estimates 2022/23 <i>Responsibility: Paul Laplanche, Chief Financial Officer</i>	Week ending 14 April 2023.
New Zealand Rail Plan – progress, priorities, cost pressures, and next steps <i>Responsibility: Harriet Shelton, Manager, Supply Chain</i>	TBC. Delayed due to internal consultation.

Briefings to Minister McAnulty	Due date
Recreational Safety Search and Rescue Review - Briefing on Proposed Consultation Approach and Timing <i>Responsibility: Bev Driscoll – Director, Recreational Safety and Search and Rescue System</i>	Week ending 27 January 2023.
s 9(2)(f)(iv) <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	

3. Key priorities

Minister Wood	
Land Transport (Road Safety) Amendment Bill	
<p>With key decisions from Cabinet in late 2022 and your recent approval on second-tier decisions [OC220991 refers], the Land Transport (Road Safety) Amendment Bill (the Bill) is currently being drafted by the Parliamentary Counsel Office (PCO). This Bill will be the legislative vehicle to respond to fleeing drivers and a range of other road safety proposals.</p> <p>s 9(2)(f)(iv)</p> <p>PROACTIVELY RELEASED BY TE MANATU WAKA MINISTRY OF TRANSPORT</p>	<p>Next steps:</p> <p>We will discuss this work at the Officials meeting on 24 January 2023.</p>
Responsibility: Megan Moffet, Manager, Regulatory Policy	

Minister Wood

s 9(2)(f)(iv)

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

Update on implementation of the Land Transport (Drug Driving) Amendment Act 2022 [legally privileged]

The Land Transport (Drug Driving) Amendment Act 2022 (the Act) is due to come into force on 11 March 2023. The Act introduces a random roadside oral fluid test (OFT) regime that allows New Zealand Police (Police) to test drivers for the presence of the most prevalent and highest risk illicit and prescription impairing drugs, similar to the alcohol breath testing regime.

Police has recently finalised a procurement process to assess currently available OFT devices. Police has been unable to find a device it is prepared to recommend to the Minister of Police, on the basis of accuracy and specificity concerns. Although we were aware OFT devices had some limitations, the full extent was not known until completion of the procurement process.

s 9(2)(h)

Next steps:

We will provide you with joint advice seeking your preferred way forward in the week ending 27 January 2023.

Responsibility: Helen White, Manager, Mobility and Safety

Minister Wood

Responsibility: Danielle Bassan, Acting Manager, Auckland Light Rail

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

Responsibility: Helen White, Manager, Mobility and Safety

Minister Wood

[RESTRICTED] Procurement Work Programme – January Update

s 6(a)

Responsibility: Nick Paterson, Acting Manager, Resilience and Security

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[RESTRICTED] Procurement Work Programme – January Update (cont.)

s 6(a)

Responsibility: Nick Paterson, Acting Manager, Resilience and Security

Release of draft national EV charging strategy for public consultation

A draft of *Charging our future: A long-term electric vehicle charging strategy for Aotearoa* has been approved by Cabinet. s 9(2)(f)(iv)

Responsibility: Responsibility: Holly Walker, Manager, Environment and Emissions Strategy

Next steps:

We will discuss next steps with you at the officials meeting on 24 January 2023.

Government Policy Statement 2018 on Land Transport (GPS 2018): Two Evaluations - Work Programme Update

Your Office has received two reports, *Government Policy Statement on land transport (GPS) 2018 Evaluation* and *An Evaluation of modal shift in the Government Policy Statement (GPS) on land transport*. Below is a summary of the key points

The Ministry recently completed two independent evaluations of GPS 2018.

1. The first focused on whether land transport investments were delivered in a manner aligned with GPS strategic priorities over 2018 - 2021.
2. The second focused on how the GPS supports mode shift and where improvements can be made to enhance the impact of mode shift in future GPS iterations.

The evaluation reports will be published on the Ministry's website.

Evaluation 1: GPS 2018 investments and their intended results 2018 - 2021

This evaluation focused on identifying the *influence* of GPS 2018 on transport investment decision-making and planning during 2018-21. The long lead-in time required to realise the effects of investment fully meant that it was too early to assess the success of GPS 2018 on broader transport outcomes.

The evaluation used a mixed methods approach that involved quantitative (investment) and qualitative (interview) data. The key evaluation findings were:

1. GPS 2018 was regarded by key stakeholders as a catalyst for a broader understanding of land transport and the land transport investments needed to address transport priorities.
2. Investment data showed that GPS 2018 funding noticeably shifted towards public transport, road safety promotion and road policing, and to some extent to walking and cycling improvements, aligning with the GPS's access, safety, and environmental objectives.
3. The signals within GPS 2018 were picked up in investment decision-making by Waka Kotahi; it triggered a review and revision of the Investment Decision-Making Framework (IDMF). However, the timing of the GPS limited its influences on Regional Land Transport Plans (RLTPs) outside of Auckland.
4. NLTF investment priorities were an important driver of decision-making and implementation, but they may only have a significant impact if they are integrated with other levers such as regulation, pricing, land reform and social planning.

The evaluation has identified potential improvement opportunities for GPS iterations that include:

- Designing GPS iterations to consistently build delivery momentum while providing strong strategic direction for transformative change.
- Aligning GPS investments with broader government policy settings.
- Enhancing GPS integration with other investment levers to achieve desired transformations.
- Continuous monitoring and evaluation to assess the impact of GPS investments on transport system outcomes.
- Strengthening the connection between policy objectives and baseline expenditure to mitigate cost increases of the transport investment programme over time.

Next steps:

For your information only – no next steps.

Government Policy Statement 2018 on Land Transport (GPS 2018): Two Evaluations - Work Programme Update (cont.)

Evaluation 2: Supporting GPS mode shift and enhancing impact

This report generates insights into how GPS 2018 supports mode shift and where improvements can be made to enhance the impact of future iterations of the GPS in this area.

The key findings of this review are:

1. The NLTPs 2018 and 2021 reflected those GPS 2018 signals that prioritised mode shift.
2. The magnitude of the observed post-2018 increase in mode shift-promoting activities and costs was small relative to the NLTP.
3. The ability to achieve substantial mode-shift through the NLTP will likely be constrained by long-standing priorities embedded within the network.
4. There may be barriers to incorporating known non-transport drivers of mode shift in the New Zealand context as part of a smarter, more strategic, and more effective investment in mode-shift interventions. Barriers include:
 - a. a lack of alignment across other types of infrastructure, e.g. missed opportunities to implement mode shift projects for flood protection work
 - b. varying levels of political will within councils for mode shift
 - c. land use difficulties, such as fitting urban form projects, such as town centre developments, into activity classes

The evaluation has identified potential improvement opportunities for future GPS iterations, as follows:

- Introducing a longitudinal capacity to the Waka Kotahi Transport Investment Online platform will enable more efficient evaluations of the impact of the GPS investments on mode shift over time, and will increase the transparency of transport investment.
- There is a need to work closely with stakeholders on indicator and evaluation priorities for mode shift to increase the value of reporting and to assist with mode shift prioritising and funding.
- Continuous monitoring and evaluation are required to assess the impact of GPS investments on mode shift outcomes.
- Monitoring and benchmarking of all modes within the network would allow for a better evaluation of the effectiveness and efficiency of changes to the transport system.

Recommendations from both reports will be implemented as part of the following:

- The delivery and implementation of GPS 2021
- GPS 2024 development
- Ongoing improvements to the Ministry's monitoring and evaluation functions.

Responsibility: Joanne Leung, Chief Economist and Manager, Research, Economics and Evaluation

Minister McAnulty

Stakeholder engagement on the Air Navigation System Review

The review Secretariat is coordinating a series of stakeholder workshops, scheduled for early – mid February 2023. The workshops will comprise targeted discussions testing the direction of the review panel's final recommendations to Government.

The workshops will include industry and sector stakeholders, Ngā Rau o te Ao Hou (the review Māori reference group) and officials from the Treasury, MBIE, the Defence Force, and DPMC. Officials may brief their Ministers on points raised at the workshops and the direction of the panel's thinking.

Following the workshops, the panel will meet with senior leaders from the Ministry, Civil Aviation Authority (CAA), and Airways on a no-surprises basis to summarise the workshop results and likely direction of its final recommendations.

Responsibility: Eve Tucker, Acting Manager, Economic Regulation

Next steps:

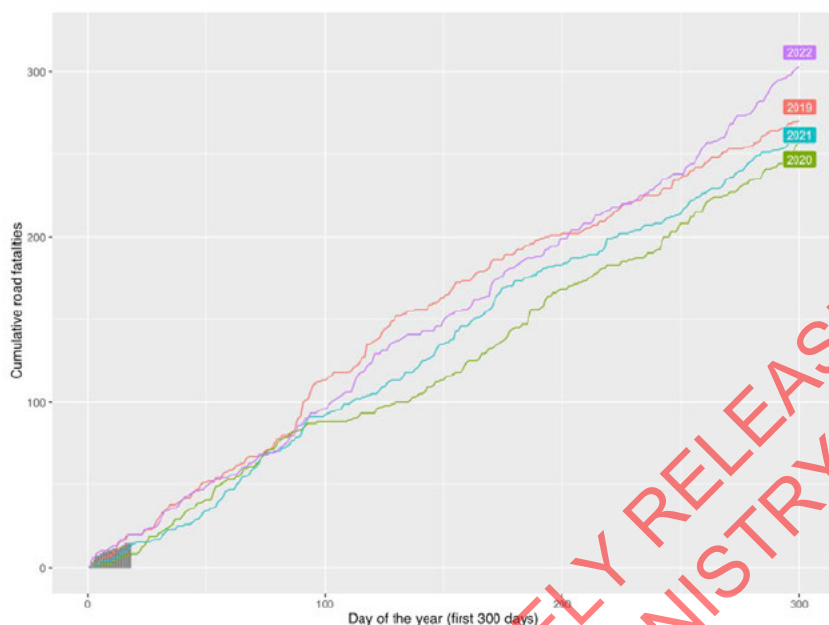
We will inform you of any significant issues arising from the workshops and senior agency leader briefings.

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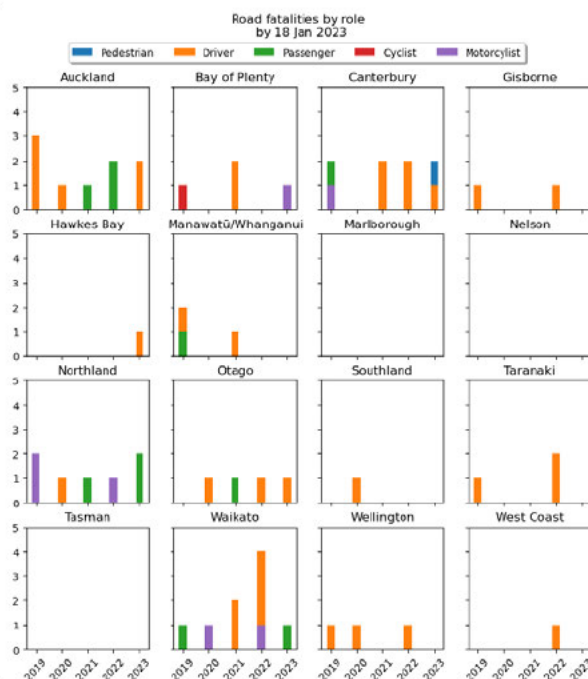
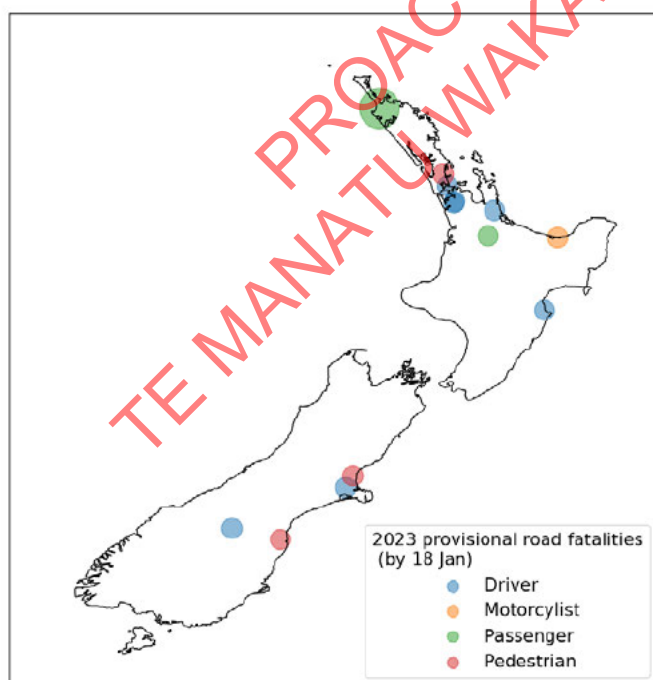
Year to date road fatalities

Cumulative road fatalities to 18 January 2023 are **14**, this is 6 fewer fatalities than the same date in 2022. A year-to-date comparison is shown in the table below:

crash month	2019	2020	2021	2022	2023
Jan	20	7	11	20	14
Total	20	7	11	20	14



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.



Responsibility: Jade Mackay, Acting Manager, Analytics and Modelling.

Clean car and electric vehicle registrations

Clean car and electric vehicle registrations and fleet size overall summary:

Updated on 15 January 2023 for vehicles registered before midnight 14 January 2023.

Registrations

Week ending 15 January	2,295 (1146 more than previous)
December 2022	8,657 (1,231 less than previous)
Year to date 2022	3,447 (1,282 more than previous)

Fleet





Heavy motor vehicles	3
Light motor vehicles	2,278
Motorcycles	14

This report includes vehicles with CO₂ emissions of 146g/km and less (3-phase Worldwide Harmonised Light Vehicle Test Procedure) (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

A record **402 zero emission vehicles** registered this week.







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	386	14	402	249		78	1130
Low (1-56g/km)	0	81	0	81	36		2	364
Moderate (57-146g/km)	0	1811	0	1811	860		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	337	46	383	241		19	1026
Bus	1	0	1	-2		1	20
Van	1	0	1	1		1	34
Truck	0	0	0	0		1	3
Motorcycle	14	0	14	10		1	46
Other	2	1	3	-1		1	37

Battery Electric Vehicles

Fleet size

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		46155	1.055
Zero (0g/km)	Motorcycle	NA		2348	0.054
Zero (0g/km)	Other	NA		116	0.003
Zero (0g/km)	Van	NA		1319	0.030

EV (Battery electric) HEAVY vehicle Fleet

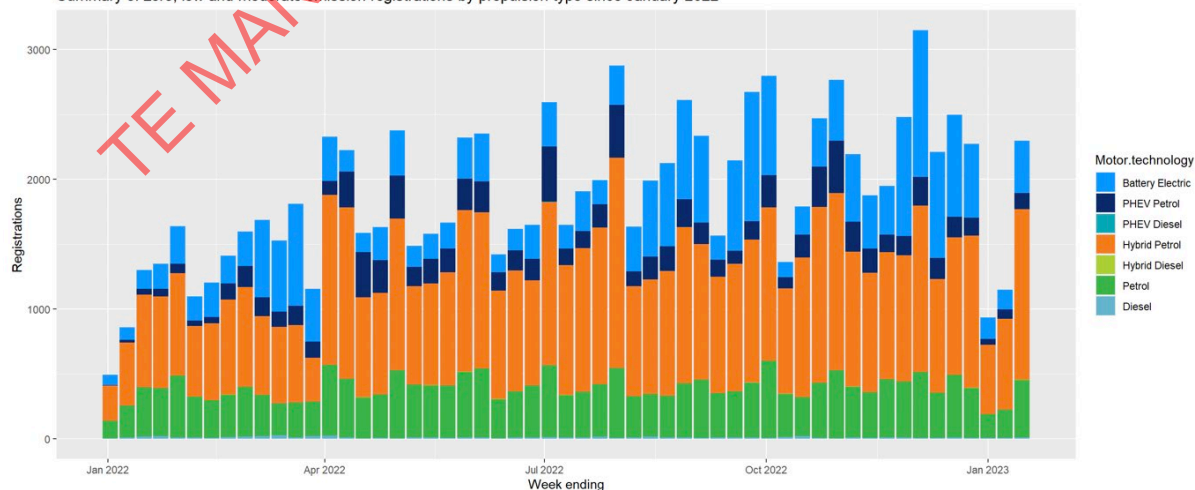
CCD.band	Vehicle_gp	Fleet size 2017	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Bus	NA		252	0.089
Zero (0g/km)	Other	NA		135	0.048
Zero (0g/km)	Truck	NA		132	0.046

Graphical summary of registrations:

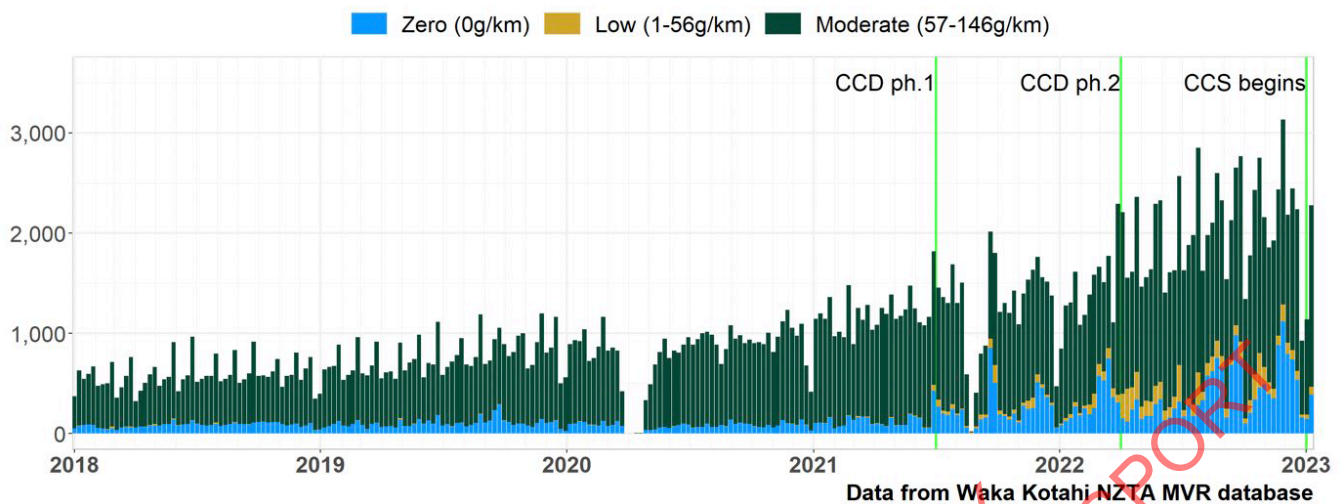
Summary of zero, low and moderate emission registrations since January 2022



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

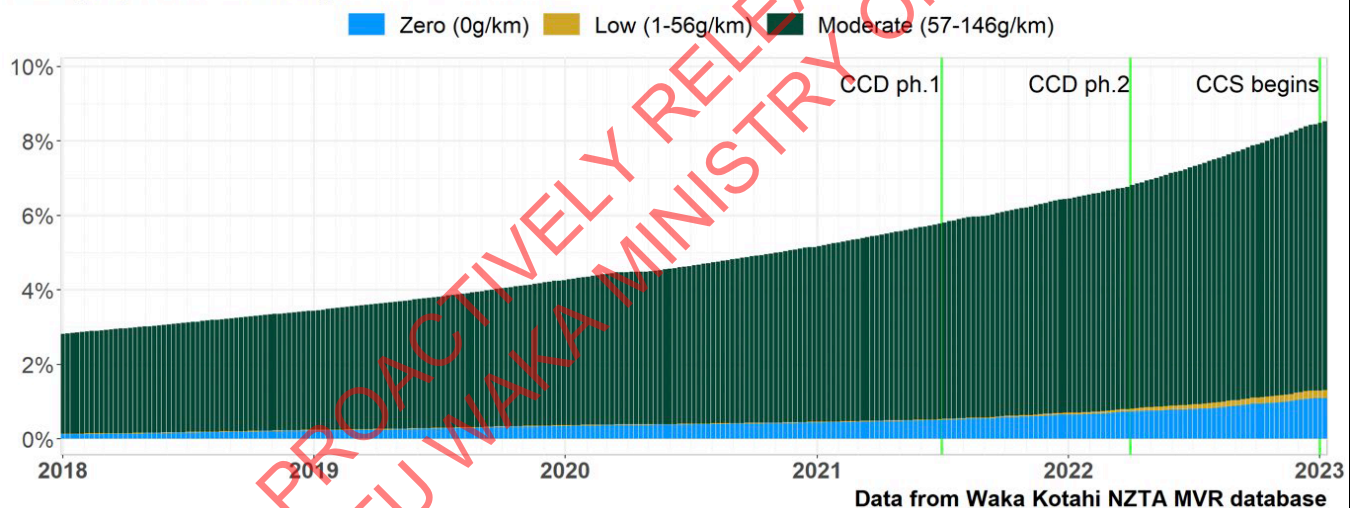


Trends in registrations and fleet size over the last five years:



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

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



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

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


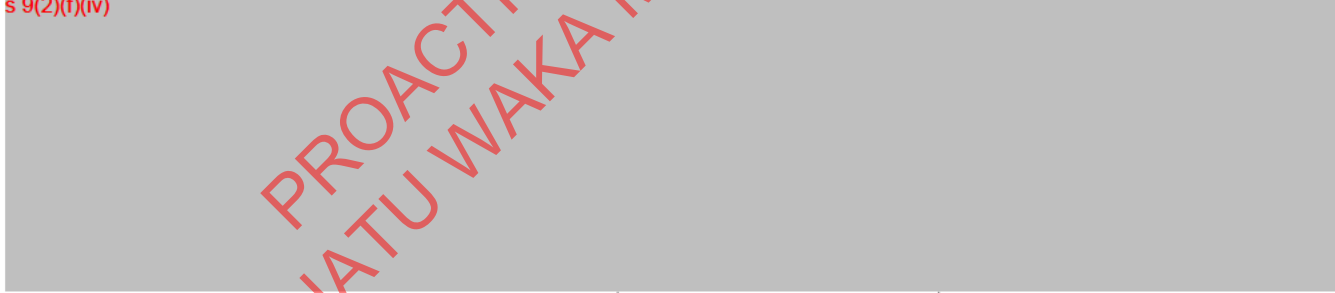

Responsibility: Jade Mackay, Acting Manager, Analytics and Modelling.

4. Cabinet Papers

Minister Wood		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>		
<p>Amending road user charges legislation for light electric vehicles</p> <p>This paper seeks agreement to amend the road user charges (RUC) system and legislation in preparation for the expiry of the light electric vehicle (EV) RUC exemption on 31 March 2024. s 9(2)(f)(iv)</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>15 or 22 February 2023.</p>	<p>We have provided you with a draft Cabinet paper.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>		
<p>Amendment to the Land Transport (Infringement and Reminder Notices) Regulations 2012</p> <p>This paper will ensure the Infringement and Reminder Notices issued by Police for drug driving offences will include information about the medical defence.</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Legislation Committee (LEG).</p> <p>16 or 23 February 2023.</p>	<p>We provided an initial draft of the paper in your summer reading bag and have subsequently undertaken departmental consultation and provided an updated paper to your Office for Ministerial consultation.</p>

Minister Wood		
Paper	Committee	Status
Auckland Regional Fuel Tax Scheme – amendment This paper seeks Cabinet approval to progress an Order in Council to amend the Auckland Regional Fuel Tax Scheme. <i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i>	Cabinet Economic Development Committee (DEV). TBC.	Paper is with your Office and ready for lodging once Committee date confirmed.
s 9(2)(f)(iv)		
<i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>		
s 9(2)(f)(iv)		
<i>Responsibility: Sarah Polaschek, Manager, Governance</i>		
s 9(2)(f)(iv)		
<i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>		
s 9(2)(f)(iv)		
<i>Responsibility: Helen White, Manager, Mobility and Safety</i>		

Minister Wood		
Paper	Committee	Status
Accessible Streets – Final Policy Decisions This paper seeks Cabinet’s approval to final policy decisions for Accessible Streets. <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Environment, Energy and Climate Committee (ENV). To be confirmed by your Office.	This paper is with your Office.

Minister McAnulty		
Paper	Committee	Status
s 9(2)(f)(iv) 		
<i>Responsibility: Eve Tucker, Acting Manager, Economic Regulation</i>		
s 9(2)(f)(iv) 		
<i>Responsibility: Eve Tucker, Acting Manager, Economic Regulation</i>		

5. Cabinet papers led by other agencies that have an impact on the transport portfolio

Title	Lead agency	Minister and Committee	Estimated Timing to Cabinet Committee
Climate Innovation Platforms	Ministry of Business, Innovation and Employment (MBIE).	Minister of Research, Science, and Innovation. Cabinet Environment, Energy and Climate Committee.	Late February 2023.
Comment			
<p>This paper seeks agreement on the governance arrangements for Climate Innovation Platforms (Platforms) that will create a framework for making strategic decisions on small investments in climate change related initiatives and innovations.</p> <p>The paper recommends that the Platforms be governed by the Climate Response Ministers Group. The Climate Change Chief Executives Board (the Board) would set their strategic direction. This could place pressure on the Board's ability to provide strategic governance for the entire Emissions Reduction Plan (ERP). Platforms will be hosted by sector-lead agencies with "control over relevant policy and regulatory levers".</p> <p>It is intended that the Platforms will operate largely independently of their host agencies and that "policy and regulatory activities should be coordinated with innovative activity". The paper does not clearly establish how the Platforms would consider the resourcing implications of investment decisions (such as for regulatory reform). Further details on who Platforms will be accountable to and how agency resources should be prioritised will be required when MBIE returns to Cabinet to provide advice on the operationalisation of the Platforms. This advice has been provided to MBIE.</p> <p><i>Responsibility: Donna Provoost, Manager, Strategy</i></p>			<p>Next steps:</p> <p>Review and provide comment on the operationalisation of Platforms Cabinet paper when it is developed (scheduled for April 2023).</p>

6. Transport Crown Entity and SOE Updates



New inquiries / International Assistance

Notice of a new rail inquiry opened by the Commission on 9 December 2022.

RO-2022-104 opened by the Commission.

Waka Kotahi notified the Commission on 9 December 2022 of a collision and derailment involving a shunt train and a heavy road vehicle. The accident occurred at Fertilizer Road level crossing in Whangarei at about 1450 on 7 December 2022.

The circumstances reported to date are that a shunt train was propelling a rake of wagons towards the Port of Whangarei when it collided with a truck and trailer unit at the intersection of Fertilizer road and Port Road. The collision overturned the trailer unit and derailed the front wagon of the train. A crew member onboard the train suffered serious injury as a result of the collision.

TAIC has opened an inquiry under Section 13(1)b of the TAIC Act 1990 and appointed William Delaney as Lead Investigator. They will be supported by Jason Lawn.

Notice of a new marine inquiry opened by the Commission on 12 December 2022.

MO-2022-207 opened by the Commission

Maritime New Zealand notified the Commission on 12 December 2022, of a serious accident that occurred onboard the New Zealand registered fishing trawler Boy Roel. The circumstances reported to date are that the skipper of the vessel suffered serious injury (two broken legs and a head injury) when the vessel's winch equipment reportedly malfunctioned. The vessel was about 17 nautical miles off the Tauranga harbour entrance when the accident occurred.

TAIC has opened an inquiry under section 13(1)b of the Transport Accident Investigation Commission Act and appointed Avinash Figueiredo as the TAIC investigator leading this inquiry. Avinash is unavailable to travel currently; therefore Tim Burfoot and Dave Manuel will travel to Tauranga to conduct the site investigation.

Notice of a new rail inquiry opened by the Commission on 10 January 2023, for your information.

RO-2023-101 opened by the Commission

Waka Kotahi notified the Commission of a worksite accident that had occurred near Te Puna on the East Coast Main Trunk Line.

The circumstances reported to date are that two Hi-Rail Vehicles collided while undertaking track work in a section of track authorised for another group undertaking vegetation work. It is not clear whether the Hi-Rail Vehicles had the authority to enter this section of track at the time of the accident. The collision resulted in an injury to an occupant of one of the Hi-Rail Vehicles. Both vehicles were damaged as a result of the accident.

After some preliminary investigation, TAIC opened an inquiry under Section 13(1)b of the TAIC Act 1990 and appointed David Manuel as the investigator In-charge. David is unavailable to travel currently; therefore, William Delaney and Jason Lawn will travel to Tauranga to conduct the site investigation.

Notice of a new aviation inquiry opened by the Commission on 17 January 2023 for your information.

AO-2023-001 opened by the Commission

The Civil Aviation Authority notified the Commission on 12 January 2023 of an airborne close proximity occurrence involving two helicopters that occurred at Queenstown Airport at about 1400 hours on 27 December 2022.

The circumstances reported to date are two helicopters, AS350 ZK-IDB The Helicopter Line and EC130 ZK-IUP Over the Top Helicopter Company, came within close proximity of each other during hover-taxi departure from the Queenstown Airport southern apron area. This resulted in ZK-IDB taking evasive action to avoid colliding with ZK-IUP.

TAIC has opened an inquiry under Section 13(1) of the TAIC Act 1990 and appointed Hamish Johnstone as the investigator in-charge. He will be supported by Ian McClelland, Jeffrey Shearer and Penglin Song.

Opening of Inquiry No. AO-2023-002

An overseas aviation investigation that TAIC will assist.

The Australian Transport Safety Bureau (ATSB) notified the Commission on 3 January 2023 of an aviation accident that occurred on 2 January 2023 near the vicinity of the SeaWorld helipad in Brisbane, Australia.

The ATSB reported that the accident involved a mid-air collision between two helicopters. One helicopter subsequently collided with terrain resulting in fatal injuries to 4 persons on board and serious injuries to 3 persons on board. The other helicopter sustained substantial damage and conducted a forced landing on the beach, with one person on board sustaining serious injuries and five others sustaining minor injuries.

The ATSB has opened an investigation into the accident and, in accordance with Annex 13 to the ICAO Convention, requested New Zealand's assistance to gather evidence from New Zealand-based organisations and for TAIC to act as a liaison for the New Zealand citizens involved in the accident.

TAIC has opened an inquiry under Section 8 (2)(e) of the Transport Accident Investigation Commission Act (To cooperate and coordinate with other accident investigation organisations overseas, including taking evidence on their behalf) and appointed Jim Burtenshaw as the TAIC investigator-in-charge (accredited representative).

Key Updates

Meeting with Tāwhaki

On 6 December 2022 the Chief Executive and the Deputy Chief Executives responsible for regulatory system and practice design, aviation safety, and aviation security and infrastructure (including airspace) and officials from MBIE and the Ministry met with the Chief Executive of Tāwhaki and one of her advisors. Tāwhaki is a joint venture between the Crown (the Minister of Research, Science and Innovation) and Wairewa Rununga and Te Taumutu Rununga. Tāwhaki owns 1,000 hectares of land at Kaitorete and has ambitions to:

1. Heal and rejuvenate the unique whenua at Kaitorete; and
2. Advance New Zealand's aerospace sector.

The focus of the discussion was on the ambitions of Tāwhaki in relation to the services and facilities it could provide to enable further development of an aerospace sector in NZ and how that might provide a useful opportunity for the Authority and MBIE in relation to their respective roles. Critical issues discussed included the types of aerospace activity Tāwhaki sees as being developed at its facilities and how this might evolve; airspace issues (and how these could be managed to enable flight trials); and how Tāwhaki and the Authority might work together to help progress Tāwhaki's development. An additional component of the discussion was Tāwhaki's view that it is able to help the Authority with elements of its regulatory role (e.g., data sharing).

A team from the Authority's Emerging Technology Unit (ETU) visited Tāwhaki during the week ending 9 December 2022. Those discussions identified some practical steps that could be taken to help Tāwhaki achieve its ambitions. We will keep you advised of developments.

Complaint ^{s 9(2)(g)(i)}

A ^{s 9(2)(a)} female passenger who travelled from Queenstown Airport on 10 December 2022 on a domestic flight has made a complaint to the Director of Civil Aviation about her experience when screened prior to boarding her flight. In summary, the passenger was required to undergo a "pat-down" after triggering screening equipment. She is of the view that pat down was inappropriate and was acutely embarrassed by the process.

The Authority investigated the passengers' complaint and found that the appropriate procedures were followed in an appropriate way. This investigation included review of video recordings, and statements from those involved including the complainant) and a Police officer who was present at the time.

The complainant has not been satisfied with the investigation and its findings. The Authority has agreed to meet the complainant and take her and ^{s 9(2)(a)} through the video evidence; as well as provide her with documentation associated with the investigation.

^{s 9(2)(g)(i)}

We will keep you informed as appropriate of any further developments.

Update on the Emerging Technology Programme

The Authority is implementing an Emerging Technologies Programme and has established an Emerging Technologies Unit which becomes operational on 24 January 2023.

From 24 January 2023, the Authority will have dedicated internet resources available on its website in relation to the Programme and the Unit. The website resources represent another step in the Authority providing easy to access resources to help emerging tech organisations understand how to engage with the Authority.

Communications and External Engagement

Note: as per normal media phone duties, CAA had one team member on call 24 December 2022 - 4 January 2023 to respond to media queries. The most notable query was the AirTag/baggage tracker topic.

Authority Media Summary- last 7 days

Date	Activity	Channel
18 January 2023	Here's what time you should actually get to the airport https://www.stuff.co.nz/travel/kiwi-traveller/130988888/heres-what-time-you-should-actually-get-to-the-airport-ahead-of-an-international-flight CAA provided information for WLG, ZQN and CHC screening points.	Stuff
16 January 2023	Aviation Authority hired second person linked to far-right group Action Zealandia https://www.stuff.co.nz/national/300783189/aviation-authority-hired-second-person-linked-to-farright-group-action-zealandia CAA provided a statement saying we will not be commenting on individuals' employment.	Stuff
13 January 2023	Stand up to helicopter wannabes (part three of the series) https://www.newsroom.co.nz/pro/stand-up-to-helipad-wannabes-mike-lee-and-others-tell-council-planners Mentions the Civil Aviation Bill	Newsroom

12 January 2023	<p>Game-changing spray drones coming</p> <p>The fully automated drones eliminate the need for a skilled pilot but face CAA regulation issues.</p> <p>Excerpt:</p> <p>Their drones can identify invasive trees/plants using machine learning and AI, autonomously navigate through complex terrain, calculate tree specific herbicide requirements and provide a controlled targeted dose. "By being able to remotely monitor/operate aircraft on operators' behalf, we have potential to sort out a bunch of logistical issues with the CAA [Civil Aviation Authority]. "It's an interesting approach but it's also a niche for New Zealand."</p> <p>This is where Callaghan Innovation, a government agency supporting hi-tech businesses, comes in. Its consultant Sophie Rebbeck says she has inherited remote-sensing drones, satellites and aircraft, and she is working with the agritech industry transformation plan group within Callaghan "trying to understand what some of their barriers are and how we could help them". "They've got their tech but it's sitting on the shelf because current CAA regulations can be quite a barrier; for example, the beyond vision and line of sight. With the current 101 certification, if you can't see your drone then you can't fly it. If you're working in large spaces, hills and gullies, it can be quite difficult."</p> <p>It takes 12 to 18 months to get Part 102 CAA certification, which means expensive hardware is not generating any revenue for the firms involved in developing it</p>	Bay of Plenty Times
10 January 2023	<p>Small parcel drone delivery one step closer in NZ</p> <p>https://www.stuff.co.nz/business/130913096/small-parcel-drone-delivery-one-step-closer-in-nz-but-will-it-ever-become-reality</p> <p>Note – the article does say this company is yet to lodge or file anything with the CAA.</p>	Stuff

Planned communications and engagement – December 2022/March 2023

When	What	Why
December 2022 - February 2023	Summer season digital campaigns – run by AvSec. 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.
January 2023	New Revised GAP booklets released. Include details on: <ul style="list-style-type: none"> • Dealing with an accident scene • NZ airspace 	Part of ongoing business as usual to provide education materials to the aviation community.
January 2023	New posters that describe: <ul style="list-style-type: none"> • Safety on the apron • Safety around helicopters 	Part of ongoing BAU to provide education materials to the aviation community.
March 2023	CAA briefing – newsletters emailed to industry.	Stakeholder engagement – actioned three times per year via MailChimp.
<i>Vector</i> Autumn issue	Aviation industry magazine.	A way of getting relevant information to industry in an easy to read format.



No update this week.

Safer boating

Maritime NZ's summer recreational boating work involves national and regional focussed behaviour change campaigns and working in partnership with harbourmasters and boating organisations who have direct contact with boaties. For example, work with harbourmasters has included a bar crossing awareness day in Whakatane, safer boating promotions in Hawkes Bay, and the joint "no excuses" on-the-water campaign between harbourmasters and Maritime NZ regional staff across various regions, all directly interacting with boaties to pass on safety messages and in the case of some boaties fines have been issued by harbourmasters for breaches of Rules.

Maritime NZ runs a grant process for initiatives that have shown to, or will, improve recreational boating and craft safety and provided fuel excise duty funding for 24 safer boating projects around the country, all run by boating organisations and councils. An example, and probably the most prominent is, Coastguard's Old4New lifejacket upgrade scheme available at boat ramps, marinas and Boating & Outdoors' stores. Coastguard says that since the inception of Old4New, more than 15,000 old or damaged lifejackets have been traded in and upgraded. This summer's national schedule is here <https://old4new.coastguard.nz/van-schedule/>

Our multi-year national behaviour change campaign, Kia Mataara, is at its busiest over summer. Its focus is three key water safety messages: check the proper marine forecast, carry two forms of waterproof communication and wear a lifejacket. We are targeting a primary audience of men aged 45+ with a boating and sailing interest (this is the group with the most recreational boating fatalities), and a secondary audience of all people aged 18-24 with water sports interest (this is the group with biggest increase in participation rates). The summer advertising is still running and analysis of its reach and impact will be provided to you when available. A partnership with MetService is part of the campaign and some of the initial data shows that in the first two weeks 155,294 unique browsers visiting MetService's website were directed from town or regional pages to the correct marine page because they should have been looking at the marine forecast. Also, in that initial period, a total of 514,024 unique browsers have been reached by the MetService campaign in some way with safer boating messages.

Summary of maritime incidents over summer

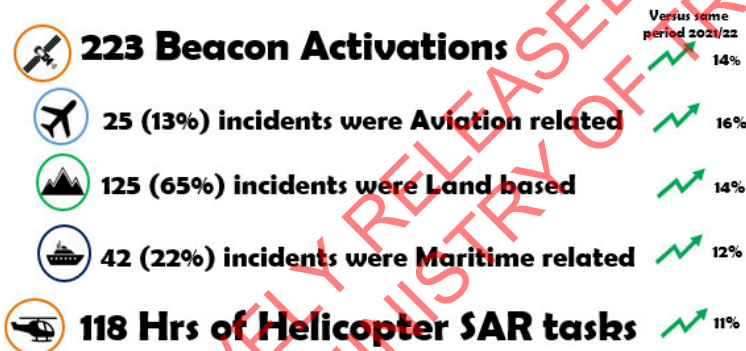
While the summer saw fewer serious harm or fatality incidents for the recreational and commercial craft and boating sectors, overall fatalities this year were higher than in previous years. In summary over summer:

- The one recreational boating fatality reported over the holiday period is being investigated. This was a kayaking incident. This brings the unconfirmed total number of recreational boating fatalities to 19 for the calendar year. The average over the last 10 years is 16 fatalities a year and the five year average is 17 fatalities.
- Maritime NZ is investigating a collision in Wanaka in late December between a commercial jet boat and a recreational jet boat. The driver of the recreational craft suffered broken ribs and lung damage.
- The investigation into the death of 40-year-old crew member on a container ship in Bluff was closed after it revealed the man had suffered a heart attack.

- The Rescue Coordination Centre NZ has issued a coastal navigation warning after two empty containers were reported lost overboard from a containership travelling from Napier to Tauranga during Cyclone Hale. Maritime NZ Inspectors met the vessel in Tauranga and have decided to take no further action against it.
- Other incidents reported over summer continue to be triaged and we are working with local harbourmasters (where appropriate) to determine the best course of action on a case-by-case basis. These include several dozen recreational boating incidents reported to Maritime NZ, including collisions, vessels overturning and people not understanding the rules. The number and types of reports is similar to last summer.

Search and rescue (SAR) summer snapshot

The Rescue Coordination Centre NZ (RCCNZ) has had a bustling start to the summer period with the busiest December on record closing the busiest year ever for the centre. The increased number of responses in all environments, land, sea and air, is due to the continuing trend of more people taking distress beacons with them and the increasing number of recreational boating and craft users in New Zealand. This is good news – beacons provide accurate locations that make the search part of a SAR operation much faster, which makes it more likely lives are saved. The summary of beacon statistics, 1 December 2022 to 16 January 2023, is:



From 1 to 16 January 2023, 85 SAR missions have already been logged (not all were beacon activations) and 2023 is shaping up to be another record breaking year for RCCNZ.

SAR examples

Below are two examples of SAR operations over summer. The first is broadly typical and highlights how a beacon can save lives – it provided a good location and, even as night was falling, the four men were rescued. If they had been in the water overnight, hyperthermia would have been a grave risk. The second example shows the success of international cooperation, with four countries involved.

- At 8.20pm, 30 December, an EPIRB was activated 18km East off Cape Brett. It belonged to a 5.5m recreational vessel, *Stray Dog*, from Bay of Islands with four people on board. RCCNZ tasked Coastguard and a rescue helicopter and broadcast Mayday radio messages to all vessels in the area. Private superyacht, *The Beast*, was nearest and launched its tender, which found the four men in the water 3km from their capsized boat. They were transferred to a Coastguard vessel and brought ashore for medical treatment. RCCNZ coordinated five SAR agencies and it is estimated that four lives were saved.

- On 11 January, the Fiji Rescue Coordination Centre asked RCCNZ for assistance with drift modelling for the possible location of a Kiribati fishing boat missing with two men on board. Fiji RCC then asked for assistance with an aerial search. A United States Coast Guard aircraft began the search before a New Zealand aircraft could arrive but did not find the missing boat. However, that helped the search by confirming where the boat had not drifted to and RCCNZ then revised the search area. New Zealand Defence Force responded to RCCNZ's request for an aircraft by sending a P3 Orion, which found the missing men inside the revised search area within an hour of arriving on scene (below). Four SAR agencies were involved and two lives were saved. International support is additional to the New Zealand statistics listed above. This is very likely the last time the P3 Orion will be tasked with SAR, and will be missed, with the replacement aircraft the P8 Poseidon not due to be introduced as a replacement for SAR until July 2023. After years of dedicated service to New Zealand and the Southwest Pacific it is a fitting way for the P3K2 to leave service on its last SAR mission – saving lives.



Search and rescue (SAR) graduation and training of Fiji Navy SAR officers

Five Search and Rescue Officers (SARO), including two from the Fijian navy, have completed Rescue Coordination Centre NZ's three-month SARO course. The purpose of the course is to prepare the participants to coordinate complex search and rescues at sea or on the land. The students were trained across many subjects including meteorology, the aviation system, chart work and plotting, drift modelling, incident management and working with media. Importantly, Fiji Navy SAROs Lemeki Lenoa and Mosese Tikicidre, also established relationships with their New Zealand SAR colleagues. By training together, as well as getting new skills and knowledge, they also gain a common understanding, making it easier to immediately work together, which we often have to do across huge areas of the Pacific Ocean.



Rescue Coordination Centre NZ (RCCNZ) and Safety Services General Manager Justin Allan, left, and Neville Blakemore, Manager Safety Systems and Infrastructure, far right, with the graduates from RCCNZ's latest SARO course: Lemeki Lenoa, Mosese Tikicidre, Tom Rae, Arne Pallentin and Alex Taylor.

Livestock ship inspections and other ship inspections

Since the tragic sinking of the *Gulf Livestock 1* in September 2020, Maritime NZ has been attending each livestock vessel calling at New Zealand for the first time in order to conduct a focused inspection looking at specific safety issues related to carriage of livestock.

These focused livestock inspections have not identified any common concerns or systemic issues with this fleet of vessels. Maritime NZ is, however, seeing a range of safety issues on other non-livestock ships, both international and domestic ships, particularly as COVID has impacted the maintenance of some vessels. Since October 2022, Maritime NZ has had to detain six ships for safety and environmental issues. We also had a situation over summer where a stevedore lent on a railing which gave way and fell into the water, but managed to swim to shore. None of these vessels were livestock carriers.

After reviewing current risk profiles, and after consulting with MPI on this issue, Maritime NZ intends to no longer inspect every livestock ship because they are new to New Zealand and, instead, will focus its effort on where current known risks exist.

With this change in approach we will still attend and inspect specific livestock ships (whether first time or repeat callers), where we are aware there are risks or if they have not had an inspection by a maritime authority for some time.

The poor quality of vessels, increasing workload pressure on staff, and call from the sector to increase inspections because of the safety risks, re-enforces both the issues raised in the Port Health and Safety work, and through our own work as part of Te Korowa o Katiakitanga, that this is an area where more capacity is needed.

Maritime in the media

Following several recreational craft incidents over the Christmas-New Year break, Maritime NZ issued a press release highlighting areas of concern, and how to report dangerous activities on the water. This press release was picked up by Newstalk ZB and Today FM, with both agencies interviewing the named spokesperson.

After a Givealittle page was set up for an injured man on the Coromandel, we received a request from *NZ Herald* asking if an investigation is underway into an incident where a man was injured on a mussel barge. Our Investigations Team is now making enquiries about the incident, and we have informed the reporter that we are making enquiries into what took place.

Recently, the Coroner made recommendations about education needed for kayakers after the 2019 drowning of a kayaker off Waiheke Island. The *Waiheke Gulf News* requested information about what Maritime NZ is doing to educate the public about recreational craft safety. We provided the publication with details of how we work alongside our safer boating partners and our behaviour change campaign, and the work that is underway across the sector to prevent harm involving recreational craft.

NZ Herald reporter, George Block, has recently received from LINZ historical information about a 2011 notification of an 'unexploded ordnance' in the Tasman Sea. Maritime NZ and LINZ have referred Mr Block to the New Zealand Defence Force.