

## Proactive Release

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

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

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

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

Te ripoata o te wiki mō te Minita o Te  
Manatū Waka |  
Weekly Report to the Minister of  
Transport

For the week ending 17 March 2023

PROACTIVELY RELEASED BY  
TE MANATŪ WAKA MINISTRY OF TRANSPORT

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## 1 Actions from transport officials' meeting

	Due date
<p><b>Minister Allan to attend Sustainable Aviation Aotearoa hui</b></p> <p>At the officials' meeting on 14 March 2023, Minister Allan agreed to host and attend the next Sustainable Aviation Aotearoa (SAA) hui at Parliament in the first week of April 2023. We will confirm the exact date and time with her Office this week.</p> <p>As per the Associate Minister's request, we will also provide a briefing and some background reading about the SAA group and the key opportunities in the aviation decarbonisation space in the week ending 24 March 2023.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Week ending 24 March 2023.</p>

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## 2 UPCOMING BRIEFINGS

## 2 Upcoming briefings

Briefings to Minister Wood	Due date
<p><b>Developing a national approach to funding and financing mass rapid transit – update in advance of Cabinet paper drafting</b></p> <p><i>Comment on due date change</i></p> <p>Further internal discussion required.</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Week ending 24 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: Carmen Mak, Director, System and Regulatory Design</i></p>	<p>Week ending 24 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: Karen Lyons, Director, Auckland</i></p>	<p>Week ending 24 March 2023.</p>
<p><b>Official Information Act request from s 9(2)(a) requesting briefing titled Update on NZ Freight and Supply Chain Strategy</b></p> <p><i>Responsibility: Seona Ku, Policy Delivery Lead, Supply Chain</i></p>	<p>Week ending 24 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Week ending 24 March 2023.</p>
<p><b>Advice on the strategy for engagement on Te Huia</b></p> <p><i>Responsibility: Harriet Shelton, Manager, Supply Chain</i></p>	<p>Week ending 24 March 2023.</p>
<p><b>Proactive release of the Infringement and Reminder Notices Amendment Regulations Cabinet paper</b></p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Week ending 24 March 2023.</p>

Briefings to Minister Wood	Due date
<p><b>Letter to Waka Kotahi on requirements for \$250m top-up to the National Land Transport Fund (NLTF) in response to Cyclone Gabrielle and the January floods</b></p> <p><i>Responsibility: Tim Herbert, Manager, Investment</i></p>	<p>Week ending 24 March 2023.</p>
<p><b>Waka Kotahi NZ Transport Agency: Reappointments</b></p> <p><i>Responsibility: Sarah Polaschek, Manager, Governance</i></p>	<p>Week ending 24 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Week ending 31 March 2023.</p>
<p><b>Draft Estimates 2023/24 and Supplementary Estimates 2022/23</b></p> <p><i>Comment on due date change</i></p> <p>This paper has been delayed due to the need to focus Ministry and Crown Agency's resources on Budget 23, impacts of reprioritisation decisions and Cyclone omnibus funding processes.</p> <p><i>Responsibility: Paul Laplanche, Chief Financial Officer</i></p>	<p>Week ending 31 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i></p>	<p>Week ending 31 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Sarah Polaschek, Manager, Governance</i></p>	<p>Week ending 31 March 2023.</p>
<p><b>Reshaping Streets Policy Approvals</b></p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Week ending 31 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</i></p>	<p>Week ending 31 March 2023.</p>



## 2 UPCOMING BRIEFINGS

Briefings to Minister Wood	Due date
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Helen White, Manager, Mobility and Safety</p>	<p>Week ending 31 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</p>	<p>Week ending 31 March 2023.</p>
<p>Official Information Act request from s 9(2)(a) regarding correspondence with local councils relating to the Government Policy Statement 2024</p> <p>Responsibility: Tim Herbert, Manager, Investment</p>	<p>Week ending 31 March 2023.</p>
<p>Final Estimates 2023/24 and Supplementary Estimates 2022/23</p> <p>Responsibility: Paul Laplanche, Chief Financial Officer</p>	<p>Week ending 14 April 2023.</p>
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</p>	<p>Week ending 14 April 2023.</p>
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Gareth Fairweather, Director, Auckland Light Rail</p>	<p>Week ending 21 April 2023.</p>
<p>Electric Vehicle Charging Strategy: Consultation results and proposed changes</p> <p>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</p>	<p>Week ending 2 June 2023.</p>

Briefings to Minister Allan	Due date
<p><b>Reauthorisation of Qantas/Emirates alliance – final advice</b></p> <p><i>Comment on due date change</i></p> <p>To enable us to incorporate any implications from the Australian Competition Regulator's determination and authorisation decision, expected on 22 March 2023.</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p>Week ending 24 March 2023.</p>
<p><b>Provision of support for Air Chathams and Entrada Travel Group</b></p> <p><i>Responsibility: James O'Donnell, Acting Manager, Programme Assurance and Commercial</i></p>	<p>Week ending 24 March 2023.</p>
<p><b>Feasibility of progressing six-month impoundments for fleeing driver events</b></p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Week ending 24 March 2023.</p>
<p><b>Proposed Maritime Transport (Infringement Fees for Offences – Otago Navigation Safety Bylaw 2020) Regulations 2023</b></p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Procurement Manager</i></p>	<p>Week ending 24 March 2023.</p>
<p><b>Sustainable Aviation Aotearoa 2023</b></p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Week ending 24 March 2023.</p>
<p><b>Official Information Act request from s 9(2)(a) relating to MARPOL Annex VI</b></p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Week ending 24 March 2023.</p>
<p><b>Changes to land transport regulatory charges and fees – Final Cabinet paper and talking points</b></p> <p><i>Responsibility: Sarah Polaschek, Manager, Governance</i></p>	<p>Week ending 24 March 2023.</p>



### 3 Key priorities

Minister Wood	
<b>Report back on establishment meeting of Vehicle Policy Forum</b>	
<p>The establishment meeting of the Vehicle Policy Forum (VPF) took place on 15 March 2023. The VPF's purpose is to be a core information channel between the sector and government agencies, to build relationships, and help ensure Government has the best available evidence when making policy on vehicles.</p> <p>The VPF is scoped to consider a wide range of policy issues relating to vehicles (safety, the environment, future transport, and the regulatory framework; and considering vehicle issues at point of entry, in-service and exit). The VPF will also be a venue to discuss closely related issues from time to time, such as the automotive sector workforce (for example, the establishment meeting discussed Green List settings for motor mechanics). An important benefit of this arrangement is that there is now an established process to raise novel vehicles issues (rather than establishing new ad hoc committees).</p> <p style="color: red;">s 9(2)(f)(iv)</p> <p>The Forum will be meeting again in the coming months. We currently anticipate we will invite members to a technical-level meeting in mid-April 2023, to focus on the technical details of automatic emergency braking and lane keep support features. If Cabinet has authorised consultation on Euro 6/VI by this time, this meeting will also be an opportunity to discuss that policy with the sector.</p> <p><u>Relationship to other fora</u></p> <p>The Clean Car Leadership Group and the Automotive Safety Forum consider a sub-set of vehicles issues only (clean cars and safety inspections respectively), and have different memberships appropriate to those groups' purposes. It is intended that where an item is raised in the Vehicle Policy Forum that would be better considered by these forums, or vice versa, then the issue is referred to the group with the right membership and scope.</p> <p>Responsibility: Helen White, Manager, Mobility and Safety</p>	<p><b>Next steps:</b></p> <p>No next steps - for your information only.</p>

## Minister Wood

## Transport Accident Investigation Commission – Half Year Report to 31 December 2022

The Transport Accident Investigation Commission's (TAIC) Half Year Report to 31 December 2022 was provided to you on 13 March 2023. A copy is in your weekend bag.

Key items of note within the reporting period:

- TAIC closed five domestic inquiries, which is a similar number to previous periods. Their target for closed domestic inquiries per annum is between 15 and 25.
- Half of TAIC's casebook contains inquiries less than one year old, and the six overdue inquiries (i.e., open for more than two years) are all within the aviation mode. The rolling average age of inquiries has increased slightly from 256 working days to 267 days (220 working days is defined as one year); however, the proportion of inquiries closed within 330 working days has increased from 36% to 50%.
- International Maritime Organisation (IMO) and International Civil Aviation Organisation (ICAO) audits occurred, resulting in some minor actions around what gets reported for TAIC and the Civil Aviation Authority (CAA).
- No new themes emerged within maritime and aviation inquiries. Level crossings continue to be a theme for rail, and infrastructure resilience has become a more common pattern overall.
- TAIC's financial results show a year-to-date net deficit of \$43,000 against a budget net deficit of \$168,000. A \$190,000 full year deficit is currently forecast.
- The average cost for the five completed domestic inquiries is \$474,000, which is higher than the targeted range of \$400,000-450,000. This was due to an older aviation inquiry being completed. Older and/or complex inquiries affect this metric.
- Internal work programmes continue to progress, particularly the Knowledge Transfer System Programme, and wider changes to meet the Government's Workforce Policy Statement and Public Service Commission standards. TAIC is currently working on a gender and ethnicity pay gap action plan, a remuneration system review, an equity action plan, and an emissions reduction plan.

Please advise if there are matters you want to discuss further. Your next meeting with TAIC will be on 12 April 2023.

*Responsibility: Sarah Polaschek, Manager, Governance*

**Next steps:**

Advise if you have any comments you wish to relay to TAIC or matters you would like to discuss further.

3 KEY PRIORITIES

Minister Wood	
Cyclone Response and Recovery	
<p>The Ministry is working closely with Waka Kotahi and other agencies on our recovery workstreams. The information below updates you on the status of our emergency management arrangements and recovery work.</p> <p><b>Emergency Management Arrangements</b></p> <p>The National State of Emergency for the Tairāwhiti and Hawke’s Bay regions expired on 14 March 2023 and the Transport Response Team deactivated soon afterward.</p> <p>The Minister for Emergency Management has declared a National Transition Period for the Auckland, Hawkes Bay, Northland, Tairāwhiti, Tararua, and Waikato regions. The declaration means that the National Recovery Manager has the power to direct transport entities (including Waka Kotahi) operating in those regions, for the purposes of the recovery operations.</p> <p><b>Recovery work</b></p> <p><i>Cabinet paper on the transport recovery and rebuild</i></p> <p>On 17 March 2023 we provided your Office an updated version of the draft Cabinet paper for the Cabinet Extreme Weather Recovery Committee (EWR). The Cabinet paper provides an update on planning work to rebuild transport connections impacted by the cyclone. It also sets out some principles to inform the recovery phase and structures to ensure the recovery is well coordinated, including an oversight function within the Ministry of Transport.</p> <p>We are working with your Office on the timeframe to take the Cabinet paper to the EWR. Currently we are considering lodging the Cabinet paper for the EWR meeting on 5 April 2023.</p> <p>We would like to discuss the draft Cabinet paper with you at the official’s meeting on 20 March 2023.</p>	<p><b>Next steps:</b></p> <p>s 9(2)(f)(iv)</p>

## Minister Wood

## Cyclone Response and Recovery continued

s 9(2)(f)(iv)

*Legislation*

The urgent legislation work that is being led by the Department of the Prime Minister and Cabinet (DPMC) is moving at pace with tight timeframes over the next four to five weeks. At this stage, we do not yet have clarity from DPMC on the specific timeframes and process for making Orders-in-Council (OICs), and how the multiple OICs that are being planned by different agencies might be sequenced.

In the meantime, we continue to engage with Waka Kotahi and KiwiRail, as well as other agencies such as the Ministry for the Environment, Land Information New Zealand and Department of Conservation to work up the OICs.

This week we provided feedback to DPMC on the second Emergency Weather Emergency Bill that will create a mechanism for OICs to be made, incorporating views from Waka Kotahi and KiwiRail as appropriate.

*Responsibility: Brent Johnston, Acting Deputy Chief Executive, System Performance and Governance*

3 KEY PRIORITIES

Minister Wood

s 9(2)(f)(iv)

Responsibility: Gareth Fairweather, Director, Auckland Light Rail

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Minister Allan	
<b>Delays to the Regulatory Systems (Transport) Amendment Bill No 2</b>	
<p>The Ministry's 2022/23 Output plan states that the quarter two deliverable for the Regulatory System (Transport) Amendment Bill No 2 (RSTA 2 Bill) will see drafting instructions issued, and that by end of quarter three drafting of the Bill will be underway. Given the earlier-advised delays due to resourcing the Land Transport (Road Safety) Amendment Bill, <sup>s 9(2)(f)(iv)</sup> [REDACTED] we consider it necessary to shift these deliverables out. This means drafting instructions for the RSTA 2 Bill will be sent in quarter three, and the Bill will not be ready for introduction before the House rises at the end of August 2023.</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p><b>Next steps:</b></p> <p>We will update the Ministry of Transport's Output Plan with the revised timeframes.</p>
<b>Consultation on Proposed Changes to Parking Requirements</b>	
<p>At Minister Allan's meeting with officials on 14 March 2023, it was agreed that the Ministry should progress with consultation on several minor regulatory stewardship amendments to parking requirements in the Land Transport (Road User) Rule 2004.</p> <p>Proposed changes to parking penalties, towage and storage fees, and clarifications about the use of publicly provided evidence have been placed on hold.</p> <p>We are now revising the proposed consultation materials to focus only on changes to parking requirements and are working with Waka Kotahi towards consultation on these proposed changes.</p> <p>We will consult the public on the proposed changes to parking requirements in the Road User Rule for six weeks from 11 April 2023 – 23 May 2023.</p> <p><sup>s 9(2)(f)(iv)</sup> [REDACTED]</p> <p>It was discussed with Minister Allan that the Minister of Transport has the power to make and amend ordinary rules under section 152 of the Land Transport Act without the need to consult Cabinet.</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p><b>Next steps:</b></p> <p>Consultation to begin in April 2023.</p>



3 KEY PRIORITIES

Minister Allan	
s 9(2)(f)(iv)	
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Responsibility: <i>Helen White, Manager, Mobility and Safety</i>	

<b>Minister Allan</b>	
<b>Effective Financial Penalties Framework interest from Canberra</b>	
<p>The Ministry has recently been engaging with counterparts in the Australian Capital Territory (ACT) about our Effective Transport Financial Penalties Framework and Tool. The Framework is designed to support the development of financial penalties that respond to the offence’s severity, are an effective deterrent, and are proportionate to penalty levels for offences with comparable levels of harm.</p> <p>s 6(b)(i)</p> <p style="background-color: #cccccc; height: 15px; width: 100%;"></p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p><b>Next steps:</b></p> <p>We will continue to provide insights to officials in Canberra about the development of the Framework and Tool</p> <p>s 6(b)(i)</p> <p style="background-color: #cccccc; height: 15px; width: 100%;"></p>

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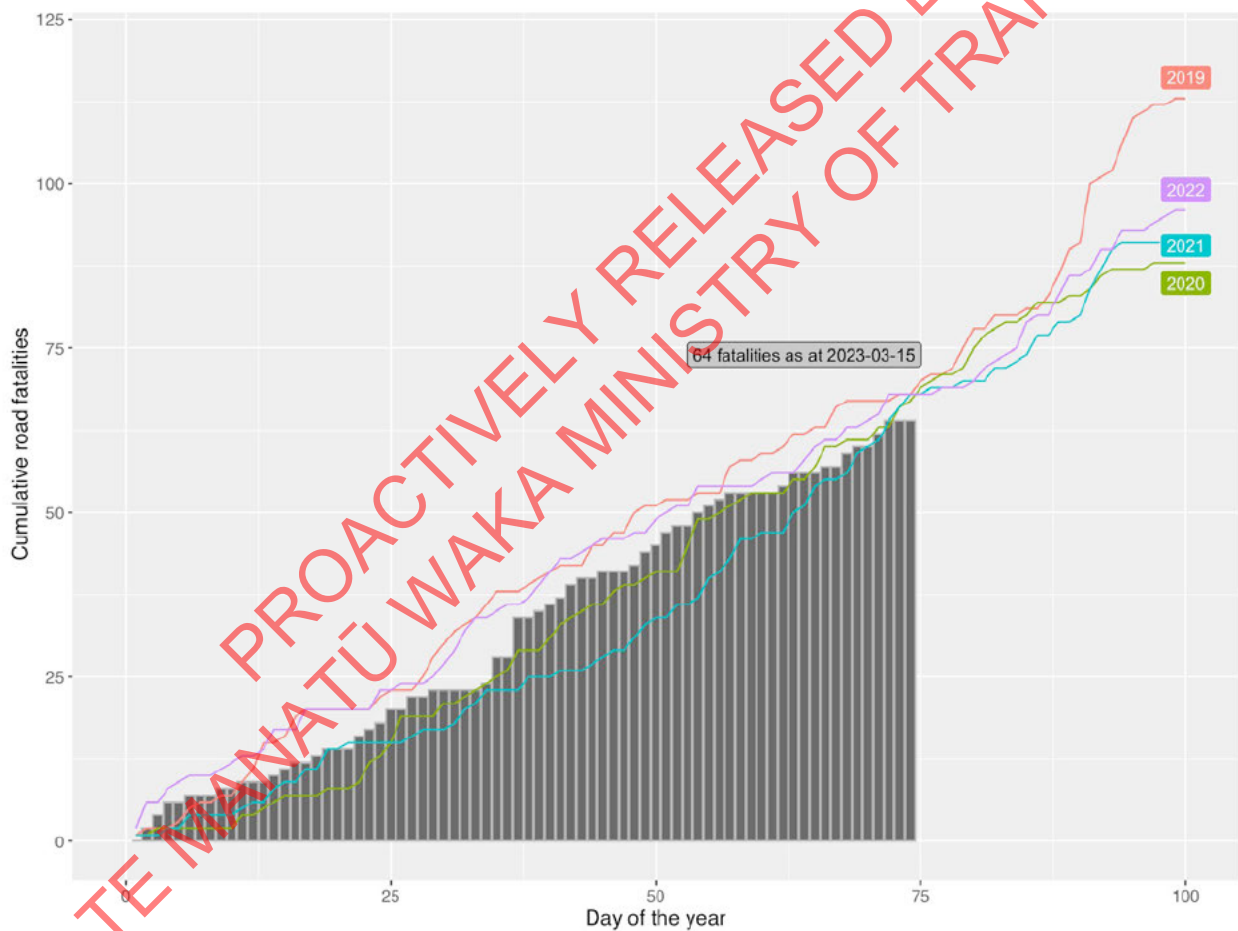
3 KEY PRIORITIES

Year to date road fatalities

Cumulative road fatalities to 15 March 2023 are **64**, this is 4 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	32	21	18	29	<b>23</b>
Feb	26	32	28	25	<b>30</b>
Mar	10	16	22	14	<b>11</b>
<b>Total</b>	68	69	68	68	<b>64</b>

Analysis of fatalities over the first 100 days of 2023:



Responsibility: Dan Jenkins, Manager, Analytics and Modelling

### Year to date road fatalities continued

Below is a regional analysis for the 2023 fatalities, year to date, split by role. Crashes in the last week are highlighted with larger circles on the map figure. Regions are shown only where a fatality has occurred year to date.



Responsibility: Dan Jenkins, Manager, Analytics and Modelling

3 KEY PRIORITIES

Clean car and electric vehicle registrations

Clean car and electric vehicle registrations and fleet size overall summary: Updated on 13 March 2023 for vehicles registered before midnight 12 March 2023

total registrations this week	delta prev week	last full month (Feb)	delta prev month	year to date	delta prev year to date
2468	-172	7,854	-1,165	20,510	6,852

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:

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)	3	569	6	578	122	78	1125
Low (1-56g/km)	0	76	0	76	-56	2	364
Moderate (57-146g/km)	0	1814	0	1814	-238	412	2246
Unknown	0	0	0	0	0	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	393	175	568	148	19	1026
Bus	0	0	0	0	1	20
Van	1	0	1	-8	1	34
Truck	0	0	0	0	1	3
Motorcycle	6	0	6	-16	1	46
Other	3	0	3	-2	1	37

Battery Electric Vehicles

Fleet size:

### Clean car and electric vehicle registrations

EV (Battery electric) LIGHT vehicle Fleet (inc. motorcycles/ATV etc.)

CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Car	3869		48607	1.067
Zero (0g/km)	Motorcycle	336		2471	0.054
Zero (0g/km)	Other	15		127	0.003
Zero (0g/km)	Van	653		1341	0.029

EV (Battery electric) HEAVY vehicle Fleet

CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Bus	11		260	0.088
Zero (0g/km)	Other	2		149	0.050
Zero (0g/km)	Truck	12		187	0.046

### Graphical summary of registrations:

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





3 KEY PRIORITIES

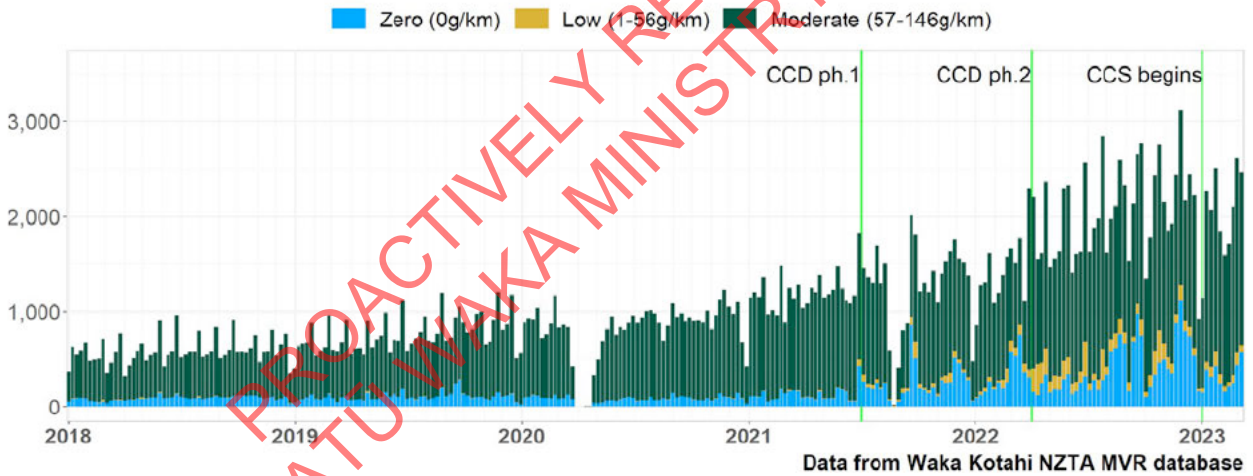
### Clean car and electric vehicle registrations

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



### Trends in registrations and fleet size over the last five years.

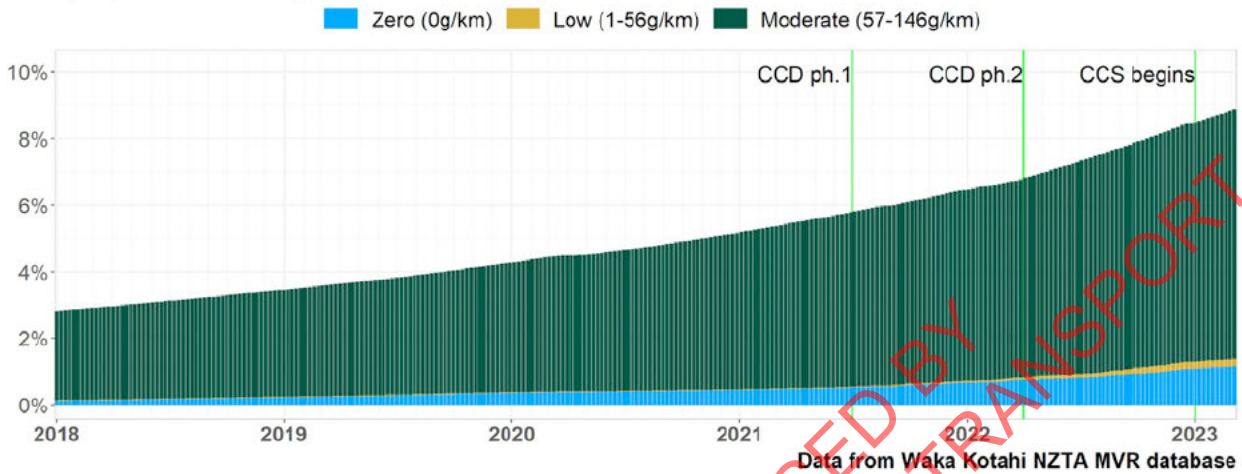
#### Weekly registrations of low-emissions motor vehicles



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

## Clean car and electric vehicle registrations

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



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

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

Responsibility: Dan Jenkins, Manager, Analytics and Modelling.

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## 4 Cabinet papers

Minister Wood		
Paper	Committee	Status
<p><b>Changes to land transport regulatory charges and fees</b></p> <p>This paper reports back on the outcome of public consultation on Waka Kotahi's 'Proposed changes to land transport regulatory fees, charges and funding' (funding review), and seeks approval to change fees and charges from 1 October 2023.</p> <p><i>Responsibility: Sarah Polaschek, Manager, Governance</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>29 March 2023.</p>	<p>Undergoing Ministerial consultation.</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>29 March 2023.</p> <p>(TBC by your Office).</p>	<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>29 March 2023.</p>	<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p>

Minister Wood		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Cabinet Economic Development Committee (DEV). 29 March 2023.</p>	<p>s 9(2)(f)(iv)</p>
<p><b>Release of Discussion Document on Changes to Road Safety Penalties</b></p> <p>This paper seeks Cabinet approval to release a discussion document on a package of potential changes to road safety penalties.</p> <p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Priorities Committee. TBC March 2023. (As advised by your Office).</p>	<p>We have provided your Office with an updated Cabinet paper, talking points, and discussion document as requested.</p>
<p><b>Land Transport Management (Regional Fuel Tax Scheme – Auckland) Amendment Order 2023</b></p> <p>This paper seeks approval to submit to the Executive Council, the Land Transport Management (Regional Fuel Tax Scheme – Auckland) Amendment Order 2023, which will amend the Land Transport Management (Regional Fuel Tax Scheme – Auckland) Order 2018.</p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Procurement Manager</i></p>	<p>Cabinet Legislation Committee (LEG). 6 April 2023.</p>	<p>This paper is with your Office.</p> <p>We are completing final edits to the Amendment Order with Parliamentary Counsel Office the week starting 13 March 2023 (subject to any further edits arising from Ministerial consultation).</p>

Minister Wood		
Paper	Committee	Status
<p><b>Reshaping Streets – Policy Approval</b></p> <p>This paper seeks Cabinet’s approval for final policy decisions on Reshaping Streets.</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	s 9(2)(f)(iv)	
s 9(2)(f)(iv)	<p>Cabinet Economic Development Committee (DEV).</p> <p>3 May 2023.</p>	s 9(2)(f)(iv)
<p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>		
s 9(2)(f)(iv)	<p>Cabinet Economic Development Committee (DEV).</p> <p>3 May 2023.</p>	<p>We will provide a draft paper for interagency consultation in March 2023.</p>
<p><i>Responsibility: Harriet Shelton, Manager, Supply Chain</i></p>		
s 9(2)(f)(iv)	<p>Cabinet Appointments and Honours Committee (APH).</p> <p>3 May 2023.</p>	<p>Draft paper has been provided.</p>
<p>This paper notes your intention to recommend s 9(2)(f)(iv)</p> <p><i>Responsibility: Sarah Polaschek, Manager, Governance</i></p>		

Minister Wood		
Paper	Committee	Status
<p><b>Draft Government Policy Statement (GPS) on Land Transport 2024</b></p> <p>This paper seeks Cabinet approval to release the draft GPS 2024 for public consultation before the final GPS is released mid 2023.</p> <p><i>Responsibility: Tim Herbert, Manager, Investment</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>3 May 2023.</p>	<p>We will provide a draft paper for Ministerial consultation in mid-April 2023.</p>
<p><b>Sub-national Vehicle Kilometres Travelled (VKT) Reduction Targets</b></p> <p>This paper notes your intention to confirm the subnational targets for Tier 1 cities.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>3 July 2023.</p>	<p>A draft Paper will be provided to your Office by 22 May 2023.</p>
<p><b>Confirmation of Electric Vehicle Charging Strategy</b></p> <p>This paper seeks Cabinet approval to release the final Electric Vehicle Charging Strategy</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>9 August 2023.</p>	<p>A draft Paper will be provided to your Office week ending 7 July 2023 (assuming a release date of 29 March 2023 for the draft strategy).</p>
<p><b>Speed Management Committee: Appointments</b></p> <p><small>s 9(2)(f)(iv)</small></p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Appointments and Honours Committee (APH).</p> <p>To be advised by your Office.</p>	<p><small>s 9(2)(f)(iv)</small></p>
<p><b>Accessible Streets – Final Policy Decisions</b></p> <p>This paper seeks Cabinet's approval to final policy decisions for Accessible Streets.</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Environment, Energy and Climate Committee (ENV).</p> <p>To be advised by your Office.</p>	<p>This paper is out for Ministerial consultation.</p>



Minister Allan		
Paper	Committee	Status
<p><b>Extending the Maritime NZ (MNZ) designation under the Health and Safety at Work Act 2015 into ports</b></p> <p>This paper responds to the Port Health and Safety Leadership Group's recommendation that MNZ should be given broader health and safety regulatory responsibilities in ports.</p> <p>Ministry of Business, Innovation and Employment (MBIE), MNZ, and WorkSafe are working closely together on this paper, intended for joint sign out by the Minister for Workplace Relations and Safety and the Associate Minister of Transport.</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>5 April 2023.</p> <p>Delayed by one week to allow for further refinements to the paper.</p>	<p>As directed by Minister Allan's Office, this paper is being refined and a revised version will be provided to her Office by 17 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Business Committee (CBC).</p> <p>11 April 2023.</p>	<p>s 9(2)(f)(iv)</p>
<p><b>Land Transport (Road Safety) Amendment Bill</b></p> <p>This paper seeks approval to introduce the Land Transport (Road Safety) Amendment Bill.</p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Cabinet Legislation Committee (LEG).</p> <p>Early May 2023.</p>	<p>We are currently drafting this paper and working through final policy advice in relation to six-month impoundment.</p>

Minister Allan		
Paper	Committee	Status
<div style="background-color: #cccccc; padding: 10px;"> <p>s 9(2)(f)(iv)</p> </div>		
<p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>		

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## 5 Cabinet papers led by other agencies

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
Release of the Aotearoa New Zealand Aerospace Strategy.	Ministry of Business, Innovation and Employment (MBIE).	Hon Ayesha Verrall, Hon Stuart Nash and Hon Kiritapu Allan.  Cabinet Economic Development Committee.	18 May 2023.
<b>Comment</b>			
<p>MBIE has drafted a Cabinet paper seeking approval to release the Aerospace Strategy. Minister Allan will receive the paper in her capacity as Associate Minister of Transport and an Aerospace Minister. The Ministry will provide her with background to the Aerospace Strategy and her role as an Aerospace Minister.</p> <p>The Ministry supports the Cabinet paper. We have been working with MBIE on the paper and aligning it to the Enabling Drones Integration package.</p> <p><i>Responsibility: Alec Morrison, Policy Delivery Lead, Strategy</i></p>			<p><b>Next steps:</b></p> <p>Minister Allan will receive a briefing by the end of March 2023 with a draft strategy for feedback and background material.</p>

5 CABINET PAPERS LED BY OTHER AGENCIES

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
<p>s 9(2)(f)(iv)</p> <p>PROACTIVELY RELEASED BY TE MANATU WAKA MINISTRY OF TRANSPORT</p>			
<p>Responsibility: <i>Natasha Rave, Manager, Resilience and Security</i></p>			

5 CABINET PAPERS LED BY OTHER AGENCIES

[RESTRICTED] Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
<p>s 9(2)(f)(iv), s 6(a)</p> <p>PROACTIVELY RELEASED BY TE MANATŪ WAKA MINISTRY OF TRANSPORT</p>			

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

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



**Aviation Security Service**  
*Kaiwhakamaru Rererangi*

### Key Updates

s 9(2)(f)(iv) and s9(2)(g)(i)

#### US Transportation Security Administration (US TSA) Audit

This week, representatives from the US TSA arrive in New Zealand to complete onsite assessments of the security operations of airports, cargo processors, airlines, and screening organisations. The US TSA routinely undertakes inspections of this nature around the world to inform its understanding of risk and threat and gain assurance about the effectiveness of the operations in ports that are last points of departure to the USA. Typically, these inspections are conducted on a three-yearly cycle. The last New Zealand inspection was undertaken remotely in 2021 during the COVID-19 pandemic.

We will keep Minister Allan advised, should the outcome of the inspection require any corrective actions.

s 6(c)



## Communications and External Engagement

### Authority Media Summary- last 7 days

15 March 2023	<p><b>CAA lays charges over Muriwai skydiving death</b></p> <p><a href="https://www.nzherald.co.nz/nz/caa-lays-charges-over-muriwai-skydiving-death-of-sarah-jane-bayram/NDWTL4RFPJE5NAN2OBI3HJ6V2Q/">https://www.nzherald.co.nz/nz/caa-lays-charges-over-muriwai-skydiving-death-of-sarah-jane-bayram/NDWTL4RFPJE5NAN2OBI3HJ6V2Q/</a></p> <p>Our media response:</p> <p>The CAA has filed one charge in this matter against SkyDive Auckland Limited under the Health and Safety at Work Act 2015, s 48, and one alternative charge under the Civil Aviation Act 1990, s 44. A further charge has also been filed against Tony Green, as Director of SkyDive Auckland under the Health and Safety at Work Act 2015, s 48, and one alternative charge under the Civil Aviation Act 1990, s 44. All charges relate to the fatal sky diving accident on 10 March 2022.</p>	NZ Herald
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### Planned communications and engagement – March and April 2023

When	What	Why
Ongoing (ends Easter)	Two AvSec digital campaigns-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.
April CAA briefing	Email newsletter to industry.	Stakeholder engagement - actioned three times per year via MailChimp.
Vector Autumn issue	Aviation industry magazine.	A way of getting relevant information to industry in an easy-to-read format.
Vector Online articles	Automatic Dependent Surveillance Broadcast (ADS-B)- an aircraft surveillance system. Classic fighters.	Ongoing education by making some Vector articles publicly accessible online.
Late March	“In, Out and Around Auckland” GAP (Good Aviation Practice) booklet.	Updated version of existing booklet.
By end of April	Lithium batteries printed collateral update.	Ongoing education around batteries, as they are still the top item removed from passenger luggage.
March, May, and July (March is Tauranga)	Face-to-face airworthiness and maintenance workshop with industry.	Ongoing education and training.



## NORTH ISLAND WEATHER IMPACTS

KiwiRail's track inspection teams have been out inspecting much of the North Island Rail network and we have been able to reopen many freight and commuter lines.

Our first priority was to establish the programme, mobilise resources and work with our network teams to understand the extent of the damage. Our network and engineering teams have been working tirelessly on the ground to assess the network and provide us with a fact-based assessment of the state of our assets.

The affected areas include the 194km section of the North Auckland Line (NAL) from Swanson to Whangarei, the Auckland Metro network, and around 280 km of the Palmerston North to Gisborne Line (PNGL) between Woodville and Wairoa.

Given the lengths of time the North Auckland Line and parts of the rail line to Napier and Wairoa are expected to be closed, we have taken media on site visits – the massive slip at Tahekeroa, on the NAL, and to the Esk Valley and Bridge 217 south of Napier, on the PNGL.

This included interviews with senior project staff, who were able to explain the scale and complexity of the damage. Both visits had widespread media coverage and helped convey to the public why the lines will take time to repair.

### Northland

There are 102 damage sites across the North Auckland Line north of Swanson. Our network team has categorised them into critical, major, and minor damage sites. The team has developed a comprehensive schedule of the sites, works to be done, and a programme to complete.

Engineering investigations of at least 50 slips on the line continue, with designs to remediate them coming in.

We expect to have work on the non-critical sites completed relatively quickly, but the timing of initial reopening is dependent on stabilising and clearing the 350m long Tahekeroa slip. It is difficult to definitively predict reopening at present.

Enabling works, including temporary drainage, are underway and the initial focus of work will be on building the temporary earth bund, to enable the safe removal of material, and then on clearing the road (above the rail line). Preliminary designs on a permanent solution to protect the road and rail corridor are well progressed.

Further geotechnical work on the Tahekeroa slip is required, and given its size, we expect it will take some time to clear before the railway can be rebuilt.

In recent weeks ongoing weather has impacted repairs – for example, the rail near Kaukapakapa was damaged in the 27 January 2023, event, with repairs near complete when severe localized rain and flooding hit on 24 February 2023. The new formation laid remained intact, but ballast (the larger rocks around the tracks) were washed away. Repairs are underway and will be more resilient once complete.

KiwiRail teams working on the NZ Upgrade Programme funded project to reopen the mothballed line north of Kauri/Whangarei are being redeployed to repair the weather damaged sections of the NAL.

We have revised our timeframe and now expect to the NAL to remain closed for at least 12 weeks.

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

There are 23 damaged sites throughout the metro network. The metro networks team has developed a scope and schedule for each site. There are 2-3 slips that need longer-term remediation measures.

The Auckland network is operational and the Metro team have largely absorbed the work planning into their ongoing programme.

**Hawkes Bay**

There are three distinct sections that we are focusing on along the PNGL and our networks and operations teams are evaluating what may be achieved in the short term.

**Woodville to Hastings**

144km of track with around 50 damage sites, of which the only critical site is Bridge 176. The teams are working hard to get an initial opening of this line within a matter of weeks.

The rail line from Palmerston North to Woodville is open and freight services are running. KiwiRail is working on building a temporary container terminal in Hastings. This will allow freight to be railed to/from Hastings then road-bridged to/from Napier Port.

**Hastings – Napier**

This section of the line is expected to remain closed for up to six months.

There has been significant damage around Awatoto – especially to Bridge 217, which has lost piers and spans, and track. Within the approximately 20km of track there are also several other sites that will need repair.

Debris clearing around the rail line between Hastings and Napier is ongoing, and we have started repairing track on the line and undertaking design work for fixing Bridge 217.

**Napier – Wairoa**

This is expected to remain closed for some time, given our focus is on reopening the line to Napier. Inspections on the Napier – Wairoa section of line are ongoing – with around 150 damage sites identified so far.

KiwiRail will be working closely with Waka Kotahi where the road and rail line run close together in Eskdale. In this area seven kilometers of rail line has been badly damaged, and in some places the tracks have been dragged significant distances by flood waters.

Along the 20km stretch of rail line that travels up the Esk River valley, there are at least 20 major damage sites, with several more in the 10km stretch to Tutira. These are difficult to access, given the terrain. Several bridges on the line will need detailed inspection.

The 60km stretch of line further north, to Wairoa, appears to be less damaged. We are still working on assessments and access, although some work has commenced to clear sites in Eskdale, where we have major silt contamination and our track is washed into neighboring properties. A timeframe for reopening Napier – Wairoa is unknown at this stage

**Next Steps**

Our plan is to assess and capture the severity of the damage by site, develop a repair plan, understand resource requirements, and then build a programme for reinstatement. Once open, the teams will then develop a more refined programme to bring lines back to normal full service, and then will seek to identify what additional resilience considerations need to be made.

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

To ensure a successful recovery, we must consider two vital aspects. Firstly, we need to manage the scope of work and make decisions at the executive level regarding what's necessary for engineering remediation versus what's required for opening.

We must also determine if investing in a better solution now is preferable to opening with ongoing disruptions. These decisions require careful consideration of all available information and an understanding of the trade-offs involved. Secondly, we need to be prepared for resumed operations, even if the exact dates and level of service are uncertain. Creating checklists for operational resumption and readiness is a prudent step towards achieving this goal.

## INTERISLANDER

### Repair and service schedule update

The Kaitaki is currently out of service while its gearbox is investigated and repaired.

The fabrication specialist from the Dutch gearbox manufacturer arrived in New Zealand on 11 March 2023 and is working with our onshore engineering team investigating the cause and repair options for the Kaitaki gearbox failure.

Aratere (passengers and freight) and Kaiarahi (passengers and freight) are both running and undertake additional sailings where possible. The Valentine (freight only) is also operating to reduce demand, with Kaitaki out of service.

Changes to operating ferry schedules, the fact that we are moving out of peak season, and the reduction in illness due to COVID-19 will all help manage passenger, vehicle and freight volumes in the weeks ahead.

### Disruption management update

As a result of further information now to hand, it looks as if the Kaitaki will be out of action and undergoing repairs until 10-18 April 2023, (i.e. after Easter Weekend). We had previously advised a return to service date of 27 March 2023, on initial information available.

To provide more certainty around their travel, we are progressively cancelling passengers booked on Kaitaki until 27 March 2023 – allowing them to rebook at a convenient time or to be refunded if this cannot occur. Wholesale groups and freight customers are being rescheduled onto other ferry sailings.

Given the revised repair timeline, which coincides with Easter and school holidays, Interislander is contingency planning for Kaitaki to be out of action longer than 27 March 2023.

This means we are now looking at freight and passenger management and communications through to 18 April 2023, post-Easter and the start of school holidays to provide certainty to our customers.

We are cancelling Kaitaki passengers in tranches as this enables our call centre to manage the volumes and assist customers onto other sailings or with refunds. The cancellations are occurring days in advance to avoid short-notice cancellations.

### Maritime New Zealand (MNZ) audit update

Interislander filed its formal/technical response to MNZ on 14 March 2023, within set timeframes. We continue to push hard to recruit masters, engineers and other key personnel to build more resilience into our operations, consistent with our briefing to Ministers on 3 March 2023.

We will issue a further briefing to Ministers as further reliability options are developed and considered.

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

**On Time Performance (OTP)**

We are conscious, with the increased number of disruptions to our ferries, that our performance metrics will come under increased scrutiny. We intend to report on this to you on a more frequent basis.

Past performance for OTP is as below. For March 2023, we are currently tracking at 72%, which is below our 88% target, but a marked improvement on February 2023's 57% measure.



**MAJOR PROJECTS UPDATES**

**KiwiRail's Avondale-Southdown designation.**

ALR is consulting on some route options until 10 April 2023, one of which goes through Onehunga using KiwiRail land, and part of an existing designation for rail from Avondale to Southdown.

ALR has explained in their communications that KiwiRail and Auckland Transport (AT) are working on a 30 year plan which would include freight and passenger services on the Avondale-Southdown designation and that if ALR proceed with this Onehunga route, it would be shared with KiwiRail on combination of long raised bridges and shallow trenches below the ground with barriers.

KiwiRail has emphasised to ALR the long-term network plan needs the long-signaled Avondale – Southdown outer link. ALR is seeking to use large sections of the Southdown Avondale corridor and we are working jointly to understand how we can share.

If Light Rail proceeds it would be impossible to retrofit and therefore, we propose that common sections of the corridor must be built at the same time.

It should be noted as part of the above, that every freight train heading north must go through Newmarket and will compromise AT's longer term off-peak and weekend timetable objectives.

If Southdown Avondale is built, the entire inner circle of the network can be used for intense metro traffic.



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

**SCENIC SERVICES – LAUNCH OF SCENIC PLUS**

Last week, KiwiRail launched our new Scenic Plus experience, starting initially on the TranzAlpine route.

Scenic Plus offers a relaxed, inclusive experience that involves delicious regionally inspired meals, prepared in our brand-new kitchen car, matched with local wines and beers. There is a dedicated passenger carriage and viewing carriage; and the entire journey will be hosted by one of our staff, bringing the experience to life with local stories and insights.

Our customer will still be able to book standard TranzAlpine tickets, however Scenic Plus offers international and domestic travellers a more boutique and personalised experience, catering to the growing international market for rail tourism with a demand for high-quality products.

The kitchen (AKF) carriage was built by KiwiRail at our Hutt and Kaiwharawhara Workshops, as part of a \$24 million investment through the Government's Provincial Growth Fund. The fund has also allowed the platform at Greymouth Station to be lengthened, and KiwiRail to build the new, premium Scenic Plus passenger carriages.

**UPCOMING MEETINGS/EVENTS**

4 April 2023 – Regular Shareholder Ministers meeting with KiwiRail.

12 April 2023 – Regular meeting with Minister of Transport.

17 April 2023– KiwiRail meeting with National Infrastructure MPs in Auckland

26 April 2023 – KiwiRail meeting with MPs Simeon Brown and Michael Woodhouse at Hillside



No update this week



### Master and company charged following Enchanter tragedy

Following a fatal charter boating incident in March 2022 in which five people died, and an extensive investigation and <sup>s 9(2)(g)(i)</sup>

Maritime New Zealand, has made a decision to prosecute the master of the vessel Enchanter under the Health and Safety at Work Act 2015; and to prosecute the company which runs the operation under both the Health and Safety at Work Act 2015 and the Maritime Transport Act 1994.

<sup>s 9(2)(a), s 6(c)</sup>

### Turning strategy into action for Safer Boating Forum

In the week ending 24 March 2023 the Safer Boating Forum Leadership Group (SBF LG) will meet in Auckland to progress the development of the sector-wide Recreational Craft Strategy.

The Safer Boating Forum is a partnership of like-minded organisations around the country, chaired by Maritime NZ, working to reduce harm in the recreational craft sector. The development and implementation of the sector-wide strategy is a primary intervention under the over-arching Recreational Craft Harm Prevention Programme.

The draft strategy has been shared with the SBF LG and the focus of the hui is to work through each identified intervention and suggested programme of work for the Safer Boating Forum members to complete over the next two years.

This will play a key part of the ongoing programme of work to ensure more people make it home safe and well from their time on the water. The wider SBF membership will consider the draft strategy in May this year.

### Great results from Maritime NZ's work with MetService

We recently advised you that Maritime NZ had partnered with MetService as part of Maritime NZ's recreational craft harm prevention programme.

After just three months of the partnership, it's pleasing to say we have had great results so far, and the partnership continues to go from strength to strength.

Highlights include 54 million impressions delivered to the end of February 2023 (impressions are the number of times all our advertisements are displayed), three times above our expectations – for the first six months.



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

On top of this, 1.6 million people to date have seen our safety-message placements about checking appropriate marine forecasts, wearing a lifejacket and carrying two forms of communications.

This work is targeted to achieve our objectives around changing the behaviour of light water craft users and encouraging them to check a proper marine forecast before going out on the water. Research has shown that many people using light water craft do not do this before heading out.

The second part is around reinforcing our core key messaging around wearing a properly fitted lifejacket and carrying two forms of waterproof communications.

### **Port Health and Safety Update - Approved Code of Practice for Loading and Unloading Cargo**

This past week saw the running of two successful workshops with the port sector to support the development of the Approved Code of Practice (ACOP) for the loading and unloading of cargo on New Zealand ports.

The creation of an ACOP was identified in the Port Health and Safety Leadership Group's multi-year harm prevention plan, the Port Sector Insights Picture and Action Plan, as an important part of the response to the recent tragic deaths of two port workers in Auckland and Lyttelton.

The plan itself was officially launched on Wednesday 15 March at an event at CentrePort, with Minister Wood and the Port Health and Safety Leadership Group, and via newsletter to the wider sector.

Putting in place an ACOP around loading and unloading of cargo will help to implement more consistent regulatory standards around some of the highest-risk activities in ports.

The workshops took a different approach where topics were split according to the specialist knowledge of the attendees. This allowed for more detailed information and discussion on key aspects of what we expect good will look like in relation to this work. There has been excellent participation from workers/unions, Port and Stevedoring companies in the workshops.

s 6(c)

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**6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES****Maritime NZ in the media**

Late last week Maritime NZ filed charges against the skipper of the Enchanter (Lance Goodhew) and Enchanter Fishing Charters in relation to a fatal charter boating incident in March 2022.

Several major media outlets requested our statement, and Newshub's Karen Rutherford did a 6pm news piece. She named Mr Goodhew and his company.

Nine to Noon on RNZ has requested an interview to talk about passenger ferries on Cook Strait. We are considering its request.

Alongside Minister Woods' Office we held a Ports Health and Safety announcement this week in Wellington, which was well covered by mainstream media.

The Press has asked about a vessel stranded at Lyttelton Port, called the Loyalty Hong. It is asking for information on the worst case scenario. We are working on a response.

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