OC260720

18 September 2026

[redacted]

Tēnā koe [redacted]

Thank you for your email received by the Ministry for Cities, Environment, Regions, and Transport (the Ministry) on 25 August 2026 , requesting the following under the Official Information Act 1982 (the Act):

> "For the period from 2 October 2025 to the date of this request, please provide:
>
> 1. The Council's terms of reference, current membership, membership selection criteria and any appointment or representation arrangements.
> 2. A list of all meetings held, including regular, special and extraordinary meetings, together with the date of each meeting.
> 3. Copies of all meeting agendas, attendance records, papers, presentations, minutes or meeting notes, action registers and resulting recommendations or reports.
> 4. Any papers, minutes, advice or recommendations concerning:
>   - coastal shipping and domestic shipping resilience;
>   - the protection of critical coastal freight connections;
>   - port connectivity and port productivity;
>   - representation of the maritime and coastal shipping sectors;
>   - the Action Plan for Freight;
>   - the National Freight Demand Study;
>   - freight workforce issues;
>   - freight-system data; and
>   - the effects of structurally higher fuel prices on freight and supply chains.
>
> Copies of any formal advice, recommendations or reports provided by the Council to the Minister of Transport, Associate Minister of Transport or other ministers."

I have identified 17 documents within the scope of your request and am releasing 15 documents to you in full and one document in part, as listed in the document schedule attached as Annex 1.

Certain information is withheld under the following sections of the Act:

9(2)(a)	to protect the privacy of natural persons
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

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

The last document is refused in full under section 18(d) of the Act as it is already publicly available.. The document is available on the Ministry's website as detailed in the document schedule.

If you would like to discuss this decision with us, please do not hesitate to contact us at OIA@mcert.govt.nz.

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

Please note that due to the public interest in our work, the Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on its website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Rory Sedgley
Manager (Acting), Maritime, Freight & Access (T)
Ministry for Cities, Environment, Regions, and Transport

Annex 1: Document Schedule

#	Date	Reference	Title of Document	Decision on request	Notes/link
Part 1					
1			Freight Advisory Council - Terms of Reference	Refused in full under section 18(d).	The Terms of Reference and related information is published at: https://www.transport.govt.nz/area-of-interest/freight-and-logistics/freight-advisory-council
2	3/12/2025	OC251086	Freight Advisory Council Meeting - Briefing	Released with some information withheld under sections 9(2)(a) and 9(2)(g)(i).	
Part 3 – 5 December 2025 meeting					
3	5/12/2025		Freight Advisory Council – Final Agenda 5 December 2025	Released in full.	
4	5/12/2025		Freight Advisory Council – Meeting Summary 5 December 2025	Released in full.	
5			Freight Advisory Council – Draft Terms of Reference	Released in full.	
6	5/12/2025		Freight Advisory Council Meeting paper – Item 2	Released in full.	
7	5/12/2025		Freight Advisory Council Meeting paper – Item 3	Released in full.	
8			NZTA slide on the NFDS	Released in full.	
9			Border Security Slide	Released in full.	

#	Date	Reference	Title of Document	Decision on request	Notes/link
Part 3 – 26 February 2026 meeting					
10	17/02/ 2026		Email: From The Freight Advisory Council Secretariat to Freight Advisory Council Subject: Freight Advisory Council – 26 February 2026 – Meeting Agenda Attachment 1: Freight Advisory Council – 26 February 2026 – Meeting Agenda Attachment 2: Freight Advisory Council – Meeting Summary 5 December 2025 Attachment 3: Freight Advisory Council – Draft Terms of Reference – Revised	Released in full.	
11	20/2/2026		Email: from The Freight Advisory Council Secretariat to Freight Advisory Council Subject: Freight Advisory Council – 26 February 2026 – Meeting Agenda Attachment: Freight Advisory Council Meeting Paper – February 2026 – Item 3	Released in full.	
12	26/02/2026		Freight Advisory Council – Meeting Summary 26 February 2026	Released in full.	
Part 3 – 26 May 2026 meeting					
13	12/05/2026		Email: Freight Advisory Council Secretariat to Freight Advisory Council Subject: Freight Advisory Council – quarterly meeting	Released in full.	

#	Date	Reference	Title of Document	Decision on request	Notes/link
14	26/05/2026		Agenda – Freight Advisory Council meeting 26 May 2026	Released in full.	
15	26/05/2026		Freight Advisory Council meeting paper Item 2	Released in full.	
16	26/05/2026		Maritime Workforce – update for the Freight Advisory Council	Released in full.	
17	5/06/2026		Email: Freight Advisory Council Secretariat to Freight Advisory Council Subject: Freight Advisory Council – 26 May meeting summary slides and action points Attachment1: NFDS update for Freight Advisory Council May 2026 Attachment 2: Freight Advisory Council – Update Slides 26 May 2026	Released in full.	

MINISTRY OF TRANSPORT
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Freight Advisory Council | Terms of Reference

Context

1 New Zealand's economic prosperity is underpinned by a transport network that enables freight to move around efficiently, quickly, and safely. The Government Policy Statement on land transport 2024 reintroduced a focus on increasing economic growth and productivity as a priority for land transport expenditure.

2 The Government values the freight sector's insights and perspectives on how best to support freight and supply chains to deliver economic growth and productivity.

Purpose

3 The New Zealand Freight Advisory Council brings together key industry stakeholders and government officials from across the freight, logistics, and supply chain sector.

4 It is a forum for industry to:

a. be kept up to date with progress on the Government's work programme to support freight and supply chains

b. provide regular feedback and input on the work programme and other key sector issues

c. identify immediate system inefficiencies and constraints, alongside emerging strategic risks and opportunities across the freight system

d. develop collective views on practical actions government and industry can take to address the risks, constraints and opportunities identified

Scope

5 The Council's scope is multi-modal covering freight moved by road, rail, air and sea. It also includes freight nodes (such as ports, airports and inland ports), imports, exports, and internal freight movements.

6 The Council is not intended to replace engagement on specific policy issues with wider stakeholders as needed. However, the Council could provide feedback on which topics are of interest to their members, key contacts, and the approach to engagement on those topics. Discussions are advisory only and non-binding.

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Membership

7 The convening agency is the Ministry of Transport (Chief Executive). The NZ Transport Agency, Maritime New Zealand and the Civil Aviation Authority are also represented on the Council by an Executive Leadership team member. Other government agencies may be invited to discuss specific topics.

8 KiwiRail, as a State-owned enterprise responsible for maintaining the rail network as well as a rail freight operator, is invited to be part of the Council.

9 Industry representatives are drawn from across all freight modes and, where possible, reflect peak bodies or industry associations to ensure broad representation. Membership is by invitation from the convener. Other industry members may be invited to discuss specific topics.

Meetings

10 The Council will meet quarterly, either in-person or virtually. The frequency of meetings will be reviewed in June 2026 to ensure the meeting frequency is useful for members.

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Document 2

MINISTRY OF TRANSPORT
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3 December 2025 OC251086

Hon Chris Bishop
Minister of Transport

MEETING WITH THE FREIGHT ADVISORY COUNCIL

Purpose

This briefing outlines the agenda for the 5 December 2025 Freight Advisory Council inaugural meeting, stakeholder expectations, and matters members may raise during your concluding roundtable.

Time and date	**3:30-4:00pm, 5 December 2025**
Venue	Ministry of Transport, 3 Queen's Wharf
Attendees	Please see biographies annex
Officials attending	Ruth Fairhall, Acting Chief Executive, Ministry of Transport Richard Forgan, Group General Manager System Leadership, NZ Transport Agency Kane Patena, Director, Civil Aviation Authority Kirstie Hewlett, Director, Maritime NZ Marian Willberg, Manager – Maritime, Freight & Access, Ministry of Transport
Agenda	Please see Annex One

Contacts

Name	Telephone	First contact
Ruth Fairhall – Acting Chief Executive	s 9(2)(a)	
Marian Willberg, Manager – Maritime, Freight & Access		✓

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MEETING WITH THE FREIGHT ADVISORY COUNCIL

Key points

- You will join the final 30 minutes of the inaugural Freight Advisory Council meeting on Friday 5 December, 3:30–4:00pm, at the Ministry of Transport.
- As outlined in earlier advice [OC250683 refers], the Freight Advisory Council has been established to strengthen engagement with the sector. Its members, drawn from peak bodies and industry groups, will provide industry insights, support cross-mode problem-solving, and advise on priority areas in the Government's work programme to support freight and supply chains.
- You have previously agreed the draft Terms of Reference and proposed membership list. All invitation letters sent to prospective members have been accepted, and the draft Terms of Reference, agenda, and supporting papers have been sent to members in advance of the meeting.
- The agenda for the inaugural meeting includes:
    - **Overview of the Government's work programme –** Agencies will outline key workstreams that support freight and supply chains, with an opportunity for the Council to provide feedback on priorities for future Council discussion.
    - **Industry roundtable –** Discussion on sector issues and opportunities, informed by members' pre-meeting input.
    - **Minister's roundtable –** You will close the meeting with a roundtable discussion.
- In preparation for the meeting, Ruth Fairhall has spoken with several members to understand their expectations. Five broad themes have emerged:
    - **System visibility and data sharing**: Interest in more consistent, shared and timely data to support planning, improve supply chain performance, and provide earlier visibility of risks and constraints.
    - **Productive, integrated and efficient supply chains:** Opportunities to improve end-to-end integration across modes and major transfer points in the system, and to reduce duplication or inefficiency across the freight network.
    - **Infrastructure aligned to system need:** Value in a clearer system-wide view of future freight demand, network capacity, and investment need and sequencing.
    - **Right-sized and coordinated regulation:** Desire for regulatory clarity and alignment across agencies, with emerging changes being practical, proportionate and well signalled.
    - **Network resilience:** Concerns include workforce shortages, vulnerability to disruptions, and calls for more coordinated approaches to strengthening resilience across transport modes.

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- During your roundtable, you may wish to:
    - **Begin by setting out the Government's strategic direction for freight** and the role you see the Council playing in this.
        - You might like to mention the Government's goal to double the value of exports, noting that annual exports to 30 June 2025 exceeded $100 billion for the first time in New Zealand's history.
        - Indicate that the Government Policy Statement on Land Transport 2027 will be raised at a future Council meeting and use this roundtable to share any early thinking guiding that work.
    - **Highlight developments in your other portfolios** that support and enable freight — for example, how resource management reforms and local government changes are expected to affect the system, noting particular interest in the impact on ports and inland ports.
        - There is clear interest in the sector for the Fast Tracking of key freight supporting initiatives such as port extensions and dredging, and inter-modal freight hubs.
        - Note that the Ports in particular will be interested in the implications of the proposed local government reforms for port ownership (Minister Meager mentioned this with Port CEs last week).
    - **Address sector-specific issues raised by members on the day**, directing technical or detailed queries to relevant officials where appropriate.

s 9(2)(g)(i)

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ANNEX ONE: DRAFT AGENDA

Timing	Item	Purpose	Lead
2:00pm	1. Welcome, introductions, and Council role	Discuss and agree the Terms of Reference.	Chair
2:20pm	2. The Government's work programme that supports freight and supply chains	Government agencies will provide an overview of key work areas relevant to the freight sector, providing the Council with up-to-date insights into current priorities. Opportunity for the Council to provide feedback, including relevant stakeholder contacts, and recommended engagement strategies.	Ministry of Transport
2:50pm	3. Industry roundtable	Council to offer insights on key sector issues and opportunities, including what is currently top of mind for members in relation to freight priorities and challenges.	Chair
3:30pm	4. Minister of Transport roundtable	Opportunity for Council members to engage directly with the Minister.	Minister

Attendees

Ruth Fairhall	Ministry of Transport (Chair)
Cath O'Brien	Board of Airline Representatives New Zealand
Rachel Madden	Customs Brokers and Freight Forwarders Association
Dom Kalasih	Ia Ara Aotearoa Transporting New Zealand
Mark Scott	International Container Lines Committee
Justin Tighe-Umbers	National Road Carriers
Billie Moore	New Zealand Airports Association
Brent Falvey	New Zealand Cargo Owners Council
David Borcoski	New Zealand Shipping Federation
David Boyce	New Zealand Trucking Association
Peter Reidy	KiwiRail
Kirstie Hewlett	Maritime New Zealand
Kane Patena	Civil Aviation Authority
Leonard Sampson	New Zealand Port Chief Executives Group
Richard Forgan	New Zealand Transport Agency

Apologies

Charles Finny	New Zealand Port Chief Executives Group
Brett Gliddon	New Zealand Transport Agency

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Biographies



Cath O'Brien – Executive Director, Board of Airline Representatives New Zealand (BARNZ)

Executive Director since 2022, previously Head of Regulatory Affairs at Air New Zealand, with extensive experience in aviation regulation and stakeholder engagement.

BARNZ represents international airlines operating in New Zealand, including through engaging with government and regulators on policy, pricing and operational matters.



Rachel Madden – President, Customs Brokers and Freight Forwarders Association (CBAFF)

General Manager NZ at Kerry Logistics Oceania, with more than 15 years' experience in freight forwarding and logistics.

CBAFF represents customs brokers and freight forwarders, advocating for favourable operating conditions across logistics and supply chains.



Dom Kalasih – Chief Executive, Ia Ara Aotearoa Transporting New Zealand

Formerly with the NZ Transport Agency, the Ministry of Transport, and Z Energy, with deep expertise in heavy vehicle safety and road transport logistics.

Ia Ara Aotearoa Transporting New Zealand represents the national road freight transport industry, including more than 1,100 companies with a combined fleet of over 14,000 vehicles.

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Mark Scott – Chair, International Container Lines Committee (ICLC)

General Manager at COSCO NZ and active representative in international container shipping discussions, contributing industry insights on supply chain and port operations.

ICLC represents international container shipping lines active in NZ (including Maersk, MSC, CMA CGM, COSCO, Hapag-Lloyd), providing input on sea freight services, port productivity, and regulation.



Justin Tighe-Umbers – Chief Executive, National Road Carriers (NRC)

CEO since 2022; formerly Executive Director of BARNZ, with prior senior roles in telecommunications and infrastructure projects.

NRC represents road transport operators nationwide, providing advocacy, representation and advice.



Billie Moore – Chief Executive, New Zealand Airports Association

Chief Executive since 2025; a strategic leader with experience in governance, aviation sector policy, and industry advocacy.

NZ Airports Association represents international airlines operating in New Zealand, engaging with government and regulators on policy, pricing, and operational matters.



Brent Falvey – Chair, New Zealand Cargo Owners Council (NZCOC)

Head of Logistics at ANZCO Foods, with extensive global shipping and international trading expertise.

NZCOC represents major exports and importers, accounting for over 70% of New Zealand's containerised trade, and focuses on efficient, reliable, cost-effective cargo movement.

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Leonard Sampson – Member, New Zealand Port Chief Executives Group

CEO of Port of Tauranga since 2021; previously COO and Commercial Manager, with earlier senior roles at KiwiRail, Carter Holt Harvey, and Mainfreight.

Attending on behalf of the Port Chief Executives Group as Charles Finny is unavailable.



David Borcoski – President, New Zealand Shipping Federation (NZSF)

Executive Chairman of ASP Ships Group, with more than 30 years' experience in international shipping and marine logistics.

NZSF represents New Zealand's coastal shipping operators, advocating for safe, clean, and resilient domestic shipping.



David Boyce – President and CEO, New Zealand Trucking Association

Over 40 years in the transport industry, leading major safety initiatives including TruckSafe NZ.

NZ Trucking Association represents trucking businesses of all sizes focusing on advocacy, safety initiatives, and member support.

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MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Agenda | Kaupapa mahi

Meeting	Freight Advisory Council
Date	Friday 5 December 2025
Time | Venue	2:00 – 4:00pm | Ngake Room, Ministry of Transport, 3 Queens Wharf, Wellington | Microsoft Teams

Timing	Item	Purpose	Lead
2:00pm	1. Welcome, introductions, and Council role	Discuss and agree the Terms of Reference	Chair
2:20pm	2. The Government's work programme that supports freight and supply chains	Government agencies will provide an overview of key work areas relevant to the freight sector, providing the Council with up-to-date insights into current priorities. Opportunity for the Council to provide feedback, including relevant stakeholder contacts, and recommended engagement strategies.	Ministry of Transport
2:50pm	3. Industry roundtable	Council to offer insights on key sector issues and opportunities, including what is currently top of mind for members in relation to freight priorities and challenges.	Chair
3:30pm	4. Minister of Transport roundtable	Opportunity for Council members to engage directly with the Minister.	Minister

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Appendix 1: Attendees

Freight Advisory Council

Ruth Fairhall	Ministry of Transport (Chair)
Cath O'Brien	Board of Airline Representatives New Zealand
Rachel Madden	Customs Brokers and Freight Forwarders Association
Dom Kalasih	Ia Ara Aotearoa Transporting New Zealand
Mark Scott	International Container Lines Committee
Justin Tighe-Umbers	National Road Carriers
Billie Moore	New Zealand Airports Association
Brent Falvey	New Zealand Cargo Owners Council
David Borcoski	New Zealand Shipping Federation
David Boyce	New Zealand Trucking Association
Peter Reidy	KiwiRail
Kirstie Hewlett	Maritime New Zealand
Kane Patena	Civil Aviation Authority

Apologies

Charles Finny	New Zealand Port Chief Executives Group
Brett Gliddon	New Zealand Transport Agency

In attendance

Hon Chris Bishop	Minister of Transport *(item 4)*
Leonard Sampson	New Zealand Port Chief Executives Group
Richard Forgan	New Zealand Transport Agency
Marian Willberg	Ministry of Transport *(item 2)*
Matt Mintrom	Ministry of Transport *(Secretariat)*

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MINISTRY OF TRANSPORT
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Freight Advisory Council
Meeting Summary – 5 December 2025

This was the first meeting of the Freight Advisory Council. Members discussed the Council's purpose, provided insights across key freight system issues, and engaged with the Minister of Transport on priorities and opportunities for the sector.

Item 1: Role of the Council

Members discussed how the Council could best utilise its membership base and time. The broad consensus was that the Council should aim to balance:

- Timely industry input into Government priorities.
- Identification of immediate inefficiencies across the freight system.
- A forward-looking view on strategic risks and opportunities.

Members noted the draft Terms of Reference is currently too narrow and recommended expanding it to enable immediate, practical actions alongside developing a longer-term system perspective. Members discussed the desirability and practicalities of the Council developing a vision or strategy, and also raised this with the Minister (see Item 4), noting that a lot of time and effort can be spent developing a document that is then not used.

Action Point

The Ministry will revise the draft Terms of Reference, incorporating Council and Minister input.

Item 2: Government Work Programme Supporting Freight and Supply Chains

The Ministry outlined current government work programmes supporting freight and supply chains, including:

- the National Freight Demand Study – lead agency NZTA
- NZTA Action Plan for Freight
- the Government Policy Statement on land transport 2027-2037 – lead agency MoT
- funding reforms (road user charges and tolling) – lead agency MoT
- Resource Management Act reform – lead agency Ministry for the Environment
- Local Government reform – lead agency Department for Internal Affairs,
- Land Transport rules reform – lead agency MoT
- International and domestic Maritime regulatory programme – lead agency MoT[?]
- Aviation Action Plan – lead agency MoT
- Border security reforms – lead agency Customs
- Identifying Critical Goods and Supply Chains – lead agency MBIE
- International Maritime Organisation Net-Zero Framework – lead agency MoT

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Key points

- Members called for more of the business-as-usual work programmes that currently sit within agencies to also be brought to the Council including workforce shortage initiatives and climate adaptation, to support a joined-up freight system view.
- Interest was also expressed in the scope of the Critical Goods and Supply Chains work, especially whether it examines exports.
- Concerns were raised about climate risks to infrastructure and the need for clearer visibility of Government activity.
- Concerns were also raised about the availability and quality of freight data in New Zealand and broader productivity issues. For example, members noted delays in updating the Ministry's Freight Information Gathering System (FIGS).

Action Points

- Secretariat to coordinate with agencies on workforce, data, climate adaptation, and regulatory work.
- NZTA to continue engaging with the Council on the National Freight Demand Study.
- MBIE to be invited to participate given its role in relevant programmes including critical supply chains, the Regional Infrastructure Fund, energy, and labour.

Item 3: Industry Roundtable

The roundtable discussion highlighted several cross-system themes:

- Technology & Automation: Supply chains will be reshaped by AI and automation, though regulatory delays and labour resistance remain barriers.
- Capacity vs. Growth: Economic ambitions must be balanced with infrastructure and workforce limits, supported by better data.
- Workforce Risk: Labour shortages pose immediate operational, safety, and fraud challenges.
- Port Competitiveness: Efficiency concerns and fragmented decision-making hinder national freight outcomes.
- Regulation: Slow regulatory processes and access constraints create inefficiencies.
- Freight Corridors: Safeguarding nationally significant routes from fragmented local planning is critical.

Action Points

- Invite the Infrastructure Commission to the next meeting to discuss the 30-year National Infrastructure Plan (due 20 Dec 2025).
- Secretariat to monitor the Select Committee inquiry into Ports and the Maritime Sector and consider bringing its findings to a future meeting.

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Item 4: Minister of Transport Roundtable

- The Minister highlighted the Council's role in providing a joined-up, system-wide view of freight and transport.
- Government's immediate focus is on delivery and practical action, while maintaining a long-term perspective for resilience, productivity, and competitiveness.
- Members shared views with the Minister, who endorsed the work underway and pointed to major reforms, including RMA Reform, Fast-Track Approvals, and the InfraComm 30-year plan, and the Government's interest in enabling freight.

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Freight Advisory Council Organisations

- Ministry of Transport (*Chair*)
- Board of Airline Representatives New Zealand
- Customs Brokers and Freight Forwarders Association
- Ia Ara Aotearoa Transporting New Zealand
- International Container Lines Committee
- National Road Carriers
- New Zealand Airports Association
- New Zealand Cargo Owners Council
- New Zealand Shipping Federation
- New Zealand Trucking Association
- KiwiRail
- Maritime New Zealand
- Civil Aviation Authority
- New Zealand Port Chief Executives Group
- New Zealand Transport Agency

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MINISTRY OF TRANSPORT
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Freight Advisory Council | Terms of Reference

Context

1 New Zealand's economic prosperity is underpinned by a transport network that enables freight to move around efficiently, quickly, and safely. The Government Policy Statement on land transport 2024 reintroduced a focus on increasing economic growth and productivity as a priority for land transport expenditure.

2 The Government values the freight sector's insights and perspectives on how best to support freight and supply chains to deliver economic growth and productivity.

Purpose

3 The New Zealand Freight Advisory Council brings together key industry stakeholders and government officials from across the freight, logistics, and supply chain sector.

4 It is a forum for industry to:

a. be kept up to date with progress on the Government's work programme to support freight and supply chains; and

b. provide regular feedback and input on the work programme and other key sector issues.

Scope

5 The Council's scope is multi-modal (covering freight moved by road, rail, air and coastal shipping) and includes imports, exports, and internal freight movements.

6 The Council is not intended to replace engagement on specific policy issues with wider stakeholders as needed. However, the Council could provide feedback on which topics are of interest to their members, key contacts, and the approach to engagement on those topics. Discussions are advisory only and non-binding.

Membership

7 The convening agency is the Ministry of Transport (Chief Executive). The NZ Transport Agency, Maritime New Zealand and the Civil Aviation Authority are also represented on the Council by an Executive Leadership team member.

8 KiwiRail, as a State-owned enterprise responsible for maintaining the rail network as well as a rail freight operator, is invited to be part of the Council.

DRAFT

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9 Industry representatives are drawn from across all freight modes and, where possible, reflect peak bodies or industry associations to ensure broad representation. Membership is by invitation from the convener. Other industry members may be invited to discuss specific topics.

Meetings

10 The Council will meet quarterly, either in-person or virtually. The frequency of meetings will be reviewed in June 2026 to ensure the meeting frequency is useful for members.

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MINISTRY OF TRANSPORT
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Freight Advisory Council Meeting paper | Item 2

Meeting date	Friday 5 December 2025
From	Freight Advisory Council Secretariat
Title	The Government's work programme that supports freight and supply chains

Purpose

1 This paper provides a high-level overview of government programmes relevant to the freight system. It highlights the key initiatives where the Council's insight can shape direction, influence major investment and regulatory decisions, and help ensure the system evolves in a way that supports productivity, growth, and resilience.

Recommendations

2 The Council is asked to:

a **note** that this paper provides a high-level, non-exhaustive overview of significant freight-related work programmes.

b **identify** the key initiatives it wants to focus on in future meetings, where its insights can most effectively shape and improve freight system outcomes.

c **highlight** any additional programmes or organisational updates where Council input could add material value.

Background

3 In pre-meeting discussions with the Chair, Council members identified a number of strategic priorities for the freight system, including data, productivity, infrastructure, regulation and resilience. These priorities closely align with the government's current transport work programme.

4 Supporting economic growth and productivity is one of the three Ministry of Transport 2024-2028 strategic intentions. Guided by the Government Policy Statement on Land Transport 2024, a significant programme of work is underway across the system. This includes major investments, reforms to modernise funding and financing settings, introducing time-of-use charging legislation, improving international connectivity, and updating regulatory frameworks across land, maritime, and aviation transport.

5 Taken together, this activity represents a substantial period of reform and modernisation. It creates strong opportunities for the Council to shape policy direction, highlight freight users'

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needs, and help ensure that future system developments support productivity, resilience, and long-term economic benefits from a freight lens.

6 Alongside these reforms, government agencies carry out a wider range of day-to-day activities that directly benefit freight and supply chains. These include regulatory updates, investment planning, international engagement, fast-track approvals, system monitoring, resilience work, and coordination across agencies such as the Ministry, New Zealand Transport Agency, Maritime New Zealand and the Civil Aviation Authority.

7 Together with industry forums on operational issues like health and safety, regulatory settings, and workforce challenges, these efforts help ensure freight perspectives are embedded within a broader government focus on growth and productivity. Targeted initiatives to modernise the system and prepare for future demand complement this ongoing activity, with this forum providing an additional channel for freight voices alongside formal consultation processes.

Freight and supply chain-related work programmes

8 To support this discussion, Annex A sets out a non-exhaustive list of relevant work programmes, organised under the strategic priorities identified by members. Many of these programmes are cross-cutting and could sit under multiple categories. Programmes already in the delivery phase, with no further opportunity for Council input, have not been included.

Organisation updates

9 There is an opportunity for the Council to invite representatives of government organisations undertaking work that impacts freight and supply chains to present to future meetings. These include:

- **Ministry of Foreign Affairs and Trade –** international developments
- **Ministry for Primary Industries –** sector initiatives
- **New Zealand Trade and Enterprise –** trade and export promotion
- **Kānoa – Regional Economic Development and Investment Unit –** Regional Infrastructure Fund
- **New Zealand Customs Service –** ongoing border reform work
- **New Zealand Infrastructure Commission –** 30-year infrastructure plan

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Annex A — Relevant work programmes

Data		
1. National Freight Demand Study	**What it is**	Updated national analysis of freight volumes, flows, and long-term demand
	Timing	Data specification June 2026, Study published late 2026 - early 2027
	Lead	New Zealand Transport Agency
Productivity		
2. Funding Reforms – Road User Charges and Tolling	**What it is**	Modernising road user charges and creating a more flexible tolling framework
	Timing	The *Land Transport (Revenue) Amendment Bill* is currently before the Transport and Infrastructure Select Committee, with submissions closing on 8 January 2026.
	Lead	Ministry of Transport
3. NZTA Action Plan for Freight	**What it is**	Thirteen NZTA led initiatives delivering public benefit to freight
	Timing	To be progressed over 2024-27
	Lead	New Zealand Transport Agency
Infrastructure		
4. Government Policy Statement on land transport 2027	**What it is**	Sets land transport priorities between 2027 and 2037 and directs how the National Land Transport Fund (NLTF) is allocated at a high level across activity classes.
	Timing	Consultation in mid-2026
	Lead	Ministry of Transport
5. Resource Management Act Reform	**What it is**	As part of its ongoing work to reform the Resource Management Act 1991 (RMA), the next phase proposes to replace the RMA with two new laws — one focused on managing the natural

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Infrastructure		
		environment, and the other on planning to enable development and infrastructure.
	Timing	Legislation is expected to be introduced by the end of this year.
	Lead	Ministry for the Environment
6. Local Government Reform – Simplifying Local Government	**What it is**	Changes to local government roles, functions and funding.
	Timing	Proposals released; further detail in 2026.
	Lead	Department of Internal Affairs

Regulation		
7. Land Transport Rules Reform	**What it is**	Modernisation and simplification of land transport rules.
	Timing	Upcoming consultations include safety and inspection changes (closes 17 December 2025), driver licensing and digital services (opens February 2026), a wider regulatory system overhaul (mid-2026), and vehicle dimensions and mass limits (2027).
	Lead	Ministry of Transport, New Zealand Transport Agency
8. International and domestic Maritime Regulatory Programme	**What it is**	Updates to maritime rules and compliance settings, including under the International Maritime Organisation (IMO).
	Timing	Ongoing
	Lead	Maritime New Zealand
9. Aviation Action Plan	**What it is**	Sector-level framework for aviation resilience and efficiency.
	Timing	Released September 2025, implementation planning underway

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Regulation		
	Lead	Civil Aviation Authority, Ministry of Transport, Ministry for Business, Innovation and Employment

Resilience		
10. Border Security Reform	**What it is**	The Ministry and Maritime NZ are contributing to a cross-Government effort to enhance border security. Strengthening the border is one element of the Government's current focus on countering organised crime, with a particular focus on worker background checking and access controls to reduce the risk of insider threat.
	Timing	Working papers on policy ideas for reform distributed for targeted engagement
	Lead	Ministry of Transport, Maritime New Zealand
11. Critical Supply Chains	**What it is**	International and domestic work to strengthen critical supply chain resilience (largely import focused).
	Timing	Ongoing engagement with international counterparts and industry
	Lead	Ministry of Business, Innovation and Employment
12. International Maritime Organisation Net-Zero Framework	**What it is**	International decarbonisation requirements for shipping.
	Timing	Transition from 2025–2050. Next IMO negotiations resume in October 2026.
	Lead	Ministry of Transport, Maritime New Zealand, Ministry for the Environment

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MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Freight Advisory Council Meeting paper | Item 3

Meeting date	Friday 5 December 2025
From	Freight Advisory Council Secretariat
Title	Industry roundtable

Purpose

1 This paper summarises the themes raised by members in pre-meeting discussions with the Chair. It is intended to support and guide today's industry roundtable, helping ensure the conversation remains focused on strategic, system-wide issues and opportunities.

2 As this session precedes the Minister's attendance, members may also wish to consider which issues or opportunities they want to signal to the Minister, and where they see the Council adding the most value over the coming year.

Recommendations

3 The Council is invited to:

a **raise** issues and opportunities they see across the freight system

b **note** the themes are provided as a guide to support a strategic, system-level discussion

c **reflect** on any key messages they wish to convey to the Minister, including areas they would like the Council to focus on in future agendas or any impactful actions they consider important.

Strategic Themes Raised by Members

4 Pre-meeting conversations highlighted several recurring strategic themes:

I. **System visibility and data sharing**: Interest in more consistent, shared and timely data to support planning, improve performance, and provide earlier visibility of risks and constraints.

II. **Productive, integrated and efficient freight networks:** Opportunities to improve end-to-end integration across freight modes and major transfer points in the system, and to reduce duplication or inefficiency across the network.

III. **Infrastructure aligned to system need:** Value in a clearer system-wide view of future freight demand, network capacity, and investment need and sequencing.

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IV. **Right-sized and coordinated regulation:** Desire for regulatory clarity and alignment across agencies, with emerging changes being practical, proportionate and well signalled.

V. **Network resilience:** Concerns include workforce shortages, vulnerability to disruptions, and calls for more coordinated approaches to strengthening resilience across transport modes.

5 Some issues raised could fit under more than one theme, while others were operational — such as day-to-day port management (with ports largely owned by regional councils) and workforce matters (several of which are being addressed through existing Maritime New Zealand committees and the Aviation Action Plan).

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National Freight Demand Study (NFDS)

Background

- Past NFDS's published 2008, 2014, 2018 by MoT
- 2024 MoT commissioned review identified limitations: infrequent updates, limited spatial/commodity accuracy, survey constraints
- Approval in Sep 2025 for NZTA research to develop an efficient, repeatable, scalable data pipeline integrating transport, administrative and supply-chain data

Data Specification (Stage 1) and Pilot Study (Stage 2)

Stage 1 NFDS data specification as a NZTA research task

- Purpose: develop an efficient NFDS data specification, obtain and test data, develop validation methods, output is a data specification sufficient for scoping and costing the Stage 2 pilot study
- Open GETS tender closes 3 Dec 2025 4:00pm (GETS ID 32894157)
- Research Steering Group from NZTA, MoT, Environment Southland
- NFDS data specification by Jun 2026

Subsequent Stage 2 – Pilot Study

- Separate procurement to pilot the full national NFDS data specification for a first improved NFDS
- New first full NFDS Aug 2026 to Mar 2027 (subject to data requirements, procurement and approvals)

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Cross-government work on border security

Part of current focus on countering organised crime - particular focus on Methamphetamine imports

The Ministry is working closely with the CAA, Maritime NZ, Customs

Aviation and maritime have different starting points – but both currently focus on terrorism

Maritime

- Currently engaging with the sector on access controls and background checking
- Needs to be targeted and proportional

Aviation

- Will engage with the aviation sector shortly to test options

Focus on striking a balance between impeding illicit trade and supporting supply chain productivity

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From:	Freight Advisory Council
To:	Freight Advisory Council; rachel.madden@kln.com; Billie Moore; Cath O'Brien; dborcoski@aspships.com; david.boyce@trucking.nz; justin.tighe-umbers@natroad.co.nz; peter.reidy@kiwirail.co.nz; marks@cosco.co.nz; dom@transporting.nz; kirstie.hewlett@maritimenz.govt.nz; kane.patena@caa.govt.nz; AKD.GCARTER@cma-cgm.com; brett.gliddon@nzta.govt.nz; executiveofficer@nzcoc.org.nz; brent.falvey@anzcofoods.com; execdirector@nzsf.org.nz; Richard.Forgan@nzta.govt.nz; James Hartley; ian.bonnar@portceos.nz
Cc:	Brad Ward; Ruth Fairhall; Marian Willberg; Liam Fechney; Peter Brunt; David Shepherd; Jane Turner; Jane Wallace; Chris Watson; Chris Young; Matt Mintrom
Subject:	Freight Advisory Council - 26 February 2026 - Meeting Agenda
Date:	Tuesday, 17 February 2026 4:47:36 pm
Attachments:	Freight Advisory Council - 26 February 2026 - Meeting agenda.docx Freight Advisory Council - Meeting Summary 5 December 2025.pdf Freight Advisory Council - Draft Terms of Reference - Revised.docx

Kia ora koutou,

With apologies for the delay, please find attached the agenda for the next Freight Advisory Council meeting on **Thursday 26 February from 2:00-4:00pm**.

This meeting builds on our first session (summary attached) and incorporates the changes discussed to the revised Terms of Reference (also attached). A Council paper supporting item 3 will be circulated later this week.

We will conclude with a presentation from the Chief Executive and the Director of Economics & Research at the Infrastructure Commission, who will take us through the National Infrastructure Plan, released today:
https://tewaihanga.govt.nz/national-infrastructure-plan

If you have any questions you would like us to share with the Infrastructure Commission in advance of the session, please send them through.

Please note that there wasn't sufficient interest in an Auckland meeting room for this session, but we will keep this option open for future meetings.

Ngā mihi,

The Freight Advisory Council Secretariat

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MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Agenda | Kaupapa mahi

Meeting	Freight Advisory Council
Date	Thursday 26 February 2026
Time | Venue	2:00 – 4:00pm | L04 04M, Pastoral House, 25 The Terrace, Wellington | Microsoft Teams (please use link in meeting invite)

Timing	Item	Purpose	Lead
2:00pm	1. Introduction	Welcome new members: • Brad Ward, MoT • James Hartley, MBIE • Ian Bonnar, Port Chief Executives Group Key updates (MCERT announcement, open action points) Confirm revised Terms of Reference.	Chair
2:20pm	2. Roundtable: Strategic Freight & Economic Activity Outlook	Invite agencies and industry leaders to share key developments, emerging risks, and forward-looking insights shaping freight movement and economic activity. Participants are encouraged to highlight notable initiatives, technology shifts, operational pressures, and market observations relevant to the sector. Update on the National Freight Demand Study	Chair and NZTA
2:50pm	3. Council discussion: Freight system risks and opportunities (near and longer term)	This item is supported by the accompanying Council paper and builds on the discussion from Meeting 1.	Chair

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		The session will focus on identifying gaps between sector needs and current government work programmes and confirming priority areas for further Council consideration.	
3:30pm	4. National Infrastructure Plan – Infrastructure Commission	Presentation on the National Infrastructure Plan and its relevance to the freight system. Discussion on implications for freight investment priorities.	Infrastructure Commission Chief Executive and Director of Economics & Research
4:00pm	5. Close		Chair

Proposed agenda items for next Freight Advisory Council meetings

- Government Policy Statement on land transport 2027 (draft expected June 2026)
- National Climate Change Risk Assessment 2026 (release expected late 2026)
- Transport and Infrastructure Select Committee inquiry into the Ports and Maritime sector (report release date unknown)

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MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Freight Advisory Council
Meeting Summary – 5 December 2025

This was the first meeting of the Freight Advisory Council. Members discussed the Council's purpose, provided insights across key freight system issues, and engaged with the Minister of Transport on priorities and opportunities for the sector.

Item 1: Role of the Council

Members discussed how the Council could best utilise its membership base and time. The broad consensus was that the Council should aim to balance:

- Timely industry input into Government priorities.
- Identification of immediate inefficiencies across the freight system.
- A forward-looking view on strategic risks and opportunities.

Members noted the draft Terms of Reference is currently too narrow and recommended expanding it to enable immediate, practical actions alongside developing a longer-term system perspective. Members discussed the desirability and practicalities of the Council developing a vision or strategy, and also raised this with the Minister (see Item 4), noting that a lot of time and effort can be spent developing a document that is then not used.

Action Point

The Ministry will revise the draft Terms of Reference, incorporating Council and Minister input.

Item 2: Government Work Programme Supporting Freight and Supply Chains

The Ministry outlined current government work programmes supporting freight and supply chains, including:

- the National Freight Demand Study – lead agency NZTA
- NZTA Action Plan for Freight
- the Government Policy Statement on land transport 2027-2037 – lead agency MoT
- funding reforms (road user charges and tolling) – lead agency MoT
- Resource Management Act reform – lead agency Ministry for the Environment
- Local Government reform – lead agency Department for Internal Affairs,
- Land Transport rules reform – lead agency MoT
- International and domestic Maritime regulatory programme – lead agency MoT[?]
- Aviation Action Plan – lead agency MoT
- Border security reforms – lead agency Customs
- Identifying Critical Goods and Supply Chains – lead agency MBIE
- International Maritime Organisation Net-Zero Framework – lead agency MoT

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Key points

- Members called for more of the business-as-usual work programmes that currently sit within agencies to also be brought to the Council including workforce shortage initiatives and climate adaptation, to support a joined-up freight system view.
- Interest was also expressed in the scope of the Critical Goods and Supply Chains work, especially whether it examines exports.
- Concerns were raised about climate risks to infrastructure and the need for clearer visibility of Government activity.
- Concerns were also raised about the availability and quality of freight data in New Zealand and broader productivity issues. For example, members noted delays in updating the Ministry's Freight Information Gathering System (FIGS).

Action Points

- Secretariat to coordinate with agencies on workforce, data, climate adaptation, and regulatory work.
- NZTA to continue engaging with the Council on the National Freight Demand Study.
- MBIE to be invited to participate given its role in relevant programmes including critical supply chains, the Regional Infrastructure Fund, energy, and labour.

Item 3: Industry Roundtable

The roundtable discussion highlighted several cross-system themes:

- Technology & Automation: Supply chains will be reshaped by AI and automation, though regulatory delays and labour resistance remain barriers.
- Capacity vs. Growth: Economic ambitions must be balanced with infrastructure and workforce limits, supported by better data.
- Workforce Risk: Labour shortages pose immediate operational, safety, and fraud challenges.
- Port Competitiveness: Efficiency concerns and fragmented decision-making hinder national freight outcomes.
- Regulation: Slow regulatory processes and access constraints create inefficiencies.
- Freight Corridors: Safeguarding nationally significant routes from fragmented local planning is critical.

Action Points

- Invite the Infrastructure Commission to the next meeting to discuss the 30-year National Infrastructure Plan (due 20 Dec 2025).
- Secretariat to monitor the Select Committee inquiry into Ports and the Maritime Sector and consider bringing its findings to a future meeting.

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Item 4: Minister of Transport Roundtable

- The Minister highlighted the Council's role in providing a joined-up, system-wide view of freight and transport.
- Government's immediate focus is on delivery and practical action, while maintaining a long-term perspective for resilience, productivity, and competitiveness.
- Members shared views with the Minister, who endorsed the work underway and pointed to major reforms, including RMA Reform, Fast-Track Approvals, and the InfraComm 30-year plan, and the Government's interest in enabling freight.

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Freight Advisory Council Organisations

- Ministry of Transport (*Chair*)
- Board of Airline Representatives New Zealand
- Customs Brokers and Freight Forwarders Association
- Ia Ara Aotearoa Transporting New Zealand
- International Container Lines Committee
- National Road Carriers
- New Zealand Airports Association
- New Zealand Cargo Owners Council
- New Zealand Shipping Federation
- New Zealand Trucking Association
- KiwiRail
- Maritime New Zealand
- Civil Aviation Authority
- New Zealand Port Chief Executives Group
- New Zealand Transport Agency

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MINISTRY OF TRANSPORT
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Freight Advisory Council | Terms of Reference

Context

1 New Zealand's economic prosperity is underpinned by a transport network that enables freight to move around efficiently, quickly, and safely. The Government Policy Statement on land transport 2024 reintroduced a focus on increasing economic growth and productivity as a priority for land transport expenditure.

2 The Government values the freight sector's insights and perspectives on how best to support freight and supply chains to deliver economic growth and productivity.

Purpose

3 The New Zealand Freight Advisory Council brings together key industry stakeholders and government officials from across the freight, logistics, and supply chain sector.

4 It is a forum for industry to:

a. be kept up to date with progress on the Government's work programme to support freight and supply chains

b. provide regular feedback and input on the work programme and other key sector issues

c. identify immediate system inefficiencies and constraints, alongside emerging strategic risks and opportunities across the freight system

d. develop collective views on practical actions government and industry can take to address the risks, constraints and opportunities identified

Scope

5 The Council's scope is multi-modal covering freight moved by road, rail, air and sea. It also includes freight nodes (such as ports, airports and inland ports), imports, exports, and internal freight movements.

6 The Council is not intended to replace engagement on specific policy issues with wider stakeholders as needed. However, the Council could provide feedback on which topics are of interest to their members, key contacts, and the approach to engagement on those topics. Discussions are advisory only and non-binding.

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Membership

7 The convening agency is the Ministry of Transport (Chief Executive). The NZ Transport Agency, Maritime New Zealand and the Civil Aviation Authority are also represented on the Council by an Executive Leadership team member. Other government agencies may be invited to discuss specific topics.

8 KiwiRail, as a State-owned enterprise responsible for maintaining the rail network as well as a rail freight operator, is invited to be part of the Council.

9 Industry representatives are drawn from across all freight modes and, where possible, reflect peak bodies or industry associations to ensure broad representation. Membership is by invitation from the convener. Other industry members may be invited to discuss specific topics.

Meetings

10 The Council will meet quarterly, either in-person or virtually. The frequency of meetings will be reviewed in June 2026 to ensure the meeting frequency is useful for members.

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From:	Freight Advisory Council
To:	Freight Advisory Council; rachel.madden@kln.com; Billie Moore; Cath O'Brien; dborcoski@aspships.com; david.boyce@trucking.nz; justin.tighe-umbers@natroad.co.nz; peter.reidy@kiwirail.co.nz; marks@cosco.co.nz; dom@transporting.nz; kirstie.hewlett@maritimenz.govt.nz; kane.patena@caa.govt.nz; AKD.GCARTER@cma-cgm.com; brett.gliddon@nzta.govt.nz; executiveofficer@nzcoc.org.nz; brent.falvey@anzcofoods.com; execdirector@nzsf.org.nz; Richard.Forgan@nzta.govt.nz; James Hartley; ian.bonnar@portceos.nz
Cc:	Brad Ward; Ruth Fairhall; Liam Fechney; Peter Brunt; David Shepherd; Jane Turner; Jane Wallace; Chris Watson; Chris Young; Matt Mintrom; Marian Willberg
Subject:	RE: Freight Advisory Council - 26 February 2026 - Meeting Agenda
Date:	Friday, 20 February 2026 4:05:42 pm
Attachments:	Freight Advisory Council Meeting paper - February 2026 - Item 3.docx

Kia ora koutou,

Following our email earlier this week, please find attached the Council meeting paper for agenda item 3, *Council discussion: Freight system risks and opportunities (near and longer term)*

Infrastructure Commission presentation

There will be an opportunity for the Council to consider what it wishes to raise as a group with Geoff and Graham from the New Zealand Infrastructure Commission. If you won't get the opportunity to read the entirety of the National Infrastructure Plan before the meeting, you may wish to look at the executive summary and priorities, linked below:

- Executive summary: https://tewaihanga.govt.nz/national-infrastructure-plan-online/executive-summary
- Priorities: https://tewaihanga.govt.nz/national-infrastructure-plan-online/executive-summary/ten-priorities-for-the-decade-ahead

Ministry for Business, Innovation and Employment representation

One of the Secretariat's action points was to approach MBIE about how best to bring its perspectives into Council discussions, given the significant crossover of work. We are pleased to confirm that James Hartley, General Manager for Communications, Infrastructure and Trade, will be joining the Council.

We look forward to seeing you all next week.

Ngā mihi,

The Freight Advisory Council Secretariat

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From: Freight Advisory Council <freightcouncil@transport.govt.nz>
Sent: Tuesday, 17 February 2026 4:47 pm
To: Freight Advisory Council <freightcouncil@transport.govt.nz>; rachel.madden@kln.com; Billie Moore <billie.moore@nzairports.co.nz>; Cath O'Brien <cath@barnz.org.nz>; dborcoski@aspships.com; david.boyce@trucking.nz; justin.tighe-umbers@natroad.co.nz; peter.reidy@kiwirail.co.nz; marks@cosco.co.nz; dom@transporting.nz; kirstie.hewlett@maritimenz.govt.nz; kane.patena@caa.govt.nz; AKD.GCARTER@cma-cgm.com; brett.gliddon@nzta.govt.nz; executiveofficer@nzcoc.org.nz; brent.falvey@anzcofoods.com; execdirector@nzsf.org.nz; Richard.Forgan@nzta.govt.nz; James Hartley <James.Hartley@mbie.govt.nz>; ian.bonnar@portceos.nz
Cc: Brad Ward <B.Ward@transport.govt.nz>; Ruth Fairhall <R.Fairhall@transport.govt.nz>; Marian Willberg <m.willberg@transport.govt.nz>; Liam Fechney <L.Fechney@transport.govt.nz>; Peter Brunt <peter.brunt@maritimenz.govt.nz>; David Shepherd <david.shepherd@nzta.govt.nz>; Jane Turner <Jane.Turner@caa.govt.nz>; Jane Wallace <jane.wallace@maritimenz.govt.nz>; Chris Watson <Christopher.watson@nzta.govt.nz>; Chris Young <chris.young@nzta.govt.nz>; Matt Mintrom <m.mintrom@transport.govt.nz>
Subject: Freight Advisory Council - 26 February 2026 - Meeting Agenda

Kia ora koutou,

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This meeting builds on our first session (summary attached) and incorporates the changes discussed to the revised Terms of Reference (also attached). A Council paper supporting item 3 will be circulated later this week.

We will conclude with a presentation from the Chief Executive and the Director of Economics & Research at the Infrastructure Commission, who will take us through the National Infrastructure Plan, released today: https://tewaihanga.govt.nz/national-infrastructure-plan

If you have any questions you would like us to share with the Infrastructure Commission in advance of the session, please send them through.

Please note that there wasn't sufficient interest in an Auckland meeting room for this session, but we will keep this option open for future meetings.

Ngā mihi,

The Freight Advisory Council Secretariat

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MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Freight Advisory Council Meeting paper | Item 3

Meeting date	Thursday 26 February 2026
From	Freight Advisory Council Secretariat
Title	Government activity supporting freight and supply chains

Purpose

1 This item provides a high-level, non-exhaustive scan of government activity relevant to freight and supply chains to support a Council-led discussion on identifying cross-cutting immediate and emerging risks, and whether existing activity, taken together, is addressing the most critical elements of the freight system.

Recommendations

2 The Council is asked to:

- **note** that this paper provides a high-level overview of freight-related government activity across key system enablers, to support system-level gap analysis
- **identify** any material system-level gaps that are not currently addressed through existing settings or work programmes
- **prioritise** the areas where the Council is best placed to influence future work or focus its attention on immediate and emerging risks and opportunities

Background

3 Previous discussions highlighted that to meaningfully contribute freight perspectives to the government work programmes, the Council would need to spend time identifying the immediate and emerging risks and opportunities, their potential solutions and priority.

4 In order to help facilitate these system-level discussions, this paper groups the work programmes under four cross-cutting themes:

- **Data** – system-level freight visibility to inform performance, risk, and cross-modal decision making.
- **Infrastructure** – planning, investment, and delivery aligned to system-wide freight needs and interdependencies.
- **Workforce** – a capable and adaptable workforce supporting productivity, safety and resilience.
- **Regulation** – regulatory, pricing, and incentive settings shaping freight behaviour, investment, and system performance.

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5 The paper outlines some of the existing and ongoing work and government work programmes. It is not intended to detail all initiatives or workstreams, as this would be resource-intensive and is better undertaken once priority areas are agreed. We also recognise that industry is progressing work in many of these areas, and in some cases may be well placed to lead aspects of this effort.

6 If the Council requires further support to identify material risks and priorities, we encourage the Council to consider what support is needed, whether through inviting agencies or industry partners to present on relevant work, or calling in agency SMEs.

7 For each theme, the Council is encouraged to consider how these settings contribute to system outcomes including:

- **Productivity** – efficient, competitive, and well-integrated movement of goods.
- **Safety** – safe movement of people and goods across all freight modes.
- **Resilience** – the ability to anticipate, absorb, adapt to, and recover from disruption.

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Data

Integrated, timely freight data supports system-level awareness of performance, emerging risks, and cross-modal impacts, helping to inform decisions that affect productivity and resilience across the freight system.

Relevant government activity

Existing and Ongoing Activities	• Agency datasets across transport and border agencies:
	  • Freight Information Gathering System (FIGS)
	  • Customs cargo data
	  • Ministry of Transport Network Performance Reporting

Work Programmes	• **National Freight Demand Study** *(Lead: NZTA, Timing: 2026-2027)* • **NZTA Action Plan for Freight** *(Lead: NZTA, Timing: 2026-2027)*

Key considerations

- The respective roles of government (system level insights) vs the private sector (operational data) in freight data provision
- Data capability and availability may improve over time through wider digitalisation (e.g. telematics, RUC transition)

Council discussion

- Are there prominent datasets or tools missing from the above, including those held by private-sector providers or within industry operations?
- What are the material system level gaps?
- What is the respective role of government and industry in this?
- What are the potential solutions?
- What is a priority?

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Infrastructure

Infrastructure planning, investment, and delivery being aligned to system-wide freight needs.

Relevant government activity

Existing and Ongoing Activities	• Freight-related investment priorities and programmes led by NZTA and delivery partners • Ongoing rail investment and network renewal programmes • Fast-track consenting regime • Infrastructure Commission National Plan
Work Programmes	• **Funding Reforms – Road User Charges and Tolling** *(Lead: Ministry of Transport, Timing: Legislation in the House)* • **Government Policy Statement on land transport 2027** *(Lead: Ministry of Transport, Timing: Consultation from mid-2026)* • **Resource Management Act reform** *(Ministry for the Environment, Timing: Legislation in the House)* • **Local Government reform** *(Lead: Department of Internal Affairs, Timing: Legislation expected to be introduced mid-2026)* • **Climate Change Commission national risk assessment** *(Lead: Climate Change Commission, Timing: Release due mid-2026)*

Key considerations

- There is a lot going on in infrastructure from multiple angles (productivity, safety, cyber security, resilience) and by multiple agencies.
- A significant share of freight-relevant infrastructure is owned or operated by non-Crown entities
- The Transport and Infrastructure Select Committee are undertaking an inquiry into the Ports and Maritime Sector, the report is expected to be released later this year.
- Recent severe weather events have renewed focus on resilience and adaptation

Council discussion

- What do we want to raise with the Infrastructure Commission as a group with respect to the National Infrastructure Plan?

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Workforce

A capable and adaptable workforce underpins freight system productivity, safety, and resilience.

Relevant government activity

Existing and Ongoing Activities	• Economy-wide labour market, immigration, education and health and safety settings led by MBIE and other agencies, with relevance across the freight system • Mode-specific workforce, licensing and competency regimes across the transport agencies, including targeted work on specific skill shortages and overseas conversions. • Maritime NZ Workforce Cross Sectoral Initiative[1]
Work Programmes	• **Aviation Action Plan** *(Lead: Ministry of Transport. Timing: Ongoing)*

Key considerations

- Workforce capability is influenced by multiple policy settings
- Workforce pressures and risks can vary significantly by mode
- Technology and automation may ease some pressure over time, but can create transitional challenges

Council discussion

- Are there relevant initiatives or workstreams missing from the above, including those led by industry?
- What are the material system-level gaps (immediate and emerging)?
- What is the respective role of government and industry in this?
- What are the potential cross-modal solutions?
- What is a priority?

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[1] The Maritime NZ Workforce Cross Sector Initiative is a programme of work designed to address workforce shortages in New Zealand's maritime and port sectors. It considers workforce needs from multiple angles, including regulatory reform, coordination and collaboration, vocational education reforms, recognition of qualifications, and immigration settings.

Regulation

A coherent and aligned regulatory and pricing environment across modes.

Relevant government activity

Existing and Ongoing Activities	• Mode-specific regulatory and compliance regimes including safety regulation, licensing, operational standards, compliance oversight, and international and domestic regulatory alignment
Work Programmes	• **Land Transport Rules Reform** *(Lead: Ministry of Transport and NZTA, Timing: Consultation from mid-2026 for wider regulatory system overhaul and 2027 for vehicle dimensions and mass limits)* • **International and Domestic Maritime Regulatory Programme** *(Lead: Maritime NZ, Timing: Ongoing)* • **Maritime Legislative Reform** *(Lead: Ministry of Transport and Maritime NZ, Timing: policy decisions late 2026)* • **International Maritime Organisation Net-Zero Framework** *(Lead Ministry of Transport, Maritime NZ, Ministry for the Environment, Timing: next IMO negotiations resume in October 2026).*

Key considerations

- Regulatory responsibility is spread across agencies and modes, rather than sitting within a single freight-specific policy framework.
- Regulatory and pricing settings interact with investment, workforce, technology, and commercial decisions made by industry.
- Time-of-Use Charging Act has been passed, and decisions sit with local governments.

Council discussion

- What are the material system-level gaps (immediate and emerging)?
- What is the respective role of government and industry in this?
- What are the potential solutions?
- What is a priority?

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MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Freight Advisory Council
Meeting Summary – 26 February 2026

The Freight Advisory Council (the Council) convened for its second meeting to deepen its understanding of emerging pressures and opportunities across the freight system as economic activity begins to recover.

The meeting acknowledged the upcoming merger of several government agencies, including the Ministry of Transport, into the Ministry of Cities, Environment, Regions and Transport (MCERT). There was confirmation that the Council will continue under the new structure. Members also discussed opportunities arising from MCERT, particularly around improved spatial planning, system coordination, and long-term infrastructure alignment.

Government updates

The Council received updates on several government workstreams that will shape the freight operating environment:

- **Critical supply chains:** MBIE outlined its work on critical imports, currently focused on fuel, fertiliser, and the health sector.
- **Climate Change Risk Assessment:** The Ministry of Transport noted that the Climate Change Commission is preparing upcoming work where freight sector engagement will be important.
    - Members expressed interest in ensuring the Commission is aware of the Council's role and expertise.
- **Government Policy Statement on land transport 2027-2037:** Development in underway, with implications for freight investment and regulatory settings.
    - This will be an agenda item at a future meeting.
- **National Freight Demand Study:** NZTA provided an update on the development of the NFDS, noting that it is aiming for a level of granularity for freight movements comparable to what exists for passenger trips.
    - NZTA expects to complete the first phase of scope and information gathering by Q3 2026, with implementation to follow. NZTA will continue to update the Council and identify areas where members input is most valuable.
    - Members noted that the NFDS needs to consider future freight demand and how the nature, scale, and locations of freight movements may evolve over time.

Industry updates

Members discussed the current operating environment and the forecast trajectory. Several cross-cutting themes emerged:

- **Challenging economic conditions:** Suppressed freight volumes are continuing into early 2026.
    - Members expressed concern that these low volumes may be masking underlying productivity issues that will become more visible as activity picks up.
- **Workforce shortages**: Persistent shortages across subsectors, with a weak pipeline of young New Zealanders entering freight and logistics compared with competitor countries. This is affecting resilience and long-term capability.
- **Infrastructure funding settings:** Current arrangements (GPS/ Budget) are not well aligned with the needs of a modern, efficient freight system, limiting long-term planning and investment.

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    - The Chair suggested Land Transport pricing reform be added to a future Council agenda
- **Port performance and competition:** Ongoing concern about port productivity as well as rising charges without corresponding improvements in service levels.
    - Members continue to express interest in the Port and Maritime Select Committee Inquiry, which at the date of meeting has no new updates. The Secretariat will continue to monitor.
- **Regulatory settings**: Out-of-date or unclear settings are contributing to some productivity issues. While members are optimistic about the forward government work programme, they noted that regulatory changes can create uncertainty and may not go far enough.
    - The Chair requested Council members receive a written update from the Ministry on the Vehicle Dimensions and Mass (VDAM) rules review following the meeting.

Presentation: National Infrastructure Plan (InfraComm)

Geoff Cooper (Chief Executive) and Graham Campbell (Director - Economics & Research) from the Infrastructure Commission presented the key findings of the National Infrastructure Plan. They highlighted the importance of governance settings within entities for effective investment, decision-making, and infrastructure management.

The Commission noted that demographic shifts will change the scale, nature, and timing of land transport infrastructure required.

In response to member queries, the Commission noted that the plan focuses primarily on domestic transport and the macro-level willingness of New Zealanders to pay for infrastructure. Members noted the need to return transport projects to previous cost benchmarks and to ensure value assessments reflect the freight that travels, or could travel, along key corridors.

Agreed actions and next steps

The Council agreed on several actions to progress priority areas:

- The Ministry will provide members with a written update on the VDAM rules review
- The Council Secretariat will engage with the Climate Change Commission regarding having freight perspectives incorporated into its work
- NZTA to continue updating the Council on the National Freight Demand Study and opportunities for engagement
- Land transport pricing reform to be added to a future Council agenda alongside the Government Policy Statement on land transport 2027-2037
- The Secretariat will continue to monitor for updates on the Port and Maritime Select Committee Inquiry

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Freight Advisory Council Organisations

- Ministry of Transport (*Chair*)
- Board of Airline Representatives New Zealand
- Customs Brokers and Freight Forwarders Association
- Ia Ara Aotearoa Transporting New Zealand
- International Container Lines Committee
- National Road Carriers
- New Zealand Airports Association
- New Zealand Cargo Owners Council
- New Zealand Shipping Federation
- New Zealand Trucking Association
- KiwiRail
- Maritime New Zealand
- Civil Aviation Authority
- New Zealand Port Chief Executives Group
- New Zealand Transport Agency

Forward meeting dates

- Thursday, 28 May 2026
- Thursday, 27 August 2026
- Thursday 26 November 2026

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Cc: Peter Brunt; Chris Young; Helen Robertson; Adele Wilson
Subject: Freight Advisory Council - quarterly meeting

Kia ora koutou,

As discussed last week, the third quarterly meeting of the Freight Advisory Council is scheduled for 26 May. Closer to this time we will share an agenda, which will include a discussion on a structurally higher fuel-price environment for freight.

If there are any other topics, issues, or opportunities you would like considered for the agenda, please don't hesitate to get in touch with us.

*For administrative purposes, if you are able to attend the meeting, please click 'Accept' so we can confirm numbers. If you plan to attend in person in Wellington, please also let us know so we can ensure the room has sufficient capacity.

Ngā mihi,

The Freight Advisory Council Secretariat

Microsoft Teams meeting

Join: https://teams.microsoft.com/meet/47715384012208?p=bxPkqaBl4jyqWfvbUu <https://teams.microsoft.com/meet/47715384012208?p=bxPkqaBl4jyqWfvbUu>

Meeting ID: 477 153 840 122 08

Passcode: vu93EX7z

Need help? <https://aka.ms/JoinTeamsMeeting?omkt=en-US> | System reference <https://teams.microsoft.com/l/meetup-join/19%3ameeting_NThmMzI3ZTEtNTUxZS00OWNmLWE0ZmMtNzNlMjNmMWU4ZTUw%40thread.v2/0?context=%7b%22Tid%22%3a%22ff09ef00-7cd0-407e-be0e-f00bc475a9ab%22%2c%22Oid%22%3a%22cef3c306-1240-4008-bbb5-d481b1ce1895%22%7d>

Join on a video conferencing device

Tenant key: 611163254@t.plcm.vc

Video ID: 134 596 432 8

More info <https://dialin.plcm.vc/teams/?key=611163254&conf=1345964328>

For organizers: Meeting options <https://teams.microsoft.com/meetingOptions/?organizerId=cef3c306-1240-4008-bbb5-d481b1ce1895&tenantId=ff09ef00-7cd0-407e-be0e-f00bc475a9ab&threadId=19_meeting_NThmMzI3ZTEtNTUxZS00OWNmLWE0ZmMtNzNlMjNmMWU4ZTUw@thread.v2&messageId=0&language=en-US>

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MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Agenda | Kaupapa mahi

Meeting	Freight Advisory Council
Date	Tuesday 26 May 2026
Time | Venue	2:00 – 4:00pm | L17 CE room, Pastoral House, 25 The Terrace, Wellington | Microsoft Teams (please use link in meeting invite)

Timing	Item	Purpose	Lead
2:00pm	1. Welcome and updates	Agency updates including: • National Freight Demand Study • Workforce • Work programmes supporting freight Industry updates including: • Key developments, emerging risks, operational pressures and market observations.	Chair
2:30pm	2. Council discussion on freight considerations from a potentially structurally higher fuel price environment	Opportunity for the Council to discuss the issues and opportunities from a potentially structurally higher fuel price environment. This item is supported by a Council paper.	Chair
3:30pm	3. Introduction to Jeremy Lightfoot, CEO of the Ministry for Cities, Environment, Regions and Transport	A roundtable discussion with the new CEO of MCERT to introduce members and their organisations. The roundtable also provides an opportunity for the Council to raise with Jeremy any priorities that have surfaced from the Council discussion.	Jeremy Lightfoot
4:00pm	4. Close		Chair

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MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Freight Advisory Council meeting paper | Item 2

Meeting date	Tuesday 26 May 2026
From	Freight Advisory Council Secretariat
Title	Freight system considerations in a potentially structurally higher fuel price environment

Purpose

1 This paper supports a Council-led discussion on the implications of a potentially sustained higher fuel price environment for New Zealand's freight system, including impacts on resilience, productivity, affordability, and mode choice.

Recommendations

2 The Council is invited to:

a **Note** this high-level paper is intended to support Council discussion

b **Identify** potential Council actions and matters to raise with Jeremy Lightfoot during meeting item 3

Discussion

Early behavioural changes — what are we seeing?

3 Despite significant fuel price increases, freight demand (including shipping and aviation), and heavy vehicle movements appear relatively resilient.

4 Some expected short-term responses, such as mode shift, appear modest on the basis of available data. This may reflect structural features of the NZ freight system, including limits on modal alternatives, contractual terms, and the essential nature of freight movements. [1]

Council discussion

- What operational or behavioural changes are industry participants observing, that may not yet be visible in our transport demand monitoring?
- Are there emerging signals that point to deeper structural constraints, vulnerabilities, or opportunities within the freight system?

[1] See the Ministry of Transport's Fuel Response Monitoring Dashboard available here: https://www.transport.govt.nz/statistics-and-insights/fuel-response-monitoring-dashboard

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Ensuring long-term resilience and affordability

5 Higher fuel prices may amplify existing freight system pressures. This includes increased operating costs across all freight modes, which may flow through into higher freight charges and consumer prices over time. Existing structural vulnerabilities, including reliance on a limited number of large ports, corridors, and on international fuel and shipping suppliers, may also become more visible under sustained price pressure. These pressures may be compounded by climate and natural hazard disruption risks.

Council discussion

- Where are the most significant resilience or affordability risks across the freight system?
- What options are available to improve resilience and affordability, and where are market responses likely to be insufficient?

Where are the largest system-wide efficiency opportunities?

6 A sustained higher fuel price environment increases the importance of freight system efficiency and productivity. Potential opportunities may exist across ports, road and rail reliability, intermodal connections, fleet efficiency, urban freight management, and improved supply chain visibility and coordination.

Council discussion

- Which opportunities are likely to deliver the greatest system-wide efficiency gains?
- What are the key barriers preventing these efficiencies from being realised?

What should be monitored, and when should intervention be considered?

7 While many adjustments may occur through market responses, some risks or constraints may warrant more active intervention where nationally significant outcomes are affected.

Council discussion

- What indicators or thresholds could the Council monitor to identify emerging system risks? (e.g. sector costs, economic contribution?)[2]
- What role should industry, infrastructure providers, and government play in responding to sustained higher fuel prices?

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[2] See footnote 1 for the Ministry of Transport Fuel Response Monitoring Dashboard metrics

26 MAY 2026

Maritime Workforce

Update for the Freight Advisory Council

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Nō te rere moana Aotearoa
MARITIME NEW ZEALAND

Maritime Workforce is a challenge – in NZ and globally

Globally:

- The workforce is ageing, particularly in highly skilled roles.
- The sector struggles to attract new entrants for a range of reasons, including visibility, competency requirements and perceptions of lifestyle impacts and conditions.
- Anticipated technology changes, such as automation and new fuels, create uncertainty for many roles.

In NZ these impacts have been exacerbated by:

- Unclear career pathways, including Seafarer Certification settings that can be inflexible (e.g. fishing to non-fishing, navy to non-navy) and complex; and different role descriptions / competency requirements across ports.
- Lack of opportunities to gain necessary experience to progress (e.g. lack of trainee spaces on vessels) and a perception that training here is lengthy and classroom based.
- Competition from overseas, especially for skilled seafarer roles (e.g. Australia); and from other sectors.

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Maritime NZ's Workforce cross-sectoral initiative

Maritime workforce is one of our cross-sector initiatives:

- As a regulator focused on addressing the key risks of harm, Maritime NZ works with in partnership with the sector through Harm Prevention Programmes and Cross Sector Initiatives to address underlying causes.
- A sustainable supply of competent people to work in the sector is a significant risk to our objectives as a regulator. We have a direct role in addressing it through domestic and international regulatory settings.
- Working with a cross-sector group: operators (small commercial, coastal, fishing), port representatives, the Transport Industry Skills Board (ISB), unions, training organisations and immigration NZ.

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Our key workstreams (not exhaustive)

Clear career pathways through reform of seafarer certification and qualifications:

- We are working with the Transport ISB to take a joint approach to the reform of seafarer certification settings and associated qualifications.
- Aim is to increase flexibility and create clear career paths that are easy to navigate.
- Completed digitisation of our Seafarer Certification platform to make it much more accessible, clearer and more responsive.
- Also focusing on similar reforms at international level through review of the associated Convention at the International Maritime Organisation.

Working with Ports, Stevedoring Companies and Unions to deliver more consistent role descriptions and competency requirements across ports:

- One of the key workstreams under the Port Health and Safety Leadership Group Action Plan.
- Consistent role descriptions and competency descriptions will enable greater mobility across ports, supporting clearer career paths, as well as supporting safety outcomes.
- Supported by the new PCANZ training organization.

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Our key workstreams (not exhaustive)

Funding trainee spaces to increase opportunities for sector entrants to get necessary experience:

- Led by NZ Shipping Federation, supported by Marine Transport Association and Maritime Union NZ.
- Funded under the Coastal Shipping Resilience Fund.
- Already highly subscribed, indicating very strong demand.

Building an cross sectoral approach to increasing the attractiveness of maritime careers:

- Early days for these discussions, has to be sector led.
- Many existing initiatives (e.g. Seafood NZ, Ports, Navy). But no cross sectoral approach.
- Initial discussions focused on how to increase visibility of opportunities for new entrants, including story telling (e.g. paths successful people have followed) and information on roles / conditions.

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Our key workstreams (not exhaustive)

Exploring immigration and recognition settings, to make it easier to bring in highly skilled people when NZ options are not available:

- Cross sector group has made clear that growing NZ-based workforce is the priority. But Maritime is by its nature an international sector, especially for highly skilled roles.
- Work has focused on increasing ability to recognise certificates issued to highly skilled seafarers in other jurisdictions. Particularly from the Philippines and India.

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Wider Freight System Opportunities

As we have previously discussed, the freight system faces similar strategic workforce challenges across other transport modes.

- It is likely that some of the drivers for those challenges are similar.
- There is an opportunity to learn lessons from initiatives across the system; particularly around what works and what doesn't.

The new Transport Industry Skills Board (which covers all transport modes plus ports) and ongoing education reforms increase opportunities to address these challenges directly.

- There are opportunities to promote shortage skills that are likely to be generic across the freight system through these fora – e.g. engineering skills.
- The Council may wish to engage with the relevant organisations directly to explore these.

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Questions for discussion

- Which workforce challenges apply across the wider freight system? Where are there differences between different transport modes?

- What opportunities are there for the Council address workforce challenges at a freight system level?

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Subject:	Freight Advisory Council - 26 May meeting summary, slides and action points
Date:	Friday, 5 June 2026 9:09:50 am
Attachments:	NFDS update for Freight Advisory Council May 2026.pdf Freight Advisory Council - Update Slides - 26 May 2026 (1).pdf

Kia ora koutou,

Apologies for the delay due to staff illness. Please find below a summary of the Freight Advisory Council meeting on 26 May 2026, with the NFDS and Ministry of Transport slides attached.

Meeting summary

The Freight Advisory Council met on 26 May 2026 to consider updates on the National Freight Demand Study (NFDS), cross-modal workforce initiatives, and the system implications of a potentially sustained higher fuel price environment. The meeting concluded with a roundtable with Jeremy Lightfoot, Chief Executive of the Ministry for Cities, Environment, Regions and Transport (MCERT), on MCERT's role in improving system coordination.

Key insights from the meeting:

- While fuel price pressures are easing domestically, international market dynamics may result in a sustained period of structurally higher fuel costs.
- Although current conditions appear relatively stable, there are underlying pressures:
    - Strong export performance may be masking underlying financial stress, particularly for more vulnerable operators.
    - Short-term responses (e.g. consolidation, deferral, cost-cutting, increased reliance on debt) risk creating longer-term inefficiencies and distortions.
    - Persistent freight system challenges (productivity, reliability, coordination) are likely to be amplified under sustained cost pressures.

Key outcomes from the meeting:

The Council signalled continued support for its current strategic direction with a focus on improving productivity, efficiency, and system resilience. Priority areas are:

1. **Strengthening system coordination through MCERT**, aligning infrastructure, regulatory settings, energy, and climate objectives across government levels.
2. **Improving system insight via the NFDS** to better inform planning and investment decisions (NZTA)

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3. **Advancing coordinated workforce initiatives**, including leveraging technology and innovation to improve flexibility and efficiency (MNZ)
4. **Lifting land transport productivity**, including through vehicle dimensions and mass (VDAM) reforms and network optimisation (MoT/ NZTA)
5. **Monitoring external developments**, including the Port and Maritime Select Committee Inquiry.

Action points

- **Workforce**: If you have any suggested contacts for Maritime NZ to engage or collaborate with on workforce matters, please send these to Kirstie.
- **Next meeting date:** We have Thursday 27 August 2026 pencilled in. Given the transition to MCERT, this may change. We will be in touch to confirm arrangements as soon as possible.

Ngā mihi,

The Freight Advisory Council Secretariat

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Document 17 Attachment 1

National Freight Demand Study update

Freight Advisory Council

May 2026



NZ TRANSPORT AGENCY
WAKA KOTAHI

Te Kāwanatanga o Aotearoa
New Zealand Government

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National Freight Demand Study

Stage 1 for a new methodology has begun, report due August 2026

- NFDS supports planning and policy by understanding freight movements across New Zealand
- Stage 1 focus to design an efficient data collection and validation methodology
- New approach addresses past issues of infrequent updates, high relative cost, and accuracy concerns
- Aim to create scalable, credible system for timely and actionable freight insights

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Key lessons from best practice

Assessment of mature approaches in US, Australia, EU, and Canada

- Administrative and operational data are central in coverage and frequent updates, even where surveys form the backbone
- Choice of commodity groups and spatial units affects how datasets can be combined and how consistent outputs can be reused
- Governance, confidentiality, and commercial sensitivity are key considerations for what is collected, shared, and published
- Validation focuses on coherence, plausibility, and alignment with known totals, rather than every individual movement

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Data stocktake

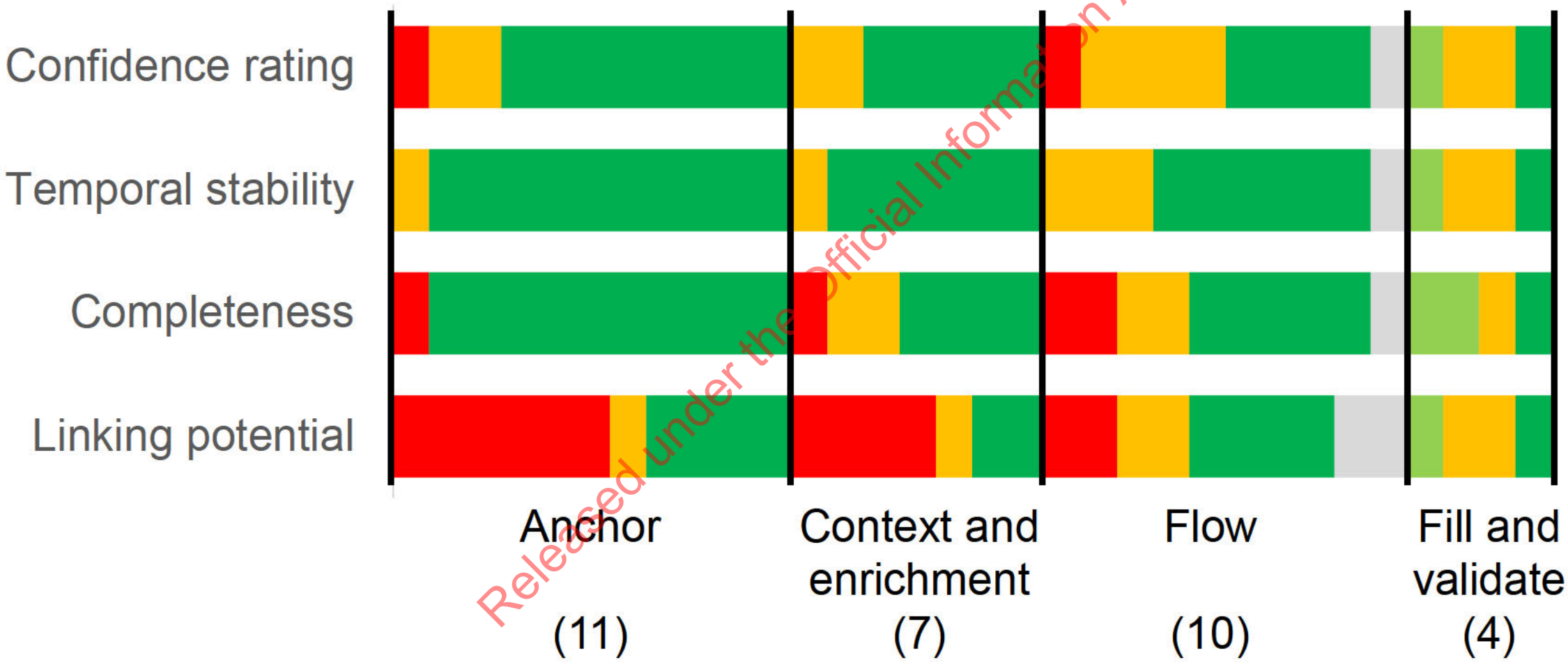
Data stocktake to produce repeatable, multi-modal, geospatial tonne-kilometres commodity data

- Using existing data-sets where they exist such as EROAD (for road trip distance), FIGS (for rail), and origin-destination matrices
- Integration opportunities are being developed, such as:
  - Road freight EROAD data with Weigh in Motion datasets
  - Linking disparate data sets using data standards (such as Stats NZ identifiers Longitudinal Business Database)
  - Freight export and import through Maritime Port Connect
  - Detailed rail and coastal shipping at OD and commodity level

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Assessing usefulness of data

We have identified 32 data categories for the NFDS methodology



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Stage 1 completion in August 2026

Delivery of a new NFDS methodology

- Administrative-Data-Led Approach to use existing data to reduce costs and improve update frequency effectively and efficiently
- Stage 2 as the first new NFDS to be commissioned from the recommendations on scope and methodology from this Stage 1
- Stage 2 to run over 6 to 18 months dependent on the new methodology

Remaining tasks for Stage 1:

- Develop the methodology from the obtained sample data
- Document the data specification and new methodology
- Identify opportunities for improvement over current state
- Working through constraints and gaps

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MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Key Work Programme Updates

26 May 2026

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Transition to road user charges

The Land Transport (Revenue) Amendment Bill is on track to pass in 2026 and includes changes to improve the road user charges system

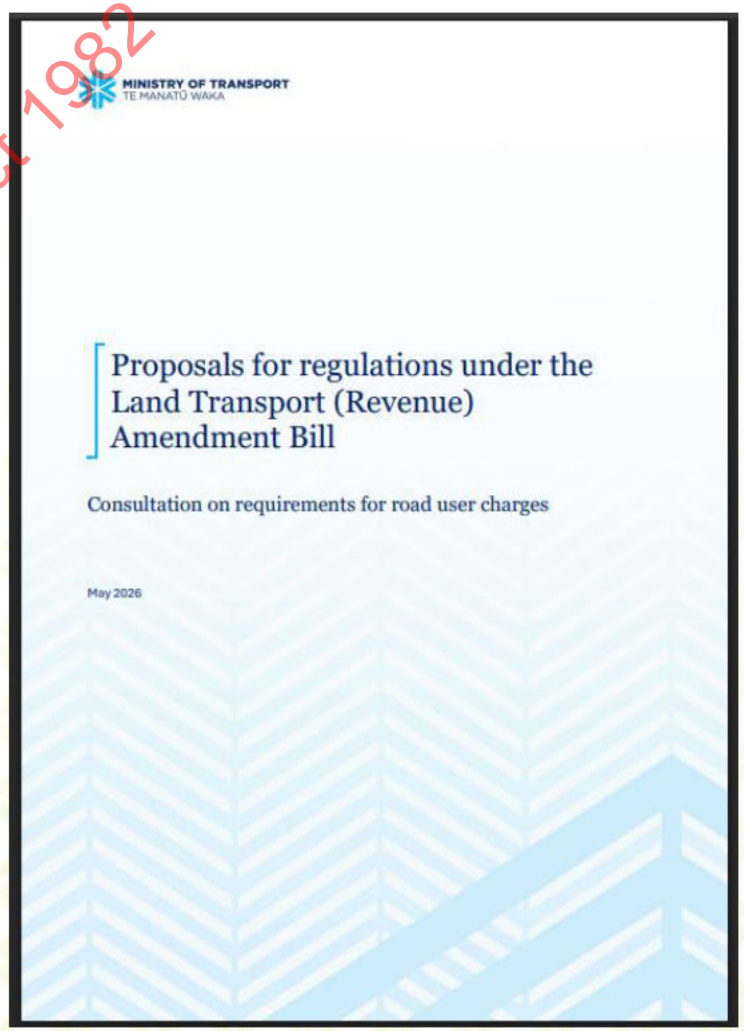
The changes remove some of the barriers to modernisation and enable third-party innovation to better prepare the system for light petrol vehicles. They are due to come into force early in 2027.

Ministry of Transport is developing secondary legislation and has released a public consultation document. Proposals that may be of interest to the heavy road freight sector include:

- removing the requirement to carry and display RUC licences, and
- reforming electronic distance recorder requirements.

Consultation closes **Friday, 12 June 2026**. We welcome the sector's input.

Link to the consultation document.



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Tolling

The Land Transport (Revenue) Amendment Bill would create a more flexible and responsive tolling framework to support investment in roading infrastructure.

The Bill is on track to be passed in 2026 alongside RUC changes. The key tolling elements of the Bill are:

- **Enabling tolling of existing roads** where users receive benefits from the construction of a new road, and the existing road is on the same corridor.
- **Automatically adjusting toll prices by inflation annually**, to maintain the real value of tolls.
- **Enabling tolling schemes to restrict heavy vehicles from untolled, alternative routes on a case-by-case basis.** Safeguards in the Bill include:
  - that restrictions can only be applied where the heavy vehicle class is unsuitable, imposes significant maintenance costs, or removing heavy vehicles is a policy objective of the toll road.
  - maximum toll rates must be set for any restricted vehicles classes to mitigate monopoly pricing risks.
  - consultation must take place with affected parties before a restriction is put in place.
- **Allowing toll revenue to be used for maintenance of untolled, alternative routes**, where the toll road results in increased maintenance costs that the local council is unable to fund.

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Time of Use Charging

Time of use charging schemes are intended to reduce congestion and improve network productivity.

The Ministry is consulting on regulations before the Act comes into force in November.

The regulations would set out:

- vehicle groupings for charging purposes
- charging ratios between vehicle groups, using standard traffic engineering measures
- that non-payment of a time of use charge is an infringement offence
- a proposed fixed infringement fee of $70 for each unpaid trip

Consultation closes **25 June 2026**. We welcome the sector's input.

Link to consultation document.

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Land Transport Rules Reform

MOT and NZTA are continuing our longer-term review of the VDAM rule. The regulatory relief work for the Government's Fuel Response has fast-tracked bridge assessments and other analysis, giving us a much clearer picture of network constraints earlier than expected.

The Heavy Vehicle Productivity work in the Rules Reform programme is split into phases:

- Phases 1 and 2 contain some proposals that are being accelerated as part of the Fuel Response (permitting and licence class changes). You can expect to hear about the rest of the changes soon.
- We are working on Phase 3, which is considering what changes to weight, dimension and other requirements could be progressed before the longer-term research is completed. The sector input and technical/policy analysis from the Fuel Response work are feeding into this, and the next phase.
- Phase 4 covers more significant changes to weight and dimension requirements reliant on NZTA-commissioned research and any real-world testing needed.

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Other Ministry Updates

Government Policy Statement on land transport 2027

- Sets land transport priorities between 2027 and 2037 and directs how the National Land Transport Fund is allocated at a high level across activity classes.
  - *Advice is being prepared for the Minister, an update will be provided to stakeholders in due course.*

Maritime Legislation Reform (MoT/ MNZ)

- Work programme to update and modernize NZ's maritime laws and related regulations.
  - *Officials are working on advice to the Minister, which would then need a Cabinet decision. If it proceeds to legislation it would be next year at the earliest.*

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Non-Ministry Updates

2026 Climate Change National Risk Assessment (Climate Change Commission)

- The 2026 National Climate Change Risk Assessment identifies major climate-related risks to transport networks, including roads, rail, ports, airports and supply chains, and informs the next National Adaptation Plan.
    - *Released in May 2026, it requires a Government response within two years (the second National Adaptation Plan).*

Resource Management Act Reform (Ministry for the Environment)

- Bills to replace the RMA to create a new planning system and a National Planning Framework to set nationwide rules.
    - *The reform bills remain at Select Committee, passage is still expected this term. The National Planning Framework will undergo public consultation before adoption.*

Local Government reform (Department for Internal Affairs)

- Changes to local government roles, functions and funding. The Government announced a "Head Start" voluntary pathway on 5 May 2026 for councils to propose reorganisation ahead of wider reforms from 2028. The Government has also confirmed plans to cap annual council rate increases (the Ministry is monitoring implications for council's ability to invest in and maintain local roads and freight-relevant.
    - *Proposals under the "Head Start" pathway due from council by 9 August. Annual rate cap legislation expect to be enacted by 1 January 2027.*

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