

## Proactive Release

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

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

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

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

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

For the week ending 4 August 2023

PROACTIVELY RELEASED BY  
TE MANATŪ WAKA MINISTRY OF TRANSPORT

## Contents

1	Actions from transport officials’ meeting.....	1
2	Upcoming briefings.....	2
3	Key priorities.....	5
4	Cabinet papers .....	17
5	Cabinet papers led by other agencies .....	19
6	Transport Crown entity and state-owned entity (SOE) updates.....	20

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**1**      **Actions from transport officials' meeting**

<b>Meeting with Te Manatū Waka Ministry of Transport (the Ministry) and Waka Kotahi NZ Transport Agency (Waka Kotahi)</b>	<b>Due date</b>
None this week.	Nil.

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## 2 UPCOMING BRIEFINGS

## 2 Upcoming briefings

Briefings to Minister Parker	Due date
s 9(2)(f)(iv) <i>Responsibility: Chris Gulik, Acting Director, Auckland Light Rail</i>	Week ending 11 August 2023.
<b>Port Nelson Ltd: Proposed Constitution Amendments and Exemption from Port Companies Act</b> <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 11 August 2023.
<b>Proposal to increase fees for boards covered by the Cabinet Fees Framework</b> <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 11 August 2023.
s 9(2)(f)(iv) <i>Responsibility: Chris Gulik, Acting Director, Auckland Light Rail</i>	Week ending 11 August 2023.
<b>Advice on proposed changes to the Land Transport Rule: Vehicle Exhaust Emissions 2007 (to introduce Euro 6) and summary of submissions following consultation</b> <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Week ending 11 August 2023.
<b>Meeting with the Transport Accident Investigation Commission's Chief Commissioner and Chief Executive on 16 August 2023</b> <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 11 August 2023.
<b>Meeting with the Chair and Chief Executive of City Rail Link Limited on 17 August 2023</b> <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 11 August 2023.
<b>Background to Milford Opportunities Project</b> <i>Responsibility: Nick Potter, Acting Manager, Placemaking and Urban Development</i>	Week ending 11 August 2023.
<b>Budget 2024 Strategy for Vote Transport</b> <i>Responsibility: Tim Herbert, Manager, Investment</i>	Week ending 11 August 2023.
<b>Government response to the Inquiry into the Future of Inter-Regional Passenger Rail in New Zealand</b> <i>Responsibility: Nick Potter, Acting Manager, Placemaking and Urban Development</i>	Week ending 11 August 2023.

Briefings to Minister Parker	Due date
<b>Issue of consent under the Wildlife Act 1953 to Waka Kotahi for Mount Messenger Bypass</b> <i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i>	Week ending 18 August 2023.
<b>Advice on proposed changes to the Land Transport Rule: Vehicle Exhaust Emissions 2007 (to introduce Euro 6) and summary of submissions following consultation</b> <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i>	Week ending 18 August 2023.
<b>Quarterly Report on Implementation Progress of the Emissions Reduction Plan Transport Chapter Actions: April-June 2023</b> <i>Responsibility: Genevieve Woodall, Manager, Emissions Programme Office</i>	Week ending 18 August 2023.
s 9(2)(f)(iv) <i>Responsibility: Chris Gulik, Acting Director, Auckland Light Rail</i>	Week ending 25 August 2023.
s 9(2)(f)(iv) <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending 25 August 2023.
<b>Draft Transport Orders-in-Council to be submitted to Review Panel and Regulations Review Committee (Tranche 5B)</b> <i>Responsibility: Carmen Mak, Director, System and Regulatory Design</i>	Week ending 1 September 2023.

Note: Due to an error, the briefing 'Advice on proposed changes to the Land Transport Rule: Vehicle Exhaust Emissions 2007 (to introduce Euro 6) and a summary of submissions following consultation' appears twice on this report, but is the same briefing.

## 2 UPCOMING BRIEFINGS

Briefings to Minister O'Connor	Due date
<b>Approval of the Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment Act 2023</b> <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 11 August 2023.
<b>Land Transport (Road Safety) Amendment Bill: Third Reading and Committee of the Whole</b> <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 11 August 2023.
<b>Search and Rescue Sector Brief</b> <i>Responsibility: Duncan Ferner, Manager, New Zealand Search and Rescue Secretariat</i>	Week ending 11 August 2023.
<b>Approval of the Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023</b> <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 11 August 2023.
<b>Advice on Northport Dry Dock Business Case</b> <i>Responsibility: Jacob Ennis, Manager, Supply Chain</i>	Week ending 18 August 2023.
<b>Recreational Safety and Search and Rescue Review Report – Findings and Recommendations</b> <i>Responsibility: Bev Driscoll, Director, Recreational Safety and Search and Rescue Review</i>	Week ending 18 August 2023.

Note: Due to an error, the briefing 'Approval of the Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment Act 2023' appears twice on this report, but is the same briefing.

### 3 Key priorities

Minister Parker	
<b>Te Waihanga Infrastructure Commission City Rail Link Lessons Learnt Phase 1 report</b>	
<p>Te Waihanga Infrastructure Commission has confirmed it intends to publish its <i>City Rail Link (CRL) Lessons Learnt Phase 1</i> report around 16 August 2023.</p> <p>The Commission is planning communications around the publication that highlight the report's purpose being to identify key lessons that can be applied to future infrastructure megaprojects, rather than a review of the CRL project.</p> <p>The Commission will work with Sponsors' officials on that communication plan.</p> <p>The Ministry has prepared responses to potential questions or criticisms in consultation with the Treasury.</p> <p><i>Responsibility: Richard Cross, Director, System Performance and Governance</i></p>	<p><b>Next steps:</b></p> <p>Prepared responses to questions or criticisms will be shared with your Office.</p>
<b>Air New Zealand and Singapore Airlines alliance reauthorisation</b>	
<p>Air New Zealand and Singapore Airlines have applied for re-authorisation of their airline alliance (the Strategic Alliance Agreement). The alliance agreement was first authorised in 2014 and re-authorised in 2018.</p> <p>Under the Agreement the airlines would continue to coordinate their operations across their global network. A decision to re-authorise the alliance will need to be made before the current authorisation expires on 28 March 2024.</p> <p>Alliance applications usually take up to six months to complete, which aligns with Air New Zealand's expectation of having a timely decision before the current authorisation expires.</p> <p>Authorisations are made under section 88 of the Civil Aviation Act 1990. We intend to provide you with initial advice in late 2023, which will allow you to discuss with officials before a final briefing is submitted.</p> <p>In making a decision, in addition to meeting the statutory requirements, you may also take into account the public benefit and any impact on consumer welfare.</p> <p>We have published the application on the Ministry website and invited submissions from interested stakeholders by 12 September 2023.</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p><b>Next steps:</b></p> <p>We will provide you with initial advice by late November 2023.</p>



3 KEY PRIORITIES

<b>Minister Parker</b>	
<b>Christchurch Mass Rapid Transit</b>	
<p>The Christchurch Mass Rapid Transit (MRT) indicative business case (IBC) was completed earlier this year through Waka Kotahi. Key findings revealed a preferred route (leading from the north through Papanui Road, through the central city, and out southwest to Hornby), station locations, and mode options (bus rapid transit or light rail). A</p> <p style="color: red; font-size: small;">s 9(2)(f)(iv)</p> <div style="background-color: #cccccc; height: 40px; margin-top: 5px;"></div> <p>The MRT IBC sits within the draft spatial plan and Greater Christchurch Partnership work, and both pieces of work have supplemented another. Intensification along the MRT corridor will be critical to delivering MRT outcomes, however the Plan Change 14 hearings process, and potentially the Riccarton Airport Noise Contour (high levels of intensification in Riccarton is needed) is likely to have an impact on this.</p> <p>Waka Kotahi recently submitted to the Future Development Strategy consultation and supports the direction set out in the draft Spatial Plan. They note the potential impact of some of the qualifying matters proposed under the Christchurch City Council Plan Change 14 - Draft Housing and Business Choice Plan Change which may limit development potential and the realisation of the direction and outcomes set in the draft Spatial Plan. This will be considered under a separate planning process. They also note the potential impact of the proposed Airport Noise Contour to the realisation of outcomes of the draft Spatial Plan, and this is being considered through the review of the Regional Planning Statement by Environment Canterbury.</p> <p style="color: red; font-size: small;">s 9(2)(f)(iv)</p> <div style="background-color: #cccccc; height: 100px; margin-top: 5px;"></div> <p><i>Responsibility: Nick Potter, Acting Manager, Placemaking and Urban Development</i></p>	<p><b>Next steps:</b></p> <p>We will continue to update you through the Weekly Report.</p>

<b>Minister Parker</b>	
<b>Texel Air [Legally Privileged]</b>	
<p>The Ministry is currently considering an application by Texel Air for a licence under the Civil Aviation Act 1990 in order to commence “scheduled” trans-Tasman cargo services. The type of licence sought by Texel is granted by the Secretary for Transport (or delegate).</p> <p style="color: red; font-size: small;">s 9(2)(b)(ii), s 9(2)(h)</p> <div style="background-color: #cccccc; height: 150px; width: 100%;"></div> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p><b>Next steps:</b></p> <p>We will keep you advised as we progress this decision.</p>
<b>Minister Parker</b>	
<p style="color: red; font-size: small;">s 9(2)(f)(iv)</p> <div style="background-color: #cccccc; height: 150px; width: 100%;"></div> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p><b>Next steps:</b></p>

## Ministers Parker and O'Connor

### Cyclone Recovery

#### Policy function (excluding legislation)

We have worked with your Office to clarify that the Waka Kotahi Board has not considered alternative programmes and options through the Waka Kotahi Strategic Resilience Responses, but that the National Resilience Plan process will likely seek alternatives and options as part of National Resilience Plan decision making. Waka Kotahi is aware of expectations through the National Resilience Plan process and will work with Treasury and the Ministry to meet the National Resilience Plan processes and criteria. We have engaged with your Office to update the drafting of the Cabinet paper to reflect the expectations of the National Resilience Plan process.

#### Legislation function

We have provided you this week with the draft Cabinet Legislation Committee (LEG) paper which seeks approval to submit the Order In Council (OIC) modifying the Land Transport Management Act (LTMA) 2003, to the Executive Council and Governor-General for enactment. We are intending for the LEG paper to be circulated for Ministerial consultation from 9 - 14 August 2023. We will undertake agency consultation at the same time. The paper is due to be lodged on 17 August 2023, to be considered by LEG on 23 August 2023.

As previously advised, the other two OICs (for Waka Kotahi and KiwiRail works) were deferred to Tranche 5. In the week ending 28 July 2023, Department of the Prime Minister and Cabinet (DPMC) flagged that there is a need to undertake further engagement with iwi in Tairāwhiti and Hawkes Bay for several of the OICs in Tranche 5, including these two transport OICs. We had participated in face-to-face hui with Tairāwhiti, led by DPMC a few weeks ago as part of our engagement on all three OICs. Following further contact from Tairāwhiti iwi, DPMC is wanting to lead a further round of in-person hui next week. To factor in time for this engagement, DPMC has developed updated timeframes for these OICs, which will now fall under Tranche 5B.

The updated timeframes are very compressed. We are liaising with your Office on these timeframes so that we can plan adequately for them, particularly since some of the steps will involve the approval of other Ministers responsible for legislation that will be modified by the OICs.

We understand that DPMC is preparing a briefing to responsible Ministers in August 2023, detailing these updated timeframes and seeking agreement to them.

#### **Next steps:**

An updated draft Cabinet paper on rebuild options, funding requirements, and proposed oversight arrangements to support decision making and monitoring of Crown-funded projects, was provided to your Office on 26 July 2023 and is currently undergoing Ministerial consultation.

As above, we have provided you this week with the draft LEG paper which seeks approval to submit the OIC modifying the Land Transport Management Act (LTMA) 2003, to the Executive Council and Governor-General for enactment.

**Ministers Parker and O'Connor****Cyclone Recovery**

[Continued]

We will also provide you with a briefing to approve the other two OiCs for submission to the Review Panel and the Regulations Review Committee, as per the Tranche 5B timeframes.

*Responsibility: Nick Paterson, Manager, Cyclone Recovery*

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## 3 KEY PRIORITIES

## Minister O'Connor

## Bilingual signage/Interval between speed limit signs

Minister O'Connor asked officials for advice on whether amending the Land Transport Rule: Traffic Control Devices 2004 to enable bilingual signs could present an opportunity to increase the frequency of speed management signs.

We note that phase 1 of the Bilingual Signage programme is very near completion. We are finalising our advice on the amendment rule which should be ready for Minister O'Connor's consideration in the week ending 11 August 2023.

The maximum interval permitted between a speed limit sign and subsequent repeater signs displaying that speed limit is provided for in clause 8.2 of the *Land Transport Rule: Setting of Speed Limits 2022*. The intervals themselves are set out in Waka Kotahi NZ Transport Agency's *Speed Management Guide: Road to Zero Edition* (the Guide), as follows:

Speed limit (km/hr)	Maximum interval (km)
60	2.0
70	2.4
80	2.7
90	3.0

Under the Guide, repeater signs are generally used where the speed limit is above 50km/h and below 100km/h. They are not usually necessary if the nature of a particular length of road is such that a road user would reasonably understand that the speed limit displayed on the last speed limit sign remains the speed limit on the road throughout the whole of that length of road.

In deciding on the use and placement of repeater signs, road controlling authorities are required to monitor mean operating speeds as well as speed limits on adjacent and connecting roads.

The latest edition of the Guide was released in 2022. Waka Kotahi has advised that future releases will address any subsequent statutory changes and feedback received on the guidance itself.

*Responsibility: Megan Moffet, Manager, Regulatory Policy*

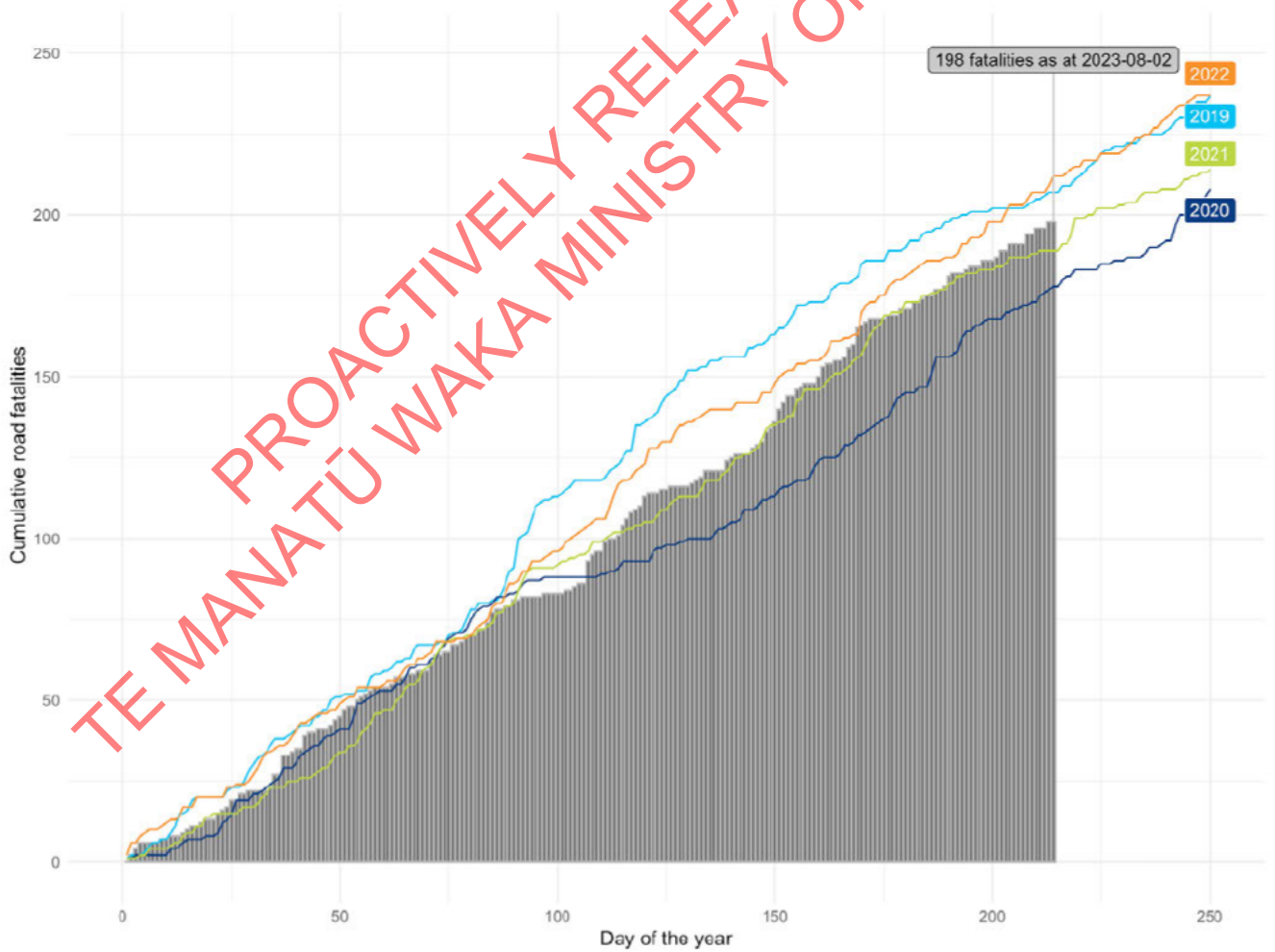
**Next steps:**

Officials will investigate whether road controlling authorities and other relevant agencies have identified concerns around the frequency of speed management signs and provide Minister O'Connor with further advice.

**Year to date road fatalities**

As at 02 Aug 2023 provisional road fatalities are **198** for the year, this is 11 fewer fatalities than the same date in 2022. A year-to-date comparison is shown in the table below:

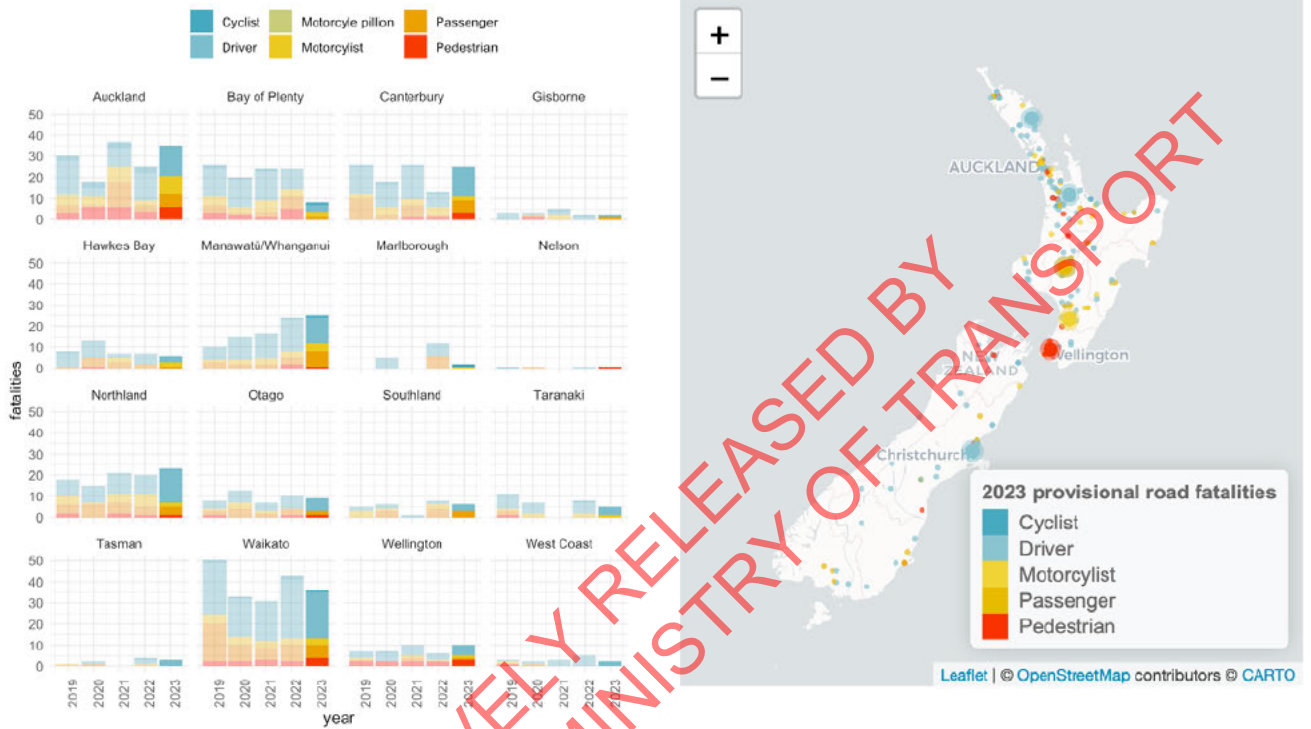
crash month	2019	2020	2021	2022	2023
Jan	32	21	18	29	22
Feb	26	32	28	25	32
Mar	33	31	34	32	27
Apr	45	9	25	37	32
May	29	23	31	27	27
Jun	27	29	37	32	31
Jul	14	32	16	25	25
Aug	1	1	0	2	2
<b>Total</b>	<b>207</b>	<b>178</b>	<b>189</b>	<b>209</b>	<b>198</b>



3 KEY PRIORITIES

### Year to date road fatalities

The chart below provides a comparison of fatalities by mode and region for the last five years. The map show fatalities for 2023 by mode and location, highlighting fatalities from the last seven days with larger circles.



Responsibility: Dan Jenkins, Manager, Analytics and Modelling

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### Clean car and electric vehicle registrations

Summary of registrations by CCD Band for week ending 30 July, 2023

Total registrations

total registrations this week	delta prev week	last full month (Jun)	delta prev month	year to date	delta prev year to date
4552	<b>1184</b>	42,052	<b>17,580</b>	165,096	<b>-14,862</b>

This week's registrations by emissions band and vehicle type

CCD.band	Heavy	Light	Motorcycle	Total	delta_prev_wk	Weekly trends this year	
						Low	High
Zero (0g/km)	16	365	12	393	<b>154</b>	78	1317
Very low (1-49g/km)	0	142	0	142	<b>39</b>	7	607
Low (50-99g/km)	0	922	0	922	<b>183</b>	187	1759
Moderate (100-149g/km)	0	1102	0	1102	<b>382</b>	285	4210
High (150-199g/km)	0	751	0	751	<b>262</b>	204	6904
Very high (200-249g/km)	0	409	0	409	<b>71</b>	78	7220
Extremely high (over 250g/km)	0	446	0	446	<b>119</b>	49	3637
Unknown	200	16	181	397	<b>-26</b>	107	933

This week's registrations for ZERO EMISSION BAND (0g/km) battery electric vehicles

Vehicle type	New	Used	Total	delta_prev_wk	Weekly trends this year	
					Low	High
Car	283	78	361	<b>139</b>	19	1195
Bus	16	0	16	<b>16</b>	1	20
Van	2	1	3	<b>1</b>	1	36
Truck	0	0	0	<b>0</b>	1	3
Motorcycle	12	0	12	<b>-2</b>	1	46
Other	1	0	1	<b>0</b>	1	36



3 KEY PRIORITIES

Clean car and electric vehicle registrations

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

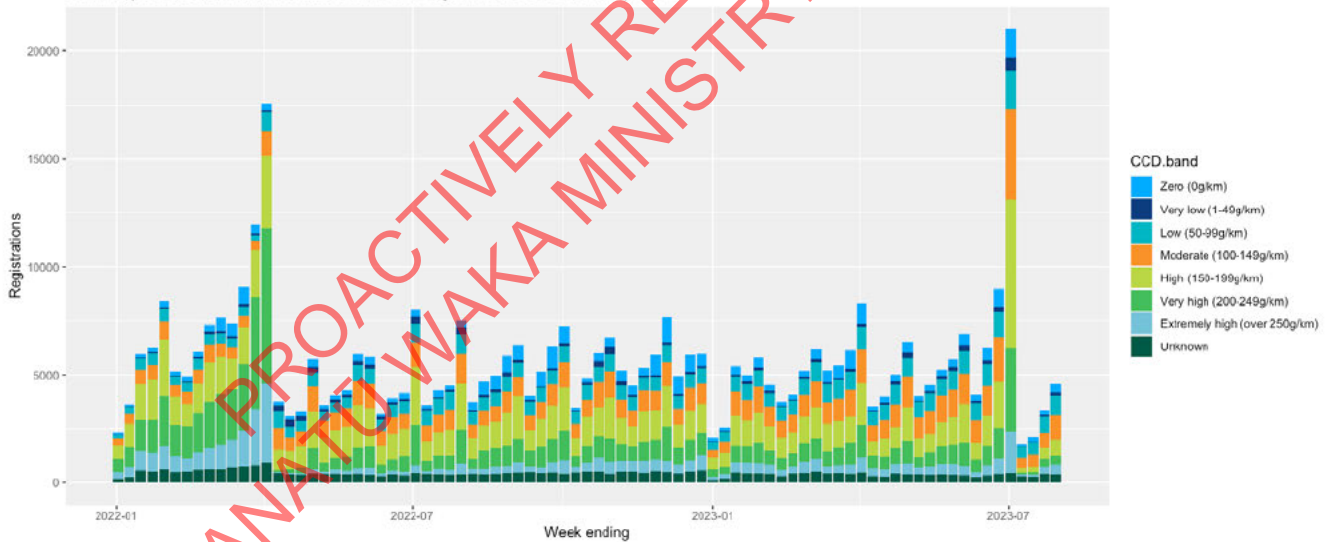
CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Car	3869		57268	1.246
Zero (0g/km)	Motorcycle	336		2656	0.058
Zero (0g/km)	Other	16		178	0.004
Zero (0g/km)	Van	653		1520	0.033

EV (Battery electric) HEAVY vehicle Fleet

CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Bus	11		303	0
Zero (0g/km)	Other	2		50	0
Zero (0g/km)	Truck	11		142	0

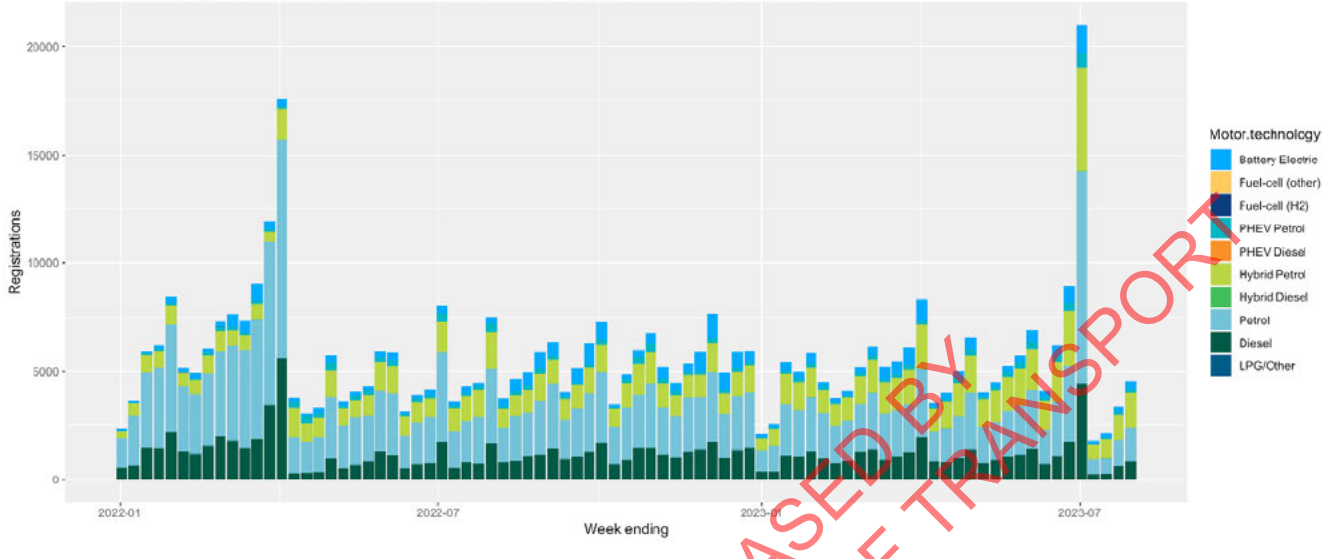
Graphical summary of registrations:

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



### Clean car and electric vehicle registrations

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

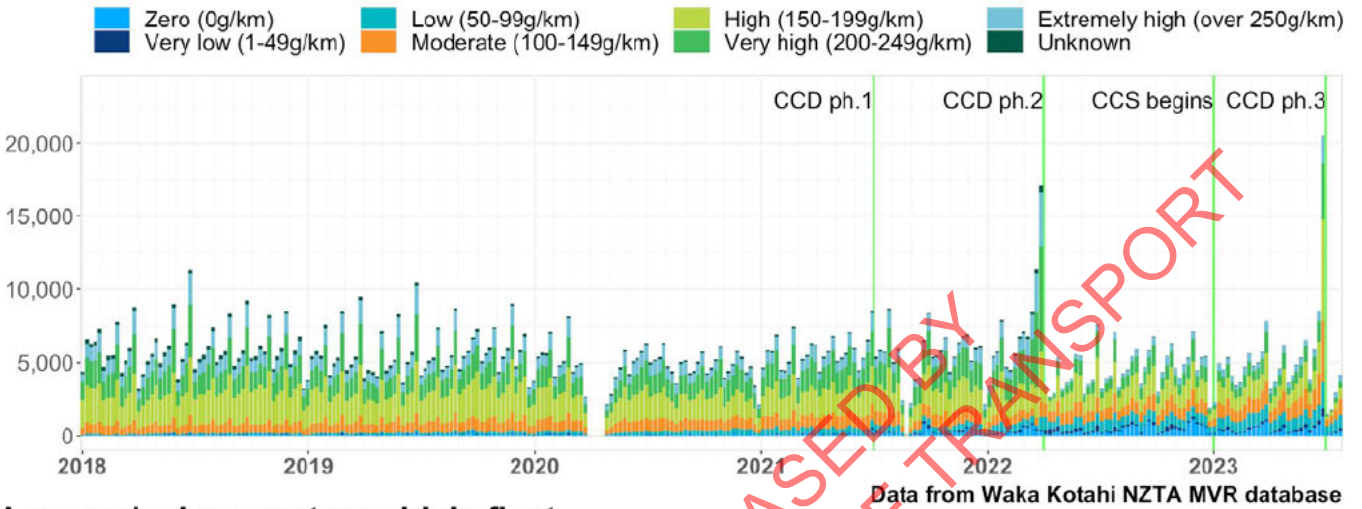


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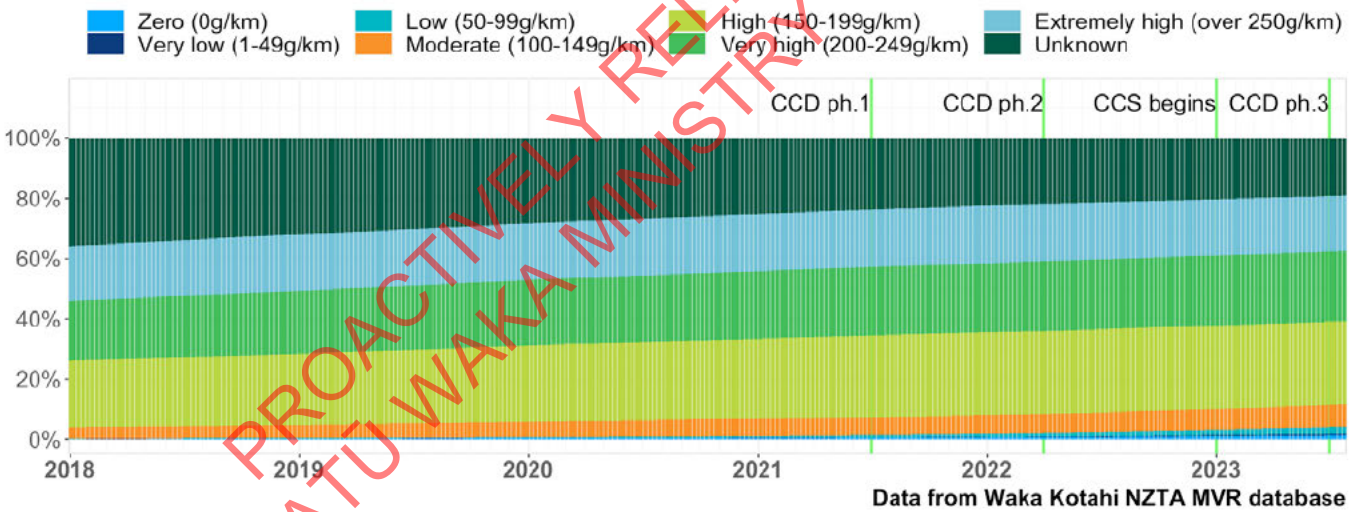
3 KEY PRIORITIES

Clean car and electric vehicle registrations

Weekly registrations of low-emissions motor vehicles



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



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

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

Responsibility: Dan Jenkins, Manager, Analytics and Modelling.

## 4 Cabinet papers

Minister Parker		
Paper	Committee	Status
<p><b>Transport Infrastructure Rebuild Following the Severe Weather Events</b></p> <p>This paper provides an update to Cabinet on the recovery and rebuild of transport sector infrastructure following the severe weather events.</p> <p><i>Responsibility: Nick Paterson, Manager, Cyclone Recovery</i></p>	<p>Extreme Weather Recovery Committee (EWR).</p> <p>16 August 2023.</p>	<p>Ministerial consultation is in progress. If updates to the draft Cabinet paper are required before lodgement these will be provided to your Office by close of business on 9 August 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p>Cabinet Economic Development Committee (DEV)</p> <p>16 August.</p>	<p>This paper is with your Office.</p>
<p><b>Order in Council for Modifications to the Land Transport Management Act 2003</b></p> <p>This paper seeks agreement to submit the Order in Council (OIC) to the Executive Council for approval. The timeline for this paper is consistent with the timeline for Tranche Four OICs.</p> <p><i>Responsibility: Carmen Mak, Director, System and Regulatory Design</i></p>	<p>Cabinet Legislation Committee (LEG).</p> <p>23 August 2023.</p>	<p>We provided you with a draft Cabinet Legislation Committee (LEG) paper on 3 August 2023, ahead of departmental and Ministerial consultation.</p>
<p><b>Government response to the Inquiry into the Future of Inter-Regional Passenger Rail in New Zealand</b></p> <p><i>Responsibility: Nick Potter, Acting Manager, Placemaking and Urban Development</i></p>	<p>Cabinet Legislation Committee (LEG)</p> <p>31 August 2023.</p>	<p>We will provide you with a briefing and draft LEG paper on 9 August 2023.</p>

## 4 CABINET PAPERS

Minister Parker		
Paper	Committee	Status
<p><b>Regulations implementing changes to Land Transport Regulatory Fees and Charges</b></p> <p>This paper seeks Cabinet approval to submit Regulations setting land transport fees and charges to the Executive Council.</p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i></p>	<p>Cabinet Legislation Committee (LEG).</p> <p>TBC.</p> <p>(Likely 17 August 2023)</p>	<p>We provided a draft Cabinet paper to your Office on 19 July 2023 with a view to the paper being lodged on 10 August 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Karen Lyons, Director, Auckland</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>TBC.</p>	<p>We provided a draft paper to your Office on 27 June 2023.</p>
<p><b>Confirmation of Electric Vehicle Charging Strategy</b></p> <p>This paper seeks Cabinet approval to release the final Electric Vehicle Charging Strategy.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>TBC</p> <p>Date to be advised by your Office.</p>	<p>You wrote to the Minister of Energy and Resources on a related matter on 19 July 2023. We understand you are meeting with Minister Woods in the week ending 11 August 2023 to discuss this. We will provide talking points for this meeting and await further direction after it has taken place.</p>

## 5 Cabinet papers led by other agencies

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
COVID-19 public health measures	Ministry of Health	Minister of Health	Social Wellbeing Committee 16 August 2023.
<b>Comment</b>			
<p>This paper provides an update on the latest review of the remaining COVID-19 public health measures and recommends these are revoked on either 31 August 2023 or 30 September 2023.</p> <p>Of the remaining public health measures, the mandatory 7-day isolation period applies to the transport sector. We consulted key stakeholders and received strong feedback that this measure should be revoked and replaced with public health guidance due to its continuing impacts on the sector.</p> <p>This measure is seen as being disproportionate for smaller road freight operators (over 60% of firms), continues to impact port operations when specialist staff are isolating (e.g. maritime pilots), and has caused occasional disruptions to air navigation services when Airways staff have been required to isolate. Aviation operators estimate that 50-80 staff could return to work if they were symptom-free and not required to isolate.</p> <p>We strongly support revoking the 7-day isolation period with effect from 31 August 2023.</p> <p><i>Responsibility: Carl van der Meulen, Manager, COVID-19 Readiness and Response</i></p>			<p><b>Next steps:</b></p> <p>The paper is due for consideration by SWC on 16 August 2023, and by Cabinet on 21 August 2023.</p>

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

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



**Aviation Security Service**  
*Kaiwhakamaru Rererangi*

### Key Updates

s 9(2)(b)(ii)

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

**Stakeholder Engagement on Drug and Alcohol matters in the Civil Aviation Act 2023**

The new Civil Aviation Act 2023 sets up a requirement for most organisations participating in the aviation system to develop drug and alcohol management plans (called DAMPs in the Act), and undertake random drug and alcohol testing of certain workers (safety critical workers).

Before the Act comes into force (in April 2025) Civil Aviation Rules need to be put in place to give effect to the requirements in the new Act. We also need to develop guidance for participants of the content of management plans and random testing.

In August 2023, CAA will contact some airline operators, adventure aviation companies, airports and others who have experience with drug and alcohol management. The aim is to better understand current practices and the challenges and benefits of developing the DAMPs. This early engagement will help inform the Rule development process and subsequent formal consultation processes.

**Aviation New Zealand Annual Conference**

Aviation New Zealand's annual conference takes place 6-8 August 2023 in Christchurch. The Civil Aviation Authority will have a strong presence. Keith Manch, Director Civil Aviation, will do a virtual presentation on The Regulatory Outlook, and Deputy Chief Executive Aviation Safety, David Harrison will present the Director's award on behalf Keith Manch.

Authority staff will give presentations on: Safety and Activity statistics, CAA's Walking the Talk initiative, Certification, Monitoring, and Safety Management Systems (SMS). The Work Together Stay Apart safety campaign will be also be promoted at the conference.

**Communications and External Engagement 31 July 2023****Media plan – 7 days from Sunday 6 August 2023**

Date (planned)	Item	Description	Targeted media
4 August 2023	TV story	(reporting retrospectively) Interview on TVNZ Breakfast about pilot licensing requirements; in response to an earlier interview with Chief Executives from Aviation NZ and Ardmore Flying School.	TVNZ
No date	Comment or statement	Multiple CAA staff attending Aviation NZ conference. Media coverage is anticipated. Topics may include pilot training and licensing, safety statistics, certification, regulatory action and challenges for the UAV sector.	n/a



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

## Media mentions – 7 days to Wednesday 2 August 2023

Date	Activity	Channel
2 August 2023	<p><b>Northland news in brief: CAA to investigate plane's problem; oven fire in Kensington</b></p> <p>On 21 July 2023 a flight from Kaitaia to Whangarei experienced an issue with its landing gear and issued an alert for emergency services to be on standby. It orbited Whangarei Harbour while it resolved the issue. The plane landed successfully. An incident report has been received and a CAA investigation will take place. We were approached for details of the incident.</p>	Northern Advocate / NZ Herald
27 July 2023	<p><b>Company and director charged over fatal Otago helicopter crash / Charges laid against Lister Helicopters after Dan Harrison's fatal 2021 crash in Central Otago</b></p> <p>CAA's case against the owner of Lister Helicopters, relating to a fatal crash in 2021, was scheduled for its second hearing in Dunedin District Court on 27 July. The hearing was adjourned and has been rescheduled.</p>	Stuff, NZ Herald, Newstalk ZB
28 July 2023	<p><b>Wellington Airport queues after baggage belt fault</b></p> <p>A fault with a baggage belt at Wellington Airport caused processing delays on 28 July 2023. We received an enquiry, and Wellington Airport had initially identified it as a problem with AvSec equipment, which was incorrect. Comment was provided.</p>	NZ Herald
31 July 2023	<p><b>Company enters not guilty pleas in relation to death of skydiver at Muriwai</b></p> <p>CAA's case against Skydive Auckland and its director had its first hearing in court on 31 July 2023. The defendants entered not guilty pleas.</p>	Stuff
31 July 2023 / 1 August 2023	<p><b>Why passengers are being warned not to fly with fully charged devices / Passengers told not to fly with fully charged devices due to fire risk</b></p> <p>The Federal Aviation Administration (FAA) has released new information that fully charged devices present a greater fire risk, and advises passengers not to charge their devices to full capacity. Our full statement as follows:</p> <p>Batteries can overheat and catch fire and are considered dangerous goods when transported by air. Civil Aviation regulations prohibit loose or spare batteries and power banks from checked-in luggage, and when carried in carry-on luggage must be individually packaged and protected from short circuit, for example covering the terminals with electrical insulation tape. Electronic devices in checked baggage must be completely</p>	Stuff, NZ Herald

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

	<p>switched off, protected from damage, and protected from inadvertent activation.</p> <p>While we don't have specific requirements or guidance relating to the volume of charge, the advice from the FAA is accurate. Restrictions in New Zealand are designed to maintain safety and security as determined by our National Aviation Safety Plan (NASP); wherever there are additional measures passengers may take to further increase safety and security, we welcome their cooperation.</p>	
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## Upcoming communications, engagement and education

Planned release/publish	What	Type	Why
July-August 2023	Make time to make it in time.	Digital campaign – social.	Educate passengers about what to expect at airport security, including allowing enough time to avoid queues.
July-August 2023	Make time to make it in time.	Digital campaign – advertising.	Display and search advertising to educate passengers about what to expect at airport security, including allowing enough time to avoid queues. Targeting will include FIFA world cup spectators.
August 2023	How to be a pilot – junior.	GAP booklet (new / updated version of existing booklet).	Business as usual (BAU) version update.
August 2023	Drug and alcohol management plans under the new Civil Aviation Act 2023.	Engagement with stakeholders through email and online discussion.	Seeking feedback on proposals for who will have to develop the plans and which workers would be subject to random drug and alcohol testing.
July-September 2023 (multiple dates)	Airworthiness and maintenance.	Face-to-face workshop with industry.	Education for owners and operators to increase their understanding of the requirements for maintaining their aircraft.
July-December 2023 (multiple dates)	Dangerous Goods (DG).	Face-to-face course for industry.	To provide training and qualification for the carriage of DG.

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

September 2023	Vector Spring Issue.	Aviation industry magazine.	A way of getting relevant information to industry in an easy-to-read format.
October 2023	Weight and balance.	GAP booklet.	BAU version update.
<b>Planned release/publish</b>	<b>What</b>	<b>Type</b>	<b>Why</b>
October 2023	Vector special issue: accidents that have common causes	Aviation industry magazine.	To highlight the most common causes of fatal accidents that safety investigators go to.
TBC	In, Out and Around Queenstown.	GAP booklet	BAU version update
TBC	In, Out and Around Christchurch	GAP booklet	BAU version update
TBC	In, Out and Around Manawatu	GAP booklet	BAU version update
September-November 2023 (multiple dates)	Plane Talking.	Face-to-face workshop.	This series of seminars, as part of the Work Together, Stay Apart campaign, serves the aerodrome communities and will be held in aero clubs and flying schools throughout New Zealand. There are 21 dates in total.
September 2023	Plane Talking.	GAP video.	Good Aviation Practice video to educate the aerodrome community about standard radio calls. This video is the first educational product to be released as part of the Work Together, Stay Apart campaign.

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



### Maritime NZ Public Consultation Levies Funding

On 19 July 2023, Maritime NZ released a consultation document on its review of levies funding for 2024/25 – 2029/30. To date few submissions have been received, however, based on previous funding reviews we anticipate that the number of enquiries and submissions received will increase over the next two weeks and reach a high point close to the end of the consultation period.

Webinars covering the funding review consultation document are scheduled for 4 August 2023 and 7 August 2023. The Chief Executive/Director and members of the senior leadership team will be making a presentation to attendees on the content of the consultation document, and will include a Question and Answer segment.

The submissions period closes on 16 August 2023.

Further details on the funding review are contained within the Briefing to the Incoming Associate Minister, which is scheduled for sending in the week ending 3 August 2023.

### Achilles Bulker update

At the time of writing the **Achilles Bulker** <sup>s 9(2)(b)(ii)</sup>

to tow their ship into Port of Tauranga, where it will be fully unloaded before being towed to a foreign dry dock for repairs.

The log-carrying **Achilles Bulker** has been anchored off Tauranga since 24 July 2023 when it experienced steering loss and it was subsequently found that its rudder had detached. The Panamanian flagged ship had just departed the port for China.

The owners of the vessel are responsible for managing the towage process, however, Maritime NZ is working closely with the Bay of Plenty Regional Council and the Port of Tauranga on arrangements to bring the vessel back to the port to be unloaded.

A Maritime NZ detention notice is in place against the ship, meaning it can only depart once certain conditions have been satisfied.

Maritime NZ has started an investigation into the rudder failure.

### Australian Recreational Boating Safety Council

Maritime NZ attended the Australian Recreational Boating Safety Committee (ARBSC) virtually on 26 July 2023 as an observer. The ARBSC is a committee comprising senior officers with responsibility for Marine Safety in their respective state and territory jurisdictions, and meet a minimum of twice a year. Their mission is to "improve recreational boating safety, reduce injuries and deaths, and promote uniform approaches to the regulation of recreational vessels".

This is the first time that Maritime NZ has been invited to attend and it was an opportunity to learn of work being undertaken in recreational boating safety across Australia. The Australian Maritime Safety Authority is also a member of ARBSC although does not have responsibilities for recreational boating. There are many similarities in the issues and challenges New Zealand and Australia face, however, Australia has greater regulation and controls in place such a certification and licensing of recreational craft.

We expect an invitation to attend the next in-person ARBSC meeting to be held in Perth, Western Australia in December 2023, and will likely attend and grow participation.

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

**Port Health and Safety Leadership Group**

A Port Health and Safety Leadership Group meeting was held on 31 July 2023 at the Ports of Auckland. Representatives from Maritime NZ, the Rail and Maritime Transport Union, the Maritime Union of New Zealand (MUNZ), and Chief Executives from port and stevedore companies attended the meeting. The following agenda items were discussed:

- Agreement on the consultation process for the Approved Code of Practice for the Loading and Unloading of Cargo. The consultation will start in mid-August and run for six weeks.
- Update on the Implementation of the Fatigue Risk Management Guidelines, led by the Port Industry Association.
- The leadership group was briefed on a range of work being done in the workforce space to address qualification, skill and training gaps. The leadership group agreed that the timing was right to bring together the ports, unions, stevedores, the Workforce Development Council and MNZ to discuss all of the work to ensure there was good understanding of connections, overlaps and gaps.
- AskYourTeam worker survey – discussion on the importance of getting feedback on how and if we are making a difference on the ground, and of finding a way to continue the survey.
- An update on the overall programme and the Action Plan initiatives.

The group continues to work well together, despite challenging conditions in the sector.

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**- Serious harm accident**

Maritime NZ has opened up an investigation into a serious harm accident that happened on board the New Zealand fishing ship s 6(c) while operating off the East Coast of the North Island on 19 July 2023. While retrieving a full net of fish on to the deck the crew member walked behind the suspended net. The net then swung due to movement and crushed the crew member against an open hatch.

The incident resulted in serious injuries to the crewman's lower limbs. The ship returned to port and the crewman was taken to hospital where he has undergone surgery.

**Rescue Coordination Centre NZ support multi-agency search and rescue operation**

Maritime New Zealand's Rescue Coordination Centre and the Maritime Incident Readiness and Response Team recently supported a search and rescue exercise in Tauranga, Bay Of Plenty. The exercise was primarily aimed at the Regional Police Incident Management team and supporting agencies, as opposed to the work MNZ would lead for this kind of incident.

The exercise scenario was a bespoke cruise ship with 256 people aboard which grounded on Astrolabe Reef and was subsequently abandoned due to a fire on-board.

Over 60 participants from more than 15 different agencies and private companies worked together to enable the rescue and recovery of all passengers and crew. The Rescue Coordination Centre supported Exercise Control with shaping the rescue activities, allowing the Police lead team to focus on the reconciliation and welfare support component once people had made it to shore.

The Maritime Incident Readiness and Response Team provided expert knowledge on large vessel operations and the ongoing requirements from Maritime New Zealand for the recovery phase of this type of incident. This exercise demonstrated the benefits in close cooperation between agencies, while educating local partners on the roles and responsibilities of the national level teams that would be involved. Key lessons were identified that will be worked on in preparation for the next exercise in November 2023.

**Maritime NZ supports Pacific neighbours with critical training**

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

From 25 - 27 July 2023, the Fiji Hydrographic Service hosted a Maritime Safety Information Training Course to provide practical guidance for those who issue marine navigational warnings to shipping within their coastal areas.

The course was co-led by Maritime New Zealand and the Australian Maritime Safety Authority to countries in the South-West Pacific. The course was conducted on behalf of the International Hydrographic Organization (IHO) and was attended by 20 students from:

- Cook Islands
- Fiji
- the Federated States of Micronesia
- Kiribati
- Papua New Guinea
- Republic of Marshall Islands
- Republic of Palau
- Samoa
- Solomon Islands
- SPC (Pacific Community)
- Tonga
- Vanuatu.

The course objectives were to assist these countries to meet their international obligations with respect to warning ships of navigational hazards, increase the flow of navigational warning information to the NAVAREA X and NAVAREA XIV Coordinators and to emphasise the importance of establishing expertise in the countries.

The opportunity to work with their counterparts from across the region fostered strong relationships and sharing of knowledge. Each student completed a post-course survey and all strongly agreed that the training was worth their while.

#### Maritime in the media

We provided a proactive update on the **Achilles Bulker** to Bay of Plenty and industry media on 31 July 2023. In it we confirmed to media the vessel is detained and the operators are responsible for managing any future towage. We will provide updated information when the situation changes.

MUNZ put out a press release about the vessel raising issues around the quality of foreign flagged vessels.



No update this week.



## INCIDENTS

### Mt Maunganui Fatality

On 1 August 2023, an empty logging train running from Mt Maunganui to Kawerau hit a cyclist at the Hewlett Road level crossing in Mount Maunganui. Sadly, police confirmed that a young person passed away as the result of the collision. Events like this are deeply traumatic for all those involved, and our thoughts are with the family and all those affected.

The incident has attracted media coverage, and we have answered a few limited questions on the event, referring most follow up queries to the Police. There will be a full investigation of this incident to confirm what happened and identify and changes, if any, that could be made.

In line with our standard practice, our locomotive engineer has been offered counselling and support. KiwiRail will also be supporting him with some time away from work.

In 2017, KiwiRail was involved in a proposal by Tauranga City Council to implement a shared path development in the area. As part of this development programme, Hewletts Road level crossing improvements were proposed including pedestrian gates to complement the signals and barrier arms on the road. The programme, and therefore the level crossing changes, were not supported into the National Land Transport Programme in 2020.

### Signal Passing At Danger (SPAD) Event

On 3 August 2023, a SPAD A event occurred in the Westfield yard with a Shunt driver passing a red signal in the yard.

The driver has been stood down while this event is investigated.

There was no risk to any other services as this occurred in an isolated area of the yard, and there were no conflicting movements.

As noted previously, SPAD events are uncommon and taken very seriously by KiwiRail, with an internal safety investigation is underway.

KiwiRail has notified Waka Kotahi our rail regulator about this event as required.

### Carterton Collision

On 21 July 2023, a vehicle carrying one person collided with a northbound Wairarapa commuter train at a level crossing on Norfolk Road in the Carterton District. Emergency services attended, and the driver has been discharged from hospital with moderate injuries. None of the passengers or crew onboard the train were injured.

The level crossing, which has flashing lights and warning bells, suffered extensive damage.

The cause of the collision is being investigated.

The Norfolk Road level crossing where the collision occurred, and the Norman Avenue level crossing are at either end of the Waingawa log yard. There are tracks in the yard, between the level crossings, where log trains are put together. This can involve wagons being shunted across the level crossings at times and, because signals for the two crossings are linked, shunt movements that come close to either level crossing can activate the bells and lights. This has led to observed risky driving behaviour in the past.

We appreciate that having to wait for shunt movements can be frustrating for motorists. However, to ensure safety, we urge everyone to be cautious when approaching any level crossing and comply with the requirement to stop when a level crossing's lights and bells are going.

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

KiwiRail has begun work upgrading the Wairarapa Line, which includes improving bridges, tracks and sleepers, signals and level crossing protections. In the next few years, the Norfolk Road level crossing will have barrier arms added, and the new signalling system will separate the two crossings, reducing delays for motorists.

**INTERISLANDER**

**Interislander**

Kaiarahi has arrived in Singapore for its scheduled dry dock from 1 August 2023. It will be in dry dock for 28 days, before returning to New Zealand. This is scheduled maintenance and is key to KiwiRail’s programme to lift service reliability for the existing Interislander fleet. Dry docks are scheduled outside of the peak seasons as the remaining fleet is able to meet demand.

**Weather disruption Standard Operating Procedure**

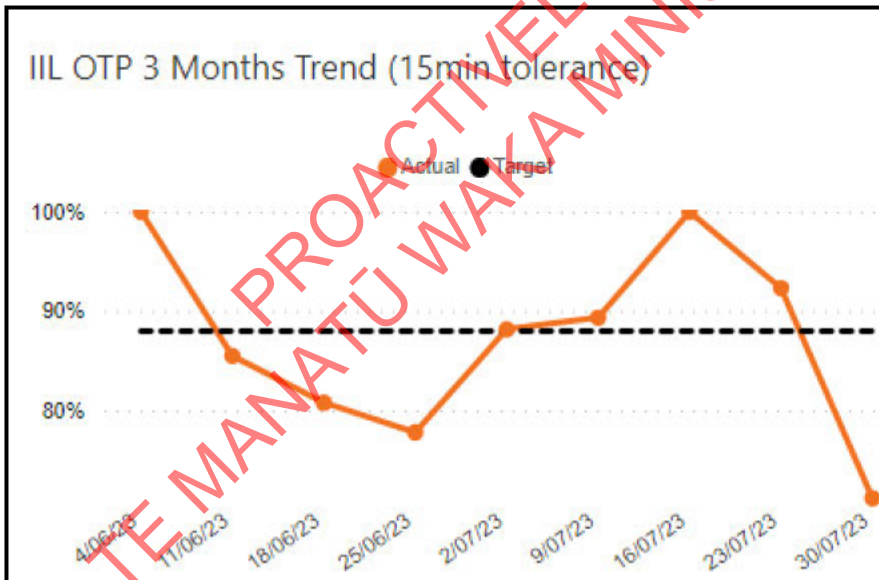
The recent storms in the Cook Strait have provided an opportunity for us to start testing our new Standard Operating Procedure for disruptions. This work will be finalised in the next two weeks, but it has already made a difference by speeding up decision making and communications. This allows KiwiRail staff to focus on their individual roles when disruptions happen and enables us to deliver consistent, timely and quality service to our customers.

This is part of our ongoing development following the disruptions at the start of the year, and the process improvements following feedback from customers and the business.

**Performance**

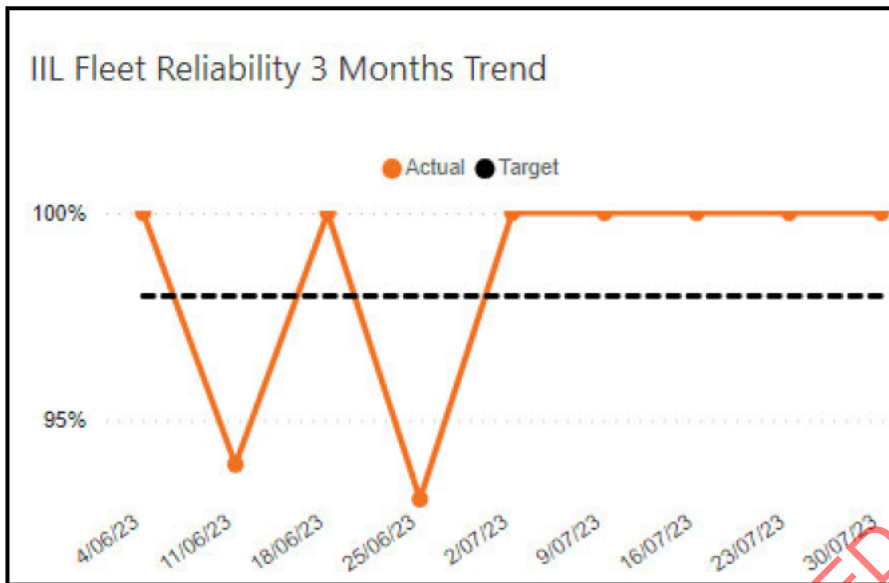
On Time Performance and sailings have been affected due to weather events

The below shows the 2-month trend for OTP and reliability data:





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



With the weekly breakdown of the statistics below.

Date range	On Time Performance (15min Tolerance) OTP Target 88%	Reliability (Excl. Weather) Reliability Target 98%	Reliability (Incl. Weather)
03 Jul 2023 – 09 Jul 2023	89% Aratere – 87% Kaiarahi – 85% Kaitaki – 96% Valentine – not sailing	100%	100% 0 sailings cancelled due to weather
10 Jul 2023 – 16 Jul 2023	100% Aratere – 100% Kaiarahi – 100% Kaitaki – 100% Valentine – not sailing	100%	100% 0 sailings cancelled due to weather
17 Jul 2023 – 23 Jul 2023	92% Aratere – 88% Kaiarahi – not sailing Kaitaki – 96% Valentine – not sailing	100%	100% 0 sailings cancelled due to weather
24 Jul 2023 – 30 Jul 2023	71% Aratere – 58%	100%	93%

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

	Kaiarahi – not sailing Kaitaki – 85% Valentine – not sailing		4 sailings cancelled due to weather
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KiwiRail benchmarks Interislander against Air New Zealand’s quarterly On-Time Performance. The table below shows Air New Zealand’s On-Time Performance results for the 4 months ending 31 March 2023.

Month	International Long Haul %	International Short Haul %	Domestic Jet routes %	Regional routes %
December 2022	44.6	46.1	76.2	75.3
January 2023	59.2	59.3	80.1	80.7
February 2023	62.4	54.7	72.6	77
March 2023	70.8	56.3	75.4	82.8

s 9(2)(i)



**IREX UPDATE**

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

We are focused on keeping Picton residents and the community informed as construction work continues (excluding those that PMNZ are not permitting). Main Works contractors Downer-HEB JV have set up office and will soon be establishing a construction laydown area in Waitohi Domain.

They are also beginning work on a temporary jetty at Westshore that will be used to transfer materials to and from the main wharf construction site. Last month Dublin Street in Picton was closed to prepare for works on the Dublin Street overbridge, and we are working closely with Waka Kotahi and Marlborough District Council to minimise disruption to traffic.

At Kaiwharawhara, iReX and the Downer HEB JV team are working on relocating staff and car rental car parking to make way to hand over the site for construction.

## LONG DISTANCE PASSENGER TRAINS

### Te Huia SPAD

Rail regulator Waka Kotahi lifted its recent condition on Te Huia travelling through the Auckland metro network to The Strand in Parnell. The Hamilton to Auckland commuter service will resume travelling to The Strand on 7 August 2023, as KiwiRail has completed driver familiarity training. Te Huia will continue to operate under the existing safety case.

Since 11 July 2023, Te Huia has carried passengers only as far as Papakura after Waka Kotahi required a specific piece of equipment (European Train Control System or ETCS) to be installed, which would take up to 18 months to achieve.

Instead, alternative safety measures are being used for Te Huia with KiwiRail installing Electronic Train Protection (ETP) on Te Huia, which automatically stops the train if it passes a red signal. This safety measure is bolstered by a very safe rail system design, which causes other signals to turn red if one is passed, to stop all trains in the area. ETCS is a predictive system, which slows a train as it approaches a red signal.

We have reiterated our view to the regulator that ETCS will be required if the current rolling stock running rights is extended for a further five years after the existing five year trial concludes in 2026. A decision on funding the installation of ETCS for Te Huia locomotives will be needed in 2024, alongside any decision to extend the service.

### Passenger numbers

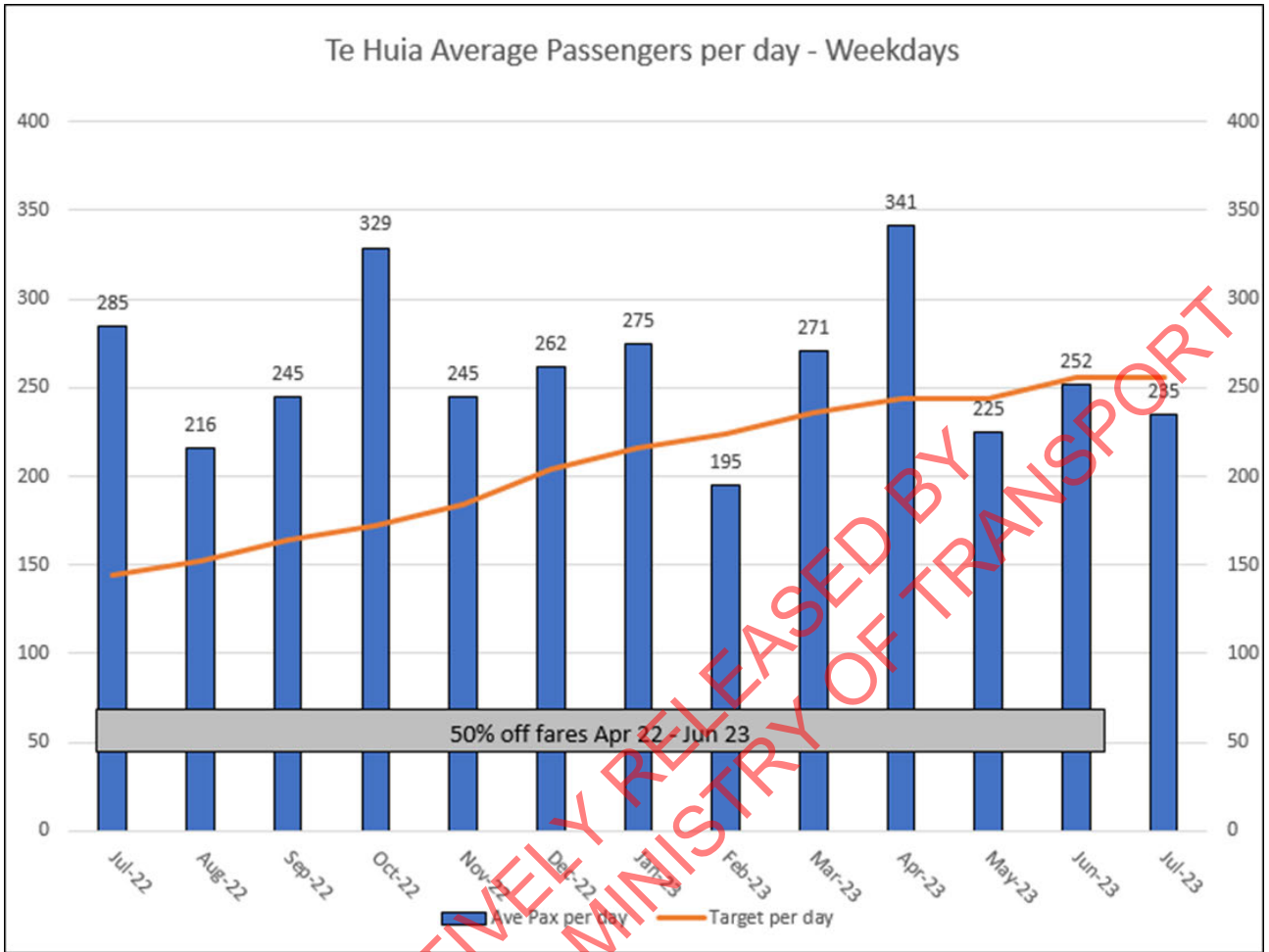
After a very successful period which has seen Te Huia carry well above its target numbers, there has been a sharp decline in passenger volumes since the ban.

The week prior (3 July – 7 July 2023) saw an average of 355 passengers carried across the weekday services. However, post 11 July when services started terminating at Papakura we have seen the average drop to 144 passengers per day.

For July as a whole:

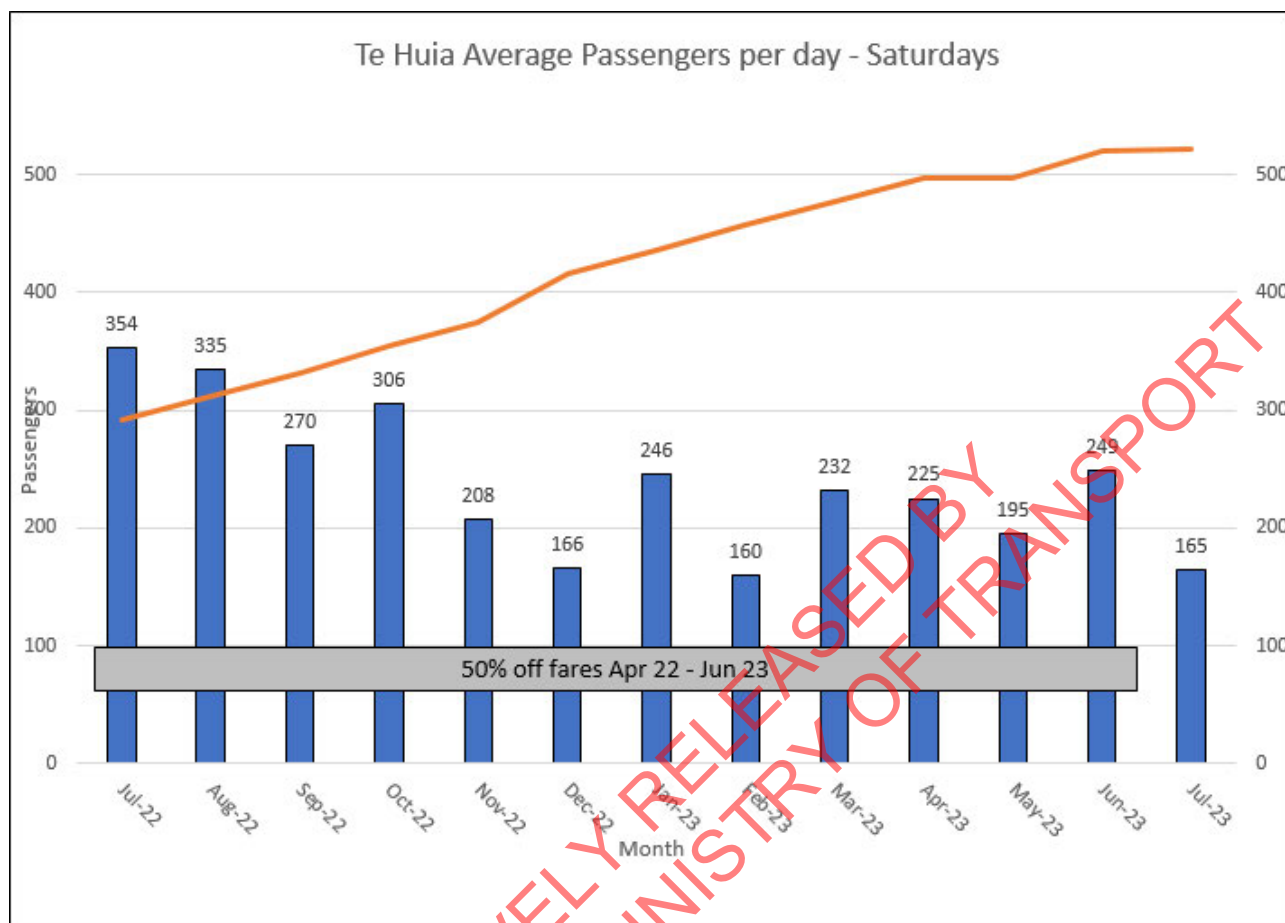
- Total of 4623 passengers carried, with an overall average of 235 passengers carried on weekdays and 165 on Saturdays. With 25 Bikes and 27 Scooters carried, and 16 Wheelchair passengers plus 14 Walkers with the Hoist used on 18 services.
- Average weekday passengers had an 18 percent decrease for July 2023 when compared to July 2022
- Weekday patronage has decreased by 7 percent for July (20 days of operation) when compared to June 2023 (21 days of operation)
- Saturday patronage has decreased by 34 percent for July 2023 when compared to June 2023.

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



PROACTIVELY RELEASED BY  
TE MANATŪ WAKA MINISTRY OF TRANSPORT

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



**Capital Connection**

The new Capital Connection carriages were launched at a successful event on 26 July 2023 and entered service on 31 July 2023. Passenger feedback has been positive, noting the new carriages provide a smoother ride.

The service will be unable to use the Shannon platform initially due to the change in carriage height, and passengers are being bused to and from Levin in the interim.

In July, there was a total of 9074 passengers carried, with an average of 454 passengers per day.

The equates to a 17 percent increase in patronage for July 2023 when compared to July 2022.

**MAJOR PROJECTS**

**Ashburton Freight Hub**

The earthworks for the Ashburton (Fairton) freight hub are progressing well with our build partner Tarbotton Land & Civil providing an impressive aerial photo of the works progress (see below). Consents have been granted and construction works on KiwiRail land are currently in progress.

The preliminary design for the Works Road level crossing new road layout has been reviewed, and we have also finalised the detailed construction programme, which has been developed jointly with Fulton Hogan.

The new hub will allow much higher volumes of rail freight, which will benefit local freight suppliers and have a very positive impact on regional economic activity. The development is a joint initiative between KiwiRail, Wareing Group, the Ashburton District Council and the New Zealand Government (through the NZ Upgrade Programme).

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

**Hillside**

Solid progress is being made with above ground works for the main building continuing with the roof install completed, and the installation of the structural steel frame and precast panels now complete.

The office building has made good progress with precast panels and roof install complete. Redesign work of the rail yard has continued this month, with work on the formation bulk fill and contamination cut continuing.

Stage 2 demolition is substantially complete, only part of one final building remains in place as the team is awaiting the relocation of electrical equipment (transformers) which currently power the site.

However, delays to the contractor handover date to January has impacted wagon assembly and Hillside construction completion milestones. The wagon assembly milestone has been delayed by two months to January 2024. The Hillside construction completion milestone is May 2024.

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

**Rolling Stock programme**

The DM class South Island Mainline locomotives 1 and 2 are now in production with the first prototype locomotives expected to arrive late-2024.

For the DL class locomotives, all ten DLs arrived earlier than anticipated, and these were shunted to Te Rapa depot for commissioning. The first was commissioned in early April with commissioning expected to be completed by September 2023, with four already introduced into service.

In addition, the remaining 110 CY22/23 CFT Wagons arrived in New Zealand last week and are ready for distribution around the country.



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

**NETWORK UPDATE – CYCLONE RECOVERY**

The North Island rail network is mostly open, with commuter and freight services running.

Affected lines:

**North Auckland Line (Swanson - Whangarei) – closed**

Work is completed repairing more than 50 kilometres of line north of Swanson (to near Makarau), including repairs to significant washouts in north Auckland.

A design to temporarily remediate two slips (at the 78 and 83km marks) under the rail line south of Tahekeroa (86km mark) is underway, following successful testing. We are aiming to have work done and the line open for work trains to deliver track for rebuilding the line at Tahekeroa slip, in the next month.

At Tahekeroa, where a 35,000 cubic metre slip fell across the road and rail line, works have continued to progress despite continued wet weather during July, which significantly impacted progress.

Repair of two under slip sites very close to Tahekeroa and remediation of the scoured embankment just to the east of the landslide have been completed. An existing, aging culvert under the rail line in the area is being replaced with a larger version following a recent assessment by KiwiRail's Structures team.

The installation of both rail and road culverts at the Tahekeroa slip site is now complete, with the associated rock apron for scour control also finished. Works to construct the road embankment, with a finished level of nearly four metres over the culverts, is now approximately 60% complete.

Work is underway rebuilding the rail line, with formation (the rock foundation under the tracks) reconstruction progressing in parallel with the road embankment work.

Civil works, including track formation replacement, are expected to be completed by mid – late August, depending on weather.

Track installation will follow as soon as possible after the completed formation is handed over.

There have been more than 200 damage sites along the NAL, including overslips, slumps, washouts and underslips, and ongoing weather has seen some sites worsen.

More than 100 minor sites along the NAL have been repaired, and inspections are being planned to approve those repairs.

Around 60 sites require moderate repairs, and KiwiRail will shortly appoint civil contractors to repair these.

Another 35 more significant damage sites require an engineering response to remediate. Engineering design contracts have been awarded for these sites, geotechnical assessments are being planned, and early engagement with civil contractors is underway.

Where possible KiwiRail is aiming to undertake temporary repairs, to allow the NAL to reopen faster. However, for 10 of the 35 significant sites temporary repairs may not be possible. Permanent repairs will take longer to complete so could delay the line reopening.

At this stage we still expect the NAL to remain closed until at least the end of this year. We are developing a work programme and expect to have a clearer idea of reopening timeframes once investigations and designs have all been completed. This may take until October 2023.



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

Work on the NZ Upgrade Programme funded renewals of the line north of Whangārei to Kauri, where Fonterra have a dairy plant, continues to make good progress and is close to 75 per cent complete. So far 14,600 new concrete sleepers have been laid to replace life expired timber sleepers and 9.5km of new rail laid. This work will raise the standard of the track to handle heavier trains (18 tonne axel loads).

**Palmerston North – Gisborne Line (Hastings – Wairoa) – closed**

The line from Palmerston North – Hastings is open and freight services are running. KiwiRail continues to assess and make permanent repairs at some sites along the line.

A temporary Container Terminal in Hastings is operational, enabling freight to be road-bridged between Hastings to Napier and the port.

Work with the Transport Rebuild East Coast (TREC) Alliance is continuing. The execution of the full Project Alliance Agreement occurred on 11 July. A tender for professional services to be utilised by TREC has gone to market on behalf of KiwiRail, via Waka Kotahi. KiwiRail is continuing to share information with TREC to improve on the concept thinking currently in place for reopening Napier to Wairoa.

**Hastings – Napier section of line is expected to reopen in September 2023.**

We have made good progress in the badly flood damaged Awatoto area. Substantial amounts of debris have been cleared, damaged sections of rail removed, and design work for the washed out embankment completed.

We have also removed damaged parts of the rail Bridge 217, which lost a number of concrete piers and spans during the cyclone, and the temporary rebuild is well underway. Steel casings for temporary piers have been railed from Christchurch to Hastings and our contractor has made good progress installing all the piles and some of the headstocks for these temporary bridge piers. The piles are pushed 30 metres into the riverbed, compared to the 10 metres depth of the previous piers, to meet the temporary bridge modern design standards.

A crane pad has been built on the north side of the river to allow for time savings by completing the northern most piling and span installation from that side. With the piling driving complete they are now being followed by the installation of temporary head stocks and rail spans from KiwiRail's "spare span" stocks, which are kept for such emergency works. The first two temporary spans have been successfully craned into place. Undertaking temporary repairs will allow the rail line to Napier to open faster.

Initial assessments of damage on the line are complete – with more than 300 damage sites now identified. The majority of these have minor damage.

We have established a specific team which will focus on understanding and quantifying the time, cost and material requirements for repairing the line. They have undertaken site visits, building off the experience they gained in doing the damage inspections.

We continue to make improvements to our GIS database and digital tools, with the aim of using 3D digital models to help assess and design repair solutions for damage sites. We are sharing this information with the TREC team.

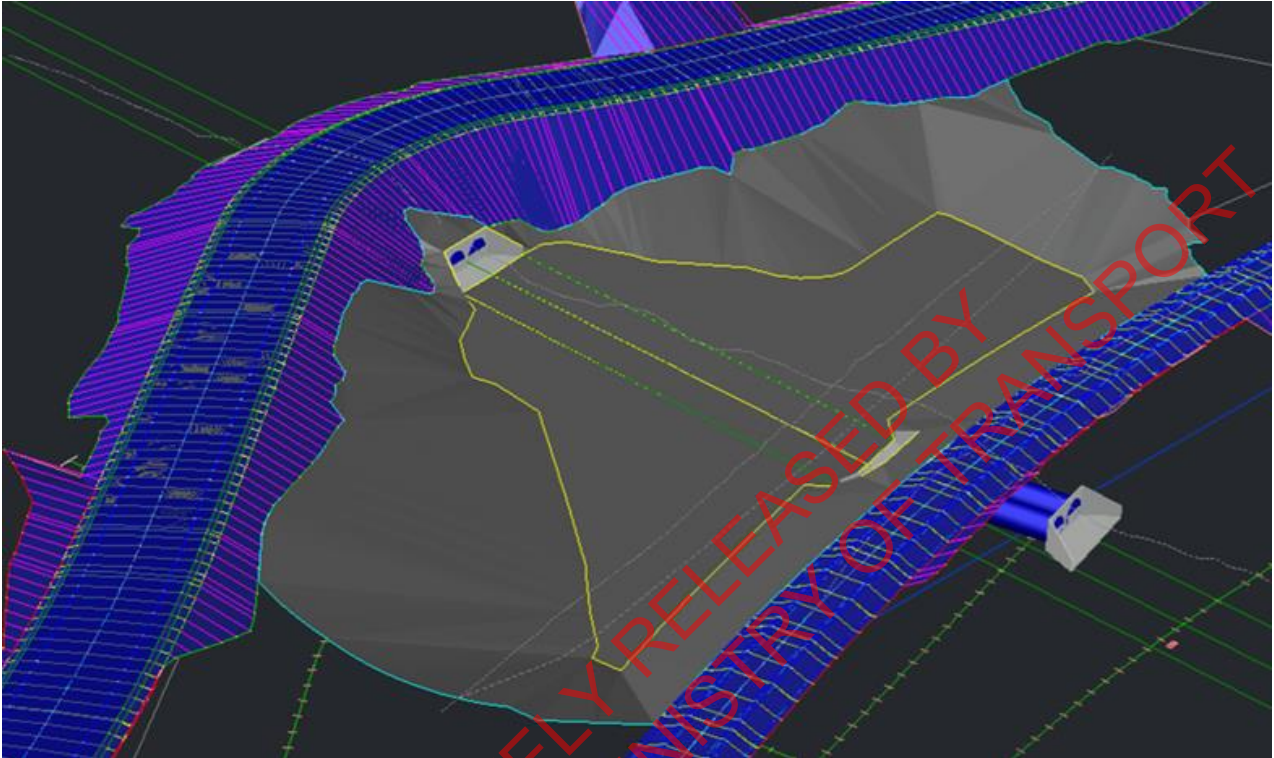
TREC members have commenced integrating with KiwiRail's team to ensure co-ordinated planning of rebuild works.

Works are underway for "make safe" works. These are to make the Napier - Wairoa rail corridor safe for winter by unblocking drainage paths and removing wood debris off bridges and out of rail waterways.

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

**Tahekeroa photos**

Indicative design for the Tahekeroa rebuild – showing the road over a bound (top left), culverts and basin area to protect the rail line, and rail line (bottom right)



Road embankment under construction – currently approx. 1m cover over the culverts. Lime/cement stabilization has enabled the earthworks to continue through a very wet July. Completion of road and rail culverts and the graded rock apron in the basin between them.

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



Hawkes Bay photos

The first new temporary bridge spans going into place at Bridge 217.

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



### Ōtira Tunnel Centenary

On 4 August 2023, current and former rail workers will join the local community to celebrate the centenary of the Ōtira Tunnel, which has linked the West Coast to the rest of the South Island for the past 100 years.

The tunnel, opened in 1923, travels 8.5 kilometres through the Southern Alps, completing the Christchurch to Greymouth rail link. The tunnel remains a vital link on the Midland Line and a gateway to the West Coast. Each week, around 70 trains travel through the tunnel, carrying freight for our customers and visitors on TranzAlpine.

Although the rail tunnel is now only the third longest in the country, it remains an engineering marvel. During its construction, tunnellers contended with harsh conditions, using basic tools to drive through wet shale and rotten rock, and with the steep track grade required (ascending 1 in 33 from Ōtira to Arthur's Pass).

As part of the commemoration events planned, a special themed TranzAlpine service will be taking guests to Ōtira township and tunnel, alongside speeches, guided walks, lunch, historical displays and celebratory cake, along with live entertainment.

The Ōtira township itself is steeped in rail history. During the tunnel's construction, more than 600 men and their families were housed at Ōtira village, with some of the original rail cottages still dotted along the roadside today.

KiwiRail continues to invest in the tunnel and over the past four years we've carried out considerable work to improve the condition and safety of the tunnel. We currently employ 14 permanent staff based at Ōtira who support ongoing maintenance and upgrades to the tunnel and rail operations on this section of the Midland Line.

More information about the special TranzAlpine service and the Ōtira celebration is available at: <https://www.greatjourneysnz.com/gifts-and-specials/otira-tunnel-commemorations-2023>

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

**UNION NEGOTIATIONS UPDATE**

We have reached a settlement with two of our Maritime unions (AMEA and NZMSG), subject to finalisation of the Terms of Settlement and then ratification by members.

Bargaining is now underway with RMTU (coverage of ~3000 employees). We have had two productive days of bargaining in July, and we are meeting again on 8 and 9 of August 2023.

**UPCOMING MEETINGS/EVENTS**

4 August 2023 – Ōtira Tunnel centenary celebrations. KiwiRail Chief Executive and Board Chair attending.

7 August 2023 – Rail Safety Week launch – Minister Parker will be attending and opening the event.

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## Directory

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### **Wellington Head Office**

Te Manatū Waka  
3 Queens Wharf  
Wellington 6011  
PO Box 3175  
Wellington 6140  
Telephone: + 64 4 439 9000  
Email: [info@transport.govt.nz](mailto:info@transport.govt.nz)

[transport.govt.nz](http://transport.govt.nz)

