

OC240248

10 April 2024

Tēnā koe

I refer to your email dated 11 March 2024, requesting the following under the Official Information Act 1982 (the Act):

- *“OC231003 dated 30/11/2023 NZALPA Informal Meeting 4 Dec 2023*
- *OC230984 dated 4/12/2023 Civil Aviation Authority Funding Review*
- *OC231039 dated 8/12/2023 Ministerial Milford Opportunities Project – Overview and Next Steps*
- *OC231025 11/12/2023 Meeting with Carrie Hurihanganui, Chief Executive of Auckland International Airport Limited*
- *OC231097 18/12/2023 Meeting with Milford Opportunities Project Board Chair*
- *OC230879 20/12/2023 Briefing to the Incoming Minister - Emergency Management*
- *OC231045 20/12/2023 The Climate Change Commission's Advice on the Policy Direction of the Second Emissions Reduction Plan*

Lastly

- *The Weekly report to the Minister of Transport for each week since the week ending 29 September 2023”*

Regarding the first part of your request, where you requested copies of seven briefings:

- three are released with some information withheld
- three are refused
- one is withheld

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

- | | |
|-------------|---|
| 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 |
| 9(2)(a) | to protect the privacy of natural persons |
| 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
18(d) the information requested is or will soon be publicly available
18(e) the document alleged to contain the information requested does not exist

The document schedule at Annex 1 summarises the above information.

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.

Regarding the last part of your request for copies of weekly reports since 29 September 2023, the Ministry did not send any weekly reports during October and November 2023. Therefore, this part of your request is refused under Section 18(e) – the information does not exist.

Reports for December and January are, or soon will be, published on the Ministry's website as follows:

- December 2023 weekly reports have been published and can be found here – <https://www.transport.govt.nz/assets/Uploads/WeeklyReportsDecember-2023.pdf>
- January 2024 weekly reports will be published soon and will be available here https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm?Keyword=&TopicID=&DocumentTypeID=218&SortBy=NewestToOldest&action_results=Search.

Therefore, this part of your request is refused under Section 18(d) of the Act - the information requested is or will soon be publicly available.

A further six weekly reports from February and March 2024 fall within the scope of your request but I need to extend the time available to respond to this part of your request by up to 20 working days pursuant to Section 15A of the Act. Therefore, you can expect to receive a response to this part of your request no later than 9 May 2024. I will endeavour to provide you a response sooner if possible. The reason for this extension is that consultations necessary to make a decision on your request are such that a proper response cannot be made within the original timeframe.

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

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Hilary Penman
Manager, Accountability and Correspondence

Annex 1 Document Schedule

Doc #	Reference	Document Title	Decision
1	OC231003	NZALPA Informal Meeting 4 Dec 2023	Released with some information withheld under Sections 6(a), 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i).
2	OC230984	Civil Aviation Authority Funding Review	Withheld under Section 9(2)(f)(iv).
3	OC231039	Ministerial Milford Opportunities Project – Overview and Next Steps	Refused under Section 18(d). The briefing will soon be published on the Department of Conservation's website here: https://www.doc.govt.nz/about-us/statutory-and-advisory-bodies/nz-conservation-authority/publications/
4	OC231025	Meeting with Carrie Hurihanganui, Chief Executive of Auckland International Airport Limited	Refused under Section 18(d). The briefing can be found here (ref to page 4) https://www.transport.govt.nz/assets/Uploads/FourBriefingsfromDecember2023.pdf
5	OC231097	Meeting with Milford Opportunities Project Board Chair	Refused under Section 18(d). The briefing will soon be published on the Department of Conservation's website here: https://www.doc.govt.nz/about-us/statutory-and-advisory-bodies/nz-conservation-authority/publications/
6	OC230879	Briefing to the Incoming Minister - Emergency Management	Released with some information withheld under Section 9(2)(a).
7	OC231045	The Climate Change Commission's Advice on the Policy Direction of the Second Emissions Reduction Plan	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(h).
8	N/A	December 2023 Weekly Reports: <ul style="list-style-type: none"> Weekly Report to the Minister of Transport for the week ending 1 December 2023 Weekly Report to the Minister of Transport for the week ending 8 December 2023 Weekly Report to the Minister of Transport for the week ending 15 December 2023 Weekly Report to the Minister of Transport for the week ending 22 December 2023 	Refused under Section 18(d). These reports can be found here: https://www.transport.govt.nz/assets/Uploads/WeeklyReportsDecember-2023.pdf
9	N/A	January 2024 Weekly Reports	Refused under Section 18(d). These reports will be published soon here:

Doc #	Reference	Document Title	Decision
		<ul style="list-style-type: none"> Weekly Report to the Minister of Transport for the week ending 12 January 2024 Weekly Report to the Minister of Transport for the week ending 19 January 2024 Weekly Report to the Minister of Transport for the week ending 26 January 2024 	https://www.transport.govt.nz/about-us/what-we-do/weekly-reports/SearchForm?Keyword=&TopicID=&DocumentTypeID=218&SortBy=NewestToOldest&action_results=Search
10	N/A	<p>February 2024 Weekly Reports</p> <ul style="list-style-type: none"> Weekly Report to the Minister of Transport for the week ending 2 February 2024 Weekly Report to the Minister of Transport for the week ending 9 February 2024 Weekly Report to the Minister of Transport for the week ending 16 February 2024 Weekly Report to the Minister of Transport for the week ending 23 February 2024 	Extended under Section 15A. A response will be provided no later than 9 May 2024.
11	N/A	<p>March 2024 Weekly Reports</p> <ul style="list-style-type: none"> Weekly Report to the Minister of Transport for the week ending 1 March 2024 Weekly Report to the Minister of Transport for the week ending 8 March 2024 	Extended under Section 15A. A response will be provided no later than 9 May 2024.

30 November 2023

OC231003

Hon Simeon Brown
Minister of Transport

NZALPA INFORMAL MEETING, 4 DECEMBER 2023

Snapshot

New Zealand Air Line Pilots' Association (NZALPA) is a trade union for pilots, air traffic controllers, and flight service operators in New Zealand. It was founded in 1945 and has over 2,000 members. NZALPA's aim is to pursue excellence in professional and technical standards, improve aviation safety and represent their members on aviation issues. See **Appendix** for more background and key people.

NZALPA meet quarterly with senior management at the Ministry of Transport, the Director and management team of the Civil Aviation Authority (CAA) and the Aviation Security Service (Avsec).

NZALPA asked to informally meet with you, as a new Minister. The meeting is part of a small stakeholder function and serves an introductory purpose and opportunity to learn about their main issues for 2024.

Time and date	5.00pm, 4 December 2023
Venue	Rosie's Red-Hot Cantina & Taco Joint
Attendees	First Officer Andrew McKeen (President) Captain Glen Kenny (Industrial Director) Mike Slack (NZALPA Director, Air Traffic Control) Captain Dave Church (Director of Medical and Welfare)
Officials attending	Bronwyn Turley, Deputy Chief Executive Regulatory, Ministry of Transport Tom Forster, Manager, Aviation and Maritime, Ministry of Transport Civil Aviation Authority officials may also be in attendance.
Agenda	There is no formal agenda. In the past NZALPA has been interested in pilot shortages, aviation screening, the newly created Independent Review Function (IRF) in the Civil Aviation Act 2023 and Sustainable Aviation Aotearoa (SAA).

Contacts

Name	Telephone	First contact
Bronwyn Turley, Deputy Chief Executive – Regulatory	s 9(2)(a)	✓
Tom Forster, Manager – Aviation and Maritime		

NZALPA Informal Meeting, 4 December 2023

Key points

- There is a shortage of pilots locally and internationally due to the costs of training and post training employment opportunities. The shortage has worsened as a result of the COVID-19 pandemic.
- s 9(2)(g)(i) [REDACTED] While Singapore, and a few airports in the United States have some exemptions, New Zealand practice conforms to international standards.
- The Civil Aviation Act 2023 creates an Independent Review Function (IRF) to allow expert reviews of CAA decisions as an alternative to court action. The IRF will improve the quality and transparency of regulatory decision-making.
- NZALPA is part of the Sustainable Aviation Aotearoa (SAA) leadership group, which aims to decarbonise aviation and foster innovation in sustainable aviation.

Pilot Shortages

- 1 Prior to COVID-19, it was widely reported that there was a local and international shortage of airline pilots. This was exacerbated by the COVID-19 pandemic which had a severe impact on the aviation sector, resulting in many pilots losing their jobs or being put on hold.
- 2 During the pandemic, NZALPA collaborated with government agencies to ensure the safety and continuity of international cargo flights.
- 3 However, post pandemic, the industry's recovery has faced difficulties, as one of the casualties of the pandemic was the closure of many aviation training schools which affects the flow of trainees into the sector.
- 4 NZALPA would in the future be keen to discuss barriers to training, including post training employment opportunities.

Aviation screening

- 5 s 9(2)(g)(i) [REDACTED]
- 6 s 9(2)(g)(i) [REDACTED] However, we note that many countries do not exempt air crew including Australia. We know that a couple of airports in the United States and Singapore do have some exemptions for air crew.
- 7 s 6(a) [REDACTED]

8

s 9(2)(f)(iv)

9

s 6(a)

Independent Review Function (IRF)

- 10 The Civil Aviation Act 2023 (the Act) establishes an IRF to allow individuals and entities to seek reviews of CAA decisions that affect them, as a faster and cheaper alternative to court action. The IRF is intended to enhance transparency, timeliness, accountability, and quality of regulatory decision-making. It will be operational in April 2025 and its scope will be defined in regulations.
- 11 We have proposed to base the scope on the categories of decisions that are appealable to the District Court, as this would focus on the key decisions that impact sector participants. We carried out early engagement with key stakeholders, including NZALPA, on the development of the regulations, and are currently considering the issues they raised. We will brief you on our proposed approach and seek your agreement for public consultation in 2024.
- 12 The IRF will not cover medical cases as these are reviewable by the medical convenor. NZALPA has expressed concern with the current medical convenor process, including that convenors are unduly influenced by the CAA. The convenor is independent of the CAA, with the Ministry serving as the secretariat.

Sustainable Aviation Aotearoa (SAA)

- 13 NZALPA is a member of the SAA leadership group. SAA is a public-private leadership body that was set up to focus on “decarbonising aviation, including operational efficiencies, infrastructure improvements and frameworks to encourage research, development and innovation in sustainable aviation”. The SAA comprises Chief Executive or Deputy Chief Executive-level representatives to provide governance and strategic direction, and influence actions within their own organisations.
- 14 Other key members include Qantas, Auckland Airport, NZ Airports Association, Te Rūnanga o Ngāi Tahu, Boeing, Airways, Christchurch Airport, Wellington Airport, Civil Aviation Authority, Kea Aerospace, Nelson Airport, Royal New Zealand Air Force, Air New Zealand, Transpower, sounds Air and Airbus.

About NZALPA

New Zealand Air Line Pilots' Association (NZALPA) is a trade union for pilots, air traffic controllers, and flight service operators in New Zealand. It was founded in 1945 and has over 2,000 members.

NZALPA's aim is to pursue excellence in professional and technical standards, improve aviation safety and represent their members on aviation issues.

Its focus areas are aviation safety and security, medical and welfare, representation, advocacy, insurance negotiations, and cover for members and their families. NZALPA is affiliated with international aviation federations, such as the International Federation of Air Line Pilots' Associations (IFALPA) and the International Federation of Air Traffic Controllers' Associations (IFATCA). NZALPA's officers, including the President, are all working commercial pilots and air traffic controllers.

Key People



First Officer Andrew McKeen

NZALPA President. President McKeen is an international pilot with Air New Zealand.



Captain Glen Kenny

NZALPA Industrial Director. Captain Kenny is an international pilot with Air New Zealand



Mike Slack

NZALPA Director, Air Traffic Control. Mike is a Senior Air Traffic Controller (AKL) with Airways



Captain Dave Church

NZALPA Director of Medical and Welfare. Captain Church is an international pilot with Air New Zealand



20 December 2023

OC230879

Hon Simeon Brown

Minister of Transport

BRIEFING TO THE INCOMING MINISTER - EMERGENCY MANAGEMENT

Purpose

This briefing is for your information only. It provides you with an overview of the Ministry's role in emergency management across the transport and other systems.

Key points

- You will play a crucial role in the stewardship of the transport sector's resilience and security and The Ministry of Transport has a dedicated team to support you with your responsibilities for emergency response and recovery across the transport sector.
- We will also support you to take opportunities to reduce the likelihood and/or consequence of risks and improve the transport sector's readiness to respond.
- The Ministry of Transport, transport crown entities, and other transport stakeholders are integrated within the wider national security and emergency management systems, with a range of work underway to ensure the transport sector is appropriately prepared to anticipate, respond to, and recover from an incident.
- During any emergency responses we will keep you informed and updated of any transport impacts and responses.

Recommendations

We recommend you:

- 1 **note** the Ministry has response arrangements in place for the summer holiday period.

A handwritten signature in black ink, appearing to read "Bronwyn Turley".

Bronwyn Turley
Deputy Chief Executive, Regulatory

20 /12 /2023

Hon Simeon Brown
Minister of Transport

..... / /

- Minister's office to complete:**
- Approved
 - Declined
 - Seen by Minister
 - Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Bronwyn Turley, Deputy Chief Executive, Regulatory	s 9(2)(a)	✓
Natasha Rave, Manager, Resilience & Security		

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BRIEFING TO THE INCOMING MINISTER - EMERGENCY MANAGEMENT

Your role in emergency management.

- 1 As Minister of Transport, you are responsible for making decisions to support the transport sector to prepare for, respond to, and recover from emergencies. The transport sector has an important role before, during, and after a response. Transport is essential to ensuring communities can be connected to each other, and to essential goods (e.g., food; clothing) and services (e.g., emergency services; lifeline utilities).
- 2 The Ministry of Transport (the Ministry) is the Chair of the Transport Response Team (TRT), which is the Transport Sector Coordinating Entity (SCE)¹. The purpose of an SCE is to provide lifeline utilities with prearranged means of national level sector coordination in a major emergency. Sector coordination ensures clear reporting lines within sectors and to other stakeholders, including Government Ministers. During an emergency, an SCE undertakes a range of functions that contribute to the effective coordination of information and activities.
- 3 As Chair of the TRT, the Ministry is responsible for enabling and maintaining the TRT, and during a response it fulfils the role of intermediary between the transport sector and key stakeholders, including your Office. This ensures operational agencies can maintain a focus on delivering their operational activities without regular distraction. It also ensures that key stakeholders, including your Office, are regularly and comprehensively briefed to support decision-making.
- 4 You and the Ministry also participate in the Governance structures of the national security and emergency management systems. We represent the transport sector and ensure its needs are considered within the context of national security and emergency management matters. A summary of these Governance structures is attached in Annex 1.

New Zealand takes an integrated approach to emergency management.

- 5 New Zealand's approach to emergency management is enshrined in legislation and guidance, including the Civil Defence and Emergency Management (CDEM) Act, subsequent secondary legislation, and further explanatory and guidance documents.
- 6 The Ministry and the TRT operate in alignment with this approach, which recognises and emphasises the importance of resilience, the ability of a system to reduce, respond to, and recover from any disruptive event (whether potential or actual). It does this through a holistic and integrated approach to risk management, known as the four strategic roles of emergency management (the 4Rs), this encompasses:
 - 6.1 Reduction — identifying and analysing long-term risks and taking steps to eliminate these risks if practicable, or if not, to reduce their likelihood and the magnitude of their impact.

¹ As defined in [S61 of the National Civil Defence Emergency Management Plan Order \(2015\)](#).

- 6.2 Readiness — developing operational systems and capabilities before an emergency happens.
- 6.3 Response — acting immediately before, during or directly after a significant event.
- 6.4 Recovery — using coordinated efforts and processes to bring about immediate, medium-term, and long-term regeneration.

Readiness and Reduction

- 7 In peacetime², the Ministry works with the transport crown entities and other relevant stakeholders to support risk reduction and readiness activities across the transport sector. This includes policy matters, like engaging on adjacent reforms and programmes to ensure that their implications on the transport sector in the context of emergency management are appropriately considered. It also includes frequent training of staff, scenario planning and exercises, and after-action reports to identify and embed new learnings.

Response

The Ministry currently has lead agency responsibilities.

- 8 For any national security risk (or major element of such a risk), a lead agency is identified. The lead agency is the agency with the primary mandate for managing a particular hazard or risk across each of the 4Rs. Whilst some risks are managed by the lead agency alone, many require the support of other government agencies.
- 9 Currently the Ministry has lead agency responsibilities for major transport events. This means that in a major transport event, it is required to:
 - 9.1 Monitor and assess the situation.
 - 9.2 Plan for and coordinate the national response.
 - 9.3 Report to the Officials Committee for Domestic and External Security (ODESC) and provide policy advice.
 - 9.4 Coordinate the dissemination of public information.
- 10 To meet these requirements, the Ministry:
 - 10.1 Develops and maintains capability and capacity to ensure that we can perform our role, and
 - 10.2 May draw on the advice of expert emergency managers in doing so.

In a nationally significant transport centric incident...

² Peacetime is a term used in the Emergency Management Sector to describe the business-as-usual state that Ministries remain in and the activities that they perform when they are not actively in response mode, or when a Declaration (of a state of emergency) is made.

- 11 The Ministry may act as the Strategic Lead Agency alongside the most relevant Crown Entity partner as the Operational Lead Agency. Often, the Ministry and the transport crown entities function as Support Agencies to the Lead Agency of an emergency that is not transport-centric. Recent examples of non-transport-centric responses that we have played key roles in include the March 15 Terror Attack in Christchurch, the Whakaari White Island Eruption, COVID-19, and Cyclone Gabrielle.

How does the Ministry work in an Emergency Response?

- 12 The Ministry will regularly brief your office of events if we believe it is expected to be of sufficient complexity, scale, or duration that your office should be informed; or if your office has made a specific request for information. This is usually done through situation reports, the cadence of which would be determined by factors including the complexity, scale, and duration of the event, and as informed by the Lead Agency.
- 13 As the Chair of the Transport SCE and a Support Agency, the Ministry coordinates and conveys intelligence between the Lead Agency and the transport sector. This ensures there is a single source of truth to and from the transport sector, that the transport sector's needs are considered in operational decisions, and that activity across the transport sector is coordinated with the needs of the broader response. This is important for you because it provides a system picture; this enables you to make decisions based on a whole-of-system view.

The Transport Response Team (TRT)

- 14 Intelligence coordination during an emergency response is performed by the Ministry's Transport Response Team (TRT).
- 15 The TRT is the Ministry's formal response capability. It uses the Coordinated Incident Management System (CIMS) to dictate its operating model, processes, and procedures. This is the Government endorsed framework for co-ordinating and conducting emergency response activity, and it is widely used by Government agencies.
- 16 The TRT undergoes regular in-house training, and when possible, engages in external training and exercise opportunities. The TRT consists of staff from the Ministry, as well as our Crown Entity partners from the wider transport sector, representing all modes of transport: road, rail, maritime, and aviation. The TRT structure is shown in Annex 1. It is important to note that representation is only from government agencies. State owned enterprises and private sector (while shown) are not represented.
- 17 The TRT works both proactively and reactively. Examples of work undertaken in both respects can be seen in the table below:

Proactive	Reactive
• Foot and Mouth Disease Preparation	• COVID-19 Pandemic
• Wellington Protest Preparations	• 2016 and 2022 A1 Jet Fuel Shortage
• Russian Sanctions	• Cyclone Gabrielle
• 2023 FIFA Women's World Cup	• Christchurch March 15 Terror Attacks

Recovery

- 18 As a policy agency, the Ministry supports operational recovery efforts by advising and implementing legislative changes, supporting agencies with the development of budget bids, and supporting Treasury to understand budget bids by providing robust advice.
- 19 In previous events like the Kaikoura earthquake and the extreme weather events in early 2023, the Ministry has had to facilitate Orders in Council to enable amendments to primary legislation. The Severe Weather Emergency Recovery Legislation Act 2023 enabled the making of Orders in Council to aid the recovery from the extreme weather events earlier this year.

Summer Readiness

- 20 The Ministry will continue to monitor and respond to (actual or potential) events over the summer period. With a heightened awareness of the impacts of El Niño, as well potential for other events, readiness activities have been implemented. These include the establishment of a staff availability spreadsheet for the TRT, agreed escalation pathways, and the establishment of a reporting and communication procedure.

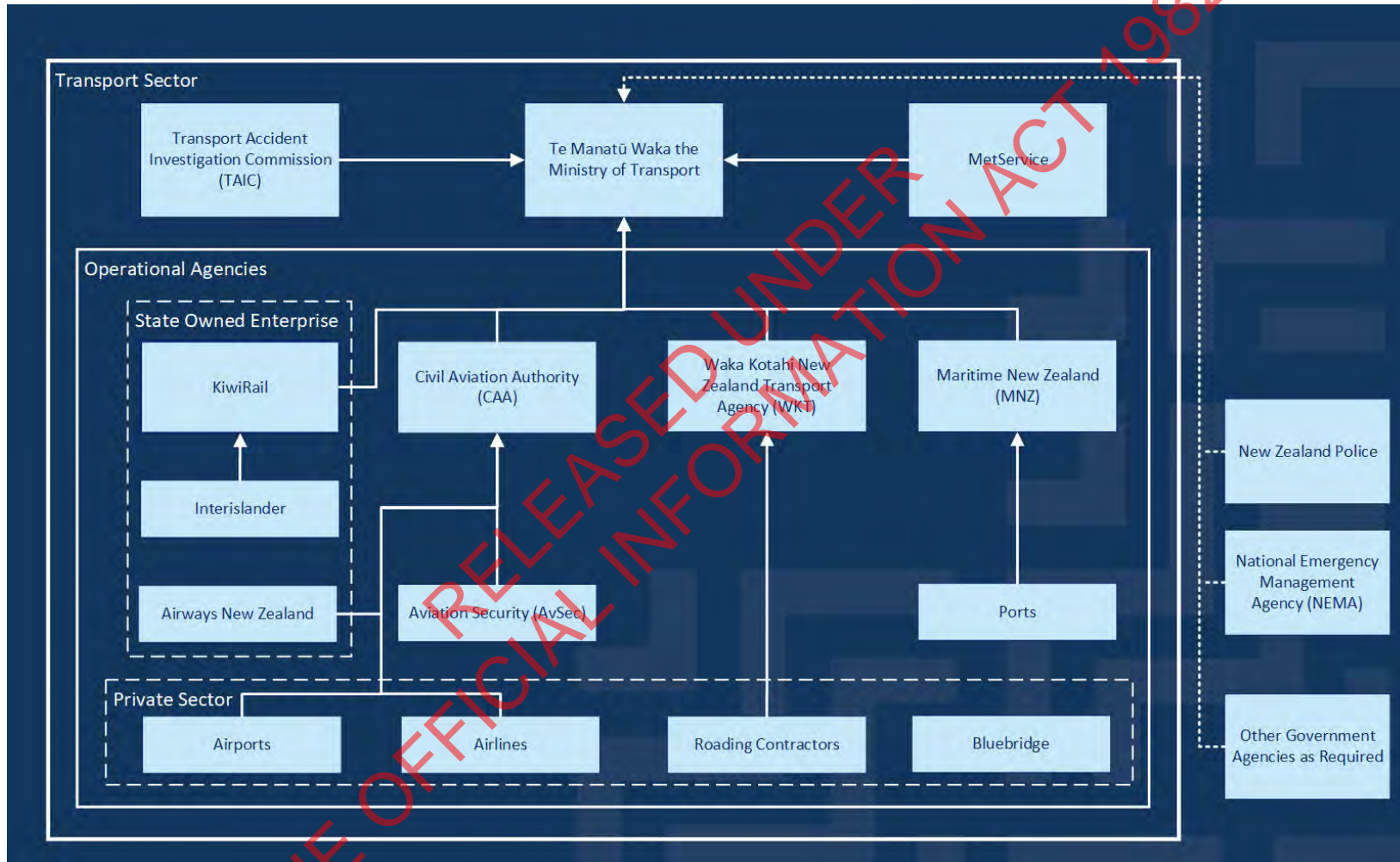
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ANNEX 1: NATIONAL SECURITY AND EMERGENCY MANAGEMENT GOVERNANCE STRUCTURES

We support the Governance of the National Security and Emergency Management Systems

- 1 Although under review and subject to change, the current Governance arrangements for the national security and emergency management systems operate across several levels:
 - 1.1 The **Cabinet External Relations and Security Committee (ERS)** is a Cabinet committee with oversight of national security matters (in addition to foreign affairs matters). You may be invited to ERS by the Chair to provide a Cabinet paper or an oral update on matters relating to transport national security or emergency management.
 - 1.2 The **Officials Committee for Domestic and External Security Coordination (ODESC)** is a committee of Chief Executives that is established and chaired by the DPMC during an emerging, or actual, national crisis. Membership is determined based on the type of crisis. **ODESC reports to the ERS.** The Secretary of Transport may participate at the invitation of the Chair.
 - 1.3 The **Hazard and Risk Board (HRB)** is a committee of Chief Executives responsible for building a high-performing and resilient National Security System that can manage civil contingencies and hazard risks through governance, alignment, and prioritization of investment, policy, and activity. **The HRB reports to the ERS.** The Secretary of Transport is a member of the HRB.
 - 1.4 The **National Security Board (NSB)** is a committee of Chief Executives responsible for building a high-performing and cohesive security and intelligence sector through governance, alignment, and prioritization. The NSB maintains a focus on external threats and intelligence issues. **The NSB reports to the ERS.** The Secretary of Transport is a member of the NSB.
 - 1.5 Below each of these Officials' Committees and Boards, **Sub-Committees** and **Watch Groups** are often established to drive ongoing and substantive interagency work, or on an ad-hoc basis to monitor emerging threats.

ANNEX 2: TRANSPORT RESPONSE TEAM STRUCTURE



*The Members of the TRT will fluctuate from response to response, only including modes and external agencies that are relevant to the response.

20 December 2023

OC231045

Hon Simeon Brown
Minister of Transport

Action required by:
Monday, 22 January 2024

THE CLIMATE CHANGE COMMISSION'S ADVICE ON THE POLICY DIRECTION OF THE SECOND EMISSIONS REDUCTION PLAN

Purpose

Respond to your request for an overview on the Climate Change Commission's (the Commission's) advice on the policy direction of the second emissions reduction plan (ERP 2) relevant to the transport sector and indicate how we will support you to consider the advice as ERP 2 is developed.

Key points

- On 12 December 2023 the Commission's final advice for ERP2 was publicly released. The Government is required to consider the Commission's advice when preparing and publishing ERP 2 which is required by legislation to be published by 31 December 2024.
- The Commission's final advice for ERP 2 builds on its 2021 advice and provides recommendations on the policy direction for transport and other sectors. It includes key recommendations (six of which are relevant for transport) which, in the Commission's view, identify critical gaps in action, as well as existing actions that urgently need to be strengthened and accelerated.
- In February 2024 we will provide you with advice to support you to make initial decisions on the transport content for the ERP 2 consultation draft, taking into consideration the Commission's advice.

• s 9(2)(f)(iv)

Recommendations

We recommend you:

- 1 **advise** whether you would like to meet with officials in early 2024 to provide initial direction on the transport content for ERP 2, prior to receiving more formal advice in February 2024. Yes / No

Siobhan Routledge

Siobhan Routledge
Acting Deputy Chief Executive, Policy Group

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Simeon Brown
Minister of Transport

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- Minister's office to complete:**
- Approved Declined
 - Seen by Minister Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Siobhan Routledge, Acting Deputy Chief Executive, Policy Group	s 9(2)(a)	✓
Genevieve Woodall, Manager, Emissions Reduction Plan Project Team		
Michelle Palmer, Senior Adviser, Emissions Reduction Plan Project Team		

THE OFFICIAL INFORMATION ACT 1982

THE CLIMATE CHANGE COMMISSION'S ADVICE ON THE POLICY DIRECTION OF THE SECOND EMISSIONS REDUCTION PLAN

Background

- 1 The Climate Change Response Act 2002 (CCRA) sets out the strategic framework for New Zealand's approach to reducing emissions in line with our international commitments. Key components of this framework include:
 - 1.1 targets to reduce all domestic greenhouse gas emissions (except biogenic methane) to net zero by 2050;
 - 1.2 a series of progressively reducing emissions budgets to act as stepping stones towards the 2050 target, which the Minister for Climate Change has a duty to ensure are met;
 - 1.3 a requirement for the Government to develop and implement policies to achieve these emissions budgets via a series of emissions reduction plans (ERPs);
 - 1.4 an independent Climate Change Commission (the Commission) to provide expert advice on the policy direction of ERPs and monitoring to help successive Governments remain on track to meet the 2050 target; and
 - 1.5 a requirement for the Government to consider the Commission's advice when preparing and publishing ERPs and supporting policies.
- 2 In 2024, the Government will develop ERP 2, covering the years 2026-2030, which is required by legislation to be published by 31 December 2024.
- 3 While the Government does not need to adopt the Commission's recommendations, it will be important for you to receive advice that clearly demonstrates your consideration of the Commission's advice and recommendations as you make decisions on the transport content of the ERP 2.
- 4 As noted above, the Minister for Climate Change has a duty to ensure that emissions budgets are met. Therefore, it is important for Ministers to demonstrate consideration of the impact of decision-making on emissions budgets and a proportionate response, both in relation to ERP 2 and other relevant matters. Officials will provide you with advice to support you to meet these requirements.
- 5 Note in 2024 the Commission will also provide advice to set the fourth emissions budget (2036-2040), including any recommendations to revise existing notified emissions budgets and review the inclusion of international aviation and shipping emissions in the legislated 2050 target.

The Commission's final advice for ERP 2 provides recommendations on the policy direction for transport, building on its 2021 advice

- 6 The Commission's final advice for the ERP 2 builds on its 2021 report titled *Ināia tonu nei: a low emissions future for Aotearoa* which recommended the levels of the first three emissions budgets and the direction on the policies and strategies needed for key sectors, including transport, to meet the first emissions budget.
- 7 The 2021 advice outlined opportunities to decarbonise transport by 2050 by investing in infrastructure and systems, encouraging people to choose different ways of travelling, and adopting available technologies. It also recommended three focus areas for transport: reducing reliance on cars; rapidly adopting electric vehicles; and beginning work to decarbonise heavy transport and freight.
- 8 The Commission published its draft advice on the policy direction for ERP 2 on 26 April 2023 and undertook consultation until 20 June 2023. The final advice was publicly released on 12 December 2023, and highlights where and why the advice was amended to respond to consultation feedback.
- 9 The 2023 advice includes key recommendations which, in the Commission's view, identify critical gaps in action, as well as existing actions that urgently need to be strengthened and accelerated.
- 10 Within the transport chapter of the advice, the Commission has outlined barriers and opportunities for reducing emissions across four areas:
- 10.1 increasing walking, cycling, and public transport;
 - 10.2 decarbonising the light vehicle fleet;
 - 10.3 decarbonising freight, commercial, and offroad vehicles; and
 - 10.4 preparing now to enable future decarbonisation of aviation.
- 11 Their recommendations for the policy direction for transport in the ERP 2 are as follows.
- 11.1 **Recommendation 22:** Simplify planning and increase investment in integrated transport infrastructure and services that optimise public and active transport.
 - 11.2 **Recommendation 23:** Provide dedicated long-term funding for the construction of integrated cycle and rapid transport networks in major population centres.
 - 11.3 **Recommendation 24:** Rapidly upscale vehicle charging infrastructure, including removing existing barriers.
 - 11.4 **Recommendation 25:** Accelerate the uptake of zero emissions commercial vehicles, including vans, utes, trucks and offroad vehicles.
- 12 The Commission's advice on the built environment, and energy and industry are also relevant for transport. Relevant recommendations include the following.


- 12.1 **Recommendation 13:** Ensure planning systems are integrated and support building urban areas upward and mixing uses in order to reduce emissions, while decreasing susceptibility to climate-related risks.
- 12.2 **Recommendation 19:** Prioritise and accelerate renewable electricity generation build and ensure electricity networks can support growth and variability of demand and supply.
- 13 **Annex 1** sets out the key recommendations for transport in full and our initial response.
- 14 Beyond these recommendations, the report also outlines other areas of policy direction relevant for transport to consider. These are summarised in **Annex 2**.

We will support you to consider the Commission’s advice as you make decisions on the transport content for ERP 2

- 15 As ERP 2 is developed, Ministers will need to consider the Commission’s advice. Work on ERP 2 is being led by the Ministry for the Environment (MfE) and has already begun. We are working closely with MfE, as well as officials working in the energy and built environment sectors, to develop the transport content for ERP 2.
- 16 In February 2024 we will provide you with advice to support you to make initial decisions on the transport content for ERP 2 consultation draft, which take into consideration the Commission’s advice.

17 s 9(2)(f)(iv)

18



You will also need to make decisions, in consultation with colleagues, about the relative contribution transport is expected to make to emissions reduction targets

19 Sub-sector targets, unlike the emissions budgets, are not legislated and are at the discretion of the Government. Ministers will need to ensure that the overall package of Government policies is sufficient to meet emissions budgets. Through the ERP 2 process Ministers will determine how much each sector will contribute to this goal.

20 The Commission has identified transport as a sector with the potential to make large reductions relative to other sectors, whilst delivering other benefits.

21 The Commission's 2021 analysis included a "demonstration pathway", which outlined how New Zealand could stay within the emissions budgets and successfully reach net zero by 2050. This pathway informed the development of expected contributions from different parts of the economy. The previous Government adopted these as the sub-sector targets to enable sectors to track progress and manage 'unders and overs' between sectors while staying on track to meet the overall target.

22 As shown in the diagram below there is a considerable jump required in emissions reductions from transport from the first to second emissions budget period, and again from the second to the third to stay within current sub-sector targets.

23 s 9(2)(f)(iv)



Source: 2023 Advice on the direction of policy for the Government's second emissions reduction plan

Decisions that you make on other matters in your transport portfolio will be relevant for ERP 2

- 24 In addition to advice focussed specifically on the development of ERP 2, many other areas of your portfolio are relevant to ERP 2 and the Commission's advice. For example, the Government Policy Statement on land transport and the decisions you take on existing programmes in the Climate Emergency Response Fund.
- 25 We will provide you with information on the emissions implications of these decisions to support your decision making.

26 s 9(2)(h)



Next steps

- 27 We intend to brief you on the possible direction of the transport content for ERP 2 in February 2024, prior to cross Ministerial discussions leading up to public consultation in mid-2024. We welcome any direction you would like us to take for this initial advice.

ANNEX 1 – CLIMATE CHANGE COMMISSION’S FINAL ADVICE ON THE DIRECTION OF THE SECOND EMISSIONS REDUCTION PLAN: TRANSPORT RECOMMENDATIONS

Recommendation	Preliminary response to the Commission’s proposed recommendation
<p>Recommendation 13: Ensure planning systems are integrated and support building urban areas upward and mixing uses in order to reduce emissions, while decreasing susceptibility to climate-related risks.</p>	<p>s 9(2)(f)(iv)</p> <p>RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982</p>
<p>Recommendation 22: Simplify planning and increase investment in integrated transport infrastructure and services that optimise public and active transport.</p>	
<p>Recommendation 23 Provide dedicated long-term funding for the construction of integrated cycle and rapid transport networks in major population centres.</p>	

s 9(2)(f)(iv)

Recommendation 24:
Rapidly upscale vehicle charging infrastructure, including removing existing barriers.

Recommendation 25:
Accelerate the uptake of zero emissions commercial vehicles, including vans, utes, trucks and offroad vehicles.

RELEASED UNDER
THE OFFICIAL INFORMATION ACT 1982

ANNEX 2 – SUMMARISED POLICY DIRECTION FOR TRANSPORT

The following is a summary of the key messages for transport to consider which are contained within the ‘2023 Advice on the direction of policy for the Government’s second emissions reduction plan’.

Chapter Section	Key messages
Chapter 5: Emissions pricing	<ul style="list-style-type: none"> Transport is impacted by emissions pricing from the New Zealand Emissions Trading Scheme, but this is seen as insufficient on its own to substantially grow rates of walking, cycling and public transport.
Chapter 11: Built Environment	<ul style="list-style-type: none"> The way cities and towns are shaped impacts emissions across transport and other sectors. To improve emissions reduction potential, transport and development projects for an urban area should be implemented in an integrated way. While infrastructure is part of the solution when reducing emissions, it also produces and enables emissions.
Chapter 13: Energy and Industry	<ul style="list-style-type: none"> Electrifying transport (and heat) are some of the greatest opportunities to reduce emissions and will contribute substantially to growth in demand. Electricity generation, transmission, and distribution infrastructure will likely need to be improved to manage this increased demand.
Chapter 15: Transport	<ul style="list-style-type: none"> International research has shown that highway spend is associated with induced demand for private vehicle use and creates higher emissions. Public investment in transport infrastructure can be supplemented by leveraging private funding. Pressure is building on the consenting system, which could impact the realisation of emissions reductions. Inter-regional passenger rail can create low emissions choices to connect major urban centres. Walking, cycling, and public transport can be supported by greater use of shared transport, such as car share services, and enhanced modes such as e-bikes and, to a lesser extent, e-scooters. Targeted support for low income and disadvantaged groups can ensure an equitable transition to a zero-emissions vehicle fleet particularly because supply of second-hand EVs may be constrained in the second emissions budget period. Government support for rail and coastal shipping can support a more resilient freight network and lower emissions. Sustainable decarbonisation for aviation will be achieved through new aircraft types and low emissions fuels. Sustainably sourced biofuels can provide the most benefit when prioritised for aviation, shipping, and other applications that cannot be easily electrified. Regulations will also be required to enable this.

OC240248

1 May 2024

Tēnā koe

I refer to your email dated 11 March 2024, requesting the following under the Official Information Act 1982 (the Act):

- *“OC231003 dated 30/11/2023 NZALPA Informal Meeting 4 Dec 2023*
- *OC230984 dated 4/12/2023 Civil Aviation Authority Funding Review*
- *OC231039 dated 8/12/2023 Ministerial Milford Opportunities Project – Overview and Next Steps*
- *OC231025 11/12/2023 Meeting with Carrie Hurihanganui, Chief Executive of Auckland International Airport Limited*
- *OC231097 18/12/2023 Meeting with Milford Opportunities Project Board Chair*
- *OC230879 20/12/2023 Briefing to the Incoming Minister - Emergency Management*
- *OC231045 20/12/2023 The Climate Change Commission's Advice on the Policy Direction of the Second Emissions Reduction Plan*

Lastly

- *The Weekly report to the Minister of Transport for each week since the week ending 29 September 2023”*

On 10 April 2024, we responded to the first part of your request. We also advised you that a further six weekly reports from February and March 2024 were in scope of the second part of your request.

Those six weekly reports are currently being reviewed and will be proactively released on the Ministry’s website soon. Once released, they will be located here:

<https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/>

Therefore, I have decided to refuse the remaining part of your request under Section 18(d) that the information requested will soon be publicly available. We will write to you again to let you know once the information is published.

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

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā

A handwritten signature in black ink, appearing to read 'HARZ' followed by a horizontal line and a small dash.

Hilary Penman
Manager, Accountability and Correspondence