

## 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 23 June 2023

PROACTIVELY RELEASED BY  
TE MANATŪ WAKA MINISTRY OF TRANSPORT

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

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

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## 2 UPCOMING BRIEFINGS

## 2 Upcoming briefings

Briefings to Minister Parker	Due date
<p><b>City Rail Link Limited Director Fees for 2023/24</b></p> <p><i>Comment on due date change</i></p> <p>Delayed to enable further consultation with the Treasury, following feedback from the Chair on the proposed fees.</p> <p><i>Responsibility: Harriet Shelton, Manager, Governance</i></p>	<p>Week ending 30 June 2023.</p> <p>Original due date 16 June 2023.</p>
<p><b>Proactive Release of the Cabinet Paper Additional Funding for the Auckland City Rail Link Project</b></p> <p><i>Comment on due date change</i></p> <p>Delayed to enable further consultation.</p> <p><i>Responsibility: Harriet Shelton, Manager, Governance</i></p>	<p>Week ending 30 June 2023.</p> <p>Original due date 23 June 2023.</p>
<p><b>Proclamation of Māori land (Himatangi 2A6 Block) as a road under section 321 of Te Ture Whenua Māori Act 1993</b></p> <p><i>Comment on due date change</i></p> <p>Delayed at the request of the Office.</p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i></p>	<p>Week ending 30 June 2023.</p> <p>Original due date 16 June 2023.</p>
<p><b>s 9(2)(f)(iv), s 9(2)(b)(ii)</b></p> <p><i>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</i></p>	<p>Week ending 30 June 2023.</p>
<p><b>Official Information Act request from s 9(2)(a) for a paper that the Minister took to Cabinet for the Government Policy Statement on Land Transport 2024</b></p> <p><i>Responsibility: Tim Herbert, Manager, Investment</i></p>	<p>Week ending 30 June 2023.</p>
<p><b>New Zealand Upgrade Programme - July 2023 Update</b></p> <p>This will be a joint report with the Treasury.</p> <p><i>Responsibility: Andrew Hicks, Acting Manager, Programme Assurance and Commercial</i></p>	<p>Week ending 30 June 2023.</p>
<p><b>Official Information Act request from s 9(2)(a) regarding the estimate provided to the Minister of Transport's office on 16 December 2022, as mentioned in the reply to Written Question 15445 (2023)</b></p> <p><i>Responsibility: Joanne Leung, Chief Economist and Manager, Research, Economics and Evaluation</i></p>	<p>Week ending 30 June 2023.</p>

Briefings to Minister Parker	Due date
<b>Letters of Support for Maritime New Zealand and the Civil Aviation Authority</b> <i>Responsibility: Harriet Shelton, Manager, Governance</i>	Week ending 30 June 2023.
<b>City Rail Link Project Delivery Agreement variation</b> <i>Responsibility: Richard Cross, Director, System Performance and Governance</i>	Week ending 30 June 2023.
<b>Initial advice and draft Cabinet paper on transport infrastructure recovery and rebuild</b> <i>Responsibility: Nick Paterson, Manager, Cyclone Recovery</i>	Week ending 30 June 2023.
<b>Reshaping Streets - Signature Copy of Land Transport Street Layouts Rule 2023</b> <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Week ending 30 June 2023.
<b>National VKT Reduction Plan – Completed plan for endorsement</b> <i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i>	Week ending 30 June 2023.
<b>Land Transport (Road Safety) Amendment Bill Implementation - Approved Vehicle Surveillance Equipment Notices</b> <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i>	Week ending 30 June 2023.
<b>Total Mobility Review (Terms of Reference)</b> <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending 30 June 2023
<b>Future of the Revenue System</b> <i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i>	Week ending 30 June 2023
<b>Official Information Act request from <sup>s 9(2)(a)</sup> for Road to Zero progress updates and correspondence</b> <i>Comment on due date change</i> Delayed to enable further consultation with Waka Kotahi and NZ Police. <i>Responsibility: Helen White, Manager, Mobility and Safety</i>	Week ending 7 July 2023. Original due date 23 June 2023.

## 2 UPCOMING BRIEFINGS

Briefings to Minister Parker	Due date
<p><b>Budget 2023 Proactive release of advice</b></p> <p><i>Comment on due date change</i></p> <p>Moved due to the quantity of documents for release and the need for internal and external reviews.</p> <p><i>Responsibility: Tim Herbert, Manager, Investment</i></p>	<p>Week ending 7 July 2023.</p> <p>Original due date 23 June 2023.</p>
<p><b>Reshaping Streets – Street Layouts Rule</b></p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Week ending 7 July 2023.</p>
<p><b>Official Information Act Request from s 9(2)(a) for information regarding City Rail Link Targeted Hardship Fund</b></p> <p><i>Responsibility: Andrew Hicks, Acting Manager, Programme Assurance and Commercial</i></p>	<p>Week ending 7 July 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</i></p>	<p>Week ending 7 July 2023.</p>
<p><b>Climate Change Commission’s draft advice to inform the strategic direction of Emissions Reduction Plan 2.0 (ERP2) – transport implications</b></p> <p><i>Comment on due date change</i></p> <p>Delayed pending confirmation from your Office.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Week ending 14 July 2023.</p> <p>Original due date 30 June 2023.</p>
<p><b>Update on Christchurch Mass Rapid Transit (MRT)</b></p> <p><i>Comment on due date change</i></p> <p>Delayed due to the need to engage with Waka Kotahi in more detail on funding and governance.</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Week ending 14 July 2023.</p> <p>Original due date 17 March 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Week ending 14 July 2023.</p>

Briefings to Minister Parker	Due date
<p><b>Review and approval of the Amendment Agreement – Meteorological Service of New Zealand Ltd, 1 July 2023 to 30 June 2027</b></p> <p><i>Comment on due date change</i></p> <p>Delayed to enable MetService to complete their approval and signing process.</p> <p><i>Responsibility: Andrew Hicks, Acting Manager, Programme Assurance and Commercial</i></p>	<p>Week ending 21 July 2023.</p> <p>Original due date 23 June 2023.</p>
<p><b>s 9(2)(f)(iv)</b></p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i></p>	<p>Week ending 21 July 2023.</p>
<p><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></p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Week ending 11 August 2023.</p>
<p><b>Changes to Ministerial Directions for Clean Car Upgrade, Social Leasing, and Clean Car Discount programmes</b></p> <p><i>Comment on due date change</i></p> <p>Delayed pending confirmation from your Office.</p> <p><i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i></p>	<p>Week ending TBC</p> <p>Original due date 23 June 2023.</p>

Briefings to Minister Allan	Due date
<p><b>Chatham Islands Vessel Replacement Project – Project Leadership and next steps</b></p> <p><i>Comment on due date change</i></p> <p>Delayed due to waiting on feedback from Waka Kotahi.</p> <p><i>Responsibility: Andrew Hicks, Acting Manager, Programme Assurance and Commercial</i></p>	<p>Week ending 30 June 2023.</p> <p>Original due date 9 June 2023.</p>
<p><b>Letters of Support for Maritime New Zealand and the Civil Aviation Authority</b></p> <p><i>Responsibility: Harriet Shelton, Manager, Governance</i></p>	<p>Week ending 30 June 2023.</p>



## 2 UPCOMING BRIEFINGS

Briefings to Minister Allan	Due date
<p><b>Official Information Act Request from s 9(2)(a) for special vehicles and bus lanes infringement costs review documentation</b></p> <p><i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i></p>	<p>Week ending 30 June 2023.</p>
<p><b>Independent Reviews of Civil Aviation Regulatory decisions: early engagement</b></p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p>Week ending 7 July 2023.</p>
<p><b>Recreational Safety and Search and Rescue Review Report – Findings and Recommendations</b></p> <p><i>Responsibility: Bev Driscoll, Director, Recreational Safety and Search and Rescue Review</i></p>	<p>Week ending 7 July 2023.</p>

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### 3 Key priorities

[RESTRICTED]

Minister Parker	
s 6(a), s 9(2)(f)(iv)	
<p>PROACTIVELY RELEASED BY TE MANATŪ WAKA MINISTRY OF TRANSPORT</p>	
<i>Responsibility: Natasha Rave, Manager, Resilience and Security</i>	

[RESTRICTED]

**Minister Parker****The review and approval of the Amendment Agreement – Meteorological Service of New Zealand Ltd, 1 July 2023 to 30 June 2027****Background to the agreement**

Under the Meteorological Services Act 1990, the Minister of Transport is responsible for ensuring the provision of meteorological services in New Zealand, including the provision of weather forecasts and warnings to support public safety. MetService is the current and sole holder of the agreement which includes operating costs for service delivery as well as capital costs related to the specific infrastructure required to capture, analyse, and deliver data in accordance with the service level agreements in the contract. The Ministry of Transport's role to administrate and monitor the agreement has a total value of over \$100 million.

**Current arrangement**

The current agreement between the Minister of Transport and MetService has a term of 12 years (1 July 2015 – 30 June 2027) with renewal options every four years. We have been working with MetService on the amendment for the final four years of the agreement (1 July 2023 to 30 June 2027). No new services will be included, with one service removed (Radiofax, which is no longer relevant). A briefing on the withdrawal of the Radiofax service was approved by the previous Minister of Transport last year as this was no longer a "current service" and there were better alternatives. This service will be removed by 1 July 2023.

Overall, the three key areas that have been updated in the amended agreement are:

- The removal of the Radiofax service
- The contract price for the remainder four years of the contract (particularly due to the underlying increase in the cost of MetService providing weather forecasting services, increases to salaries, MetService IT systems and the replacement programme for three radars), and
- The provisions around the payments for a radar replacement programme

**Sign off process**

The MetService board have reviewed and approved the Amendment Agreement. The Amendment Agreement now requires joint sign-off from the MetService Chair and CEO. As this is a significant transaction, it requires a resolution from the MetService shareholding Ministers before it can be signed.

**Next steps:**

Await signed Resolution from Shareholding Ministers (Minister of Finance and Minister of State-Owned Enterprises).

Minister Parker	
<p>(Continued)</p> <p>The Amendment Agreement is now with the Treasury before it is progressed to Ministers for resolution. MetService expect a response by the week ending 14 July 2023 and then a signed Resolution from Ministers which will allow them to progress with the final signing steps. This is a risk as the Amendment Agreement is meant to be signed by 1 July 2023. Once approval is gained from the MetService Chair and CEO (including the authorisation from Shareholding Ministers), it will be provided to the you as the Minister of Transport for countersignature. A covering briefing will be included.</p> <p><i>Responsibility: Andrew Hicks, Acting Manager, Programme Assurance and Commercial</i></p>	
The temporary 25 cent per litre reduction in fuel excise duty will end on 30 June 2023	
<p>In March 2022, the Government announced a 25 cents per litre cut in fuel excise duty (FED) to combat high fuel prices stemming from Russia's invasion of Ukraine. At the same time the Government announced equivalent reductions in road user charges (RUC) rates and half-price public transport fares. Originally intended as short-term measures, these reductions remained in place to offset continued pressure on household budgets. The reductions are due to end on 30 June 2023. We are hearing that some stakeholders are uncertain that the reductions will end on this date. This might generate questions for your Office from stakeholders or the media. The Ministry of Business, Innovation, and Employment (MBIE) has advised us that it has been engaging with fuel companies to understand how they are managing fuel supply. Fuel companies have expressed some concerns about queueing at petrol stations and the risk of some petrol stations running out of fuel in the lead up to the reduction ending. MBIE is continuing to talk to fuel companies.</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p>	<p><b>Next steps:</b></p> <p>We can support your Office in answering any queries.</p>

## 3 KEY PRIORITIES

## Minister Parker

## Cyclone Recovery

Following the severe weather events in early 2023, the Ministry established a Cyclone Recovery work programme. The Cyclone Recovery work programme is resourced across the Ministry and is coordinated by the Cyclone Recovery team. The work programme is divided into five functions, and each function is assigned a Tier 3 Manager lead. Those functions are policy, legislation, oversight, monitoring, and assurance, investment, and finance. We provide an update every week to you in the Weekly Report on any updates with respect to those functions.

For your background, previous Weekly Reports have advised that the policy function will be producing an initial draft Cabinet paper for your review in the week ending 30 June 2023 (this initial draft Cabinet paper will also include matters relating to the oversight, monitoring, and assurance function). There are no further updates on the policy and oversight, monitoring, and assurance function this week

Legislation function

*This function is responsible for providing policy advice to Ministers on cyclone recovery legislation, including Orders-in-Council (OICs), and for the implementation of cyclone recovery legislation.*

*Function lead: Jessica Ranger, Manager, Placemaking and Urban Development*

A Cabinet paper seeking policy approvals for Orders-in-Council for Waka Kotahi and KiwiRail to support land transport infrastructure works was considered by the Emergency Weather Recovery Committee (EWR) on 21 June 2023. It will now be considered by Cabinet on 26 June 2023. The Ministry has started preparing for the statutory engagement on the Orders-in-Council required by the Severe Weather Emergency Response Legislation (SWERL) Act 2023. This engagement will run from 27 June 2023 to 10 July 2023, pending Cabinet approval.

The Ministry has worked closely with administering agencies, Te Arawhiti and Te Puni Kōkiri on this engagement approach.

The Ministry is continuing to work with administering agencies, Te Arawhiti, Te Puni Kōkiri, Crown Law Office and the Department of the Prime Minister and Cabinet on a potential Order-in-Council for Waka Kotahi to support significant state highway works as part of tranche five of the Order-in-Council making process.

Investment function

*This function is responsible for advising, managing, and implementing Budget decisions to support the cyclone recovery, and managing any other investment activities to support the cyclone recovery.*

*Function lead: Tim Herbert, Manager, Investment*

A portion of the \$275 million OPEX for State Highway and Local Road Response and Recovery approved through Budget 2023 needs to be switched to CAPEX to enable reinstatement works to be undertaken on SH25A (and any other minor capital works required for reinstatement activities). The Ministry is seeking feedback from The Treasury on the feasibility of the following options:

- Creation of a new capital appropriation
- Creation of a new multi-category appropriation, with the CAPEX category limited to reinstatement of SH25A

## Minister Parker

### Cyclone Recovery

- Creation of a new multi-category appropriation, with the CAPEX category left broad enough to fund any reinstatement works that have a capital component.

Multi category appropriations (MCAs) are useful where a mixture of expenditure types (in this case, non-departmental capital and non-departmental operating) are required to enable the achievement of common objectives, and where flexibility between those expenditure types is desirable. An MCA would not change the overall intention for the funding but would provide Waka Kotahi with the flexibility to incur different expenditure types.

Following The Treasury's feedback, we will provide you with advice on the best option to enable Waka Kotahi to access CAPEX funding. If the preferred option is to establish a new MCA, we will seek your approval to send a letter to the Minister of Finance requesting permission to propose this to Cabinet as part of the July 2023 Cabinet paper.

#### Finance function

*This function is responsible for drawing down non-departmental appropriations for Cyclone Gabrielle.*

*Function lead: Paul Laplanche, Chief Financial Officer*

Further to the previous Weekly Report:

- KiwiRail was paid a further \$3.3 million for Weather event recovery costs for April 2023 under the Rail Maintenance and Renewal of the Rail Network appropriation.
- Waka Kotahi claimed a further \$51 million, of which \$40 million is Council paid cyclone claim and \$11 million is for Waka Kotahi's works on State Highway emergency maintenance.

As at 20 June 2023, Waka Kotahi has claimed a total of \$210 million under the \$250 million Cyclone Gabrielle National Land Transport Fund (NLTF) Operating Cost Pressure Funding Appropriation. The claims to date have been a mix of Council claims and State Highway emergency maintenance works. Of this, \$148 million was claimed for works undertaken by Councils on local roads and the remaining \$62 million was for State Highway maintenance works.

As at 20 June 2023, KiwiRail received \$9.8 million under the Rail Maintenance and Renewal of the Rail Network appropriation for Weather event recovery costs.

#### **Next steps:**

A draft Cabinet paper providing advice on rebuild options, funding requirements, and proposed oversight arrangements to support decision making and monitoring Crown-funded projects will be provided to your Office in the week ending 30 June 2023, for lodgement in late July 2023.

A Cabinet paper for Orders-in-Council was considered by the EWR on 21 June 2023, it will be considered by Cabinet on 26 June 2023.

*Responsibility: Nick Paterson, Manager, Cyclone Recovery*

## 3 KEY PRIORITIES

Minister Allan	
<b>Civil Aviation Authority – 2022/23 Quarter Three Performance Report (the Performance Report)</b>	
<p>On 30 May 2023, the Civil Aviation Authority (the Authority) provided the Associate Minister of Transport with a copy its performance report for the period between 1 January to 31 March 2023. We have reviewed the report and the letter from the CAA Chair, and note the following areas of interest:</p> <ul style="list-style-type: none"> <li>• s 9(2)(f)(iv)</li> <li>•</li> </ul> <p>We will continue to monitor these areas of interest, as well as the impact of vacancies and capacity issues on the Authority's operational capability (as detailed in OC230521 –advice for your meeting with the Authority on 22 June 2023).</p> <p><i>Responsibility: Harriet Shelton, Manager, Governance</i></p>	<p><b>Next steps:</b> FYI only.</p>

## Minister Allan

## Northland dry dock business case and potential visit to Whangārei

The Ministry is undertaking a business case exploring the costs, benefits, and risks of the proposed investment to determine whether a larger dry dock in Northport is something the Crown should support. The Minister of Transport has indicated his preference that this project be led by the Associate Minister, given the Associate Minister's delegations include maritime matters.

A dry dock is a structure that allows vessels to be lifted out of the water so the hulls can be maintained. The proposition of a dry dock large enough to service New Zealand's bigger vessels (e.g., inter-island ferries, larger Navy vessels) has been considered for several years by local and central government, as well as industry bodies. It is something the sector is highly supportive of.

New Zealand presently has two dry docks in Lyttelton and Devonport. Both are over 100 years old and too small to cater for our larger vessels (the Devonport dock is 185m long, this project is looking at a dock at 250m). Currently, these vessels need to travel offshore to Australia or Southeast Asia to get serviced, which presents resilience issues, produces additional carbon emissions, and increases the cost of doing coastal business in New Zealand.

s 9(2)(i)

Business case development has been moving at pace since January 2023. This business case is expected to be completed by the end of the month, and likely delivered to Ministers in late July 2023.

On 16 February 2023, an online/in person hui was held at the Beca offices in Whangārei. Representatives from Ngatiwai, Te Parawhau and Patuharakeke were present. It was clear from this hui that these groups expected more in-depth engagement and to play a bigger role in the development of the business case.

The representatives also formally requested that the Minister of Transport meet with them to assure them that decisions on the dry dock sites within their rohe (Marsden Point). With this work now coming under the Associate Minister's delegations, this invitation has been provided to Minister Allan's Office for consideration. The previous Minister of Transport was scheduled to visit Whangārei on 30 June 2023 to meet with these groups, as well as Northport to discuss the project. s 9(2)(f)(iv) and s 9(2)(g)(i)

will come in July.

*Responsibility: Jacob Ennis, Acting Manager, Supply Chain*

**Next steps:**

Confirm if and when Minister Allan can travel to Whangārei to meet with local iwi/hapū and Northport. Note the final business case and our advice will be delivered in late July 2023.

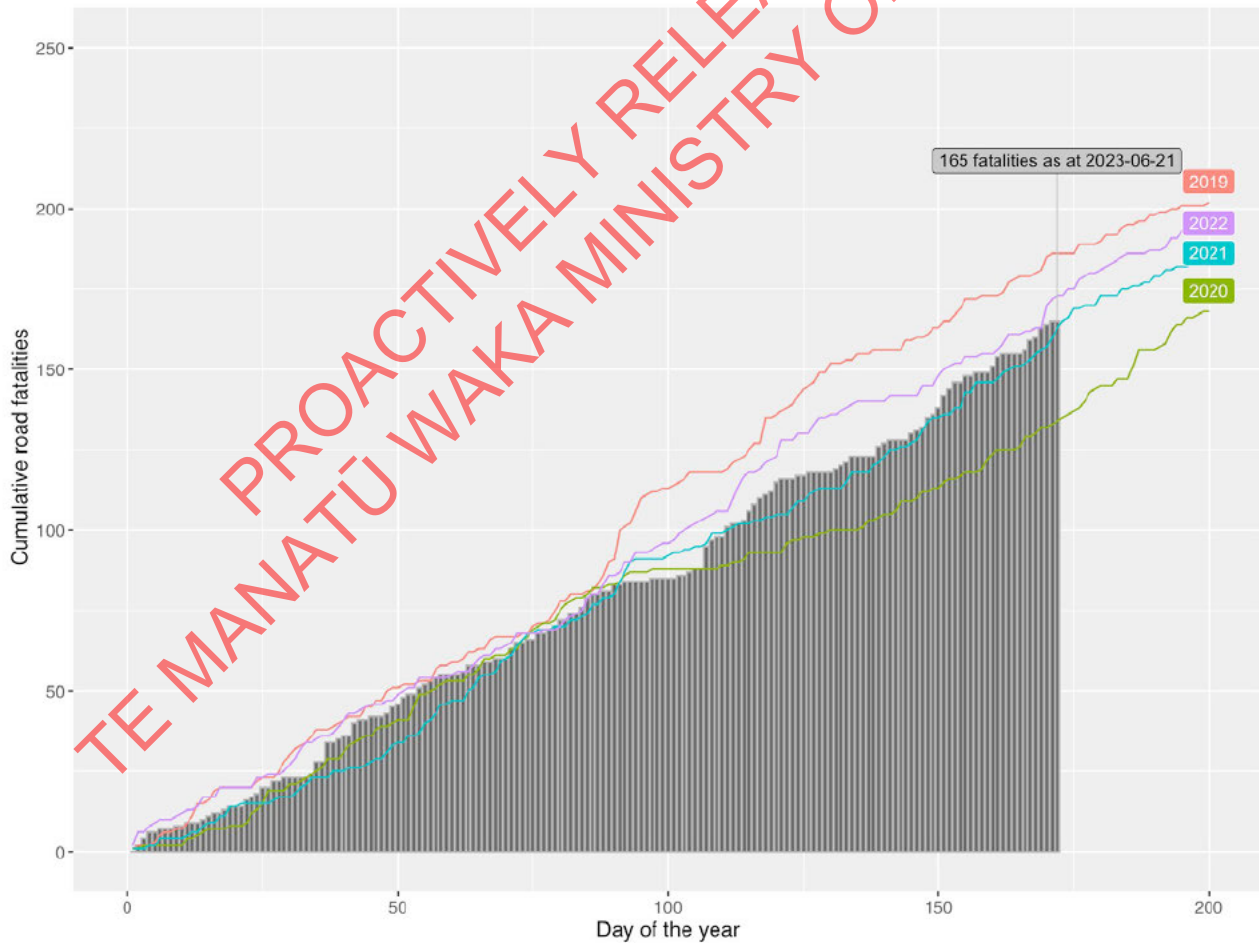


3 KEY PRIORITIES

Year to date road fatalities

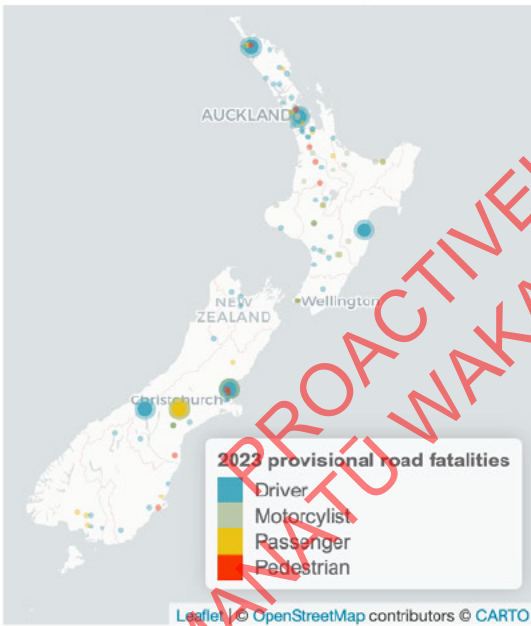
Cumulative road fatalities to 21 June 2023 are **165**, this is 7 fewer fatalities than the same date in 2022. A year-to-date comparison is shown in the table below:

crash month	2019	2020	2021	2022	2023
Jan	32	21	18	29	23
Feb	26	32	28	25	32
Mar	33	31	34	32	28
Apr	45	9	25	37	32
May	29	23	31	27	27
Jun	21	18	24	22	23
<b>Total</b>	<b>186</b>	<b>134</b>	<b>160</b>	<b>172</b>	<b>165</b>



### Year to date road fatalities

The map below identifies the areas where fatalities have occurred in the past seven days (larger circles) and 2023 to date smaller circles, by mode and the table-chart provides a year to date comparison by region.



Responsibility: Dan Jenkins, Manager, Analytics and Modelling

3 KEY PRIORITIES

### Clean car and electric vehicle registrations

Summary of registrations by CCD Band for week ending 18 June, 2023

Total registrations

total registrations this week	delta prev week	last full month (May)	delta prev month	year to date	delta prev year to date
6237	2152	24,484	5,085	123,305	-24,631

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)	2	534	17	553	271	78	1125
Very low (1-49g/km)	0	179	0	179	62	4	361
Low (50-99g/km)	0	1047	0	1047	236	142	1063
Moderate (100-149g/km)	0	1379	0	1379	380	293	1554
High (150-199g/km)	0	1368	0	1368	547	516	3356
Very high (200-249g/km)	0	889	0	889	350	78	7203
Extremely high (over 250g/km)	0	482	0	482	244	49	3596
Unknown	152	13	175	340	62	107	1001

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	466	64	530	266	19	1026
Bus	2	0	2	2	1	20
Van	2	2	4	0	1	36
Truck	0	0	0	-2	1	3
Motorcycle	16	1	17	6	1	46
Other	0	0	0	-1	1	36

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### Clean car and electric vehicle registrations

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

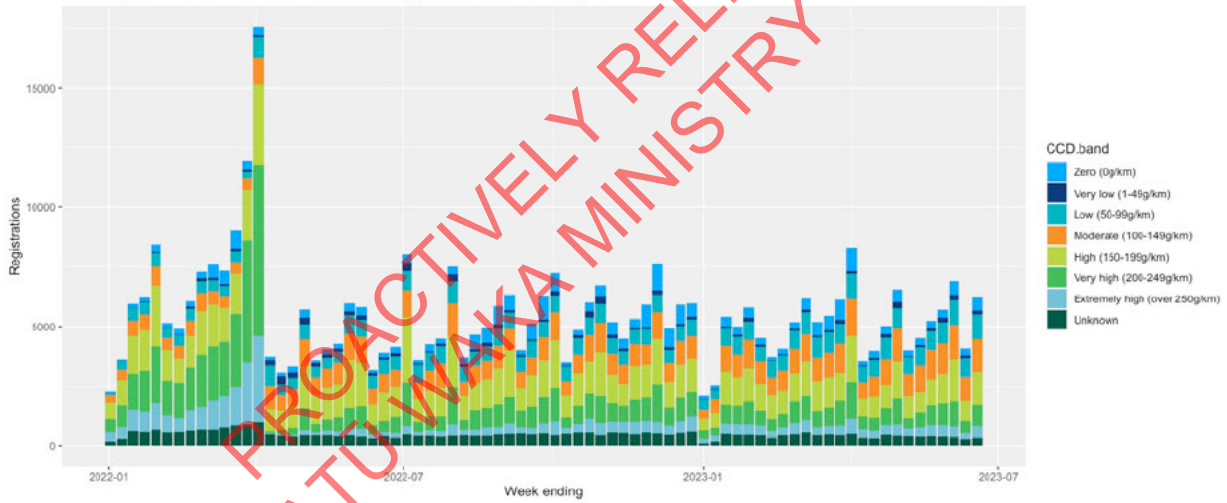
CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Car	3869		54424	1.187
Zero (0g/km)	Motorcycle	336		2567	0.056
Zero (0g/km)	Other	16		170	0.004
Zero (0g/km)	Van	653		1505	0.033

EV (Battery electric) HEAVY vehicle Fleet

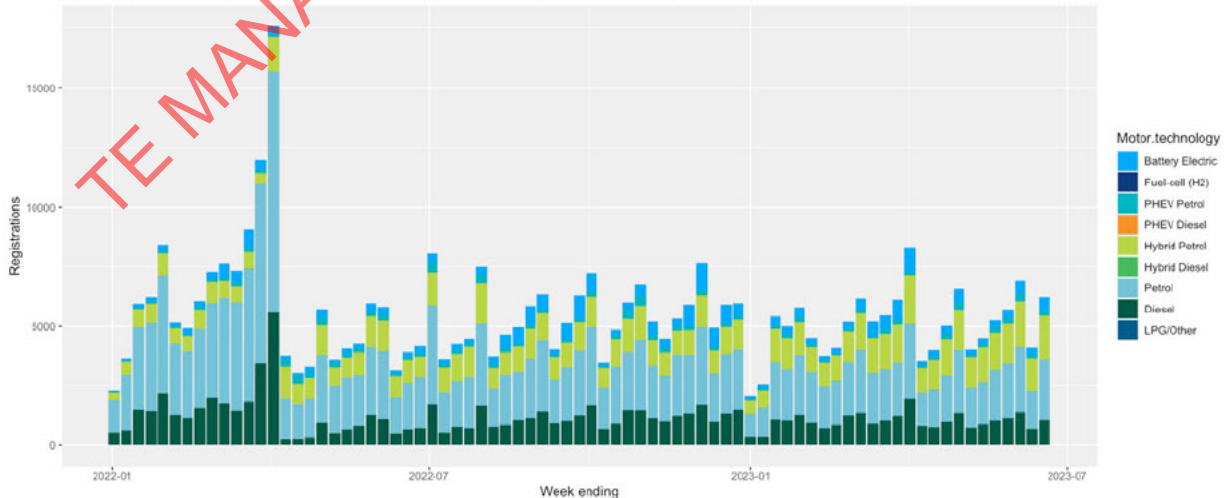
CCD.band	Vehicle_gp	Fleet size 2018	long-term trend	Fleet size today	% of total fleet
Zero (0g/km)	Bus	11		266	0
Zero (0g/km)	Other	2		50	0
Zero (0g/km)	Truck	11		139	0

### Graphical summary of registrations:

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



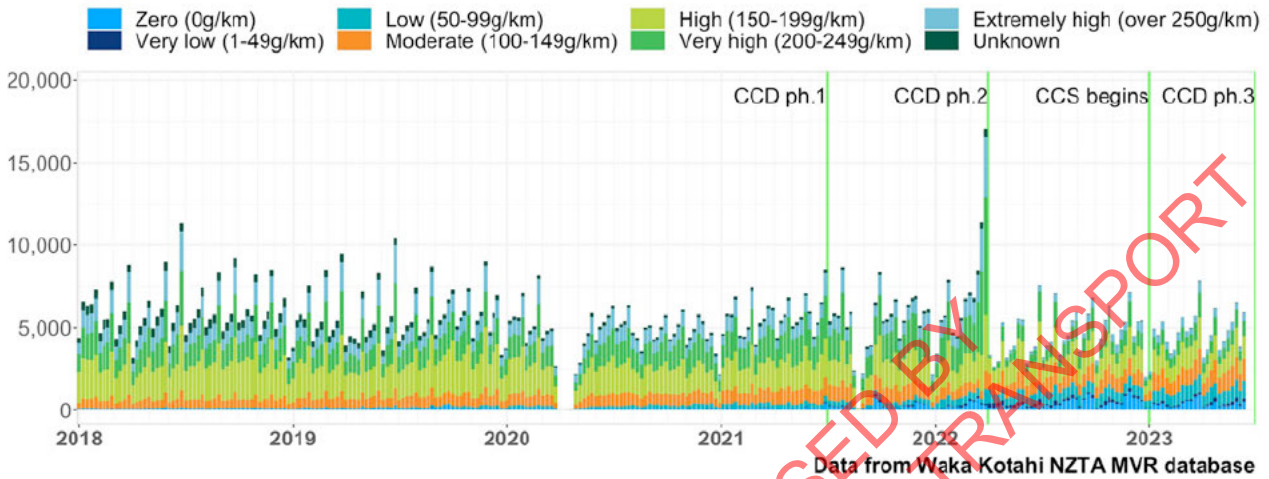
Summary of zero, low and moderate emission registrations by propulsion type since January 2022



3 KEY PRIORITIES

Clean car and electric vehicle registrations

Weekly registrations of low-emissions motor vehicles



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

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

Responsibility: Dan Jenkins, Manager, Analytics and Modelling.

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## 4 Cabinet papers

Minister Parker		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Karen Lyons, Director, Auckland</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>19 July 2023.</p>	<p>Awaiting direction.</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>19 July 2023.</p>	<p>We provided a draft paper to your Office and the Minister of Energy and Resources on 22 June 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Brendan Booth, Chief Legal Advisor and Manager, Procurement</i></p>	<p>Cabinet Legislation Committee (LEG)</p> <p>17 August 2023.</p>	<p>We are awaiting a date for (and subsequent decision from) the Cabinet Economic Development Committee (scheduled for 21 June 2023).</p> <p>We anticipate providing our draft LEG paper to your Office on 21 July 2023.</p>

Minister Parker		
Paper	Committee	Status
<p><b>Transport Infrastructure Rebuild Following the Severe Weather Events</b></p> <p>This paper seeks Cabinet’s approval to rebuild transport sector infrastructure following the severe weather events.</p> <p>Note: this paper may need a shorter consultation period, we will keep your Office informed as the paper is developed</p> <p><i>Responsibility: Nick Paterson, Manager, Cyclone Recovery</i></p>	<p>Extreme Weather Recovery Committee (EWR).</p> <p>TBC.</p> <p>(Likely 26 July 2023)</p>	<p>We will provide an initial draft paper to your Office in the week ending 30 June 2023.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>TBC.</p> <p>(Likely 16 August 2023)</p>	<p>We will provide a revised framework following your feedback in July 2023.</p>
<p>s 9(2)(f)(iv)</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 will provide a draft paper to your Office by 21 July 2023.</p>
<p><b>Sub-national Vehicle Kilometres Travelled targets for Tier 1 urban areas</b></p> <p>This paper seeks Cabinet approval to confirm and publish sub-national vehicle kilometres travelled (VKT) reduction targets for Tier 1 urban areas.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p>	<p>Cabinet Economic Development Committee (DEV)</p> <p>TBC</p> <p>(To be advised by your Office. Original date: 28 June 2023).</p>	<p>This paper is with your Office. We are awaiting confirmation of whether and when this can proceed to Ministerial consultation.</p>

Minister Parker		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>TBC</p> <p>(Date to be advised by your Office.)</p>	<p>A draft of this paper was provided to the previous Minister of Transport on 27 April 2023.</p> <p>We are waiting for Ministerial decision on progression of this work.</p>
<p><b>Draft Government Policy Statement (GPS) on Land Transport 2024</b></p> <p>This paper seeks Cabinet approval to release the draft GPS 2024 for public consultation before the final GPS is released late 2023.</p> <p><i>Responsibility: Tim Herbert, Manager, Investment</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>TBC.</p> <p>(To be advised by your Office.)</p>	<p>This paper is with your Office.</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>TBC.</p> <p>(To be advised by your Office.)</p>	<p>This paper is with your Office.</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>(Likely to be 19 July 2023)</p>	<p>This paper is being drafted.</p>



## 4 CABINET PAPERS

Minister Allan		
Paper	Committee	Status
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p>Cabinet confirmation or Cabinet Economic Development Committee (DEV) reconsideration.</p> <p>19 July 2023.</p>	<p>s 9(2)(f)(iv)</p>
<p><b>Cabinet Approval of changes to Maritime Levy and Oil Pollution Levy</b></p> <p>This paper seeks Cabinet's agreement on changes to the Maritime Levy and Oil Pollution Levy following public consultation by Maritime New Zealand.</p> <p><i>Responsibility: Harriet Shelton, Manager, Governance</i></p>	<p>Cabinet Economic Development Committee (DEV).</p> <p>30 August 2023.</p>	<p>Maritime NZ is preparing to begin consultation on levy changes.</p>
<p><b>Milford Opportunities Project (MOP): Initial policy decisions</b></p> <p>This paper updates Cabinet on key elements of the Milford Opportunities Project work programme.</p> <p><i>Responsibility: Jessica Ranger, Manager, Placemaking and Urban Development</i></p>	<p>Cabinet Environment, Energy and Climate Committee (ENV).</p> <p>TBC.</p>	<p>Lodged.</p>

## 5 Cabinet papers led by other agencies

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
<p>s 9(2)(f)(iv)</p>			
<p>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</p>			


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5 CABINET PAPERS LED BY OTHER AGENCIES

[RESTRICTED]

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

5 CABINET PAPERS LED BY OTHER AGENCIES

<p>(Continued) s 6(a), s 9(2)(f)(iv)</p>  <p>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</p>	
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## 6 Transport Crown entity and state-owned entity (SOE) updates



**Aviation Security Service**  
*Kaiwhakamaru Rererangi*

### PSPA update:

In May 2023, the Authority agreed with the relevant Union to offer the Public Sector Pay Adjustment (PSPA) to the Authority's remaining 460 employees. In order to provide the PSPA, a ratification vote was necessary to amend the applicable collective agreement. The ratification results were expected to be known by mid-June 2023.

The ratification process has now concluded, and the results were overwhelmingly successful. The PSPA increases will therefore be provided to this group from July 2023. Once implemented, all of the Authority's employees would have been provided the PSPA.

The CAA Collective Agreement commences on 1 July 2023 and expires in 2026, providing 3 years of stability.

### AvSec Queue Taskforce Update

The task force is underway with intensive workshops this week. Potential improvements and trade-offs have been captured in the following areas: AvSec processes, aviation system, regulatory/legislative environment, research and reporting, communications, "quick wins" and long-term solutions.

An initial action plan will be in place by week ending 30 June 2023. Two representatives from Ministry of Transport are engaged. A plan for increased passenger communication in collaboration with airlines and airports is being developed to supplement other initiatives of the task force.

### Communications and External Engagement

#### Media plan – 7 days from Sunday 25 June 2023

Date (planned)	Item	Description
Week of 26 June	Statement	Media interest in AvSec queues task force anticipated; reactive statement prepared.

#### Authority Media Mentions last 7 days

Date	Activity	Channel
17 June 2023	Airport Bottle Necks Need Urgent Fix  Opinion piece on AvSec queues. A key argument presented is that queues are due to screening equipment capacity, as well as staff shortages. The writer refers to a recent experience where they were in a queue for twenty minutes.	Stuff  Southland Times.

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

Date	Activity	Channel
	<p>“People are one thing, but I suspect the heart of the problem lies in the scarcity of X-ray machines and body scanners... across the three largest domestic airports in the country a mere two machines per queue are tasked with processing the increasing torrents of passengers keen to catch their flights... with only two machines there’s a mechanical bottleneck that doesn’t scale.”</p>	
21 June 2023	<p>Drone Shot Down Over Lifestyle Property</p> <p>CAA was approached for information and journalist was directed to the website. No advice was given, despite what was reported.</p> <p>“It is against the law to fly drones at night, over people, or over private land. The Civil Aviation Authority advises it is illegal to shoot down drones. Anyone concerned about their use can contact the authority, while anyone feeling endangered by a drone should contact police on 111.”</p>	Selwyn Times
21 June 2023	<p>Noise Impact Underestimated</p> <p>Editorial piece about the effects of a change in flight paths in Wellington. Community organisation Plane Sense held a meeting with Johnsonville and Khandallah residents on 17 June.</p> <p>“The DMAPS procedure had already been introduced in Christchurch. After developing the concept for Wellington and engaging with the Civil Aviation Authority (CAA), the airlines and Wellington Airport, the flight paths were designed and approved by the CAA.”</p>	The Post

## Planned communications and engagement

Planned release/publish	What	Type	Why
Week of 22 June 2023	<p>Highlighted stories:</p> <p>Vector Winter issue</p> <p>Lessons from Cyclone Gabrielle</p> <p>Cyber security for aviation companies</p>	Aviation industry magazine	A way of getting relevant information to industry in an easy-to-read format
June 2023	Lithium batteries	Poster	To educate passengers of risks; posters to be distributed by aviation safety advisors through any operator or aerodrome that serves passengers

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

Planned release/publish	What	Type	Why
June - August 2023	Make time to make it in time	Digital campaign – social & advertising	Educate passengers about what to expect at airport security, including allowing enough time to avoid queues. Some messaging will target FIFA spectators.
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	Face-to-face course for industry	To provide training and qualification for the carriage of DG

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### **MV Shiling update**

Work is ongoing to prepare the vessel to be tested in harbour and then at sea, to ensure it can safely leave New Zealand for Singapore. An updated detention notice has been provided to the vessel's Master, outlining the conditions it has to meet prior to departure.

Maritime NZ has had productive conversations with the Maritime and Port Authority of Singapore, which has supported the conditions imposed by Maritime NZ. Representatives from the MPA recently met the owners of the **Shiling** and confirmed to Maritime NZ it supports the use of a suitable escort vessel which is capable of emergency towage accompanying the **Shiling** to outside of New Zealand's territorial waters.

The owners of the vessel are working to source a suitable escort vessel, which is capable of emergency towage for this journey. Dates for departure trials have not yet been confirmed. As there is significant public interest in this vessel, Maritime NZ is developing a suitable communications plan to ensure the public and relevant partners and ministers are kept informed of the vessel's movements.

### **Future Managed Isolation and Quarantine (MIQ) Arrangements for Seafarers**

Maritime NZ has been working with MBIE and stakeholders to develop advice for the Ministry of Health on the potential shape of future MIQ arrangements for seafarers.

During the COVID-19 pandemic, a specific MIQ allocation was provided for foreign seafarers undertaking crew change in New Zealand; in the interests of maintaining supply chains and meeting certain legal obligations to repatriate foreign seafarers under the Maritime Labour Convention (MLC). However, no specific allocation was provided for New Zealand Seafarers working overseas despite the similarly critical role.

New Zealand seafarers had difficulties applying for and accessing MIQ slots online and often faced very difficult circumstances at the end of their contracts (often departing ships in uncertain and sometimes dangerous circumstances in foreign ports).

These factors created significant and understandable bitterness for some New Zealand seafarers, which has often been directed towards Maritime NZ.

Earlier this year, the Chief Ombudsman published a report on the treatment of NZ Seafarers under the recent MIQ arrangements. The report indicated that MBIE did not properly consider all of these circumstances in making decisions on seafarer allocation. The report recommended that MBIE provide further advice on this matter if an MIQ system was needed in New Zealand again.



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

MBIE has since asked Maritime NZ to advise on how a future MIQ system could better support NZ seafarers. Working with stakeholders who represented affected seafarers, unions, the Seafarer Welfare Board and shipping agents, we advised that:

- NZ seafarers working on contracts overseas should be included in a extended seafarer allocation under any future MIQ system
- this allocation be managed in coordination with shipping agents, so the return of NZ seafarers is sequenced so they do not need to apply for MIQ spots in advance; and
- NZ seafarers are not charged directly for MIQ spots.

MBIE provided advice to MoH. While their advice agrees that NZ seafarers should be included in an expanded allocation, it differs from our advice by recommending that foreign seafarers undertaking crew change in NZ are given priority if space is limited. We disagree with this recommendation, as we do not think it is possible to generically prioritise one group of seafarers over another in this way, especially as they both contribute to supply chains and face similar well-being issues.

Advice from MBIE and Maritime NZ has been shared with stakeholders. We will continue to engage as MoH designs future arrangements.

**RCCNZ Assists the Police SAR Managers Course**

Search and Rescue Officer Samantha Mildon filled the role of instructor and SAR mentor on the NZ Police Search and Rescue Managers Course, 12 June – 23 June 2023 at NZ Police College in Porirua.

The course focussed on performing the role of an incident management team manager in incident response exercises and involves rapid changes between marine and land planning techniques, a number of scenarios, and snap media briefings intended to impose a level of pressure to the training that helps participants understand the immediacy of this important role.

The relationship between New Zealand's category I (NZ Police) and category II (RCCNZ) SAR coordinating authorities is significantly strengthened through this kind of engagement. It helps build interpersonal relationships and ensures best practice across the NZ SAR system.

**Search and Rescue Awareness in Fiji**

s 9(2)(a)



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

New Zealand and Fiji share a border between our Search and Rescue Regions and conduct a number of SAR operations together - most often when a search requires an aviation asset to assist in the search for lost mariners over a large piece of ocean. Fiji does not have surveillance aviation assets organic to its SAR capability and can request assistance from the NZDF P3 Orion (shortly the P8- Poseidon) through RCCNZ.

To strengthen regional Search and Rescue coordination and develop capacity at Fiji Police Force command centres, senior search and rescue officers from RCCFJ and RCCNZ are co-facilitating a SAR Awareness Course at Republic of Fiji Navy Training Base, RFNS Viti, supported by Maritime NZ and Ministry of Home Affairs and Immigration.

The two New Zealand senior SARO facilitators, Dougal Cockerell and Andrew Parsons joined Fijian personnel who completed the three-month SARO training course in New Zealand in 2022.

25 Officers from the Naval and Police Forces are conducting the training, which is geared toward improving SAR services to the Fijian public and strengthening inter-agency collaboration. This is a vital part of New Zealand's contribution to capability and capacity building in the Pacific.

**Pacific Maritime Safety Programme Connect 13 - 15 June 2023.**

s 9(2)(a)

Maritime NZ hosted a three-day forum at the Wharewaka function centre in Wellington, 13 June – 15 June 2023, as part of the Pacific Maritime Safety Programme funded by MFAT.

Delegates from all seven participating nations attended (Cook Islands, Kiribati, Niue, Samoa, Tokelau, Tonga and Tuvalu), including Sonya Talagi, the former director of transport in Niue but now a newly appointed MP. The three-day programme focussed on regulatory frameworks and legislative reform, domestic vessel safety, and incident response.

The forum was the first of its kind in the 10-year history of the PMSP and was a resounding success. All delegates appreciated the material presented, but the real value was spending time together identifying commonality and shared perspectives and challenges, and how we might work together to strengthen this important pacific relationship in the future.

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

**Council of Trade Union Runanga Meeting**

On 13 June 2023, Maritime NZ representatives attended part of the Council of Trade Union's Runanga quarterly hui held at Whakaue Marae in Maketu. The hui has a strong focus on harm prevention for all workers. The Runanga and Maritime NZ used the opportunity to continue to grow their understanding of each other and consider ways to work together in the interests of worker safety.

As this was the first meeting of the two groups, much of the session was spent on whanaungatanga, followed by Maritime NZ explaining its role in the regulatory, response and safety spaces.

The Runanga has provided very positive feedback and Maritime NZ has been invited back to a hui with them in August 2023.

**Maritime NZ in the Media**

Last week the Herald's <sup>s 9(2)(a)</sup> [REDACTED] requested information about how large scale rescues are handled by Maritime NZ's Rescue Coordination Centre after comments by an elected representative about the hospital being alerted about the **Kaitaki** incident on 28 January 2023.

We provided the reporter a statement explaining RCCNZ's role, where it starts and ends and how it coordinates responses to incidents. The response was provided to Minister Allan's Office and sent to our partner agencies as an FYI and for input.

We received two requests following an incident involving a tramper getting stuck under a rock near Arthur's Pass. The man was freed by local Alpine Cliff Rescue teams after about three hours.

There continues to be interest in the **Shiling** and its impending departure from Wellington, we are currently informing reporters the vessel is still detained, and we will proactively provide updates when they become available.

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

**New inquiries / International Assistance****A new aviation inquiry AO-2023-007 opened by the Commission.**

The Civil Aviation Authority (CAA) notified the Commission of an incident that occurred on 13 June 2023 at about 1937hrs involving a Bombardier aircraft operated by Air New Zealand. The incident occurred during an arrival procedure into Timaru, New Zealand.

The circumstances reported to date are that the passenger aircraft, registered ZK-NEM, descended below the minimum safe altitude for a sector during the approach into Timaru. The crew took corrective action when they became aware of the discrepancy and the flight was completed without further incident.

TAIC has opened an inquiry under Section 13(1) of the TAIC Act 1990 and appointed Tahlia Fisher as the Investigator in charge. Tahlia will be assisted by Captain Graham Thomas.

**Notice of a new rail inquiry RO-2023-104 opened by the Commission on 21 June 2023.**

Waka Kotahi notified the Commission on 19 June 2023, of a SPAD (Signal Passed at Danger) A and potential collision between two passenger trains that had occurred shortly after 0952 on 17 June 2023 near Penrose Station, Auckland.

The reported circumstances are that the Te Huiā passenger service was enroute from Hamilton to Auckland when it went past a red signal (SPAD of signal 308) near Penrose Station. The train continued on, damaging the points ahead and stopping in the fouling zone of a junction, setting up a potential conflict with a metropolitan train that had authorization to occupy that section of track.

TAIC has opened an inquiry under Section 13(1)b of the Transport Accident Investigation Commission Act and appointed William Delaney as the lead investigator for this inquiry. William will be assisted by Jason Lawn.



## AUCKLAND NETWORK DISRUPTION UPDATE

On 17 June 2023, the northbound Te Huia service had a Signal Passed at Danger (SPAD) event, essentially running a red light, at Penrose. The service ran through a set of points (small sections of rail which set the course for a train at a turnout) configured for an Auckland One Rail EMU service on an adjacent line. Running through the points did significant damage to the track system.

SPAD events are uncommon and taken very seriously by KiwiRail. Once the scene examination was complete, the train was moved, and a relief Locomotive Engineer completed the trip. Passengers remained onboard the train during this incident, and all have been offered complimentary tickets for the inconvenience.

Repairs were needed before the Onehunga Line was fully operational again, and services were disrupted, with trains travelling between Newmarket and Otahuhu, but not between Newmarket and Onehunga.

KiwiRail mobilised crews to ensure all repairs were completed in time for peak passenger services to begin again running on 19 June 2023. For context, there have been two SPADs on Te Huia since the service commenced on 6 April 2021, compared with 1,872 services (in other words fewer than 0.1% of services feature a SPAD), so these are rare occurrences and as noted are taken seriously by KiwiRail.

An internal safety investigation is underway with a Zero Harm Red Safety Alert has been prepared to share within the KiwiRail.

KiwiRail notified Waka Kotahi, rail regulator, on 17 June 2023 as required. Waka Kotahi advised us on 20 June 2023 that they are formally investigating the incident, which is appropriate for a SPAD event like this. We will be responding to their investigation requests as appropriate.

Waka Kotahi has also notified the Transport Accident Investigation Commission (TAIC), and TAIC have started an investigation into the incident. We will address their investigative enquiries as required.

## INTERISLANDER

### Review

KiwiRail continues to take steps to lift our asset management systems; and an important part of this is improving the quality of information to underpin the systems.

DNV asset management experts are in New Zealand and undertaking asset management assessments using FMECA – failure modes effect and criticality analysis. DNV are doing an initial audit on the Kaitaki and will continue the process on Aratere and Kaiarahi over the next few months.

Interislander's existing programme of enhanced asset management is starting to yield results, with the lowest number of outstanding work orders in 15 years.

Maritime New Zealand (MNZ) has now completed its 3-month audit review post the Kaitaki outage. We continue to work closely with MNZ on all aspects of its work as our regulator.

We continue to focus on recruitment of critical roles. Two new masters have been recruited from overseas and will be here and undertaking a 4-month familiarization in next couple of months.

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

**Reliability/Key Data**

Interislander continues to work across all fronts to ensure reliability is maintained in the ageing fleet. This includes work on asset management, above required levels of pre-emptive maintenance and recruitment of key positions. Interislander is also working on pro-active engagement with key stakeholder groups – commercial vehicle and wholesale tourism groups – to rebuild confidence in the service.

Interislander has been experiencing solid levels of performance over the last month. On time performance is slightly lower than target across the month, affected by weather and swell which requires ferries to travel more slowly at times impacting scheduled arrivals.

Date range	On Time Performance (15min Tolerance) OTP Target 88%	Reliability (Excl. Weather) Reliability Target 98%	Reliability (Incl. Weather)
22 May 2023 – 28 May 2023	98% Aratere – 100% Kaiarahi – 96% Kaitaki – not sailing Valentine – not sailing	100%	100% 0 sailings cancelled due to weather
29 May 2023 – 04 Jun 2023	96% Aratere – 88% Kaiarahi – 100% Kaitaki – 100% Valentine – not sailing	100%	100% 0 sailings cancelled due to weather
05 Jun 2023 – 11 Jun 2023	85% Aratere – 100% Kaiarahi – 85% Kaitaki – 71% Valentine – not sailing	94%	91% 2 sailings cancelled due to weather
12 Jun 2023 – 18 Jun 2023	81% Aratere – 77% Kaiarahi – not sailing Kaitaki – 85% Valentine – not sailing	100%	100% 0 sailings cancelled due to weather

KiwiRail is benchmarking itself against Air New Zealand who publishes its On-Time Performance data on a quarterly basis. The table below shows Air New Zealand's On-Time Performance results for the 4 months ending 31 March 2023

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

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

**Valentine**

The previous Minister of Transport was advised that KiwiRail had confirmed its intention to sell the freight-only Valentine ferry to free-up crew and funding to increase investment in reliable freight and passenger ferries.

We announced this publicly on 19 June 2023.

The Valentine was originally leased by KiwiRail to provide additional freight capacity when the Kaiarahi went out of action for an extended gearbox repair in 2021 and was subsequently purchased at the end of the lease in January 2023.

It is not operationally practical or commercially viable to have the Valentine on a regular sailing or to maintain her on standby ready for short term outages.

KiwiRail already has in place several measures to enhance resilience in our fleet. Our ship inspection and maintenance programme includes more frequent scheduled maintenance breaks, taking our ships out of service more regularly for maintenance checks in wet and dry dock environments, and we are instituting a new approach to managing our assets and fleet.

**IREX UPDATE****Terminals****Waitohi Picton**

The new temporary terminal opened for business in Waitohi Picton on 19 June 2023. The opening went smoothly, with all facilities up and running in time for the first passengers to be checked in on Monday morning.

Preparation for building works on the Dublin Street over bridge are the next major construction element starting in early July, with main work construction starting in August. We have been working closely with local residents and businesses to prepare them for this work and to manage any noise and disruption. Traffic impact and road closures are being worked through with a broad group including Waka Kotahi, Marlborough Roads, Port Marlborough and others.

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

Work in Wellington continues to focus on preparing the site for more major works, with trenching now underway to lay water pipes and moving the staff car parking area. The majority of changes affect Interislander staff at this stage. The old arrivals building which has been closed for some time because of earthquake risk has now been demolished.

**Ships**

The iReX ships' team is opening a site office in Korea at the Hyundai Mipo Dockyard later this year.

Having a site office to oversee the delivery of the build is standard in ship building and will allow KiwiRail to remain across the detail of the construction on a day-to-day basis.

**LONG DISTANCE PASSENGER TRAINS****Te Huia Safety Case**

KiwiRail is working with Waka Kotahi with a Te Huia test train (non-revenue) performing a brake test on 22 June 2023, as part of our application to Waka Kotahi for a safety case variation. Representatives from KiwiRail's Zero Harm team will be attending, alongside Waka Kotahi representatives (including the investigator assigned to the SPAD incident that recently occurred on the Te Huia service). We appreciate the regulator taking the time to observe the brake testing.

As the previous Minister of Transport was advised, KiwiRail is working with Waka Kotahi on its safety case for the new Te Huia consist, transitioning Te Huia from a double-locomotive consist to an SRV operation to allow for more efficient services.

If approved, Te Huia consists will be put together differently, with the locomotive at the rear of the train, essentially pushing it, and the driver controlling the locomotive from the SD carriage at the front of the train. This enables two-way operability on the network and is required to efficiently get the train to Westfield depot for stabling between morning and afternoon services.

**MAJOR PROJECTS****Ashburton Freight hub**

Work is well underway on the Ashburton (Fairton) Freight hub, with contractor Fulton Hogan starting earthworks on site. KiwiRail has also removed all the old siding infrastructure – which will be replaced and reconfigured as part of the contract.

Our staff will continue working on future siding works, installing the new siding and signals progressing towards a completion date in late 2023.



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

**Wiri to Quay Park.**

After the Environment Court confirmed a designation for works at Middlemore Station, KiwiRail has lodged an application for the resource consents required for the works and is negotiating with a contractor.

**P2P safety campaign**

As part of the electrification of the network between Papakura and Pukekohe, a safety campaign is being developed to inform residents on how to stay safe around the new overhead electric lines (OLE). The aim of this campaign is to ensure a no surprise approach ahead of the lines being electrified in 2024.

To coincide with the team beginning OLE installation, we are distributing our key safety messaging to the wider community during May of this year. A detailed letter will also be sent to rail corridor neighbours to provide information on how to safely work on their property.

The safety campaign will progress over the next few months and will include a social media campaign, paid advertising, community engagement events and a school outreach programme. We are working with Auckland Transport to develop and deliver the school outreach programme.

**NETWORK UPDATE**

s 9(2)(i)

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

(Continued)

s 9(2)(i)

### Fibre Issue in Auckland

On 18 June 2023, KiwiRail's Network Control advised there was a problem with the fibre link. With an outage on Spark's dark fibre network affecting KiwiRail's signalling system in the Auckland network.

Spark's contractor Chorus worked to fix the issue, and KiwiRail's signalling and control systems resources were onsite until the repairs were completed. The fibre issue was separate from the SPAD, although the SPAD also caused damage to the points, which affected the signalling

KiwiRail has redundancies in place, however if the back-up fibre link were to fail both the Onehunga and Western Line would be affected.

Chorus fixed the fibre link around midday on 19 June 2023.

### Cyclone Recovery

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

Following the Government's announcement of up to \$200 million for rail recovery, KiwiRail is currently considering where resilience improvements can best be made on Northland and Hawkes Bay rail lines, above and beyond repairs to reinstate the lines. We will report to you shortly on this information, informing your July 2023 Cabinet paper on overall recovery investments for the transport system.

Given the focus on reopening the lines as quickly as possible so that freight services can resume, some resilience improvements could be carried out during the repairs and others, such as replacing aging infrastructure that was not damaged in the weather events, could be done later. In Hawkes Bay specific planning on some areas of resilience improvements will be done in conjunction with Waka Kotahi and other agencies, as appropriate.

We will be shifting to monthly updates as this work progresses, we will keep your office informed as progress is made, or if any potential issues arise.

### UPCOMING MEETINGS/EVENTS

22 June 2023 – Prime Minister, Chris Hipkins to visit the new Control Centre at Blue Mountains Campus as the local MP.

4 July 2023 – opening event in Wellington ahead of the new Capital Connection carriages entering service.

7 August 2023 – Rail Safety Week launch – we will work with your office on your preferred level of involvement.

TBC – KiwiRail's Board visiting Hutt Workshops to see the new, \$30 million wheel-shop. We expect to invite local MPs and interested Hutt City councillors.

PROACTIVELY RELEASED BY  
TE MANATŪ WAKA MINISTRY OF TRANSPORT

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