

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"> (i) the Government of any other country or any agency of such a Government; or (ii) any international organisation
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 8 September 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.	

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2 UPCOMING BRIEFINGS

2 Upcoming briefings

Briefings to Minister Parker	Due date
s 9(2)(f)(iv) <i>Responsibility: Chris Gulik, Acting Director, Auckland Light Rail</i>	Week ending 15 September 2023.
Ministerial Direction to Waka Kotahi to Collect Tyre Product Stewardship Fees <i>Responsibility: Matt Skinner, Acting Manager, Mobility and Safety</i>	Week ending 15 September 2023.
Official Information Act Request from s 9(2)(a) Regarding the Emerging Preferred Option for the Waitematā Harbour Connections Project <i>Responsibility: Karen Lyons, Director, Auckland</i>	Week ending 15 September 2023.
Official Information Act Request from s 9(2)(a) Regarding the Emerging Preferred Option for the Waitematā Harbour Connections Project <i>Responsibility: Karen Lyons, Director, Auckland</i>	Week ending 15 September 2023.
Proactive Release of Policy Advice on Government Policy Statement 2024 <i>Responsibility: Tim Herbert, Manager, Investment</i>	Week ending 15 September 2023.
Air Navigation System Review: Initial Actions <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	Week ending 15 September 2023.
Managing Access to The Milford Road <i>Responsibility: Nick Potter, Acting Manager, Placemaking and Urban Development</i>	Week ending 15 September 2023.
Metropolitan Rail Network Cost pressures briefing <i>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</i>	Week ending 22 September 2023.
Letters to Waka Kotahi and KiwiRail Board Chairs on funding decisions for cyclone recovery <i>Responsibility: Nick Paterson, Manager, Cyclone Recovery</i>	Week ending 29 September 2023.
New Zealand – Solomon Islands: Outcome of Air Services Negotiations <i>Responsibility: Tom Forster, Manager, Economic Regulation</i>	September TBC.

Note: the briefing 'Metropolitan Rail Network Cost Pressures briefing' was superseded by advice titled 'Aide Memoire: Updated letters to KiwiRail, Waka Kotahi and Councils on the Rapid Review'.

Briefings to Minister Parker	Due date
Draft Government Policy Statement 2024 Summary of Feedback from Consultation <i>Responsibility: Tim Herbert, Manager, Investment</i>	September TBC.

Briefings to Minister O'Connor	Due date
Managing Access to The Milford Road <i>Responsibility: Nick Potter, Acting Manager, Placemaking and Urban Development</i>	Week ending 15 September 2023.
Appointment of Delivery Agency and next steps for the Chatham Islands Vessel Replacement project <i>Responsibility: Andrew Hicks, Manager Programme Assurance and Commercial</i>	Week ending 29 September 2023.

Note: the briefing 'Appointment of Delivery Agency and next steps for the Chatham Islands Vessel Replacement project' is on hold and has not been sent to the Minister.

3 Key priorities

Ministers Parker and O'Connor	
Cyclone Recovery	
<u>Policy function (excluding legislation) and Investment function</u>	
<p>We continue to work with the Treasury and Waka Kotahi on funding proposals for local road recovery in Phase 2 of the National Resilience Plan (NRP). The Treasury has advised that agency and Ministerial consultation on the draft Cabinet paper will run in parallel, from 7 to 12 September 2023. Cabinet decisions on Phase 2 NRP are expected on 18 September 2023.</p>	
<u>Legislation function</u>	
<p>The Order in Council (OiC) modifying the Land Transport Management Act (LTMA) 2003 was enacted on 1 September 2023.</p> <p>We are continuing to progress the draft OiCs (for Waka Kotahi and KiwiRail works) under Tranche 6.</p>	
Next steps:	
<p>Following Cabinet decisions on Phase 2 of the National Resilience Plan expected on 18 September 2023, we will provide you with letters for the Boards of both Waka Kotahi and KiwiRail about the funding decisions.</p> <p>We will provide you with a draft LEG paper on 20 September 2023 for the two OiCs for Waka Kotahi and KiwiRail works, as per the Tranche 6 timeframes.</p> <p><i>Responsibility: Nick Paterson, Manager, Cyclone Recovery</i></p>	
Minister Parker	
Air services negotiations	
<p>On 13-14 September 2023 Officials will meet representatives of the Association of Southeast Asian Nations (ASEAN) with a view to concluding an air services agreement (ASA) that would cover all ten ASEAN members. This would replace the ten individual ASA's New Zealand has with ASEAN members. Negotiations commenced in 2019. Good progress has been made. The main outstanding issues concern the rights that will be available to New Zealand airlines in terms of capacity, routes, and the carriage of passengers between ASEAN members and third countries. Officials will be looking to secure rights that are superior to those currently available under the individual ASA's.</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p>	<p>Next steps:</p> <p>We will advise you on the outcome of the negotiations.</p>

Minister Parker

Parliamentary Commissioner for the Environment's report into the process for developing emissions reduction plans

On 6 September 2023, the Parliamentary Commissioner for the Environment released the findings from a review into the process for developing the first Emissions Reduction Plan (ERP) in a report titled *"How Ministers and officials developed the first emissions reduction plan — and how to do it better next time"*. The report outlines the Commissioner's findings and provides seven recommendations to improve the process for developing future ERPs. The key findings are summarised below.

- **A coherent policy framework was lacking:** Key framing questions were not tackled up front and too much emphasis was placed, too early, on adding up sector-specific policies. Additionally, there was an over-reliance on the Climate Change Commission's advice and inadequate analysis of cross-sector trade-offs limited consideration of alternative pathways.
- **Leadership and collaboration:** Top-down political leadership unlocked the emissions reduction plan process. In particular having the CRMG chair by the Prime Minister helped to get an all-of-government view. The institutional cross-agency forums could have been more active in directing agencies to produce collective advice on whole-of-economy pathways.
- **Critical practicalities:** adequate support and resourcing, greater consistency of data and modelling, improved engagement with iwi and Māori and clearer objectives for the Climate Emergency Response Fund are all needed.

Overall, the Ministry's experience is consistent with these findings, and we are supportive of the recommendations. Officials are committed to iteratively improving the ERP development process and are already making steps towards implementing the recommendations of the review through ERP2 development.

Responsibility: Genevieve Woodall, Manager, Emissions Programme Office

Next steps:

We will continue to incorporate the recommendations of the review into our work to develop the ERP2.

3 KEY PRIORITIES

Minister Parker

Transport Accident Investigation Commission – Half Year Report to 30 June 2023

The Transport Accident Investigation Commission's (TAIC) Half Year Report to 30 June 2023 was provided to you on 23 August 2023.

Key items of note within the reporting period:

- TAIC closed ten domestic inquiries, which is a similar number to previous periods. Their target for closed domestic inquiries per annum is between 15 and 25.
- The average age of inquiries in progress on 30 June 2023 was 266 working days, which is slightly higher than the same time last year – 256 working days. In the reporting period TAIC closed three enquiries that were older than 440 working days (two years). Two inquiries older than two years remain in progress.
- The importance to transport safety of resilient infrastructure has been highlighted by several recent enquiries. Level crossings continue to be a theme for rail.
- TAIC's financial results show a year-to-date net deficit of \$141,000 against a budget net deficit of \$190,000.
- The average cost for the completed inquiries is \$463,000, which is higher the targeted range of \$400,000-450,000.
- Internal work programmes continue to progress, particularly the Knowledge Transfer System Programme, and implementation of a new case management system. Implementation of the case management system has taken longer than originally expected due to the time required to customise the system's features.

Please advise if there are matters you want to discuss further.

Responsibility: Harriet Shelton, Manager, Governance

Next steps:

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

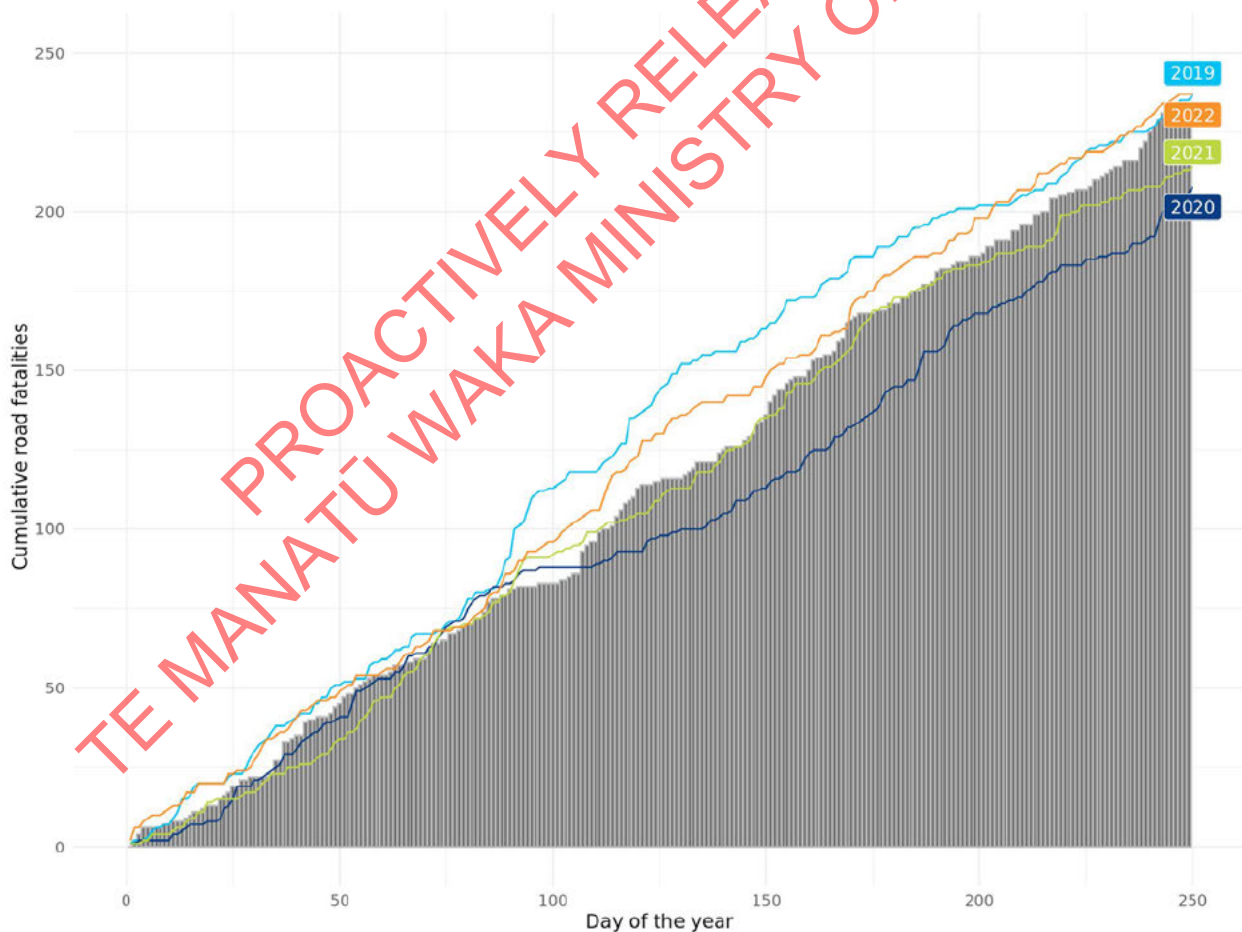
Minister O'Connor

None this week

Year to date road fatalities

As at 06 Sep 2023 provisional road fatalities are **234** for the year, this is 3 fewer fatalities than the same date in 2022. A year-to-date comparison is shown in the table below:

crash month	2019	2020	2021	2022	2023
Jan	32	21	18	29	22
Feb	26	32	28	25	32
Mar	33	31	34	32	27
Apr	45	9	25	37	32
May	29	23	31	27	27
Jun	27	29	37	32	31
Jul	14	32	16	25	25
Aug	24	23	20	27	35
Sep	5	6	4	3	3
Total	235	206	213	237	234



3 KEY PRIORITIES

Year to date road fatalities

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



Responsibility: Dan Jenkins, Manager, Analytics and Modelling

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Clean car and electric vehicle registrations

Summary of registrations by CCD Band for week ending 03 September, 2023

Total registrations

total registrations this week	delta prev week	last full month (Aug)	delta prev month	year to date	delta prev year to date
5947	1431	19,926	6,099	187,765	-17,797

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)	1	435	25	461	187	78	1317
Very low (1-49g/km)	0	391	0	391	184	7	607
Low (50-99g/km)	0	1067	0	1067	57	187	1758
Moderate (100-149g/km)	0	1365	0	1365	257	284	4210
High (150-199g/km)	1	1158	0	1159	448	204	6903
Very high (200-249g/km)	0	631	0	631	170	78	7220
Extremely high (over 250g/km)	0	434	0	434	115	49	3637
Unknown	210	13	216	439	13	107	933

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3 KEY PRIORITIES

Clean car and electric vehicle registrations

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	352	78	430	176		19	1195
Bus	0	0	0	0		1	20
Van	5	0	5	2		1	36
Truck	1	0	1	1		1	3
Motorcycle	25	0	25	8		1	46
Other	0	0	0	0			36

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		58709	1.277
Zero (0g/km)	Motorcycle	336		2743	0.060
Zero (0g/km)	Other	16		178	0.004
Zero (0g/km)	Van	653		1545	0.034

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		329	0
Zero (0g/km)	Other	2		51	0
Zero (0g/km)	Truck	11		142	0

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Graphical summary of registrations:

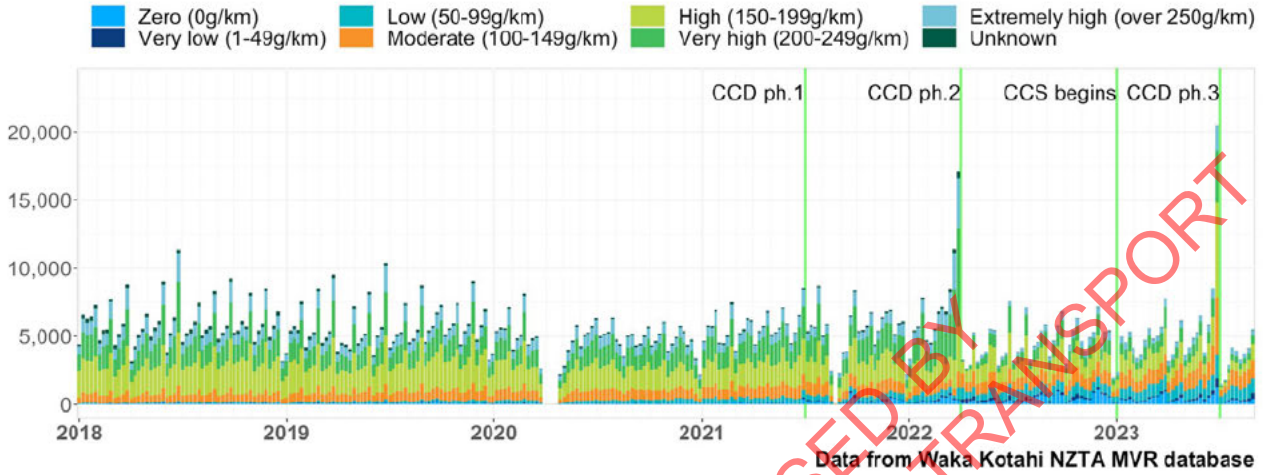


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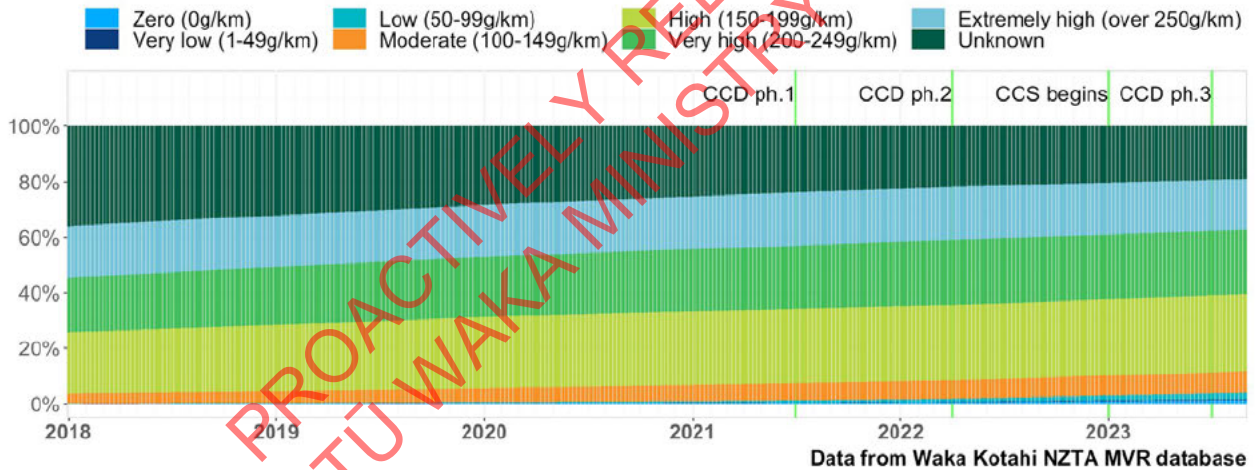
3 KEY PRIORITIES

Clean car and electric vehicle registrations

Weekly registrations of light motor vehicles



Light motor vehicle fleet
As a proportion of all light motor vehicles



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

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

Responsibility: Dan Jenkins, Manager, Analytics and Modelling

4 Cabinet papers

Minister Parker		
Paper	Committee	Status
<p>s 9(2)(b)(ii), s 9(2)(f)(iv)</p> <p><i>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</i></p>	<p>Cabinet.</p> <p>18 September 2023.</p>	<p>We provided you with an updated Cabinet paper on 7 September 2023 for your consideration.</p>
<p>Outcome of the consultation on moving to the Euro 6/VI vehicle noxious emissions standards</p> <p>This paper proposes to amend the Land Transport Rule: Vehicle Exhaust Emissions 2007 following public consultation on a draft Rule. It also seeks Cabinet agreement to the amendment Rule being finalised and published in the New Zealand Gazette prior to the 2023 General Election.</p> <p><i>Responsibility: Nick Paterson, Acting Manager, Environment and Emissions Policy Design</i></p>	<p>Cabinet Business Committee (CBC).</p> <p>18 September 2023.</p>	<p>We provided you with a draft Cabinet paper on 5 September 2023 for your consideration.</p>
<p>Orders in Council for Waka Kotahi and KiwiRail works</p> <p>This paper seeks agreement to submit the Orders in Council (OiCs) to the Executive Council for approval. The timeline for this paper is consistent with the timeline for Tranche 6 OiCs.</p> <p><i>Responsibility: Carmen Mak, Director, System and Regulatory Design</i></p>	<p>Cabinet.</p> <p>2 October 2023.</p>	<p>We intend to submit the draft Cabinet paper to you by 20 September 2023. Departmental and Ministerial consultation is scheduled to take place from 20 - 22 September 2023.</p>

Minister O'Connor

None this week.

5 CABINET PAPERS LED BY OTHER AGENCIES

5 Cabinet papers led by other agencies

None this week.

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

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



Cook Strait resilience

On 29 August 2023, Maritime NZ was informed about a failure on board the KiwiRail ferry *Kaiarahi*, while in routine dry-dock in Singapore. Diesel Generator number 1 (used to supply electrical power to the ship) was overhauled by ship staff. The overhaul was of routine nature based on the planned maintenance system requirements.

After the overhaul, the engine was run up to speed, as per the usual running-in procedures. The load on the engine was gradually increased, but when it was at 80% load, number 3 unit of the engine suffered a catastrophic failure. There were no injuries to people, and no pollution incidents.

KiwiRail is still considering how, when and where to undertake repairs or replacement of the engine. This will impact the return to service of the vessel.

The ship used Singapore for dry-dock because this was the nearest available dry-dock that could take the ship. Maritime NZ, and the sector, are increasingly concerned about the availability of dry docks. The dry dock in Australia is nearly always booked out with Australian navy and Singapore has long waiting times. This means operators are seeking exemptions to extend times to dry dock given difficulties in finding spaces. Given many vessels are towards end of life, there are increased safety risks of delays in dry docking not just for New Zealand flagged vessels but other foreign flagged vessels visiting our shores. We are strongly encouraging any consideration of support for dry docks in New Zealand to understand the heightened safety risks.

We were also made aware of a failure in the bow-door locking mechanism on *Kaitaki* (KiwiRail) and a turbocharger failure on *Connemara* (Strait NZ), neither of which caused safety concerns.

Upgraded satellite facilities for search and rescue

A ground station satellite facility (MEOLUT) that receives and processes signals from 406 emergency distress beacons has been given the green light to start working within the Cospas-Sarsat System. That system is a unique global cooperative that uses satellites to detect and locate the distress beacon signals that initiate the search and rescues' undertaken by Maritime NZ's Rescue Coordination Centre.

Upgrades to the MEOLUT allow it to process notifications from new generation beacons, and distress alerts from aircraft, which have been upgraded following the loss of Malaysian Airlines MH 370. The updates also allow a return-link system that lets people know their beacon activations have been received. NZ is now able to share our six receiving antennae information with Australia's six, which enhances our joint coverage area and improves the accuracy of the system.

This is a very important step in New Zealand's contribution to this unique international organisation and delivery of safety outcomes in our regime.

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

On 28 August 2023, a Vanuatu flagged cargo vessel, *Atlas Wind*, underwent a planned Port State Control (PSC)* inspection during her port call in Dunedin. The vessel was selected for inspection due to her compliance history and her status as a high-risk ship as set out in Maritime NZ selection criteria and the Tokyo MOU* database.

Initial findings noted a number of deficiencies. Due to the volume and nature of the deficiencies, the vessel was identified as sub-standard, and a detention notice was issued under PSC. The inspection was suspended to allow the responsible flag state (Vanuatu) to take remedial steps. Once class, and the ship's owners and agents have rectified the issues and the safety of operations is addressed, Maritime NZ will review removal of the detention.

Rescue Coordination Centre NZ hosts National Emergency Management Agency

On 31 August 2023, the Rescue Coordination Centre (RCC) hosted a delegation of Principals from the National Emergency Management Agency (NEMA) as part of their response agency familiarisation visits. RCCNZ demonstrated the important enabling capability they provide as part of the NSS response, such as coordination of search and rescue during national disasters such as Cyclone Gabrielle.

It was a valuable opportunity for both agencies to engage and build stronger working relationships, and for NEMA to better understand how it could utilise the RCC, and the Maritime NZ Maritime Incident Response Team.

Maritime NZ collaborates with AMSA Joint Rescue Coordination Centre

Maritime NZ, in cooperation with the Australian Maritime Safety Authority (AMSA), successfully carried out the first ever reciprocal search and rescue capability benchmarking exercise over the period 21-25 August 2023. AMSA and Maritime NZ agreed to work on this new programme to enhance opportunities for closer collaboration, cooperation, learning and SAR service improvements.

A team of four from Maritime NZ Rescue Coordination Centre, with support from AMSA, assessed Search and Rescue systems and processes. The activity involved a series of interviews, practical simulations, and desktop assessments of AMSA systems, tools and procedures.

Both parties were pleased with how the exercise went and expect the arrangement to continue as part of SAR cooperation and collaboration between Australia and New Zealand. In particular, it will help each organisation drive continuous improvement on both sides of the Tasman.

Maritime NZ will develop and deliver a final report capturing their observations and recommendations, which will be submitted to the Australian Search and Rescue Council. The report will also be used by Australia to provide evidence that they are continuing to meet their International Civil Aviation Organisation (ICAO) Universal Audit Program Continuous Monitoring Approach obligations. Australia will visit New Zealand next year to carry out a peer review of our Rescue Coordination Centre.

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

s 9(2)(a)



Fig 1. MNZ Benchmarking Team interviews AMSA Response Centre Management

Maritime NZ in the media

On 4 September 2023, Maritime NZ’s Rescue Coordination Centre NZ coordinated the rescue of two climbers off Mt Cook. At an altitude of 3300 metres this was a complicated rescue, requiring tactical thinking from the responding team. On 5 September 2023, Maritime NZ communications worked with RCCNZ to pitch the story to media. The story was picked up by several mainstream media outlets. We supplied the outlets pictures which helped to showcase how challenging it was to get to the location.

As part of the media pitch, we also supported media outlets in talking to a responder from Helicopters Otago. This was a good piece to profile the work RCCNZ does as a coordinating search and rescue agency.

We are continuing to work with Environment Southland on a response to a freelance reporter about managing the risks around cruise ships in Fiordland.



Rescue location.

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



Aviation Security Service
Kaiwhakamaru Rererangi

Key Updates

Update on Potential Protest Activity by Local Iwi at Kaitaia Airport

You will recall that we informed you about potential protest activity by Ngāti Kahu at Kaitaia Airport on 4 September 2023. Iwi's intention was to occupy the airport.

We have been informed that the occupation was cancelled. The Council is entering into discussions with Ngāti Kahu regarding land ownership of Kaitaia Airport.

CAA to Run a Workshop at the Aerospace Summit

This week the CAA is preparing to run a Workshop on 11 September 2023 at the Aerospace Summit in Christchurch. The Workshop is called 'Getting Match Fit – Getting Regulatory Ready' and is aimed at innovators who are considering entering the aviation system.

The CAA will staff a booth at the Summit to enable easier engagement with innovators and operators and provide first hand advice on regulatory pathways that are appropriate for their intended technology or capability.

The Summit organisers have also given the CAA a short briefing slot in the main auditorium on 12 September 2023 to explain how the CAA provides a bridge to and from industry engagement, without comprising the integrity of regulator/industry engagement.

Review of Investigation and Enforcement Function

In the Weekly Report week ending 25 August 2023 we informed you that the Director had commissioned Mike Heron KC to review CAA's investigation and enforcement functions.

The review examined the Civil Aviation Authority's "management systems, procedures, and practices operating within the investigation and enforcement function, including the way in which expert evidence is obtained and managed and to identify any changes that may be required to the Authority's regulatory policies or practice". The purpose was to ensure that the Authority's investigation and supporting functions are working in a cohesive, coherent, and effective manner - meeting the Authority's strategic and regulatory obligations and goals in accordance with our aspirations to be a values-based, modern regulator.

Following internal release of the report and some initial briefing to industry through the Aviation Community Advisory Group, the CAA will be advertising for a Programme Manager to lead the work to implement the review, as of 11 September 2023. The Review Report and the Director's Response to it will be provided to your Office and Ministry of Transport on 28 September 2023 and posted on the CAA website on 2 October 2023.

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

Communications and External Engagement

Media plan – to 10 September 2023

Date (planned)	Item	Description	Targeted media
12-Sep-23	Targeted release	<p><i>Media release to accompany public release of a fatal accident report ZK-MGB.</i></p> <p>On 4 August 2022 a Cessna 182H Skylane crashed on the McCoy Glacier in the Southern Alps. The plane collided with terrain after an apparent decision by the pilot to turn back to his departure aerodrome. The aircraft likely encountered an area of very strong downdraughts resulting in a high rate of descent. These downdraughts either exceeded its climb performance and/or possibly forced it into the cloud layer. For either scenario the pilot was unable to avoid terrain.</p> <p>The report makes recommendations about mountain flying and reliance on uncertificated meteorological forecasting providers.</p>	Stuff, NZ Herald, RNZ
No date	Comment or statement	Reactive statements prepared in relation to an incident at Queenstown Airport on Saturday 2 September, in which an airborne sports ball struck an aircraft on its final approach. There is video footage of the incident which may already be circulating on social media and may draw media attention.	n/a
11-Sep-23	Comment or statement	The CAA's case against Mr B Thow goes to trial on Monday 11 September in the Dunedin District Court. Media attention is anticipated, and response statements are prepared, noting that minimal information will be shared while the trial is ongoing.	n/a

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

Media mentions – to 6 September 2023

Date	Activity	Channel
30 August 2023	<p>Why do I seem to set alarms off in one airport and not the other?</p> <p>Comment provided:</p> <p>New Zealand's Aviation Security Service operates walk-through metal detectors (WTMD) and Advanced Imaging Technology (AIT) – also known as 'body scanners' – at Auckland, Wellington, Christchurch, Dunedin, Queenstown and Invercargill airports. All passengers must walk through a WTMD.</p> <p>Passengers may also be scanned in the AIT on any occasion, in addition to going through the walk-through metal detector. This can be due to a detection as well as a random selection.</p> <p>If an individual passenger is subject to AIT scanning more frequently at one airport over another, this is likely just a coincidence. Due to the large number of people scanned, the probability of being selected randomly every time is low but it is possible.</p>	Stuff

Upcoming communications and engagement

Planned release/publish	What	Type	Why
Aug-September 2023	Becoming a licensed aircraft maintenance engineer.	GAP booklet (update)	Minor update and then reprint.
11-12 September 2023	Aerospace Summit.	Face-to-face event	Emerging Technologies Unit exhibiting at Aerospace Summit.
July-September 2023 (multiple dates)	Airworthiness and maintenance.	Face-to-face event	Education for owners and operators to increase their understanding of the requirements for maintaining their aircraft.
September 2023	Vector Spring Issue.	Aviation industry magazine	A way of getting relevant information to industry in an easy-to-read format.

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

Planned release/publish	What	Type	Why
September- November 2023 (multiple dates)	Plane Talking.	Face-to-face event	This series of seminars, as part of the Work Together, Stay Apart campaign, serves the aerodrome communities and will be held in aero clubs and flying schools throughout New Zealand. There are 21 dates in total.
September 2023	Plane Talking.	GAP video	To educate the aerodrome community about standard radio calls. This video is the first educational product to be released as part of the Work Together, Stay Apart campaign.
July-December 2023 (multiple dates)	Dangerous Goods (DG).	Face-to-face event	To provide training and qualification for the carriage of DG.
October 2023	Weight and balance.	GAP booklet (update)	Business as usual (BAU) version update.
October 2023	Vector special issue: accidents that have common causes.	Aviation industry magazine	To highlight the most common causes of fatal accidents that safety investigators go to.
TBC	In, Out and Around Queenstown.	GAP booklet (update)	BAU version update.
TBC	In, Out and Around Christchurch.	GAP booklet (update)	BAU version update.
TBC	In, Out and Around Manawatū.	GAP booklet (update)	BAU version update.

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

**New inquiries / International Assistance**

Opening of Overseas Assist Inquiry AO-2023-009 to support Australian Transport Safety Bureau (ATSB) investigation

The CIA opened a new overseas assist inquiry last week. It is to assist the ATSB who are investigating an incident involving an Australian registered aircraft that occurred on approach to Napier. Reported details of the incident are as follows:

- -On 25 May 2023 11:52 UTC with aircraft Embraer E190-E2 operated as a charter flight by Pionair Australia, registration VH-IKJ.
- -The incident occurred on approach into Napier.
- -No injuries and no damage.
- -The aircraft conducted a non-standard “orbit”, instead of following the documented missed approach procedure.

Graham Thomas has been appointed as an Accredited Representative to assist the ATSB.

KiwiRail 

No update this week.

PROACTIVELY RELEASED BY
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