

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)



Transport Portfolio Weekly Report

Week commencing 2 April 2024

Recipient

HON SIMEON BROWN
MINISTER OF TRANSPORT

Copy the report to Hon Matthew Doocey as
Associate Minister of Transport

Minister's comments:




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TE MANATŪ WAKA MINISTRY OF TRANSPORT





Agenda - Minister Brown officials' meeting

Day Date	Monday 8 April 2024		
Time	1.00pm – 1.45pm		
Venue	Parliament – EW5.1R		
Ministry of Transport (the Ministry) attendees			
Audrey Sonerson, Chief Executive			
Brent Johnston, Chief of Staff			
Paul O'Connell, Deputy Chief Executive, Sector Strategy Group			
David Wood, Deputy Chief Executive, Investment and Monitoring Group			
Bronwyn Turley, Deputy Chief Executive, Regulatory Group			
Siobhan Routledge, Acting Deputy Chief Executive, Policy			
Tim Herbert, Manager, Investment, Investment and Monitoring Group			
Richard Cross, Director, Investment and Monitoring Group			
Andrew Hicks, Manager, Programme Monitoring and Investment Management, Investment and Monitoring Group			
Natasha Rave, Manager, Resilience and Security, Regulatory Group			
Bev Driscoll, Manager, Rail, Policy Group			
Part 1	Ministry of Transport	Lead	Paper reference
1.0	CE Only Time	Audrey Sonerson	
1.1	Weekly Report <ul style="list-style-type: none"> GPS updates 	Audrey Sonerson Paul O'Connell	Week commencing 2 April
1.2	Aviation: <ul style="list-style-type: none"> Joint Venture Airports CAA Funding Review Advice s 9(2)(f)(iv) 	David Wood David Wood Bronwyn Turley	OC240145 OC240333 OC240211
1.4	Rail: <ul style="list-style-type: none"> Lower North Island Rail Integrated Mobility Rail Funding – options and immediate next 	Siobhan Routledge	OC240137 2 pager
1.5	Driver Licensing: <ul style="list-style-type: none"> Driver Licensing Resit Fees 	Bronwyn Turley Note: NZTA will join for this discussion	OC240293

Actions from transport officials meeting

Meeting with the Ministry of Transport (the Ministry) Tuesday 2 April 2024	Due date
<p>GPS</p> <p>s 9(2)(f)(iv)</p> 	Complete
<p>Revenue</p> <ul style="list-style-type: none"> Officials to confirm focus of upcoming workshops. 	Update provided in Weekly Report
<p>s 9(2)(f)(iv)</p> 	Complete
<p>Port Coastal Permits Officials to update Cabinet paper to include:</p> <ul style="list-style-type: none"> option for 20- or 30-year exemption, maps to show physical impact on ports, and clear narrative on the limited set of activities and time period this proposal relates to. 	Complete
<p>Rail</p> <p>s 9(2)(f)(iv)</p> 	<p>Two pager provided week ending 5 April 2024</p> <p>Further advice to be provided week ending 12 April 2024</p>

Meeting with the Ministry of Transport (the Ministry) Tuesday 2 April 2024		Due date
<p>s 9(2)(f)(iv)</p> 		<p>We are developing a phased schedule of the remaining pieces of advice that you have asked for. The intent is to provide you with a clear approach that allows you to work towards decisions over the next year.</p>
Decisions		Confirmed / Denied
<ul style="list-style-type: none"> Agree in principle that Budget Sensitive information (funding for Ground Based Navigational Aids and associated Budget timeframes) could be shared with Airways New Zealand subject to Minister of Finance and Minister for SOE approval. Office to liaise to seek this agreement. 		Complete
<ul style="list-style-type: none"> Progress with two safety Cabinet papers – one on safety priorities/objectives and oral fluid testing (noting paper), and a separate paper on speed rule changes. Confirmation of which DPMC Cabinet report backs will proceed. 		Confirmed Confirmed
Ongoing actions from transport officials meeting		
Officials Meeting date	Action	Due date
5 February 2024	<p>ALR Officials to provide weekly updates of expected wind-down costs of ALR.</p>	Ongoing
26 February 2024	<p>s 9(2)(f)(iv)</p> 	Thursday 11 April 2024
11 March 2024	<p>Revenue System Officials to provide advice on work programme for the June 2024 Cabinet report back on the revenue system</p>	Ongoing

Ongoing actions from transport officials meeting		
	<p>work, including scope (e.g. tolling, value capture, vehicles transition to RUC), timeframes, and engagement approach.</p> <p>Confirmation that the RUC report back signalled for April 2024 could be incorporated into the June 2024 report back.</p>	Confirmed
11 March 2024	<p>GPS Investment</p> <p>Officials to provide weekly updates on next steps across programmes of work signalled in the GPS.</p>	Ongoing
18 March 2024	<p>Road Safety</p> <p>[Redacted]</p>	s 9(2)(f)(iv)
18 March 2024	<p>Driver License resit fees</p> <p>Officials to confirm next steps/timeframe to implement resit fees before the end of April 2024, including targeted consultation with representative groups between Cabinet policy consideration and legislative confirmation.</p>	Complete
18 March 2024	<p>Miscellaneous</p> <p>Officials to ensure future advice on the revenue system is prepared jointly between the Ministry and NZTA.</p> <p>[Redacted]</p> <p>Officials to prepare talking points on Nationally Determined Contributions to Emissions Reduction.</p>	<p>Ongoing</p> <p>Awaiting advice from MfE on timeframe for ERP1 Cabinet paper</p> <p>Friday 12 April 2024</p>
25 March 2024	<p>[Redacted]</p>	

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1 Ministerial priorities

Safety

Project: Speed limits	
<p>We are continuing to work with NZTA on drafting the Rule changes and are preparing some minor suggested changes to the GPS as discussed with you. We are continuing to draft the Cabinet paper, consultation document, and Regulatory Impact Statement to provide to your Office by 10 April 2024 to begin Ministerial and cross-party consultation. We may need to provide the draft Rule the following week depending on progress this week.</p>	
<p>Briefing: Replacing the Land Transport Rule Setting of Speed Limits 2022 - consultation</p> <p>This will be a cover briefing accompanying the Cabinet paper, consultation document, draft Rule, and Regulatory Impact Statement.</p>	<p>Date: 10 April 2024</p>
<p>Cabinet Paper: Replacing the Land Transport Rule Setting of Speed Limits 2022 - consultation</p> <p>Progress Update: We are continuing to draft the consultation document and Regulatory Impact Statement. We are working with NZTA to produce a draft of the Rule. Depending on progress this week, the draft Rule may come to you by 17 April 2024, a week after the draft Cabinet paper, Regulatory Impact Statement and consultation document are provided to your Office.</p>	<p>To Minister: 10 April 2024 To lodge: 2 May 2024 To Committee: 8 May 2024</p>
Project: Oral fluid testing regime	
<p>We have issued Bill drafting instructions to the Parliamentary Counsel Office (PCO) as a matter of urgency for amendments to the oral fluid testing (OFT) regime. s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p>We will work closely with PCO throughout the drafting process.</p> <p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p>Police originally noted that they would require a 12-month lead-in time to operationalise the new OFT regime after the amendments were enacted. s 9(2)(f)(iv)</p> <p>[Redacted]</p>	

s 9(2)(f)(iv)

Project: Road safety objectives

s 9(2)(f)(iv)

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Revenue

Project: Revenue system report back

Early next week you will receive advice on the structure of the Transport Revenue Expert Advisory Group and a long list of potential members, which also reflects feedback from Treasury, NZTA, and DPMC. We would like to discuss this with you.

We are working with your Office to schedule a series of workshops to step through key policy matters that will inform the June report back. The first workshop has been scheduled for 15 April 2024, which will be a joint session with NZTA.

We plan to use the first workshop to discuss with you:

- confirming the Transport Revenue Expert Advisory Group members and its role,
- s 9(2)(f)(iv) [redacted]
- [redacted] and confirming our approach for the June 2024 Cabinet paper.

Cabinet Paper: Report back on proposals to improve the revenue system

This paper will advise on options and timeframes to progress the fleet-wide transition to road user charges and other improvements to the revenue system.

To Minister: 7 June 2024

To lodge: 20 June 2024

To Committee: 26 June 2024

Project: Fleet-wide transition to RUC

We are continuing to work with NZTA to develop the timeframes and milestones for the work programme.

Briefing: Programme for the fleet-wide transition to road user charges

This briefing will provide further advice on the options for the fleet-wide transition to road user charges and seek your views on the direction and scope of the June 2024 report back to Cabinet.

Date: Week ending 19 April 2024

Project: Time of use charging

We will provide further advice once you have met with the Mayor of Auckland.

s 9(2)(f)(iv)

Project: Other revenue policy

We provided feedback to your Office on a draft Minister for Infrastructure Cabinet Paper. We will ensure that our advice on other revenue tools (including responsibilities for policy development) is consistent with decisions on that paper (see section 6.2 for further information).

s 9(2)(f)(iv)

Date: Week ending 26 April 2024

Date: TBC June 2024

Rail

Project: Metropolitan Rail Operating Model (MROM) settings review

Briefing: Setting new Metropolitan Rail Operating Model objectives

This briefing will propose new system level objectives for the metro rail system and corresponding key features of the model.

Date: Week ending 17 May 2024

Emissions

Project: Clean Car Importer Standard	
s 9(2)(f)(iv)	
Project: EV Charging Infrastructure	
Cabinet Paper: Supercharging EV infrastructure work programme We have provided input to a Cabinet paper prepared by MBIE on the Supercharging EV Infrastructure work programme.	To Minister: With Minister To lodge: Lodged To Committee: 10 April 2024
Project: Emissions Reduction Plan 2 (ERP2)	
Draft chapter for Emissions Reduction Plan public consultation s 9(2)(f)(iv)	To Minister: 9 April 2024

Investment

Project: Government Policy Statement on Land Transport 2024

GPS 2024 Update

Public consultation on the draft GPS 2024 closed at 12pm on Tuesday 2 April 2024. As at 12pm on 2 April 2024 we received a total of 2,038 submissions:

- 662 written submissions from organisations and individuals
- 1,376 responses to the online survey.

s 9(2)(f)(iv)

Briefing: GPS 2024 submissions analysis

This briefing will provide you with an overview of submissions analysis and seek decisions on changes to the GPS 2024 if necessary.

Date: 12 April 2024

Cabinet Paper: This paper will seek approval to publish the GPS 2024.

Progress Update: This paper is pending conclusion of public consultation.

We are currently reviewing timeframes for seeking Cabinet approval to the final GPS 2024. We will provide you with an updated timeline on 12 April 2024.

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Aviation

Project: CAA funding review

s 9(2)(f)(iv)

s 9(2)(b)(ii)

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2 Updates on other matters

Climate Change Commission to consult on draft advice including on emissions from international aviation and shipping

On Monday 8 April, the Climate Change Commission will release draft advice and discussion documents for three pieces of advice that are required by the Climate Change Response Act (CCRA). One piece of advice specifically relates to transport – emissions from international aviation and shipping – while the other two are economy-wide. The areas of advice are:

- draft advice for the fourth emissions budget period (2036–2040), and potential revision of emissions budgets one, two, and three,
- a discussion document on the review of whether emissions from international shipping and aviation should be included in the emissions reduction target, and
- a discussion document on the inaugural five-yearly review of the 2050 emissions reduction target.

Emissions from international aviation and shipping are not currently included within New Zealand's 2050 target or emissions budgets, while some countries such as the United Kingdom do so. New Zealand participates in international negotiations at the International Maritime Organisation (IMO) and the International Civil Aviation Organisation (ICAO) to contribute to international standards and approaches to reducing these emissions.

The draft advice and consultation will be embargoed until 5.30pm on 8 April as it will contain market-sensitive information for the NZ ETS. The final advice from the Commission is due by the end of this year. The Government is required under the CCRA to respond to the advice by the end of 2025.

Some talking points are provided below and we will provide an update on the content of the draft advice and consultation next week once we have received it.

Draft talking points:

- The Commission is currently consulting on its advice and will deliver its final advice at the end of this year.
- At that point, the Government will consider the Commission's advice.
- I will of course be particularly interested in the final advice on international aviation and shipping.
- These are both sectors that are critical for connecting New Zealanders with the world and ensuring our exports reach international markets.
- The Government is required to respond to the Commission's final advice within 12 months.

Base Ohakea availability as an alternate runway

In February we briefed you on the reduced availability of RNZAF Base Ohakea for use as an alternate runway for long haul flights to New Zealand. This was due to a shortage of suitably certified Rescue Fire Service (RFS) staff within the Air Force to meet the required Cat 7 RFS capability on a full-time basis.

Last week the Air Force informed us that six staff have successfully completed the required training in Dubai and have been certified at the RFS capability for wide-body aircraft. As a result, Ohakea has now returned to Cat 7 RFS capability on a 24 hours (fulltime) basis. This is not a 'no fail' assurance by the Air Force and military operations always remain the priority, but it is the most significant improvement on availability post-pandemic.

However, this does not mean that Ohakea is immediately available on a 24-hour basis. Ohakea can only be used as an alternate runway if the appropriate level of Air Traffic Control (ATC) service is available. s 9(2)(b)(ii)

TC services are currently available between 0500-2230 Mon-Fri, and 0500-2200 weekends.

s 9(2)(b)(ii)

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3 Transport stakeholder updates

No transport stakeholder updates this week.

4 Upcoming Minister of Transport meetings

Meeting Date	Meeting	Details
10 April 2024 10.00pm	Meeting with Iceland's Minister of Infrastructure, Sigurður Ingi	Briefing Due: 8 April 2024 Officials Attending: Matt Skinner, Manager, Revenue (if required)
11 April 2024 3.30 – 4.00 pm	Meeting with Danusia Wypych, CEO of ChargeNet	Briefing Due: 9 April 2024 Officials Attending: Natasha Rave, Acting Manager, Environment Richard Briggs, Group Manager, EECA
11 April 2024 4:00 – 4:30pm	Meeting with Canterbury Regional Council	Briefing Due: 9 April 2024 Officials Attending: Jessica Ranger, Manager, Urban Development and Public Transport
11 April 2024 4.30 – 5.00pm	Meeting with Mike Burrell, Sustainable Business Council and Climate Leaders Coalition	Briefing Due: 9 April 2024 Officials Attending: Siobhan Routledge, Acting DCE, Policy
22 April 2024 11.00 – 11:30am	Meeting with Rod Carr, Chair of the Climate Change Commission	Briefing Due: 19 April 2024 Officials Attending: TBC
23 April 2024 11.00 – 11.30 Am	Meeting with Matt Clarke, CEO Wellington International Airport	Briefing Due: 19 April 2024 Officials Attending: Tom Forster, Manager, Aviation & Maritime

5 Other upcoming Ministry of Transport Cabinet papers

Cabinet Paper: Urgent amendment to Land Transport Rule: Vehicle Exhaust Emissions 2007	
<p>This paper seeks authorisation from the Cabinet Legislation Committee (LEG) for the Land Transport Rule: Vehicle Exhaust Emissions Amendment 2024 to be submitted to the Executive Council.</p> <p>The Rule amends the Land Transport Rule: Vehicle Exhaust Emissions 2007 (the Principal Rule), correcting an error created in a recent amendment to the Principal Rule that creates unintended requirements for used vehicle importers.</p>	
<p>Progress Update: The finalised draft LEG paper and the Rule have been provided to your Office for lodgement.</p>	<p>To Minister: With Minister To lodge: Lodged To Committee: 11 April 2024 (LEG)</p>
Cabinet Paper: Deputy Medical Convener: Reappointment	
<p>This paper asks Cabinet's Appointments and Honours Committee (APH) to note the Minister's intention to reappoint Dr Martin Robb as Deputy Medical Convener for a further term.</p>	
<p>Progress Update: Ministerial feedback has been incorporated and paper has now been lodged.</p>	<p>To Minister: With Minister To lodge: Lodged 4 April 2024 To Committee: 9 April 2024 (APH)</p>
Cabinet Paper: Reintroducing driver license resit fees	
<p>Progress Update: You have asked for urgent amendments to driver licence fee regulations to reintroduce resit fees. We have provided a draft Cabinet paper to your Office so you can begin Ministerial consultation.</p> <p>We have confirmed with your Office your intention to lodge on 11 April, in time for Cabinet Business Committee (CBC) on 15 April. We intend to provide a final Cabinet paper and Cost Recovery Impact Statement for your review by COP Monday 8 April.</p>	<p>To Minister: 8 April 2024 To lodge: 11 April 2024 To Committee: 15 April 2024 (CBC)</p>
Cabinet Paper: Resource Management Act 1991 amendment to extend certain port coastal permits	
<p>This paper seeks agreement from Cabinet's Economic Policy Committee (ECO) to extend the duration of certain port coastal permits through the first Resource Management Act 1991 (RMA) Amendment Bill.</p>	
<p>Progress Update: This paper has been lodged for consideration by ECO on 10 April 2024 and Cabinet on 15 April 2024.</p>	<p>To Minister: With Minister To lodge: Lodged To Committee: 10 April 2024 (ECO)</p>

s 9(2)(f)(iv)

Cabinet Paper: Auckland Light Rail March Report Back - Cabinet Paper

This paper reports back to the Committee on progress on disestablishing Auckland Light Rail Ltd as agreed by Cabinet in December 2023, including the future of its land holding, and disposing of its other assets.

Progress Update: The paper has been lodged, with talking points provided. No feedback was received on the paper from Ministerial or departmental consultation.

To support the next steps in the Cabinet paper, an aide memoire was sent to the office on 3 April s 9(2)(f)(iv)

To Minister: With Minister
To lodge: Lodged
To Committee: 9 April 2024 (EXP)

s 9(2)(f)(iv)

Cabinet Paper: Maritime and Oil Pollution Levies: Proposed increases

Progress Update: We submitted advice to Ministers Brown and Doocey on Friday 28 March, which informed a meeting with Hon Jones on 2 April. Agreement was reached at the meeting on the adjustments required to the Oil Pollution Levies.

To Minister: With Minister Doocey
To lodge: Lodged 4 April 2024
To Committee: 11 April 2024 (ECO)

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6 Other briefings and aide memoires to Minister of Transport

Due to Office:	Title
10 April 2024	<p>Briefing: NZTA Quarter 2 performance update This briefing will provide you with an exceptions-based analysis of the performance of NZTA over the 6-month period ending 31 December 2023.</p>
Week ending 12 April 2024	<p>NZTA Section 9 funding requests: RUC enforcement and EV RUC administration costs</p> <p>This briefing will provide an overview of the section 9 of the Land Transport Management Act 2003 (LTMA) funding process and seek your decision on two requests from NZTA to utilise section 9 funding.</p>
Week ending 12 April 2024	<p>Ministry of Transport – Baseline Savings and Priorities for 2024/25</p> <p>This briefing will provide you with an overview of the Ministry’s baseline savings programme and work programme priorities, including the finalised A3.</p>
Week ending 26 April 2024	<p>Total Mobility Review – update on progress</p> <p>s 9(2)(f)(iv)</p>
TBC April	<p>Progress on disestablishing Auckland Light Rail Limited</p> <p>This briefing will update and seek decisions from Shareholding Ministers (yourself, the Minister of Finance and the Minister of Housing) on the wind-down of Auckland Light Rail Limited and the approach to ALR Limited transitioning to a holding company. It will describe the functions of the holding company and how it will be resourced.</p>
Week ending 3 May 2024	<p>s 9(2)(f)(iv)</p>
Week ending 3 May 2024	

6.1 Proactive Releases

Due to Office	Title	Date planned for release
23 April 2024	<p>Auckland Light Rail – draft business case documents</p> <p>As the Ministry is to be the owner of Auckland Light Rail (ALR) Ltd.'s intellectual property, we are reviewing a significant amount of material that was generated through the (ALR) business case process for proactive release. The Ministry is taking a staged approach to the release, with the draft business case documents making up tranche one. The Ministry will be engaging with partner agencies who contributed to these documents ahead of the proactive release.</p>	End of April/beginning of May

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6.2 Other portfolio Cabinet papers with transport implications

Committees	
Cabinet Business Committee (CBC)	
15 April 2024	Background to New Zealand's Emission Reduction Targets s 9(2)(f)(iv)
Economic Policy Committee (ECO)	
10 April 2024	s 9(2)(f)(iv)

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7 Ministerial correspondence and OIAs Ministerial correspondence:

# of Ministerials	Topic	Key themes
6	Road User Charges Amendment	<ul style="list-style-type: none"> Concerns about the fairness of the proposed framework Concerns about the fairness of the admin fee Concerns that the proposed framework will impact emissions

Ministerial OIA requests:

Due date to Minister's Office	Due date to requester	Requester	Summary of request
3/04/2024 Extended 2/05/2024	10/04/2024 Extended 9/05/2024	s 9(2)(a)	All advice related to the appointment of Simon Bridges as Chair of NZTA
11/04/2024	18/04/2024		All documents received since the October 2023 election about the possible use of congestion charging and tolling
11/04/2024	18/04/2024		All advice, reports, briefings, or any other documents regarding public transport in GPS 2024
15/04/2024	8/04/2024		Advice received regarding speed limits outside schools
15/04/2024	22/04/2024		January 2024 briefings
15/04/2024	22/04/2024		Advice provided to the Minister regarding the tax rate of electric vehicles
24/04/2024	1/05/2024		All briefings since 26 February 2024
24/04/2024	1/05/2024		All weekly reports since 26 February 2024

Written Parliamentary Questions:

Date Received	Number	Topics	Due to the House Office
2/04/2024	4347 (2024)	Funding required for the Wairarapa train line	10/04/2024

7.1 Departmental Official Information Act requests

Due Date to Requester	Requester	Summary of request
9/04/2024	s 9(2)(a)	Any briefings or information provided to Ministers regarding representatives of lobbying groups
10/04/2024		December 2023 briefings to the Minister
10/04/2024		Annual Review support material for the Chief Executive
11/04/2024		Any internal correspondence regarding speed changes announcements
15/04/2024		Information regarding the appointment of the Chair of NZTA
16/04/2024		Information regarding the appointment of the Chair of NZTA
18/04/2024		Sources for funding roads in New Zealand
19/04/2024		Briefings and key documents regarding air transportation MoU signed by NZ and Kuwait in 2012.
19/04/2024		Information regarding the appointment of the Chair of NZTA
19/04/2024		January 2024 briefings to the Minister
19/04/2024		January 2024 briefings to the Minister
19/04/2024		2012 Clifford Bay Business Case
23/04/2024		Advice received on the impacts of removing climate change references from the GPS
24/04/2024		Advice provided to Ministers and their Offices on speed limit reductions
24/04/2024		Advice provided to Ministers and their Offices on petrol taxes

Due Date to Requester	Requester	Summary of request
26/04/2024	s 9(2)(a)	Information regarding funding allocation process for groups such as Search & Rescue, Surf Lifesaving, AREC, etc
30/04/2024		Advice on the Accessible Streets regulatory package
30/04/2024		The Ministry's Health, Safety and Wellbeing Strategy, Policy and Annual Reporting
30/04/2024		Specific information around parking enforcement in the Land Transport Act
2/05/2024		Information around the use of algorithms in the Ministry
2/05/2024		Internal communications regarding cost cuts, savings, and a directive to slash roles and spending
2/05/2024		Materials on the EV charging infrastructure network
2/05/2024		Expenditure on PR and Communications support

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Transport Portfolio Agency Reports



Aviation Security Service
Kaiwbakamaru Rererangi



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Agenda – Minister Brown Officials’ meeting with NZTA

Day Date	Monday 8 April, 2024		
Time	1:45 – 2:30pm		
Venue	Parliament – EW5.1R		
NZ Transport Agency attendees			
Richard May, Chief of Staff			
Chris Bunny, Group General Manager, Systems Leadership			
Brett Gliddon, Group General Manager, Transport Services			
Sarina Pratley, Chief Customer & Services Officer			
Deb Hume, National Manager, Multimodal Integration, Transport Services			
Apologies			
Nicole Rosie, Chief Executive			
Brent Alderton, Group General Manager, Regulatory and Director of Land Transport			
		Lead	Paper reference
1.1	Weekly Report	Chris Bunny	
1.2	NTS	Sarina Pratley	
1.3	Drivers' Licencing	Chris Bunny	

Actions from transport officials meeting

Meeting with NZ Transport Agency Waka Kotahi (NZTA) – 2 April 2024	Due date
Road Freight Safety Forum Provide a briefing on the legislative change proposals being put forward by the Forum.	18 April 2024
RUC compliance Provide advice on the level of RUC compliance.	16 April 2024

Updates: 100 Day plan

Meet with councils and communities to establish regional requirements for recovery from Cyclone Gabrielle and other recent major flooding events
<p>Transport Rebuild East Coast (TREC)</p> <p>On 27 March 2024, a meeting was held in Tairāwhiti with TREC and iwi representatives to discuss recruitment opportunities and processes and how they can better involve mana whenua. TREC will continue to work with iwi to find skilled local people for employment opportunities where possible. Drop-in sessions continued to be held this week to introduce TREC to the community, engage on large project options and inform on the recommended programmes for SH2 and SH5 critical resilience sites. Sessions held this week were in Te Karaka on 4 April 2024. The planned Ōpōtiki session is moving from 3 April 2024 to a later date, to permit ongoing conversations with council and iwi first. Online consultation runs from 18 March to 16 April 2024 at nzta.govt.nz/trec/have-your-say.</p> <p>State Highway 1 (SH1) Brynderwyn Hills</p> <p>The road safely re-opened to traffic on 28 March 2024 for six days, giving a boost to Northland businesses over this critical period. The road closed again at 12:01am on 3 April 2024 and will remain closed until 11:59pm 12 May 2024 while NZTA completes the remaining work that requires a full closure. There has been positive media outlet coverage following the site visit on 26 March 2024. NZTA communications via a weekly newsletter and regular social media posts will continue as planned.</p> <p>Hawke's Bay</p> <p>Local government partners continue to seek certainty on rebuild funding for local roads, specifically the likelihood of bespoke Funding Assistance Rates (FAR). This has been reiterated in a recent letter from the region's Mayors to the NZTA Board Chair.</p>

Updates:

NZTA App

NZTA will begin Phase One of our external rollout of the NZTA App in the coming weeks. This phase involves inviting selected external stakeholders to download the Beta (test) version of the App and provide feedback ahead of the upcoming public launch. Initially, users will need to have a verified RealMe login to access the App and will be able to view their Driver licence and Vehicle Licence details (registration), pay vehicle registration, or buy Road User Charges (RUC) through a link to our website. All feedback will be monitored to improve future versions of the App.

Easter 2024 Road Deaths

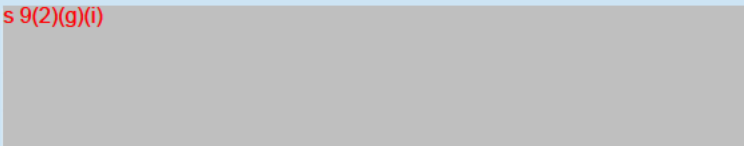
Please refer to Appendix One for details of fatal crashes which occurred over the Easter long weekend.

The information provided is as at 3 April 2024 and is subject to change as further information is received from NZ Police. We will provide quarterly updates on deaths and serious injuries through future Weekly Reports.

Update on Clean Car Discount Compliance Activities – 2 April 2024

NZTA is currently undertaking investigations for incorrectly claimed rebates. This now represents 219 rebates across 92 dealers.

The table below shows the most recent actions taken to date and future subsequent actions if compliance is not achieved.

Date	Status	Vehicles Total / Remaining
As of 2 April	<p>94 dealers have been contacted:</p> <ul style="list-style-type: none"> 65 dealers have responded and will now be invoiced to repay the rebate, totalling \$435,999.92. 18 dealers which we are working with to establish if a breach has occurred, these total \$255,934.83. We have completed investigations on 2 dealers and found them not in breach, removing them from the overall total. 4 dealers (1 vehicle each) have ceased trading for various reasons i.e., liquidation; therefore, recovery isn't financially viable or technically possible, these total \$18,691.38. <p>s 9(2)(g)(i)</p>  <ul style="list-style-type: none"> 5 dealers have not yet responded, which we will continue to try and engage with until the 8th of April. 	<p>67 vehicles remaining which are under investigation.</p> <p>4 vehicles we are unable to recover the rebate claimed.</p>

	<ul style="list-style-type: none"> The 3-month period a dealer could not sell vehicles ended on 31st March 2024, total rebates paid were for 21,144 vehicles, resulting in 221 (0.01%) needed further investigating, no further breaches identified in March. 	
Mon 8th April	<p><i>*There is no change to last week's update regarding the next steps and actions as below.</i></p> <p>s 9(2)(g)(i)</p>	<p>148 to be repaid.</p> <p>7 still under investigation.</p> <p>have been investigated and the rebate was received correctly.</p> <p>total 210 responded.</p>
		Total 219 Vehicles

s 9(2)(g)(i)

Road User Charges (RUC) on EVs

People with EVs and PHEVs need to buy road user charges now. NZTA systems went live at 12:00am on 1 April 2024. As at 8am on 2 April 2024, 4,813 initial licences had been purchased for a total of over 24,000,000km. Of the licences purchased, 3,440 were EVs and 1,373 were PHEVs. The total number of initial licences purchased represents 4.6% of the total light electric vehicle fleet.

Nearly all purchases were made online (97.7%). The number of over-the-counter purchases was lower due to it being a public holiday and this is now expected to increase going forward.

Overall, feedback about the purchasing experience has been positive and news media coverage reflects this. Our awareness campaign has now switched to the next phase, encouraging people to buy their licence 'now'.

Driver Licensing Wait Times

Region	Full Test Wait Times (days)	Full Test: Change from 4 weeks prior (days)	Restricted Test Wait Times (days)	Restricted Test: change from 4 weeks prior (days)
Auckland North West	57	+11	63	-11
Auckland Central South	65	+19	72	+16
Waikato	51	-3	60	+2
Bay of Plenty	46	+8	62	+14
Central	28	-5	36	-1
Wellington	62	+16	72	+20
Canterbury	66	+13	74	+14
Otago Southland	53	+13	58	+12
National Average	53	+9	62	+11

In the week ending 31 March 2024, the national average wait times for practical testing increased, both in comparison to the week prior and the period four weeks prior. Four weeks ago, AA and VTNZ increased capacity into the system through extending their hours during the week and introducing weekend testing. This created a temporary improvement in the wait times however outstanding demand has now more than fully offset this additional supply.

Analysis of forward bookings (as at 28 March 2024) indicate that 29% of practical testing capacity across the country is currently dedicated to the conversion of overseas licences, with testing relating to overseas conversions booked into 48% of practical test capacity at Queenstown, and over 33% at almost all Auckland based test sites. NB. practical tests are only required from those seeking an NZ Drivers Licence from a non-exempt country.

AA, VTNZ and NZTA are continuing to consider additional operational initiatives, and we will advise you of further options. Two new cohorts of Driver Testing Officers will be starting over the next two months. VTNZ and NZTA met on 25 March to review driver licensing test demand forecasts.

Te Huia 2-year service review

Te Huia was launched in April 2021, as a five-year trial providing commuter train services between Hamilton and Auckland.

In making the decision to provide funding for Te Huia, the NZTA Board required Waikato Regional Council (WRC) to undertake an interim assessment of the performance and progress of Te Huia.

The two-year review has been provided to NZTA for our consideration.

While the review was not a 'funding review', it is being considered as a part of the process to allocate further funding for the completion of the trial period (July 2024 to April 2026). This will be considered by the NZTA Board at an upcoming Board meeting.

(Continued next page)

WRC is intending to share the two-year review with Councillors in early April. While this will be shared on an in-confidence basis, NZTA has a reactive media statement that can be used if we are approached. The statement is: "NZTA has received a copy of the two-year review of the Te Huia commuter train service. The NZTA Board will be considering the report, along with our response."

Once the NZTA Board has considered the report and the allocation of remaining funding, we will inform you and your Office before the decision is shared wider.

Speed Limit Changes along SH15 from SH1 (north of Kaikohe) to Otaika, effective from 29 April 2024

As part of our phased implementation of approved speed limit changes in Northland and Auckland, we plan to implement new speed limits on short sections of SH15 between SH1 (north of Kaikohe) and Otaika from 29 April 2024.

Delivery includes permanent speed limit changes to 4 sections of state highway and new electronic variable speed limit signs across 7 schools (operating during school travel periods). These changes are shown in the attached map and table.

Approved SH15 speed limit changes include Maungatapere township and a variable speed limit outside Maungatapere School, which we will deliver at a later date (alongside approved changes on SH14 which also pass through Maungatapere township). NZTA intends to minimise disruption to the travelling public on SH14 whilst the route is a temporary detour for the SH1 Brynderwyn Hills closure.

Consultation feedback indicated support for the changes along SH15, with school communities welcoming the safer speeds.

Easter Weekend network performance

During the Easter long weekend (29 March-1 April) travel was impacted due to an increased level of congestion, NZTA implemented its normal plans to help ease congestion over the weekend, including publishing the Holiday Journey Hotspot information to inform customers of travel times to avoid.

In addition to the usual holiday hotspots, NZTA also focussed on improving customer journeys in key areas under temporary traffic management or reduced capacity, for example:

- State Highway 1 north of Tokoroa road rehabilitation, this work continues until early April and is currently under a temporary speed limit (30km) and lane restrictions. To improve customer experience, light vehicles were detoured around the worksite on local roads, while heavy vehicles were able to remain on State Highway 1. This change in approach meant that delay times for those travelling were minimal, and traffic was reported as free flowing.
- State Highway 1 Brynderwyns Hill reopened as planned at 12:01am, 28 March for six days over the Easter Period. Speed restrictions remained in place throughout the period. During this period traffic volumes increased to what we would normally expect for this time of year. Traffic flowed well with only one breakdown event on the hill during the holiday period, which was quickly resolved. The corridor closed again at 12:01am Wednesday (3 April) morning to allow further earthworks to continue on the hill. The three scenic detour routes will remain available, including SH12 / SH14, Paparoa Oakleigh Road and Cove Road.

Over the course of the long weekend there were a number of serious crashes. When compared to the same holiday weekend in recent years, there have been more fatal crashes on the roading network overall (state highway and local roads).

State Highway fatal road closures:**Friday 29 March**

State Highway 1 Wharanui, Marlborough. Due to a double fatality crash, the road was closed for approx. 7 hours. A lengthy detour was in place inland via SH7, SH6 and SH63. However, there were major delays to early Easter weekend travellers heading on their travels (to or from the Ferry Terminal) due to the long detour.

Saturday 30 March

State Highway 8 Lake Pukaki, South Canterbury. Due to a 3 vehicle crash with 4 fatalities, the road was closed for 8 hours with a significant alternate route via SH8, SH1 and SH82 for travellers.

Sunday 31 March

State Highway 6 Okaramio, Marlborough. Due to a fatal crash the road was closed for 9 hours. Light vehicles were able to detour via Queen Charlotte Drive between Havelock to Picton. With another alternative route between Nelson and Blenheim via SH63 and SH6.

State Highway 5 between Rotorua and Taupo, Bay of Plenty/Waikato. Due to a fatal crash, the road was closed for 5.5 hours with a detour in place.

Northland maintenance programme update

As of 28 March 2024, Northland is now at 74% programme delivery, with another 13 lane kms of programme delivered in the last week. 100% of the SCRIM programme has now been delivered for the region. We continue to expect that 95% of the program will be delivered against the agreed baseline by the end of the (extended) season.

SH60 Ruby Bay bypass

NZTA intends to conduct a 5km trial of a new median barrier system developed by ROBOS that has potential installation safety and speed benefits, undertaking the trial under a NZ Government Procurement Rule (GPR) exemption as we seek innovative solutions for reducing disruption and improved workplace safety.

We are currently widening the road at SH60 Ruby Bay, under contraflow, and in May 2024 we will start barrier installation work, done at night, likely under a full road closure with a detour.

There have been 11 crashes with 3 fatalities on this section of SH60 in Ruby Bay since 2015, which has driven the decision for median barriers in this location. There are no accessways affected by this work.

Given that this type of trial is not usual practice for NZTA, there has been some frustration expressed from existing barrier system suppliers.

We will trial ROBOS at this site for a minimum 2-year period with specific evaluation criteria and, if the trial is successful, will keep the barrier in place.

Finance and Expenditure Committee hearing – Report of the OAG – making infrastructure decisions quickly

In December, the Office of the Auditor-General (OAG) released the report [Making infrastructure decisions quickly](#). NZTA and the Ministry of Transport will attend a joint 45-minute hearing on Wednesday 10 April 2024 to discuss the specific programmes and projections as well as a general discussion on the report, including:

- top-down pressure to strengthen reporting,
- agency-level reporting feeding into Treasury's quarterly reports,
- what your agency has learnt from the matters raised in the OAG's report, and
- how your agency applies Treasury's new directives.

Upcoming Ministerial Items:

Upcoming Briefings to Minister of Transport

Due to Office:	Title
Week commencing 8 April 2024	<p>BRI-3019 Open loop services in Auckland</p> <p>Commentary: Provide information on the roll out of open loop services in Auckland following a discussion on the benefits and implementation of NTS</p>

Upcoming Media items

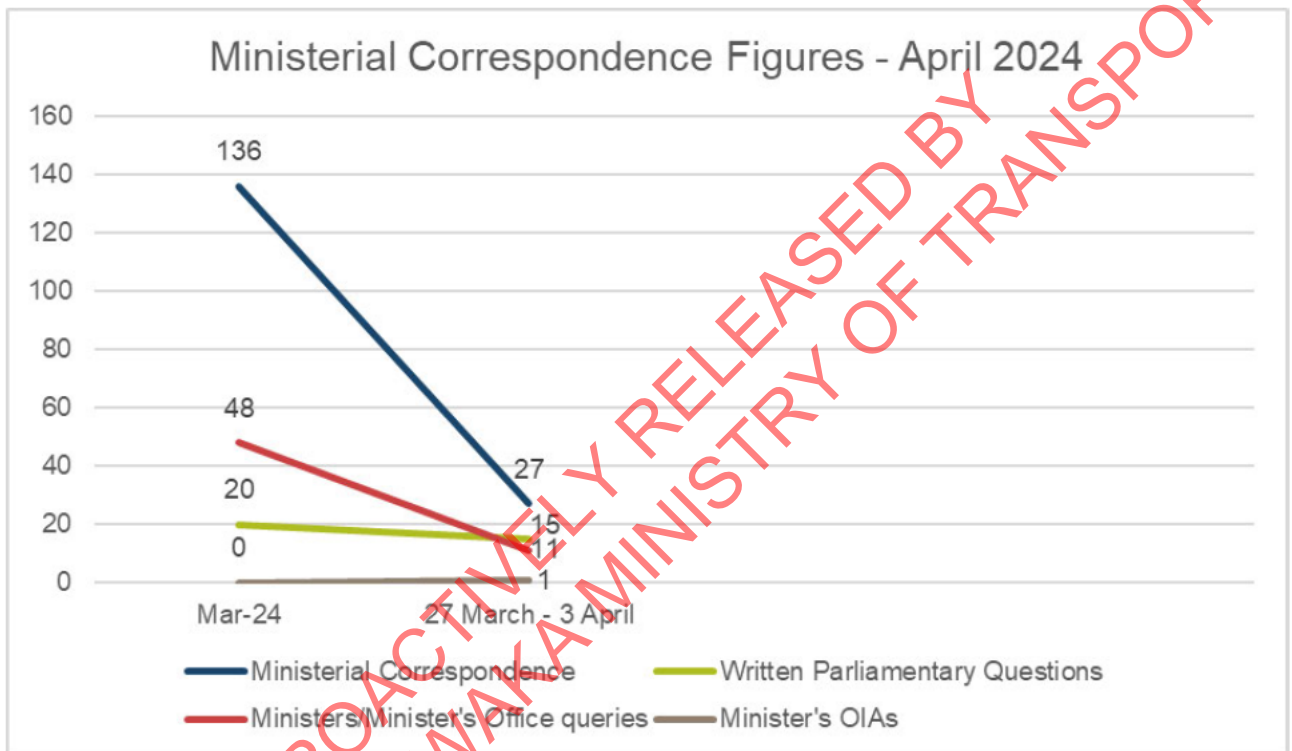
Date of release:	Subject
Week commencing 8 April 2024	<p>Waikato/Bay of Plenty – Taupō Supercars</p> <p>Commentary: A media statement is planned for release during the week beginning 8 April advising motorsport fans to plan ahead for their journey to the Taupō Supercars later this month.</p>
Week commencing 8 April 2024	<p>Waikato/Bay of Plenty – SH2 underslip</p> <p>Commentary: A media statement is planned for release during the week beginning 8 April signalling six weeks of work to repair an underslip on SH2, Karangahake Gorge. The road will be reduced to a single lane with stop/go traffic management and a speed restriction in place while work is being done.</p>
Week commencing 8 April 2024	<p>Waikato/Bay of Plenty – Pekatahi Bridge</p> <p>Commentary: A media statement is planned for release during the week beginning 8 April regarding the upcoming closure of Pekatahi bridge north of Tāneatua, for plank maintenance.</p>
Week commencing 8 April 2024	<p>Waikato/Bay of Plenty – Takitimu North Link</p> <p>Commentary: A media statement is planned for release during the week beginning 8 April announcing next week's opening date for the Cambridge Road bridge on the Takitimu North Link project and sharing its new name, gifted by Hapu.</p>
Week commencing 8 April 2024	<p>Central North Island - SH3 Whangaehu Bridge works</p> <p>Commentary: A traffic bulletin is planned for release during the week beginning 8 April to advise of minor delays under stop/go traffic control as work is completed on Whangaehu Bridge on State Highway 3.</p>
Week commencing 8 April 2024	<p>Central North Island - Te Ahu a Turanga</p> <p>Commentary: A media statement is planned for release during the week beginning 8 April to highlight publication of the latest 'flyover' video of progress onsite at Te Ahu a Turanga: Manawatū-Tararua Highway. The media release will touch on the completion of earthworks and highlight a family with three generations working onsite.</p>

Date of release:	Subject
Week commencing 8 April 2024	Central North Island - SH51 closures Commentary: A traffic bulletin is planned for release during the week beginning 8 April ahead of a closure on State Highway 51 in Napier in the first week of school holidays to enable resealing for a section of the state highway and installation of flexible side and median barriers. Two weeks later, resurfacing at the intersection with Waitangi Road is planned. For both closures, a detour will be in place.
Week commencing 8 April 2024	Central North Island - Gisborne sealing work Commentary: A traffic bulletin is planned for release during the week beginning 8 April ahead of scheduled work from mid-April to resurface parts of State Highway 35 through Gisborne. The traffic management will include a mix of stop/go and nighttime closures.
Week commencing 8 April 2024	Lower North Island - SH2 Chapel Street Masterton rehabilitation Commentary: A traffic bulletin is planned for release ahead of works beginning on major rehabilitation works on Sh2 through Masterton
TBC	Lower North Island - SH53 Tauwharenikau Bridge closures Commentary: A media statement is planned for release, date TBC, to Wairarapa media flagging planned closures later this month to allowing bearings to be replaced on this bridge.
8 April 2024	Lower North Island - SH1 Tinakori offramp closure Commentary: A media statement is planned for release on Monday 8 April outlining closures of this urban motorway offramp between 14 and 19 April.
TBC	Top of the South - SH60 Ruby Bay Bypass safety improvements Commentary: A media statement is planned for release, date TBC, updating progress on installation of safety barriers on SH60 near Mapua.
10 April 2024	Top of the South - SH6 Newton River Bridge Commentary: A traffic bulletin is planned for release on Wednesday 10 April about a planned closure of SH6 Upper Buller Gorge for these bridge repairs planned for 29 April – 1 May.

Statistics page

Ministerial correspondence figures from 27 March to 3 April

Item:	Number
Ministerial Correspondence	27
Written Parliamentary Questions	15
Minister/Minister office queries	11
Ministerial OIA requests	1
Themes	DSIs, contractors and consultants, speed limits



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s 9(2)(a)

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No update this week.

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Aviation Security Service
Kaitiwhakamaru Rerangi

Key updates

Security screening queues Weekly Update

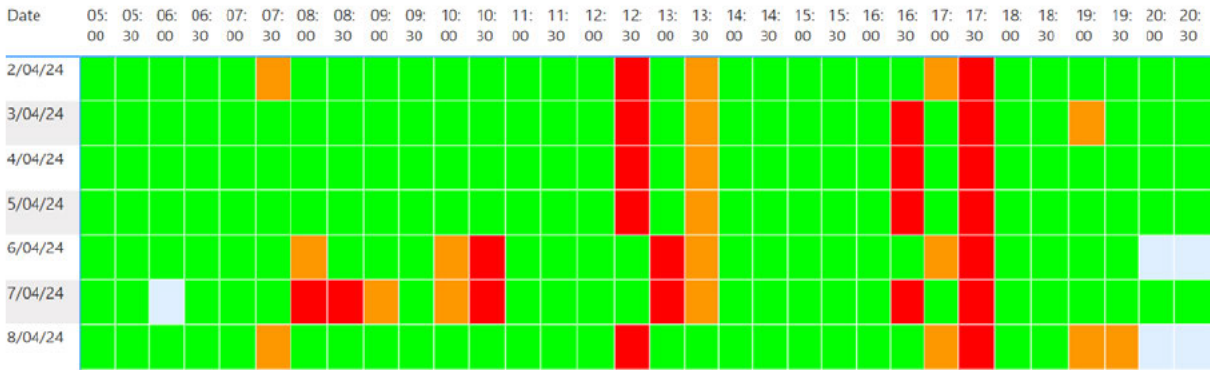
The following instances of longer screening queues were recorded this week:

Date	Time	Location	Passengers affected	Queue Time	Cause	Mitigation
28/03/24	12:30 to 15:30	Auckland International	500+	~10 min	Flight NZ75 was delayed from 11:30 to 13:15, increasing passenger presentation over a known busy period	6 th lane was rostered open, but we did not have sufficient staff to open it for the entire period
30/03/24	13:45	Queenstown International	50+	~13 min	Three flights departing in short order, combined with staff shortage (staff redeployed from Invercargill were only rostered to 14:00)	Invercargill staff were extended and rest and meal breaks moved out to accommodate the spike in demand.

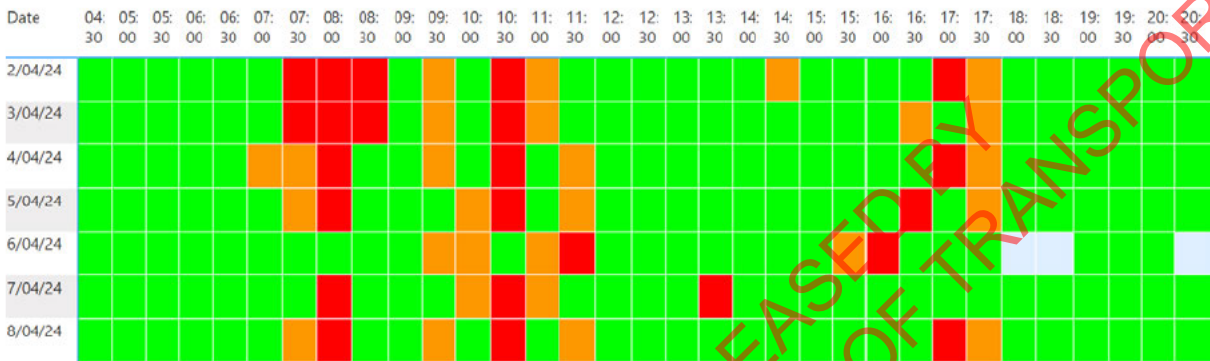
Queues for the Wellington Southern Domestic screening point – which are continuously monitored using LiDAR technology - showed:

Week	18/03 – 24/03	25/03 – 31/03
Passengers processed in less than 5 minutes	88.57%	89.12%
Passengers processed in less than 10 minutes	95.66%	97.5%

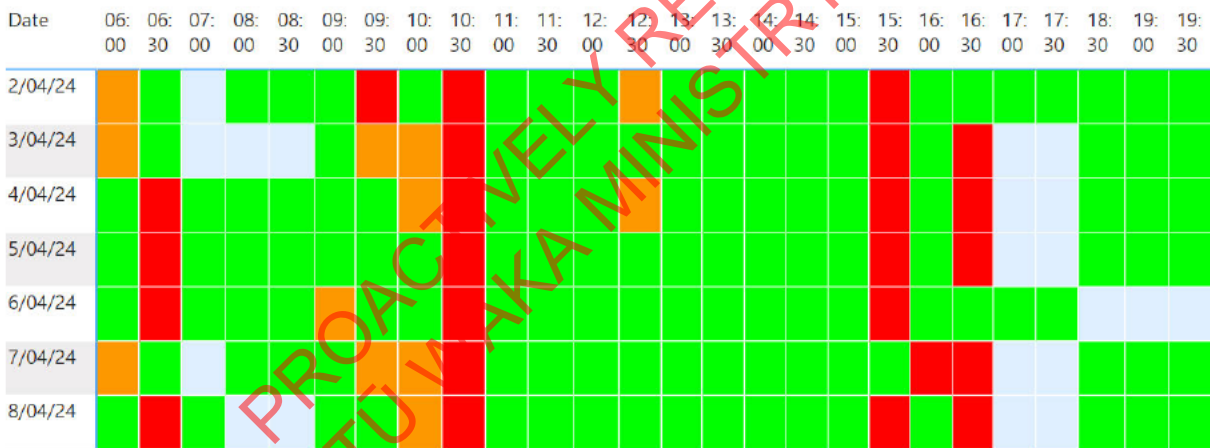
Wellington Southern Domestic:



Christchurch Domestic:



Queenstown Domestic:



Communications and External Engagement 2 April 2024

Media plan – 7 days from Wednesday 3 April

Nil

Media mentions – 7 days to Tuesday 2 April

Date	Activity	Channel
27 March 2024	Man behind airport fake bomb hoax fails in latest legal bid Aviation Security Service is mentioned in an article about former Aviation Security Officer who planted an imitation IED in 2020. He was initially sentenced to three years' jail and his latest appeal for home detention was declined.	Stuff, Radio NZ

Date	Activity	Channel
1 April 2024	Sky's now the limit: New Auckland pilot training group aims high This article mentions opinions held by Ardmore Flying School Chief Executive that pilot training in New Zealand is outdated.	<i>NZ Herald</i>
1 April 2024	Fertiliser spreading operations cut back CAA data shows the volume of solid and liquid fertiliser applied by fixed-wing aircraft and helicopters in 2023 fell 52% compared to 2022.	<i>Farmers Weekly</i>
1 April 2024	Some regulation changes 'unworkable' CAA briefly mentioned in an article about regulations facing agricultural aviation operators and the work of the NZ Agricultural Aviation Association in this area.	<i>Business Rural Central</i>

Upcoming education

Planned release/publish	What	Type	Why
April 2024	In, Out and Around Manawatu	GAP booklet (update)	BAU version update
April 2024	VFR MET	GAP booklet (update)	BAU version update
May 2024	In, Out and Around Queenstown	GAP booklet (update)	BAU version update
June 2024	Vector Winter Issue	Aviation industry magazine	A way of getting relevant safety information to industry in an easy-to-read format
July-September 2024	Occurrence Investigation Workshop	Face-to-face event	To provide training for operators about investigating occurrences, to comply with requirements under CAR Part 12
TBC	Weight and balance	GAP booklet (update)	BAU version update
TBC	Plane Talking	GAP booklet (update)	BAU version update



Key priorities and highlights

Lookout and watchkeeping: update

In the Weekly Report for the week ending 23 February, we provided you an update on our approach to addressing risks of maritime incidents caused by failure to keep a proper lookout or watch. We are updating our position and guidance to the fishing sector on what is required for vessels at anchor to clarify that a continuous lookout is not required, though an appropriate watch suitable for the conditions will still be needed. International and domestic law is not clear on this issue. Whilst there have been historical incidents causing significant harm whilst crew sleep at anchor, smaller operators in particular have struggled to meet requirements to post a lookout throughout the night. Therefore, the change in position has been welcomed by the sector in communications to date.

Last week we shared an advance copy of our position statement and revised guidance with the Federation of Commercial Fishermen and Marine Transport Association. We expect to publish both documents, alongside suitable communications, this month.

Environmental Defence Society meeting re maritime activity in Fiordland

As previously signalled to Minister Doocey, we were asked by the Environmental Defence Society (EDS) to meet regarding maritime activity in Fiordland. EDS is considering a report on this issue, which will focus on the environmental impacts of maritime activity, with a particular focus likely to be on maritime tourism. The recent grounding of the *Fiordland Navigator* in Doubtful Sounds appears to be part of the reason for this focus, as does the Milford Opportunities masterplan proposal to ban large cruise ships from the inner Milford Sound.

We outlined the various layers of navigational controls that apply to Fiordland, applied nationally and locally via the harbourmaster, which are already significant (requiring pilotage and controlling the number of cruise ships). We also outlined the assets and roles in place in the area to respond to any incidents or oil spills. We will provide more detailed advice to Minister Doocey on these arrangements in the next few weeks.

Baltimore Incident Highlights Criticality of MNZ high priority prevention, readiness and response work

Maritime NZ has a critical role to play in preventing and responding to significant maritime incidents like the *MV Dali* scenario currently underway in Baltimore.

This situation highlights that readiness to respond is critical.

Early indications are that the *MV Dali* was following port pilotage requirements, was not an old ship and had no obvious history of serious maintenance issues.

Maritime NZ takes a protection of life, environment, and property approach to incidents. If a maritime incident were to occur, Maritime NZ works across the interagency system and with local authorities to ensure readiness for a major maritime incident. We do this through regular exercises at the regional and national level.

We have highlighted in recent briefings a number of elements that are critical for ensuring New Zealand continues to be well placed to respond to and mitigate the impacts of serious maritime incident. s 9(2)(f)(iii), s 9(2)(f)(iv)

The Baltimore incident shows that even seemingly well-maintained and high-quality vessels can still lose power in critical situations, leading to potentially devastating consequences. In the New Zealand context, the biggest risk presented by a ship losing power and drifting is in the Cook Strait.

(Continued next page)

The work to ensure an ocean-going emergency response capability that can secure and stabilise a vessel that has lost power, and tow it to port, is vital in addressing this risk.

Maritime New Zealand would welcome the opportunity to discuss these issues further and to host a visit for Minister Doocey to the Rescue Coordination Centre.

Maritime in the Media

Several media outlets have requested information about a crew member falling overboard from a fishing vessel off the Hawke's Bay Coast. Maritime NZ's RCCNZ was made aware of the missing crew member at about 8 PM on Monday 1 April. The search continued 2 April, and we gave updates to media outlets. Late on Tuesday evening, we were made aware that police were going to make enquiries when the vessel involved returned to shore. At that point, we provided a further update confirming the helicopters and vessels involved in the search were standing down for the night, and a review was to take place in the morning. When contacted by media on 3 April we directed them to the police media team.

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New inquiries / International Assistance

Nil

Media heads up

Nil

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Transport Portfolio Weekly Report

As at Wednesday 10 April 2024

Recipient

HON SIMEON BROWN
MINISTER OF TRANSPORT

Copy the report to Hon Matthew Doocey as
Associate Minister of Transport

Minister's comments:

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Agenda - Minister Brown officials' meeting

Day Date	Monday 15 April 2024		
Time	1.00pm – 1.30pm		
Venue	Microsoft Teams Tupu-ā-nuku Room 3		
Apologies	Audrey Sonerson, Chief Executive		
Ministry of Transport (the Ministry) attendees			
David Wood, Acting Chief Executive			
Brent Johnston, Chief of Staff			
Paul O'Connell, Deputy Chief Executive, Sector Strategy			
Bronwyn Turley, Deputy Chief Executive, Regulatory			
Siobhan Routledge, Acting Deputy Chief Executive, Policy			
Joanna Heard, Manager, Safety, Regulatory			
Jo Gould, Principal Adviser, Safety, Regulatory			
Tim Herbert, Manager, Investment, Investment and Monitoring			
Mitch Macaulay, Principal Adviser, Investment			
George Ross, Senior Adviser, Investment			
Part 1	Ministry of Transport	Lead	Paper reference
1.0	Weekly Report	David Wood	
1.1	Rail <ul style="list-style-type: none"> Lower North Island Rail Integrated Mobility 	Siobhan Routledge	Verbal update
1.2	Resource Management <ul style="list-style-type: none"> Ports Extension – Next steps 	Siobhan Routledge	Verbal Update
1.3	Road Safety <ul style="list-style-type: none"> The new setting of speed limits rule Commencing a new approach to road safety 	Bronwyn Turley	OC240313 OC240320
1.3	GPS <ul style="list-style-type: none"> Draft GPS Summary of Feedback from consultation 	Paul O'Connell	OC240306

Actions from transport officials meeting

Meeting with the Ministry of Transport (the Ministry) Monday 8 April 2024	Due date
<p>GPS</p> <ul style="list-style-type: none"> Officials to provide summary of GPS submissions on Friday 12 April 2024. 	Friday 12 April 2024
<p>Aviation</p> <p>Crown-Council Joint Venture Airports. Officials to:</p> <ul style="list-style-type: none"> Engage with airports to understand any plans for landing fee waivers. s 9(2)(f)(iv) [Redacted] Advise Minister on the above before OC240145 will be considered. <p>CAA Funding Review</p> <p>s 9(2)(f)(iv) [Redacted]</p>	<p>Week commencing 15 April 2024</p> <p>[Redacted]</p>
<p>Rail</p> <p>Lower North Island Rail Integrated Mobility (LNIRIM)</p> <p>[Redacted]</p> <p>R</p> <p>s 9(2)(f)(iv), s 9(2)(i) [Redacted]</p>	<p>s 9(2)(f)(iv) [Redacted]</p>

Meeting with the Ministry of Transport (the Ministry) Monday 8 April 2024	Due date
Revenue <ul style="list-style-type: none"> • s 9(2)(f)(iv) [Redacted] 	Complete
Driver Licensing <ul style="list-style-type: none"> • Confirmation that the initial priority is reducing licensing wait times. Scope of the Cabinet paper is to include reintroducing resit fees (one free resit) and enabling the NZTA app, not addressing cost under-recovery for NZDF. • Officials to consider opportunities to progress broader system changes if these are simple and do not impact on anticipated delivery timeframes. • Confirmation Cabinet paper should propose one free resit (at current fee) with a fee reintroduced for subsequent resits (not necessarily at a rate of cost recovery). s 9(2)(f)(iv) [Redacted] • Officials to provide updated Cabinet paper and Cost Recovery Impact Statement to enable lodgement on Thursday 11 April 2024. 	Complete
Decisions	Confirmed / Denied
None this week.	

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Ongoing actions from transport officials meeting		
Officials Meeting date	Action	Due date
5 February 2024	ALR Officials to provide monthly updates of expected wind-down costs of ALR.	Ongoing
26 February 2024	s 9(2)(f)(iv)	Thursday 11 April 2024
11 March 2024	Revenue System Officials to provide advice on work programme for the June 2024 Cabinet report back on the revenue system work, including scope (e.g. tolling, value capture, vehicles transition to RUC), timeframes, and engagement approach. Confirmation that the RUC report back signalled for April 2024 could be incorporated into the June 2024 report back.	Complete, as discussed in workshop on 11 April 2024 Confirmed
11 March 2024	GPS Officials to provide weekly updates on next steps across programmes of work signalled in the GPS.	Ongoing
18 March 2024	Road Safety s 9(2)(f)(iv)	Complete
18 March 2024	Driver License resit fees Officials to confirm next steps/timeframe to implement resit fees before the end of April 2024, including targeted consultation with representative groups between Cabinet policy consideration and legislative confirmation.	Complete
18 March 2024	Miscellaneous Officials to ensure future advice on the revenue system is prepared jointly between the Ministry and NZTA. s 9(2)(f)(iv)	Ongoing s 9(2)(f)(iv)

Ongoing actions from transport officials meeting			
25 March 2024	s 9(2)(f)(iv)		
2 April 2024	<table border="1"> <tr> <td> Rail s 9(2)(f)(iv), s 9(2)(i) </td> <td> The Ministry will provide you advice on 19 April covering these points s 9(2)(f)(iv), s 9(2)(i) </td> </tr> </table>	Rail s 9(2)(f)(iv), s 9(2)(i)	The Ministry will provide you advice on 19 April covering these points s 9(2)(f)(iv), s 9(2)(i)
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1 Ministerial priorities

Safety

Project: Speed limits	
<p>We have provided a draft Cabinet paper, consultation document, and draft Rule to your Office. We are continuing to work on the Regulatory Impact Statement and expect to provide this to your Office by 18 April 2024. Due to the pace at which the Rule has been drafted, we will continue to work with NZTA to refine the speed papers while they are out for Ministerial and departmental consultation. We will provide final drafts to your Office prior to lodgement with Cabinet.</p>	
Cabinet Paper package: Replacing the Land Transport Rule Setting of Speed Limits 2022 - consultation Progress Update: We have provided you the draft Cabinet paper, consultation document, and the draft Rule. We are continuing to draft the Regulatory Impact Statement and will provide this to you by 18 April 2024, along with a cover briefing.	To Minister: Provided on 10 April 2024. The Regulatory Impact Statement will be provided by 18 April 2024 To lodge: 2 May 2024 To Committee: 8 May 2024
Project: Oral fluid testing regime	
<p>The Parliamentary Counsel Office (PCO) received final Bill drafting instructions on 5 April 2024, and has commenced drafting amendments to the oral fluid testing (OFT) regime. We will work closely with PCO throughout the drafting process. ^{s 9(2)(f)(iv)}</p> <p>^{s 9(2)(f)(iv)} We will engage with the Ministry of Justice early to help facilitate the vetting process.</p> <p>^{s 9(2)(f)(iv)}</p>	

s 9(2)(f)(iv)

s 9(2)(f)(iv)

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Revenue

Project: Revenue system report back	
§ 9(2)(f)(iv)	
<p>We are progressing work on the June 2024 Cabinet paper based on our discussions so far on scope and objectives. We are aiming to bring forward the draft paper to enable you to take an early version to the Infrastructure and Investment Ministers Group meeting on 27 May 2024.</p>	
Cabinet Paper: Report back on proposals to improve the revenue system <p>This paper will advise on options and timeframes to progress the fleet-wide transition to road user charges and other improvements to the revenue system.</p>	<p>To Minister: Wednesday 22 May 2024 To lodge: 20 June 2024 To Committee: 26 June 2024</p>
Project: Fleet-wide transition to RUC	
<p>We are continuing to work with NZTA to develop the timeframes and milestones for the work programme. § 9(2)(f)(iv)</p>	
<p>At the Infrastructure and Investment Ministers Group meeting this week, there was a discussion on road user charging in the Australian State of Victoria. In 2021, Victoria introduced a distance-based charge for electric vehicles (2.8 cents for every kilometre for electric vehicles, and 2.3 cents per kilometre for plug-in hybrid vehicles). In October 2023, the High Court of Australia ruled that charge is invalid as a state cannot impose a duty of excise. Victoria is refunding all revenue collected from the duration of the scheme. § 6(b)</p>	
Briefing: Programme for the fleet-wide transition to road user charges <p>This briefing will provide further advice on the options for the fleet-wide transition to road user charges and seek your views on the direction and scope of the June 2024 report back to Cabinet.</p>	<p>Date: Wednesday 17 April 2024</p>

Project: Time of use charging

We will provide further advice once you have met with the Mayor of Auckland, which is scheduled for 26 April 2024. Prior to that, we will provide you the first draft of the Cabinet paper based on the current policy direction.

Auckland Transport published a procurement update providing advance notice of its intention to seek quotes for Time of Use Charging Lead Advisory services on 12 April 2024. The Update sets out key milestones involving public consultation “late 3Q 2024” and scheme procurement “early 2025”. This suggests that a scheme would be designed, and the public consulted on that design, potentially prior to the legislative design being determined by Parliament. We are seeking clarification from Auckland Council and Auckland Transport of their intentions.

s 9(2)(f)(iv)

Project: Other revenue policy

We are progressing work on tolling reform and potential options for achieving an efficient tolling system. We intend to use the workshop scheduled for 22 April 2024 to discuss this work.

Briefing: Alternative revenue tools to enable transport investment

This briefing will provide initial information and options to feed into the June 2024 report back in relation to other transport revenue sources (such as reforming tolling legislation and proceeds from the sale of property), and how these may work alongside a wider suite of infrastructure revenue tools (such as value capture and PPPs).

Date: Wednesday 24 April 2024

s 9(2)(f)(iv)

Rail

Project: Metropolitan Rail Operating Model (MROM) settings review	
Briefing: Setting new Metropolitan Rail Operating Model objectives This briefing will propose new system level objectives for the metro rail system and corresponding key features of the model.	Date: Wednesday 15 May 2024
Rail Network Investment Programme	
s 9(2)(f)(iv)	
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Aide memoire: Rail information	Date: Wednesday 17 April 2024

Aviation

Project: CAA funding review	
s 9(2)(f)(iv)	
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Emissions

Project: Clean Car Importer Standard

Review of the Clean Car Importer Standard (the Standard)

s 9(2)(f)(iv)

Consultation with the vehicle industry and the AA

We have sent our draft proposal to the Motor Industry Association, the Imported Motor Vehicle Industry Association, the Motor Trade Association, and the New Zealand Automobile Association for their feedback. A meeting has been arranged for 19 April 2024 to discuss their response.

Update on progress with the Australian fuel efficiency/CO2 standard

Legislation to introduce a fuel efficiency/CO2 standard was introduced into the Australian Parliament on 27 March 2024. This legislation envisages the Australian standard being in effect from 1 January 2025 with targets set to 2029. The key change made to the Australian proposal, following public consultation, was to ease the targets for light commercial vehicles. This adjustment was done to reflect changes to the US standard and to compensate for the Australian standard not providing technology credits. Internationally these credits have the effect of weakening the stringency of CO2 targets.

Project: EV Charging Infrastructure

Cabinet Paper: Supercharging EV infrastructure work programme

Following Cabinet consideration of this paper, we will provide you with further advice seeking agreement to the detailed forward work programme and sequencing of decisions.

To lodge: Lodged

To Cabinet: 15 April 2024

s 9(2)(f)(iv)

Investment

Project: Government Policy Statement on Land Transport 2024

GPS 2024 Update

Public consultation on the draft GPS 2024 closed at 12pm on Tuesday 2 April 2024. We received a total of 2,038 submissions:

- 662 written submissions from organisations and individuals
- 1,376 responses to the online survey.

We are preparing a briefing that summarises the key themes from submissions analysis, which we will discuss with you on Monday 15 April 2024.

s 9(2)(f)(iv)

Briefing: GPS 2024 submissions analysis

This briefing will provide you with an overview of submissions analysis to support a discussion with you on Monday 15 April about how feedback may be reflected in the GPS 2024.

Date: 12 April 2024

s 9(2)(f)(iv)

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2 Updates on other matters

Climate Change Commission consulting on whether to include international aviation and shipping emissions in New Zealand's 2050 target

From 8 April to 31 May 2024, the Climate Change Commission is consulting on a discussion document 'Review on whether emissions from international shipping and aviation should be included in the 2050 target, and if so, how'. The Commission's final advice will be delivered to the Minister for Climate Change and published before 31 December 2024. Although not currently included in New Zealand's 2050 target, international aviation and shipping emissions were estimated by the Commission to be around 5MT in 2019, which equates to 9% of the country's total net greenhouse gas emissions that year.

Although the Commission does not make any recommendations at this stage, its early finding is that an approach 'combining strong international and domestic action' is likely to be in New Zealand's best interests, and to result in the greatest reductions of international shipping and aviation emissions. The Commission notes that its initial analysis shows that including these emissions in the 2050 target would be consistent with the purpose of the Act, with global efforts under the Paris Agreement to limit global warming to 1.5°C above pre-industrial levels, and with action being coordinated by the international bodies the International Maritime Organisation (IMO) and the International Civil Aviation Organisation (ICAO). The Commission also indicates that the current global efforts in international shipping and aviation are unlikely to achieve the emissions reductions required to meet the goals these sectors have set to help limit warming to 1.5°C, and therefore consider additional action is needed.

From an economic perspective, the Commission notes excluding these emissions could have impacts on market access, as a result of not having the right fuels to support ship visits, perceptions of the country's environmental credentials impacting demand for exports and tourism, or due to regulation changes in overseas markets. If these emissions were included, the Commission notes that the current higher cost of alternative fuels could affect the price of international shipping and aviation. In turn it notes this could reduce demand for tourism and exports with flow-on economic and social impacts. However, the impact of higher fuel prices may be reduced through improved efficiency of ships and planes, which can reduce the amount of fuel used.

Draft talking points:

- The Commission is currently consulting on its advice and will deliver its final advice at the end of this year.
- At that point, the Government will consider the Commission's advice.
- I will of course be particularly interested in the final advice on international aviation and shipping.
- These are both sectors that are critical for connecting New Zealanders with the world and ensuring our exports reach international markets.

Extending the duration of port coastal permits

We will provide you with advice on the next steps for progressing this policy proposal following Cabinet consideration on 15 April 2024. A draft press release has been provided to your Office.

s 9(2)(f)(iv)

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3 Meeting requests from stakeholders

None this week.

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4 Transport stakeholder updates

Stakeholder	Update
Finance and Expenditure Select Committee	<p>On 10 April 2024, Ministry and NZTA officials were invited to speak to the select committee about the OAG report 'Making infrastructure investment decisions quickly', which was published in December 2023 and focused on the New Zealand Upgrade Programme (NZUP) and 'shovel ready' projects. Questions were primarily focused on the recommendations in the report and lessons that could be applied to future infrastructure programmes and decision making. Officials noted the complexity of the programme of projects and the varying state of readiness each was in when decisions were made. There were also questions about the investment criteria applied to the NZUP programme. Officials noted that NZUP was managed at pace and differently than investments through NLTP which have a standardised set of criteria related to the GPS. MP Chloe Swarbrick inquired whether Ministry staff working on emissions reduction had been impacted by public service savings targets. Officials noted that the Ministry has reconfigured its structure between October–December 2023 including disbanding one emissions team and standing up a time limited team to work on the Emissions Reduction Plan 2 due this year.</p>

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5 Upcoming Minister of Transport meetings

Week commencing 15 April 2024		
Meeting Date	Meeting	Details
15 April 2024 4.30 – 5.00pm	Transport revenue workshop — fleet-wide transition to RUC	Briefing Due: N/A Officials Attending: David Wood, DCE, Investment and Monitoring Matt Skinner, Manager, Revenue Huan Lan Yap, Principal Adviser, Revenue Andrew de Montalk, Senior Adviser, Revenue
17 April 2024 4.15 – 4.30pm	Meeting with Garry Jackson, President of the Federation of Motoring Clubs	Briefing Due: 15 April 2024 Officials Attending: None proposed
18 April 2024 8.20 – 8.40 am	Meeting with Andrew McKeen, President of NZALPA	Briefing Due: 15 April 2024 Officials Attending: Bronwyn Turley, DCE Regulatory
18 April 2024 10.50 – 11.10am	Meeting with Ia Ara Aotearoa Transporting New Zealand	Briefing Due: 15 April 2024 Officials Attending: Marian Wilberg, Manager, Freight and Supply Chain

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6 Other upcoming Ministry of Transport Cabinet papers

Cabinet Paper: Urgent amendment to Land Transport Rule: Vehicle Exhaust Emissions 2007

Following confirmation by Cabinet on 15 April 2024, the Land Transport Rule: Vehicle Exhaust Emissions Amendment 2024 needs to be considered by the Executive Council on the same day. This is to enable the Rule to be made by the Governor General on 15 April 2024 and to enter into force before 30 April 2024. The 15th is the last Executive Council meeting in April.

The Rule will be published in the New Zealand Gazette and presented to the House of Representatives once made. The Rule will also be published on NZTA's website. NZTA will notify industry bodies of the changes following the publication of the Rule in the New Zealand Gazette.

The Rule amends the Land Transport Rule: Vehicle Exhaust Emissions 2007 (the Principal Rule), correcting an error created in a recent amendment to the Principal Rule that creates unintended requirements for used vehicle importers.

Progress Update: The paper and Rule were considered at the Cabinet Legislation Committee (LEG) meeting on 11 April 2024. The revised Rule has been provided to your Office for the Executive Council process.

To Cabinet: 15 April 2024
To Executive Council: 15 April 2024

Cabinet Paper: Reintroducing driver license resit fees and enabling the NZTA app

Progress Update: This paper has been lodged for consideration at the Cabinet Business Committee (CBC) meeting on 15 April 2024 and Cabinet on 29 April 2024. A Cost Recovery Impact Statement has not been attached to this Cabinet paper and instead will be provided to LEG in June 2024.

To Minister: With Minister
To lodge: Lodged
To Committee: 15 April 2024 (CBC)

s 9(2)(f)(iv)

7 Other briefings and aide memoires to Minister of Transport

Note: Papers we propose to be included in your weekend bag will be submitted by close of business Wednesday in the week they are submitted.

Due to Office:	Title
17 April 2024	<p>22022/23 Annual Review House debate</p> <p>We are liaising with your Office to provide material to support you at the Annual Review House debate on 1 May 2024.</p>
Week ending 19 April 2024	<p>Revised Briefing: Crown-Council Joint Venture Airports</p> <p>This briefing will provide further detailed information around the Joint Venture airports and in particular, information around the interplay with Air Chathams.</p>
22 April 2024	<p>Ministry of Transport – Baseline Savings and Priorities for 2024/25</p> <p>This briefing will provide you with an overview of the Ministry's baseline savings programme and work programme priorities, including the finalised A3.</p>
Week ending 26 April 2024	<p>Total Mobility Review – update on progress</p> <p>s 9(2)(f)(iv)</p>
TBC April	<p>Progress on disestablishing Auckland Light Rail Limited</p> <p>This briefing will update and seek decisions from Shareholding Ministers (yourself, the Minister of Finance, and the Minister of Housing) on the wind-down of Auckland Light Rail Limited and the approach to ALR Limited transitioning to a holding company. It will describe the functions of the holding company and how it will be resourced.</p>
Week ending 3 May 2024	<p>s 9(2)(f)(iv)</p>
Week ending 3 May 2024	

7.1 Proactive Releases

Due to Office	Title	Date planned for release
16 April 2024	<p>KiwiRail and the National Rail System</p> <p>In late 2023, we provided you with a briefing on KiwiRail and the National Rail Network, which covered:</p> <ul style="list-style-type: none"> • an overview of current systems settings for rail, • key issues and challenges arising, and • key areas for your direction in the new year. <p>The briefing was recently subject to an omnibus OIA request to the Ministry for advice provided by the Ministry to you since 20 November 2023. The Rail BIM was rejected under section 18(d) because the information requested would soon be made publicly available.</p> <p>We have assessed the briefing for public release, consulting with relevant agencies. A short note proposing release of the briefing with redactions, risk and mitigations associated with the release, for your consideration, will be submitted to your Office on 16 April 2024.</p>	Early May 2024
8 May 2024	<p>Auckland Light Rail – draft business case documents</p> <p>As the Ministry is to be the owner of Auckland Light Rail (ALR) Ltd.'s intellectual property, we are reviewing a significant amount of material that was generated through the (ALR) business case process for proactive release. The Ministry is taking a staged approach to the release, with the draft business case documents making up tranche one. The Ministry will be engaging with partner agencies who contributed to these documents ahead of the proactive release.</p> <p>As discussed with your Office, we understand this approach is acceptable and to provide other partners enough time to review these documents we have postponed this briefing from 23 April to 8 May 2024.</p>	Mid May 2024

7.2 Other portfolio Cabinet papers with transport implications

None this week.

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8 Ministerial correspondence and OIAs

Ministerial correspondence:

# of Ministerials	Topic	Key themes
16	Road User Charges Amendment	<ul style="list-style-type: none"> Varied concerns about the fairness of the proposed framework Concerns about the light EV RUC rate matching the standard light vehicle RUC rate Concerns that the proposed framework will impact emissions
7	Investment in public and active transport more broadly	<ul style="list-style-type: none"> Concerns about reduced funding for public and active transport Concerns about the affordability of public transport, particularly for children and young people The health and environmental benefits of public and active transport Anecdotes about the use of cycleways

Ministerial OIA requests:

Due date to Minister's Office	Due date to requester	Requester	Summary of request
8/04/2024	15/04/2024	s 9(2)(a)	Advice received regarding speed limits outside schools
11/04/2024	18/04/2024		All documents received since the October 2023 election about the possible use of congestion charging and tolling
11/04/2024	18/04/2024		All advice, reports, briefings, or any other documents regarding public transport in GPS 2024
15/04/2024	22/04/2024		January 2024 briefings to the Minister
15/04/2024	22/04/2024		Advice provided to the Minister regarding the tax rate of electric vehicles
17/04/2024	7/05/2024		Any material on work expanding RUC to all vehicles
24/04/2024	1/05/2024		All briefings since 26 February 2024

Due date to Minister's Office	Due date to requester	Requester	Summary of request
24/04/2024	1/05/2024	s 9(2)(a)	All weekly reports since 26 February 2024
29/04/2024	6/05/2024		All advice sought or received by the Minister regarding transport protests
17/04/2024	7/05/2024		Any material on work expanding RUC to all vehicles
3/04/2024 Extended 2/05/2024	10/04/2024 Extended 9/05/2024		All advice related to the appointment of Simon Bridges as Chair of NZTA

Written Parliamentary Questions:

Date Received	Number	Topics	Due to the House Office
8/04/2024	5094 (2024)	Advice received on new approach to speed limits and the impact on annual road fatalities	16/04/2024

8.1 Departmental Official Information Act requests

Due Date to Requester	Requester	Summary of request
15/04/2024	s 9(2)(a)	Information regarding the appointment of the Chair of NZTA
16/04/2024		Information regarding the appointment of the Chair of NZTA
18/04/2024		Sources for funding roads in New Zealand
19/04/2024		Briefings and key documents regarding air transportation MoU signed by NZ and Kuwait in 2012.
19/04/2024		Information regarding the appointment of the Chair of NZTA
19/04/2024		January 2024 briefings to the Minister
19/04/2024		January 2024 briefings to the Minister
19/04/2024		2012 Clifford Bay Business Case
23/04/2024		Advice received on the impacts of removing climate change references from the GPS

Due Date to Requester	Requester	Summary of request
24/04/2024	s 9(2)(a)	Advice provided to Ministers and their Offices on speed limit reductions
24/04/2024		Advice provided to Ministers and their Offices on petrol taxes
26/04/2024		Information regarding funding allocation process for groups such as Search & Rescue, Surf Lifesaving, AREC, etc
30/04/2024		Advice on the Accessible Streets regulatory package
30/04/2024		The Ministry's Health, Safety and Wellbeing strategy, policy and annual reporting
30/04/2024		Specific information around parking enforcement in the Land Transport Act
2/05/2024		Information around the use of algorithms in the Ministry
2/05/2024		Internal communications regarding cost cuts, savings, and a directive to slash roles and spending
2/05/2024		Materials on the EV charging infrastructure network
2/05/2024		Expenditure on PR and Communications support
6/05/2024		Information on risk of MoT overspending its financial appropriation this year
7/05/2024		A copy of Aide Memoire: Meeting with Mayor Brown on Transport in Auckland
7/05/2024		A copy of a 2009 Kiwirail report to the then Minister of Transport that contains pictures of the requestor
9/05/2024		The total number of submissions on the draft GPS divided by pro, neutral, and negative. Any analysis of this data and subsequent advice provided to the Minister on this basis

Transport Portfolio Agency Reports



Aviation Security Service
Kaiwbakamaru Rererangi



PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTIRY OF TRANSPORT

Agenda – Minister Brown Officials’ meeting with NZTA

Day Date	Monday 15 April, 2024		
Time	1:30 – 2:00pm		
Venue	Online		
NZ Transport Agency attendees			
Nicole Rosie, Chief Executive			
Richard May, Chief of Staff			
Chris Bunny, Group General Manager, Systems Leadership			
Brett Gliddon, Group General Manager, Transport Services			
Brent Alderton, Group General Manager, Regulatory and Director of Land Transport			
Steve Mutton, Director of Regional Relationships, Northland/Auckland			
		Lead	Paper reference
1.1	Weekly Report	Nicole Rosie	
1.2	Rail regulatory safety and cost recovery	Brent Alderton	BRI-3009
1.3	Road Efficiency Group	Steve Mutton	BRI-3010
1.4	Rollout of safety camera signage	Brent Alderton	MIN-4441
1.5	Driver licence wait times	Brent Alderton	MIN-4427
1.6	CoF process	Brent Alderton	MINO-980

Updates: 100 Day plan

Meet with councils and communities to establish regional requirements for recovery from Cyclone Gabrielle and other recent major flooding events

Brynderwyn

NZTA continues to provide regular updates to local councils and Northland senior leaders, informing them of the progress made as we press on with critical recovery works under the second leg of the closure. The closure was reinstated last week, 2 April 2024, following the Easter break, in partnership with local councils. Daily monitoring of the local detour routes will continue until the road fully reopens on 13 May 2024.

s 9(2)(g)(i)

Transport Rebuild East Coast (TREC)

On 2 April 2024, a hui was held with iwi on SH2 and SH35 to discuss both the business case and ongoing work with local contractors. TREC shared the recommended SH2 business case critical resilience sites and Waioeka Gorge sites. Iwi representatives will undertake further site drive-overs for SH2 and SH35, with a follow up hui planned on 18 April 2024. SH35 sites will feed into TREC's initial corridor assessment, which is currently underway.

On 2 April 2024, a hui was held with Tokomaru Akau hapū representatives after a request for additional hapū-level engagement to discuss recovery work and planned resilience activities.

The second Southern TREC Liaison Group (TLG) for the Hawke's Bay region was held on 9 April 2024. Attendees included representatives from the relevant regional councils, district councils, Heritage New Zealand Pouhere Taonga, the Department of Conservation, and iwi organisations. The TLG hui focussed on agreeing the group's Terms of Reference and receiving an update on proposed corridor resilience work on the SH2 and SH5.

Drop-in sessions continued to be held this week ending 12 April 2024 to introduce TREC to the community, engage on large project options and inform on the recommended programmes for SH2 critical resilience sites. Sessions held this week were in Gisborne on 8 April 2024, Tolaga Bay on 9 April 2024, and Tokomaru Bay on 10 April 2024. A rescheduled session will be held in Ōpōtiki on 16 April 2024 and Ruatōria on 18 April 2024. Online consultation on Devil's Elbow and Eskdale runs until 16 April 2024 at nzta.govt.nz/trec/have-your-say.

The consultation on SH35/Mangahauini Gorge will be extended to 3 May 2024 due to the additional drop-in sessions.

Updates:

Discussions on issues with transport services licences

We have been informed that the Minister of Agriculture, Hon Todd McClay, will meet with Rural Contractors NZ on 11 April 2024. We understand from the Ministry for Primary Industries (MPI) this meeting has an agenda item about dissatisfaction with agricultural transport licensing and associated rules for operating machinery on public roads. We understand Rural Contractors NZ will also meet with the Associate Minister of Agriculture, Hon Mark Patterson, on 23 May 2024, where similar topics may be discussed.

Farmers with road-going vehicles weighing 6 tonnes or more (e.g., tractors) are currently required to hold a transport service licence. This creates a number of obligations, including the requirement for vehicles operating under the transport service licence to display labels. We understand Rural Contractors NZ are likely to raise the matter with Ministers:

transport service licence requirements, including why transport service licences are needed, why transport service licence labels need to be displayed on vehicles, and police enforcement when labels are not present.

the length and steps in the process to obtain heavy vehicle driver licence classes and endorsements to operate these vehicles.

Issues regarding transport service licences were also discussed at the recent Road Freight Safety Group meeting. A briefing on these, and other, matters canvassed at the Road Freight Safety Group meeting is scheduled to be provided to your office in the week beginning 15 April 2024. You may wish to pass a copy of this briefing to your colleagues.

The Agricultural Transport Forum is meeting in late April 2024, at which transport service licence requirements are planned for discussion. The Agricultural Transport Forum comprises government representatives from NZTA and NZ Police, as well as Rural Contractors NZ, Federated Farmers and Iā Ara Transporting NZ. The Interim Chief Executive of Iā Ara Transporting NZ, Dom Kalasih, has connections to both the Agricultural Transport Forum and the Road Freight Safety Group. You are scheduled to meet with him on 18 April 2024, where these meetings and issues regarding transport service licences may come up for discussion.

s 9(2)(f)(iv)

PROACTIVELY PREPARED BY TRANSPORT
TE MANATŪ WAKA MATUA O AOTEAROA

s 9(2)(f)(iv)

s 6(c)

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Clean Car Discount compliance activities

The below table provides the update on rebates for 92 dealers, representing 219 vehicles.

Status	Number of vehicles	Rebate value
70 dealers have responded and will repay rebate, totalling \$443,365.44.	154	\$443,365.44
14 Dealers we are working with regarding the breach, update expected from all Dealers by Friday 12 April 2024	46	\$198,819.31
4 Dealers have ceased trading, recovery not viable s 9(2)(g)(i)	4	\$18,691.38
2 Dealers investigated and rebates confirmed as received correctly	2	N/A
3 Dealers have not responded, out-reach has been attempted with no impact	3	\$8,371.55

Focus remains on resolving the remaining 14 dealers and ensuring repayment is received for agreed repayments. s 9(2)(g)(i)

Road User Charges (RUC) on EVs

As of 5 April 2024, people with Electric Vehicles (EVs) and plug-in hybrids (PHEVs) had purchased 14,350 RUC licences, representing just over 13% of the total number of vehicles. Of these, around 75% bought their licence online, with just under 11% buying over the counter at an NZTA agent (other channels include the ability for large businesses to buy directly via our system). The total number of RUC units bought was 63,965 with an average of 5 units per transaction, giving an estimated total revenue of just over \$4 million. Interactions with the contact centre remain relatively low, indicating that our communications campaign is reaching the intended audience at this stage.

Driver Licensing Wait Times

Region	Full Test Wait Times (days)	Full Test: Change from 4 weeks prior (days)	Restricted Test Wait Times (days)	Restricted Test: change from 4 weeks prior (days)
Auckland North West	51	-2	62	+4
Auckland Central South	62	-5	70	-4
Waikato	55	+2	67	+3
Bay of Plenty	53	+1	69	+8

Central	33	-4	39	-2
Wellington	59	-6	68	0
Canterbury	60	-7	68	-3
Otago Southland	57	+3	62	+1
National Average	53	-2	63	+1

In the week ending 7 April 2024, the national average wait times for full and restricted licence tests remained relatively steady. National average wait times for full licence tests are down two days from four weeks ago, with restricted licence test wait times up one day over the same period.

VTNZ has implemented several operational initiatives to increase capacity and address demand where possible. These include using overtime and weekend hours, recruiting more Driver Testing Officers (DTOs), improving communication to applicants to encourage attendance and preparedness at scheduled tests, and waitlisting applicants so test slots that are cancelled late or where the applicant has not attended can be re-used.

While potentially not evident in the overall numbers, these operational initiatives have had some positive outcomes. For example, in March non-attendance rates decreased for the first time since the fee change was implemented, and weekend tests added an extra 1,250 tests last week alone. Five new DTOs had their endorsements approved this month, each adding between 200 and 250 available test slots per month to capacity. There are courses for DTOs scheduled for April and May.

Demand, driven by high immigration levels, and an increasing number of resits among people converting overseas licences, is expected to continue to exceed capacity in the coming weeks. Accordingly, supporting the Driver Licensing Fee Review (being led by the Ministry of Transport) and preparing accurate demand forecasting alongside VTNZ are priority work items, which will enable VTNZ to address demand over the medium- to long-term. NZTA is also reassessing operational interventions with the aim of identifying further initiatives to address long wait times. This work is considering additional insights we have about the causes of long wait times, timeframes, and potential legislative changes.

E-Scooters

In September last year, a review of e-scooter safety, effectiveness, and compliance and enforcement was undertaken to inform the decision to issue the [E-scooter \(Declaration not to be motor vehicles\) Notice](#) for a further five years. This declaration had the effect of exempting e-scooters with a power output of no more than 300 W from being a motor vehicle. Rental e-scooters fall into this category.

You can find the full reports from the review here: <https://www.nzta.govt.nz/regulatory/e-scooter-declaration-renewal-decision/>.

NZTA will shortly be sending a letter to retailers of e-scooters that exceed the maximum 300W power output limit to ask that they are informing their customers in-store and on-line that such devices are illegal to drive on roads, footpaths, and cycleways. E-scooters with a maximum power of over 300W are classified as motor vehicles and can only legally be used on private property. They do not comply with motor vehicle standards and technical requirements; riders would also need to be licenced to drive the vehicle and there are no licences for high-powered e-scooters.

Brynderwyn Hills update

During the 6-day Easter reopening almost 80,000 vehicles travelled through the Brynderwyn Hills without any traffic delays. Road users indicated they were impressed with the scale of work that has been completed to date and were thankful for the temporary reopening to allow for holiday travel. The campaigns from NZTA and Northland Inc advising Northland's open for business is proving to be very successful, with many businesses reporting their busiest Easter since 2019.

SH1 Brynderwyn Hills is now shut until 13 May (12:01 am) to complete the rest of the closure work. Some key tasks during this time include the remainder of the excavation work, stabilising of downslopes and installing drainage, kerbing and road surfacing.

Waikanae River Bridge – pedestrian/cycle bridge

Works have been accelerated, including constructing the northern and southern foundations in parallel, and optimising lifting operations through using a single larger crane.

We are on track to remove the southbound lane closure (and associated detour) this Friday, 12 April, subject to final safety/quality checks – in advance of school holidays, which will be a great result for the community. If not Friday, it should be open by early next week, nearly two months earlier than originally scheduled.

The pedestrian/cycle bridge will remain closed until work on this is completed later in the month as originally planned.

Project required speed limit changes

NZTA has submitted project required speed limit changes to the Director of Land Transport under the alternative method of approval, to allow various sections of the state highway network to open, operate, or be revoked to the local road controlling authority. These include on- and off-ramps, interchanges, intersection speed zones, and targeted sections of state highway. Details of the changes are attached as Appendix A. The projects range in completion date from end of April through to end of June.

Opening of the Cambridge Road Overbridge

The new 100m bridge at Cambridge Road between Bethlehem and Tauriko is opening to traffic in the week commencing Monday 15 April, marking a major milestone for the Takitimu North Link project.

It is the first of eight bridge structures on the project to be completed and will result in a safer Cambridge Road East intersection. The works required a three-month local road closure with detours in place. In the next phase of work, with the bridge in use, the new Cambridge Road East intersection will be built.

Upcoming Ministerial Items:

Upcoming Briefings to Minister of Transport

Due to Office:	Title
Week commencing 15 April 2024	<p>BRI-3022 Meeting with Mayor and CEO of Ashburton District Council</p> <p>Commentary: Provide a briefing to support the meeting with Mayor Neil Brown and Hamish Riach Council CEO to discuss the second Ashburton Bridge and local government issues.</p>
Week commencing 15 April 2024	<p>BRI-2962 Road Controlling Authorities Forum</p> <p>Commentary: Provide a briefing to support your attendance at the Road Controlling Authorities Forum.</p>
Week commencing 15 April 2024	<p>BRI-3021 Road Freight Safety Forum</p> <p>Commentary: Provide a briefing outlining legislative changes being put forward by the Forum.</p>

Upcoming Media items

Date of release:	Subject
Week commencing 15 April 2024	<p>Central North Island - SH3 Whangaehu Bridge works</p> <p>Commentary: A traffic bulletin is planned for release during the week beginning 15 April to advise of minor delays under stop/go traffic control as work is completed on Whangaehu Bridge on State Highway 3.</p>
Week commencing 15 April 2024	<p>Central North Island - Awakino Gorge</p> <p>Commentary: A traffic bulletin is planned for release during the week beginning 15 April as crews are scheduled to complete maintenance works at Awakino Gorge, on State Highway 3 later this month. The work includes slip clearing, guardrail and signage repairs, culvert replacements and maintenance patch repairs.</p>
Week commencing 15 April 2024	<p>Central North Island – Hawkes Bay Expressway closures</p> <p>Commentary: A traffic bulletin is planned for release during the week beginning 15 April ahead of a number of planned closures on State Highway 2 / Hawkes Bay Expressway for maintenance works.</p>
Week commencing 15 April 2024	<p>Central North Island - wrap up of TREC drop-in sessions</p> <p>Commentary: A media statement is planned for release during the week beginning 15 April, following the conclusion of the community drop-in sessions hosted by Transport Rebuild East Coast (TREC) alliance. Key themes from the successful drop-in sessions have been around traffic delays on State Highway 2 while repair work is carried out, interest in Devil's Elbow solutions, the rail corridor, and an expectation that the Waikare Gorge project must go ahead.</p>

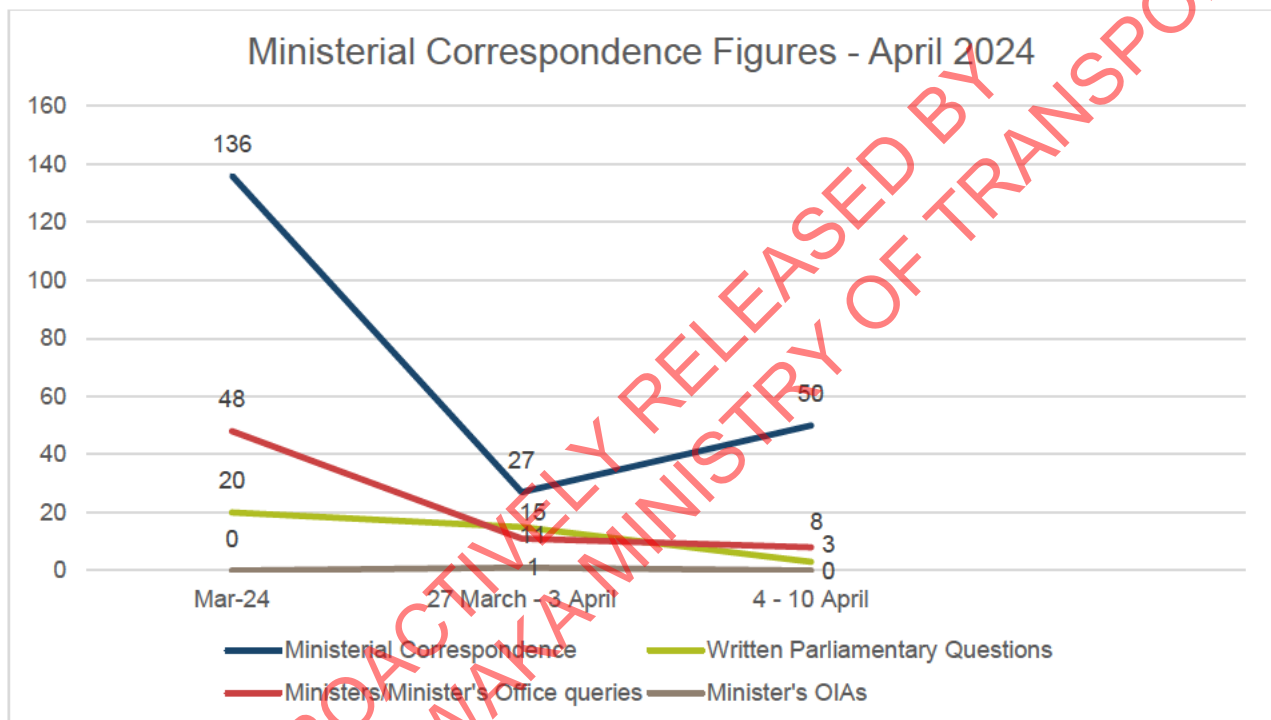
Date of release:	Subject
Week commencing 15 April 2024	Lower North Island – Waikanae River Bridge Commentary: A media statement may be released during the week beginning 15 April announcing the resumption of two-way traffic for the Waikanae River Bridge shared path project.
Week commencing 15 April 2024	Lower North Island – SH2 Hutt Valley Commentary: A media statement is planned for release during the week beginning 15 April detailing planned resurfacing work on SH2 urban in the Hutt Valley.
15 April 2024	Lower North Island – SH2 Masterton Commentary: A media statement is planned for release on Monday 15 April updating progress on the SH2 Chapel Street Masterton rehabilitation works
Week commencing 15 April 2024	Top of the South – SH60 Ruby Bay bypass Commentary: A media statement may be released during the week beginning 15 April updating the SH60 Ruby Bay Bypass safety barrier works.

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Statistics page

Ministerial correspondence figures from 4 April to 10 April 2024

Item:	Number
Ministerial Correspondence	50
Written Parliamentary Questions	3
Minister/Minister office queries	8
Themes	State Highway maintenance, driver licensing, cycleways, RUC on EVs



Appendix A – Project required speed limit changes:

State Hwy	Corridor Name	Description	Length (km)	Current Speed Limit (km/h)	Speed Limit (km/h)	Required to:	Public sentiment
10	Waipapa urban	South of Kerikeri River to Pataka Lane	0.8	100	60	Complete the Northland and north Auckland Speed Review Project	Generally supported, including NTA. AA Northland supported reduction but preferred 70
12	Whirinaki urban	Koutu Loop Road to Jackson Road	1.1	100	60	Complete the Northland and north Auckland Speed Review Project	AA Northland supported reduction but preferred 70
12	Ōmāpere south	Pioneer Road to Newton Road	1.5	60	50	Complete the Northland and north Auckland Speed Review Project	AA Northland, also wanted other safety improvements
12	Ruawai north 60	Ruawai School Road to Lowther Place	1.4	80	60	Complete the Northland and north Auckland Speed Review Project	Three out of four submissions supported but wanted lower due to proximity to schools
12	Hurndall Street East to Mountain Road	-	0.8	100	80	Complete the Northland and north Auckland Speed Review Project	All five submissions supported, with 4 wanting it lowered furthered and all wanting it extended
1	Albany Station bus ramp	From Albany bus station to the hairpin bends	0.3	80	50	Complete the Northern Corridor Improvements Project	No submissions

State Hwy	Corridor Name	Description	Length (km)	Current Speed Limit (km/h)	Speed Limit (km/h)	Required to:	Public sentiment
26	Ruakura Road (between roundabouts)	Ruakura Road (between roundabouts) Waikato Expressway	0.3	N/A	60	Complete works for the SH26 link road, as part of the Waikato Expressway Project	No submissions
26	Ruakura Road	Interchange to Poto Lane	0.8	N/A	80	Complete works for the SH26 link road, as part of the Waikato Expressway Project	No submissions
2	Te Puna to Bethlehem	Existing 50km/h threshold to east of Wairoa bridge	0.3	90	50	Complete works for the Bay of Plenty Cycleway Project	Both submissions supported, including from Western Bay of Plenty District Council
2	Hewletts Road to Bayfair flyover	South end of Hewletts Road flyover to new Bayfair flyover	1.0	70	60	Complete works for the Baypark to Bayfair Project	No submissions
2	Bayfair flyover to Hewletts Road	Bayfair flyover to south end of Hewletts Road flyover	1.0	70	60	Complete works for the Baypark to Bayfair Project	No submissions
2	Bayfair roundabout southbound off-ramp	Southbound off-ramp to new Bayfair roundabout	0.5	70	80	Complete works for the Baypark to Bayfair Project	Single submission requested lower speed limit
2	Bayfair roundabout northbound on-ramp	Northbound on-ramp from new Bayfair roundabout	1.0	70	80	Complete works for the Baypark to Bayfair Project	Single submission requested lower speed limit

State Hwy	Corridor Name	Description	Length (km)	Current Speed Limit (km/h)	Speed Limit (km/h)	Required to:	Public sentiment
2	Bayfair flyover to SH29A Te Maunga interchange	North end of Bayfair flyover to SH29A Te Maunga southbound on-ramp		70	80	Complete works for the Baypark to Bayfair Project	One submission supported, one submission preferred the current, lower speed
2	SH29A Te Maunga interchange to Bayfair flyover	Te Maunga northbound off-ramp to northern end of Bayfair flyover		70	80	Complete works for the Baypark to Bayfair Project	One submission supported, one submission preferred the current, lower speed
2	Maunganui Road (southbound)	Bayfair roundabout to SH29A Te Maunga interchange	0.7	70	60	Complete works for the Baypark to Bayfair Project	Single submission requested lower speed limit
2	Maunganui Road (northbound)	SH29A Te Maunga interchange to Bayfair roundabout	0.7	70	60	Complete works for the Baypark to Bayfair Project	Single submission requested lower speed limit
2	SH29A Southbound on-ramp	-		70	60	Complete works for the Baypark to Bayfair Project	No submissions
2	SH29A Northbound off-ramp	-		70	60	Complete works for the Baypark to Bayfair Project	No submissions
2	Truman Lane	Extension of Truman Lane to connect to new SH29A roundabout	0.2	70	50	Complete works for the Baypark to Bayfair Project	No submissions

State Hwy	Corridor Name	Description	Length (km)	Current Speed Limit (km/h)	Speed Limit (km/h)	Required to:	Public sentiment
29A	From SH2 to SH29A	From SH2 Te Maunga interchange to west of the SH29A roundabout	0.6	70	60	Complete works for the Baypark to Bayfair Project	No submissions
29A	From SH29A to SH2	West of the SH29A roundabout to the SH2 Te Maunga interchange	0.6	70	60	Complete works for the Baypark to Bayfair Project	No submissions
1	Waerenga Road to Riverbank Road	-	1.0	70	50	Complete works as part of revocation and handover to Kāpiti Coast District Council	No submissions
1	Riverbank Road to Ōtaki Gorge Road	-	0.4	100	50	Complete works as part of revocation and handover to Kāpiti Coast District Council	No submissions
1	Ōtaki Gorge Road to Te Horo	-	3.1	100	80	Complete works as part of revocation and handover to Kāpiti Coast District Council	No submissions
1	Te Horo to Te Kowhai	-	4.8	100	80	Complete works as part of revocation and handover to Kāpiti Coast District Council	All three submissions supported but preferred a lower speed

State Hwy	Corridor Name	Description	Length (km)	Current Speed Limit (km/h)	Speed Limit (km/h)	Required to:	Public sentiment
6	Punakaiki township	North of the Pancake Rocks Blowhole area to south of the stopping area	0.6	60	40	Support new Experience Centre and shared pedestrian/cycle pathway as part of the Dolomite Point Redevelopment Project	Both submissions supported to complement the project
33	Maniatutu Road ISZ	On SH33, approaching intersection with Maniatutu Road	0.7	100	100/60 (variable)	Improve safety as part of intersection upgrades	Single submission supported the proposal
73	Bealey / Station Road ISZ	On SH73, approaching intersection with Bealey Road and Station Road	0.3	100	100/60 (variable)	Improve safety as part of intersection upgrades	No submissions
73	Waddington Road ISZ	On SH73, approaching intersection with Waddington Road	0.3	100	100/60 (variable)	Improve safety as part of intersection upgrades	No submissions
1	Hillgrove Road (Moeraki) ISZ	On SH1, approaching intersection with Hillgrove Road	0.3	100	100/60 (variable)	Improve safety as part of intersection upgrades	Single submission did not support the proposal; Council and iwi both supportive
1	Edendale	Old SH1 Alignment	0.5	100	80	Complete works as part of revocation and handover to Southland District Council	No submissions

State Hwy	Corridor Name	Description	Length (km)	Current Speed Limit (km/h)	Speed Limit (km/h)	Required to:	Public sentiment
1	Dunns Crossing Road/Walkers Road ISZ	On SH1, approaching intersection with Dunns Crossing Road/Walkers Ro	0.4	100	100/60 (variable)	Increase safety as part of intersection upgrades, prior to a new roundabout	Over 85% of submissions were supportive

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METROPOLITAN NETWORKS

Auckland Metro

Anzac Weekend

Most of the Auckland metro network will be closed over Anzac Weekend (27 – 28 April 2024) for maintenance and project work. Trains will only be running between Sylvia Park and The Strand, for shoppers.

Rail Network Rebuild

The full upgrade and renewals work of the track between Papakura and Pukekohe, part of the Rail Network Rebuild, will be carried while the line remains closed for electrification work. This results in the least overall disruption for passengers. Keeping the line closed for a short while longer than originally planned avoids major inconvenience if new services from Pukekohe began and then were stopped again to carry out the Rail Network Rebuild.

Electric trains will begin running from Pukekohe following the annual Christmas network-wide closure. Current Rail Network Rebuild work on the Western Line are progressing well and on track to be complete by May, when they move to Papakura to Pukekohe.

Britomart points

On 4 April 2024, two sets of points (which allow trains to switch between tracks and access platforms) at Britomart were badly damaged by a contractor hi-rail vehicle working for KiwiRail in the CRL Britomart Station upgrade project. The investigation to determine the contributing factors and root cause(s) is ongoing. The contractor has acknowledged the impact the damage has on operations, and the investigation will inform next steps between KiwiRail and the contractor.

Since the incident metro commuter trains have not been able to access one of the four platforms at Britomart. This situation is being managed, in part due to reduced (20-minute compared to the normal 10-minute) service frequency on the Western Line due to Rail Network Rebuild work.

This 20-minute timetable will last until 28 April 2024, with a planned return to the 10-minute service frequency resuming on Monday, 29 April 2024.

The points machines (motors which move the points), rods and machine mountings were badly damaged in the incident. KiwiRail is working to source some needed parts from New Zealand suppliers, with the aim of carrying out repair works over the planned Anzac Weekend line closure.

If successful, this will restore the operational capacity in Britomart to allow Western Line services to resume 10-minute frequency, as planned, after Anzac Weekend. There is a risk the work cannot be completed by 28 April 2024, which could delay the resumption of 10-minute frequency. KiwiRail is working with Auckland Transport and Auckland One Rail on contingency planning around this.

Wellington Metro

Anzac Day

Most of the Wellington network will be closed on Anzac Day for maintenance and project work. Trains will only be running Porirua – Waikanae and Petone – Upper Hutt. The network will reopen for normal metro services on 26 April 2024, and close again over the weekend (27 – 28 April 2-24). The exception is the Wairarapa Line, north of Upper Hutt, which will be closed from 25 – 28 April 2024. Metlink is running bus replacement services during line closures.

Independent Reports

Work is ongoing on independent reports into the January 2024 overhead infrastructure issue and the Wairarapa vibration issues. KiwiRail will brief you once the reports are completed, expected later this month (April).

The draft Wairarapa report has identified wheel reprofiling and some rail grinding as the primary actions to resolve the vibration issues. The rail grinder is on standby awaiting the removal of the

Wairarapa fire ban. It is provisionally booked for Anzac Weekend but the fire ban being lifted by then is unlikely. It will continue working in Auckland and will transfer to start work in Wellington once the ban is lifted.

As part of the report, vibration monitoring equipment has been put on the Wairarapa carriages to gather vibration data. Greater Wellington Regional Council (GWRC) are now gathering vibration data on the one carriage that has had its wheels reprofiled, to confirm that this will alleviate the vibration issues.

s 9(2)(i)

Vibration data gathering equipment will also be put on GW's Matangi electric trains, for thoroughness and in case of any wider issues.

Critical rail assets and service implications

Greater Wellington Chairman, Daran Ponter noted at the 4 April 2024, Regional Transport Committee that further information is needed about critical rail infrastructure assets and the service impacts of not renewing them. KiwiRail supplied this information in September 2023 and February 2024. We have raised the matter with GW Chief Executive Nigel Corry.

FREIGHT

Ruakura Inland Port

Since the opening of the Ruakura Inland Port in 2023, Kmart have been ralling approximately 9,000 containers of imports to their Distribution Centre. Kmart have just announced a rationalisation of their Distribution Centres, import volumes will increase to approximately 15,000 containers of imports and will move all containers from Ports of Auckland and Tauranga exclusively on rail.

Fairfield freight hub

Ahead of the official opening on 19 April 2024, the first revenue train (service number 934) left the Fairfield freight hub carrying approximately 30 wagons bound for the Middleton Yards, and then onto the Lyttelton Port.



We have started a campaign of notifying the local community as trains leaving the Fairfield Freight Hub, will be travelling at usual line speed (up to 80kph) as they pass through town compared to previously, where trains used to stop or travelled at a slower speed through Ashburton.

Also, once the freight hub is fully operational trains will need to shunt across two local roads. This will mean road closures of approximately 10 minutes each time trains are shunted in and out of the new freight hub.

Work is progressing on changes to the train signals in the area, to enable automated train-controlled movements in and out of the hub which will reduce the need for multiple shunts across Fairfield Road. They are expected to be completed before the end of the year. KiwiRail will upgrade the Works Road level crossing to have barrier arms installed over the next couple of months.

INTERISLANDER

Easter Holidays

Customers were served over the busy Easter period. Despite concerns over rough weather in the Strait, only two services had to be cancelled.

Interislander services are still busy, carrying around 500 cars a day, however forward bookings are getting softer as expected as we move out of the peak season and into Winter. To counter this our marketing and sales teams are swinging into action to stimulate campaigns and interest for the traditionally quieter months.

KiwiRail also makes use of the off-peak season for staged dry docking of the fleet for maintenance.

***Kaiarahi* loading ramp**

During routine checks, we identified some metal fatigue on the *Kaiarahi* bow door. This required her to load and unload through her stern doors, slowing the loading of the vessel.

During her scheduled maintenance lay over on 7 - 8 April 2024, the cutting and welding of new steel into the bow door has been completed and *Kaiarahi* will be sailing again as normal.

s 9(2)(ba)(i)

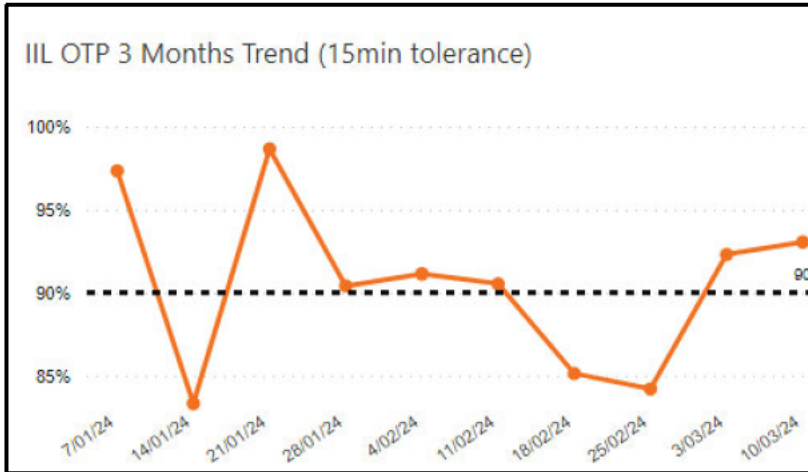
Safe On-Time Performance and Reliability

Customers care about Interislander on-time performance (OTP) and reliability.

We measure OTP based on a "safe on time customer journey" against the scheduled sailing timetable, and reliability based on sailings occurring as scheduled. In instances where we are using the Northern Entrance to the Sounds due to rough weather and safety concerns instead of the usual route through the Southern Entrance, it is a given that our expected sailing times are extended.

In essence we are measuring our performance from a customer journey perspective and ensuring we are meeting their expectations.

The below shows the trend data for OTP and reliability:



As noted above, reliability has been affected by mechanical issues with the *Kaiarahi* and cancelling two sailings over the Easter weekend with heavy swells in the Cook Strait due from 29 March to 30 March 2024.

OTP has been holding up following our busy summer peak, however the weather disruptions, and other minor disruptions has seen a recent decrease in OTP.

LONG DISTANCE PASSENGER TRAINS

Te Huia

We are continuing to see an increase in the number of passengers using the Te Huia service. We are now tracking higher than the forecast passenger numbers in the business case (weekday patronage in 2023 averaged 267 passengers against a business case objective of 250).

There has been a 17 per cent increase in passenger numbers in March 2024, when compared to March 2023. 7,437 passengers have used the Te Huia service in March 2024, with an average of 315 passengers carried on weekday services, and 284 on Saturdays. In addition, on 29 March 2024, Te Huia recorded the highest patronage (612 passengers) per day since August 2023.

NETWORKS

Cyclone rebuild

The North Island rail network is mostly open, with commuter and freight services running. Resilience improvements work across the programme is currently paused pending further funding decisions.

North Auckland Line (Swanson - Whangārei) – closed

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

Work is completed at Tahekeroa (86km mark), where a 35,000 cubic metre slip fell across the road and rail line. A few smaller slips in the vicinity have also been repaired.

Repairs are completed on 81 minor/moderate sites and work continues on another 20 minor/moderate sites. The work is being done by 7 contractors, covering 15 construction packages.

Work is complete on 10 major damage sites. Of the 26 remaining major damage sites, geotechnical investigations have been completed, contractors appointed and preferred remediation design options chosen. Remediation designs have been completed on all of these sites and they have been issued for construction. Enabling works, including relocation of wildlife, erosion and sediment control measures, vegetation clearance, and track removal is complete.

Some of the slips have moved land that is in native bush and some areas of bush will need to be cleared to rebuild the rail line. We have engaged ecologists and erosion/sediment control specialists who are working with our construction teams to safeguard sensitive native flora and fauna. We are engaging with the Department of Conservation as well. Any areas that need to be cleared are being re-vegetated, to reinstate habitats once the rail work has been completed.

We expect to complete the major construction work, to allow the reinstatement of track, by the end of April 2024. Some construction work around the tracks will continue to July 2024.

There is a stringent process to go through to test and commission the tracks, structures, and signals along the entire 180km line before it is safe for heavy freight trains to run. Planning for this work is well underway. We are aiming to have the NAL reopened in late July 2024.

As previously noted, NZ Upgrade Programme funded track replacement and upgrade work (to allow 18 tonne axle loads) on the line north of Whangārei to Kauri, where Fonterra has a dairy plant, is complete. Work is currently underway upgrade track, to grow rail capacity, and improving flood management in the Whangārei Rail Yard. As with the upgrade work to Kauri, getting this work done before the NAL reopens reduces any further disruption for customers.

Palmerston North – Gisborne Line (Napier – Wairoa) – closed

The line from Palmerston North – Napier is open and freight services are running. KiwiRail continues to assess and make permanent repairs at some sites along the line. The temporary rebuild of Bridge 217 has been completed and rail freight between Hastings and Napier resumed on 18 September 2023.

There are approximately two dozen damage sites south of Hastings that still require final repairs. Site inspections have been undertaken to allow the progressing of concept designs for fixes to be put in place.

Work with TREC is continuing, including planning reinstatement work south of Napier and scoping and initial design work for the permanent works on Bridge 217.

Napier – Wairoa

“Make Safe” works to stop further deterioration of this section of the rail line are ongoing. Work is underway or has been completed on the priority Make Safe sites. This includes culvert clearing, slope trimming, debris removal, cutting suspended track and hydroseeding. The current focus on these works is around Eskdale, where 7km of rail track was undermined and badly damaged during Cyclone Gabrielle. All of the track that needs removing has now been removed. Work is also underway on a major bridge north of Waipunga, which needs foundation works to prevent it collapsing. Around \$16 million of the Improvements funding is available for Make Safe works.

KiwiRail is completing a scoping study to understand the cost of line reinstatement/resilience improvements or alternatively mothballing. Discussions with Ministers are ongoing.

Wairoa – Gisborne

This section of line has been mothballed since 2012.

KiwiRail is working with the TREC Alliance on what Duty of Care works are required on this section of line. This is to prevent damage in the rail corridor affecting neighbouring properties and vice versa.

As part of this Duty of Care work, KiwiRail has removed the majority of rail track through the township of Nūhaka as well as a bridge over the stream just south of it. KiwiRail has done this work in consultation with Wairoa District Council, Hawkes Bay Regional Council and the local community.

It will make it easier for the councils to improve drainage in this area via open channels through the rail corridor and potentially help lessen flood risks in the area. The Nūhaka township is next to the Nūhaka River and the flooding during Cyclone Gabrielle and again in November 2023 impacted homes, the local school and marae.

UPCOMING MEETINGS/EVENTS

19 April 2024 – Ashburton (Fairfield) Freight Hub opening event, hosted by Wareing Group. Speeches and a walk around the new Hub. Local media will be invited.

19 April 2024 (TBC) – potential launch of the new Scenic Plus carriages on TranzAlpine, Christchurch. Engaging with Tourism Minister's office about attending.

14 May 2024 – Minister Mark Patterson (as associate Regional Development Minister) to visit Hillside Workshops.

10 June 2024 (TBC) – Transport & Infrastructure Select Committee to visit new Auckland Rail Operations Centre.

s 9(2)(f)(iv)

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Key updates

Reduced and Zero Emissions Project external launch

In the Weekly Report dated 27 November 2023, the Authority highlighted the Reduced and Zero Emissions Project (RZEP), established to coordinate regulatory effort needed to enable the introduction of aircraft with alternative propulsion and energy systems. This project has recently been launched externally with information and an announcement published to our website, social media posts, and email notifications. In addition, the RZEP team has notified a range of stakeholders that are anticipated to take an interest in the project.

Health and Safety notice issued to Authority by Auckland Station

On Friday 5 April 2024, management at AvSec's Auckland Station received a Provisional Improvement Notice (PIN) from a trained Health and Safety Representative (HSR) outlining issues under the Health and Safety at Work Act 2015 (HSWA). An HSR can issue a PIN if they reasonably believe that an individual or a business is breaking the law or is likely to break the law under the HSWA or the HSWA Regulations. Issues outlined in the PIN include fatigue, work overload, unreasonable start and finish times, late relief, as well as missed and late break slots.

The Authority is aware of the issues outlined and takes them seriously. Action on remedying these issues is already underway with staff and unions (such action predates the issuing of the PIN). The Authority is now in the process of reviewing the PIN with WorkSafe NZ. A copy of the PIN is not required to be displayed at or near the workplace at this time.

Security screening queues Weekly Update

The following instances of longer screening queues were recorded this week:

Date	Time	Location	Passengers affected	Queue Time	Cause	Mitigation
04/04/24	06:45 to 07:30	Wellington Domestic (Northern)	500+	~12 min	3 flights departing in short order with passengers presenting simultaneously	2 nd lane was opened, and queue cleared
07/04/24	12:45	Queenstown International	100+	~21 min	Unexpectedly large group of passengers presenting simultaneously, with several large pieces of carry on and multiple trays per passenger	2 nd lane was opened, with staff drawn from other duties

Queues for the Wellington Southern Domestic screening point – which are continuously monitored using LiDAR technology - showed:

Week	25/03 – 31/03	01/04 - 07/04
Passengers processed in less than 5 minutes	89.12%	92%
Passengers processed in less than 10 minutes	97.5%	97.5%

Please see the Appendix at the end of this report for data on where queues are predicted during the coming week.

Communications and External Engagement 9 April 2024

Media plan – 7 days from Wednesday 10 April 2024

Nil

Media mentions – 7 days to Tuesday 9 April 2024

Date	Activity	Channel
4 April 2024	Auckland Airport arrivals delayed amid drone and large balloon sighting CAA is mentioned in an article about delayed flights out of Auckland Airport on 2 April 2024, due to sightings of a drone and a large balloon in the controlled airspace.	<i>Newshub</i>
5 April 2024	Public service job cuts: What ministries are proposing CAA is mentioned in an article listing public service organisations and respective staff cuts. Comment was provided as follows: The Civil Aviation Authority has no plans to restructure nor disestablish any roles at this time, and as such continues to deliver core roles. We have reduced contractors and consultants in line with expectations.	<i>Stuff</i>
9 April 2024	Microlight crash Rangitata On Sunday 7 April 2024, a microlight crashed in the Rangitata Gorge Road area. Police responded to the accident and the pilot and sole occupant of the aircraft was transported to hospital. The CAA will work to understand what happened and why, before determining whether further action is needed.	<i>Timaru Herald, The Press</i>

Upcoming education publications

Planned release/publish	What	Type	Why
April 2024	In, out, and around the Manawatū	GAP booklet (update)	BAU version update
April 2024	VFR MET	GAP booklet (update)	BAU version update - launching this week
May 2024	In, out, and around Queenstown	GAP booklet (update)	BAU version update
June 2024	Vector Winter Issue	Aviation industry magazine	A way of getting relevant safety information to industry in an easy-to-read format
July-September 2024	Occurrence Investigation Workshop	Face-to-face event	To provide training for operators about investigating occurrences, to comply with requirements under CAR Part 12
TBC	Weight and balance	GAP booklet (update)	BAU version update
TBC	Plane Talking	GAP booklet (update)	BAU version update

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Key priorities and highlights

International Maritime Organization (IMO): reduced emissions from ships

New Zealand is strongly supporting reaching an international IMO agreement on credible emission reduction measures for shipping. Failure to achieve global agreement would have disproportionate impact on New Zealand, as countries or blocks take unilateral action ^{s 6(c)}

Such actions will increase import and export costs for New Zealand, which is distant from high value markets (99% of New Zealand's imports and exports are transported by ships). The impact of rising costs would be even higher on Pacific Island countries.

It is essential for New Zealand to engage in the IMO negotiations to achieve the fairest global solution to shipping decarbonisation and avoid disproportionate impacts to New Zealand trade. ^{s 9(2)(j)}

A green shipping corridor is a zero-emission route between two or more ports, achieved through technological advances, or various incentives (such as regulatory).

Officials from Maritime NZ and Ministry of Transport recently returned from IMO committee negotiations centred around greenhouse gas (GHG) emission reduction from international shipping. This follows on from last year's agreed IMO strategy to achieve carbon neutral shipping "by, or around, 2050".

^{s 9(2)(j)} member states await the outcome of a comprehensive impact assessment (CIA) of possible measures commissioned in July last year. There will be a workshop on the draft modelling outcomes of the CIA in July 2024. ^{s 6(a)}

The timeframe for agreeing emission reduction measures remains highly ambitious, seeking agreement at IMO Assembly in November 2025. On this timeframe, we will have to agree to a base text for Convention amendments by October this year and complete negotiating that text by April 2025. ^{s 9(2)(j)}

The Ministry of Transport will be providing a briefing updating you about these negotiations and explaining the IMO committee and decision-making process.

In addition to the core GHG negotiations, progress continues at the IMO on other matters of significance to New Zealand including:

- **Review of the carbon intensity index measure** – an A-E rating system for ships, which assigns them a grade. This is an essential mechanism to drive greater operational efficiency – less energy per unit cargo – and, importantly, contributes ship-level data which would underpin any GHG reduction measures. The review is still in a data gathering phase, but useful improvements were tabled in advance of negotiations in September.
- **Ballast Water Management Convention review** – New Zealand continues to push for a more robust approach to responsibilities under the Convention giving greater assurance biosecurity outcomes will be met. Ballast water in ships is one of two key pathways (the other being hull fouling) for the introduction of harmful aquatic organisms into New Zealand's marine environment. These organisms can threaten human health, aquaculture businesses and our marine environment.

- **Lifecycle analysis for GHG intensity of marine fuels** – agreement to enhance the guidelines with expert technical input to ensure a robust framework for determining the life cycle emissions of meeting ships energy needs (includes fuel oil, e-fuels, batteries, etc). ^{s 9(2)(j)}
- **Agreed recommendations on the transport of plastic pellets** to minimise the chances of plastic pollution incidents. Plastic pellets for production of plastic products are a significant component of marine plastic pollutants. New Zealand had smaller scale experience managing spills of such cargo following the MV Rena grounding in 2011.

Operational updates

International Omnibus Project: amendments to Maritime and Marine Protection Rules

s 9(2)(f)(iv)

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Maritime in the media

Maritime NZ received a media enquiry from a reporter from *Māori Television* current affairs TV show, *The Hui*, about the World War 2 wreck *Niagara* located off the coast of Northland. The reporter has requested reports from Maritime NZ and has also contacted Minister Doocey's Office. The reporter is interested in previous advice and the position of the current Government. Maritime NZ is replying to this query as an OIA.



New inquiries / International Assistance

A new marine inquiry MO-2024-202 opened by the Commission on 4 April 2024.

Maritime New Zealand notified the Commission yesterday of an incident that occurred on 1 April 2024, involving a New Zealand registered fishing vessel *Pacific Challenger* about 6 nautical miles off the Waimarama coast in Hawke's Bay.

Circumstances reported so far are that the mate took over watchkeeping duties from the skipper at 1800 while the vessel was engaged in fishing. The skipper remained in the wheelhouse till about 2000 after which he went outside. At about 2045 when the mate realised the skipper had not returned, he raised an alarm and alerted the crew. Despite an extensive search, the skipper has not been found and is missing.

The Commissioner has opened an inquiry under Section 13(1)b of the Transport Accident Investigation Commission Act and appointed **Jeremy Dann** as investigator-in-charge. Jeremy will be assisted by **Rob Thompson** and **Penglin Song**.

A new aviation inquiry, A0-2024-003 opened by the Commission on 4 April 2024.

The Civil Aviation Authority notified the Commission on 3 April 2024 of an incident that occurred at about 1823, on 2 April 2024, involving an Airbus A320 passenger aircraft and a drone at about 2000 feet altitude. The circumstances reported to date are that the passenger aircraft was on approach to Auckland Airport when the drone first appeared 'slightly to the right' of the aircraft and then passed over the top of the flight deck towards Ardmore. The incident was reported to Auckland Airport Control Tower who subsequently closed the airspace for 15 minutes. The passenger aircraft landed safely, and no crew or passengers were reported to have been injured.

The Commissioner has opened an inquiry under Section 13(1) of the TAIC Act and appointed **Ian McClelland** as the investigator-in-charge. Ian will be supported by **Hamish Johnstone**.

Media heads up

Nil



Transport Portfolio Weekly Report

As at Wednesday 17 April 2024

Recipient

HON SIMEON BROWN
MINISTER OF TRANSPORT

Copy the report to Hon Matthew Doocey as
Associate Minister of Transport

Minister's comments:

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Agenda - Minister Brown officials' meeting

Day Date	Monday 22 April 2024		
Time	9.45am – 10.30am		
Venue	Parliament EW5.1R		
Apologies	Bronwyn Turley, Deputy Chief Executive, Regulatory Group		
Ministry of Transport (the Ministry) attendees			
Audrey Sonerson, Chief Executive			
David Wood, Deputy Chief Executive, Investment and Monitoring Group			
Brent Johnston, Chief of Staff			
Paul O'Connell, Deputy Chief Executive, Sector Strategy Group			
Natasha Rave, Acting Deputy Chief Executive, Regulatory Group			
Siobhan Routledge, Acting Deputy Chief Executive, Policy			
Bev Driscoll, Manager, Rail			
Matt Skinner, Manager, Revenue			
Part 1	Ministry of Transport	Lead	Paper reference
1.0	Weekly Report	Audrey Sonerson	
1.1	Rail <ul style="list-style-type: none"> Rail Network Investment Programme 	Siobhan Routledge	OC240374
1.2	Auckland <ul style="list-style-type: none"> Waitematā Harbour Connections 	David Wood	Verbal update
1.3	Safety <ul style="list-style-type: none"> Speed Rule CBA 	Paul O'Connell	Verbal update
1.4	Driver licensing and Certificate of Fitness	Brent Johnston	Verbal update
1.5	Revenue Feedback on revenue work programme advice	David Wood	OC240243 OC240379 OC240395

Actions from transport officials meeting

Meeting with the Ministry of Transport (the Ministry) Monday 15 April 2024	Due date
LNIRIM <ul style="list-style-type: none">• s 9(2)(f)(iv) [Redacted]• [Redacted]	Wednesday 24 April 2024.
Port Coastal Permits <ul style="list-style-type: none">• Ministry officials to lead (with MfE in support) a one month targeted engagement in May 2024.	We will provide a briefing with the proposed engagement plan by Wednesday 24 April 2024.
Safety s 9(2)(f)(iv) [Redacted]	
Speed Rule <ul style="list-style-type: none">• s 9(2)(f)(iv) [Redacted]• Officials to further discuss details of speed Rule with the Minister.	Discussion on Thursday 18 April 2024.

Meeting with the Ministry of Transport (the Ministry) Monday 15 April 2024	Due date
<p>GPS</p> <p>s 9(2)(f)(iv)</p> <div style="background-color: #cccccc; height: 150px; width: 100%;"></div>	
<p>Revenue</p> <ul style="list-style-type: none"> • s 9(2)(f)(iv) <div style="background-color: #cccccc; width: 400px; height: 100px; display: inline-block;"></div> • <div style="background-color: #cccccc; width: 400px; height: 100px; display: inline-block;"></div> • Officials to provide a briefing paper on the work that would be required to achieve the fleet-wide transition to RUC <div style="background-color: #cccccc; width: 80px; height: 15px; display: inline-block;"></div> 	<p>Complete.</p> <p>Complete.</p> <p>Complete.</p>
Decisions	Confirmed / Denied
None this week.	

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Ongoing actions from transport officials meeting		
Officials Meeting date	Action	Due date
5 February 2024	ALR Officials to provide monthly updates of expected wind-down costs of ALR.	Ongoing.
26 February 2024	s 9(2)(f)(iv)	19 April 2024.
11 March 2024	GPS Officials to provide weekly updates on next steps across programmes of work signalled in the GPS.	Ongoing.
18 March 2024	Miscellaneous Officials to ensure future advice on the revenue system is prepared jointly between the Ministry and NZTA. s 9(2)(f)(iv)	Complete.
2 April 2024	Rail	s 9(2)(f)(iv), s 9(2)(i)

Ongoing actions from transport officials meeting

8 April 2024	CAA Funding Review s 9(2)(f)(iv)	
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1 Ministerial priorities

Safety

Project: Speed limits

We met with you on Thursday to discuss the draft Rule and are working through the changes discussed at the meeting.

We will provide you an updated Cabinet paper, consultation document, draft Rule and Regulatory Impact Statement on Wednesday 1 May 2024. This will push the proposed timeline out slightly and we recommend you now seek ECO consideration on 22 May 2024. This will still meet your intention for public consultation to commence in the middle of the year as previously announced.

Revised proposed timeline

Revised papers and rule to Minister	Wed 1 May
Ministerial and departmental consultation	Tue 7 May – Tue 14 May
Cabinet Office deadline	Thu 16 May
ECO	Wed 22 May
Cabinet	Mon 27 May
Public consultation	Month of June

Cabinet Paper package: Replacing the Land Transport Rule Setting of Speed Limits 2022 - consultation

Progress Update: We will provide you the updated draft Cabinet paper, consultation document, draft Rule and the Regulatory Impact Statement.

To Minister: Wednesday 1 May 2024

To lodge: 16 May 2024

To Committee: 22 May 2024

Project: Oral fluid testing regime

s 9(2)(f)(iv)

We will be engaging with the Ministry of Justice and Office of the Privacy Commissioner to help facilitate the Bill of Rights Act vetting and Select Committee process.

We have met with Sober Check, a company which provides OFT devices for workplace drug testing. They provided information about testing times for OFT devices and the potential implications for roadside testing procedures. We will follow up with Police and our Australian counterparts to find out more about testing procedures.

s 9(2)(f)(iv)

Project: Road safety objectives

s 9(2)(f)(iv)

s 9(2)(f)(iv)

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s 9(2)(f)(iv)

Rail

Project: Metropolitan Rail Operating Model (MROM) settings review

Briefing: Setting new Metropolitan Rail Operating Model objectives

This briefing will propose new system level objectives for the metro rail system and corresponding key features of the model.

Date: Wednesday 15 May 2024

Project: Lower North Island Rail Integrated Mobility Programme (LNIRIM)

s 9(2)(f)(iv)

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Investment

Project: Government Policy Statement on Land Transport 2024

GPS 2024 Update

We have analysed submissions received through public consultation and provided you with a summary of key themes from consultation (OC240306 refers).

s 9(2)(f)(iv)

We will have an initial discussion with you on this on Monday 22 April.

Decision required – GPS Action in Government’s Quarterly Plan

Finalising the GPS 2024 is an action in the Government’s Quarterly Plan. Fortnightly reports on all Quarterly Plan actions are provided to Cabinet.

We have drafted the update below for your review and approval by 12pm on Monday 22 April 2024. This text will then be included by DPMC in the next fortnightly update to Cabinet to be lodged on 24 April 2024:

Finalise the Government Policy Statement on Land Transport, freezing fuel tax until the end of 2026 and delivering significant investment for transport.

ID Number	Action	Due Date	Lead Portfolio	Lead Minister
4	Finalise GPS.	June	Transport	Brown
Last Update				Last Status
Consultation on the draft Government Policy Statement on Land Transport 2024 (GPS 2024) ended on 2 April 2024. A total of 2,038 submissions were received from a range of stakeholders including local government stakeholders, businesses, transport groups, and individuals. The Minister of Transport and officials are now working through changes to the GPS 2024 following consultation.				In Progress

s 9(2)(f)(iv)

Approved / Not approved

Briefing: Confirming changes to the draft GPS 2024

s 9(2)(f)(iv)

TE MAHATŪ WAKA MATIHI RELEASING BY TRANSPORT

Revenue

Project: Revenue system report back

Several pieces of work are underway to enable you to provide a comprehensive report back to Cabinet on the Revenue System Review in June 2024.

s 9(2)(f)(iv)

Revenue programme governance and management

The Ministry and NZTA held a workshop on Monday 15 April 2024 to confirm key components of the Revenue System Review – including governance arrangements, workstreams and project leads. This will ensure we are sufficiently resourced to deliver each relevant workstream, collaboratively across the Ministry and NZTA.

The output of the workshop, combined with the detailed project planning work, will enable the June report back to (in addition to other matters we have already discussed with you):

- seek agreement to the Government's objectives for revenue reform – the long-term vision for the revenue system,
- confirm the scope of the review – including what tools are on the table and how these could contribute to achieving the government's objectives for a future revenue system, and
- map both a longer-term horizon for revenue reforms as well as shorter-term deliverables and decisions required.

In addition to detailed work at the programme level, we have established two levels of governance for the Revenue System Review to drive delivery and provide senior accountability to you. This includes:

- a sponsors group, made up of the relevant departmental secretaries/agency chief executives, and
- a programme board, made up of departmental/agency senior officials.

Infrastructure and Investment Ministers Group

A meeting for the Infrastructure and Investment Ministers Group has been scheduled for 8 May 2024 with a focus on transport revenue. We will develop material for this meeting, as a precursor to the June 2024 Cabinet paper, to take Ministers through the report back scope and content and the emerging options. s 9(2)(f)(iv)

Briefing paper: Material to support the Infrastructure and Investment Ministers Group discussion on transport revenue

This paper will provide an overview of the revenue system report back, bringing together the information we have provided you.

Date: Wednesday 1 May 2024

Cabinet Paper: Report back on proposals to improve the revenue system

This paper will advise on options and timeframes to progress the fleet-wide transition to road user charges and other improvements to the revenue system.

To Minister: Wednesday 22 May 2024

To lodge: 20 June 2024

To Committee: 26 June 2024

Project: Fleet-wide transition to RUC

Following our workshops with you we have provided you a briefing on the fleet-wide transition to RUC (OC240243 refers). Your feedback on this paper is needed so we can progress the Cabinet paper for the revenue system report back.

Project: Time of use charging

s 9(2)(f)(iv)

Cabinet Paper: Policy decisions to progress time of use charging legislation

This paper will seek approval to make changes to the draft Land Transport Management (Congestion Charging) Amendment Bill.

To lodge: Thursday 16 May 2024

To Committee: Wednesday 22 May 2024

Project: Tolling

Tolling reform

We are progressing work on tolling reform and potential options for achieving an efficient tolling system. We intend to use the workshop scheduled for Tuesday 23 April 2024 to discuss this work.

Tolling proposals

s 9(2)(f)(iv)

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Project: Other revenue policy

s 9(2)(f)(iv)

Aviation

Project: CAA funding review

s 9(2)(f)(iv)

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Emissions

Project: Clean Car Importer Standard

Review of the Clean Car Importer Standard (the Standard)

s 9(2)(f)(iv)

Consultation with the vehicle industry and the AA

We have sent our draft proposal to the Motor Industry Association, the Imported Motor Vehicle Industry Association, the Motor Trade Association, and the New Zealand Automobile Association for their feedback. A meeting has been arranged for 19 April 2024 to discuss their response.

Briefing: Following analysis of the industry feedback, this paper will set out our advice on the review of the Clean Car Importer Standard

Date: Wednesday 15 May 2024

s 9(2)(f)(iv), s 9(2)(h)

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Project: EV Charging Infrastructure

Supercharging EV Infrastructure

Cabinet discussed the Supercharging EV Infrastructure work programme on Monday 15 April 2024.

Following Cabinet’s consideration of this paper, we are working with MBIE and EECA to develop advice on a detailed forward work programme, (including cost benefit analysis considerations), and sequencing of decisions.

Briefing: Providing progress updates and advice on the detailed forward work programme.

Date: Wednesday 15 May 2024

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2 Updates on other matters

City Rail Link update

This item is an ongoing update on the City Rail Link. We intend to continue providing these updates on a monthly basis as the project progresses through to practical completion.

Monthly progress report

s 9(2)(b)(ii)

Risk Workshop

On 16 April 2024, Officials from the Ministry of Transport, Auckland Council, the Treasury, CRLL, Auckland Transport and KiwiRail attended a Biannual Risk Workshop. These workshops are facilitated by our Assurance Manager (TSA Management), with a focus on Sponsor's risks for the City Rail Link project. The focus of this workshop was testing, commissioning and transfer, operational readiness, project finalisation, and options for governing any potential future cost/programme changes.

Governance meetings

Officials attended the One Client Executive Committee meeting and the Joint Sponsors Team (JST)/Sponsors meeting this week. KiwiRail and Auckland Transport advised that they are working on your request to highlight the key activities in the wider Auckland Metro Rail Network that are essential during the period between Practical Completion and Day One operations (public services). This will be shared with you when available.

s 9(2)(b)(ii)

Statement of Performance Expectations and Statement of Intent (SPE and SOI)

Your Letter of Expectations for 2024/25 has been sent to CRLL. This will inform CRLL's SPE 2024/25 and SOI from 2024 to Practical Completion of the Project. CRLL is required to provide you with drafts of its SPE and SOI by 30 April 2024 (two months before the start of the financial year) after which you have 15 working days to provide any comments. The Ministry will assist you in this process. CRLL must publish their SPE and SOI as soon as practical after providing you with the final versions. As responsible Minister, you are then required to present a copy of each document to the House of Representatives.

Upcoming Decisions

The updated Benefits Realisation Plan (BRP) is in the final stages of endorsement with key stakeholders. Officials expect to seek Sponsors (you, the Minister of Finance and the Mayor and Deputy Mayor of Auckland) agreement of the overall ownership of the BRP by June 2024. We are also working to prepare a timeline for a Cabinet paper that will be required later in 2024 to confirm the asset transfer principles and consequential changes to CRL appropriations.

Next Step for Chatham Islands Replacement Vessel Project

The Ministry has begun planning how to progress the project following expected Cabinet decisions on 22 April, including a proposed governance structure, communications plan and procurement plans to be developed in consultation with the Ministry for Primary Industries and the Department of Internal Affairs. We intend to discuss our proposed approach with you at the 30 April 2024 officials meeting.

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3 Meeting requests from stakeholders

None this week.

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4 Transport stakeholder updates

Stakeholder	Update
Cook Strait long-term resilience assessment	<p>As part of our work to assess the long-term requirements for a resilient Cook Strait connection (OC240031 refers) Ministry officials have proactively engaged with a wide range of interested stakeholders. Conversations have been held with port companies, ferry operators, industry representative organisations, freight forwarding and logistics businesses, the tourism sector and trade unions. There has been a positive level of interest in the project, and insights from industry are helping to inform our advice to you.</p> <p>The first piece of advice to you, due end of May, will provide advice on whether there are any significant impediments to the market responding to provide increased capacity in a hypothetical scenario where KiwiRail exits the ferry business.</p> <p>The independent Ministerial Advisory Group (MAG) has a narrower interest in KiwiRail's Interislander operations, but we have been working together to coordinate stakeholder engagement and our work programmes. We are meeting with the MAG on 17 April 2024 and will update you on our discussions in next week's Weekly Report.</p>

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5 Upcoming Minister of Transport meetings

Week commencing 22 April 2024		
Meeting Date	Meeting	Details
22 April 2024 4.30 – 5.00pm	GPS – discussion on possible changes	<p>Briefing Due: N/A</p> <p>Officials Attending: Paul O’Connell, DCE, Sector Strategy Tim Herbert, Manager, Investment Mitch Macaulay, Principal Adviser, Investment George Ross, Senior Adviser, Investment</p>
23 April 2024 8.00 – 8.30am	Transport revenue workshop — tolling and alternative revenue tools	<p>Briefing Due: Papers provided for discussion.</p> <p>Officials Attending: David Wood, DCE, Investment and Monitoring Matt Skinner, Manager, Revenue James McDevitt, Senior Adviser, Revenue Chris Bunny, Amy Moorhead (NZTA)</p>
23 April 2024 11.00 – 11.30 am	Meeting with Matt Clarke, Chief Executive, Wellington Airport	<p>Briefing Due: 19 April 2024</p> <p>Officials Attending: Tom Forster, Manager, Aviation and Maritime</p>
26 April 2024 8.00 – 10.00 am	Meeting with Mayor Brown, Auckland Council	<p>Briefing Due: 22 April 2024</p> <p>Officials Attending: Matthew Skinner, Manager, Revenue</p>

6 Other upcoming Ministry of Transport Cabinet papers

s 9(2)(f)(iv)



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7 Other briefings and aide memoires to Minister of Transport

Due to Office:	Title
24 April 2024	<p>Revised Briefing: Crown-Council Joint Venture Airports</p> <p>This briefing will provide further detailed information around the Joint Venture airports and in particular, information around the interplay with Air Chathams.</p>
24 April 2024	<p>Ministry of Transport – Baseline Savings and Priorities for 2024/25</p> <p>This briefing will provide you with an overview of the Ministry's baseline savings programme and work programme priorities, including the finalised A3.</p>
Week ending 3 May 2024	<p>Total Mobility Review – update on progress</p> <p>s 9(2)(f)(iv)</p>
Week ending 3 May 2024	<p>Progress on disestablishing Auckland Light Rail Limited</p> <p>This briefing will update and seek decisions from Shareholding Ministers (yourself, the Minister of Finance, and the Minister of Housing) on the wind-down of Auckland Light Rail Limited and the approach to ALR Limited transitioning to a holding company. It will describe the functions of the holding company and how it will be resourced.</p>
Week ending 3 May 2024	<p>s 9(2)(f)(iv)</p>
Week ending 3 May 2024	<p>s 9(2)(f)(iv)</p>
Week ending 3 May 2024	<p>Auckland Level Crossing Removal Update</p> <p>This briefing will provide an overview of the Auckland level crossing programme, including priorities and available funding.</p>
Week ending 19 May 2024	<p>City Rail Link Limited (CRL) Statement of Performance Expectations (SPE) and Statement of Intent (SOI)</p> <p>This briefing will provide you with advice and comments on CRL's draft SPE and SOI.</p>

7.1 Proactive Releases

Due to Office	Title	Date planned for release
8 May 2024	<p>Auckland Light Rail – draft business case documents</p> <p>As the Ministry is to be the owner of Auckland Light Rail (ALR) Ltd.'s intellectual property, we are reviewing a significant amount of material that was generated through the (ALR) business case process for proactive release. The Ministry is taking a staged approach to the release, with the draft business case documents making up tranche one. The Ministry will be engaging with partner agencies who contributed to these documents ahead of the proactive release.</p> <p>As discussed with your Office, we understand this approach is acceptable and to provide other partners enough time to review these documents we have postponed this briefing from 23 April to 8 May 2024.</p>	Mid May 2024

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7.2 Other portfolio Cabinet papers with transport implications

Committees																																					
Cabinet Appointments and Honours Committee (APH)																																					
Early May 2024	<p>2023 Stocktake of Gender and Ethnic Diversity on Public Sector Boards</p> <p>This paper covers the annual gender and ethnic diversity stocktake, which is conducted by the Ministry for Women and Ministry for Ethnic Communities. It notes that women represented 53.9 percent of roles on public sector boards, which is the fourth consecutive year that representation reached 50 percent or above. Women also now hold 46.2 percent of Board Chair roles – a significant increase from 41.9 percent in 2022 and 31.7 percent in 2015.</p> <p>There are slight improvements across ethnic diversity as represented by the below table.</p> <table border="1"> <thead> <tr> <th></th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> </tr> </thead> <tbody> <tr> <td>New Zealand European</td> <td>71.6%</td> <td>71.4%</td> <td>67.5%</td> <td>65.4%</td> <td>66.9%</td> </tr> <tr> <td>Māori</td> <td>21.1%</td> <td>22.3%</td> <td>25.3%</td> <td>26.8%</td> <td>27.5%</td> </tr> <tr> <td>Pacific</td> <td>4.6%</td> <td>5.4%</td> <td>6.4%</td> <td>7.2%</td> <td>7.0%</td> </tr> <tr> <td>Asian</td> <td>3.6%</td> <td>4.0%</td> <td>4.9%</td> <td>6.1%</td> <td>6.1%</td> </tr> <tr> <td>Middle Eastern, Latin American, African</td> <td>0.6%</td> <td>0.8%</td> <td>0.9%</td> <td>0.8%</td> <td>0.8%</td> </tr> </tbody> </table> <p>Across the stocktake, transport remains under-represented in terms of both gender and ethnic diversity. Board membership across the transport portfolio remains unbalanced in both gender and ethnicity, with 36.5% percent of appointees being female (increasing to 42.1% percent for Crown entities, ALR Limited and CRLL) and 85.5% percent of appointees identifying as New Zealand European. These statistics are amongst the lowest percentages in Government – particularly for agencies that appoint to over 50 roles.</p> <p>A considerable percentage of our statistics is affected by the Oil Pollution Advisory Committee (largely comprised of representative roles), the formation of the Speed Management Committee and several specialist roles being held by men; however, the Ministry does look for options to improve diversity with each appointment (noting that diversity extends beyond gender and ethnicity). This includes the Maritime New Zealand and Civil Aviation Authority Boards having Future Directors.</p>		2019	2020	2021	2022	2023	New Zealand European	71.6%	71.4%	67.5%	65.4%	66.9%	Māori	21.1%	22.3%	25.3%	26.8%	27.5%	Pacific	4.6%	5.4%	6.4%	7.2%	7.0%	Asian	3.6%	4.0%	4.9%	6.1%	6.1%	Middle Eastern, Latin American, African	0.6%	0.8%	0.9%	0.8%	0.8%
		2019	2020	2021	2022	2023																															
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	Asian	3.6%	4.0%	4.9%	6.1%	6.1%																															
	Middle Eastern, Latin American, African	0.6%	0.8%	0.9%	0.8%	0.8%																															

8 Ministerial correspondence and OIAs

Ministerial correspondence:

# of Ministerials	Topic	Key themes
4	Amendment to the Land Transport Rule: Setting of Speed Limits	<ul style="list-style-type: none"> Request to raise speed limits Concerns around recent Council speed limit changes Concerns around the safety of increased speed limits Request to make motorway lanes different speeds

Ministerial OIA requests:

Due date to Minister's Office	Due date to requester	Requester	Summary of request
15/04/2024	22/04/2024	s 9(2)(a)	January 2024 briefings to the Minister
15/04/2024	22/04/2024		Advice provided to the Minister regarding the tax rate of electric vehicles
17/04/2024	7/05/2024		Any material on work expanding RUC to all vehicles
24/04/2024	1/05/2024		All briefings since 26 February 2024
24/04/2024	1/05/2024		All weekly reports since 26 February 2024
29/04/2024	6/05/2024		All advice sought or received by the Minister regarding transport protests
17/04/2024	7/05/2024		Any material on work expanding RUC to all vehicles
3/04/2024 Extended 2/05/2024	10/04/2024 Extended 9/05/2024		All advice related to the appointment of Simon Bridges as Chair of NZTA
07/05/2024	14/05/2024		Requesting documents listed in WPQ 4443 (2024)

Written Parliamentary Questions:

Date Received	Number	Topics	Due to the House Office
16/04/2024	6612 (2024)	Advice received on building road constrained by geographical area.	24/04/2024 12:00:00 AM
16/04/2024	6610 (2024)	Does the Minister intend to progress a rail spur from Puhinui to Auckland International Airport?	24/04/2024 12:00:00 AM
16/04/2024	6606 (2024)	Cabinet papers taken to cabinet committee on Speed Limits from 27 November	24/04/2024 12:00:00 AM
16/04/2024	6607 (2024)	Cabinet papers taken to cabinet on GPS from 27 November	24/04/2024 12:00:00 AM
16/04/2024	6608 (2024)	Cabinet papers taken to cabinet committee on GPS from 27 November	24/04/2024 12:00:00 AM
16/04/2024	6609 (2024)	Reports received on congestion charging	24/04/2024 12:00:00 AM
16/04/2024	6605 (2024)	Cabinet papers taken to cabinet on Speed Limits from 27 November	24/04/2024 12:00:00 AM
17/04/2024	6664 (2024)	the economic impact that introducing variable speed limits around schools may have	26/04/2024 0:00
17/04/2024	6665 (2024)	Modelling of Road incidents and road fatalities that may result from introducing variable speed limits around schools	26/04/2024 0:00
17/04/2024	6666 (2024)	Modelling of Road incidents and road fatalities that may result from introducing variable speed limits around schools	26/04/2024 0:00
17/04/2024	6668 (2024)	Number of FTE no longer employed to meet baseline savings	26/04/2024 0:00
17/04/2024	6673 (2024)	How much, if any, will Ministry of Transport need to reduce headcount by to achieve a 7.5% cost-saving?	26/04/2024 0:00

Date Received	Number	Topics	Due to the House Office
17/04/2024	6676 (2024)	How much, if any, does Ministry of Transport plan to spend to achieve a 7.5% cost-saving as at Monday 8 April?	26/04/2024 0:00
17/04/2024	6678 (2024)	How much, if any, has Ministry of Transport spent to achieve a 7.5% cost-saving as at Monday 8 April?	26/04/2024 0:00
17/04/2024	6801 (2024)	Correspondence received from the CE of Transport week 8 April	26/04/2024 0:00
17/04/2024	6803 (2024)	Correspondence sent to the CE of Transport week 8 April	26/04/2024 0:00
17/04/2024	6833 (2024)	Total headcount of each department, Agency	26/04/2024 0:00
17/04/2024	6834 (2024)	Documents received regarding use of consultants and contractors	26/04/2024 0:00
17/04/2024	6852 (2024)	Funding of Total Mobility	26/04/2024 0:00

8.1 Departmental Official Information Act requests

Due Date to Requester	Requester	Summary of request
1/04/2024 Extended 19/04/2024	s 9(2)(a)	Information regarding the appointment of the Chair of NZTA
19/04/2024		Information regarding the appointment of the Chair of NZTA
19/04/2024		January 2024 briefings to the Minister
19/04/2024		January 2024 briefings to the Minister
19/04/2024		2012 Clifford Bay Business Case
23/04/2024		Advice received on the impacts of removing climate change references from the GPS
24/04/2024		Advice provided to Ministers and their Offices on speed limit reductions
24/04/2024		Advice provided to Ministers and their Offices on petrol taxes

Due Date to Requester	Requester	Summary of request
26/04/2024	s 9(2)(a)	Information regarding funding allocation process for groups such as Search & Rescue, Surf Lifesaving, AREC, etc
30/04/2024		Advice on the Accessible Streets regulatory package
30/04/2024		The Ministry's Health, Safety and Wellbeing strategy, policy and annual reporting
30/04/2024		Specific information around parking enforcement in the Land Transport Act
2/05/2024		Information around the use of algorithms in the Ministry
2/05/2024		Internal communications regarding cost cuts, savings, and a directive to slash roles and spending
2/05/2024		Materials on the EV charging infrastructure network
2/05/2024		Expenditure on PR and Communications support
6/05/2024		Information on risk of MoT overspending its financial appropriation this year
7/05/2024		A copy of Aide Memoire: Meeting with Mayor Brown on Transport in Auckland
7/05/2024		A copy of a 2009 Kiwirail report to the then Minister of Transport that contains pictures of the requestor
10/04/2024 Extended 09/05/2024		December briefings to the Minister
15/04/2024 Extended 09/05/2024		Information regarding the appointment of the Chair of NZTA
9/05/2024		The total number of submissions on the draft GPS divided by pro, neutral, and negative. Any analysis of this data and subsequent advice provided to the Minister on this basis
9/05/2024		FTE staff statistics since August 31 2023
9/05/2024		Internal communications on dealers' inclusion in CCD
10/05/2024		Copies of Proposal Documents on baseline savings

Due Date to Requester	Requester	Summary of request
13/05/2024	s 9(2)(a)	Records of any meetings with other government parties attended by Officials
13/05/2024		Government Tax revenue from 'Petrol excise duty' for all years 2010 to 2019 inclusive.
14/05/2024		Requesting data for road death per year
14/05/2024		Staff engagement with the leadership programme the Pakeha Project
15/05/2024		Any steps taken to amend r 7.9 of the Land Transport (Road User) Rule 2004
16/05/2024		Advice received on Lower North Island Integrated Mobility Programme

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Transport Portfolio Agency Reports



Aviation Security Service
Kaitiwbakamaru Rererangi



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Agenda – Minister Brown Officials’ meeting with NZTA

Day Date	Monday 22 April 2024		
Time	10: 15 – 11:00am		
Venue	Parliament – WE5. 1R		
NZ Transport Agency attendees			
Nicole Rosie, Chief Executive			
Brent Alderton, Group General Manager, Regulatory and Director of Land Transport			
Apologies			
Richard May, Chief of Staff			
Chris Bunny, Group General Manager, System Leadership			
Brett Gliddon, Group General Manager, Transport Services			
		Lead	Paper reference
1.1	Weekly Report	Nicole Rosie	
1.2	Driver testing and training	Brent Alderton	

Actions from transport officials meeting

Meeting with NZ Transport Agency Waka Kotahi (NZTA) – 15 April 2024	Due date
National Ticketing Solution (NTS) Provide a briefing on NTS costs and potential savings (discussed at officials meeting on 8 April 2024)	3 May 2024

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Updates:

SH2 Tamaki River Bridge maintenance closure

The Tamaki River Bridge on State Highway 2 near Dannevirke will be fully closed for 6 days and a signposted detour in place while bridge maintenance and asphaltting takes place between 9am Monday 29 April and 5pm Saturday 4 May. Due to the narrowness of the bridge, it will be closed to all traffic while this work is completed, enabling crews to complete the work faster, minimising ongoing disruption to road users. The detour route is suitable for HPMVs and is expected to add between 10 – 15 minutes to journey times.

Walk It Wheel It event cancelled

Following the impact of Cyclone Gabrielle across many parts of the country in mid-February 2023, the NZTA Board endorsed the recommendation for the Walk It Wheel It series of events (which were planned for March 2023) to be postponed. At that point NZTA intended securing later dates to deliver these events for people to walk, cycle and scoot across the Waitematā Harbour over summer 2023/24. These events are no longer considered a priority for our resources and funding allocation. Therefore, the NZTA Board agreed that we would not proceed with the event. We will let stakeholders know the Board's decision early in the week beginning 22 April.

Research Report 718 – Zero emission bus economic study

NZTA will shortly be publishing research on *Zero emission bus economics*. We commissioned this research to create a tool that allows Public Transport Authorities (PTAs) and NZTA to weigh the costs and benefits of different bus technologies available for decarbonisation and the cost and benefits of using those technologies to replace and retire diesel buses.

The key findings of this research were:

- Reduced emissions from early retirement of diesel buses are far less than the emissions generated by constructing replacement zero emission buses (ZEB).
- Operations and maintenance costs, particularly energy costs, are the main factors affecting the total cost of ownership (TCO) for different bus technologies and are more significant than initial capital expenditure.
- Battery electric buses are the lowest cost option for replacing existing diesel buses. This is because of the high cost of hydrogen in New Zealand at the time of the research and the importance of fuel costs in overall TCO.

Research Report 721 – The characteristics of subsidised mobility services for disabled people

NZTA will shortly be publishing research on *The characteristics of subsidised mobility services for disabled people*. The research set out to provide insights from other countries' experience of subsidised mobility services, to inform the review of Total Mobility and New Zealand's overall approach to ensuring mobility for disabled people. The current Total Mobility Scheme provides subsidised licensed taxi services for people of all ages who cannot use buses, trains or ferries because they have a physical, intellectual, psychological, sensory, or neurological disability. The review, commissioned in July 2023, is considering how Total Mobility operates and how it can be improved to remove barriers and achieve better outcomes for disabled people, such as improving access to their communities, social networks, cultural needs, health services, education and employment opportunities.

In other countries, services such as Total Mobility are often described as "paratransit". The research found that amongst the variety of ways that subsidised paratransit is delivered internationally, there are several variations on a consistent theme. However, all models:

- Provide paratransit because public transit is unlikely to ever be fully accessible to all people,
- Have limits to the overall funding assigned to subsidised paratransit, and
- Acknowledge that paratransit is itself not a perfect response to the transport needs of disabled people.

Some specific new insights could be useful in New Zealand if adapted to local context and these will inform the review of Total Mobility.

Driver Licensing wait times

The wait times for the week ending 14 April 2024 are below, with a comparison to wait times four weeks prior:

Region	Full Test Wait Times (days)	Full Test: Change from 4 weeks prior (days)	Restricted Test Wait Times (days)	Restricted Test: change from 4 weeks prior (days)
Auckland North West	41	-3	54	+2
Auckland Central South	50	-9	60	-8
Waikato	46	-9	59	-4
Bay of Plenty	52	+9	59	+2
Central	27	-5	31	-8
Wellington	49	-21	68	-5
Canterbury	44	-15	56	-11
Otago Southland	47	+6	58	+10
National Average	44	-5	55	-3

In the week ending 14 April 2024, the national average wait times for full and restricted licence tests decreased to 44 days for full licence tests and 55 for restricted licence tests. National average wait times were lower than a week prior (the week ending 7 April) as well as lower than they were four weeks ago.

The reductions in wait times we are reporting are likely due to five new Driver Testing Officers starting this month (primarily in Auckland, where demand is greatest), immediately bringing new practical test slots online and increasing capacity by between 200 and 250 tests a month each. Additionally, wait times in Wellington and Canterbury peaked four weeks ago, which explains the significant reduction in wait times we are reporting in these regions.

NZTA has now updated its forecast for full and restricted licence test demand levels and expects them to remain above historic levels at least until the end of the 2024 calendar year. VTNZ is in the process of scaling up further, with 17 people confirmed for the next Driver Testing Officer course, and a recruitment drive for a further 22 people underway. It currently takes between eight to 12 weeks to complete the recruitment, training, and endorsement of Driver Testing Officers

Clean Car Discount compliance activities

Summary of rebate investigation outcomes to date:

Total value of investigations in progress (including legal review)	\$107,337
Total value of re-payments collected to date	\$299,405
Total value of re-payments invoiced (pending payment)	\$286,313
Total value of confirmed correct rebates issued – no repayments required	\$17,700
Total value of unrecoverable rebates	\$18,691

The below table provides the action updates for rebates across 92 dealers, representing 219 vehicles.

Progress commentary:

We have confirmed a total of \$585,718 of rebates to be invoiced for re-payment. Focus remains on resolving the remaining 4 dealers and ensuring repayment is received for agreed repayments.

s 9(2)(g)(i)

NZTA will continue to maintain these records as we continue this work and keep the Ministers Office informed.

Status update	Number of vehicles	Rebate value
From last week, an additional 10 dealers have responded and will repay the rebate, representing \$142,000. Current total is 80 dealers invoiced for repayment.	187	\$585,719.23
Continue engagement with 4 dealers, initial conversations indicate they are willing to repay the amount if a breach has occurred. These should be closed out by Friday 19th of April	12	\$55,862.07
5 dealers have ceased trading, recovery not viable. +1 from last week.	6	\$18,691.38
s 9(2)(g)(i)		
1 dealer investigated from last week and rebate confirmed as received correctly	3	N/A
1 dealer outstanding has not responded officially to our requests to supply information s 9(2)(g)(i)	1	\$1,475.00
s 9(2)(g)(i)		

Upcoming Ministerial Items

Upcoming Transport events

Event Date	Event	Details
23 April 2024	<p>Road Controlling Authorities Forum (RCAF)</p> <p>The purpose of the RCAF is to connect and inspire our people to strengthen the transport sector and shape the future.</p> <p>You will be speaking to forum attendees about your transport aspirations and priorities.</p>	<p>Briefing Due: 16 April 2024</p> <p>Officials Attending: Nicole Rosie, NZTA Chief Executive Steve Mutton, NZTA Director Regional Relationships</p>

Potential Transport events

Event Date	Event detail	Minister's response
6 May 2024	<p>State Highway 1 Brynderwyn Hills steering group site visit</p> <p>NTZA Waka Kotahi will be hosting a group of Northland steering group members, including council chief executives and mayors on site at the Brynderwyns Hills closure on 6 May 2024.</p> <p>The steering group has been meeting regularly leading up to and during the closure, representing key stakeholder groups including tourism and freight. The group will be invited to see the State Highway 1 Brynderwyn Hills closure works before the road reopens the following week on Monday, 13 May. Media will not be invited to this visit as they visited the project last month.</p>	Yes / No / Maybe
20 May 2024 5.30 - 7.30pm	<p>Road Safety Week launch event</p> <p>Road Safety Week, from 20 to 26 May, is the lead annual promotional event highlighting the importance of road safety in New Zealand.</p> <p>We would like to invite you to speak at the launch event to be held in Wellington for the first time.</p> <p>Senior representatives of road safety agencies such as the NZ Police, Ministry of Transport, ACC, Beca and Worksafe, as well as local council representatives will also be invited.</p>	Yes / No / Maybe

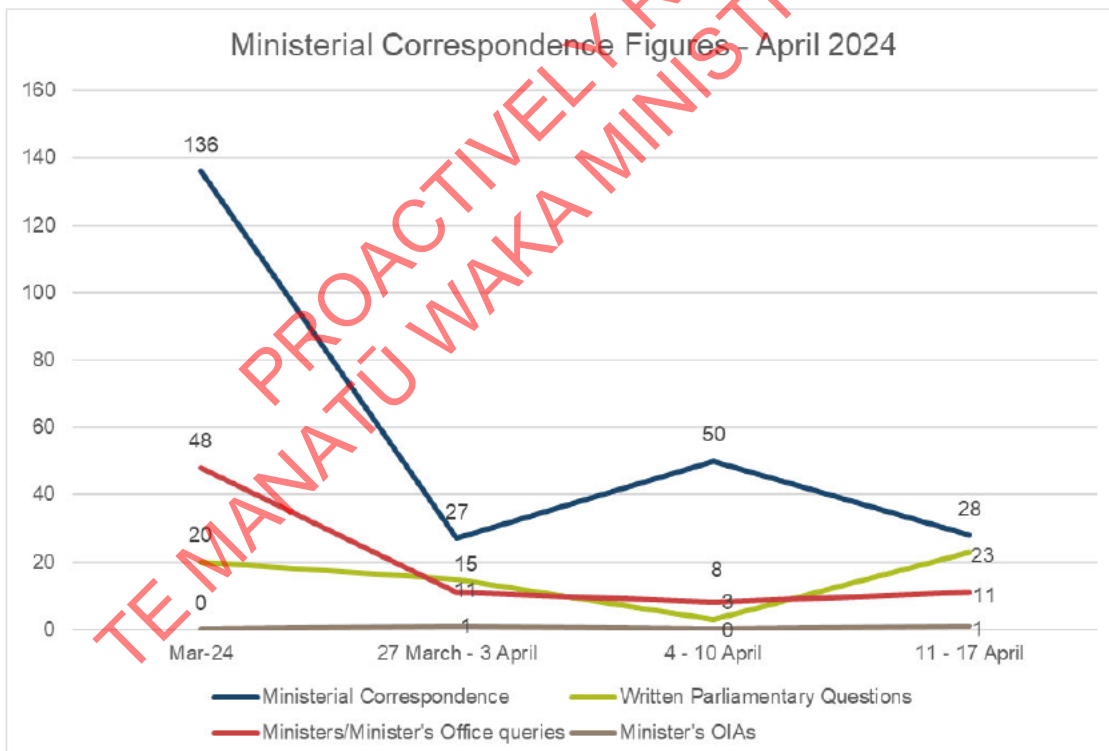
Upcoming Media items

Date of release:	Subject
Week commencing 22 April	ANZAC Day travel advice Commentary: A media statement is planned for release ahead of ANZAC Day (April 25), advising those planning on extending their break into the weekend to take care and plan ahead for safe journeys.

Statistics page

Ministerial correspondence figures from 11 to 17 April 2024

Item:	Number
Ministerial Correspondence	28
Written Parliamentary Questions	23
Minister/Minister office queries	11
Ministerial OIA requests	1
Themes	Road condition, road user charges, Brynderwyns, long tunnel proposal for Wellington





No update this week.

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Key updates

Airspace Integration Trials Programme

Discussions are ongoing with officials from, and initiated by, the Ministry of Business, Innovation and Employment (MBIE) about transferring components of MBIE's Airspace Integration Trials Programme (AITP) to the Authority. We understand this is because it no longer has resources to manage it.

AITP has had a research and development component and a component focussed on running trials to integrate drones and other emerging aviation technologies into the aviation system. Much of the focus to date has been about pathways to commercialise such technologies. The CAA's role in this related specifically to its mandate for considering regulatory approvals for aviation safety and security.

MBIE has provided initial advice of its intention to transfer components of AITP to the Authority. The current intention appears to be a transfer of work without resourcing and potentially beyond our mandate, in the expectation that the Authority can absorb the activity into the work of its Emerging Technologies Programme. Given current operating constraints and the existing pressures in the emerging technologies space, the Authority believes such a transfer is not feasible.

Authority officials will continue to engage with MBIE and Ministry of Transport officials. The Authority is mindful that the work it does needs to align with its statutory mandate and be properly resourced to avoid failure.

s 9(2)(b)(ii)

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Security screening queues weekly update

The following instances of longer screening queues were recorded this week:

Date	Time	Location	Passengers affected	Queue Time	Cause	Mitigation
12/04/24	09:45	Queenstown Domestic	800+	~12 min	Five flights departing in short order with passengers presenting simultaneously	4 th lane was opened with team leaders and managers stepping in on lane duties to cover staff shortages

Queues for the Wellington Southern Domestic screening point – which are continuously monitored using LiDAR technology - showed:

Week	01/04 - 07/04	08/04 – 14 04
Passengers processed in less than 5 minutes	92%	90.54%
Passengers processed in less than 10 minutes	97.5%	98.1%

Please see the Appendix at the end of this report for data on where queues are predicted during the coming week.

Communications and External Engagement 16 April 2024

Media plan – 7 days from Wednesday 17 April 2024

Nil

Media mentions – 7 days to Tuesday 16 April 2024

Date	Activity	Channel
10 April 2024	Medical drone trial canned Te Whatu Ora has abandoned plans for drones to fly medical samples between Westport and Greymouth hospitals. CAA advised the <i>Greymouth Star</i> in December that an application had yet to be received from the operator, <i>Swoop Aero</i> . Health NZ made the decision not to proceed due to the length of time it had taken to establish a trial thus far.	<i>Greymouth Star</i>
12 April 2024	Coroner's report released into student pilot's fatal accident Ram Prakash Srikumar crashed at Lake Ellesmere while on a night flight. The coroner's report found fatigue was likely a factor, and the CAA fatal accident report is referenced, including that the pilot may have experienced visual and sensory illusions.	<i>Star News, Otago Daily Times, Stuff, NZ Herald, Southland Times</i>
15 April 2024	Christchurch police searching for person who pointed laser at rescue chopper Christchurch police are investigating after a person pointed a green laser at a rescue helicopter. CAA was approached for comment and advised the laser strike can be a serious threat to aviation, and offenders may face up to 14 years in prison. Articles also referred to information on the CAA website.	<i>NZ Herald, Star News</i>

Upcoming education publications and products

Planned release/publish	What	Type	Why
April 2024	In, out, and around the Manawatū	GAP booklet (update)	BAU revision
May 2024	In, out, and around Queenstown	GAP booklet (update)	BAU revision
June 2024	<i>Vector</i> Winter issue	Aviation industry magazine	A way of getting relevant safety information to industry in an easy-to-read format
July-September 2024	Occurrence Investigation Workshop	Face-to-face event	To provide training for operators about investigating occurrences, to comply with requirements under CAR Part 12
TBC	Weight and balance	GAP booklet (update)	BAU revision
TBC	Plane Talking	GAP booklet (update)	BAU revision

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Operational updates

Port of Auckland – Tony Gibson trial

The trial of former CEO of Port of Auckland, Tony Gibson, on health and safety charges began in Auckland on Monday 8 April. The trial relates to Mr Gibson's time as CEO when in August 2020 a stevedore was killed while unlash^{*}ing containers aboard a container ship. Following a thorough investigation, Maritime NZ filed charges against Port of Auckland as a "person conducting a business or undertaking" (PCBU) and Mr Gibson as an Officer^{**} under the Health and Safety at Work Act 2015 (HSWA).

Port of Auckland pleaded guilty, was sentenced in December 2023 and fined \$561,000. Mr Gibson has pleaded not guilty. If found guilty, Mr Gibson could face up to \$400,000 in fines. While not yet confirmed, the matter may run over the originally scheduled three weeks.

* "Lashing" is securing a container loaded aboard a ship. "Unlashing" is the removal of securing restraints, generally done so a container can be moved.

** An officer under HSWA is a person who holds a position that allows them to significantly influence the management of a PCBU.

Wreck of the *Niagara*

In December you received a briefing from Maritime NZ about the World War 2 wreck, *Niagara*, which is at a depth of about 120 metres off the Northland coast. Since then, there has been significant interest from media and regional authorities, including Northland Regional Council Chair, Geoff Crawford, and Chief Executive, Jonathan Gibbard, and Northland MP, Grant McCullum. They wish to understand what the government intends to do about the wreck.

s 9(2)(f)(iv)

At this time, it is unknown how much oil is on board the vessel. Oil was released when the vessel originally hit the mine, again during recovery of the gold bars in the wreck, and it has leaked in small amounts over time. Maritime NZ maintains a specific response plan in the event of an oil spill from the *Niagara*, this was updated last year. The Royal NZ Navy undertook partial visual surveys in 2021 and 2022. It may be in a position to undertake future visual surveys as resources and approvals allow. The survey data partially informs Maritime NZ of the wreck's integrity and helps to identify changes in the environmental risk posed by the wreck.

Furthermore, Maritime NZ has invested in significant oil spill response capability over the last 20 years. The National Maritime Response Team has approximately 136 members, and there are an additional 400 trained responders within New Zealand. Maritime NZ also owns a significant stockpile of oil spill equipment located in stockpiles around the country, and there are contingency plans in place. In addition, Maritime NZ has local contracts and international agreements with support agencies who can provide personnel, equipment, and expertise. For wildlife advice and response, Maritime NZ has expert advice and support from Massey University (recognised worldwide for their work around oiled wildlife) and the Department of Conservation.

Maritime NZ recommends that you assess our advice and determine how you would like to proceed. Maritime NZ officials are available to discuss details relating to this advice as required.

Digital transformation of maritime charts to improve safety and fuel efficiency

The International Hydrographic Organisation has developed new specifications for digital products and services for hydrography (S-100 Universal Hydrographic Data Model) that will improve the safety and fuel efficiency of ships. Under the International Maritime Organization's *International Convention for Safety of Life at Sea*, new systems on ocean-going, commercial shipping must comply with the S-100 specifications from 2029.

With safety and efficiency benefits for shipping and S-100 becoming mandatory, New Zealand will need to transition to fully digital products and services to continue to be attractive to international shipping. Maritime NZ is supporting Land Information NZ (LINZ) in preparing a business case for a Budget 25 bid to implement S-100 in New Zealand.

Companies that provide digital products and services will use S-100 to bring together a wide range of information that would be organised in multiple layers on a single, fully digital system, which will automatically update as changes are made. Ships' crew will be able to choose which layers display together. Layers will include:

- charts of the seabed and shore,
- continuous monitoring of the depth between the ship's keel and the seabed,
- forecasts and actual sea and weather conditions,
- navigation safety warnings,
- marine protection areas, other restricted areas and shipping lanes, and
- actual and forecast current flows to support course plotting, which will improve safety, increase fuel efficiency and reduce carbon footprint and emissions.

Currently, multiple systems are needed to access this information, not all of the information can be layered for easy cross-referencing, and not all of it is digital.

Last week, LINZ obtained Treasury endorsement to promote the risk profile assessment for Cabinet approval on 30 April. Maritime NZ has responsibility for some components of the product, including navigation warnings, and will continue to work with LINZ developing the business case. The business case will include consultation with operators. S-100 will require some new equipment on ships – if we look at previous system changes, costs will vary depending on the equipment that a shipping operator chooses, within the range available. With increased safety and efficiency, operators are expected to be supportive of the system. LINZ has created a three-minute video introducing this work. <https://www.youtube.com/watch?v=PDmA506a1i8>.

Maritime in the media

Following the grounding of a 56.5m Japanese fishing vessel on Tuesday, 16 April, Maritime NZ was contacted by several reporters asking for updates. We confirmed Auckland Transport (AT) was leading a regional response, AT was keeping Maritime NZ informed, and Maritime NZ would support AT if needed. We expect there will be further media interest, and we will provide some commentary around what our and AT's compliance steps will be when those decisions are made.



The vessel refloated and being assisted by AT tugs.



New inquiries / International Assistance

A new marine inquiry MO-2024-203 opened by the Commission on 16 April 2024.

Maritime New Zealand notified the Commission at 0835 on 16 April 2024 of an accident that had occurred earlier today involving a Japanese registered fishing vessel Chokyo Maru No. 68 near The Noises, a group of islands in the Hauraki Gulf.

The circumstances reported to date are the vessel was carrying 27 crew members and was bound for Auckland when the vessel ran aground at about 0330 this morning. The vessel was re-floated at about 1330 and then towed to Auckland without further incident. Nobody was injured.

The Commission will notify the vessel's Flag State, Japan, in accordance with the International Maritime Organization's casualty Investigation code.

The Commissioner has opened an inquiry under Section 13(1)b of the Transport Accident Investigation Commission Act and appointed Jennifer Cuttriss as investigator in-charge. Jennifer will be assisted by Jeremy Dann and Penglin Song.

RO-2024-103 : Notice of a new rail inquiry opened by the Commission on 16 April 2024.

The New Zealand Transport Agency Waka Kotahi notified the Commission on 15 April 2024 of a rail incident that occurred at about 1100 on 12 April. The incident occurred at the 127.2 Km mark on the South Main Line just south of Ealing in Canterbury.

The circumstances reported to date are that flood waters washed away a vertical support structure (pier) for Bridge 57 over the Rangitata River. This caused the bridge deck near the vicinity of the missing pier to sag. There were no trains on the rail bridge at the time and all train in the area were stopped before entering the bridge.

The Commission believes there may be significant implications for transport safety arising from this incident, so the Commissioner has opened an inquiry under Section 13(1)b of the Transport Accident Investigation Commission Act and appointed Mr Hans Boon as lead investigator for this inquiry. Hans will be supported by Peter Miskell.



Media heads up

Nil

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Associate Minister of Transport
Weekly Report week commencing
22 April 2024

Associate Minister's comments:

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Agenda – Associate Minister Doocey officials' meeting

Day Date	Tuesday 30 April 2024		
Time	8.00am – 9.00am		
Venue	Parliament – EW4.1R		
Ministry of Transport attendees			
Audrey Sonerson, Chief Executive			
Bronwyn Turley, Deputy Chief Executive, Regulatory Group			
David Wood, Deputy Chief Executive, Investment and Monitoring Group			
Richard Cross, Director, Investment and Monitoring Group			
Tom Forster, Manager, Aviation and Maritime			
Part 1	Ministry of Transport	Lead	Paper reference
1.1	Key items to note <ul style="list-style-type: none">• Questions from the Weekly Report• Upcoming milestones/announcements/events /advice	Audrey Sonerson	Week ending 26 April 2024
1.2	Chatham Islands <ul style="list-style-type: none">• Chatham Islands Vessel Replacement	David Wood	Verbal update
1.3	Aviation Briefing on air service/transportation agreements	Bronwyn Turley	Slide pack presentation
1.4	Annual Reviews <ul style="list-style-type: none">• Overview of content and 'hot topics'.	Audrey Sonerson	Annual Review 2022/23 pack

1 Upcoming priority briefings to Associate Minister of Transport

Due Week ending:	Title
10 May 2024	s 9(2)(f)(iv)

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2 Key updates

Reform of the Design, Construction and Equipment Maritime Rules for the domestic commercial fleet

Maritime NZ has been undertaking a multi-year programme to reform the design, construction, and equipment rule set for New Zealand's domestic commercial maritime fleet.

The Ministry provided you with a briefing and draft Cabinet paper on 16 April 2024 which seeks authorisation to initiate public consultation (OC240322 | MNZ 3/4/24 refers). We are currently undertaking agency consultation on this Cabinet paper and (if needed) will provide an updated Cabinet paper to your Office by Friday 26 April 2024.

Pending your agreement and Cabinet authorisation, Maritime NZ is aiming to open public consultation on both the draft DCE rules and maritime transport instruments together in mid-June 2024, on behalf of you and the Director respectively. To enable this, we ask that you conduct Ministerial and Party consultation from 30 April–14 May, to enable lodgement with Cabinet Office by 16 May 2024.

International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)

The IALA was established in 1957 as a consultative technical organisation. It is recognised worldwide as the peak organisation responsible for coordinating the continuous improvement and harmonisation of marine aids to navigation and related services to the benefit of safety of navigation, efficiency of shipping traffic and protection of the environment.

Maritime NZ is a member of IALA and has been since its formation in 1994. IALA provides valuable technical resource for Maritime NZ, and other organisations within our region, for Aids to Navigation, Shore Based Automatic Indemnification Systems, terrestrial augmentation, maritime cyber security, e-navigation maritime services, maritime communication etc. The IALA mandate covers a large variety of traditional and future services to ensure the efficient and safe movement of vessels.

In 2019 / 2020 the IALA Council passed a resolution to change from a non-governmental organisation (NGO) to an inter-governmental organisation (IGO), which will put it on the same footing with the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). The change of status to an IGO will occur once the Convention on the International Organization for Marine Aids to Navigation enters into force. To date there are 28 ratifications. The Convention will enter into force 90 days after there are 30 ratifications. New Zealand has not yet ratified the Convention and is yet to begin that process.

Once the Convention enters into force, only States who have ratified the Convention will be able to be members of the Organisation. Transitional provisions allow States that have not ratified the Convention to transfer their current membership and become associate members for up to 10 years. States that are associate members are able to participate in all aspects of IALA's activities with the exception of being elected to the IALA Council and being able to vote.

We will work with Maritime NZ to transition our membership to that of an associate member once the Convention is in force whilst assessing whether or not to ratify the Convention.

Search and Rescue Exercise Whakarauora Tangata

The NZ Search and Rescue Secretariat, on behalf of the NZSAR Council, conducted a Stakeholder / Lead Agency Workshop as part of the Nationally Significant (NatSig) SAREX – Ex Whakarauora Tangata in Wellington on 17 April 2024. The workshop brought together over 30 representatives across agencies likely to be involved in a NatSig SAR incident including: DPMC, Maritime NZ, Ministry of Transport, NZ Police, Customs, Te Whatu Ora Health NZ, MBIE, Ministry of Justice, Coroner, NZDF, Te Puni Kōkiri, Civil Aviation Authority, FENZ, Transport Accident Investigation Commission and Department of Conservation. The aim of the workshop was to identify the requirements for effective higher level incident coordination and management during a NatSig SAROP - how these would be implemented and may change over time.

Following presentations by NZSAR on the NatSig SAR Framework, and DPMC on ODESC, participants were presented with the scenario of a charter aircraft transporting a foreign industry delegation, a party of third country investors, senior businesspeople, and an Associate Minister which crashes while on a flight between Wellington and New Plymouth. Participants were broken into multi-agency groups and asked to consider a range of questions that would guide the structure of the response in terms of the strategic and operational leads, and how agencies would collaborate to manage the likely consequences. Following plenary discussions, the groups were provided with further developments which included mass fatalities and asked to consider how the response might need to change and what would need to be considered from a consequence and risk perspective.

Feedback was that the workshop provided a better understanding of the ODESC system, the functions of watch groups and ODESC, the roles of strategic and operational lead agencies, and an opportunity for participants to further their understanding of what other agencies contribute and how they would be involved in a NatSig SAR event. The workshop contributed to the aim of Ex Whakarauora Tangata - to ensure SAR and supporting agencies can respond effectively to a NatSig SAR incident.

The next iteration will be held in Hawke's Bay on Thursday 23 May 2024 (multi-agency incident management team exercise). This will be followed by practical marine SAR exercises in Wellington and Hawkes Bay dates yet to be confirmed. Visits to these exercises are welcome.

More information on the exercise series is available online:

<https://nzsar.govt.nz/natsigsarex/exercise-whakarauora-tangata/>

Update on Milford Aerodrome: Review of landing charges

On 27 March 2024 in Queenstown, Ministry staff presented proposals to increase the landing charges at Milford aerodrome to operators who use the aerodrome.

In response, the operators raised:

- concern about the scale of the increases, especially as other costs are increasing too,
- concern about the lead-in time (scheduled for 1 July 2024) before the increased charges take effect – because they quote prices to wholesalers a year in advance, and
- an observation that landing numbers for the 2022-23 year (which the Ministry used as a baseline for determining the new landing charges) could be undercounted. This is because Airways, who provide the figures, had some staffing problems which meant that, on some days, no landing information was recorded.

The Ministry's consultation on the proposed new landing charges ended on 24 April 2024.

s 9(2)(f)(iv)

We intend to brief you on the outcome of the review and seek your approval in late May.

[RESTRICTED]

[RESTRICTED] Maritime Security Core Issue Brief to Minister for National Security and Intelligence 10 June

The Maritime Security core issue is scheduled to be briefed to the Minister for National Security and Intelligence on Monday 10 June 2024. You and Minister Brown have been invited to lead the briefing, alongside supporting officials. We will provide your Office with a copy of the draft briefing in mid-May and keep you updated through the Weekly Report.

[RESTRICTED]

3 Upcoming other briefings to Associate Minister of Transport

Due Week ending:	Title
3 May 2024	Amendment to New Zealand's Air Services Agreement with Vietnam <small>s 9(2)(f)(iv), s 9(2)(j)</small>
3 May 2024	Meeting with Transport Accident Investigation Commission on 2 May 2024 This briefing will provide you with an overview of the Commission and key areas of interest that may come up in discussion.

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4 Upcoming Cabinet papers

Committees	
Cabinet Economic Policy Committee	
s 9(2)(f)(iv)	

4.1 Other portfolio Cabinet papers with transport implications

No other portfolio Cabinet papers this week.

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Key priorities and highlights

Tony Gibson trial

The trial against former Port of Auckland (POAL) CEO Tony Gibson is now in its third week in Auckland District Court. Mr Gibson is facing two charges under the Health and Safety at Work Act 2015 (HSWA) for failing to meet his duty as an officer of POAL following the 2020 workplace death of 31-year-old port worker Pala'amo Kalati. Mr Kalati was fatally crushed by a container while at work on the ship *MV Constantinos P* on the night of 30 August 2020.

This is the first case in New Zealand concerning HSWA charges against an officer of a large complex organisation. The trial started on 8 April 2024, and as of 22 April 2024 (start of week three), the prosecution expert witnesses are giving evidence. After the prosecution finishes their case, it will be up to the defence to present its case.

It is looking like the case will run longer than the four weeks it was initially set down for. The Maritime NZ case focuses on a failure by Mr Gibson to exercise due diligence to ensure that POAL complied with its HSWA duties – including to use his influence, power and resource to ensure frontline workers were kept safe.

Media attention around the case against Mr Gibson has picked up. During the week starting 15 April 2024, we received requests from a *NZ Herald* reporter. They then requested and were provided with a number of key court documents relevant to the case, including the Summary of Facts from the Court. On Monday 22 April 2024, the *NZ Herald* published a story on the case. Media interest from other outlets (*TVNZ*, *RNZ* and *Newshub*) then picked up, with further applications being made to the court to film in court and audio record the proceedings. All the applications have been granted. It is likely the case will now feature widely in mainstream media reporting.

Last year, POAL pled guilty and was sentenced over health and safety breaches following the death of Mr Kalati. It was fined \$500,000 after pleading guilty to two charges under the Health and Safety at Work Act.

Operational updates

Chokyu Maru

On Tuesday 16 April 2024 the Japanese flagged commercial fishing vessel the *Chokyu Maru No 68* ran aground in the Hauraki Gulf on its way to Auckland. None of the 27 crew on board sustained injuries, and no oil spill was reported. Maritime NZ was prepared to support Auckland Council with a Tier 2 (regional level) oil spill response if needed. Effective actions by the Auckland Harbourmaster meant the vessel was quickly and safely towed to Auckland via tug where it remains docked.

Maritime NZ has issued a detention order on the vessel preventing it from departing New Zealand waters until all detention conditions have been met and the vessel is considered safe and seaworthy to operate.

Both Maritime NZ and TAIC have initiated investigations into the incident with a scene inspection taking place on Thursday 18 April 2024. Interviews will continue with relevant parties this week.

Standard setting by ports: pilot ladders

Marine pilots use pilot ladders to transfer onto other – often much larger – vessels to guide them into ports. New Zealand and other jurisdictions have faced problems with pilot ladders not meeting national and international standards, which is a significant safety risk to pilots.

We have been working closely with ports to implement rules, reinforce the standards, for example, by making them a focus in inspections. We have also been working to seek improvements in the standards internationally.

Given the global nature of maritime supply chains, it is important that our standards reflect those developed globally. If not, it makes it highly problematic for international vessels visiting New Zealand and other ports.

Despite this, a safety bulletin has gone out under the banner of New Zealand ports recently which communicated to all operators that they will set their own standards for pilot ladders that are significantly higher than those set in national and international rules. ^{s 9(2)(g)(i)}

Maritime in the media

We received a follow-up request from a reporter at *The Hui* requesting our response plan for the *Niagara* wreck. This request followed a statement from your Office, after being approached about the incident. We are working with subject matter experts on this request.

Work is continuing around our media approach and management of the *Enchanter* trial starting in May in Whangarei. Five people died after the charter vessel sank in March 2022.



No update this week.

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Transport Portfolio Weekly Report

As at Wednesday 24 April 2024

Recipient

HON SIMEON BROWN
MINISTER OF TRANSPORT

Copy the report to Hon Matthew Doocey as
Associate Minister of Transport

Minister's comments:

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Agenda - Minister Brown officials' meeting

Day Date	Monday 29 April 2024		
Time	1.00pm – 1.45pm		
Venue	EW5.1 Parliament		
Ministry of Transport (the Ministry) attendees			
Audrey Sonerson, Chief Executive			
Brent Johnston, Chief of Staff			
David Wood, Deputy Chief Executive, Investment and Monitoring Group			
Paul O'Connell, Deputy Chief Executive, Sector Strategy Group			
Bronwyn Turley, Deputy Chief Executive, Regulatory Group			
Siobhan Routledge, Acting Deputy Chief Executive, Policy Group			
Joanna Heard, Manager, Safety, Regulatory Group			
Bev Driscoll, Manager, Rail			
Part 1	Ministry of Transport	Lead	Paper reference
1.0	CE Only Time	Audrey Sonerson	
1.1	Weekly Report	Audrey Sonerson	As at 24 April 2024
1.2	Safety <ul style="list-style-type: none">Road Safety Objectives	Bronwyn Turley	Verbal Update
1.3	Rail <ul style="list-style-type: none">Lower North Island Rail Integrated Mobility Programme	Siobhan Routledge	OC240416

Actions from Transport Officials' Meeting

Meeting with the Ministry of Transport (the Ministry) Monday 22 April 2024	Due date
GPS s 9(2)(f)(iv) [Redacted]	Friday 26 April 2024.
Rail RNIP s 9(2)(f)(iv), s 9(2)(i) [Redacted]	
Lower North Island Rail-Integrated Mobility (LNIRIM) s 9(2)(f)(iv) [Redacted]	Complete.
Waitemata Harbour Crossing s 9(2)(f)(iv) [Redacted]	

Meeting with the Ministry of Transport (the Ministry) Monday 22 April 2024	Due date
<p>Safety</p> <p>s 9(2)(f)(iv)</p>	<p>Week ending 7 June 2024.</p> <p>Week ending 3 May 2024.</p>
<p>Certificate of Fitness</p> <ul style="list-style-type: none"> Officials to prepare draft letter to industry outlining Ministerial direction to explore rule change opportunities. 	<p>Complete.</p>
<p>s 9(2)(f)(iv)</p>	<p>Complete.</p>
<p>Revenue</p> <ul style="list-style-type: none"> Officials provide updated Cabinet paper on Time of Use Charging s 9(2)(f)(iv) 	<p>Complete. ASAP.</p>
<p>Miscellaneous</p> <ul style="list-style-type: none"> Officials to prioritise provision of ATAP advice. EV charging – officials to work with Crown Infrastructure Partners 	<p>Complete. Ongoing.</p>
<p>Decisions</p>	<p>Confirmed / Denied</p>
<p>GPS update for the Government Quarterly Plan confirmed with edit to highlight number of written submissions and survey responses.</p>	<p>Confirmed.</p>
<p>Land Transport (Clean Vehicle Standard) Amendment Bill – agreement to proposed empowering provisions, conveying these requirements to Parliamentary Counsel and finalising drafting instructions.</p>	<p>Confirmed.</p>

Ongoing actions from transport officials meeting		
Officials Meeting date	Action	Due date
5 February 2024	ALR Officials to provide monthly updates of expected wind-down costs of ALR.	Ongoing.
11 March 2024	GPS Officials to provide weekly updates on next steps across programmes of work signalled in the GPS.	Ongoing.
18 March 2024	Miscellaneous Officials to ensure future advice on the revenue system is prepared jointly between the Ministry and NZTA. s 9(2)(f)(iv)	Complete
8 April 2024	CAA Funding Review s 9(2)(f)(iv)	

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1 Key updates

Regulatory Group

Aviation

You have requested advice on the mechanisms used to establish aviation security screening standards. This will be provided by 1 May.

Fire and Emergency New Zealand

Public consultation has started on the Fire and Emergency levy for 2026-2029 and closes on 17 May. Air New Zealand and KiwiRail have expressed concern about the costs to their organisations on the proposed levies comparative to the benefit received ^{s 9(2)(b)(ii)}

s 9(2)(f)(iv)

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Road Safety Objectives Document

We will work closely with NZTA, NZ Police, ACC and WorkSafe NZ (Road Safety Partners) to develop the new Road Safety Objectives Document (Objectives Document). We will provide a draft Objectives Document to you at the end of May 2024.

On Monday 29 April, we will commence our first round of engagement with the Road Safety Partners by providing a package of material for partners to consider and respond to by early May 2024. This will include a:

s 9(2)(f)(iv)

Regulatory Group

s 9(2)(f)(iv)

Oral Fluid Testing (OFT)

s 9(2)(f)(iv)

Investment & Monitoring Group

CAA Funding Review

s 9(2)(f)(iv)

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Sector Strategy Group

Stakeholder Engagement

Paul O'Connell (GPS) and Chris Bunny (NZTA – NLTP) have been invited to give a presentation at the Iwi Assets and Māori whenua economic symposium in Tauranga on 1 May.

This will be a short presentation on the GPS, followed by a short presentation from NZTA on the NLTP (NZTA is required under s.18H of the LTMA to establish and maintain processes for Māori to contribute to NZTA decision making processes around the national land transport fund). This same format GPS and NLTP presentation was given to zone 3 local authorities on 22 March (in Gisborne).

GPS 2024 Update

s 9(2)(f)(iv)

Policy Group

Lower North Island Rail Integrated Mobility (LNIRIM) Programme

s 9(2)(f)(iv)

EV charging

Following your meeting with officials on 24 April, we are organising the first Taskforce meeting which will consider its Terms of Reference and the proposed work programme. This will feed into a skeleton briefing that will be provided to you on 1 May.

Cook Strait Ferries

s 9(2)(f)(iv), s 9(2)(i)

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Policy Group

Clean Car Standard, engagement with industry

s 9(2)(f)(iv)

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Transport Portfolio Agency Reports



CIVIL AVIATION AUTHORITY
OF NEW ZEALAND
Te Mana Rererangi Tūmatanui o Aotearoa



Aviation Security Service
Kaiwbakamaru Rererangi



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Updates

Emergency works policies

NZTA is reviewing the funding assistance and related policies that it applies to councils to help meet the costs of emergency works (e.g., following a severe weather event). Changes are being considered in order to reduce the financial burden on the National Land Transport Fund (NLTF). As weather events become more frequent and severe, the NLTF spend in support of councils continues to increase. For example, the annual cost to the NLTF for emergency works on local roads has risen in nominal terms from \$74m in 2013/14 to \$323m in 2022/23 (excluding earthquakes and the North Island Weather Events). NLTF spend has exceeded the provision made for emergency works in the last 3 years.

Emergency works typically attract enhanced or high funding assistance rates (FAR), adding to the financial burden on the NLTF.

To offset these impacts, the changes being considered to come into effect from 1 July 2025 are:

Change the qualifying trigger for an emergency event to a more severe 1 in 20-year event from a 1 in 10-year event;

Reduce the enhanced FAR from the current normal FAR plus 20% to normal FAR plus 10%;
and

Restrict policy provision for bespoke FARs (i.e., greater than enhanced FARs) to extreme events for which Crown funding is made available.

Other updates to policies and processes for emergency works and investment in uneconomic transport infrastructure are also planned. These are designed to encourage councils to invest more in preventative works, as well as improve clarity and interpretation.

NZTA will undertake consultation with the sector from May to June 2024.

The proposed changes would reduce the cost to the NLTF by at least ca. \$40m per annum, plus the avoided costs of only providing bespoke FARs if backed by additional Crown funding.

s 9(2)(g)(i)

Councils typically fund their share of emergency works by diverting funding away from routine maintenance and renewals work (and sometimes improvement projects) or drawn on debt facilities or reserve funds.

s 9(2)(f)(iv)

Queenstown Active Travel

NZTA has been working on the Whakatipu Active Travel Network (an integrated walking and cycling network) in partnership with Queenstown Lakes District Council. Route A7 (Jack's Point to Frankton Shared Path) has had to be rescoped due to geotechnical issues with the proposed crossing of the Kawarau River, s 9(2)(f)(iv)

We will update Council elected members, key stakeholders, and the local MP Joseph Mooney in May. We have had feedback that Jack's Point residents were organising a protest bike ride (with media attendance) down the State Highway in the next few weeks to hold up traffic and highlight the lack of progress on the route.

Completion of new Kahouri Stream Bridge on State Highway 43 - Taranaki

A new bridge on the Forgotten World Highway (SH43) over Kahouri Stream, east of Stratford will be complete at the end of April. The project, which is being delivered on schedule, involves construction of a new two-lane bridge and a straighter road alignment to better accommodate freight and increased traffic volumes, as well as improve safety on the route. The existing one-lane bridge, built in 1908, will be repurposed as a historic walking and cycling route.

More improvements to the Forgotten World Highway include sealing the Tāngarākau Gorge, safety improvements, a preventative maintenance strategy and culvert replacements. Once complete, the programme of works is expected to boost economic activity by an estimated \$35-45 million, helping to create new jobs in the area and attract more tourists.

A blessing and small local event will be held on 30 April to mark the bridge completion, with local MPs invited to attend. After the event, traffic will be directed onto the new bridge to allow construction crews to undertake work adjacent to the bridge, ensuring full project completion before mid-May 2024.



Clean Car compliance activities

Summary of rebate investigation outcomes to date:

Total value of disputes remaining (including under legal review)	\$75,800.00	14 Vehicles
Total value of re-payments collected to date	\$313,876.94	104 Vehicles
Total value of re-payments invoiced (pending payment)	\$289,706.94	90 Vehicles
Total value of confirmed correct rebates issued – no repayments required	\$17,700	4 Vehicles
Total value of unrecoverable rebates	\$32,363.42	14 Vehicles

The below table provides the action updates:

Action update	Number of vehicles	Rebate value
From last week, an additional 3 dealers have responded and will repay rebate, representing an additional \$17,864.65. Current total is 83 dealers invoiced for repayment.	194	\$603,583.88
s 9(2)(g)(i)		
6 dealers have ceased trading, recovery not viable. +1 from last week.	8	\$32,363.42

s 9(2)(g)(i)

Progress commentary:

We have confirmed a total of \$603,583.88 of rebates to invoice for re-payment.

Focus remains on ensuring repayment is received for agreed repayments.

s 9(2)(g)(i)

NZTA will continue to maintain these records as we continue this work and keep the Ministers Office informed.

NZTA App

This week, the NZTA App was released for broader New Zealand public testing (Beta). A social media campaign will begin on Monday 29 April 2024, asking for the New Zealand public to participate and provide feedback on the Beta version of the App. The Beta App requires a verified RealMe login to access and will allow members of the public to see their driver licence details, including demerit points, vehicle rego and WoF expiry dates, (if relevant) RUC licence end distance, and a link to payments on the NZTA website.

We want to make it easy for New Zealanders to access their transport information and transact with NZTA, enabling more self-service. The App will improve on-time compliance, increase the efficiency of our customer service, improve right-first-time data accuracy, and reduce paper and postage costs. The App is also the basis for a future digital driver licence. By building a customer focussed App now, we'll have an engaged audience when we roll this out.

Road User Charges (RUC) on EVs

As of 22 April 2024, people with electric vehicles (EVs) and plug-in hybrids (PHEVs) had purchased 27,508 RUC licences, representing just over 26% of the total number of vehicles. Of these, around 69% brought their licence online, with just over 13% buying over the counter at a NZTA agent, with the balance via other channels, which includes the ability for large businesses to buy directly via the NZTA system. The total number of RUC units brought was 147,956, with an average of 5 units per transaction. This gives an estimated total revenue of just over \$9 million. Interactions with the contact centre continue to be low.

Driver licensing wait times

The wait times for the week ending 21 April 2024 are below, with a comparison to wait times four weeks prior:

Region	Full Test Wait Times (days)	Full Test: Change from 4 weeks prior (days)	Restricted Test Wait Times (days)	Restricted Test: change from 4 weeks prior (days)
Auckland North West	49	0	55	-1
Auckland Central South	51	-4	59	-3
Waikato	40	-8	48	-5
Bay of Plenty	50	+11	56	+3
Central	26	+4	36	+4
Wellington	50	-3	56	-4
Canterbury	54	+5	61	-1
Otago Southland	43	+8	52	+8
National Average	45	+2	53	+1

(Continued next page)

At the last Officials meeting on Monday 22 April 2024, you enquired about whether Driving Instructors could perform driving test assessments to help with the wait times. Driving Instructors are a potential pool of individuals to draw upon in terms of VTNZ or community-based providers recruitment. However, there are higher training requirements that Driving Instructors would need to meet to obtain an O (testing officer) endorsement and it is not a simple lift and shift exercise. In practice, Driving Instructors who hold Testing Officer endorsements cannot test applicants who they have trained to avoid a conflict of interest.

While technically feasible in the longer term, this would come with commercial contract implications and implementation costs. VTNZ is recruiting constantly at the moment to meet demand in the system, and we will have a conversation with them, and community-based providers, about targeting Driving Instructors during their recruitment activities.

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Upcoming Ministerial Items:

Upcoming Briefings to Minister of Transport

Due to Office:	Title
Week commencing 29 April 2024	BRI-3025 Papakura to Drury Site Visit Commentary: Provide a briefing to support your attendance at this site visit.
Week commencing 29 April 2024	BRI-3028 Meeting with Australasian College of Road Safety Commentary: Provide a briefing to support your meeting with Dr Ingrid Johnston, CEO of the Australasian College of Road Safety.
Week commencing 29 April 2024	BRI-3030 National Ticketing Solution Commentary: Provide a briefing outlining the NTS costs and potential savings.

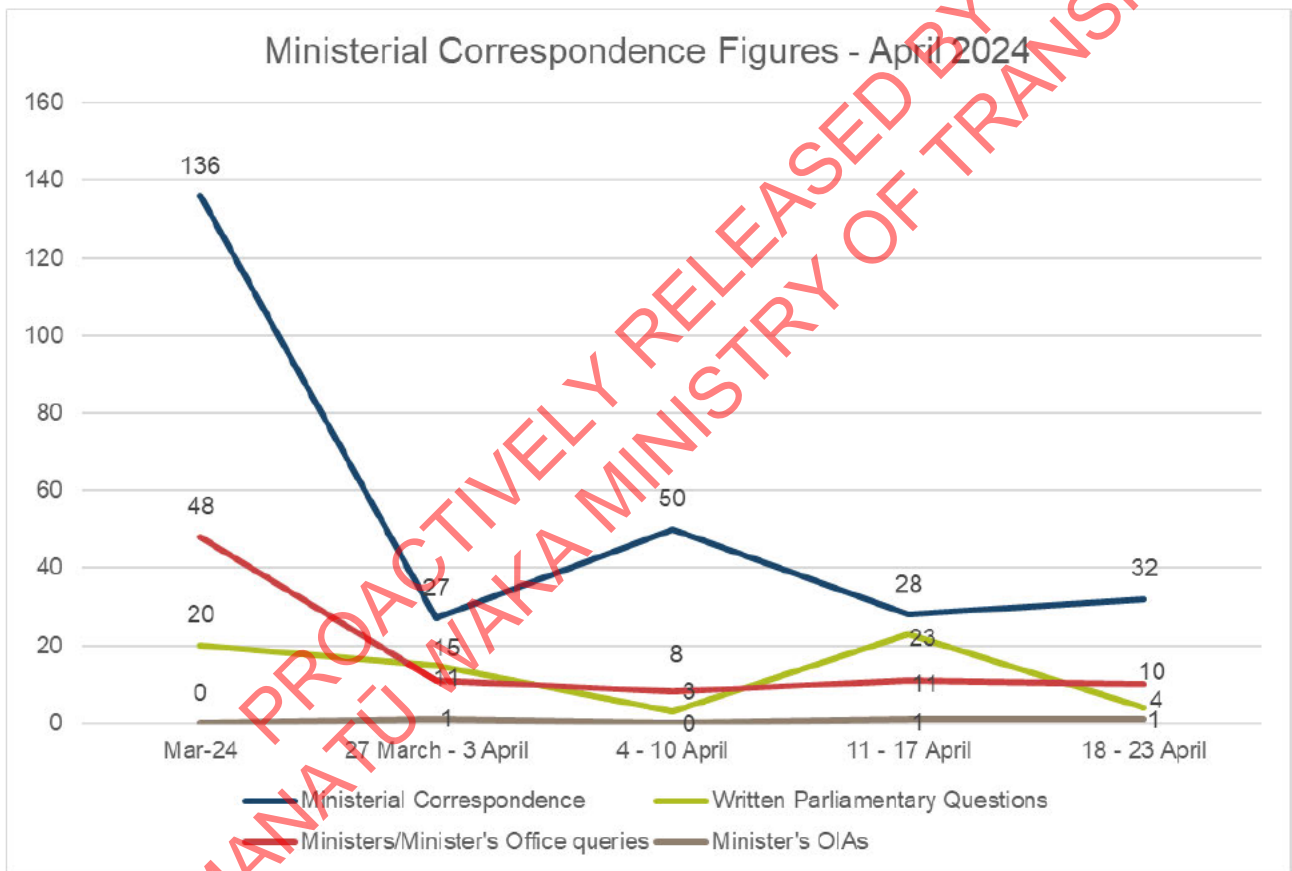
Upcoming Media items

Date of release:	Subject
Week commencing 29 April 2024	Wellington - SH1 urban motorway lane closures Commentary: A traffic bulletin is planned for release to advise drivers of upcoming night-time closures of the southbound land of the Wellington urban motorway between Tawa and Johnsonville.
Week commencing 29 April 2024	Central North Island – Kahouri Stream Bridge, SH43 Commentary: A media statement is planned for release during the week beginning 29 April 2024 to mark the completion of the new two-lane Kahouri Stream Bridge on the Forgotten World Highway/SH43, east of Stratford.
Week commencing 29 April 2024	Central North Island – SH3 Whangaehu Bridge works Commentary: A traffic bulletin is planned for release during the week beginning 29 April to advise of minor delays under stop/go traffic control as work is completed on Whangaehu Bridge on SH3.

Statistics page

Ministerial correspondence figures from 18 to 23 April 2024

Item:	Number
Ministerial Correspondence	32
Written Parliamentary Questions	4
Minister/Minister office queries	10
Ministerial OIA requests	1
Themes	Temporary traffic management, driver licensing, headcount, Long Tunnel proposal, potholes, TREC



TE MANA TŪ WAKA MINISTRY OF TRANSPORT



Metropolitan Networks

Anzac Weekend Block of Line

Most of the Auckland metro network will be closed over Anzac Weekend (27 – 28 April 2024) for planned maintenance and project work. Trains will only be running between Sylvia Park and The Strand, for shoppers.

Most of the Wellington network was closed on Anzac Day for planned maintenance and project work. Most of the network will close again over the weekend (27 – 28 April 2024). The exception is the Wairarapa Line, north of Upper Hutt, which will be closed from 25 – 28 April 2024, to progress Wairarapa line upgrade work inside Reumtaka Tunnel. This involves replacing lines and ballast, and builds on the great progress made over Easter weekend, where we replaced around 300m of track, 498 sleepers and 450 m³ of ballast.

Metlink is running bus replacement services during line closures.

Auckland Metro

Britomart points

Repairs were made to the damaged 43 points at Britomart last weekend (20 – 21 April) following a series of Auckland metro disruptions on Friday, 19 April. This resulted from two separate issues at Britomart:

- A signals outage at midday, for 1 hour 20 minutes, where trains needed to be verbally guided to platforms, resulting in delays to services.
- Issue with 43 points at Britomart, which stopped access to Britomart platforms 1 and 2.

This follows systems issues in February/March with the 45 and 47 points at Britomart, then damage to those same points by a contractor on 4 April. The damage resulted in trains being unable to access Platform 3 at Britomart – which compounded disruption on 19 April. The work to repair the 45 and 47 points is being undertaken over Anzac Weekend.

Given ongoing, though unrelated, issues at the station this year KiwiRail is investigating the scope and implementation of a system wide review of Britomart (including signals and mechanical aspects). We will keep the Minister of Transport updated on this.

Wellington Metro

Independent Reports

KiwiRail and Greater Wellington Regional Council jointly commissioned an independent report into vibration issues on the Wairarapa Line. This report is nearing finalisation. We expect to provide the Minister of Transport a briefing next week, including planned next steps to rectify the issues and the public communications approach. Previous updates have noted the potential for re-profiling wheels and rail grinding as solutions, with the former taking approximately one month to complete and the latter requiring the lifting of the fire ban.

KiwiRail is already confirming timing for relocating the grinder from Auckland to Wellington, following the fire ban lift on 19 April 2024. Rail grinding is a standard maintenance practice, but it may help (to a degree) reduce carriage vibration issues.

KiwiRail is also near completing the investigation report into the overhead line issues in January. We will also provide the Minister a briefing on this when it is completed.

Interislander

Winter Campaigns

Interislander services are still busy, carrying around 500 cars a day, however forward bookings are getting softer as expected as we move out of the peak season and into Winter. To counter this our marketing and sales teams are swinging into action to stimulate campaigns and interest for the traditionally quieter months.

We are launching a video campaign with footage filmed on the *Aratere* and *Kaiarahi* to showcase the beauty of the journey. The video will be shared at TRENZ, the largest annual conference for the tourism industry, being held in Wellington on 8 and 9 May 2024.

This year's Winter-islander campaign is also running in digital advertising and social channels. The campaign is running through until the end of June and, in the first phase, will encourage people to choose Interislander as the start of a winter ski holiday.

As the campaign progresses, we'll introduce new themes to remind people to include Interislander in their Winter travel plans.

Safe On-Time Performance and Reliability

As previously reported, Maritime New Zealand's annual Document of Compliance audit occurred in March. Interislander achieved excellent results and a renewal of operating license. In 2023, the same audit found 9 non-conformities (some major) and 13 observations which were all subsequently addressed. In 2024, we received no non-conformities and four observations. This is an exceptional outcome, reflecting the high focus on safety by Interislander and KiwiRail.

Customers also care about Interislander on-time performance (OTP) and reliability. We measure OTP based on a "safe on time customer journey" against the scheduled sailing timetable, and reliability based on sailings occurring as scheduled. The below shows the trend data for OTP and reliability:



OTP was exceptional over our busy summer peak, and the three-month rolling average is sitting at 100 per cent for OTP. This is a fantastic result for the Interislander team, especially since we have had a busy March with capacity sailings over the Easter Holidays.

Reliability is also tracking well and has recovered to sit at 100 per cent for April 2024.

Networks

Rangitata Bridge repairs

Following the damage to the Rangitata River rail bridge, where one of the 34 piers was washed away in flood waters on 12 April 2024, temporary repairs to the 610-metre rail bridge over the Rangitata River in Canterbury have been completed and the line reopened.

KiwiRail mobilised expertise from rail networks and engineering teams and worked closely with affected freight customers. These efforts enabled rail freight services to resume 14 days after the loss of the pier. KiwiRail installed four caissons into the riverbed, put the spans back into alignment using a pigsty structure, and installed a temporary pier. The test train successful ran on 25 April 2024 and freight services resume on 26 April 2024.

With this work now complete our next step over the coming days is to lift the sagging spans and slide in a large cross bar (cross head) that will rest on the caissons and keep the bridge up. This will then be welded into place. The final step is to permanently replace the pier, which will occur while freight services operate.



Caption: test train runs on the Rangitata River rail bridge on 25 April 2024.

Scenic Services

On 1 May 2024, KiwiRail will be launching our new TranzAlpine Scenic Plus carriages.

The AKP is the first premium seating carriage being launched as part of a project funded through the Provincial Growth Fund (PGF). The \$24 million in funding covered the extension of Greymouth station platform, and the renewal and refurbishment of three kitchen carriages and three premium seating carriages including the development of an infotainment package. We already have two AKF kitchen carriages operating on the TranzAlpine and Coastal Pacific, and the AKP will be the TranzAlpine premium carriage that is attached to one of the kitchens to complete Scenic Plus.

The PGF focus was on regional funding, and all three of our carriages are regionally focused train experiences that visit and take in the vistas of regional New Zealand.

The design of the brand and premium train, takes our visitors on a journey of culture, storytelling and paddock to plate food and beverage experiences all in the comfort of our signature carriages.

On Wednesday we will also be launching our new infotainment app onboard the Scenic Plus service. This is a bring-your-own device onboard entertainment that allows us to enrich people's experiences through audio and visual storytelling. Our passengers will learn about the regions, history and culture of the places we pass, and the new technology allows us to stay relevant and add content as we grow the user experience.

The launch on 1 May 2024 will include local dignitaries, mana whenua partners, and tourism representatives.

Anzac Day Commemorations

Anzac Day is a particularly poignant occasion for KiwiRail and its staff with the then New Zealand Railways (NZR) playing a significant role in the First World War, with many of our workforce serving our country.

By war's end, more than 7,500 employees of NZR, some 40 per cent of the workforce, were released for military service. Of these, over 450 never came home. The role these servicemen played, and the sacrifices they made for New Zealand is reflected in the many memorials and plaques in our heritage buildings.

Alongside our Union partners, KiwiRail staff commemorated Anzac Day memorial services at KiwiRail sites up and down the country.

Upcoming Meetings/Events

8 May 2024 s 9(2)(f)(iv)

14 May 2024 - Minister Mark Patterson (as associate Regional Development Minister) to visit Hillside Workshops.

10 June (TBC) – Transport & Infrastructure Select Committee to visit new Auckland Rail Operations Centre.

Late June/July - P2P Electrification completion event.

July – Hillside Workshops, Dunedin, official opening event (engaging with Minister Jones office).

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Key updates

Update on health and safety notice issued to Authority by Auckland Station

In the weekly report dated 1 April 2024, we notified your office of a Provisional Improvement Notice (PIN) received by management at AvSec's Auckland Station, outlining concerns from the health and safety representative related to fatigue. On 18 April, the Authority received a letter from Worksafe NZ confirming a cancellation of the PIN.

The decision to cancel was based on two reasons: (i) the Authority has already identified fatigue as a critical risk and is in the process of implementing site specific controls to mitigate that risk; and (ii) the Authority has proactively engaged with WorkSafe NZ on this matter and has committed to continue doing so.

Change to screening procedure at Auckland International

On 1 May at 0400, Aviation Security Service will switch to the C3 standard of screening at Auckland International. Switching to C3 means passengers will be able to leave electronics (laptops, cell phones, iPads) and liquids, powders, and gels in their cabin baggage, rather than having to remove these for screening.

Signage at the screening point will be updated and staff on load duties at the screening point will assist passengers with the change and encourage them to leave all items in their bags instead of asking them to remove items. In the interests of efficiency, if a passenger has already removed items, load staff will not request that they return them to their bag.

Security screening queues weekly update

The following instances of longer screening queues were recorded this week:

Date	Time	Location	Passengers affected	Queue Time (Mins)	Cause	Mitigation
16/04/24	05:45	Auckland Domestic	1000+	11	High passenger volume presenting earlier than expected.	Screening point was running at full capacity with all five lanes operating from 06:00
16/04/24	09:45	Auckland Domestic	500+	17	Higher passenger volume than expected.	Unable to open an additional lane due to lack of available staff. Team leaders assisted with queue management

Date	Time	Location	Passengers affected	Queue Time (Mins)	Cause	Mitigation
21/04/24	14:00	Queenstown International	150	26	High passenger volume presenting earlier than expected.	Training was cancelled and non-passenger screening reduced to free up staff for additional lane

Queues for the Wellington Southern Domestic screening point – which are continuously monitored using LiDAR technology - showed:

Week	08/04 – 14/04	15/04 – 21/04
Passengers processed in less than 5 minutes	90.54%	93.6%
Passengers processed in less than 10 minutes	98.1%	98.4%

The Authority is preparing for technology upgrades at Wellington Southern Domestic and Auckland International Transit starting on 29 April. Disruption at Wellington is expected to be minimal, as the work involves installing additional capacity to the current equipment. Work at Auckland involves the upgrade of current equipment that will take capacity offline. However, the transit lane is only running at full capacity for a short period of time each day, and staff do not anticipate any major disruptions.

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Communications and External Engagement 23 April 2024

Media plan – 7 days from Monday 29 April

Date (planned)	Item	Description	Targeted media
3 May 2024	Comment or statement	<p>Media statement about prosecution - Thow</p> <p>Brendan Thow appears in Queenstown District Court on 3 May - either for sentencing or application for retrial. In the event of sentencing, a media statement will be prepared. Mr Thow was convicted in September 2023 on five charges: Flying craft without appropriate licence s46; Operating without an AOC s46; Attempting to operate without an AOC s46; (s46 max penalty \$10,000); Failure to provide information s50, max penalty \$2000; Obstruction s50A, max penalty \$1000. Mr Thow has indicated an intention to seek a retrial which is an option available to him as he was tried and found guilty in his absence (he left New Zealand the night before his trial), and if he can show in his application for a retrial that he has a defence with a reasonable prospect of success.</p>	n/a
3 May 2024	Anticipated media article	<p>Case review hearing - Lister</p> <p>Possible media coverage as has been widely reported on in the past. A not guilty plea was entered on 5 March and trial by jury was elected. CAA will not issue any statement while the case is before the courts.</p>	n/a

Media mentions – 7 days to Tuesday 23 April 2024

Date	Activity	Channel
15 April 2024	<p>Christchurch police searching for person who pointed laser at rescue chopper</p> <p>Christchurch police are investigating after a person pointed a green laser at a rescue helicopter. CAA was approached for comment and advised the laser strike can be a serious threat to aviation, and offenders may face up to 14 years in prison. Articles also referred to information on CAA website.</p>	<i>NZ Herald, Star News</i>
18 April 2024	<p>Air New Zealand announces route for first commercial electric plane</p> <p>CAA is mentioned in coverage about the announcement; Air NZ will operate a cargo route between Blenheim and Wellington with the electric aircraft, for mail and parcels.</p>	<i>Hokitika Guardian, Otago Daily Times, Stuff</i>
18 April 2024	<p>Canterbury pilot who landed microlight aircraft in fog faces \$6500 fine</p> <p>CAA issued a media release about this prosecution, following the sentencing on 16 April. On the morning of July 25, 2023, the pilot flew a microlight aircraft from his home airstrip to Rangiora aerodrome, which was enshrouded by fog. The man was convicted on one charge of operating an aircraft in a careless manner, and also found guilty of fuelling an aircraft while a passenger remained onboard, applying a total fine of \$6500 for both charges.</p>	<i>NZ Herald</i>

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Upcoming education publications and products

Planned release/publish	What	Type	Why
April 2024	In, out, and around the Manawatū	GAP booklet (update)	BAU revision
May 2024	In, out, and around Queenstown	GAP booklet (update)	BAU revision
June 2024	Vector Winter issue	Aviation industry magazine	A way of getting relevant safety information to industry in an easy-to-read format
July-September 2024	Occurrence Investigation Workshop	Face-to-face event	To provide training for operators about investigating occurrences, to comply with requirements under CAR Part 12
TBC	Weight and balance	GAP booklet (update)	BAU revision
TBC	Plane Talking	GAP booklet (update)	BAU revision

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Appendix – Predicted queues during the coming week

During the coming week, queues are predicted at the existing known busy periods (indicated below), using the following colour code:

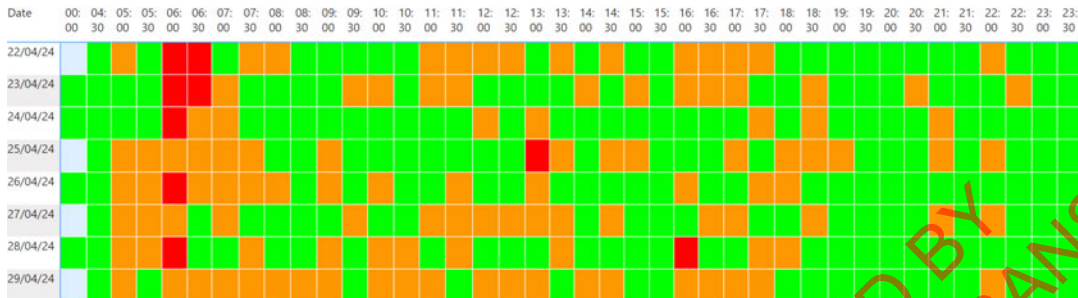
Light blue: No passenger volume forecast

Green: Passenger volume forecast to be less than 80% of available capacity

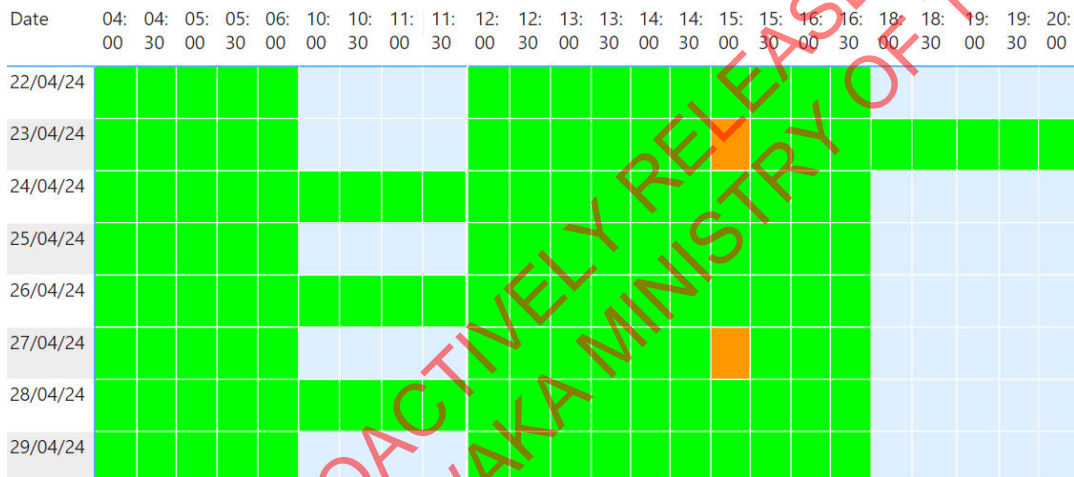
Orange: Passenger volume forecast to be between 80% and 90% of available capacity

Red: Passenger volume forecast to exceed 90% of available capacity

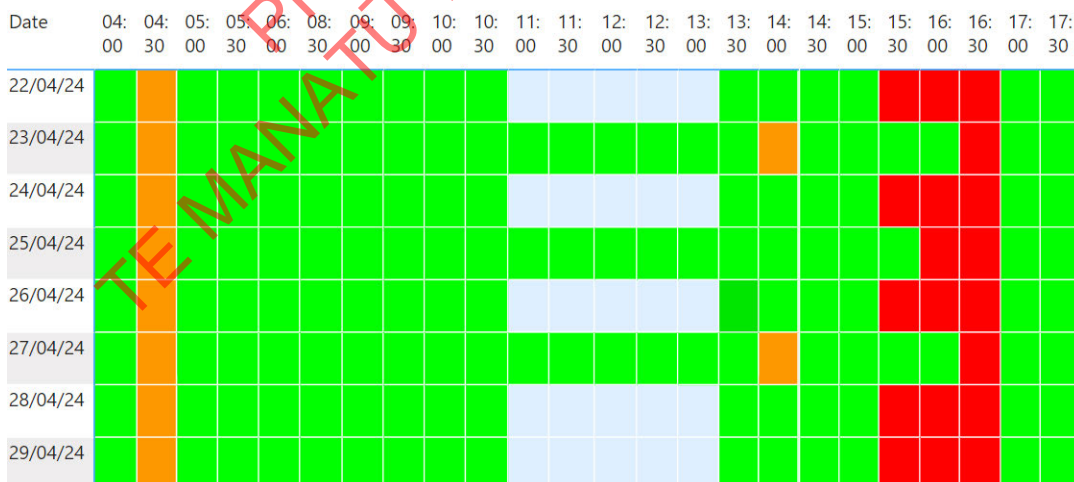
Auckland International:



Wellington International:



Christchurch International:



Key priorities and highlights

Tony Gibson trial

The trial against former Port of Auckland (POAL) CEO Tony Gibson is now in its third week in Auckland District Court. Mr Gibson is facing two charges under the Health and Safety at Work Act 2015 (HSWA) for failing to meet his duty as an officer of POAL following the 2020 workplace death of 31-year-old port worker Pala'amo Kalati. Mr Kalati was fatally crushed by a container while at work on the ship *MV Constantinos P* on the night of 30 August 2020.

This is the first case in New Zealand concerning HSWA charges against an officer of a large complex organisation. The trial started on 8 April, and as of 22 April (start of week three), the prosecution expert witnesses are giving evidence. After the prosecution finishes their case, it will be up to the defence to present its case.

It is looking like the case will run longer than the four weeks it was initially set down for. The Maritime NZ case focuses on a failures by Mr Gibson to exercise due diligence to ensure that POAL complied with its HSWA duties – including to use his influence, power and resource to ensure frontline workers were kept safe.

Media attention around the case against Mr Gibson has picked up. During the week starting 15 April, we received requests from a *NZ Herald* reporter. They then requested and were provided with a number of key court documents relevant to the case, including the Summary of Facts from the Court. On Monday 22 April, the *NZ Herald* published a story on the case. Media interest from other outlets (*TVNZ*, *RNZ* and *Newshub*) then picked up, with further applications being made to the court to film in court and audio record the proceedings. All the applications have been granted. It is likely the case will now feature widely in mainstream media reporting.

Last year, POAL pled guilty and was sentenced over health and safety breaches following the death of Mr Kalati. It was fined \$500,000 after pleading guilty to two charges under the Health and Safety at Work Act.

Operational updates

Chokyu Maru

On Tuesday, 16 April 2024 the Japanese flagged commercial fishing vessel the *Chokyu Maru No 68* ran aground in the Hauraki Gulf on its way to Auckland. None of the 27 crew on board sustained injuries, and no oil spill was reported. Maritime NZ was prepared to support Auckland Council with a Tier 2 (regional level) oil spill response if needed. Effective actions by the Auckland Harbourmaster meant the vessel was quickly and safely towed to Auckland via tug where it remains docked.

Maritime NZ has issued a detention order on the vessel preventing it from departing New Zealand waters until all detention conditions have been met and the vessel is considered safe and seaworthy to operate.

Both Maritime NZ and TAIC have initiated investigations into the incident with a scene inspection taking place on Thursday 18 April. Interviews will continue with relevant parties this week.

Standard setting by ports: pilot ladders

Marine pilots use pilot ladders to transfer onto other – often much larger – vessels to guide them into ports. New Zealand and other jurisdictions have faced problems with pilot ladders not meeting national and international standards, which is a significant safety risk to pilots.

We have been working closely with ports to implement rules, reinforce the standards, for example, by making them a focus in inspections. We have also been working to seek improvements in the standards internationally.

Given the global nature of maritime supply chains, it is important that our standards reflect those developed globally. If not, it makes it highly problematic for international vessels visiting New Zealand and other ports.

Despite this, a safety bulletin has gone out under the banner of New Zealand ports recently which communicated to all operators that they will set their own standards for pilot ladders that are significantly higher than those set in national and international rules. ^{s 9(2)(g)(i)}

Maritime in the media

We received a follow-up request from a reporter at *The Hui* requesting our response plan for the *Niagara* wreck. This request followed a statement from Minister Doocey, who was approached about the incident. We are working with subject matter experts on this request.

Work is continuing around our media approach and management of the *Enchanter* trial starting in May in Whangarei. Five people died after the charter vessel sank in March 2022.



No update this week.

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