

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

As at Wednesday 5 June 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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THE MINISTRY OF TRANSPORT TE MANATŪ WAKA

Officials' agenda



Agenda - Minister Brown officials' meeting

Day Date	Monday 10 June 2024		
Time	2.00 – 3.00pm		
Venue	EW5.1 Parliament		
Part 1 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			
Siobhan Routledge, Deputy Chief Executive, Policy Group			
Matt Skinner, Manager, Revenue			
Part 2 Ministry of Transport and NZTA attendees			
Chris Bunny, Group General Manager System Leadership			
Amy Moorehead, National Manager Policy			
Part 1	Ministry of Transport	Lead	Paper reference
1.1	CE only time	Audrey Sonerson	Verbal
1.2	Weekly Report	Audrey Sonerson	As at 29 May 2024
Part 2	Ministry of Transport and NZTA	Lead	Paper reference
2.1	Time of Use Charging	Brent Johnston	OC240307

Actions from Transport Officials Meeting

Meeting with the Ministry of Transport (the Ministry) Tuesday 4 June 2024	Due date
GPS 2024 <ul style="list-style-type: none"> Officials to prepare letter of expectation (or embed within letter of comfort) with clear expectations on use of Crown funding. Officials to update GPS Cabinet paper with option to provide funding for coastal shipping through the rail activity class. 	Friday 7 June 2024
Cook Strait Resilience <ul style="list-style-type: none"> Officials to narrow options analysis for Phase Two advice (e.g. to 4 options) 	Monday 17 June 2024
s 9(2)(f)(iv)	Wednesday 12 June 2024
Driver Licensing s 9(2)(f)(iv)	Wednesday 19 June 2024
Other <ul style="list-style-type: none"> Officials to revise OFT timeframes to enable 1 week Ministerial and departmental consultation. Officials to ensure 'Going for Housing Growth' work gives due consideration to both public transport and roading infrastructure. 	Complete, update provided in Weekly Report Ongoing

Decisions	Confirmed / Denied
Proposed GPS update for Government's Quarterly Plan approved for sending to DPMC.	Confirmed
s 9(2)(f)(iv)	Confirmed
Interim Aviation Council – agree that two further meetings will be held in 2025, with the National Aviation Policy Statement being completed around May/June 2025.	Confirmed

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
22 April 2024	Speed s 9(2)(f)(iv)	s 9(2)(f)(iv)
6 May 2024	EV Charging Work Programme s 9(2)(f)(iv)	Complete

Ongoing actions from transport officials meeting		
14 May 2024	<p>GPS</p> <p>Ministry of Transport and Treasury officials to finalise Letter of Comfort and details of debt facility before final GPS 2024 is agreed at Cabinet.</p> <p>s 9(2)(f)(iv)</p>	<p>Before 14 June 2024</p> <p>Friday</p> <p>30 August 2024</p>
20 May 2024	<p>Chatham Islands update</p> <p>Officials to provide a weekly joint MoT, MNZ, DIA, MBIE, and MPI briefing on the situation in the Chatham Islands, covering fuel, livestock, and the boat purchase.</p>	<p>Ongoing</p>
20 May 2024	<p>Revenue</p> <p>Revenue Advisory Group to provide weekly update</p>	<p>Will provide weekly update via the Revenue update in the Weekly Report</p>

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1 Ministerial priorities

Safety

Project: Speed limits	
<p>We have continued to work with your Office to finalise the draft Rule and papers for consultation. We are also working with your Office to confirm when public consultation will open. It is expected to begin in early to mid June 2024. We are preparing communications and other collateral to support the public consultation process.</p> <p>s 9(2)(f)(iv)</p>	
Proposed timeline	
Revised papers and Rule to Minister	Complete
Ministerial and departmental consultation	Complete
Cabinet Office submission	Complete
ECO	Complete
Cabinet	Complete
Public consultation	Early to mid June (date TBC)
Project: Oral fluid testing regime	
<p>We are working with the Parliamentary Counsel Office (PCO) on the draft oral fluid testing Bill (draft Bill). We continue to closely engage with Police on the draft Bill.</p> <p>Decision sought:</p> <p>We are also seeking your agreement to consult with NZTA and the Office of the Privacy Commissioner (OPC) on the draft Bill ahead of formal departmental consultation. NZTA has operational functions under the new legislation, which we want to ensure are correctly reflected. OPC must be consulted where there are potential privacy implications. As these agencies are not Government departments, we require your approval to consult with them.</p> <p>We are scheduled to meet with Police on Thursday 13 June 2024 to discuss implementation timeframes. We will update you on this in the next Weekly Report.</p> <p>Agreement to consult with the NZTA and OPC on the draft Bill Yes/No</p>	
<p>Cabinet paper: Introducing the Land Transport (Drug Driving) Amendment Bill 2024</p> <p>This paper will seek approval of the Land Transport (Drug Driving) Amendment Bill 2024 and for the Bill to be introduced into the House.</p>	<p>To Minister: Wednesday 26 June 2024</p> <p>Departmental, Ministerial and cross party consultation:</p> <p>1 July – 9 July 2024</p> <p>To lodge: 18 July 2024</p> <p>To Committee (LEG): 25 July 2024</p> <p>To Cabinet: 29 July 2024</p>

Project: Reintroducing Driver Licence Resit Fees

Following your direction on Wednesday 5 June 2024 we are working with PCO on regulations for overseas licence conversions that:

- charge the same rate as before 1 October 2023, and
- do not include any free resits.

PCO has advised that it will aim to have drafting complete to allow for submission to LEG on Thursday 20 June 2024. Assuming Executive Council approval on 1 July 2024, this would mean the new fees will come into effect on 4 July 2024.

In addition, the Ministry and NZTA are preparing joint advice on current and possible future actions to bring wait times down in response to direction from your Office on Wednesday 5 June 2024.

A draft letter for you to consider sending to the NZTA Board Chair will be provided to your Office on Friday 7 June 2024.

Cabinet paper: Reintroducing Driver License Resit Fees	To Minister: Friday 7 June (updated Cabinet paper) Ministerial consultation: 11 June – 18 June 2024 To lodge: Thursday 20 June 2024 To Committee: Thursday 27 June 2024 (LEG)
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Rail

Project: Cook Strait resilience

We expect to provide you with advice in the week of 17 June 2024 on our evaluation of a range of potential interventions to support the outcomes sought by the Crown on Cook Strait. We will recommend a preferred operating model to ensure competitive and reliable services, and this is currently being developed with the Treasury and Ministerial Advisory Group.

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

Briefing: Cook Strait Resilience Phase Two report

Date: Wednesday 19 June 2024

Project: Lower North Island Rail Integrated Mobility Programme

On Friday 31 May, you sent a letter to the Chair of Greater Wellington Regional Council (GWRC), Daran Ponter, on the Programme. We are now updating the funding agreement to reflect the changes you outlined in your letter to Chair Ponter. We have had positive engagement with GWRC on changes to the funding agreement. We will provide you with a copy of the updated funding agreement to sign and a briefing that outlines the steps to release the tagged contingency by Wednesday 12 June 2024. We expect GWRC to respond to your letter before then. We will also keep your Office regularly updated on progress.

Briefing: Lower North Island Integrated Mobility Programme – Updated funding agreement and steps to release tagged contingency

This briefing will outline the steps to release the tagged contingency for the Lower North Island Integrated Mobility Programme and request that you sign the updated funding agreement.

Date: Wednesday 12 June 2024

Investment

Project: Government Policy Statement on Land Transport 2024

GPS 2024: Finalising the document

Consultation with departments, Ministers and coalition partners concluded on Friday 31 May 2024. Officials have prepared a briefing to you summarising feedback and suggested changes, providing draft communications material for releasing the GPS, and seeking your approval to lodge the Cabinet paper and GPS with the Cabinet office on Thursday 13 June 2024. Officials will discuss this briefing with you on Monday 10 June 2024.

s 9(2)(h)

GPS 2024: Implementation

We will provide you with a briefing on Friday 14 June 2024 setting out the implementation plan for GPS 2024. This will set out the workstreams and actions in the GPS, the plan and timeline to deliver them, and provide a monitoring and reporting template for your feedback.

Update on GPS 2024 funding workstreams

We have been working with the Treasury and NZTA on the Letter of Comfort and terms for the Crown loan to NZTA. The Treasury has provided you with a briefing on loan terms and expect to be able to provide you with a final Letter of Comfort on Friday 7 June 2024. The Treasury is working with the NZTA to ensure that the Letter of Comfort and terms of the GPS Loan can be finalised before lodgement of the Cabinet paper seeking final decisions on the GPS on Thursday 13 June 2024.

Briefing: GPS 2024 Implementation Plan	
This briefing will provide you with the plan for implementing GPS 2024.	Date: Friday 14 June 2024
Cabinet Paper: This paper will seek approval to publish the GPS 2024	
Progress Update: The latest draft Cabinet paper (and GPS 2024) is with you for review and approval before it is submitted to Cabinet on 13 June 2024.	To Minister: The latest draft has been provided to you on Friday 7 June 2024 To lodge: Thursday 13 June 2024 To Committee: Wednesday 19 June 2024

Revenue

Project: Revenue system report back

Update on Cabinet Paper proposing a Revenue Action Plan

An updated draft Cabinet paper, incorporating your feedback from Tuesday 4 June 2024 is out for Ministerial and coalition consultation. We also circulated the draft paper for departmental consultation, which is scheduled to end on Thursday 13 June 2024. The paper is scheduled to be considered by the Cabinet Economic Policy Committee on Wednesday 26 June 2024.

s 9(2)(b)(ii)

Cabinet Paper: Land transport revenue action plan

This paper will advise on an action plan to redesign and reform New Zealand's land transport revenue system.

To Minister: Updated/second draft provided Thursday 30 May 2024

Ministerial and departmental consultation: 4–13 June 2024

To lodge: Thursday 20 June 2024

To Committee: Wednesday 26 June 2024

Project: Time of use charging

We received feedback from your office on the updated Cabinet paper on Wednesday 5 June 2024. An updated version has been provided to your Office, for discussion at the officials meeting on Monday 10 June 2024.

If you still wish to align the timing for the updated paper with the timing for the Revenue Action Plan paper (which is scheduled for ECO consideration on Wednesday 26 June 2024), a shorter period of Ministerial and departmental consultation will be necessary.

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

This paper will seek agreement to the policy design to be implemented in a Land Transport Management (Time of Use) Amendment Bill.

Updated draft: Thursday 6 June 2024

Ministerial and departmental consultation: 10–18 June 2024

To lodge: Thursday 20 June 2024

To Committee: Wednesday 26 June 2024

Project: Other revenue tools

Motor vehicle registration and licensing fees (MVR)

Decisions are included in the Cabinet paper finalising the GPS 2024, which is due to go to Cabinet Committee on Wednesday 19 June 2024. Drafting instructions for regulations can be issued once decisions have been made by Cabinet.

Aviation

Project: CAA funding review

s 9(2)(f)(iv)

Progress Update: We are continuing to work with CAA as it revises its funding proposals. A progress update will be provided in the week of 10 June 2024.

Date: July 2024

Project: Provision of Aviation Security Services

s 9(2)(g)(i)

Date: July 2024

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Emissions

Project: Clean Car Importer Standard	
Review of the Clean Car Importer Standard (the Standard)	
We have submitted the draft Cabinet paper following departmental consultation. We will provide a draft Regulatory Impact Statement next week.	
Cabinet Paper: Outcome of the review of the Clean Car Importer Standard	To Lodge: Thursday 13 June 2024 To Committee: Wednesday 19 June 2024 To Cabinet: Friday 24 June 2024
Budget Night Legislation: Land Transport (Clean Vehicle Standard) Amendment Bill	
The amendment Bill did not pass under Budget night urgency. The next sitting day is not until Tuesday 25 June 2024. ^{s 9(2)(f)(iv)}	
Draft consultation document on cost recovery	To Minister: Wednesday 12 June 2024
Project: EV Charging Infrastructure	
A briefing was provided on Tuesday 4 June 2024 seeking your feedback on options for future government co-investment in EV charging infrastructure. Following your feedback, we will prepare a briefing seeking your agreement on a preferred co-investment model. This advice will also cover key implementation considerations for the preferred model.	
Briefing: This paper will seek your agreement to a preferred model for co-investment in EV charging infrastructure.	Date: 3 July 2024
Project: Second Emissions Reduction Plan (ERP2)	
^{s 9(2)(g)(i)}	
We will provide you with comments on the discussion document as a whole prior to its consideration at the Economic Policy Committee on Wednesday 26 June 2024.	
Following our discussion with you on Tuesday 4 June 2024 we will provide your Office with the changes to the transport chapter relating to Marpol Annex VI ^{s 9(2)(f)(iv)}	
^{s 9(2)(g)(i)}	
Timelines for release of ERP2 Discussion Document	
Ministerial Consultation	TBC June 2024
Economic Policy Committee	26 June 2024
Public consultation	Begin 4 July 2024

Auckland

s 9(2)(f)(iv)

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Project: Auckland Level Crossing Programme

We provided you with a briefing on the Auckland Level Crossing Programme on 14 May 2024 (OC 240409 refers). Subsequently we provided further information on the Takāanini Crossing cluster of level crossings on 23 May 2024 (OC240552 refers).

s 9(2)(f)(iv)

s 9(2)(f)(iv)

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2 Updates on other matters

s 9(2)(h)

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Bus driver workforce

s 9(2)(ba)(i)

One of the ongoing issues for bus driver retention is an aging workforce. This results in a relatively high level of attrition due to retirement and those with health concerns moving to less public facing roles. The funding of \$15 million in Budget 24 to improve safety and the working environment will support the recruitment and retention of bus drivers by helping to make the job more attractive. Auckland Council is also providing \$6.5 million to Auckland Transport in its new Long-Term Plan 2024-2034 to retrofit bus driver safety screens in the existing bus fleet.

s 9(2)(f)(iv)

s 9(2)(ba)(i)

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3 Transport stakeholder updates

	Update
Digital Plates and Born Digital	<p>Audrey Sonerson and Brent Johnston met with Max Fletcher (Digital Plates) and Brett Hancock (Born Digital) in Auckland on Thursday 6 June to discuss ^{s 9(2)(b)(ii)}</p> <p>[REDACTED]</p>

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4 Upcoming Minister of Transport meetings

Meeting Date	Meeting	Details
Tuesday 11 June 2024 8.30 – 9.00am	Meeting with Paul Melville, EY Infrastructure team	Briefing Due: Friday 7 June 2024 Officials Attending: Matt Skinner, Manager Revenue
Tuesday 11 June 2024 11.00 – 11.30am	Meeting with Aviation Federation	Briefing Due: Friday 7 June 2024 Officials Attending: Siobhan Routledge, DCE Policy
Tuesday 11 June 2024 1.30 – 2.00pm	Meeting with Qantas/Jetstar	Briefing Due: Friday 7 June 2024 Officials Attending: Siobhan Routledge, DCE Policy
Tuesday 11 June 2024 2.00 – 2.30pm	Meeting with Aviation NZ	Briefing Due: Friday 7 June 2024 Officials Attending: Siobhan Routledge, DCE Policy
Tuesday 11 June 2024 2.30 – 3.00pm	Meeting with Sounds Air	Briefing Due: Friday 7 June 2024 Officials Attending: Siobhan Routledge, DCE Policy
Wednesday 12 June 2024 11.00 – 12.30 pm	Meeting with BYD Auto NZ	Briefing Due: Monday 10 June 2024 Officials Attending None requested
Wednesday 12 June 2024 4.15 – 4.45pm	Meeting with Waikato Regional Council	Briefing Due: Monday 10 June 2024 Officials Attending: None requested

5 Other upcoming Ministry of Transport Cabinet papers

s 9(2)(f)(iv)

Civil Aviation Act 2023 Implementation	
<p>This paper seeks agreement to release a consultation document on proposed regulations under the Civil Aviation Act 2023. The proposed regulations will define the scope of decisions of the Director of Civil Aviation which will be reviewable, alongside other more minor matters. This paper has been slightly delayed to allow for further development and to ensure alignment with other aspects of the Aviation work programme.</p>	
<p>Progress Update: The paper is being drafted.</p>	<p>To Minister: Wednesday 12 June 2024 To lodge: TBC with Office To Committee: TBC with Office</p>
Transport Accident Investigation Commission: Reappointment	
<p>This paper will ask Cabinet Appointments and Honours Committee (APH) to note your intention to recommend that the Governor-General reappoints a Commissioner on the Transport Accident Investigation Commission. The paperwork for this appointment is being handled by Minister Doocey on your behalf.</p>	
<p>Progress Update: Ministerial consultation is underway. Targeted date for feedback is Tuesday 11 June 2024.</p>	<p>To Minister: Submitted 17 May 2024 To lodge: Thursday 13 June 2024 To Committee: Tuesday 18 June 2024 (APH)</p>
Chatham Islands Livestock Vessel Financial Recommendations	
<p>This paper will include financial recommendations to unlock funding to secure a livestock vessel charter for the Chatham Islands.</p>	
<p>Progress Update: This paper is being drafted by MoT with input from MPI and Treasury.</p>	<p>To Minister: COP Tuesday 11 June 2024 To lodge: Thursday 13 June 2024 To Committee: Monday 17 June 2024 (CBC) To Cabinet: Monday 24 June 2024</p>

6 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
Week ending 14 June 2024	s 9(2)(f)(iv)
Week ending 14 June 2024	s 9(2)(f)(iv)
Week ending 14 June 2024	s 9(2)(f)(iv)
Week ending 14 June 2024	<p>Civil Aviation Authority Quarter Three Performance Report This briefing will provide you with an update on the Civil Aviation Authority's performance during Quarter Three.</p>
Week ending 14 June 2024	s 9(2)(f)(iv)
Week ending 14 June 2024	<p>Vote Transport 2023/24 Underspends This briefing will provide you with an update on notable underspends within Vote Transport for 2023/24.</p>
Week ending 21 June 2024	<p>Civil Aviation Authority Expenditure in 2024/25 This joint briefing will seek your approval on the maximum amount of expenditure that the Civil Aviation Authority (the Authority) is eligible for in 2024/25, s 9(2)(f)(iv)</p> <p>This briefing has been deferred by two weeks to ensure adequate consultation.</p>

Week ending 21 June 2024	s 9(2)(f)(iv)
Week ending 21 June 2024	Further advice on options for optimising crown funding for public transport bus decarbonisation s 9(2)(f)(iv)
Postponed until further information received from the Applicant	s 9(2)(f)(iv)

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6.1 Proactive Releases

Due to Office	Title	Date planned for release
6 June 2024	<p>Proactive Release of Road User Charges (Light Electric RUC Vehicles) Amendment Bill</p> <p>On 26 February 2024, Cabinet considered the paper titled “Road User Charges (Light Electric RUC Vehicles) Amendment Bill: Approval for Introduction”. Following the subsequent select committee process, on 18 March 2024 Cabinet received a paper titled “Update on the Road User Charges (Light Electric RUC Vehicles) Amendment Bill”. This proactive release briefing (OC240563 refers) will seek your approval to release the Cabinet material relating to this decision.</p>	21 June 2024
14 June 2024	<p>Proactive release of Enabling Roadside Oral Fluid Screening Tests: Legislative Amendments</p> <p>On 13 May 2024, Cabinet considered the paper titled Enabling Roadside Oral Fluid Screening Tests: Legislative Amendments. This proactive release briefing (OC240562 refers) will seek your approval to release the Cabinet material relating to this decision.</p>	21 June 2024
14 June 2024	<p>Proactive Release of Cabinet paper relating Government Response to the Report of the Regulations Review Committee on the Complaint about the E-Scooters (Declaration not to be motor vehicles) Notice 2018</p> <p>On 4 March 2024, Cabinet considered the paper titled Government Response to the Report of the Regulations Review Committee on the Complaint about the E-Scooters (Declaration not to be motor vehicles) Notice 2018. This proactive release briefing (OC240605 refers) will seek your approval to release the Cabinet material relating to this decision.</p>	21 June 2024

6.2 Other portfolio Cabinet papers with transport implications

Committees	
Economic Policy Committee	
19 June 2024	s 9(2)(f)(iv)
26 June 2024	
Cabinet Business Committee	
10 June 2024	<p>Making it Easier to Build Granny Flats</p> <p>This Cabinet paper and discussion document outline options to be consulted on to make it easier to build granny flats. We are supportive of the proposals in the paper and are working with MBIE to ensure transport is adequately considered when developing any future standards for building granny flats. s 9(2)(f)(iv)</p>

7 Ministerial correspondence and OIAs

Ministerial correspondence:

# of Ministerials	Topic	Key themes
8	Safety	<ul style="list-style-type: none"> Requests to raise the speed limit on state highways and local roads, and a complaint that speed limits are too high Question over when the government will introduce higher penalties for fleeing drivers Complaint around speed tickets that are just over the limit Request to ban motorized scooters Request to introduce roadside drug testing

Ministerial OIA requests:

Due date to Minister's Office	Due date to requester	Requester	Summary of request
7/06/2024	17/06/2024	s 9(2)(a)	All correspondence on fast-track applications process
11/06/2024	18/06/2024		Briefing from March 2023
19/06/2024	26/06/2024		The paper Enabling Roadside Oral Fluid Screening Tests: Legislative Amendments, and text conversations around it

Written Parliamentary Questions:

Date Received	Number	Topics	Due
30/05/2024	28055 (2024)	How many change processes have been initiated, if any, in each of the Minister's departments	10/06/2024 12:00:00 AM
30/05/2024	27924 (2024)	How many consultation processes have been initiated, if any, in each of the Minister's departments	10/06/2024 12:00:00 AM
30/05/2024	27919 (2024)	How many graduate programmes and graduate roles have been disestablished, if any, in each of the Minister's departments	10/06/2024 12:00:00 AM

Date Received	Number	Topics	Due
30/05/2024	27885 (2024)	How many stop work notices have been implemented, if any, in each of the Minister's departments	10/06/2024 12:00:00 AM
30/05/2024	27881 (2024)	How many voluntary redundancy processes have been initiated, if any, in each of the Minister's departments	10/06/2024 12:00:00 AM
30/05/2024	27847 (2024)	How many vacant positions have been removed, if any, in each of the Minister's departments	10/06/2024 12:00:00 AM
30/05/2024	27814 (2024)	In departments where baseline savings have been identified how many set to lose their roles are economists	10/06/2024 12:00:00 AM
30/05/2024	27294 (2024)	In departments where baseline savings have been identified how many set to lose their roles are Māori	10/06/2024 12:00:00 AM
30/05/2024	27283 (2024)	In departments where baseline savings have been identified how many set to lose their roles focus on working with Māori	10/06/2024 12:00:00 AM
30/05/2024	27255 (2024)	In departments where baseline savings have been identified how many set to lose their roles are Pāsefika	10/06/2024 12:00:00 AM
30/05/2024	27245 (2024)	In departments where baseline savings have been identified how many set to lose their roles are women	10/06/2024 12:00:00 AM
30/05/2024	27242 (2024)	In departments where baseline savings have been identified how many set to lose their roles focus on working with Pāsefika	10/06/2024 12:00:00 AM
30/05/2024	27204 (2024)	In departments where baseline savings have been identified how many set to lose their roles are health and safety professionals	10/06/2024 12:00:00 AM
30/05/2024	26646 (2024)	In departments where baseline savings have been identified what is the total cost of staff redundancies	10/06/2024 12:00:00 AM
30/05/2024	26644 (2024)	In departments where baseline savings have been identified how many set to lose their roles focus on working with people with disabilities	10/06/2024 12:00:00 AM
30/05/2024	26632 (2024)	In departments where baseline savings have been identified how many set to lose their roles focus on working with people with Children	10/06/2024 12:00:00 AM

[IN CONFIDENCE]

Date Received	Number	Topics	Due
30/05/2024	26623 (2024)	In departments where baseline savings have been identified what demographic data is being collected about the number of staff being made redundant	10/06/2024 12:00:00 AM
30/05/2024	26622 (2024)	what demographic data is being collected about the number of staff being made redundant	10/06/2024 12:00:00 AM
30/05/2024	26621 (2024)	In departments where baseline savings have been identified how many roles have been identified for disestablishment	10/06/2024 12:00:00 AM
30/05/2024	26067 (2024)	In departments where baseline savings have been identified, what savings have been identified	10/06/2024 12:00:00 AM
30/05/2024	26062 (2024)	What briefings or advice, if any, has the Minister received on the fiscal implications of redundancies	10/06/2024 12:00:00 AM
30/05/2024	25873 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Canterbury region	10/06/2024 12:00:00 AM
30/05/2024	25803 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Manawatu-Whanganui region	10/06/2024 12:00:00 AM
30/05/2024	25787 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Nelson region	10/06/2024 12:00:00 AM
30/05/2024	25785 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Southland region	10/06/2024 12:00:00 AM
30/05/2024	25768 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Taranaki region	10/06/2024 12:00:00 AM
30/05/2024	25767 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Marlborough District	10/06/2024 12:00:00 AM

[IN CONFIDENCE]

Date Received	Number	Topics	Due
30/05/2024	25223 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Auckland region	10/06/2024 12:00:00 AM
30/05/2024	25188 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Waikato region	10/06/2024 12:00:00 AM
30/05/2024	25172 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Gisborne region	10/06/2024 12:00:00 AM
30/05/2024	25167 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Wellington region	10/06/2024 12:00:00 AM
30/05/2024	25163 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Hawkes Bay region	10/06/2024 12:00:00 AM
30/05/2024	25133 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Tasman region	10/06/2024 12:00:00 AM
30/05/2024	24579 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the West Coast region	10/06/2024 12:00:00 AM
30/05/2024	24574 (2024)	In departments where baseline savings have been identified what percentage of employees who have lost or are set to lose their roles in the Otago region	10/06/2024 12:00:00 AM
30/05/2024	24548 (2024)	Of any proposed redundancies to their responsible agencies to meet a public sector saving initiative, if any, how many directly interact with customers	10/06/2024 12:00:00 AM

[IN CONFIDENCE]

Date Received	Number	Topics	Due
30/05/2024	24545 (2024)	Of any proposed redundancies to their responsible agencies to meet a public sector saving initiative, if any, how many indirectly interact with customers	10/06/2024 12:00:00 AM
30/05/2024	24540 (2024)	Of any proposed redundancies to their responsible agencies to meet a public sector saving initiative, if any, how many indirectly provide a service to customers	10/06/2024 12:00:00 AM
30/05/2024	24514 (2024)	Of any proposed redundancies to their responsible agencies to meet the public sector saving initiative, if any, how many directly provide a service to customers	10/06/2024 12:00:00 AM
30/05/2024	23641 (2024)	Reports, advice, briefings, memos, or any other documents, if any, has the Minister received that ImpactLab has published	10/06/2024 12:00:00 AM
30/05/2024	23642 (2024)	Reports, advice, briefings, memos, or any other documents, if any, has the Minister received that ImpactLab has contributed to	10/06/2024 12:00:00 AM
30/05/2024	23449 (2024)	Reports, advice, briefings, memos, or any other documents, if any, has the Minister received that were produced by ImpactLab	10/06/2024 12:00:00 AM
30/05/2024	23440 (2024)	Reports, advice, briefings, memos, or any other documents, if any, has the Minister received that were commissioned from ImpactLab	10/06/2024 12:00:00 AM
31/05/2024	28387 (2024)	What are the Ministers expectations for the savings and performance plan for each of their responsible agencies	11/06/2024 12:00:00 AM
31/05/2024	28386 (2024)	When does the Minister expect their responsible agencies, if any, to implement the Initial Baseline Exercise?	11/06/2024 12:00:00 AM
4/06/2024	28720 (2024)	Advice the Minister has received about the impacts of any job losses, on the Minister's departments	12/06/2024 12:00:00 AM
4/06/2024	28721 (2024)	How many jobs are planned to be established in the Minister's Departments, over the next twelve months?	12/06/2024 12:00:00 AM
4/06/2024	28724 (2024)	How many jobs have been disestablished in the Minister's Departments	12/06/2024 12:00:00 AM

[IN CONFIDENCE]

Date Received	Number	Topics	Due
4/06/2024	28725 (2024)	How many jobs have been deliberately left unfilled in the Minister's departments	12/06/2024 12:00:00 AM
4/06/2024	28736 (2024)	How many jobs are planned to be disestablished in the Minister's Departments	12/06/2024 12:00:00 AM
4/06/2024	29016 (2024)	What correspondence has he had with the Christchurch City Council regarding the Pages Road Bridge?	12/06/2024 12:00:00 AM
4/06/2024	29018 (2024)	What reports has the Minister received regarding the Pages Road Bridge?	12/06/2024 12:00:00 AM
4/06/2024	29024 (2024)	What papers has the Minister taken to Cabinet regarding the Pages Road Bridge?	12/06/2024 12:00:00 AM
4/06/2024	28514 (2024)	What legislative bids for 2024 did he submit and what ranking did he give them?	12/06/2024 12:00:00 AM

7.1 Departmental Official Information Act requests

Due Date to Requester	Requester	Summary of request
26/02/2024	s 9(2)(a)	How much was spent on consultants for Auckland Light rail.
28/05/2024 Extended 10/06/2024		Fire and Emergency levy for 2026-2029.
6/06/2024		What rail upgrades are planned, specifically the regional rail project.
6/06/2024		Copies of minutes, correspondence, and memos regarding baseline savings.
17/06/2024		April briefings.
21/06/2024		March/April briefings.
21/06/2024		Transferred from Auckland Transport (AT) - ALR route plans.
21/06/2024		Correspondence between AT and the Ministry regarding parking fines.
24/06/2024		ALR detailed Business Case.
25/06/2024		March/April briefings

Due Date to Requester	Requester	Summary of request
25/06/2024	s 9(2)(a)	A breakdown of Ministry expenditure in 2023/2024.
26/06/2024		Frequency and use of rain weather data.
26/06/2024		What policy work has been undertaken by the Ministry on s410 of the Civil Aviation Act 2023.
27/06/2024		Further information about Figure 2 from the January 2022 Background to the road user charges (RUC) system.
29/06/2024		External advice sought on Baseline Savings.
1/07/2024		Copies of any contracts with Impact Lab since 1 Jan 2020
1/07/2024		Baseline saving proposal documents
2/07/2024		A list of all approved automated infringement systems, and companies contracted to operate and maintain these
2/07/2024		All correspondence regarding approved automated infringement systems, and companies contracted to operate and maintain these
3/07/2024		A Ministry expectations for manager's document
3/07/2024		Total spend on contractors regarding baseline savings.
1/07/2024		All initiatives, if any, that were submitted but not funded through Budget 2024.
3/07/2024		The report back to minister on proposals to improve the revenue system

Transport Portfolio Agency Reports



Aviation Security Service
Kaiubakamaru Rererangi



PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT / TE MANA WAKA

Agenda – Minister Brown Officials’ meeting with NZTA

Day Date	Monday 10 June 2024		
Time	4:00 – 5:00pm		
Venue	Parliament – EW5.1R		
NZ Transport Agency attendees			
Richard May, Chief of Staff			
Chris Bunny, Group General Manager, Systems Leadership			
Brent Alderton, Group General Manager, Regulatory and Director of Land Transport			
Brett Gliddon, Group General Manager, Transport Services			
Sara Lindsay, Group General Manager, Commercial & Corporate			
Apologies			
Nicole Rosie, Chief Executive			
		Lead	Paper reference
1.1	Weekly Report	Nicole Rosie	

Actions from transport officials meeting

Meeting with NZ Transport Agency Waka Kotahi (NZTA) – 4 June 2024	Due date
Provide advice on timing for announcement to the change of re-sit fees	Weekly Report WC 10 June 2024
Update Continuous Programmes letters to better align with expectations	5 June 2024
Provide advice on the next steps for the Mt Messenger appeals process	11 June 2024
Provide a briefing on procurement approach for Auckland ferries	19 June 2024

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT TE MANATŪ WAKA

Updates:

The Road Efficiency Group – enhanced governance group update

The Road Efficiency Group (REG) is a collaborative initiative between Local Government NZ (LGNZ), NZ Transport Agency Waka Kotahi (NZTA), and all 69 Road Controlling Authorities (RCAs) all working towards business excellence in the transport sector.

The REG has revised their strategy, governance model, delivery structure and work programme to meet the expectations of draft GPS 2024. The enhanced governance and delivery structure retains the successful partnership approach between local government and NZTA. This will be achieved through:

Enhanced Governance Group: providing direction, oversight, and monitoring.

Refocused Leadership Group: accountable for REG programme delivery and sector engagement. Made up of appropriate NZTA and RCA management.

Strengthened Delivery Groups: focused on delivery and achieving agreed outcomes. Made up of volunteer RCA roading sector representatives and subject matter experts.

The enhanced governance group will include the additional (2) independent members joining the current (2) NZTA, (1) LGNZ (2) RCA members. Governance group members include:

Vanessa Browne (NZTA, National Manager, Programme & Standards)

Steve Mutton (NZTA, Director Regional Relationships)

Scott Necklen (LGNZ, Deputy Chief Executive)

Mike Theelen (Queenstown Lakes District Council, Chief Executive)

Murray Burt (Auckland Transport, Director Infrastructure and Place)

Rick van Barneveld (Independent Advisor)

Simon Douglas (NZ Automobile, Chief Policy & Advocacy Officer)

The first governance group meeting with the new structure and membership is 11 July 2024.

Cambridge to Piarere update

We are progressing our notices of requirement and resource consent applications for the Cambridge to Piarere Project at pace. In addition to applying for the project to be listed under Schedule 2A of the Fast Track Approvals Bill, we will also soon be applying to the Minister for the Environment (through the Environmental Protection Authority (EPA)) for referral into the Interim Fast Track process, under the Natural and Built Environments Act. This is because NZTA will shortly be ready to lodge its notices of requirement and consent applications (i.e. before the Fast Track Approvals Bill is enacted) and the Interim Fast Track pathway is the fastest available consenting pathway. This consenting pathway is needed to enable this Wave 1 Road of National Significance project to progress and be ready for construction within three years.

If NZTA receives a positive decision on referral, we can then lodge a substantive application with the EPA, which will be heard by an expert panel. As there are no set timeframes for a decision on referral, and in order to increase the likelihood of a positive and fast referral decision, we consider it is important for the Minister for the Environment to be aware of our intention to apply for referral into the process.

SH1 Brynderwyn Hills

Work is tracking well with all excavation now complete at Kauri Tree Corner. This has allowed work to progress on the final retaining wall and the remainder of the pavement and asphalt works. We are on track to open on 26 June 2024, in time for the Matariki long weekend, following some slope work and paving, piling and clean up being completed.

All public communications will continue to use the end of June reopening date until Tuesday 18 June 2024, when a media release will announce the reopening date. We will confirm with the Minister's Office on Friday 14 June 2024 that this media release is going ahead as planned, should they wish to share this announcement through a press release.

In keeping with our commitment to get the road open as soon as possible and to minimise costs, there will be no reopening event but a small dawn blessing with mana whenua will take place ahead of the reopening.

Update on Clean Car Discount compliance activities

Summary of rebate investigation outcomes to date:

To date all dealers that we investigated have responded and the below table represents the latest update.

Status update	Number of vehicles	Rebate value
Total number of vehicles investigated where a breach has been confirmed and the dealer has agreed to repay the rebate back	194 vehicles	\$603,583.88
Total value of rebates collected to date	162 vehicles	\$479,041.05
Total Value of rebates pending payment, payment arrangement has been agreed too	32 Vehicles	\$124,569.83
Total number of vehicles where we believe a breach has occurred however unable to recover the rebate due to dealers that have ceased trading, or a genuine error has occurred and there has been no financial gain made by the business from a CCD payment.	28 vehicles	\$108,163.42

Progress commentary:

NZTA has contacted dealers who had been invoiced but not yet paid. These calls resulted in \$35,473.56 collected for 10 vehicles.

We are working with the remaining 10 dealers that have an outstanding amount of \$124,569.83 from 32 vehicles. Reasons for non-payments are varied but all have agreed to pay but require a payment arrangement.

We are expecting to collect all outstanding rebates and have made our intentions clear to proceed with civil proceedings if payments are not received as agreed.

At this stage we will not be proceeding with civil proceedings, we will advise the Minister if this changes.

Road User Charges (RUC) on EVs

NZTA exceeded the 85% compliance target with 86.13% EV owners having purchased their initial RUC licence by the deadline of midnight Friday 31 May. As at 10am on 4 June, 93,421 vehicles had purchased their first RUC licence (representing over 88.91% percent of all EVs and PHEVs). As expected, the final week saw a significant increase in RUC licence purchases. Of those, approximately 71% of customers have bought their licence online, 14% have bought over the counter at an NZTA agent and the balance have bought via other channels. The total number of RUC units bought is 535,360.

NZTA is now executing its compliance strategy for those who have not purchased their first licence. This includes the possibility of invoices backdated to 1 April and penalties on top of that for late payment. We have also advised NZ Police that the transition period has ended so infringements can be issued.

We have updated the tables (below) provided last week to provide the most up to date information.

Table 1: proportion of EVs and PHEVs who have purchased initial RUC licence

Group	Number of eligible vehicles	Number of RUC licences purchased	Compliance rate
Electric Vehicles	73,528	65,762	89.44%
PHEVs	31,545	27,782	88.07%

Table 2: Top 10 EV models and what percentage have purchased their initial RUC licence

Make	Model	Number of eligible vehicles	Number of RUC licences purchased	Compliance rate
NISSAN	LEAF	22,628	19,645	86.82%
TESLA	MODEL Y	8,377	7,496	89.48%
TESLA	MODEL 3	8,231	7,465	90.69%
BYD	ATTO 3	4,880	4,554	93.32%
MG	ZS	3,482	3,167	90.95%
HYUNDAI	KONA	2,965	2,821	95.14%
MG	4	1,856	1,708	92.03%
HYUNDAI	IONIQ	1,690	1,542	91.24%
KIA	EV6	1,653	1,563	94.56%
POLESTAR	POLESTAR 2	1,405	1,294	92.10%

Table 3: Top 10 PHEV models and what percentage have purchased their initial RUC licence

Make	Model	Number of eligible vehicles	Number of RUC licences purchased	Compliance rate
mitsubishi	OUTLANDER	11,925	10,292	86.31%
mitsubishi	ECLIPSE CROSS	6,271	5,843	93.17%
toyota	PRIUS	2,318	1,958	84.47%
mg	HS	1,417	1,308	92.31%
mini	COUNTRYMAN	901	792	87.90%
ford	ESCAPE	870	747	85.86%
kia	SORENTO	812	755	92.98%
kia	NIRO	566	543	95.94%
hyundai	IONIQ	475	457	96.21%
bmw	I3	418	354	84.69%

Safety cameras programme

NZTA remains on track to start enforcing speed limits on our roads from 19 June 2024 with the Kawakawa, Northland camera (Halo spot-speed) coming online. This will be followed by the Waitakere Rd, Auckland camera (NK7 spot-speed) in July 2024.

Operational staff have been trained and warrants will shortly be approved which will enable them to verify offences captured by the cameras, issue infringement notices, and support prosecutions.

Communications commence on 6 June 2024 with press releases being issued and “safety camera area” signs installed.

We understand the Ministry’s events team and NZTA’s Engagement and Partnerships team is working with your office to coordinate a signage unveiling event on Whitford Brown Road in Porirua.

Full and restricted driver licensing wait times

The wait times for the week ending 31 May 2024 are below, with a comparison to wait times four weeks prior:

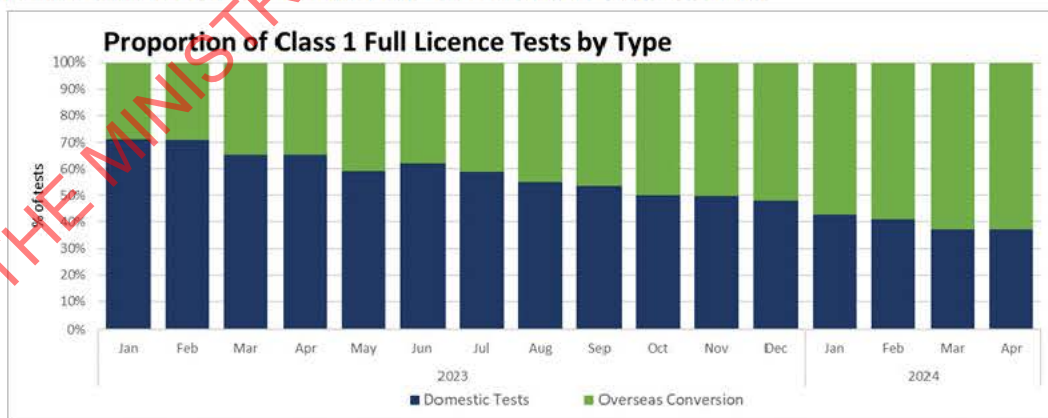
Region	Full Test Wait Times (days)	Full Test: Change from 4 weeks prior (days)	Restricted Test Wait Times (days)	Restricted Test: change from 4 weeks prior (days)
Northland	60	16	68	11
Auckland North West	64	8	74	15
Auckland Central South	58	11	66	4
Waikato	46	9	58	13
Bay of Plenty	63	17	69	18
Central	31	10	41	10
Wellington	41	-11	54	-6
Canterbury	56	8	64	7
Otago Southland	56	16	62	10
National Average	52	10	61	9

Commentary

Wait times for most regions have increased on the four weeks prior, however remain comparable with last week. These wait times are comparable with wait times in February 2024 and in November 2023.

Overseas Conversions

We know that the number of overseas licences being converted is a significant factor in overall wait time challenges, as is shown in the graph below. At the Officials meeting on 27 May, you asked for further information on what we are doing to address this.



Within the current legislative settings, our ability to make significant changes to overseas conversion processes and requirements is limited. Our focus to date has therefore been on enabling better preparedness of overseas drivers, so that those sitting their tests pass on their first attempt (rather than the current average of 3 to 5 attempts) thereby making those unused test slots available to all applicants.

The approaches we are taking to better prepare overseas drivers include improved education and communications with applicants through testing sites. An example of this is the trial we are establishing with VTNZ to provide additional support to immigrants. This covers:

- providing online training modules in multiple languages to cover key practical driving knowledge,
- offering virtual driving experience of intersections and urban areas to provide safe exposure to driving in a NZ road environment, and
- practical driving lessons.

We are also working with Immigration New Zealand to update the information pack people get when they are first approved for a visa, so that from that initial point of contact there are clear expectations set of what is required to drive in New Zealand.

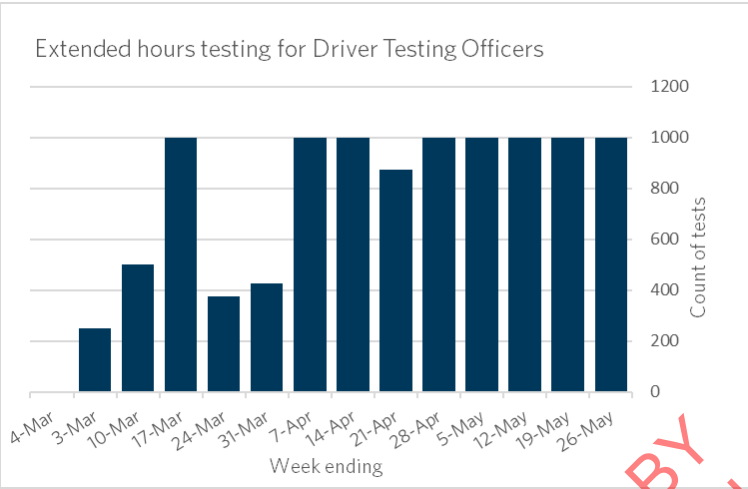
s 9(2)(f)(iv)

You have also asked us and the Ministry of Transport to provide advice on the actions underway to address driver licence wait times, if these actions are expected to be sufficient to bring wait times down to less than 30 days and any additional actions required. We will provide this additional advice alongside the advice regarding the November report back.

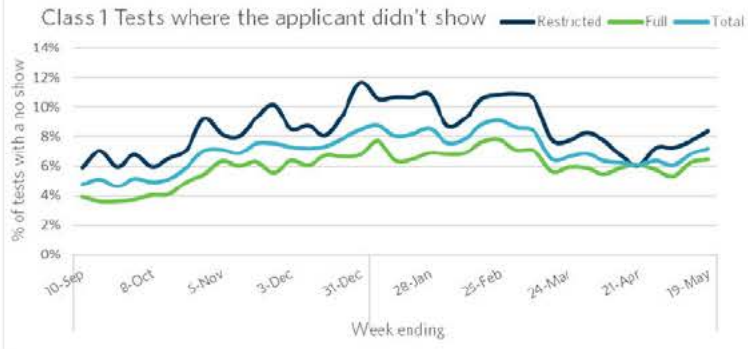
Operational interventions update

Text or charts in red indicate the information has been updated or added since last week's report.

Intervention	Status update	Recommended update frequency
Overtime for Driver Testing Officers (DTOs)	Number of tests completed during DTO overtime (weekend testing and extended weekday hours):	Weekly (2 weeks in arrears)

	<p>Pre-10 March 2024 (when overtime commenced): 0 In the week ending 26 May 2024: 1000</p> <p>Week-by-week numbers of tests completed during overtime hours:</p> 	
<p>Temporary surge support from NZTA staff for training DTOs (where possible where we have internal staff with previous & appropriate training/expertise)</p>	<p>Number of NZTA staff providing surge support for training DTOs:</p> <ul style="list-style-type: none"> Pre-October 2023 fee change: 0 As at 17 May 2024: 4 full time staff <p>Notes:</p> <ul style="list-style-type: none"> These staff are acting as the instructors on the DTO 4-week training course. This is freeing up the equivalent amount of full time DTOs from VTNZ (who would otherwise be running the training courses) to instead be providing testing for licence applicants. The number of NZTA staff acting as instructors at any one time varies depending on whether a training course is currently being run, and what component of the training course is being conducted (the practical component – which is currently underway - requires more trainers than the theory component). We are currently training one additional NZTA staff member to be able to provide DTO training. 	<p>Monthly (to be next updated week ending 14 June)</p>
<p>Increased onboarding of DTOs</p>	<p>Number of DTOs: As at December 2023: 168</p>	<p>Monthly (to be next updated)</p>

	<p>As at May 2024: 194</p> <p>Month by month numbers of onboarded DTOs:</p> <table border="1" data-bbox="400 248 1193 616"> <thead> <tr> <th>Month</th> <th>DTO Starters</th> <th>DTO Leavers</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Dec-23</td> <td>0</td> <td>5</td> <td>168</td> </tr> <tr> <td>Jan-24</td> <td>11</td> <td>3</td> <td>176</td> </tr> <tr> <td>Feb-24</td> <td>0</td> <td>2</td> <td>174</td> </tr> <tr> <td>Mar-24</td> <td>8</td> <td>2</td> <td>180</td> </tr> <tr> <td>Apr-24</td> <td>17</td> <td>3</td> <td>194</td> </tr> </tbody> </table>	Month	DTO Starters	DTO Leavers	Total	Dec-23	0	5	168	Jan-24	11	3	176	Feb-24	0	2	174	Mar-24	8	2	180	Apr-24	17	3	194	<p>week ending 14 June)</p>
Month	DTO Starters	DTO Leavers	Total																							
Dec-23	0	5	168																							
Jan-24	11	3	176																							
Feb-24	0	2	174																							
Mar-24	8	2	180																							
Apr-24	17	3	194																							
<p>Additional training courses for new DTOs to enable increased onboarding of DTOs</p>	<p>Number of DTO training courses provided annually: <i>Pre-fee change: 5-6</i> <i>As at May 2024: 8 (forecast on current numbers)</i></p>	<p>Monthly (to be next updated week ending 14 June)</p>																								
<p>Increased education and communications (signage informing people to prepare, text messages at 24 and 48 Hours prior to a test)</p>	<p>Text reminders to applicants 24 and 48 hours before their test were implemented by VTNZ in March 2024.</p> <p>Notes:</p> <ul style="list-style-type: none"> • Texts remind applicants of their upcoming test slot and direct them to cancel their test if they cannot make it. Since the texts were introduced, “no-shows” for tests have been reducing (see graph below). • VTNZ is working on further improving this service, by providing test applicants with a way to cancel their test in one step (through a specific response to the reminder text). This will be deployed soon. <p>Month-by-month numbers of “no-shows” for practical tests:</p>	<p>Further updates on this intervention to be provided as additional / improved education and communications initiatives are deployed.</p> <p>No-shows graph updated monthly</p>																								



Additional theory testing booths

Number of Computerised Theory Test (CTT) booths at fixed sites at AA and VTNZ:

Pre-October 2023 fee change: 173

As at May 2024: 175

Notes:

The booths added are at AA Queenstown and Dunedin

VTNZ is soon to add an additional booth at their Hastings site

Monthly (to be next updated week ending 14 June)

Increased testing operating hours at many theory testing sites

Number of fixed sites where theory tests have started outside the site's standard operating hours:

Month	Sites	Total theory tests started outside std. op. hours
Jul-23	34	419
Aug-23	34	440
Sep-23	39	468
Oct-23	36	565
Nov-23	37	564
Dec-23	34	521
Jan-24	37	514
Feb-24	40	574
Mar-24	39	544
Apr-24	35	535
May-24	35	538
Jun – 24	9 (to 2 June 2024)	22 (to 2 June 2024)

Weekly (1 week in arrears)

Implementation of 10 working-day stand down after two theory test fails	The 10 working-day stand down after two theory test fails was implemented in January 2024.	Further updates on this intervention to be provided only if there is a change.
Prevention of 'Bots' from booking driver licence tests	<p>Ongoing 'Bot' monitoring was implemented following the October 2023 fee change.</p> <p><i>Bots prevented from accessing the testing booking site since monitoring commenced:</i> at least one.</p> <p>Notes:</p> <ul style="list-style-type: none"> The 'Bot' above had been set up to charge a fee to customers in return for automated scanning and booking of test slots as they became available. We identified and shut this down at the start of May 2024, following 900 interest hits on the 'Bot' from potential customers. 	Further updates on this intervention to be provided if/as Bots are identified and prevented from operating.

Releasing the research findings of Differences in drivers accessing and progressing through the graduated driver licensing system in New Zealand

NZTA will shortly publish research on differences in drivers accessing and progressing through the graduated driver licensing system in New Zealand. The research was commissioned to understand more about those not accessing driver licensing or those who start their licensing journey and either take a longer than average time to get their full licence, or do not get their full licence. Drivers who remain on their restricted licence and do not progress to their full licence have higher odds of a crash compared to people who progress to their full licence at a normal speed. Three in ten novice drivers in New Zealand either become stuck on a learner or restricted licence or are slow to progress to their full licence.

The key findings of this study reveal new insights about anxiety being a key barrier to gaining a full driver licence, as well as better known barriers around cost (car ownership and licence costs) and access (to a car and testing stations). The study also identifies the ten characteristics of people that are having the most difficulty and key solutions to progression and moving towards a more inclusive licensing system, and five actions were identified to improve support for people to access and progress through the Graduated Driver Licensing System (GDLS).

NZTA will take the research findings into account to support and inform future initiatives and improvements through the GDLS, and baseline data will enable evaluation of these interventions.

This research will be provided to the Ministry of Social Development (MSD) and the Ministry of Transport to help these agencies identify barriers to accessing the GDLS for those most in need of driver licence support.

**Releasing the findings of the Public Attitudes to Road Safety Quarterly Report
commissioned by New Zealand Transport Agency (January – March 24 Quarterly Report)**

On 14 June 2024, NZTA will publish a comprehensive report with insights from surveys into New Zealanders' attitudes to multiple aspects of road safety.

The survey was resumed in the early 2020s after a gap of a few years when it was previously conducted by the Ministry of Transport.

The report will be published to the NZTA website and shared with the Ministry of Transport and the Automobile Association. No PR will be issued. We will share the full survey findings with your office on Tuesday 11 June.

Key findings from the survey indicate that:

- Public sentiment is in favour of greater Police presence (72%) and more effort being put into catching people breaking road safety laws (57%), with the latter figure being up eight per cent on the 2022 survey findings. 50% of those surveyed think that penalties for breaking road safety laws should increase.
- Most New Zealanders (91%) support lower speed limits (40 km/h or lower) around schools in urban areas. Three in five (62%) support lowering speed limits in high-risk areas, slightly less than half (45%) support 30km/h speed limits in urban centres, and a further 20% think the speed limit around schools should be 20 km/h. The majority of New Zealanders (79%) understand that the higher the speed you are travelling, the greater the chance of having a crash.
- Just under half (47%) think safety cameras help to reduce road deaths and three in five (57%) support more safety cameras. The majority of New Zealanders (70%) at least somewhat agree that safety cameras are effective for reducing the number of people driving over the speed limit.
- Most drivers believe that car safety features can help make a difference in both avoiding a crash (78%) and preventing injuries (88%). Three in five (78%) know the star safety rating of their car, but it is important to seven in ten (71%) that their car has a high rating.

What NZTA is doing:

In line with expectations set out in the draft Government Policy Statement on land transport 2024, there will be an increase in focus against drink driving, a review of fines for traffic offences, the enactment of legislation to roll out roadside oral fluid testing and investment in road policing and road safety promotion. As a road controlling authority, NZTA has begun considering how the new speed Rule may apply where we have received information on the proposed direction. NZTA is preparing to begin the transfer of existing safety cameras from NZ Police and will be installing safety camera signs as each permanent camera transfers over, as well as for new cameras which begin operating. There will also be active promotion of the Rightcar website and its annual updating of the safety rating of New Zealanders' vehicles.

s 9(2)(f)(iv)

King's Birthday Long Weekend 2024 road death update

Details of fatalities over the King's Birthday long weekend can be found in Appendix A.

NZTA App update

As at 9am 6 June, the NZTA App has 10,906 registered users (+494 since the previous week). Our social media reach for the Beta App has reached 500,000. ^{s 9(2)(f)(iv)}

Pilot customers will need to download the new App. There are several new App features in development including In-App and Push Notifications, and In-App RUC purchases. We will co-ordinate with your office closer to the time regarding plans for the launch.

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Upcoming Ministerial Items:

Upcoming Briefings to Minister of Transport

Due to Office:	Title
Week commencing 10 June 2024	BRI-3057 NLTP Process [PROACTIVE] Commentary: Provide a briefing outlining the NLTP process, including statutory requirements and what is done between receiving RLTPS and delivering the NLTP.
Week commencing 10 June 2024	BRI-3054 Lower North Island Rail Integrated Mobility [PROACTIVE] Commentary: Provide a briefing on LNIRIM, including information on NZTAs role in the project.
Week commencing 10 June 2024	BRI-3060 Palmerston North Integrated Transport Initiative (PNITI) Commentary: Provide a briefing on PNITI, including information on plans for SH56 and SH57 to support councils plans for housing development and the enablement of the Ring Road.

Upcoming OIA requests for potential consultation:

Reference and Requester	Request	Due date to the office
OIA-15526 s 9(2)(a)	All correspondence and initiatives relating to Budget 2024.	21 June 2024
OIA-15539 s 9(2)(a)	Information relating to the extension of the Brynderwyns closure.	24 June 2024
OIA-15551 s 9(2)(a)	Total spend on contractors/consultants to assist with restructures, role disestablishment and change processes.	25 June 2024
OIA-15567 s 9(2)(a)	Information relating to Hokai Nuku/NZTA regarding the Pūhoi to Warkworth project	26 June 2024

Possible future Transport events:

Event Date	Event detail	Minister's interest
25 - 26 June 2024	Road Policing Managers (RPM) Workshop RPM's (inspectors) from all policing districts will be attending a two-day workshop, hosted by NZ Transport Agency Waka Kotahi (NZTA) in late June. Topics covered at the workshop will include the GPS, the Road Policing Investment Programme, associated targets and activity, and expectations of those managers around delivery. NZTA would like to invite the Minister to open the workshop and speak with the RPMs.	Yes / No / Maybe

Upcoming Media items

Date of release:	Subject
<p>Monday 17 June 2024</p>	<p>Auckland/Northland - Notices of Requirement, Stage 2 Papakura to Bombay</p> <p>Commentary: We expect Auckland Council to lodge longer-term Notices of Requirement for the SH1 Papakura to Bombay project next Friday 14 June. We are planning a media release to be sent out on Monday 17 June, once council has confirmed the timing of their notifications.</p>
<p>Monday 24 June 2024</p>	<p>Auckland/Northland - North West Auckland future transport projects, NoRs</p> <p>Commentary: A media release is being planned to be sent out on Monday 24 June to inform people that NZTA and AT will soon lodge confirmed designations decisions on the Notices of Requirement (NoRs) with Auckland Council for North West Auckland future transport projects. The decisions on the NoRs follows NZTA and AT receiving Council's recommendation from their independent hearings panel. The hearing was held in August 2023 and Council's recommendation was issued last December. Auckland Council will inform submitters and other interested parties of the decisions and the 15-day appeal period. It is anticipated that the designations should be finalised by the end of 2024, subject to resolution of any appeals that are filed.</p> <p>The North West designations cover a wide range of roading and public transport projects that are of great interest to the local community and wider stakeholders; of particular interest will be the SH16 Alternative State Highway which has been listed as a RoNS and the Rapid Transit Corridor which will link into the North West Rapid Transit project. The Alternative State Highway and North West Rapid Transit project are both included in the draft GPS 2024 though are not yet funded for implementation. Council intends to notify approximately 14,000 households in the area so we expect an increase in queries and are taking a no surprises approach with media and other stakeholders.</p>
<p>Monday 24 June 2024</p>	<p>Auckland/Northland - SH11 and SH1 speed limit changes, Far North</p> <p>Commentary: A joint media release with the Far North District Council (FNDC) is being planned for Monday 24 June to inform people of speed limit changes on short sections of SH11 between Kawakawa and Paihia and SH1 between Kawakawa and Whangārei from 24 June 2024. On SH1, reduced speeds will apply to three small sections of road through Kawakawa township and on SH11, changes include reduced speed limits through Paihia and Te Haumi, and on a 1.15km stretch past Bay of Islands College.</p>

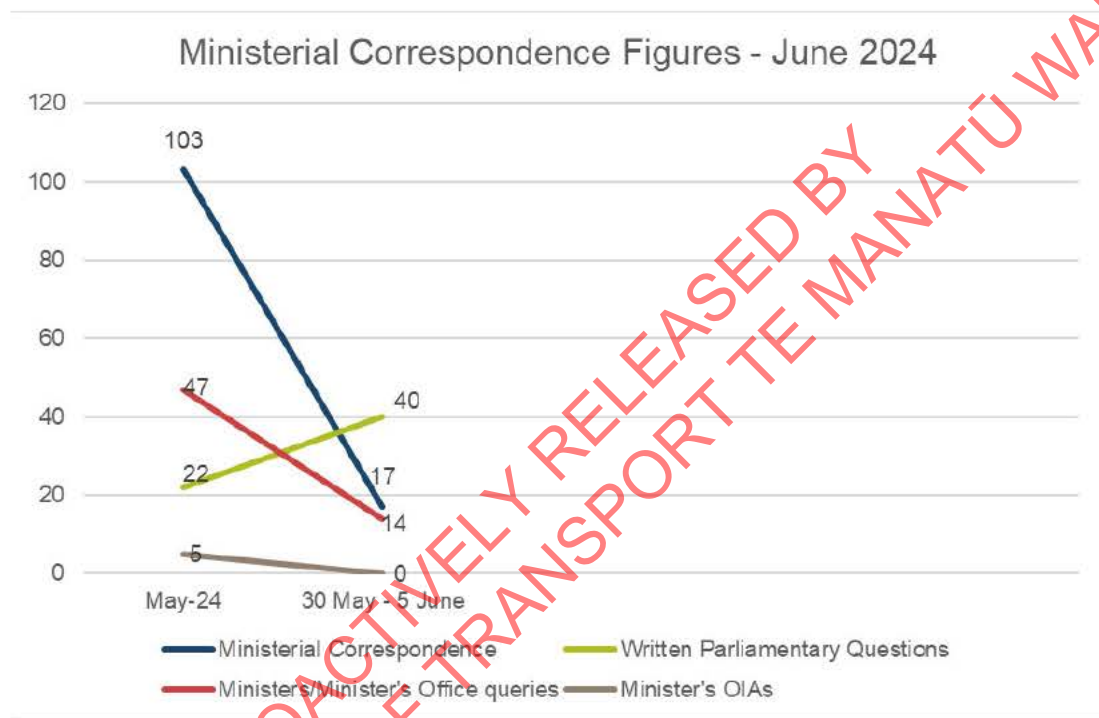
Date of release:	Subject
	<p>FNDC is also changing some speed limits through Paihia including a number of roads connecting to SH11. We have worked with the council to align implementation of our changes on SH11 through Paihia with the local road changes.</p>
<p>Week commencing 10 June 2024</p>	<p>Central North Island – Tairāwhiti and Hawke’s Bay maintenance wrap-up Commentary: A media statement is planned for release during the work beginning 10 June is to highlight work completed and underway in Tairāwhiti and Hawke’s Bay as the state highway maintenance season wraps up.</p>
<p>Week commencing 10 June 2024</p>	<p>Central North Island - Te Ahu a Turanga Commentary: A media statement is planned for release during the work beginning 10 June to highlight publication of the latest ‘flyover’ video of progress onsite at Te Ahu a Turanga: Manawatū-Tararua Highway. The media release will also touch on the completion of earthworks at the site.</p>
<p>Week commencing 10 June 2024</p>	<p>Central North Island - SH51 completion Commentary: A media statement is planned for release during the work beginning 10 June to mark the completion of the State Highway 51 safety improvements Project at Awatoto in Napier. The project has involved the construction of a new roundabout, road widening and median barrier, alongside landscaping.</p>
<p>Thursday 13 June 2024</p>	<p>Lower North Island - SH53 Tauwharenikau bridge repairs Commentary: An update confirming the completion of this project is planned for release on 13 June.</p>

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 THE MINISTRY OF TRANSPORT

Statistics page

Ministerial correspondence figures from 11 to 17 April 2024

Item:	Number
Ministerial Correspondence	17
Written Parliamentary Questions	40
Minister/Minister office queries	14
Themes	Disestablishment of roles, safety concerns, licence wait times, Mt Messenger



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Key priorities and highlights

Emerging issue for offshore towing capability

Maritime NZ has received \$600,000 for the business case development and subsequent procurement plan for an emergency ocean response capability for the Cook Strait. This would be designed to improve the resilience of our national surface transport network. Maritime NZ is working with the Ministry of Transport and technical experts to refresh and refine business case undertaken in 2023.

s 9(2)(b)(ii)

Confirming Maritime NZ's HSWA designation boundaries at major ports

As you are aware, under the Health and Safety at Work (Maritime New Zealand) Agency Designation 2023 Maritime NZ becomes the Health and Safety at Work Act (HSWA) regulator for New Zealand's 13 major ports on 1 July 2024. To confirm the physical boundaries of our designation, a port profile map for each of these ports has been prepared and discussed with the port sector. To be consistent with the definition of a major port set out in the designation, each port profile map defines the port by identifying its secured fenced area, and the buildings, installations, and other structures that are on or adjacent to the port and used in connection with the port's operations. This means many of the port profile maps have sites outside the port's secured fence area that are considered adjacent and used in connection with the port operations.

The Port of Tauranga has the most sites outside their secured fenced area but that are still included in the designation scope. Almost all PCBUs operating these sites are clear why they are included. There has also been broad support by the Port sector for Maritime NZ's designation extension.

However, we have had issue with only one PCBU, Dominion Salt, who operate a salt import and export business from their Mount Manganui site, strongly object to this site being included on the basis that they believe the activities performed at this site do not meet the definition for buildings, installations, and other structures that are on or adjacent to the port and used in connection with the port's operations.

Maritime NZ staff met with senior managers from Dominion Salt to understand in more detail their reasons for why they think they don't meet the definition. Following this meeting we reviewed our original decision to include Dominion Salt's Mount Manganui site and concluded that the rationale for this decision remains sound. Dominion Salt have been sent a letter from the Chief Executives of WorkSafe NZ and Maritime NZ outlining why they have been included and will remain in scope of Maritime NZ's designation at the Port of Tauranga.

Exercise Ru Whenua will help Maritime NZ refresh its response function

One of Maritime NZ's organisational priorities is a refresh of our maritime response function, to address significant gaps in our toolkit identified in the wake of recent large-scale responses. We will be testing a number of this project's objectives during Exercise Ru Whenua, which will be led by the National Emergency Management Agency (NEMA). While the exercise scenario is a South Island trans-alpine fault rupture triggering a magnitude 8.2 earthquake, Maritime NZ's involvement will help us prepare for a wide range of emergencies. It will be a good opportunity for:

- testing and articulating our role through operational engagement with the NCMC and strategic engagement with the Officials Committee for Domestic and External Security Coordination (ODESC),
- activating our people in response across multiple locations in concert with national and local emergency management coordination centres, and
- testing the coordination of multiple aviation assets in mass rescue (Maritime NZ's Rescue Coordination Centre NZ was tasked with and delivered this output during Cyclone Gabrielle).

The exercise will run over three (dispersed) days with a progression focus:

- 12 June: Activation of NCMC and local emergency management with a focus on understanding initial impacts.
- 26 June: Sustained response planning in table top format.
- 10 July: Transition to recovery planning in table top format.

World-leading levy-funded system: applications open for seafarer welfare grants

Maritime NZ has opened an application process for providers of seafarer welfare services (for international seafarers while they are in New Zealand) to receive maritime levy-funded grants. This follows from what is believed to be a world-first, i.e. levy-based funding for seafarer welfare services to international seafarers to meet the Maritime Labour Convention. This is an important change confirming reliable, ongoing funding using levies paid by the industry instead of seafarer welfare services having to solely rely on charitable sources for their funding.

Legislation was changed in 2021 to allow such use of the maritime levy. A temporary stop-gap system to fund seafarer welfare from the levy was then used during the COVID pandemic response. This year, Cabinet confirmed decisions following a review of maritime levies, which included confirmation of the ongoing funding system using grants administered by Maritime NZ.

In addition, progress has been made on establishing the New Zealand Seafarer Welfare Council. The terms of reference and establishment membership has approved, and invitations will be sent to agreed organisations shortly. The Council will have equal participation from Government, Industry, Unions, and service delivery organisations. The first Council meeting is planned for July. The Council will provide advice to Maritime NZ on seafarer welfare matters, both domestically and internationally.

Operational updates

FV *Tamahine* runs aground and breaks up near Tairao Heads albatross colony



At approximately 6.45am on Tuesday 4 June 2024, the fishing vessel *Tamahine* ran aground off the Tairaoa Heads, below the protected Northern Royal Albatross colony on the Otago Peninsula.

Two crew members were air lifted from the vessel as weather conditions and sea swells made the vessel inaccessible by sea. They have been medically assessed and are in a stable condition.

There was 500-600 litres of diesel, 70 litres of hydraulic oil and 60 litres of engine oil (20 new, 40 used) on board the vessel. At the time of writing this update, it is believed that loss of fuel will not impact the marine environment. Diesel naturally evaporates and disperses quickly, and rough weather has accelerated those processes for the diesel and oil.

Otago Regional Council is leading the response and is in close contact with Maritime NZ. The Council will continue to monitor the vessel to ensure any risk of pollution is effectively managed. Maritime NZ would provide support to the Council if it was required – additional support has not been requested.

Maritime NZ is investigating the incident and TAIC has been advised.

Maritime in the media

Interest from *NZ Herald* and Radio NZ in emergency ocean response capabilities continued with the Budget announcement of \$600k for business case development. We expect media interest to continue. Please see above, “Emerging issue for offshore towing capability”. The Budget also prompted questions from a few publications into Maritime NZ’s finances.

We expect that in the coming weeks Newshub’s *The Hui* programme will run a follow-up to their 5 May *Niagara* story. This will be in response to our reply to the journalist’s OIA asking for details of Maritime NZ’s oil spill response plans. We will continue to liaise with Minister Doocey’s Office about this.

Reporting of two court cases continued. The *Enchanter* trial, in which Maritime New Zealand is prosecuting skipper Lance Goodhew, finished with closing arguments last week. The Judge has reserved his decision. The Tony Gibson trial, where the former Ports of Auckland CEO is charged in relation to the death of stevedore Pala’amo Kalati in August 2020, also concluded. The Judge indicated his decision may be available by mid-August. Maritime NZ will not comment to media on either case until a decision has been given.

(Continued next page)

There was extensive reporting of the of the *FV Tamahine* running aground and breaking up at Taiaroa Heads on the Otago Peninsula (please see above, *FV Tamahine* runs aground and breaks up near Taiaroa Heads albatross colony. Maritime NZ confirmed it is investigating and summarised the marine oil spill response system. Maritime NZ is the lead agency for large tier 3 oil response operations. Tier two oil response operations are led by regional councils, in this case Otago Regional Council. More information about New Zealand's marine spill and pollution response capability can be found on our website [here](#).

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Key updates

Public consultation on draft drug and alcohol rules completed - only minor changes needed

The Authority has completed formal public consultation on draft Rules related to random drug and alcohol testing. The Rules give effect to the Civil Aviation Act 2023 which introduces a regime for drug and alcohol management plans (DAMPs) and random testing.

Submissions were open for 30 working days and 14 submissions were received (11 organisations and 3 individuals).

The majority of submissions supported the provisions, recognising that drug and alcohol testing is a necessary part of aviation safety. The most common theme was a request for further clarity on the treatment of “safety-sensitive workers” and minimising the cost to operators of the regime (both the random testing and reporting elements). These matters primarily affect the advisory circular guidance rather than the rules.

The Rules need to be in place well before 5 April 2025 (the Act’s commencement date) to allow those affected to prepare. The Authority will work with the Ministry of Transport to provide you with Rules for your approval (aiming for late July).

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
31/05/24	15:00	Auckland Domestic	400	16	Larger than usual volume of passengers due to King’s Birthday long weekend	Attempted to open additional lanes but insufficient staff available
31/05/24	12:45	Wellington Southern Domestic	200	17	Passengers presented earlier than expected. Second lane scheduled from 13:00	Team leaders took on queue calming duties and pulled out passengers for next departing flight. Lane one operated as a priority lane.

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

Week	27/5 – 2/6
Passengers processed in less than 5 minutes	89.6%
Passengers processed in less than 10 minutes	97.2%

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 4 June 2024

Media plan / anticipated media – 7 days from Monday 10 Jun 2024

Date (planned)	Item	Description	Targeted media
TBC	General release	Expected release of TAIC report AO-2018-009 and possible media coverage. Media release planned to address TAIC findings and recommendations in the report. Release may be delayed until following week.	All main NZ publications
TBC	General release	Media release to accompany public release of safety investigation into a helicopter crash on 12 June 2021. The helicopter was a Robinson R44 Raven II carrying a newly married couple and their photographer for wedding photos; all sustained serious injuries. Media coverage is anticipated. Release may be delayed until following week.	All main NZ publications
12-Jun-24	General release	Media release to accompany public release of fatal accident report. A glider tow-plane pilot died after crashing in Fellding on 7 May 2022.	All main NZ publications

Media mentions – 7 days to Tuesday 4 June 2024

Date	Activity	Channel
28 May 2024	Government eyes possible trebling of levy for overseas tourists CAA is mentioned in relation to levies charged to airline passengers.	1 News, NZ Herald
31 May 2024	Budget 2024 allocates \$44 million to CAA Various mentions in media coverage of the budget.	RNZ, Newshub, Otago Daily Times, Crux, Sunlive

4 June 2024	Auckland Airport security screening Queueing and wait-times reported on radio, regarding the screening point opening at 4:30am for a 6:00am flight.	Newstalk ZB
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Upcoming education publications and products

Planned release/publish	What	Type	Why
June 2024	<i>Vector</i> Winter issue	Aviation safety education magazine	A way of getting relevant safety information to industry in an easy-to-read format
June 2024	In, out, and around Queenstown	GAP booklet (update)	BAU revision
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	How to be an aerodrome manager	GAP booklet (new)	As part of the 'Work Together, Stay Apart' campaign, new guidance material for aerodrome managers is being produced, in the GAP booklet format.
TBC	In, out, and around Milford	GAP booklet (update)	BAU revision
TBC	Plane talking	GAP booklet (update)	BAU revision
TBC	Survival	GAP booklet (update)	BAU revision

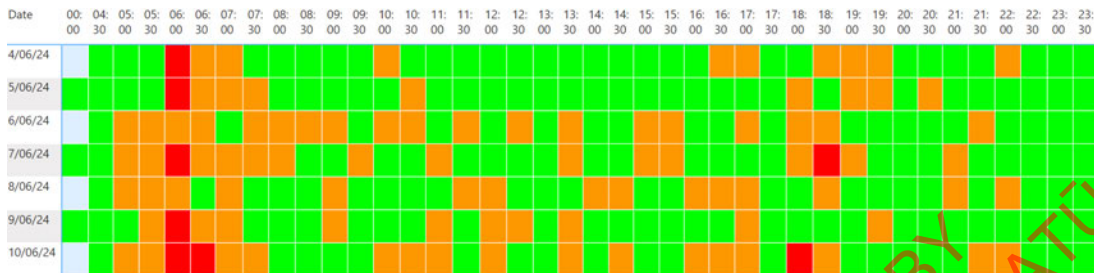
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Appendix – Predicted queues during the coming week

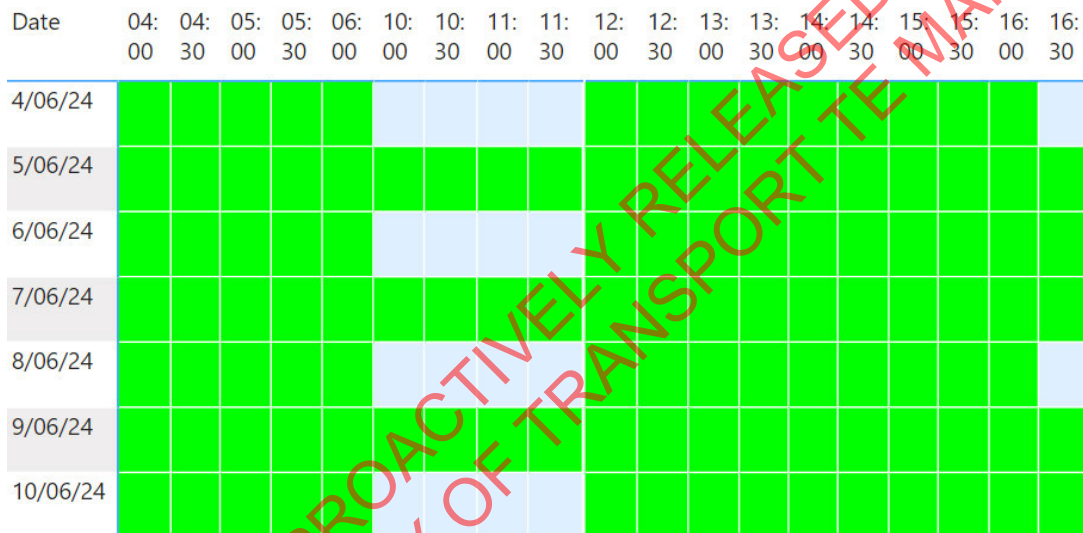
During the coming week, queues are predicted at the existing known busy periods (indicated below), using the following colour code:

- 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

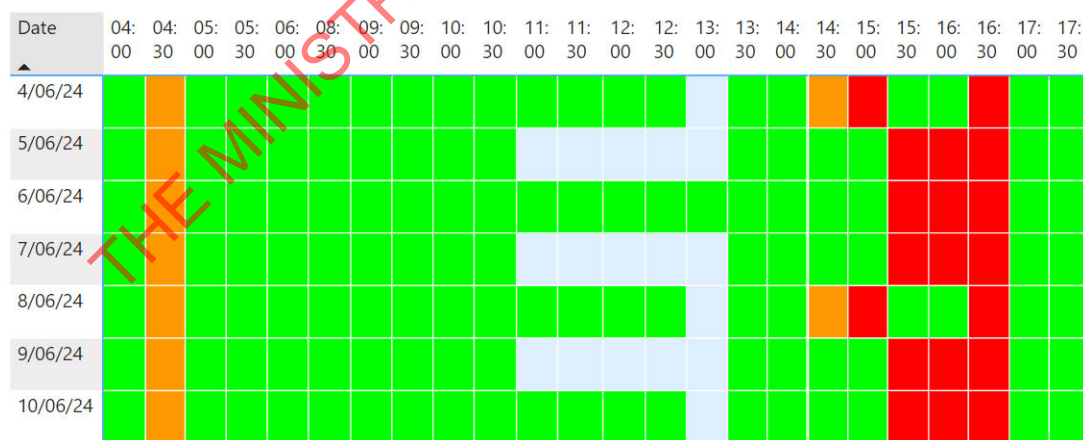
Auckland International:



Wellington International:



Christchurch International:





New inquiries/International Assistance

Notice of a new aviation inquiry opened by the Commission on 31 May 2024 for your information.

AO-2024-004 opened by the Commission

The Civil Aviation Authority notified the Commission on 31 May 2024 of a serious incident at Christchurch airport involving an Australian-registered *Airbus A320* aircraft. The incident occurred at about 0645.

According to initial reports, the passenger aircraft (Registration VH-VFF) which was on a scheduled flight from Auckland to Christchurch, experienced a steering issue upon landing, causing it to veer off the runway (described as a runway excursion). The aircraft was subsequently towed to the terminal, and all passengers disembarked safely, without further incident. No injuries to passengers or crew have been reported.

The Commissioner has opened an inquiry under Section 13(1) of the TAIC Act 1990 and appointed Barry Stephenson as the Investigator in charge. Barry will be assisted by Jeff Shearer.

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Transport Portfolio Weekly Report

As at Wednesday 12 June 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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Officials' agenda



Agenda - Minister Brown officials' meeting

Day Date	Monday 17 June 2024		
Time	1.00 – 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			
Siobhan Routledge, Deputy Chief Executive, Policy Group			
Richard Cross, Director, Investment and Monitoring Group			
Karen Lyons, Director, Auckland			
Natasha Rave, Manager, Resilience & Security			
Felicity Thurston, Senior Adviser, Resilience & Security			
Mitch Macaulay, Principal Advisor, Investment			
George Ross, Senior Advisor, Investment			
Part 1	Ministry of Transport	Lead	Paper reference
1.1	Weekly Report	Audrey Sonerson	As at 12 June 2024
1.2	CAA <ul style="list-style-type: none"> Funding review s 9(2)(f)(iv) 	David Wood Siobhan Routledge	OC240596 OC240591
1.3	Auckland Transport Work Programme	David Wood	OC240634
1.4	s 9(2)(f)(iv)	Audrey Sonerson	One pager
1.5	Bus Decarbonisation	Siobhan Routledge	OC240426
1.6	GPS Implementation Plan	David Wood	OC240570

Actions from Transport Officials Meeting

Meeting with the Ministry of Transport (the Ministry) Monday 10 June 2024		Due date
GPS 2024 <ul style="list-style-type: none"> Office to provide feedback on draft GPS. 		Complete
Provision of Aviation Security Services <ul style="list-style-type: none"> Officials to provide update on ICAO requirements that underpins the proposed regional screening messaging. 		Update provided in Weekly Report
Public Transport <ul style="list-style-type: none"> Officials to provide monthly update on bus driver shortage numbers. s 9(2)(f)(iv) 		Ongoing Update provided in Weekly Report
Time of Use Cabinet paper <ul style="list-style-type: none"> Officials to update draft Cabinet paper. 		Complete
Decisions		Confirmed / Denied
None this week		
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
22 April 2024	Speed s 9(2)(f)(iv)	s 9(2)(f)(iv)

Ongoing actions from transport officials meeting		
14 May 2024	<p>GPS</p> <p>Ministry of Transport and Treasury officials to finalise Letter of Comfort and details of debt facility before final GPS 2024 is agreed at Cabinet.</p> <p>s 9(2)(f)(iv)</p>	<p>Before Wednesday 19 June 2024</p> <p>Friday 30 August 2024</p>
20 May 2024	<p>Chatham Islands update</p> <p>Officials to provide a weekly joint MoT, MNZ, DIA, MBIE, and MPI briefing on the situation in the Chatham Islands, covering fuel, livestock, and the boat purchase.</p>	Ongoing
4 June 2024	<p>s 9(2)(f)(iv)</p>	<p>Wednesday 19 June 2024</p>

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1 Ministerial priorities

Safety

Project: Speed limits	
<p>Public consultation commenced on Thursday 13 June 2024; the following groups have been notified:</p> <ul style="list-style-type: none">road controlling authorities, andthe Speed Management Committee.	
s 9(2)(f)(iv)	
Proposed timeline	
Revised papers and Rule to Minister	Complete
Ministerial and departmental consultation	Complete
Cabinet Office submission	Complete
ECO	Complete
Cabinet	Complete
Public consultation	Underway, consultation commenced on Thursday 13 June 2024 and will run until 11 July 2024.
Project: Oral fluid testing regime	
<p>We are working with the Parliamentary Counsel Office (PCO) on the draft oral fluid testing Bill (draft Bill). We continue to closely engage with Police on the draft Bill.</p> <p>We have confirmed with your Office that we will be aiming for departmental and ministerial/cross-party consultation on the draft Bill from 1-9 July 2024, with lodging of the draft Bill and LEG paper on 18 July 2024. This timeframe will allow us and PCO to incorporate feedback on the draft Bill and LEG paper. We note that it is important to maximise drafting time as it is a challenge to draft a Bill of this complexity.</p>	
s 9(2)(f)(iv)	
Cabinet paper: Introducing the Land Transport (Drug Driving) Amendment Bill 2024 <p>This paper will seek approval of the Land Transport (Drug Driving) Amendment Bill 2024 and for the Bill to be introduced into the House.</p>	To Minister: Wednesday 26 June 2024 Departmental, Ministerial and cross-party consultation: 1 July – 9 July 2024 To lodge: 18 July 2024 To Committee: 25 July 2024 (LEG) To Cabinet: 29 July 2024

Project: Reintroducing Driver Licence Resit Fees

We are continuing to work with NZTA and PCO to finalise the amendment regulations following your direction to return overseas licence conversions to the pre-1 October 2023 fee system and amounts. We intend to provide you with final versions of the amendment regulations, Cabinet paper, Cost Recovery Impact Statement, and speaking points on Wednesday 19 June, in time for lodgement on Thursday 20 June.

Cabinet paper: Reintroducing Driver License Resit Fees	To Minister: Wednesday 19 June 2024 Ministerial consultation: 14 June – 19 June 2024 To lodge: Thursday 20 June 2024 To Committee: Thursday 27 June 2024 (LEG)
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Rail

Project: Cook Strait resilience

We will provide you with advice in the week of Monday 17 June 2024 on our evaluation of a range of potential interventions to support the outcomes sought by the Crown on Cook Strait. We will recommend a preferred operating model to ensure competitive and reliable services, and this is currently being developed with the Treasury and Ministerial Advisory Group.

On Friday 14 June 2024, the Ministerial Advisory Group will report on the findings of their assessment of the ^{s 9(2)(f)(iv), s 9(2)(i)}

Briefing:
Cook Strait Resilience Phase Two report

Date: Wednesday 19 June 2024

Project: Lower North Island Rail Integrated Mobility Programme

On Thursday 13 June 2024 we provided you with a briefing to authorise the drawdown of the tagged contingency for the Lower North Island Rail Integrated Mobility Programme (the Programme), and a copy of the final Programme Funding Agreement for your signature. The briefing also requires the signature of the Minister of Finance to enable the drawdown of the tagged contingency.

The final Programme Funding Agreement reflects the stronger role we will have in reviewing the Request for Proposal (RFP) documentation now, ^{s 9(2)(i)}

All Parties of the Programme (Ministry, NZTA, KiwiRail, Greater Wellington Regional Council (GWRC), and Horizons Regional Council) accept the corresponding changes to the Programme Funding Agreement.

The Chair of GWRC wrote to you on Friday 7 June 2024 outlining their agreement which will allow us to review the RFP documentation. This letter also addresses your request for further information regarding travel time savings.

Project: Budget 24 funding for metro rail renewals

The Government has committed \$107.7 million for critical renewals on the Auckland and Wellington metro rail networks. ^{s 9(2)(f)(iv)}

PROPERTY RELEASED TO THE MINISTRY OF TRANSPORT TEMANGI WAKA

s 9(2)(f)(iv)

Date: Wednesday 10 July 2024

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Investment

Project: Government Policy Statement on Land Transport 2024

GPS 2024: Finalising the document

The final GPS 2024 and Cabinet paper are to be lodged with the Cabinet Office on Thursday 13 June 2024. The documents will be considered at the Cabinet Economic Policy Committee (ECO) on Wednesday 19 June 2024, and at Cabinet on Monday 24 June 2024.

We are working with your Office to confirm arrangements for the public release of GPS 2024 and have provided a draft communications plan. Once arrangements are confirmed, we will work with your Office to provide materials for the release (including talking points, FAQs etc.)

GPS 2024: Implementation

We will provide you with a briefing on Friday 14 June 2024 setting out the implementation plan for GPS 2024. This sets out the workstreams and actions in the GPS, the plan and timeline to deliver them, and provides a monitoring and reporting template for your feedback. This is a joint briefing with NZTA.

We will discuss this briefing with you at your officials meeting on Monday 17 June 2024.

Decision required – GPS Action in Government’s Quarterly Plan

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

We have drafted the update below for your review and approval by 12pm on Monday 17 June 2024. This text will then be included by DPMC in the next fortnightly update to Cabinet to be lodged on Thursday 20 June 2024:

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

Action #	Action	Due Date	Lead Portfolio	Lead Minister
4	Finalise GPS	June	Transport	Brown
Last Update				Last Status
<p>The Minister of Transport has submitted the final Government Policy Statement on Land Transport 2024 (GPS 2024) for consideration at ECO on Wednesday 19 June 2024, and Cabinet on Monday 24 June 2024. The GPS 2024 will be released publicly no later than Sunday 30 June 2024.</p> <p>The Treasury, NZTA, and Ministry of Transport have also now confirmed funding arrangements for GPS 2024. Final decisions for funding arrangements will be sought at Cabinet as part of seeking approval to release the final document.</p> <p>Following the release of GPS 2024, NZTA will prepare the National Land Transport Programme (NLTP) to give effect to the GPS 2024. The Ministry of Transport, NZTA, and other agencies, will also work to implement the actions signalled in GPS 2024.</p>				In Progress

Project: Government Policy Statement on Land Transport 2024

Upcoming papers Please list any Cabinet Paper due for consideration in the next month.

Paper name	Action #	Lead Portfolio	Committee	Committee Date
Release of the Government Policy Statement on land transport 2024	4	Transport	ECO	Wednesday 19 June 2024

Approved / Not approved

Update on GPS 2024 funding workstreams

The Treasury provided you with the draft letter of comfort on Friday 7 June 2024, and has provided the draft notice of facility for the Crown loan to NZTA. We have also worked with the Treasury to include recommendations in your Cabinet paper to give effect to the Crown loan and Crown grant. Cabinet agreement to these recommendations will enable the Crown loan and grant to be appropriated for draw down.

Briefing: GPS 2024 Implementation Plan

This briefing will provide you with the plan for implementing GPS 2024. We will discuss this paper with you on Monday 17 June 2024.

Date: Friday 14 June 2024

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

Progress Update: This paper has been lodged for consideration at the ECO Cabinet Committee on Wednesday 19 June 2024

To Committee: Wednesday 19 June 2024

To Cabinet: Monday 24 June 2024

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THE MINISTRY OF TRANSPORT

Revenue

Project: Revenue system report back

Update on Cabinet Paper proposing a Revenue Action Plan

Consultation with departments, Ministers and coalition partners has concluded. A briefing was sent to you on Thursday 13 June 2024 summarising feedback and suggested changes, providing draft communications material, and seeking your approval to lodge the Cabinet paper with the Cabinet Office.

s 9(2)(b)(ii)

Cabinet Paper: Land transport revenue action plan

This paper will advise on an action plan to redesign and reform New Zealand's land transport revenue system.

Updated version to Minister reflecting consultation: Friday 14 June 2024

To lodge: Thursday 20 June 2024

To Committee: Wednesday 26 June 2024 (ECO)

Project: Time of use charging

Following feedback you provided on an earlier draft, an updated version was provided to your Office on Tuesday 11 June 2024 for Ministerial consultation. In parallel, we have started departmental consultation with the Treasury, NZTA, Ministry of Housing and Urban Development, Ministry for Business, Innovation and Employment, the Commerce Commission, the Infrastructure Commission, and the Department of Internal Affairs.

To align the timing for the updated paper with Cabinet's consideration of the Revenue Action Plan paper (which is scheduled for ECO consideration on Wednesday 26 June 2024), a seven day Ministerial and departmental consultation has been necessary.

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

This paper will seek agreement to the policy design to be implemented in a Land Transport Management (Time of Use) Amendment Bill.

Updated draft: Tuesday 11 June 2024

Ministerial and departmental consultation: 12–19 June 2024

To lodge: Thursday 20 June 2024

To Committee: Wednesday 26 June 2024

Aviation

Project: CAA funding review	
<p>s 9(2)(f)(iv)</p> <p>Progress Update: We are continuing to work with CAA as it revises its funding proposals.</p>	<p>Date: July 2024</p>
<p>s 9(2)(f)(iv)</p>	<p>Date: July 2024</p>

CAA Appointments

The Crown Entity team is progressing the CAA appointments as per the following timeline:

Action	Timeframe
Panel to conduct interviews.	Mid June 2024
Ministry to provide advice on shortlisted candidates and seek Minister's agreement on preferred candidates.	Wednesday 26 June 2024
Decision from Minister.	First week of July
Ministry to commence background and reference checks of preferred candidates.	July 2024
Cross party consultation on APH papers.	July 2024
APH to consider the appointment.	Late July (23 or 30 July 2024)
Cabinet to consider the appointment.	Late July / early August (29 July or 5 August)
Appointments gazette / Appointment letter sent.	Day after Cabinet

Emissions

Project: Clean Car Importer Standard	
Review of the Clean Car Importer Standard (the Standard)	
We have provided a Cabinet paper and Regulatory Impact Statement following feedback from your Office. We will provide an updated version of the Cabinet paper for lodgement next week.	
Cabinet Paper: Outcome of the review of the Clean Car Importer Standard	To Lodge: Thursday 20 June 2024 To Committee: Wednesday 26 June 2024 To Cabinet: Monday 1 July 2024
Budget Night Legislation: Land Transport (Clean Vehicle Standard) Amendment Bill s 9(2)(f)(iv)	
Project: EV Charging Infrastructure	
We met with you and Parliamentary Under-Secretary Simon Court on Tuesday 11 June 2024 to discuss options for government co-investment in EV charging infrastructure. Our next advice (due 3 July 2024) will reflect this feedback and seek your agreement to a preferred co-investment model.	
Briefing: This paper will seek your agreement to a preferred model for co-investment in EV charging infrastructure.	Date: 3 July 2024
Project: Second Emissions Reduction Plan (ERP2)	
s 9(2)(f)(iv)	
Providing grants to support organisations to purchase low emissions heavy vehicles or to convert heavy vehicles to low emissions technology	
As part of Budget 2024 announcements, the Government confirmed a \$30 million grant scheme for low emissions heavy vehicles would proceed. This is intended to support early adopters to overcome upfront cost barriers and accelerate the uptake of these vehicles in New Zealand – whether battery electric or hydrogen fuel cell heavy vehicles s 9(2)(f)(iv)	

Project: Second Emissions Reduction Plan (ERP2)

s 9(2)(f)(iv)

Reviewing domestic application of the International Maritime Organization's Carbon Intensity Requirements

New Zealand's domestic coastal shipping sector is exposed to ETS pricing through the fuel it purchases. This differs from international shipping (including international carriers who carry domestic cargo incidental to the carrying of international cargo) as emissions from fuel used for international marine transport are excluded from the NZ ETS.

Annex VI of the International Convention for the Prevention of Pollution from Ships requires member countries to adopt measures to ensure that domestic voyaging ships operate consistently with the international requirements, to the extent that is reasonable and practicable. New Zealand chose to apply the Annex VI international ship carbon intensity requirements to coastal shipping, s 6(a)

s 9(2)(g)(i)

Ministerial consultation on the ERP2 discussion document has not commenced as expected while officials undertake further quantification of policies, which has been requested by the Minister of Climate Change. We will provide you with comments on the discussion document as a whole prior to its consideration at the Cabinet Business Committee, which is now scheduled for 1 July 2024.

Expected Timeline for the release of ERP2 Discussion Document

Ministerial Consultation	TBC June 2024
Cabinet Business Committee	1 July 2024
Public consultation	Week commencing 8 July 2024

Auckland

s 9(2)(f)(iv)

Project: Auckland Level Crossing Programme

We provided you with a briefing on the Auckland Level Crossing Programme on 14 May 2024 (OC240409 refers). Subsequently we provided further information on the Takāanini Crossing cluster of level crossings on 23 May 2024 (OC240552 refers).

s 9(2)(f)(iv)

Project: Waitematā Harbour Connections

s 9(2)(f)(iv)

s 9(2)(f)(iv)

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2 Updates on other matters

s 9(2)(h)

s 9(2)(f)(iv)

Meeting with Whanganui Deputy Mayor and Council Chief Executive

Next week you are meeting with the Deputy Mayor and Chief Executive of Whanganui District Council. s 9(2)(f)(iv)

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City Rail Link update

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

Monthly progress report

Reporting from City Rail Link Limited (CRL) shows that there remains no change to the P50 budget of \$5,493m. Link Alliance (LA) continues to report that the practical completion date they are working to s 9(2)(b)(ii) is not at risk, s 9(2)(b)(ii), s 9(2)(ba)(i)

The contract practical completion date of 26 November 2025 remains as reported.

s 9(2)(b)(ii), s 9(2)(ba)(i)

LA are continuing to meet key project milestones and monthly expenditure shows that work is continuing to progress as expected. s 9(2)(b)(ii), s 9(2)(ba)(i)

Regulatory Airport Spatial Undertakings (RASU) Airport consultation

The Ministry is developing the Regulatory Airport Spatial Undertakings (RASU) regime as part of implementing the Civil Aviation Act 2023, which comes into force in April 2025.

A RASU is an undertaking made by an airport operator to the Secretary for Transport about how the airport will meet any legislated government agency requirements for space at the airport. From 5 April 2025, airports that have a space requirement will have nine months to get their RASUs endorsed by relevant government agencies and accepted by the Secretary for Transport.

To support implementation the Ministry is developing internal operational policy, and guidance for airports and agencies, about RASUs.

The Ministry will be carrying out targeted consultation with airports over the coming month, to seek feedback on the policy and guidance documents, and on how the RASU regime can operate most effectively from the airports' perspective.

Port coastal permit engagement

Targeted engagement on the port coastal permit extension proposal is continuing. Since our last update, we have held an information session for the regional councils and a further one for the port companies. These sessions continue to be well-attended, s 9(2)(f)(iv)

There is one remaining session with regional councils on Thursday 20 June 2024.

We are engaging with iwi in a variety of ways. This includes meeting with individual iwi and responding to information requests.

Targeted engagement ends on 5 July 2024.

Follow-up – Provision of Aviation Security Services and regional screening

At the weekly official's meeting, we were asked to provide an update on ICAO requirements that underpin the proposed regional screening messaging.

s 6(a)

Screening does not change what passengers are already prohibited from carrying aboard any domestic flight. A direction to screen only means that passengers on domestic flights will be screened (and searched if required) to check they are compliant with existing requirements. These requirements align with guidance provided by ICAO that are also generally applied by other countries. Requirements relating to powders, liquids, aerosols, and gels will continue to apply to international flights only.

s 6(a)

In 2008 the previous government signalled that airports should prepare to implement regional screening. Since then, many regional airports have been making provisions in master planning to deliver this service and have subsequently been seeking confirmation to avoid sunk costs.

Implementation of regional screening is not a current priority within the aviation work programme. To give certainty to the sector, you may wish to consider using the following statement:

“Government will not be introducing permanent regional screening at this time.”

YES / NO

Bus driver retention and recruitment funding

s 9(2)(f)(iv)

As requested, we will also be providing you with information on bus driver shortage numbers monthly via the Weekly Report. This information will provide you with a clear picture of bus driver recruitment and retention and enable any issues to be identified and responded to early.

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3 Transport stakeholder updates

	Update
<p>Australian Commonwealth and State Government transport and infrastructure organisations</p>	<p>Tessa Ayson, Tim Herbert, Dan Jenkins and Matt Skinner are travelling to Australia next week to meet with counterparts in Commonwealth and State Government transport and infrastructure organisations. The purpose of the trip is to investigate Australian approaches to future infrastructure funding and financing, use of strategic transport modelling, the development of infrastructure pipelines, transport system settings and performance monitoring, and road safety.</p> <p>Officials will be meeting with representatives from:</p> <ul style="list-style-type: none"> • Transport for New South Wales, • Infrastructure New South Wales, • Infrastructure Australia, • the Department of Infrastructure, • Transport, Regional Development, Communications, and the Arts, • the Bureau of Infrastructure and Transport Research Economics, • the Grattan Institute, • the Australasian College of Road Safety, • Department for Transport Victoria, • the Transport Accident Commission, • the National Road Safety Partnership Program, • Arup Group Limited, and • KPMG. <p>s 6(a)</p> <p>We intend to have a visit report up to your Office in the week commencing 1 July 2024. If there are any issues that you have a particular interest in, do let us know and we will work them into the report.</p>

4 Upcoming Minister of Transport meetings

Meeting Date	Meeting	Details
Wednesday 19 June 2024 5.00 – 5.30pm	Quarterly meeting with Infrastructure Commission Chair and CE, Ross Copland (Note: Chair sends apologies)	Briefing Due: Monday 17 June 2024 Officials Attending: Mitch Macaulay, Principal Adviser, Investment
Wednesday 19 June 2024 7.30 – 8.00pm	Meeting with Resource Management Ministers	Briefing Due: Monday 17 June 2024 Officials Attending: Siobhan Routledge, Acting DCE, Policy
Thursday 20 June 2024 3.30 – 4.30pm	Meeting with road freight industry stakeholders	Briefing Due: Tuesday 18 June 2024 Officials Attending: TBC
Thursday 20 June 2024 5.00 – 5.30pm	Meeting with Whanganui Deputy Mayor and Council CE	Briefing Due: N/A Officials Attending: N/A
Tuesday 25 June 2024 8.15 – 8.45 am	Meeting with JOLT	Briefing Due: Friday 21 June 2024 Officials Attending: N/A

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5 Other upcoming Ministry of Transport Cabinet papers

s.9(2)(f)(iv)

Civil Aviation Act 2023 Implementation	
<p>This paper seeks agreement to release a consultation document on proposed regulations under the Civil Aviation Act 2023. The proposed regulations will define the scope of decisions of the Director of Civil Aviation which will be reviewable, alongside other more minor matters. This paper has been slightly delayed to allow for further development and to ensure alignment with other aspects of the Aviation work programme.</p>	
<p>Progress Update: This paper is being drafted.</p>	<p>To Minister: Wednesday 19 June 2024 To lodge: TBC with Office To Committee: TBC with Office</p>
Transport Accident Investigation Commission: Reappointment	
<p>This paper will ask Cabinet Appointments and Honours Committee (APH) to note your intention to recommend that the Governor-General reappoints a Commissioner on the Transport Accident Investigation Commission. The paperwork for this appointment is being handled by Minister Doocey on your behalf.</p>	
<p>Progress Update: Ministerial consultation is underway. Targeted date for feedback is Tuesday 11 June 2024.</p>	<p>To lodge: Thursday 13 June 2024 To Committee: Tuesday 18 June 2024 (APH)</p>
Chatham Islands Livestock Vessel Financial Recommendations	
<p>This paper will include financial recommendations to unlock funding to secure a livestock vessel charter for the Chatham Islands.</p>	
<p>Progress Update: This paper has been lodged.</p>	<p>To Committee: Tuesday 18 June 2024 (EXP) To Cabinet: Monday 24 June 2024</p>

6 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
Wednesday 19 June 2024	NZTA Quarter Three Performance Report This briefing will provide you with an update on NZTA's performance during the third quarter of 2023/24.
Deferred to week ending 21 June 2024	Vote Transport 2023/24 Underspends This briefing will provide you with an update on notable underspends within Vote Transport for 2023/24.
Deferred to week ending 21 June 2024	s 9(2)(f)(iv)
Week ending 21 June 2024	s 9(2)(f)(iv)
Week ending 21 June 2024	Civil Aviation Authority Expenditure in 2024/25 This joint briefing will seek your approval on the maximum amount of expenditure that the Civil Aviation Authority (the Authority) is eligible for in 2024/25, s 9(2)(f)(iv) This briefing has been deferred by two weeks to ensure adequate consultation.
Week ending 21 June 2024	s 9(2)(f)(iv)
Week ending 21 June 2024	Further advice on options for optimising crown funding for public transport bus decarbonisation s 9(2)(f)(iv)

<p>Week ending 21 June 2024</p>	<p>s 9(2)(f)(iv)</p>
<p>Week ending 21 June 2024</p>	<p>Briefing on the proposals of the Regulatory Systems (Transport) Amendment Bill No. 2 You have requested details on the proposals that the previous government planned to progress through a regulatory systems amendment. You have asked to review these proposals and consider which of them you would like to progress.</p>
<p>Week ending 28 June 2024</p>	<p>City Rail Link (CRL) Preparedness meeting briefing This briefing will support you at the CRL Preparedness Group meeting on 2 July 2024. The briefing will provide you with an overview of the current key risks facing the project and suggested agenda items for you to consider.</p>
<p>Week ending 28 June 2024</p>	<p>s 9(2)(f)(iv)</p>

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6.1 Proactive Releases

Due to Office	Title	Date planned for release
Wednesday 10 July 2024	Proactive Release of Cabinet paper relating Government Response to the Report of the Regulations Review Committee on the Complaint about the E-Scooters (Declaration not to be motor vehicles) Notice 2018 On 4 March 2024, Cabinet considered the paper titled Government Response to the Report of the Regulations Review Committee on the Complaint about the E-Scooters (Declaration not to be motor vehicles) Notice 2018. This proactive release briefing (OC240605 refers) will seek your approval to release the Cabinet material relating to this decision.	Friday 19 July 2024

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6.2 Other portfolio Cabinet papers with transport implications

Committees	
Economic Policy Committee	
Wednesday 19 June 2024	<p>Going for Housing Growth: Implementing the First Stage</p> <p>Ministerial consultation is being undertaken on a Cabinet paper seeking agreement to the first tranche of decisions to implement Going for Housing Growth.</p> <p>This paper has several implications for transport:</p> <ul style="list-style-type: none">• strengthening the intensification provisions in the National Policy Statement on Urban Development (NPS-UD), including enabling more housing around strategic transport corridors,• setting minimum walkable catchment sizes within which councils must enable intensification, and• simplifying the definition of rapid transit, to address ambiguity in the current definition. <p>We have worked closely with the Ministry of Housing and Urban Development (HUD) to ensure these proposals optimise roading and public transport investment. We are comfortable with where they have landed.</p> <p>Infrastructure will be a key constraint on achieving the desired outcomes of Going for Housing Growth. We will continue working with HUD and other Going for Housing Growth agencies on how infrastructure funding and financing tools can be used to support housing growth.</p>

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7 Ministerial correspondence and OIAs

Ministerial correspondence:

There were not five or more Ministerials commissioned on any one topic.

Ministerial OIA requests:

Due date to Minister's Office	Due date to requester	Requester	Summary of request
7/06/2024	17/06/2024	s 9(2)(a)	All correspondence on fast-track applications process
11/06/2024	18/06/2024		Briefing from March 2023
19/06/2024	26/06/2024		The paper Enabling Roadside Oral Fluid Screening Tests: Legislative Amendments, and text conversations
25/06/2024	3/07/2024		Information regarding PPP and alliancing contracting models

Written Parliamentary Questions:

Date Received	Number	Topics	Due
7/06/2024	37068 (2024)	What correspondence, if any, including via email, text message, Signal, WhatsApp, or other form of electronic communication has he had with Christchurch Mayor Phil Mauer regarding the Pages Road Bridge?	17/06/2024 12:00:00 AM
7/06/2024	37069 (2024)	What correspondence, if any, including via email, text message, Signal, WhatsApp, or other form of electronic communication has he had with Christchurch Deputy Mayor Pauline Cotter regarding the Pages Road Bridge?	17/06/2024 12:00:00 AM
7/06/2024	37152 (2024)	Which organisations has the Minister of Transport consulted with about the Clean Vehicle Standard review?	17/06/2024 12:00:00 AM
7/06/2024	37206 (2024)	By what date will all vehicles move into the road user charges system?	17/06/2024 12:00:00 AM
7/06/2024	37207 (2024)	By what date will the Minister of Transport introduce legislation to enable time of use (congestion) charging?	17/06/2024 12:00:00 AM

Date Received	Number	Topics	Due
7/06/2024	37208 (2024)	When does the Minister of Transport aim to make decisions on legislation to enable moving all vehicles into the road user charges system?	17/06/2024 12:00:00 AM
7/06/2024	37209 (2024)	Which organisations is the Minister of Transport consulting with about the Clean Vehicle Standard review?	17/06/2024 12:00:00 AM
12/06/2024	37677 (2024)	Of any roles proposed for disestablishment at the Ministry of Transport, how many, if any, are currently vacant?	19/06/2024 12:00:00 AM
12/06/2024	37675 (2024)	What are the job titles of any roles proposed for disestablishment at the Ministry of Transport?	19/06/2024 12:00:00 AM
12/06/2024	37676 (2024)	Of any roles proposed to be cut at the Ministry of Transport, how many are positions lost, vacant positions lost or redundancies, if any?	19/06/2024 12:00:00 AM
12/06/2024	37674 (2024)	What are the salary bands of any roles proposed for disestablishment at the Ministry of Transport?	19/06/2024 12:00:00 AM
12/06/2024	37672 (2024)	How many of the employees in roles proposed for disestablishment at the Ministry of Transport are Māori, if any?	19/06/2024 12:00:00 AM
12/06/2024	37673 (2024)	How many of the employees in roles proposed for disestablishment at the Ministry of Transport are women, if any?	19/06/2024 12:00:00 AM
12/06/2024	37670 (2024)	How many of the employees in roles proposed for disestablishment at the Ministry of Transport are Pasifika, if any?	19/06/2024 12:00:00 AM
12/06/2024	37699 (2024)	What 'fresh approach' is the Government taking to delivering electric vehicle (EV) charging infrastructure?	20/06/2024 12:00:00 AM
12/06/2024	37700 (2024)	How many electric vehicle chargers, if any, will be delivered this year?	20/06/2024 12:00:00 AM
12/06/2024	37701 (2024)	How many electric vehicle chargers will be delivered through funding from Budget 2024?	20/06/2024 12:00:00 AM
12/06/2024	37702 (2024)	What new funding models is the Government exploring for its goal of adding 10,000 electric vehicle (EV) chargers to New Zealand's EV charging network?	20/06/2024 12:00:00 AM

Date Received	Number	Topics	Due
12/06/2024	37703 (2024)	Where is the greatest demand for electric vehicle chargers in New Zealand?	20/06/2024 12:00:00 AM
12/06/2024	37704 (2024)	What meetings, if any, has the Minister had where the goal of 10,000 electric vehicle chargers have been discussed?	20/06/2024 12:00:00 AM
12/06/2024	37705 (2024)	How is the Minister developing a new plan on electric vehicle chargers with the ACT party?	20/06/2024 12:00:00 AM
12/06/2024	37706 (2024)	What stage, if any, is the Government's new plan on delivering the 10,000 electric vehicle chargers at?	20/06/2024 12:00:00 AM
12/06/2024	37707 (2024)	Where are the most and least used electric vehicle chargers in New Zealand?	20/06/2024 12:00:00 AM
12/06/2024	37708 (2024)	Who owns and maintains the electric vehicle chargers in New Zealand?	20/06/2024 12:00:00 AM
12/06/2024	37709 (2024)	Is the Government on track to meet its goal of 10,000 electric vehicle charging points by 2030?	20/06/2024 12:00:00 AM
12/06/2024	37711 (2024)	How many electric vehicle chargers are there currently in New Zealand?	20/06/2024 12:00:00 AM
12/06/2024	37693 (2024)	Who will be undertaking the business case exploration of Emergency Ocean Response Capability in the Cook Strait?	20/06/2024 12:00:00 AM

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7.1 Departmental Official Information Act requests

Due Date to Requester	Requester	Summary of request
26/02/2024	s 9(2)(a)	How much was spent on consultants for Auckland Light rail.
28/05/2024 Extended 10/06/2024		Fire and Emergency levy for 2026-2029.
6/06/2024		What rail upgrades are planned, specifically the regional rail project.
6/06/2024		Copies of minutes, correspondence, and memos regarding baseline savings.
17/06/2024		April briefings
21/06/2024		March/April briefings
21/06/2024		Transferred from Auckland Transport (AT) - ALR route plans
21/06/2024		Correspondence between AT and the Ministry regarding parking fines
24/06/2024		ALR detailed Business Case.
25/06/2024		March/April briefings
25/06/2024		A breakdown of Ministry expenditure in 2023/2024
26/06/2024		Frequency and use of rain weather data
26/06/2024		What policy work has been undertaken by the Ministry on s410 of the Civil Aviation Act 2023
27/06/2024		Further information about Figure 2 from the January 2022 Background to the road user charges (RUC) system
29/06/2024		External advice sought on Baseline Savings
1/07/2024		Copies of any contracts with Impact Lab since 1 Jan 2020
1/07/2024		Baseline saving proposal documents
1/07/2024		All initiatives, if any, that were submitted but not funded through Budget 2024
2/07/2024		A list of all approved automated infringement systems, and companies contracted to operate and maintain these

Due Date to Requester	Requester	Summary of request
2/07/2024	s 9(2)(a)	All correspondence regarding approved automated infringement systems, and companies contracted to operate and maintain these
3/07/2024		A Ministry expectations for manager's document
3/07/2024		Total spend on contractors regarding baseline savings
3/07/2024		The report back to minister on proposals to improve the revenue system
4/07/2024		Requesting decision making documents on applying RUC to PHEV
4/07/2024		Requesting information on Retaining and Recruiting Bus Drivers Land Transport (Clean Vehicle Standard) Amendment Bill funding EV charging rescoping the Community Connect Programme reducing funding allocated to the Transport Choices and VKT
5/07/2024		The Ministry's digital strategy

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Transport Portfolio Agency Reports



Aviation Security Service
Kaiubakamaru Rererangi



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Agenda – Minister Brown Officials’ meeting with NZTA

Day Date	Monday 17 June 2024
Time	1:45 – 2:30 pm
Venue	Parliament – EW5.1R

NZ Transport Agency attendees

Richard May, Chief of Staff

Chris Bunny, Group General Manager, Systems Leadership

Brent Alderton, Group General Manager, Regulatory and Director of Land Transport

Apologies

Nicole Rosie, Chief Executive

Sara Lindsay, Group General Manager, Commercial & Corporate

Brett Gliddon, Group General Manager, Transport Services

		Lead	Paper reference
1.1	Weekly Report	Richard May	
1.2	Driver licence change training	Brent Alderton	Weekly Report

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Actions from transport officials meeting

Meeting with NZ Transport Agency Waka Kotahi (NZTA) – 10 June 2024	Due date
1.1 Provide further information to support the Select Committee Estimates hearing	13 June 2024
1.2 Provide advice on measures to reduce the rate of driver licence no-shows	TBC, upcoming Weekly Report
1.3 Provide further information on EV bus funding and the PT Services Continuous Programme	12 June 2024
1.4 Provide further information on market briefings being delivered on RoNS	TBC, upcoming Weekly Report

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8 Updates:

Title: Industrial action impacts to Auckland rail services

Auckland Transport has had to implement reduced peak passenger rail services from Monday 10 June, due to industrial action by on-board staff from the rail operator, Auckland One Rail, over pay negotiations. The collective agreement expired last year, and the most recent deal was rejected by staff when it went to ballot in May. Striking staff are refusing to work any over time, or altered shifts from their master roster, which results in Auckland Transport having no disruption contingency in its peak timetables. Off-peak and weekend services are expected to run as normal. Auckland Transport is updating customers via its Journey Planner.

Additionally, Auckland One Rail's unionised rail maintenance staff (contracted through the company CAF) have also taken industrial action and have been suspended by their employer. Non-unionised staff are currently completing all train maintenance, which is manageable unless a major breakdown arises. Auckland Transport does not see this situation as being symptomatic of broader workplace issues, such as those experienced with bus drivers. They have advised NZTA that it considers the pay offers to be generous, especially in the current climate. Bargaining for both unionised on-board staff and rail maintenance staff continues this week, with Auckland One Rail looking to resolve these issues as soon as possible.

Title: Ōtaki to North of Levin (Ō2NL)

The Ō2NL project has received the interim consent decision from the Environment Court. The Court has directed NZTA to consider amendments to a number of conditions, particularly around flooding, noise, air quality and how our management plans are assessed and certified by Councils. The project will now assess the conditions and review what the Court has directed us to do. It may take a few months for the Court to finally confirm our designations.

Title: Project to improve pedestrian access and improve efficiency on SH3 in Stratford, Taranaki

Work is underway to improve pedestrian access across State Highway 3 in Stratford CBD, in Taranaki. An existing pedestrian crossing in the town centre will be replaced with new pedestrian crossings at either end of town. This work is required as the existing pedestrian crossing is situated directly underneath the Glockenspiel clock tower, causing daily safety issues and congestion as people stop at the crossing to view the attraction.

The new crossings are not on raised platforms but include built out kerbs to improve visibility, a zebra crossing and a centre island, so pedestrians only need to cross one lane of traffic at a time. The project aims to make it easier and safer for people to get around the town centre and keep traffic flowing on SH3.

The project is being delivered by Stratford District Council on behalf of NZTA through the low cost low risk programme. Council is currently consulting with the community on two locations for the crossings, with construction expected to get underway before the end of June. Both options require the removal of approximately 20 car parks.

Title: Transport Sector Climate Scenarios to be released in late June 2024

The Aotearoa Circle is a voluntary initiative which its website states is bringing together leaders from the public and private sectors to investigate the state of our natural resources, and to commit to priority actions that will halt and reverse the decline. It was co-founded by environmental entrepreneur Sir Rob Fenwick.

On 27 June 2024, it is expected to publicly release the Transport Sector Climate Scenarios alongside the Energy Sector Climate Scenarios. The Circle has previously released similar scenarios for other sectors including marine, tourism and agriculture. The Circle started the transport scenario work in June 2023. NZTA participated in developing the scenarios, alongside the Ministry of Transport, KiwiRail and other representatives from the transport sector. The release may attract media attention.

The scenarios explore the potential impacts on the transport system under different climate futures. They describe how the future could play out - including economic, demographic and physical system changes - based on possible international and national approaches to reaching net zero emissions (i.e. orderly transition, delayed transition and current policies).

NZTA will use the scenarios to better understand potential climate-related impacts and pressures on our assets, investment decisions and funding requirements. This work contributes to us making more informed decisions about preparing the transport system for current and future risks.

Title: Research Report 720 – *Determining the carbon footprint of land transport infrastructure in New Zealand*

NZ Transport Agency Waka Kotahi will shortly be publishing research on Determining the carbon footprint of land transport infrastructure in New Zealand. This research was commissioned in August 2022 to determine a robust 'foundational' understanding of the whole of life (construction, maintenance, asset operation and deconstruction) footprint of NZ land transport infrastructure. This will help transport infrastructure providers understand current carbon profiles of infrastructure and inform decisions on where to target emission reductions.

The research recommended consideration to whole-of-life carbon (embodied and enabled) and other related horizontal infrastructure in investment decisions, in the context of New Zealand's net-zero by 2050 reduction target. It also made recommendations for implementing innovations to reduce emissions when new assets are needed or maintenance is occurring, and improvements in data through standardising asset databases.

The research was conducted in 2023 and intended to inform the carbon baseline for infrastructure activities and to inform decisions on where to target reductions.

Title: Research Note 009B & 009C – *Impact of half price fares (surveys three and four)*

NZ Transport Agency Waka Kotahi will shortly be publishing two pieces of research on the impact of half price fares on public transport, results of the third and fourth surveys on this topic (up to June and September 2023, respectively). The results of the earlier surveys have previously been published on the NZTA website.

Public transport boardings have increased since July 2022, when half-price fares were in effect but have not returned to pre-COVID levels due to regular public transport users are making fewer journeys due to the societal change to working from home more often. A third of public transport usage during the 14 months of half-price fares was because of half-price fares, including 12% switching from cars and taxis and 15% from walking and cycling while 5% reported making new trips.

Two-in-five new users during the half-price fares period intended to reduce public transport use on the return of full fares, but no significant patronage drop was measured in the three months after the end of half-price fares.

Title: Research Report 716 – *The potential for intelligent speed adaptation (ISA) to assist with road safety objectives*

NZ Transport Agency Waka Kotahi will soon be publishing research on the potential for intelligent speed adaptation (ISA) to assist with road safety objectives. We commissioned this research in May 2022 to better understand under what conditions and to what extent different types of intelligent speed adaptation systems (ISAs) could improve road safety outcomes in New Zealand. The objective of ISA is to keep vehicle speeds within appropriate limits, for example, by displaying or articulating the speed limit in vehicles to remind the driver of changes in the speed limit.

The key findings were:

- The provision of ISA in the New Zealand Light Vehicle Fleet is increasingly driven by overseas mandates. While the costs associated with ISA are assumed to be small, if not non-existent, when distributed over the fleet these mount up. Nevertheless, in a New Zealand context, the provision of ISA has a positive benefit cost ratio (around 1.7) and the potential to save a total of 5,298 deaths and serious injuries over the next 40 years, from 2023 to 2063.
- There seems to be no compelling argument to mandate ISA once 75% of new vehicles entering the fleet are fitted with ISA (the level analysed in the research), but benefits may accrue from mandating earlier.

The report includes recommendations to encourage uptake of advisory ISA and for fleet managers and providers of ISA systems. Consideration will also be given to promoting the uptake of vehicles with ISA through the RightCar Website.

Title: Clean Car Discount compliance activities

Summary of rebate investigation outcomes to date:

To date all dealers that we investigated have responded and the below table represents the latest update.

Status update	Number of vehicles	Rebate value
Total number of vehicles investigated where a breach has been confirmed and the dealer has agreed to repay the rebate back	194 vehicles	\$603,583.88
Total value of rebates collected to date	162 vehicles	\$479,041.05
Total Value of rebates pending payment, payment arrangement has been agreed too	32 Vehicles	\$124,569.83
Total number of vehicles where we believe a breach has occurred however unable to recover the rebate due to dealers that have ceased trading, or a genuine error has occurred and there has been no financial gain made by the business from a CCD payment.	28 vehicles	\$108,163.42

Progress commentary:

Payment arrangements for the 10 dealers that had outstanding debt have been established. This will see a gradual increase in total rebates collected to date over the next few months and will be a business-as-usual function in our existing debt management team. No further resource or additional funding will be required.

As we are expecting to collect all outstanding payments, we will not be seeking an increase in appropriation for the Clean Car Discount for compliance, enforcement, or legal activities. The scheme will close, as expected by the Minister on the 30th of June 2024.

Weekly reporting will cease at this stage and a final report will be provided end of June 2024 for closure of the scheme in line with the Ministers expectations

Title: Road User Charges (RUC) on EVs

As of 12 June 2024, 97,715 vehicles of an eligible 105,054 vehicles have purchased their first RUC licence (representing 93% percent of all EVs and PHEVs). The total number of RUC units bought is 560,850.

NZTA is now focusing on its targeted compliance approach for those who have not purchased their first licence. This includes direct contact throughout June with those who haven't yet purchased, via email, mail, text and phone.

NZ Police are aware they can now start issuing roadside infringements (six have been issued to date for no RUC licence).

Title: Select Committee hearing on safety settings on road construction

The Transport and Infrastructure Committee has recently opened a briefing into Health and Safety considerations for those involved in maintaining, building and upgrading road. As part of this, NZTA has been invited to attend a public hearing from 8:00 - 9:00 am on 27 June to discuss health and safety while building/maintaining roads, including the health and safety of road workers and road users.

Title: Full and Restricted driver licensing wait times

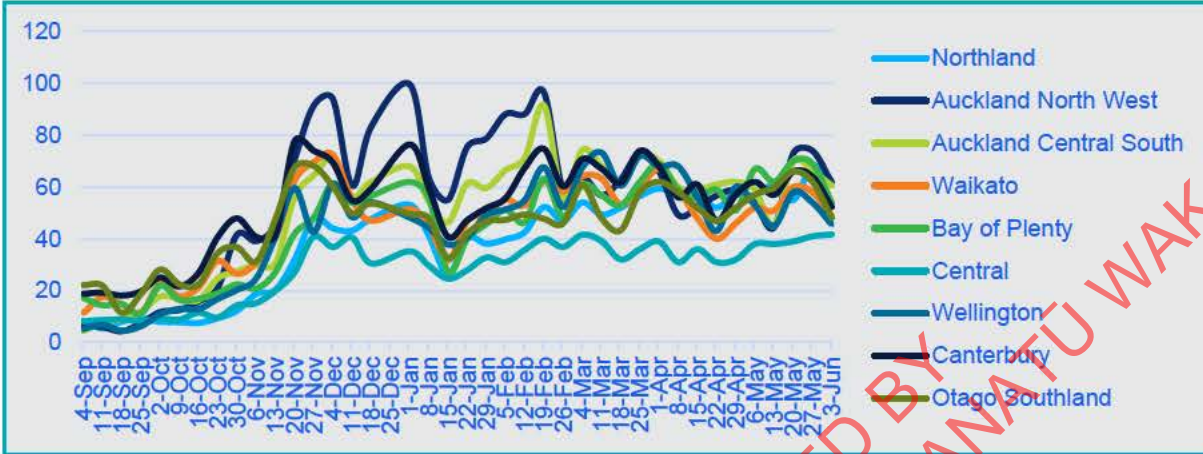
Text or charts in **red** indicates the information has been updated or added since last week's report.

The wait times for the week ending 09 Jun 2024 are below, with a comparison to wait times four weeks prior:

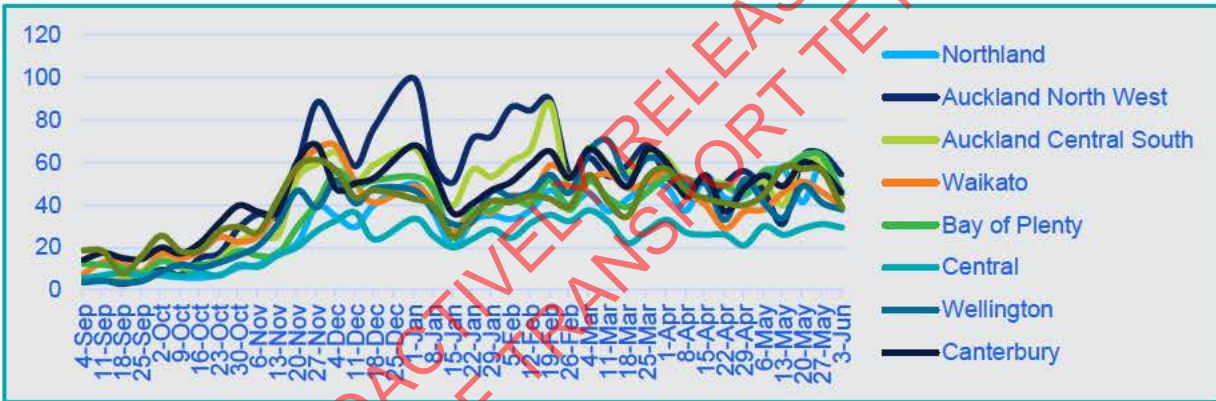
Region	Full Tests			Restricted Tests		
	Wait Times (Days)	Change over 4 weeks		Wait Times (Days)	Change over 4 weeks	
Northland	46	-7	▼	62	5	▲
Auckland North West	54	7	▲	62	8	▲
Auckland Central South	44	-7	▼	61	2	▲
Waikato	40	2	▲	49	-3	▼
Bay of Plenty	46	-10	▼	54	-13	▼
Central	29	-1	▼	42	4	▲
Wellington	38	-3	▼	46	-7	▼

Canterbury	46	-8	▼	52	-10	▼
Otago Southland	39	-6	▼	48	-9	▼
National Average	41	-4	▼	52	-4	▼

Regional wait time trends – Restricted licence test:



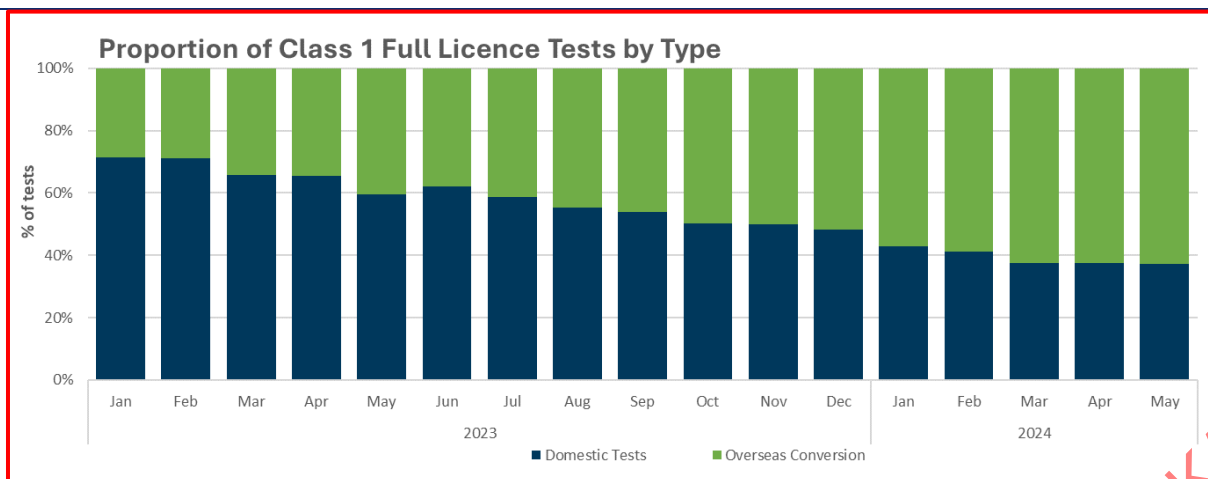
Regional wait time trends – Full licence test:



Commentary:

Wait times in most regions have decreased when compared with four weeks ago. We have seen a decrease in wait times over the past week due to new driver testing officers finishing their training and starting to take bookings. Overseas conversions for May made up a slightly higher proportion of full licence tests than in April, but overall the trend from March to May has flattened out when compared with previous months (see table below).

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The overall number of driver testing officers operating fell by one from April to May, but this will be more than offset by the new cohort who started work during the first week of June. Figures for June will reflect this when reported next month.

NZTA and MoT are working together to produce the briefing requested by the Minister on 4 June on other ideas for addressing wait times.

You have requested information on the front-of-mind operational actions needing to be taken to prepare for implementation of new driver licensing fees, as well as advice on an announcement date of the new fees. This is included below. We are conscious that the actions and advice combine to present a challenging situation in terms of balancing the need for effective preparation with the need not to pre-empt Cabinet decisions. NZTA will discuss these matters with you at the upcoming Officials meeting.

Key actions needing to be taken to prepare for implementation of new driver licensing fees

AA, VTNZ staff training

NZTA has been engaging in-confidence with the AA and VTNZ to ensure the agents are prepared to implement new driver licensing fees. The AA and VTNZ have advised that due to the complexity of the changes they will need to start training their staff from 20 June. If training commences from this date then preparing staff for the changes will be achievable, though challenging; if training cannot commence until a later date it is almost certain that their staff will not be prepared for the changes, and there will be a heightened risk of poor customer experience, negative impacts on AA and VTNZ counter staff, and test booking processing mistakes.

AA and VTNZ have advised that, if they are able to start training staff from 20 June, there is a high risk of information relating to the changes become public prior to the date of the public announcement of the changes due to the number of staff being trained. Should the information become public, this could potentially lead to negative customer behaviours at agent sites, including confrontation with agent staff. Mitigations are being put in place to reduce the risk of information being made public, including the phasing of information that is made available to agents, disclaimers on materials sent to agents telling them not share the materials externally, and instructions for agent staff to not publicly distribute information.

Printing of application forms and fact sheets

We need to have updated application forms and fact sheets (a total of nine different documents) printed to reflect the proposed changes. 13 June marks the last day we can action our supplier

to print, collate and post, with a guarantee of getting the documents to each of the more than 120 Agent office locations before 4 July.

The backstop solution to this issue is to request the agents to print unofficial forms at each site. This is a suboptimal solution particularly as it puts additional pressure on the Agents (and the NZTA/Agent relationship), however it can be done.

Advice on the Minister’s announcement date of new driver licensing fees

At the NZTA officials’ meeting on 3 June, you asked NZTA to advise on the timing of your announcement for the new driver licensing fee changes.

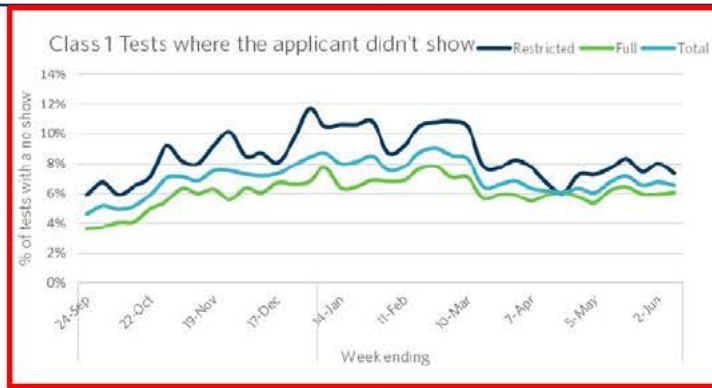
Consistent with the advice the Ministry of Transport provided to your office in the week commencing 6 May, we note that an announcement should not be made before final Cabinet decisions are taken (with the target date for that Cabinet decision being 1 July) on the basis of avoiding pre-empting Cabinet decisions. The earlier an announcement is made, the higher the risk that more people seek to enter the system before 4 July to become entitled to unlimited re-sits for no extra fee (although still subject to the transition period), and the less prepared AA and VTNZ staff will be to respond to customer enquiries about the complex changes.

AA and VTNZ have advised that due to limited booking availability, that once the announcement is made there could potentially be negative customer behaviours at agent sites, including confrontation with agent staff, by people that are unable to make a booking ahead of the changes.

Operational interventions update

Intervention	Status update	Recommended update frequency
Overtime for Driver Testing Officers (DTOs)	Number of tests completed during DTO overtime (weekend testing and extended weekday hours): <i>Pre-10 March 2024 (when overtime commenced): 0</i> <i>In the week ending 9 June 2024: 1000</i> Notes: VTNZ are planning for 1000 hours of testing officer overtime each week. We have stopped producing a graph showing the trend over time as it will remain flat, however will continue to report on if these hours are being met.	Weekly
Temporary surge support from NZTA staff for training DTOs (where possible where we have internal staff with previous & appropriate training/ expertise)	Number of NZTA staff providing surge support for training DTOs: <i>Pre-October 2023 fee change: 0</i> <i>Update 11 June: 3 NZTA staff will help with the next training round being planned for July/August (approx. 1.5 FTE)</i> Notes: - These staff are acting as the instructors on the DTO 4-week training course. - This frees up an equivalent amount of DTO time from VTNZ (who would otherwise be running the training courses) to instead be providing testing for licence applicants.	Monthly (to be next updated week ending 12 July)

	<p>- The number of NZTA staff acting as instructors at any one time varies depending on whether a training course is currently being run, and what component of the training course is being conducted (the practical component requires more trainers than the theory component). We are currently training one additional NZTA staff member to be able to provide DTO training.</p>																													
Increased onboarding of DTOs	<p>Number of DTOs: <i>As at December 2023:</i> 168 <i>As at June 2024:</i> 193</p> <p>Month by month numbers of onboarded DTOs:</p> <table border="1" data-bbox="416 633 1166 965"> <thead> <tr> <th>Month</th> <th>DTO Starters</th> <th>DTO Leavers</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Dec-23</td> <td>0</td> <td>5</td> <td>168</td> </tr> <tr> <td>Jan-24</td> <td>11</td> <td>3</td> <td>176</td> </tr> <tr> <td>Feb-24</td> <td>0</td> <td>2</td> <td>174</td> </tr> <tr> <td>Mar-24</td> <td>8</td> <td>2</td> <td>180</td> </tr> <tr> <td>Apr-24</td> <td>17</td> <td>3</td> <td>194</td> </tr> <tr> <td>May-24</td> <td>0</td> <td>1</td> <td>193</td> </tr> </tbody> </table>	Month	DTO Starters	DTO Leavers	Total	Dec-23	0	5	168	Jan-24	11	3	176	Feb-24	0	2	174	Mar-24	8	2	180	Apr-24	17	3	194	May-24	0	1	193	Monthly (to be next updated week ending 12 July)
Month	DTO Starters	DTO Leavers	Total																											
Dec-23	0	5	168																											
Jan-24	11	3	176																											
Feb-24	0	2	174																											
Mar-24	8	2	180																											
Apr-24	17	3	194																											
May-24	0	1	193																											
Additional training courses for new DTOs to enable increased onboarding of DTOs	<p>Number of DTO training courses provided annually: <i>Pre-fee change:</i> 5-6 <i>Forecast for 2024 calendar year, as at June 2024:</i> 8</p>	Monthly (to be next updated week ending 12 July)																												
Increased education and communications (signage informing people to prepare, text messages at 24 and 48 Hours prior to a test)	<p>Text reminders to applicants 24 and 48 hours before their test were implemented by VTNZ in March 2024. Notes: - Texts remind applicants of their upcoming test slot and direct them to cancel their test if they cannot make it. Since the texts were introduced, “no-shows” for tests have been reducing (see graph below). - VTNZ is working on further improving this service, by providing test applicants with a way to cancel their test in one step (through a specific response to the reminder text). This will be deployed soon.</p> <p>Month-by-month numbers of “no-shows” for practical tests:</p>	<p>Further updates on this intervention to be provided as additional / improved education and communications initiatives are deployed.</p> <p>No-shows graph updated monthly (to be next updated week ending 12 July)</p>																												



Additional theory testing booths

Number of Computerised Theory Test (CTT) booths at fixed sites at AA and VTNZ:
Pre-October 2023 fee change: 173
 As at **June 2024**: 175

Notes:
 The booths added are at AA Queenstown and Dunedin. VTNZ are soon to add an additional booth at their Hastings site. **We have asked VTNZ for a finalised date when this booth will become available – their refurbishment is not yet complete.**

Monthly (to be next updated week ending 12 July)

Increased testing operating hours at many theory testing sites

Number of fixed sites where theory tests have started outside the site's standard operating hours:

Month	Sites	Total theory tests started outside std. op. hours
Jul-23	34	179
Aug-23	34	229
Sep-23	39	224
Oct-23	36	283
Nov-23	37	288
Dec-23	34	248
Jan-24	37	235
Feb-24	40	331
Mar-24	39	313
Apr-24	35	255
May-24	30	259
Jun-24	18 (to 9 June)	62 (to 9 June)

Notes:
 These had been reported incorrectly previously. The previous months have been updated to reflect accurate numbers in the above table.

Weekly (1 week in arrears)

Implementation of 10 working-

The 10 working-day stand down after two theory test fails was implemented in January 2024.

Further updates on this

day stand down after two theory test fails		intervention to be provided only if there is a change.
Prevention of 'Bots' from booking driver licence tests	<p>Ongoing 'Bot' monitoring was implemented following the October 2023 fee change.</p> <p><i>Bots prevented from accessing the testing booking site since monitoring commenced: at least one</i></p> <p>Notes:</p> <ul style="list-style-type: none"> - The 'Bot' above had been set up to charge a fee to customers in return for automated scanning and booking of test slots as they became available. We identified and shut this down at the start of May 2024, following 900 interest hits on the 'Bot' from potential customers. 	Further updates on this intervention to be provided if/as Bots are identified and prevented from operating.

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9 Upcoming Ministerial Items:

9.1 Upcoming Briefings to Minister of Transport

Due to Office:	Title
Week commencing 17 June 2024	BRI-3072 Christchurch PT futures Commentary: Provide further information on the changes to the Christchurch PT futures following the draft response for OIA-15505.
Week commencing 17 June 2024	BRI-3068 Meeting with Mayors regarding Brynderwyns closure Commentary: Provide information to support your meeting with local Mayors regarding the closure of the Brynderwyns.
Week commencing 17 June 2024	BRI-3060 PNITI and SH56/SH57 plans Commentary: Provide information on PNITI, specifically regarding plans for SH56/578 to support housing development plans and Ring Road enablement.
Week commencing 17 June 2024	BRI-3066 Auckland ferries Commentary: Provide advice on the procurement approach for the Auckland ferries, including value for money, required infrastructure and timeframes.
Week commencing 17 June 2024	BRI-3073 Eastern Busway Commentary: Provide an update to MIN-4505 outlining the current stage of the project, funding confirmations and stages for delivery.
Week commencing 17 June 2024	BRI-3067 Waihi to Omokoroa safety improvements Commentary: Provide advice on the median barriers on this corridor, and analysis that went into the design of the safety improvements.

9.2 Upcoming OIA requests for potential consultation:

Reference and Requester	Request	Due date to the office
OIA-15584 ^{s 9(2)(a)}	Information relating to pothole repair costs and processes	27 June 2024
OIA-15596 ^{s 9(2)(a)}	Information relating to the Peka Peka to Ōtaki revocation works	1 July 2024
OIA-15598 ^{s 9(2)(a)}	Copies of advice provided to the Minister in March	2 July 2024
OIA-15599 ^{s 9(2)(a)}	Copies of advice provided to the Minister in April	2 July 2024
OIA-15618 ^{s 9(2)(a)}	Information relating to NZTA's no surprises policy	3 July 2024

9.3 Potential future Transport events:

Event Date	Event detail	Minister's response
25 - 26 June 2024	<p>Road Policing Managers (RPM) Workshop</p> <p>RPM's (inspectors) from all policing districts will be attending a two-day workshop, hosted by NZ Transport Agency Waka Kotahi (NZTA) in late June.</p> <p>Topics covered at the workshop will include the GPS, the Road Policing Investment Programme, associated targets and activity, and expectations of those managers around delivery.</p> <p>NZTA would like to invite the Minister to open the workshop and speak with the RPMs.</p>	Yes / No / Maybe

9.4 Upcoming Media items

Date of release:	Subject
Week commencing 17 June	<p>Auckland/Northland - SH1 Brynderwyn Hills</p> <p>Commentary: A media release is planned to be sent out week commencing 17 June to confirm a reopening date and time for State Highway 1 through the Brynderwyn Hills. The road is scheduled to reopen at 11:59pm on Wednesday 26 June, ahead of Matariki weekend. We will be providing you with a press release for the 26th in due course.</p>
19 June	<p>Auckland/Northland -Ara Tūhono – Pūhoi to Warkworth</p> <p>Commentary: Next Wednesday 19 June marks one year since the motorway opened to the public, providing a safer, more resilient and reliable route. A media release is being planned to be sent out on 19 June to celebrate the one-year anniversary, emphasising how the key strategic corridor has connected Auckland and Northland.</p>
24 June	<p>Auckland/Northland - SH11 and SH1 speed limit changes, Far North</p> <p>Commentary: A media release is being planned for Monday 24 June to inform people of speed limit changes on short sections of State Highway 11 between Kawakawa and Paihia and State Highway 1 between Kawakawa and Whangārei. Further background was provided in last week's report.</p>
24 June	<p>Auckland/Northland - North West Auckland future transport projects, NoRs</p> <p>Commentary: A media release is being planned to be sent out on Monday 24 June to inform people that NZTA and AT will soon lodge confirmed designations decisions on the Notices of Requirement (NoRs) with Auckland Council for North</p>

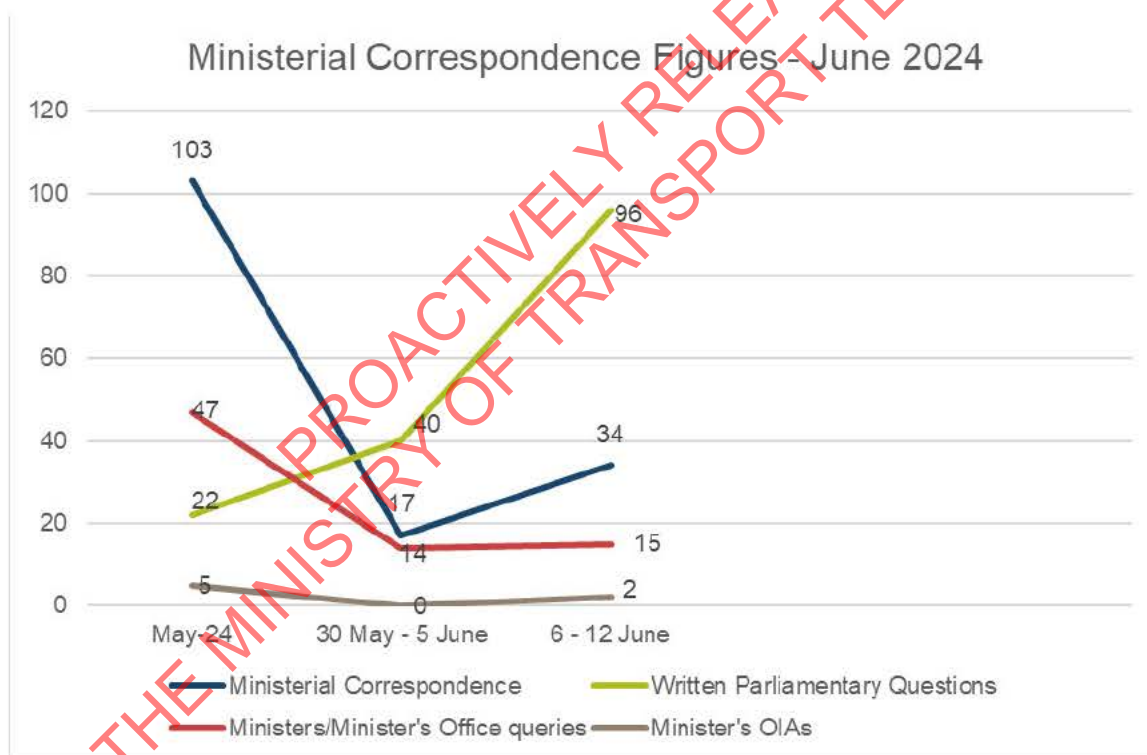
Date of release:	Subject
	West Auckland future transport projects. Further background was provided in last week's report.
Week commencing 17 June	<p>Waikato/Bay of Plenty – Takitimu North Link</p> <p>Commentary: A media release will be issued during the week commencing 17 June celebrating a school event at the Takitimu North Link project. More than 200 high school students will be attending to get an insight into the construction industry.</p>
Week commencing 17 June	<p>Waikato/Bay of Plenty – SH25</p> <p>Commentary: A media release may be issued during the week commencing 17 June advising State Highway 25, Thames Coast Road, is returning to two lanes following the completion of recovery work at Ruamahunga and another recent slip there.</p>
Week commencing 17 June	<p>Lower North Island - SH2 Petone barrier works</p> <p>Commentary: A Traffic Bulletin is planned for the week commencing 17 June announcing a continuation of these works – bad weather means more time is needed to complete these works</p>
Week commencing 17 June	<p>Top of the South - SH1 Marlborough Weld pass urgent guardrail repairs</p> <p>Commentary: A Traffic Bulletin will be sent to top of the South media and stakeholders about these urgent repairs planned for next week.</p>
Week commencing 17 June	<p>Top of the South - SH6 Woodbourne roundabout</p> <p>Commentary: A Traffic Bulletin providing updated details on traffic management for this roundabout project will be sent to top of the South media and stakeholders</p>

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9.5 Statistics page

Ministerial correspondence figures from 6 to 12 June 2024

Item:	Number
Ministerial Correspondence	34
Written Parliamentary Questions	96
Minister/Minister office queries	15
Ministerial OIA requests	2
Themes	Disestablished roles, SH2 Katikati barriers, long tunnel proposal, pothole prevention fund, driver testing



Key priorities and highlights

Section 21 MTA changes for recreational craft leaving NZ waters

Changes to the administrative arrangements for assessing the adequacy of pleasure (recreational) craft departing for overseas will come into effect on 1 July 2024.

Under section 21 of the *Maritime Transport Act* a pleasure craft cannot leave New Zealand on an international voyage unless the Director of Maritime NZ is satisfied that the crew, the safety equipment carried, and the vessel, are adequate for the intended voyage.

Previously, the Director of Maritime NZ has delegated assessment of these matters to Yachting NZ and Yachting NZ appointed Inspectors.

Effective 1 July 2024, changes to the administrative arrangements for assessing the adequacy of pleasure craft departing for overseas will come into effect, following Yachting NZ's decision to relinquish this delegation.

Consequently, the process and assessments for pleasure craft departing for overseas will be managed and delivered by Maritime NZ from 1 July 2024. Maritime NZ is confident the updated process will be efficient and fit-for-purpose for those seeking adequacy assessment under Section 21. We will be working with Yachting NZ to ensure a smooth transition of this function.

From 1 July, the requirements for vessel, safety equipment and crew adequacy will remain largely unchanged. Similarly, there is not expected to be a significant change in the costs associated with these processes. Craft owners and crew may experience some changes in terms of the process and documentation, but these will not be significant and will be well-communicated.

In the future, Maritime NZ will be undertaking a more detailed review of the Section 21 regime to ensure it remains fit-for-purpose. The associated fee will be reviewed as part of that process. Maritime NZ remains committed to delivering this important work effectively and continuing our partnership with Yachting NZ on key issues for the recreational boating sector.

Funding review update

(Robyn Wong, requested by DCE Andrew Saunderson)

After Cabinet approved the Maritime and Oil Pollution levies changes on 27 April 2024, the necessary legislative changes were approved on 23 May and a gazette notice published on 30 May.

We have been communicating the decisions with the sector via email, newsletters and events, and the annual domestic levy invoices will be emailed out on 1 July 2024.

Operational updates

Upcoming Cabinet Economic Policy Committee (ECO) paper: Live Animal Exports Review

Business Leaders Health and Safety Forum Report: “Been there. Done that.”

We have received the report of an independent taskforce established by the Business Leaders Health and Safety Forum (the Forum) to look at New Zealand’s Health and Safety system. The forum, launched by Prime Minister Key in 2010, brings together 400 heads of New Zealand businesses and other organisations to focus on improving workplace health and safety. The Forum set up the independent taskforce (which has CE representatives from a range of sectors) in 2023 because of significant concerns that the country was still experiencing poor safety outcomes.

We understand that this report was sent to you as the Minister responsible for ACC matters. We received it as we are a designated health and safety regulator, and as we belong to the Business Leaders Health and Safety Forum.

The report focusses on a number of areas where the taskforce sees failures to implement the health and safety system as intended; including failures of governance and leadership. It makes the following recommendations:

- Rewrite and relaunch the 2018-2028 [Health and Safety] Strategy, including implementing comprehensive governance and a three-year action plan to capture and ensure progress. The taskforce notes that a national strategy was written, but has not been actioned. The report identifies lack of purposeful ownership of the strategy; including ongoing measurement, governance oversight and clear accountabilities.
- Review and implement priority regulatory changes to ensure the most appropriate mix of regulations, codes and guidance to clearly specify businesses’ accountabilities and expectations. The report notes that businesses are getting little, if any, insight from the regulator about what “good” or “best” practice looks like. This is because regulations have only been partially implemented and lack instruments like codes of practice to give them meaning. Regulatory change has been too slow and hasn’t kept up with practice.
- Apply the rules clearly and fairly and oversee them expertly to ensure poor or negligent business practices are consistently held to account, and leading performance is incentivised. The report indicates that “enforcement is sporadic and offers little by way of cautionary lessons, instructive examples or useful case law”. Therefore, “Businesses are receiving inconsistent signals on what behaviour will be permitted and what behaviour will be sanctioned”.
- Establish an independent oversight function of the 2018-2028 Strategy, incorporating a small group of industry leaders and workers to ensure progress and momentum for improving New Zealand’s health and safety performance. The taskforce identifies a lack of ownership of New Zealand’s health and safety performance; and poor central coordination across agencies (MBIE, Accident Compensation Corporation (ACC) and WorkSafe NZ). This means opportunities are going unaddressed.
- Establish and maintain a coherent, credible and current body of government and industry data and insights to inform and focus WorkSafe NZ and business health and safety efforts.

(Continued next page)

The report is significant, given that it represents the views of a sizeable number of business leaders on health and safety matters; and given that it comes just before the government progresses its own review of the health and safety system.

Many of the recommendations and observations within the report reflect our own experience of the system and in our area we have been doing work that goes directly to those recommendations. In particular, the lack of guiding regulations and codes of practice that can assist businesses and regulators to understand what good practice is. This is why we have worked hard with ports, stevedores and unions to develop an Approved Code of Practice on the loading and unloading of cargo from ships -- which is currently with Minister Doocey and Minister van Velden for approval -- and have a guidance work programme being developed in other areas, like fishing.

We believe it is important that regulators work with businesses and workers to provide clarity on what controls are needed to give people the best opportunity to comply. We have also been reviewing our regulatory approach and ensuring we have a transparent and fit for purpose range of corrective and enforcement tools.

We would be happy to discuss the report with you in more detail, if you would find this useful.

Maritime in the media

Media coverage and interest in Maritime NZ matters is currently high, with requests for statements and information continuing for the Tony Gibson and Lance Goodhew prosecutions, the *Niagara*, emergency offshore response capabilities, and several maritime response and search and rescue stories. We expect to see more news stories on each of these topics over the coming weeks.

We are also preparing for media interest in forthcoming TAIC reports on the *i-Catcher*, *Waitere* Ferry, and *Kaitaki* Interislander ferry, and for interest in the MTA Section 21 changes summarised in the report above. The *i-Catcher* capsized on 10 September 2022 and five of 11 people on board died while in an air pocket of the upturned hull. TAIC's preliminary report made some recommendations for Maritime NZ related to fuel system inspections. The *Waitere* ferry skipper sustained serious injuries when the vessel was involved in a collision with a recreational craft in the Bay of Islands in April 2023.

The TAIC inquiry and report into the *Kaitaki* loss of power on its way into Wellington on 28 January 2023 is expected to attract media coverage from most major outlets. Maritime NZ does not have insight into when TAIC reports will be published but we will liaise with Minister Brown and Minister Doocey's Office in preparation for interest.

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Key updates

Proposed changes to the Authority's investigation function

The Authority this week released a change proposal for its investigation function. The proposal is part of a wider programme to implement several recommendations following an independent review by Mike Heron KC. Review considered the management systems, procedures and practices operating within the investigation and enforcement function, including the way in which expert evidence is obtained and managed, to identify any changes that may be required to the Authority's investigation policies or practice.

The proposed changes are to:

- establish a new and dedicated triage team to improve the way the approximately 10,000 incoming notifications received each year are checked, assessed, and prioritised on a risk basis,
- establish two multi-skilled investigation teams to support an open-minded and general investigation approach (moving away from a current binary 'safety' or 'regulatory' team approach),
- increase expectations for leadership of cultural and capability change, and
- improve investigation practice development and monitoring capability.

A key driver for the change proposal is to move away from an approach where investigations are predetermined early as being either 'regulatory' or 'safety' in nature based on an assumed likely investigation outcome. This has included some conflation between the Authority's role as a regulator and the 'no fault' investigation responsibilities that are the domain of the Transport Accident Investigation Commission.

This approach has been reinforced by the status quo arrangement of specialist 'safety' and 'regulatory' investigation teams operating at some distance from each other. The new operating model will instead focus on 'investigating to learn' by bringing together multidisciplinary investigation teams focused on establishing the key facts and circumstances of an incident or accident. This emphasises the need for investigations to always consider the full range of possible responses across the education to enforcement spectrum based on full information and thorough consideration of all relevant factors. Parallel work on revising our regulatory decision-making policy is also being discussed internally and externally.

This change in approach was initially greeted with some concerns that it signalled the Authority adopting a more punitive approach to breaches; however, this is not the case. Decisions following an investigation are seldom binary and will take account of the wide range of factors that typically contribute to an accident or incident.

The Authority has engaged considerably with investigation staff and the sector following the release of the Heron Report and the Director's Response to contextualise the changed investigation approach as part of modern regulatory practice.

Civil Aviation Authority and Aviation Security Service scores improve in Public Sector Reputation Index 2024

Verian Group (formerly Kantar Public) has released the Public Sector Reputation Index 2024. CAA and Avsec have both achieved a reputation score of 69, increases of 3 points and 1 point on 2023, respectively. The average score across all agencies was 64.

CAA ranked 11th out of the 58 agencies (improving 7 places from 2023), while AvSec ranked 13th out of the 58 agencies (dropping two places from 2023).

We have requested detailed reports from Verian which will include further analysis and comparison against other selected agencies to inform ongoing consideration of organisational performance and improvement initiatives.

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
Friday 7 June 2024	13:00	Queenstown International	40	11	Higher than normal volume of passengers presenting simultaneously	Staffed an additional lane with skeleton staff drawn from other tasks
Sunday 9 June 2024	12:55	Queenstown International	70	14	Higher than normal volume of passengers presenting simultaneously	Staffed an additional lane with skeleton staff drawn from other tasks

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

Week	3/6 – 9/6
Passengers processed in less than 5 minutes	92.8%
Passengers processed in less than 10 minutes	99.4%

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 Tuesday 11 June 2024

Media plan / anticipated media – 7 days from Monday 17 June

Date (planned)	Item	Description	Targeted media
TBC	General release	Media release to accompany public release of safety investigation into a helicopter crash on Wednesday 12 June 2021. The helicopter was a Robinson R44 Raven II carrying a newly married couple and their photographer for wedding photos; all sustained serious injuries. Media coverage is anticipated. Release may be delayed until following week. NB: carried over from previous week	All main NZ publications
Thursday 20 June 2024	General release	Media release to accompany public release of fatal accident report. A glider tow-plane pilot died after crashing in Feilding on 7 May 2022. NB: carried over from previous week	All main NZ publications

Media mentions – 7 days to Tuesday 11 June

Date	Activity	Channel
Wednesday 5 June 2024	Matariki drone light show planned CAA is mentioned in an article about the upcoming drone light show in Dunedin for Matariki. The show will see up to 220 drones flown in formation. The event requires certification from CAA.	Otago Daily Times
Wednesday 5 June 2024	Fatal crash cause revealed after 10 years (coroner's report) The coroner's report into a crash that killed Martin Lowen in 2014 has been released. Mr Lowen was flying a tow-plane towing a glider with another pilot and instructor. The coroner concluded that "some of the actions taken by [the instructor] constituted factors contributing to Mr Lowen's death."	Selwyn Times
Wednesday 5 June 2024	"Investing in transport infrastructure is critical" CAA is mentioned in an article about transport funding in the 2024 Budget.	Times.co.nz
Wednesday 5 June 2024	Auckland Airport resolves fume incident which added to passenger queues Article reports on the health & safety issue identified in the Bulk Duty Free (BDF) screening area, which was addressed earlier this year.	RNZ
Friday 7 June 2024	Weather delays work on Aerodrome runway Upgrades to the sealed runway at Hood aerodrome in Masterton have been delayed due to weather. Work on the runway will resume in November.	Wairarapa Times Age

Upcoming education publications and products

Planned release/publication	What	Type	Why
June 2024	Vector Winter issue	Aviation safety education magazine	A way of getting relevant safety information to industry in an easy-to-read format
June 2024	In, out, and around Queenstown	GAP booklet (update)	BAU revision
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	How to be an aerodrome manager	GAP booklet (new)	As part of the Work Together, Stay Apart campaign, new guidance material for aerodrome managers is being produced, in the GAP booklet format.
TBC	In, out, and around Milford	GAP booklet (update)	BAU revision
TBC	Plane talking	GAP booklet (update)	BAU revision
TBC	Survival	GAP booklet (update)	BAU revision

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New inquiries / International Assistance

Nil

Media heads up

Nil

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Associate Minister of Transport
Weekly Report week commencing
10 June 2024

Associate Minister's comments:

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THE MINISTRY OF TRANSPORT TE MANATŪ WAKA

Officials' agenda



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Agenda – Associate Minister Doocey officials' meeting

Day Date	Tuesday 18 June 2024
Time	8.00am – 8.30am
Venue	Parliament – EW4.1R

Ministry of Transport attendees

Audrey Sonerson, Chief Executive

Siobhan Routledge, Acting Deputy Chief Executive

David Wood, Deputy Chief Executive, Investment and Monitoring Group

Richard Manning, Senior Adviser, Investment

Paul Fistonich, Principal Adviser, Resilience and Security

Natasha Rave, Manager, Resilience and Security

Tom Forster, Manager, Aviation and Maritime

Carmen Mak, Acting Deputy Chief Executive, Corporate Services

Duncan Ferner, Director NZSAR

Part 1	Ministry of Transport Attendees	Lead	Paper reference
1.1	<p>Key items to note:</p> <ul style="list-style-type: none"> Questions from the Weekly Report Upcoming milestones / announcements / events / advice 	Audrey Sonerson	Weekly Report for week commencing 10 June 2024

1.2	Top priorities briefing	Audrey Sonerson Kirstie Hewlett	OC240598
1.3	Section 9 funding requests	David Wood	OC240641
1.4	Virgin – Air NZ Codeshare Reauthorisation	Siobhan Routledge	OC240164
1.5	International Omnibus	Siobhan Routledge	OC240484
1.6	s 9(2)(f)(iv)	Siobhan Routledge	Verbal update
1.7	Minister's visit with Coastguard (joint item with MNZ)	Carmen Mak	Verbal update

Part 2: Maritime NZ attendees

Kirstie Hewlett, Chief Executive

Peter Brunt, Deputy Chief Executive - Regulatory Frameworks

Part 2 Ministry of Transport Attendees

Lead

Paper reference

2.1	ACOP (Approved Code of Practice)	Kirstie Hewlett	7/5/2024
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1 Upcoming priority briefings to Associate Minister of Transport

Due Week Ending:	Title
Monday 17 June 2024	Aide Memoire on Priorities for Associate Transport Minister Delegation This briefing will identify 3 – 5 key priority areas for each part of your Transport delegation, as per the request from your Office.
Friday 19 July 2024	Proposed reform of the Maritime Transport Act 1994 The Ministry and Maritime NZ have started scoping a review of primary maritime legislation to ensure it is fit for purpose given technological changes and long-standing gaps in the regulatory framework. This briefing will provide background information on the issues with the current legislation and approaches to the scope and timing of a review.

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2 Key updates

Milford Opportunities Project

The Milford Opportunities Project Board remains on track to deliver its final business case to you and the Minister of Conservation, Hon Tama Potaka, by the end of June 2024. A community wrap up event is being held in Te Anau on Saturday 15 June 2024 with some Board members in attendance. The intention is for the community to sign a large canvas scroll that will be provided to you and Minister Potaka.

Maritime New Zealand Report for the March Quarter 2024

On 21 May 2024 you received the Maritime NZ Quarterly Performance Report for the quarter ending 31 March 2024.

Maritime NZ's performance information shows continued strong results in critical areas like certification which has been an area of concern in past quarters. However, this as an area where slippage is possible in the future as "it is anticipated in Q4 that this number may fall slightly as we experience a surge in the volume of applications received." This potential surge will need to be managed carefully, particularly because Maritime NZ notes a large volume of Maritime Transport Operator Certificates are due to expire over the next three years in its covering letter.

Maritime NZ's notes two areas of under-performance:

- the number of Maritime Incident Response Team exercises and workshops is well below target. This measure has been removed from the draft 2024/25 Statement of Performance Expectations (SPE), but it is important that Maritime NZ has an appropriate measure of its maritime incident readiness, and

s 9(2)(g)(i)



At the end of the quarter, Maritime NZ recorded a slightly larger surplus (\$2.95m) than it had budgeted (\$2.89m) for the year to date. Maritime NZ is anticipating that levy revenue in 2024/25 is expected to be lower than forecast during the funding review, requiring it to spend some of its reserves. At the end of the period, Oil Pollution Fund reported a surplus of \$0.38m against a budgeted surplus of \$0.10m.

s 9(2)(f)(iv)



Next steps:

For future quarters, the Ministry will work more closely with Maritime NZ on its quarterly data, particularly its financials, as there is some uncertainty around 2024/25 revenue sources.

3 Upcoming other briefings to Associate Minister of Transport

Due Week ending:	Title
Friday 21 June 2024	Maritime Security Symposium Themes This briefing will summarise the key discussion points and themes raised by attendees at the Maritime Security Symposium on Thursday 13 June 2024.
Friday 21 June 2024	Approach to the Upcoming International Maritime Organisation (IMO) Greenhouse Gas (GHG) Negotiations This briefing will provides with options for New Zealand's approach to IMO GHG negotiations in September and October 2024.
Friday 28 June 2024	Update on Recreational Safety and Search and Rescue Review This briefing will update you on the Recreational Safety and Search and Rescue Review completed by the Ministry of Transport last year and proposed next steps.

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THE MINISTRY OF TRANSPORT TE MANIŪ WAKA

4 Upcoming Cabinet papers

Committees	
Cabinet Appointments and Honours Committee	
Tuesday 18 June 2024	Transport Accident Investigation Commission: Reappointments This paper will ask Cabinet Appointments and Honours Committee (APH) to note the Minister's intention to recommend that the Governor-General reappoints a Commissioner on the Transport Accident Investigation Commission.
Cabinet Economic Policy Committee	
Wednesday 26 June 2024	Reform of the Design, Construction and Equipment Maritime Rules for New Zealand's domestic commercial fleet: Approval to initiate consultation This paper seeks approval to initiate public consultation on a package of proposals to reform the Design, Construction and Equipment Maritime Rule set (DCE Rule set) that apply to New Zealand's domestic commercial fleet.

4.1 Other portfolio Cabinet papers with transport implications

Committees	
Cabinet Expenditure and Regulatory Review Committee	
Tuesday 18 June 2024	Maritime Security: All of Government Data Fusion System The Minister of Defence announced funding for the Data Fusion System Project as part of Budget 24. This resources the System investment priority under our Maritime Security Strategy and addresses our most urgent national maritime security capability gap: an all-of-government maritime domain awareness (MDA) system. The introduction into service of this system across government will allow us to process MDA data and improve our understanding of our large area of interest.

Key priorities and highlights

Section 21 MTA changes for recreational craft leaving NZ waters

Changes to the administrative arrangements for assessing the adequacy of pleasure (recreational) craft departing for overseas will come into effect on 1 July 2024.

Under section 21 of the *Maritime Transport Act* a pleasure craft cannot leave New Zealand on an international voyage unless the Director of Maritime NZ is satisfied that the crew, the safety equipment carried, and the vessel, are adequate for the intended voyage.

Previously, the Director of Maritime NZ has delegated assessment of these matters to Yachting NZ and Yachting NZ appointed Inspectors.

Effective 1 July 2024, changes to the administrative arrangements for assessing the adequacy of pleasure craft departing for overseas will come into effect, following Yachting NZ's decision to relinquish this delegation.

Consequently, the process and assessments for pleasure craft departing for overseas will be managed and delivered by Maritime NZ from 1 July 2024. Maritime NZ is confident the updated process will be efficient and fit-for-purpose for those seeking adequacy assessment under Section 21. We will be working with Yachting NZ to ensure a smooth transition of this function.

From 1 July, the requirements for vessel, safety equipment and crew adequacy will remain largely unchanged. Similarly, there is not expected to be a significant change in the costs associated with these processes. Craft owners and crew may experience some changes in terms of the process and documentation, but these will not be significant and will be well-communicated.

In the future, Maritime NZ will be undertaking a more detailed review of the Section 21 regime to ensure it remains fit-for-purpose. The associated fee will be reviewed as part of that process. Maritime NZ remains committed to delivering this important work effectively and continuing our partnership with Yachting NZ on key issues for the recreational boating sector.

Funding review update

After Cabinet approved the Maritime and Oil Pollution levies changes on 27 April 2024, the necessary legislative changes were approved on 23 May and a gazette notice published on 30 May.

We have been communicating the decisions with the sector via email, newsletters and events, and the annual domestic levy invoices will be emailed out on 1 July 2024.

Operational updates

Upcoming Cabinet Economic Policy Committee (ECO) paper: Live Animal Exports Review

s 9(2)(f)(iv)

THE MINISTRY OF TRANSPORT, INFRASTRUCTURE AND SAFETY

Business Leaders Health and Safety Forum Report: “Been there. Done that.”

We have received the report of an independent taskforce established by the Business Leaders Health and Safety Forum (the Forum) to look at New Zealand’s Health and Safety system. The forum, launched by Prime Minister Key in 2010, brings together 400 heads of New Zealand businesses and other organisations to focus on improving workplace health and safety. The Forum set up the independent taskforce (which has CE representatives from a range of sectors) in 2023 because of significant concerns that the country was still experiencing poor safety outcomes.

We understand that this report was sent to you as the Minister responsible for ACC matters. We received it as we are a designated health and safety regulator, and as we belong to the Business Leaders Health and Safety Forum.

The report focusses on a number of areas where the taskforce sees failures to implement the health and safety system as intended; including failures of governance and leadership. It makes the following recommendations:

- rewrite and relaunch the 2018-2028 [Health and Safety] Strategy, including implementing comprehensive governance and a three-year action plan to capture and ensure progress. The taskforce notes that a national strategy was written, but has not been actioned. The report identifies lack of purposeful ownership of the strategy; including ongoing measurement, governance oversight and clear accountabilities,
- review and implement priority regulatory changes to ensure the most appropriate mix of regulations, codes and guidance to clearly specify businesses’ accountabilities and expectations. The report notes that businesses are getting little, if any, insight from the regulator about what “good” or “best” practice looks like. This is because regulations have only been partially implemented and lack instruments like codes of practice to give them meaning. Regulatory change has been too slow and hasn’t kept up with practice,
- apply the rules clearly and fairly and oversee them expertly to ensure poor or negligent business practices are consistently held to account, and leading performance is incentivised. The report indicates that “enforcement is sporadic and offers little by way of cautionary lessons, instructive examples or useful case law”. Therefore, “Businesses are receiving inconsistent signals on what behaviour will be permitted and what behaviour will be sanctioned”,
- establish an independent oversight function of the 2018-2028 Strategy, incorporating a small group of industry leaders and workers to ensure progress and momentum for improving New Zealand’s health and safety performance. The taskforce identifies a lack of ownership of New Zealand’s health and safety performance; and poor central coordination across agencies (MBIE, Accident Compensation Corporation (ACC) and WorkSafe NZ). This means opportunities are going unaddressed,
- establish and maintain a coherent, credible and current body of government and industry data and insights to inform and focus WorkSafe NZ and business health and safety efforts.

(Continued next page)

The report is significant, given that it represents the views of a sizeable number of business leaders on health and safety matters; and given that it comes just before the government progresses its own review of the health and safety system.

Many of the recommendations and observations within the report reflect our own experience of the system and in our area we have been doing work that goes directly to those recommendations. In particular, the lack of guiding regulations and codes of practice that can assist businesses and regulators to understand what good practice is. This is why we have worked hard with ports, stevedores and unions to develop an Approved Code of Practice on the loading and unloading of cargo from ships -- which is currently with you and Minister van Velden for approval -- and have a guidance work programme being developed in other areas, like fishing.

We believe it is important that regulators work with businesses and workers to provide clarity on what controls are needed to give people the best opportunity to comply. We have also been reviewing our regulatory approach and ensuring we have a transparent and fit for purpose range of corrective and enforcement tools.

We would be happy to discuss the report with you in more detail, if you would find this useful.

Maritime in the media

Media coverage and interest in Maritime NZ matters is currently high, with requests for statements and information continuing for the Tony Gibson and Lance Goodhew prosecutions, the *Niagara*, emergency offshore response capabilities, and several maritime response and search and rescue stories. We expect to see more news stories on each of these topics over the coming weeks.

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New inquiries / International Assistance

Nil

Media heads up

Nil

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THE MINISTRY OF TRANSPORT TE MANATU WAKA

Transport Portfolio Weekly Report

As at Wednesday 19 June 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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THE MINISTRY OF TRANSPORT TE MANATU WAKA

Officials' agenda



Agenda - Minister Brown officials' meeting

Day Date	Monday 24 June 2024		
Time	1pm – 1.45 pm		
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 & Monitoring			
Paul O'Connell, Deputy Chief Executive, Sector Strategy Group			
Chris Nees, Director, Strategy			
John Edwards, Principal Adviser, Safety			
Daniel Cruden, Principal Adviser, Revenue			
Bev Driscoll, Manager, Rail			
Rory Sedgley, Principal Adviser, Rail			
Karen Lyons, Director, Auckland			
Part 1	Ministry of Transport	Lead	Paper reference
1.1	Weekly Report	Audrey Sonerson	As at Wednesday 19 June 2024
1.2	Cook Strait <ul style="list-style-type: none"> Cook Strait resilience phase two report: Options analysis 	David Wood	OC240547
1.3	Auckland <ul style="list-style-type: none"> s 9(2)(f)(iv) 	David Wood	OC240690
1.4	Safety <ul style="list-style-type: none"> 	Paul O'Connell	OC40660

Part 2	Ministry of Transport & NZTA	Lead	Paper reference
2.1	Driver Licensing <ul style="list-style-type: none"> Driver licensing resit 	Paul O'Connell	OC240494
2.2	Revenue <ul style="list-style-type: none"> Industry Reference Group 	Brent Johnston	Verbal update

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Actions from Transport Officials Meeting

Meeting with the Ministry of Transport (the Ministry) Monday 17 June 2024	Due date
<p>Lower North Island Rail Integrated Mobility Programme</p> <p>s 9(2)(f)(iv)</p> <p>s 9(2)(i)</p>	Complete
<p>Auckland</p> <p>Officials to provide an update on the s 9(2)(f)(iv)</p>	<p>26 July 2024</p> <p>Friday 21 June 2024</p>
<p>Aviation</p> <p>Civil Aviation Authority Funding Review</p> <p>Officials to request additional information from CAA on the number of Full Time Equivalent staff at CAA and Avsec (separately) as at 30 June from 2019 to 2023, and projected FTE at Sunday 30 June 2024 and for each year through to 30 June 2027. This information should differentiate between front line staff (e.g. inspectors, ASOs) and the number of staff that fit into the following categories:</p> <ul style="list-style-type: none"> • staff in management roles, • HR staff, and • communications/engagement staff. <p>Officials to provide speaking points on the funding review to support upcoming meeting with the CAA Board Chair.</p> <p>s 9(2)(f)(iv)</p>	<p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Week commencing 15 July 2024</p>

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<p>Public Transport</p> <p>s 9(2)(f)(iv)</p> <p>s 9(2)(f)(iv)</p>	<p>s 9(2)(f)(iv)</p> <p>Monday 24 June 2024</p>
<p>Clean Vehicle Standard</p> <p>Officials to provide further details underpinning the updated modelling for the Clean Car Standard and make necessary amendments to the draft Cabinet paper.</p>	<p>Wednesday 26 June 2024</p>
<p>GPS Implementation</p> <p>Officials to prepare letter to be sent to NZTA alongside the final GPS release that reiterates the Ministerial expectations underpinning the GPS (including enhanced reporting at both NZTA and local authority level).</p> <p>Officials to ensure GPS implementation programme focuses on delivering outcomes with regular reporting.</p> <p>Office to provide further feedback on proposed programme reporting.</p>	<p>Draft will be provided Monday 24 June 2024</p> <p>Complete</p>
<p>Decisions</p>	<p>Confirmed / Denied</p>
<p>Agreed to proposed GPS Quarterly Plan update.</p>	<p>Confirmed</p>
<p>Agreed to proposed regional screening statement.</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
22 April 2024	Speed s 9(2)(f)(iv)	s 9(2)(f)(iv)
14 May 2024	GPS s 9(2)(f)(iv)	30 August 2024
20 May 2024	Chatham Islands update Officials to provide a weekly joint MoT, MNZ, DIA, MBIE, and MPI briefing on the situation in the Chatham Islands, covering fuel, livestock, and the boat purchase.	Ongoing
4 June 2024	Driver Licensing s 9(2)(f)(iv)	Friday 21 June 2024
10 June 2024	Public Transport <ul style="list-style-type: none"> Officials to provide monthly update on bus driver shortage numbers. 	Ongoing

1 Ministerial priorities

Safety

Project: Speed limits	
<p>Public consultation commenced on Thursday 13 June 2024.</p> <p>As at 8:41am on Wednesday 19 June 2024 we had received 148 email submissions and 1542 survey responses.</p> <p>s 9(2)(f)(iv)</p>	
Proposed timeline	
Public consultation	Underway, 13 June – 11 July
<p>s 9(2)(f)(iv)</p>	
Project: Oral fluid testing regime	
<p>We are working with the Parliamentary Counsel Office (PCO) on the draft Oral Fluid Testing Bill (draft Bill). PCO is aware that we intend to provide you with the draft Bill on Wednesday 26 June 2024 for the purposes of commencing consultation. We expect drafting will need to continue during the consultation period given the complexity of the draft Bill.</p> <p>We met with Police on Thursday 13 June 2024 to discuss implementation of the oral fluid testing regime. Police are progressing work in preparation for implementing the new regime. However, Police have noted concerns with progressing procurement and other implementation work ahead of the parameters of the regime being finalised through the Bill process and ahead of securing implementation funding (that will be in addition to the upcoming Road Policing Investment Programme).</p> <p>In our upcoming briefing on the Bill, we will include information from Police on implementation timeframes. This will provide you with more information about the scope of implementation ahead of taking the draft Bill to Cabinet.</p>	

<p>Cabinet paper: Introducing the Land Transport (Drug Driving) Amendment Bill 2024</p> <p>This paper will seek approval of the Land Transport (Drug Driving) Amendment Bill 2024 and for the Bill to be introduced into the House.</p>	<p>To Minister: Wednesday 26 June 2024</p> <p>Departmental, Ministerial and cross-party consultation: 1 July – 9 July 2024</p> <p>To lodge: 18 July 2024</p> <p>To Committee: 25 July 2024 (LEG)</p> <p>To Cabinet: 29 July 2024</p>
<p>s 9(2)(f)(iv)</p> <p style="text-align: center; color: red; font-size: 2em; transform: rotate(-45deg); opacity: 0.5;"> PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT TE MANATŪ WAKA </p>	
<p>Project: Reintroducing Driver Licence Resit Fees</p>	
<p>We provided your Office with a Cabinet paper, Cost Recovery Impact Assessment, and draft amendment regulations on Wednesday 19 June 2024 for lodging with Cabinet on Thursday 20 June 2024 and consideration by the Cabinet Legislation Committee on Thursday 27 June 2024. As advised by your Office, the announcement of the re-introduction of resit fees is due to be made on Monday 1 July 2024 after Cabinet. The regulations are intended to come into force on 8 July 2024.</p>	
<p>Cabinet paper: Reintroducing Driver License Resit Fees</p>	<p>To Committee: Thursday 27 June 2024 (LEG)</p> <p>To Cabinet: Monday 1 July 2024</p>

Rail

Project: Lower North Island Rail Integrated Mobility Programme

On Thursday 13 June 2024 we provided you with a briefing to authorise the drawdown of the tagged contingency for the Lower North Island Rail Integrated Mobility Programme (the Programme), and a copy of the final Programme Funding Agreement for your signature. The briefing also requires the signature of the Minister of Finance to enable the drawdown of the tagged contingency. Following your direction on Monday 17 June 2024 we updated the funding agreement to make it explicit that ^{s 9(2)(i)}

Your Office

received the updated funding agreement on Wednesday 19 June 2024.

On Thursday 20 June 2024 we met with Greater Wellington Regional Council (GWRC) and NZTA to review the Request for Proposal (RFP) documentation for the new trains. We will provide you with a briefing regarding the outcomes of this RFP review by Monday 1 July 2024.

Project: Budget 24 funding for metro rail renewals

Following our Budget 24 renewals funding update in the Weekly Report as at Wednesday 12 June 2024, ^{s 9(2)(f)(iv)}

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THE MINISTRY OF TRANSPORT TE MANATU WAIKA

Date: 31 July 2024

Project: Metropolitan Rail Operating Model (MROM) settings review

The Ministry commissioned Deloitte to support us with the roles, responsibilities, incentives, and governance workstream on the MROM settings review. We expect to receive a final report from Deloitte by the end of June 2024 with advice on:

s 9(2)(f)(iv)

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THE MINISTRY OF TRANSPORT TE MANATŪ WAKA

Investment

Project: Government Policy Statement on Land Transport 2024

GPS 2024: Finalising the document

The final GPS 2024 was considered at the Cabinet Economic Policy Committee (ECO) on Wednesday 19 June 2024, and will be considered at Cabinet on Monday 24 June 2024. ECO Committee agreed to include coastal shipping within GPS 2024, and agreed to consider wording at Cabinet for how coastal shipping could be reflected in GPS 2024. The Committee invited you to develop this wording in consultation with the Minister for Regional Development. We will provide you with this suggested wording to confirm at Cabinet.

We understand GPS 2024 will likely be released on Wednesday 26 June 2024. We will work with your Office on arrangements for the public release and have provided a draft communications plan and Press Release (PR).

Update on GPS 2024 funding workstreams

The Treasury has provided the final letter of comfort to the NZTA Board. The NZTA Board will consider the loan terms at its Board meeting on Wednesday 19 June 2024.

The Treasury will provide you with a briefing on Thursday 20 June 2024 seeking the required approvals from joint Ministers (yourself and the Minister of Finance) to implement the Crown loan under the Public Finance Act 1989 and Crown Entities Act 2004. This paper will ask you to approve the Notice of Facility for the loan immediately following Cabinet on Monday 24 June 2024 so that the loan can be implemented by Monday 1 July 2024.

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

Progress Update: This paper has been considered at ECO Cabinet Committee (on Wednesday 19 June 2024). Updated recommendations (to include coastal shipping) will be taken to Cabinet on Monday 24 June 2024.

To Cabinet: Monday 24 June 2024

PROACTIVELY RELEASED BY MATU WAKA
THE MINISTRY OF TRANSPORT

Revenue

Project: Revenue system report back	
Update on Cabinet Paper proposing a Revenue Action Plan <p>A final Cabinet paper, incorporating your feedback, is being lodged with the Cabinet Office for Cabinet Business Committee (CBC) on Monday 1 July 2024. We will provide you with speaking points and supporting communications material for the meeting.</p> Establishment of an industry reference group <p>We have provided your Office with a draft Terms of Reference and an initial list of suggested membership for the group for your early consideration. The possible members have been suggested to enhance and inform the policy development process for the revenue action plan with a focus on user perspective and sector expertise. As previously discussed, the Ministry will otherwise engage expert skills directly to form part of the project team. This will be progressed expeditiously once decisions regarding the reference group are taken.</p>	
Cabinet Paper: Land transport revenue action plan <p>This paper will advise on an action plan to redesign and reform New Zealand's land transport revenue system.</p>	To lodge: Thursday 20 June 2024 To Committee: Monday 1 July 2024 (CBC)
<small>s 9(2)(f)(iv)</small>	Date: Wednesday 24 July 2024
Project: Time of use charging	
<p>Ministerial consultation on a draft Cabinet paper has commenced, with a revised Cabinet paper due to be provided to your office later this week. In parallel, we have started departmental consultation with the Treasury, NZTA, Ministry of Housing and Urban Development, Ministry for Business, Innovation and Employment, Commerce Commission, Infrastructure Commission, and the Department of Internal Affairs. Eight days has been allowed for both Ministerial and departmental consultation.</p>	
Cabinet Paper: Policy decisions to progress time of use charging legislation <p>This paper will seek agreement to the policy design to be implemented in a Land Transport Management (Time of Use) Amendment Bill.</p>	Updated draft: Tuesday 11 June 2024 Ministerial and departmental consultation: 12–20 June 2024 To lodge: 18 July 2024 To Committee: 24 July 2024

Aviation

Project: CAA funding review

s 9(2)(f)(iv)

Project: CAA Appointments

Interviews for the CAA Board were completed on Wednesday 19 June 2024. The Crown Entity Monitoring team is progressing the CAA appointments as per the following timeline:

Action	Timeframe
Ministry to provide advice on shortlisted candidates and seek Minister's agreement on preferred candidates.	Wednesday 26 June 2024
Decision from Minister.	First week of July
Ministry to commence background and reference checks of preferred candidates.	July 2024
Cross party consultation on APH papers.	July 2024
APH to consider the appointment.	Late July (23 or 30 July 2024)
Cabinet to consider the appointment.	Late July / early August (29 July or 5 August)
Appointments gazette / appointment letter sent.	Day after Cabinet

Emissions

Project: Clean Car Importer Standard	
Review of the Clean Car Importer Standard (the Standard)	
We are amending the Cabinet paper, Regulatory Impact Statement and Climate Impacts of Policy Assessment to reflect the updated estimates of the Standard's emissions abatement potential. We will provide updated versions of the documents for lodgement next week.	
Cabinet Paper: Outcome of the review of the Clean Car Importer Standard	To Lodge: Thursday 27 June 2024 To Committee: 8 July 2024 (CBC) To Cabinet: 8 July 2024
Budget Night Legislation: Land Transport (Clean Vehicle Standard) Amendment Bill	
s 9(2)(f)(iv)	
Project: EV Charging Infrastructure	
Following your earlier feedback, our next advice (due 3 July 2024) will seek your agreement to a preferred co-investment model for public EV charging infrastructure.	
Briefing: Recommendations on the co-investment model for EV charging infrastructure.	Date: 3 July 2024
Project: Second Emissions Reduction Plan (ERP2)	
Ministerial consultation on the ERP2 discussion document and Cabinet paper began on Wednesday 19 June 2024. As part of this, you are scheduled to meet with Minister Watts on Monday 24 June 2024. s 9(2)(g)(i)	
Given these areas are also relevant to your energy portfolio, we will prepare a joint aide memoire with the Ministry of Business, Innovation and Employment for you by Friday 21 June 2024 to support this meeting.	
s 9(2)(f)(iv)	
We will also provide you with any additional comments on the discussion document as a whole prior to its consideration at the Cabinet Business Committee, which is now scheduled for Monday 1 July 2024.	
Expected Timeline for the release of ERP2 Discussion Document	
Ministerial Consultation begins	Wednesday 19 June 2024
Cabinet Business Committee	Monday 1 July 2024
Public consultation	Commences 11 July 2024
Joint aide memoire with MBIE: ERP2 Discussion document and Cabinet paper	Date: Friday 21 June 2024

Auckland

s 9(2)(f)(iv)

Project: Auckland Level Crossing Programme

We provided you with a briefing on the Auckland Level Crossing Programme on 14 May 2024 (OC240409 refers). Subsequently we provided further information on the Takāanini Crossing cluster of level crossings on 23 May 2024 (OC240552 refers).

s 9(2)(f)(iv)

Project: Waitematā Harbour Connections

s 9(2)(f)(iv)

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2 Updates on other matters

Auckland Regional Fuel tax conclusion and wind-down activities

The Auckland Regional Fuel tax scheme ends next week, at the close of Sunday 30 June 2024. Fuel companies will no longer be required to report or pay tax on fuel distributed in the Auckland region.

Organisations and individuals will have until the end of October 2024 to submit rebate claims for fuel used for exempt purposes. We are working with NZTA as to whether further communication with operators on this matter is required - over 600 people and businesses are registered for rebates. NZTA estimates up to \$6 million may be required to ensure refund payments can be covered – given some users who may not have claimed over the last few quarters will take this opportunity to do so.

While the tax requirement will be lifted from Monday 1 July 2024, NZTA will continue to incur systems, processing, and staff costs to wind down the scheme until 1 July 2025. NZTA estimates \$1.752 million will be required for this work.

NZTA and the Ministry are working through the transitional provisions of the Land Transport Management (Repeal of Regional Fuel Tax) Amendment Act 2024 to determine the process for remaining funds to be transferred to Auckland Council once functions are complete. We will provide a further update once these details are finalised.

Aotearoa Circle launch of Transport Sector Climate Scenarios

On Thursday 27 June 2024, the Aotearoa Circle will launch a Transport Sector Climate Scenarios report. This report provides three climate change scenarios (ranging from 1.4 to 3.9 degrees warming) and illustrates how the transport sector in New Zealand could be affected and could respond.

The work is intended to be a resource for the New Zealand companies that report annually on their climate-related financial risks. These companies must describe the scenario analysis they have undertaken to help identify their climate-related risks and opportunities; this report is a starting point for those companies. The report was developed by KPMG with input from a broad range of transport stakeholders. The Ministry of Transport provided \$50,000 to support this work in 2023 and staff from the Ministry of Transport participated in some of the workshops.

It is possible that the report will be picked up by the media. If needed, a response could emphasise:

- we expect the private sector to take the lead in decarbonising transport,
- they are best placed to understand the actual risks to their businesses and where to invest, and
- in that context, it is good to see the sector working together to build common understanding of the challenges and opportunities.

s 9(2)(f)(iv)

City Rail Link Day 1 Readiness

You asked to be kept informed on a 'no surprises' basis on the work currently underway to confirm the level of confidence in achieving the Day 1 timetable for the City Rail Link (16 trains per hour, as set out in the CRL business case).

s 9(2)(b)(ii), s 9(2)(ba)(i)

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3 Transport stakeholder updates

There are no transport stakeholder updates this week.

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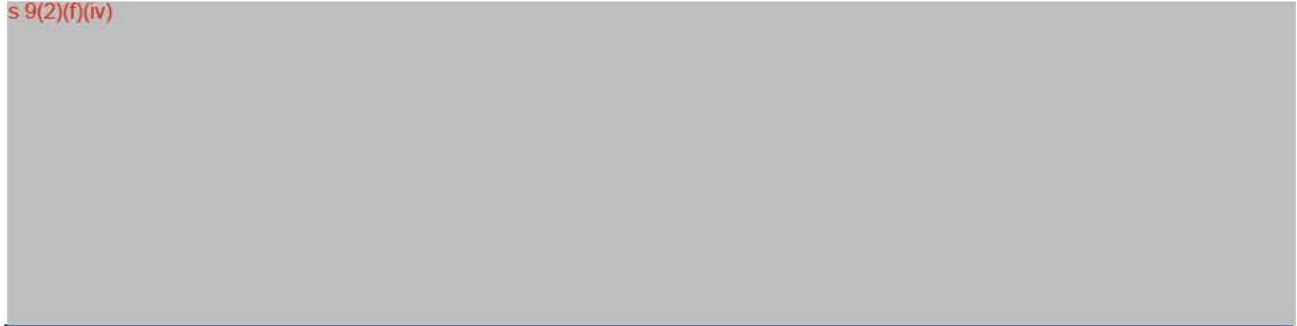
4 Upcoming Minister of Transport meetings

Meeting Date	Meeting	Details
Monday 24 June 2024 4.00 – 4.30 pm	Meeting with Minister of Police	Briefing due: Completed Officials attending: Paul O'Connell, Deputy Chief Executive, Sector Strategy
Tuesday 25 June 2024 8.15 – 8.45 am	Meeting with JOLT	Briefing Due: Friday 21 June 2024 Officials Attending: N/A
Thursday 27 June 2024 11.00 – 11.30 am	Meeting with Simon Douglas, Chief Policy & Advocacy Officer, Transport Policy & Advocacy, AA	Briefing due: Tuesday 25 June 2024 Officials attending: Matt Skinner, Manager, Revenue
Thursday 27 June 2024 3.30 – 4.00 pm	Meeting with Andrew Turner, Independent Chair, SmartGrowth	Briefing due: Tuesday 25 June 2024 Officials attending: Nick Potter, Principal Advisor, Urban Development and Public Transport

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5 Other upcoming Ministry of Transport Cabinet papers

s 9(2)(f)(iv)



Transport Accident Investigation Commission: Reappointment

This paper will ask Cabinet Appointments and Honours Committee (APH) to note your intention to recommend that the Governor-General reappoints a Commissioner on the Transport Accident Investigation Commission. The paperwork for this appointment is being handled by Minister Doocey on your behalf.

Progress Update: The reappointment was noted by APH on Tuesday 18 June 2024. It will now be considered by Cabinet on Monday 24 June 2024. The Ministry intends to provide Minister Doocey's Office with the remaining paperwork to finalise the appointment by the week ending Friday 21 June 2024.

To Cabinet: Monday 24 June 2024

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6 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
Deferred to week ending 28 June 2024	s 9(2)(f)(iv)
Deferred to week ending 28 June 2024	<p>Civil Aviation Authority Expenditure in 2024/25</p> <p>This joint briefing will seek your approval on the maximum amount of expenditure that the Civil Aviation Authority (the Authority) is eligible for in 2024/25, s 9(2)(f)(iv)</p> <p>This briefing has been deferred due to resourcing pressures across the aviation work programme.</p>
Deferred to week ending 28 June 2024	<p>Further advice on options for optimising crown funding for public transport bus decarbonisation</p> <p>s 9(2)(f)(iv)</p>
Week ending 28 June 2024	<p>Meeting with the Port Industry Association</p> <p>This briefing provides you advice and talking points for your meeting with Pat Kirk, Chair, Port Industry Association, on 2 July 2024.</p>
Wednesday 3 July 2024	<p>Ministerial Satisfaction Surveys 2023/24</p> <p>This briefing will provide you with the annual Ministerial Satisfaction Surveys for the Ministry's policy advice and governance advice services.</p>
Week ending 19 July 2024	s 9(2)(f)(iv)

6.1 Proactive Releases

Due to Office	Title	Date planned for release
<p>Wednesday 10 July 2024</p>	<p>Proactive Release of Cabinet paper relating Government Response to the Report of the Regulations Review Committee on the Complaint about the E-Scooters (Declaration not to be motor vehicles) Notice 2018</p> <p>On 4 March 2024, Cabinet considered the paper titled Government Response to the Report of the Regulations Review Committee on the Complaint about the E-Scooters (Declaration not to be motor vehicles) Notice 2018. This proactive release briefing (OC240605 refers) will seek your approval to release the Cabinet material relating to this decision.</p>	<p>Friday 19 July 2024</p>
<p>Wednesday 10 July 2024</p>	<p>Proactive Release of to Land Transport (Clean Vehicle Standard) Amendment Bill: Approval for Introduction</p> <p>On 27 May 2024, Cabinet considered the paper titled Land Transport (Clean Vehicle Standard) Amendment Bill: Approval for Introduction. This proactive release briefing (OC240685 refers) will seek your approval to release the Cabinet material relating to this decision.</p>	<p>Friday 19 July 2024</p>
<p>Wednesday 10 July 2024</p>	<p>Proactive Release of Cabinet paper relating Urgent Amendment to the Land Transport Rule: Vehicle Exhaust Emissions 2007</p> <p>On 15 April 2024, Cabinet considered the paper title Urgent Amendment to Land Transport Rule: Vehicle Exhaust Emissions. This proactive release briefing (OC240585 refers) will seek your approval to release the Cabinet material relating to this decision.</p>	<p>Friday 19 July 2024</p>
<p>Wednesday 10 July 2024</p>	<p>Proactive Release of Vote Transport Budget 2024 Advice</p> <p>This proactive release briefing (OC240567 refers) will seek your approval to release advice provided as part of Budget 2024.</p>	<p>Indicatively Thursday 25 July 2024</p> <p>(Actual date will be dependent on the date of Treasury's proactive release)</p>

6.2 Other portfolio Cabinet papers with transport implications

There were no other portfolio Cabinet papers with transport implications this week.

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7 Ministerial correspondence and OIAs

Ministerial correspondence:

We did not receive five or more pieces of correspondence on any one topic this week.

Ministerial OIA requests:

Due date to Minister's Office	Due date to requester	Requester	Summary of request
19/06/2024	26/06/2024	s 9(2)(a)	The paper Enabling Roadside Oral Fluid Screening Tests: Legislative Amendments, and text conversations
25/06/2024	3/07/2024		Information regarding PPP and alliancing contracting models
4/07/2024	10/07/2024		Advice received or provided on the 20,000 Public EV Chargers for the Government's budget

Written Parliamentary Questions:

Date Received	Number	Topics	Due
18/06/2024	38010 (2024)	What modelling, if any, was undertaken on the impact on road Deaths and Serious Injuries (DSI) of the new draft Land Transport Rule: Setting of Speed Limits 2024?	25/06/2024
18/06/2024	38004 (2024)	Are the new proposed changes requiring variable speed limits outside the school gates intended to make it safer for kids to walk and cycling to school than they would be under the current Land Transport Rule: Setting of Speed Limits 2022?	25/06/2024
18/06/2024	38001 (2024)	What are the titles and dates of any advice, reports, memos, correspondence he has received about the new draft Land Transport Rule: Setting of Speed Limits 2024?	25/06/2024
18/06/2024	38002 (2024)	What are the titles and dates of any advice, reports, memos, or correspondence he has received about the new proposed changes requiring variable speed limits outside the school gates?	25/06/2024
18/06/2024	37999 (2024)	How many research papers or other pieces of empirical evidence, if any, were used to support the development of the draft Land Transport Rule: Setting of Speed Limits 2024, and what is the title of each?	25/06/2024

Date Received	Number	Topics	Due
18/06/2024	37998 (2024)	Has he received any correspondence from the Speed Management Committee about the Draft Land Transport Rule: Setting of Speed Limits 2024, if so what are the titles and dates of each piece of correspondence?	25/06/2024
18/06/2024	38022 (2024)	Has a cost benefit or other economic impact analysis been undertaken on the proposed change from the Land Transport Rule: Setting of Speed Limits 2022 to the draft Land Transport Rule: Setting of Speed Limits 2024?	26/06/2024
18/06/2024	38106 (2024)	What is the average time savings for the average car journey in Auckland if the speed limit changes from 30kph to 50kph on streets proximate to schools; and what was the source for this answer?	26/06/2024
19/06/2024	38119 (2024)	What advice, reports, briefings, aid memoires or any other documents, if any, has the Minister received during the last 30 days concerning Waitemata Harbour Connections, by date and title?	27/06/2024
19/06/2024	38120 (2024)	What actions, if any, has the Minister taken to reduce congestion in the Auckland region, and what advice or reports has he received to suggest these actions will help reduce congestion, by date and title?	27/06/2024
19/06/2024	38121 (2024)	What advice, reports, briefings, aid memoires or any other documents, if any, has the Minister received concerning raising speed limits in the Auckland region, by date and title?	27/06/2024
19/06/2024	38122 (2024)	What advice, reports, briefings, aid memoires or any other documents, if any, has the Minister received on congestion and the reduction of congestion in the Auckland region, by date and title?	27/06/2024

THE MINISTRY OF TRANSPORT
 ACCEPTED BY TEMANATU WAKA

7.1 Departmental Official Information Act requests

Due Date to Requester	Requester	Summary of request
21/06/2024	s 9(2)(a)	March/April briefings
21/06/2024		Correspondence between AT and the Ministry regarding parking fines
25/06/2024		March/April briefings
25/06/2024		A breakdown of Ministry expenditure in 2023/2024
26/06/2024		Frequency and use of rain weather data
26/06/2024		What policy work has been undertaken by the Ministry on s410 of the Civil Aviation Act 2023
27/06/2024		Further information about Figure 2 from the January 2022 background to the road user charges (RUC) system
1/07/2024		Baseline saving proposal documents
1/07/2024		All initiatives, if any, that were submitted but not funded through Budget 2024
2/07/2024		A list of all approved automated infringement systems, and companies contracted to operate and maintain these
2/07/2024		All correspondence regarding approved automated infringement systems, and the companies contracted to operate and maintain these
3/07/2024		A Ministry expectations for manager's document
3/07/2024		Total spend on contractors regarding baseline savings
3/07/2024		The report back to the Minister on proposals to improve the revenue system
4/07/2024		Requesting decision making documents on applying RUC to PHEV

4/07/2024	s 9(2)(a)	<p>Requesting information on:</p> <ul style="list-style-type: none"> • Retaining and recruiting bus drivers • Land Transport (Clean Vehicle Standard) Amendment Bill • Funding EV charging • Rescoping the Community Connect programme • Reducing funding allocated to the Transport Choices and VKT
5/07/2024		The Ministry's digital strategy
10/07/2024		Information on the Accessible streets programme from May 2020
12/07/2024		Information on the Accessible streets programme from April 2020
12/07/2024		Budgeted Revenue from RUC for BEV and PHEV for the next 10 years
5/07/2024		Advice provided on the Waitematā Harbour Connections project
17/07/2024		Advice provided to the Minister related to the safety implications of changing legislation for setting speed limits
17/07/2024		Internal correspondence with NZTA on the proposed Land Transport Rule: Setting of Speed Limits 2024
17/07/2024		Advice provided to the Minister on GPS 2024
18/07/2024		Information held on the tolling of Penlink

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 THE MINISTRY OF TRANSPORT

Transport Portfolio Agency Reports



Aviation Security Service
Kaiubakamaru Rererangi



PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT / TE MANA WAKA

Agenda – Minister Brown officials’ meeting with NZTA

Day Date	Monday 24 June 2024		
Time	1:45 – 2:30 pm		
Venue	Parliament – EW5.1R		
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			
Sara Lindsay, Group General Manager, Commercial & Corporate			
Mike Hargreaves, Deputy Director of Land Transport			
Sarina Pratley, Chief Customer & Services Officer			
Apologies			
Brent Alderton, Group General Manager Regulatory and Director of Land Transport			
		Lead	Paper reference
1.1	Weekly Report	Nicole Rosie	

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Actions from Transport Officials Meeting

Meeting with NZ Transport Agency Waka Kotahi (NZTA) – Monday 17 June 2024	Due date
Provide further information on a funding bid for the Driver Licence Improvement Programme (DLIP).	Tuesday 18 June 2024
Provide further advice on the State Highway 3 (SH3) Stratford Pedestrian Crossings project.	Wednesday 26 June 2024

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Updates

SH1 Belfast to Pegasus Motorway and Woodend Bypass Update

Property purchase is entering an active phase for the Belfast to Pegasus Motorway and Woodend Bypass, to enable the start of construction as soon as possible. NZ Transport Agency Waka Kotahi (NZTA) is preparing to issue formal letters to initiate the Public Works Act process for land acquisition. ^{s 9(2)(g)(i)}

Warkworth to Wellsford Update

^{s 9(2)(g)(i)}

Safety Cameras

NZTA was on track for the Kawakawa, Northland safety camera to begin enforcing speed in June 2024. However, a vandalism incident has delayed go-live by a few weeks as the camera is replaced and calibrated. In the meantime, variable message signs (VMS) are in operation, the local community have been informed about go-live, and there has been social media and radio messaging to raise awareness.

This will be followed by the Waitakere Road, Auckland camera in mid-July 2024.

In May, we updated you regarding the SH2 Pōkeno to Mangātawhiri average speed / point-to-point (P2P) corridor (MINC-991 refers). Poles have been built and pre-prepared, along with P2P cameras leased and ready for pre-configuration. Once these are installed in July, the cameras would become our second P2P test corridor and provide valuable insights into managing P2P cameras. We will not start P2P enforcement until thorough testing has been completed.

Planning is underway for you to unveil a "Safety camera area" sign on Whitford Brown Avenue, a Porirua City Council local road, in mid-July.

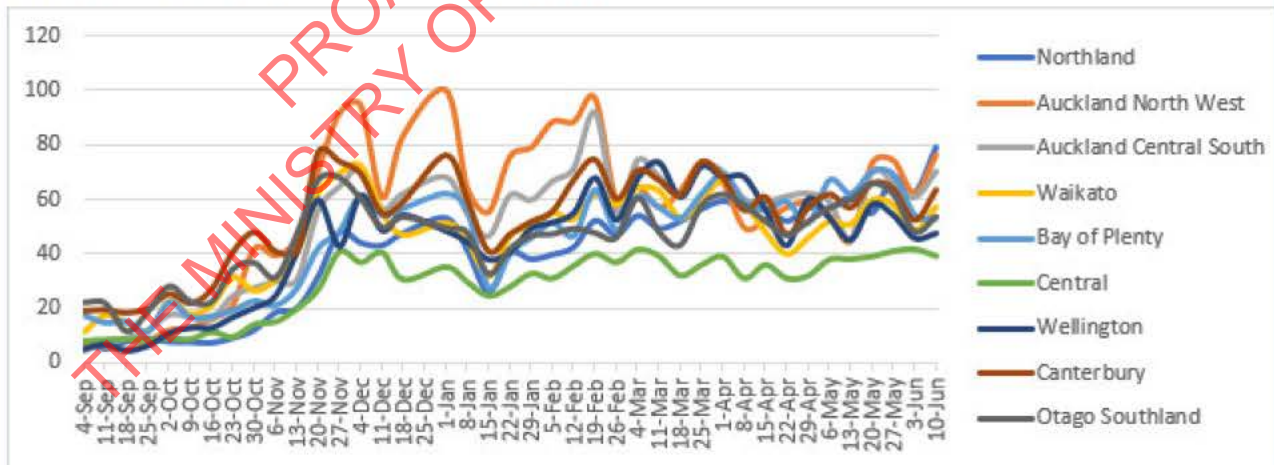
Full and Restricted Driver Licensing Wait Times

The wait times for the week ending Sunday 16 June 2024 are below, with a comparison to wait times four weeks prior are provided in the table below:

Region	Full Tests			Restricted Tests		
	Wait Times (days)	Change over 4 weeks		Wait Times (days)	Change over 4 weeks	
Northland	67	10	▲	79	18	▲
Auckland North West	70	39	▲	76	31	▲
Auckland Central South	64	24	▲	70	25	▲
Waikato	48	2	▲	57	6	▲
Bay of Plenty	41	-16	▼	53	-8	▼
Central	34	8	▲	39	1	▲
Wellington	33	-1	▼	47	2	▲
Canterbury	53	4	▲	64	7	▲
Otago Southland	48	-10	▼	54	-6	▼
National Average	49	4	▲	58	6	▲

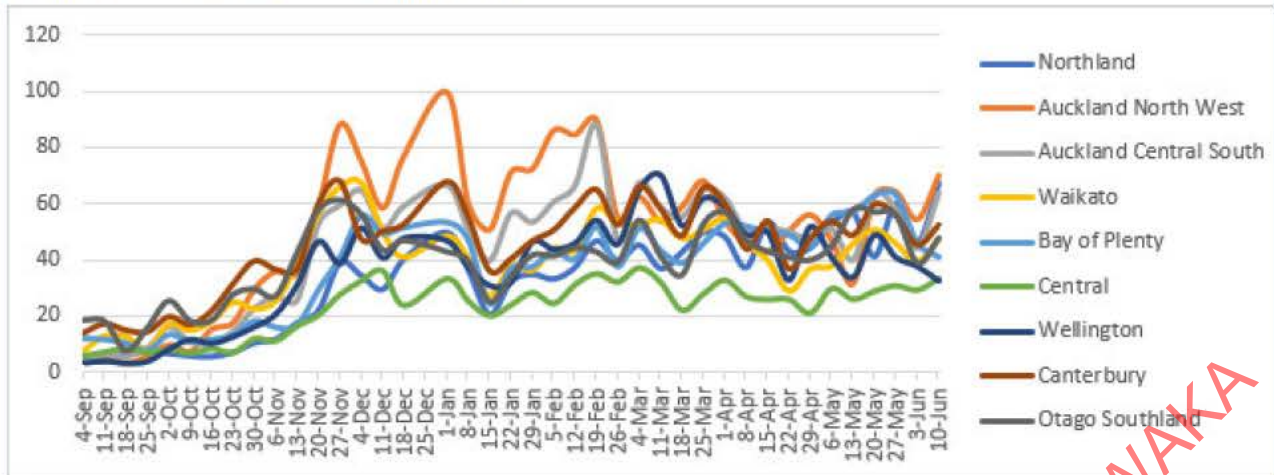
*From week ending Friday 31 May 2024 we split previously combined reporting on Northland and Auckland North West into the two regions. These regions are showing more fluctuation than other regions now, in part because there are proportionately fewer sites that make up these regions, compared with the other regions.

Regional wait time trends – Restricted licence test



(Continued on the next page)

Regional wait time trends – Full licence test



Commentary

A joint MoT and NZTA briefing on the plan to bring down wait times will be provided to your office this Friday 22 June 2024. For this week only, this more fulsome advice replaces the standard Weekly Report reporting on operational interventions.

Select Committee hearing on Northland infrastructure

The Transport and Infrastructure Committee has recently opened a briefing on the report of the New Zealand Institute of Economic Research (NZEIR) – Te Tai Tokerau Northland Expressway. As part of this, the Committee has decided they would like to better understand the current state of infrastructure in Northland, including the transport mix, maintenance of the existing infrastructure, implemental improvements to the current infrastructure, challenges, and any potential major investments. NZTA has been invited to attend an open hearing to discuss this further with the Committee, which is tentatively scheduled for Thursday 25 July 2024.

Council considerations of Regional Land Transport Plans (RLTPs)

As part of the process of Councils considering and endorsing their Regional Land Transport Plans (RLTPs), they will be presented with papers of NZTA activities to be included. These papers will contain updated cost estimates. As the papers and meetings are public and attended by media, it is likely the cost estimates will also be made public. NZTA will provide your Office with any updates in advance of these papers being sent to Councils.

Upcoming Ministerial Items

Upcoming Briefings to Minister of Transport

Due to Office	Title
Monday 24 June 2024	BRI-3053 Meeting with Fletchers Provide advice to support an upcoming meeting with Fletchers.
Thursday 27 June 2024	BRI-3076 Local Government investment Provide information and assurance on whether Crown investment in Local Government is providing value for money and delivering on expected outcomes.
Thursday 27 June 2024	BRI-3080 Meeting with Wes Gaarkeuken regarding upcoming projects Provide information to support an upcoming meeting with Wes Gaarkuken and members of the Infrastructure and Construction team from Greenwood Roche Project Lawyers.

Upcoming OIA requests for potential consultation

Reference and Requester	Request	Due date to the Office
OIA-15637 s 9(2)(a)	Information on how NZTA is implementing a no-frills approach for future projects	Monday 8 July 2024
OIA-15670 s 9(2)(a)	All correspondence and advice regarding safety implications associated with changing the Setting of Speed Limits Rule	Wednesday 10 July 2024
OIA-15673 s 9(2)(a)	Advice relating to the Setting of Speed Limits Rule changes	Wednesday 10 July 2024
OIA-15679 s 9(2)(a)	Information and correspondence relating to the Transport Rebuild East Coast (TREC) budget allocation and expenditure	Thursday 11 July 2024
OIA-15674 s 9(2)(a)	Advice and recommendations regarding tolling Penlink	Thursday 11 July 2024

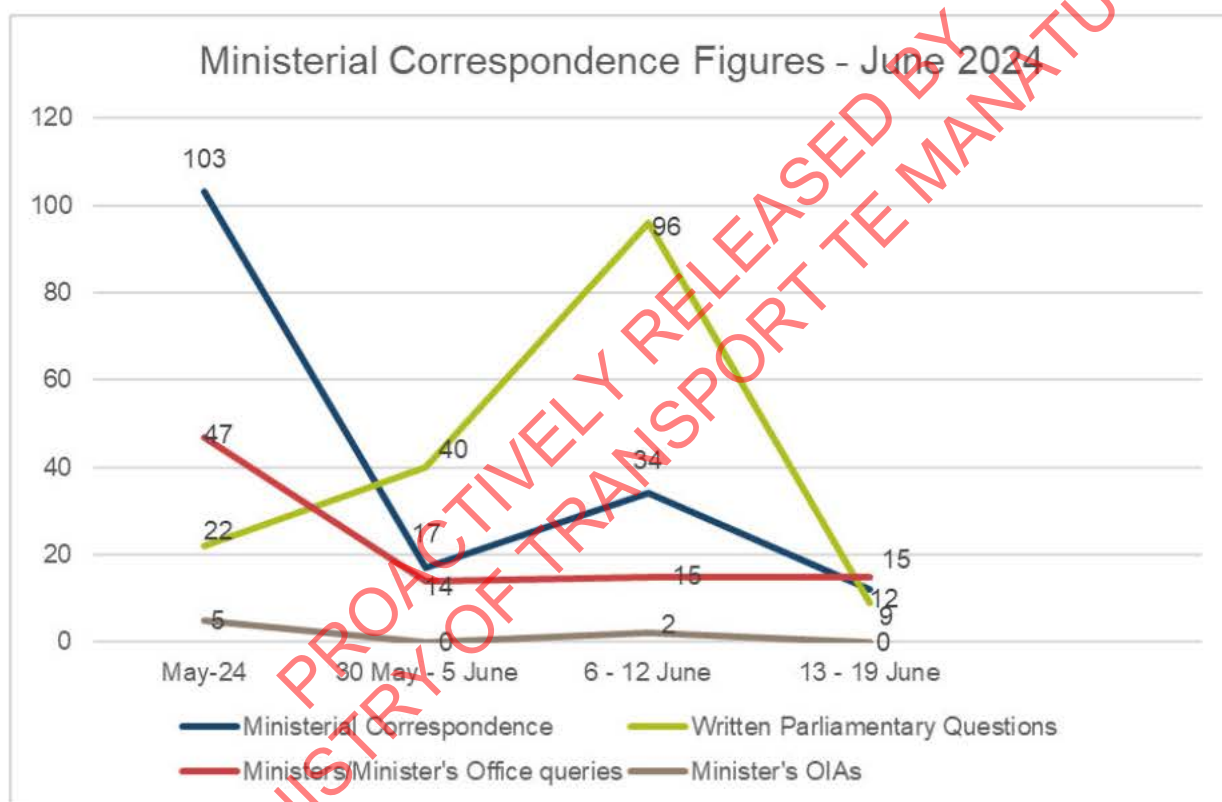
Upcoming Media items

Date of release	Subject
Monday 24 June 2024	Auckland/Northland – SH11 and SH1 speed limit changes, Far North A media release is being planned for Monday 24 June 2024 to inform people of speed limit changes on short sections of SH11 between Kawakawa and Paihia and SH1 between Kawakawa and Whangārei.
Week commencing Monday 24 June 2024	Auckland/Northland – Ara Tūhono – Pūhoi to Warkworth A media statement is planned for release to celebrate the one-year anniversary of the opening of Ara Tūhono – Pūhoi to Warkworth, emphasising how the key strategic corridor has connected Auckland and Northland.
Week commencing Monday 24 June 2024	Waikato/Bay of Plenty – SH1 safety improvements A media statement is planned for release during the week commencing Monday 24 June 2024 marking the completion of a range of safety improvements on SH1, for the Cambridge to Piarere project.
Week commencing Monday 24 June 2024	Central North Island – SH51 completion A media statement is planned for release during the week commencing Monday 24 June 2024 to mark the completion of the SH51 safety improvement project at Awatoto near Napier, which includes a roundabout for safer and more efficient travel, road widening and planting.
Week commencing Monday 24 June 2024	Central North Island – Matariki and winter driving Two media releases are planned ahead of the Matariki long weekend, with the inclusion of safe winter driving messaging. One will cover Hawke's Bay/Gisborne and the other will cover Manawatu-Whanganui/Taranaki.
Week commencing Monday 24 June 2024	Central North Island – SH3 New Plymouth to Egmont Village An interview with the SH3 New Plymouth to Egmont Village project manager has been arranged with Business Central for the week commencing Monday 24 June 2024. The interview is an opportunity to highlight progress on the project.
Week commencing Monday 24 June 2024	Top of the South – SH60 Ruby Bay Bypass safety barrier works An updated release/traffic bulletin will be sent to media and stakeholders during the week commencing Monday 24 June 2024 signalling this work is likely to be completed earlier than planned - by the end of this month (originally end of July).

Statistics page

Ministerial correspondence figures from Thursday 13 to Wednesday 19 June 2024

Item:	Number
Ministerial Correspondence	12
Written Parliamentary Questions	9
Minister/Minister Office queries	15
Themes	Speed limits on Roads of National Significance, maintenance, tolling, road safety



Operational updates

Maritime NZ's HSWA designation extension from Monday 1 July 2024

As you are aware, under the Health and Safety at Work (Maritime New Zealand) Agency Designation 2023 Maritime NZ becomes the Health and Safety at Work Act (HSWA) regulator for New Zealand's 13 major ports on Monday 1 July 2024.

We are well prepared for this designation extension, and have been working closely with WorkSafe throughout this transition. A Memorandum of Understanding (MOU) is in place, along with associated schedules that detail how we will work together on major ports after Monday 1 July 2024.

We have established a HSWA team, with specialist roles, who are in place and have continued engagement with ports, PCBUs and unions on our regulatory approach to support the transition. They will work alongside other maritime officers and we are implementing a HSWA capability programme to build our existing frontline capability and expertise.

We're also updating guidance and operational policies and will share these on our website so the sector has an understanding of how we will approach our role and work with them. The Approved Code of Practice on loading and unloading of cargo once signed will also provide a good opportunity to work with the port sector to improve collective understanding on what transparent risks management controls are on ports.

The change was a recommendation of the Port Health and Safety Leadership Group, and the wider port sector understand the reason for the change to Maritime NZ as their health and safety regulator and many support our extended role on major ports and have said they are looking forward to it. Our stakeholder communications include collateral packs for ports, direct emails to stakeholders, and targeted social media. We are also planning a joint media release with WorkSafe for Monday 1 July 2024, and we will share this with your Office once drafted.

Port Health and Safety Leadership Group Finalists in SafeGuard Awards

The Port Health and Safety Leadership Group (PHSLG) were one of three finalists in the Leadership category at this year's SafeGuard Awards, held on Tuesday 18 June 2024 in Auckland.

The SafeGuard awards celebrate the best of health, safety and wellbeing in New Zealand. The PHSLG were successful finalists for their leadership of key initiatives under the Port Sector Insights Picture and Action Plan. To date their work has resulted in the first national picture of where harm is occurring on ports, and why, through a tripartite approach with unions, the regulator and port sector companies and their workers. It has also led to traction in a number of areas relating to fatigue, the Approved Code of Practice on loading and unloading of cargo, measures to address workforce and training, and the extension to the designation above.

The award submission highlighted how the sector (industry, unions/workers, and regulators) had put aside their differences for the collective good and to ensure every worker goes to work and comes home safe. While the PHSLG did not win in this case, at the 2024 awards dinner it was good to see the work of the port sector recognised, and that the Awards saw the biggest number of recipients yet, with 750 people in attendance.



Maritime NZ Director & Chief Executive (front, left) attending the SafeGuard Awards Gala Dinner with personnel who provide support to the PHSLG

Recreational Craft & Seafarer Welfare Community Grants

Maritime NZ recently closed applications for two Community Grants funds to support Recreational Craft harm prevention and seafarer welfare services. The Community Grants for Recreational Craft are available to Safer Boating Forum members to deliver recreational craft safety programmes. The grant programme supports the delivery of the Recreational Craft Strategy 2023-2025, which focusses on harm prevention. For example, these grants have allowed organisations such as Coastguard NZ to deliver their Old4New Lifejacket Upgrade Campaign.

The Community Grants for Seafarer Welfare were open to organisations to deliver welfare services to seafarers across New Zealand's ports. These grants will contribute to New Zealand meeting its obligations under the Maritime Labour Convention (MLC). This is reported to be a world-first, funding seafarer welfare services by a grants model through maritime levies.

Applications for both grant programmes are being reviewed by a moderation panel.

All applicants will be contacted in August advising them of their outcomes. As indicated to Ministers there may be some noise around this year's grant scheme if the section 9 cost pressures bid does not go through as there will be a significant reduction in funding.

Maritime NZ attends Maritime Security Symposium

Maritime NZ's Security Team attended the third New Zealand Maritime Security Symposium hosted by Victoria University of Wellington's Centre for Strategic Studies on Thursday 13 June 2024 in Wellington. The Symposium takes place every three years and is a collaboration between the Centre for Strategic Studies and the Maritime Security Oversight Committee. As with previous Symposia, the event was branded under the Centre for Strategic Studies to encourage free and frank discourse whilst minimising reputational risk to maritime security agencies. The Ministry of Transport will be providing a briefing to you that covers the themes and associated insights covered by the symposium agenda.

Maritime NZ supports Exercise Rū Whenua

A number of Maritime NZ staff supported the first phase (Day 1 scenario) of Exercise Ru Whenua led by NEMA on Wednesday 12 June 2024. The exercise finished with a meeting of agency CEs at the Officials' Committee for Domestic and External Coordination (ODESC) held in the Beehive late afternoon chaired by the new CE of DPMC, Ben King. This is the first of three scenarios Maritime NZ will participate in with other government agencies over the coming weeks.

The Exercise was focused on the initial response to an Alpine Fault magnitude 8.2 earthquake along the west coast of the South Island, directly affecting the South Island and the lower North Island. Thousands of people were injured, with over a thousand requiring evacuation to medical facilities. Over 50,000 people were isolated, most with no power or water in the early stages of the response. West Coast ports were severely impacted and closed.

There was no coastal tsunami and Wellington only suffered minor disruption and remained functional meaning the response could be coordinated from the National Crisis Management Centre.

NEMA was the national lead agency and Maritime NZ deployed two liaison officers into the NCMC to support planning. We also deployed a liaison officer to the Transport Response Team based in the Ministry of Transport. A light touch National Maritime Response Team was formed from Maritime NZ staff.

At the very start of the day the decision was taken that RCCNZ would assume air tasking control of all Category 1 and 2^[1] SAR in the affected area. Helicopter rescue assets were declared a national asset and RCCNZ led with the coordination of the aviation rescue assets. This was a particularly pleasing exercise step as it highlighted that SAR agencies have learnt the lesson from Cyclone Gabrielle whereby allocation of all air tasking to RCCNZ was shown to be slow and clunky given the unprecedented scale of the event. An Incident Management Team was formed at Avalon and Liaison officers from FENZ, NZDF, Police, NEMA and Airdesk were sent to RCCNZ to assist with prioritising the use of aviation and maritime rescue assets. Christchurch Airport was functional and nominated as the Forward Operating Base for SAR operations.

Maritime NZ's Chief Executive attended the exercise ODESC meeting to exercise Maritime NZ's leading role in the exercise through the coordination of aviation rescue assets through RCCNZ as well as our wider maritime sector supporting functions.

Maritime NZ staff performed very well in the exercise and we learned a number of lessons that will help with our ongoing review of how we respond to crises and incidents. This is critical given Maritime NZ plays a number of roles in a response scenario.

^[1] Category 1 operations include land operations, subterranean operations, river, lake and inland waterway operation, and close-to-shore marine operations. A Category 2 operation is a SAR operation coordinated at the national level.

Maritime NZ delivers annual surveyor seminar

Maritime NZ hosted the annual Surveyor Seminar on Monday 17 and Tuesday 18 June in Wellington. Surveyors are a critical part of the maritime regulatory system, as they survey and issue certificates for the design, construction and equipment of ships, confirming that they comply with the appropriate maritime and marine protection rules.

We updated surveyors with a number of topics, including our increased focus on third party oversight, and new and low carbon maritime technologies. We also provided updates on our Harm Prevention Programmes and details of exemptions, the 40 Series maritime rule amendments (design, construction and equipment) and highlighted that their input to consultation was critical, as they are the key user of the rules.

Implementation of the international convention on air pollution from ships (MARPOL Annex VI) through marine protection rule part 199 over the past couple of years was a hot topic, and we continue to improve our systems to meet the requirements of industry, while meeting our obligations.

External speakers presented on engine maintenance and spare parts, and Vessev showed their new foiling ship, focussing on how they interact well with Maritime NZ as the regulator through the certification process. Their 10 seater vessel is a prototype, with bigger ships to be built for Fullers 360 in Auckland.



Surveyors attending the annual Maritime NZ seminar

Maritime in the media

On Monday 17 June 2024, a sentencing hearing was held for James Thompson in the Auckland District Court in relation to a collision between his power boat and a passenger ferry in the Bay of Islands in April 2023. He had previously pleaded guilty to a charge under section 65 (operating vessel in a manner causing unnecessary danger or risk to any other person or property) of the Maritime Transport Act 1994. At sentencing the judge reserved their decision. It is likely they will release their decision during the week starting Monday 24 June 2024. The hearing on Monday resulted in significant media reporting, which we expect will continue following the judge's decision.

Over Thursday night and Friday morning, 13-14 June 2024, Maritime NZ Rescue Coordination Centre led the search for a solo climber who sent a personal locator beacon alert from Boys Glacier mountain top, Aoraki / Mount Cook National Park. Maritime NZ worked with DOC, whose search and rescue team retrieved the climber by helicopter, on a media release with images to highlight the coordination and partnership between highly experienced teams spread across Wellington and Canterbury to successfully rescue a remote person in distress. This story was reported nationally.

Key updates

s 9(2)(b)(ii)

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Security screening queues weekly update

There were no instances of longer screening queues recorded this week.

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

Week	10/6 – 15/6
Passengers processed in less than 5 minutes	91.3%
Passengers processed in less than 10 minutes	98.8%

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

Ministerial Briefings received by the Minister's Office

Wednesday 12 – Wednesday 19 June 2024

Briefing title	Requestor	Date requested	Date due	Date received
Delegation Ministerial 2024	Office of Minister Brown	28/05/2024	13/06/2024	13/06/2024
Briefing on Regulatory Decision Making	To accompany the above briefing	N/A	N/A	13/06/2024
LiDAR rollout	Requested during a Minister's meeting	06/05/24	N/A	13/06/2024

Communications and External Engagement Tuesday 18 June 2024

Media plan / anticipated media – 7 days from Monday 24 June 2024

Date (planned)	Item	Description	Targeted media
TBC	General release	Media release to accompany public release of safety investigation into a helicopter crash on 12 June 2021. The helicopter was a Robinson R44 Raven II carrying a newly married couple and their photographer for wedding photos; all sustained serious injuries. Media coverage is anticipated. NB: carried over from previous week	All main NZ publications

Media mentions – 7 days to Tuesday 18 June 2024

Date	Activity	Channel
Wednesday 12 June 2024	<p>Air New Zealand launches cadetship programme CAA was mentioned in some coverage about the programme, with regards to language proficiency requirements. We were not approached for comment.</p>	NZ Herald
Thursday 13 June 2024	<p>TAIC report for fatal helicopter crash in 2018 Widespread coverage of the report released by TAIC, much of which also refers to the earlier CAA investigation. Some coverage highlights the response from CAA to TAIC recommendations.</p>	Stuff, NZ Herald, Three, RNZ, 1 News
Monday 17 June 2024	<p>"We fell out of the sky" CAA is mentioned in a magazine article about the experience of wedding photographer Rachel Jordan, who was a passenger in the helicopter crash at Terrace Downs in Canterbury, in June 2021. NB: this is the same accident that our upcoming media release relates to.</p>	Lucky Break magazine
Monday 17 June 2024	<p>Virgin Australia flight diverted to Invercargill after engine fire CAA is mentioned in widespread coverage about an incident on Monday 17 June 2024. The Virgin Australia flight from Queenstown to Melbourne experienced an engine fire shortly after take-off. Flames were seen coming out of the engine and footage taken by the public is included. The plane landed safely in Invercargill. Early reports indicate that the issue was caused by bird strike. CAA provided comment. Some coverage reports that CAA will investigate the incident, however as the aircraft is registered in Australia this would be a matter first for consideration by the local authorities, being the Civil Aviation Safety Authority and the Australia Transport Safety Bureau.</p>	All mainstream NZ media outlets
Tuesday 18 June 2024	<p>Bird strikes explained: How common are they in New Zealand? Following the incident above, a CAA article in <i>Vector</i> magazine about bird strike has been used as the basis for an article. The <i>Vector</i> article, titled 'Bird strike - anything could happen,' was published in the Spring 2023 edition.</p>	NZ Herald

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Upcoming education publications and products

Planned release/publish	What	Type	Why
July 2024	In, out, and around Queenstown	GAP booklet (update)	BAU revision
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
6 September 2024	<i>Vector</i> magazine (Spring issue)	Aviation safety education magazine	To educate the aviation community on various aviation safety topics.
TBC	How to be an aerodrome manager	GAP booklet (new)	As part of the WTSA campaign, new guidance material for aerodrome managers is being produced, in the GAP booklet format.
TBC	In, out, and around Milford	GAP booklet (update)	BAU revision
TBC	Plane talking	GAP booklet (update)	BAU revision
TBC	Survival	GAP booklet (update)	BAU revision

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



New inquiries / International Assistance

Nil

Media heads up

Nil

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Transport Portfolio Weekly Report

As at Wednesday 26 June 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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Officials' agenda



Agenda - Minister Brown officials' meeting




Day Date	Monday 1 July 2024		
Time	2.30 – 3.15 pm		
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			
Siobhan Routledge, Acting Deputy Chief Executive, Policy Group			
Karen Lyons, Director, Auckland			
Part 1	Ministry of Transport	Lead	Paper reference
1.1	Weekly Report	Audrey Sonerson	As at Wednesday 26 June 2024
1.2	Aviation <ul style="list-style-type: none"> Civil Aviation Act implementation - independent review function 	Siobhan Routledge	OC240305
1.3	Auckland s 9(2)(f)(iv) 	Karen Lyons	OC240683 OC240690

Actions from Transport Officials Meeting

Meeting with the Ministry of Transport (the Ministry) Monday 24 June 2024	Due date
Appointments <small>s 9(2)(f)(iv)</small> <div style="background-color: #cccccc; height: 100px; width: 100%;"></div>	Complete Underway
Cook Strait <small>s 9(2)(f)(iv)</small> <div style="background-color: #cccccc; height: 80px; width: 100%;"></div>	Complete
Driver Licensing <small>s 9(2)(f)(iv)</small> <div style="background-color: #cccccc; height: 160px; width: 100%;"></div>	N/A - underway N/A - underway Week commencing Monday 15 July 2024
Revenue Officials are to test the Terms of Reference to ensure an appropriate focus/size and provide an update. <small>s 9(2)(f)(iv)</small> <div style="background-color: #cccccc; height: 200px; width: 100%;"></div>	Complete

<p>Other</p> <ul style="list-style-type: none"> The Weekly Report is to include progress updates on the MNZ, TAIC and KiwiRail investigations into the <i>Aratere</i> grounding. s 9(2)(f)(iv) [Redacted] 	<p>Ongoing</p> <p>Complete</p>
<p>Decisions</p>	<p>Confirmed / Denied</p>
<p>Nil</p>	

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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
11 March 2024	GPS Officials to provide weekly updates on next steps across programmes of work signalled in the GPS.	Ongoing
22 April 2024	Speed s 9(2)(f)(iv) 	
14 May 2024	GPS s 9(2)(f)(iv) 	30 August 2024
20 May 2024	Chatham Islands update Officials to provide a weekly joint MoT, MNZ, DIA, MBIE, and MPI briefing on the situation in the Chatham Islands, covering fuel, livestock, and the boat purchase.	Ongoing
4 June 2024	Driver Licensing s 9(2)(f)(iv) 	Complete
10 June 2024	Public Transport <ul style="list-style-type: none"> Officials to provide monthly update on bus driver shortage numbers. 	Ongoing

<p>17 June 2024</p>	<p>Auckland Officials to provide an update on the ^{s 9(2)(f)(iv)}</p>	<p>Wednesday 26 July 2024</p> <p>Complete</p>
<p>17 June 2024</p>	<p>Aviation Regulatory environment ^{s 9(2)(f)(iv)}</p>	<p>Week commencing Monday 15 July 2024</p>
<p>17 June 2024</p>	<p>Public Transport Officials to provide advice on existing funding arrangements for buses in upcoming advice on funding options for EV buses.</p>	<p>Delayed to week ending Friday 5 July 2024 to include advice on abatement.</p>
<p>17 June 2024</p>	<p>Clean Vehicle Standard Officials to provide further details underpinning the updated modelling for the Clean Car Standard and make necessary amendments to the draft Cabinet paper.</p>	<p>Complete</p>

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1 Ministerial priorities

Safety

Project: Speed limits	
Public consultation commenced on Thursday 13 June 2024. As at 9:00am on Tuesday 25 June 2024 we had received 175 email submissions and 1747 survey responses.	
s 9(2)(f)(iv)	
Proposed timeline	
Public consultation	Underway, 13 June – 11 July 2024
s 9(2)(f)(iv)	

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Project: Oral fluid testing regime

We have provided you with the draft Oral Fluid Testing Bill (the draft Bill) and a draft paper for the Cabinet Legislation Committee (LEG paper). We have sought your agreement to undertake consultation on those documents (from 1 – 9 July 2024).

We have also sought your agreement to several amendments within the draft Bill. You will need to consult with the Ministers of Police and Justice on these changes. We have provided a draft letter for you to send to your colleagues on these amendments.

Cabinet paper: Introducing the Land Transport (Drug Driving) Amendment Bill

This paper will seek approval of the Land Transport (Drug Driving) Amendment Bill 2024 and for the Bill to be introduced into the House.

Departmental and Ministerial consultation:
1 – 9 July 2024

To lodge: Thursday 18 July 2024

To Committee: Thursday 25 July 2024 (LEG)

To Cabinet: Monday 29 July 2024

s 9(2)(f)(iv)

Project: Reintroducing Driver Licence Resit Fees

Cabinet paper: Reintroducing Driver License Resit Fees

To Committee: Considered on Thursday 27 June 2024 (LEG)

To Cabinet: Monday 1 July 2024

Rail

Project: Lower North Island Rail Integrated Mobility Programme

As we advised last week, we met with Greater Wellington Regional Council (GWRC) and NZTA to review the Request for Proposal (RFP) documentation for the new trains on Thursday 20 June 2024. Based on this meeting, and our own partial internal review of the RFP, we are comfortable with the documentation and processes that GWRC intends to take in the procurement of the new trains. We specifically focussed our review on your earlier concerns about whether the RFP enabled non-conforming alternative technology tenders and if GWRC would fairly assess these types of tenders against conforming ones. Our review also considered whether the RFP was open to alternative funding and ownership models and how the RFP weighted carbon pricing in its assessment process. We will send a letter to GWRC confirming that the Ministry is comfortable with the RFP and that it can be released to market. We also understand that you have sent the briefing to the Minister of Finance for their signature to enable the drawdown of the tagged contingency.

Project: Budget 24 funding for metro rail renewals

Briefing: Budget 24 ^{s 9(2)(f)(iv)}

Date: Wednesday 31 July 2024

Project: KiwiRail – Rail Freight Network

^{s 9(2)(f)(iv)}

Date: Wednesday 10 July 2024

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Investment

Project: Government Policy Statement on Land Transport 2024

GPS 2024: Finalising the document

The final GPS 2024 was considered at the Cabinet Economic Policy Committee (ECO) on Wednesday 19 June 2024 and Cabinet on Monday 24 June 2024. Cabinet endorsed decisions to include coastal shipping within GPS 2024. We updated the final GPS 2024 to include a Coastal Shipping Resilience Fund.

The GPS 2024 has now been finalised and was released publicly on Thursday 27 June 2024.

GPS 2024 Implementation

With GPS 2024 now finalised, work is underway to implement the actions in the document. We provided you with an implementation plan, setting out all GPS 2024 actions, on Friday 14 June 2024 (OC240570 refers).

We have also provided you with a letter to send with the final GPS 2024 to NZTA. This letter sets out your Ministerial expectations in GPS 2024 and outlines your expectations on the reporting you expect to receive from NZTA on the actions and investments in GPS 2024.

We are also preparing a template for reporting progress on all GPS 2024 actions (including those led by NZTA and the Ministry) and will test this with you in the week of Monday 1 July 2024.

Update on GPS 2024 funding workstreams

The GPS 2024 loan was approved by yourself and the Minister of Finance following Cabinet decisions on Monday 24 June 2024 and is now available to NZTA to draw down.

Ministry of Transport officials are working with NZTA and Treasury to consider opportunities to restructure NZTA's debt and smooth its repayment obligations, and to review NZTA's shock and seasonal facilities.

Decision required – GPS Action in Government's Quarterly Plan

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

We have drafted the update below for your review and approval by 12pm on Tuesday 2 July 2024. This text will then be included by DPMC in the next fortnightly update to Cabinet to be lodged on Thursday 4 July 2024.

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

Action #	Action	Due Date	Lead Portfolio	Lead Minister
4	Finalise GPS.	June	Transport	Brown
Last Update				Last Status
The GPS 2024 was considered at Cabinet Economic Policy Committee (ECO) on 19 June 2024, and Cabinet on 24 June 2024. The GPS 2024 was released publicly on [Thursday 27 June 2024].				Complete

Approved / Not approved

(Continued next page)

Performance and Efficiency Plan

GPS 2024 sets out that 'NZTA will be expected to develop a Performance and Efficiency Plan (Plan) that will drive performance and efficiency across all transport investments.'

Since the draft GPS was released, NZTA has been developing the Plan with support from Ministry officials and the initial iteration of the Plan was approved by the NZTA Board on Wednesday 19 June 2024. Some elements of the Plan (including several baseline measures of performance) are still under development by NZTA and will be added over the next few months as the Plan evolves.

We have been advised by NZTA that the Plan will be submitted to you (before Monday 1 July 2024) alongside the final NZTA Statement of Performance Expectations and Statement of Intent. Once the Plan has been received, we will provide a briefing with advice about its contents along with a draft letter from you to the NZTA chair, which will thank NZTA for the work done so far and set out your expectations for future enhancements to the Plan.

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Revenue

Project: Revenue system report back

Update on Cabinet Paper proposing a Revenue Action Plan

The Cabinet paper will be considered by the Cabinet Business Committee (CBC) on Monday 1 July 2024. Draft speaking points and a draft press release and other supporting communications material have been provided for the meeting.

s 9(2)(f)(iv)

Cabinet Paper: Land transport revenue action plan

This paper will advise on an action plan to redesign and reform New Zealand's land transport revenue system.

Lodged: Thursday 20 June 2024

To Committee: Monday 1 July 2024 (CBC)

To Cabinet: Monday 8 July 2024

s 9(2)(f)(iv)

Date: Wednesday 24 July 2024

Project: Time of use charging

We have provided you with an updated Cabinet paper, incorporating your feedback and feedback from departments.

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

This paper will seek agreement to the policy design to be implemented in a Land Transport Management (Time of Use) Amendment Bill.

To lodge: Thursday 18 July 2024

To Committee: Wednesday 24 July 2024

To Cabinet: Monday 29 July 2024

Project: Tolling Reform

s 9(2)(f)(iv)

Date: Wednesday 17 July 2024

Project: Value capture

Officials from the Ministry and NZTA attended a meeting with Under-Secretary Court on Thursday 13 June 2024 to discuss initial advice on value capture. The advice canvassed current tools available in New Zealand, ways that existing tools could be enhanced or added to, and opportunities for value capture to contribute funding for major transport projects. This last item drew heavily on initial modelling NZTA has undertaken.

s 9(2)(f)(iv)

s 9(2)(f)(iv)

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Aviation

Project: CAA funding review

s 9(2)(f)(iv)

Progress Update: We provided you with an early draft of the Cabinet paper this week and are seeking your approval to commence departmental consultation. s 9(2)(f)(iv)

s 9(2)(f)(iv)

s 9(2)(f)(iv)

Project: CAA Appointments

Advice following the CAA Board interviews is now with you for consideration. A decision is expected from you in the first week of July in order for the below timeframe to be met:

Action	Timeframe
Ministry to provide advice on shortlisted candidates and seek Minister's agreement on preferred candidates.	Wednesday 26 June 2024
Decision from Minister	First week of July 2024
Ministry to commence background and reference checks of preferred candidates.	July 2024
Cross party consultation on APH papers.	July 2024
APH to consider the appointment.	Late July (Tuesday 23 July 2024 or Tuesday 30 July 2024)
Cabinet to consider the appointment.	Late July / early August (Monday 29 July 2024 or 5 August 2024)
Appointments gazette / appointment letter sent.	Day after Cabinet

Emissions

Project: Clean Car Importer Standard			
Review of the Clean Car Importer Standard (the Standard)			
We provided the Cabinet paper, Regulatory Impact Statement and Climate Impacts of Policy Assessment for lodgement. These documents reflect our updated estimates of the Standard's emissions abatement potential.			
Cabinet Paper: Outcome of the review of the Clean Car Importer Standard		To Lodge: Thursday 27 June 2024 To Committee: Thursday 4 July 2024 (CBC) To Cabinet: Monday 8 July 2024	
Briefing: Release of Draft Land Transport (Clean Vehicle Standard) Amendment Regulations to NZTA		Date: Wednesday 3 July 2024	
Budget Night Legislation: Land Transport (Clean Vehicle Standard) Amendment Bill			
s 9(2)(f)(iv)			
Project: EV Charging Infrastructure			
Following your earlier feedback, our next advice (due Wednesday 3 July 2024) will seek your agreement to a preferred co-investment model for public EV charging infrastructure.			
Briefing: Recommendations on the co-investment model for EV charging infrastructure.		Date: Wednesday 3 July 2024	
Project: Second Emissions Reduction Plan (ERP2)			
Following your bilateral with the Minister of Climate Change on Monday 24 June 2024 on the Emissions Reduction Plan discussion document, officials from the Ministry and MBIE will action your feedback as per the below table.			
Agency	Topic	Action	Due Date
Ministry of Transport	s 9(2)(f)(iv)		Complete
Ministry of Transport			Due week ending Friday 5 July 2024
MBIE			Complete
MBIE			Complete

MBIE	s 9(2)(f)(iv)	Complete (This is included in this week's Weekly Report from MBIE)
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The Cabinet Business Committee will consider the Emissions Reduction Plan 2 Cabinet paper on Monday 1 July 2024. As noted in OC240681, the key points related to the Cabinet paper are:

- The ERP2 discussion document contains the policy proposals you have approved and will be updated with the changes requested following your bilateral with the Minister of Climate Change (as above).
- The discussion document includes modelling projections from the Ministry for the Environment to support analysis of the sufficiency of ERP2, including on transport and energy policies. s 9(2)(g)(i)
- The ERP2 discussion document will include a list of discontinued actions from ERP1, including several related to transport. s 9(2)(g)(i)
- The Cabinet paper recommends:
 - instructing officials to undertake work to quantify all policies listed in the final ERP2, and produce qualitative evidence where they are unquantifiable; and
 - s 9(2)(g)(i)
- Ministry officials recommend you support these recommendations. The Cabinet paper notes the 'additional options' are to primarily focus on non-ETS covered sectors. Ministry officials have provided qualitative evidence on the transport policies for the discussion document where quantitative analysis is not possible. Officials will continue to refine this work ahead of the final ERP2 at the end of the year.

Expected Timeline for the release of ERP2 Discussion Document	
Ministerial Consultation began	Thursday 20 June 2024
Cabinet Business Committee	Monday 1 July 2024
Public consultation	Commences Thursday 11 July 2024

Auckland

s 9(2)(f)(iv)

Project: Auckland Level Crossing Programme

s 9(2)(f)(iv)

Project: Waitematā Harbour Connections

s 9(2)(f)(iv)

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2 Updates on other matters

Auckland Regional Fuel tax conclusion and wind-down activities

The Land Transport Management (Repeal of Regional Fuel Tax) Amendment Act 2024 comes into force Monday 1 July 2024.

Regional Fuel Tax revenue is accounted for on a monthly basis. Some revenue collected over June 2024 (from May fuel distribution) will be retained by NZTA to cover ongoing wind-down costs (\$1.753 million) and top up the rebate reserve (with a further \$6 million). This will ensure the RFT scheme continues to pay for itself and does not require Crown funding via NZTA to cover costs. Revenue from the distribution of fuel over June is yet to be accounted for, as returns are required from fuel companies by the 20th of the following month. Final revenue from returns made over July (for June fuel distribution) will be passed to Auckland Council in the first week of August.

The latest figures provided by both Auckland Transport and NZTA are for the April 2024 returns (with \$11.06 million net proceeds distributed to Auckland Council in early May), with total scheme revenue to date of \$866.6 million.

s 9(2)(f)(iv)

Australasian Railway Association (ARA) NZ Rail Forum

Karen Lyons, Director Auckland, will speak at the ARA New Zealand Rail Forum on Thursday 4 July 2024 in Auckland. This is an industry-led event. KiwiRail is an active participant in the ARA. ARA intends the Forum to focus on the latest developments, initiatives, and issues shaping the future of New Zealand's rail sector. We will circulate Karen's presentation and speaking notes to your Office in advance.

s 9(2)(f)(iv)

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s 9(2)(h)

3 Transport stakeholder updates

There were no transport stakeholder updates this week.

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4 Upcoming Minister of Transport meetings

Meeting Date	Meeting	Details
Tuesday 2 July 2024 8.30 – 9.00 am	Meeting with Pat Kirk, Chair Port Industry Association	Briefing due: Thursday 27 June 2024 Officials attending: Marian Willberg
Tuesday 2 July 2024 1.00 – 2.00 pm	Meeting with City Rail Link Preparedness Group	Briefing due: Complete Officials attending: Richard Cross
Friday 5 July 2024 9.30 – 10.00 am	Meeting with Justin Watson, CE, and Michael Singleton, Chief Strategy and Stakeholder Officer, of Christchurch Airport	Briefing Due: Wednesday 3 July 2024 Officials Attending: N/A

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5 Other upcoming Ministry of Transport Cabinet papers

s 9(2)(f)(iv)

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6 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
Wednesday 3 July 2024	Civil Aviation Authority – Letter of Expectations s 9(2)(f)(iv)
Wednesday 3 July 2024	Ministerial Satisfaction Surveys 2023/24 This briefing will provide you with the annual Ministerial Satisfaction Surveys for the Ministry's policy advice and governance advice services.
Wednesday 3 July 2024	s 9(2)(f)(iv)
Wednesday 3 July 2024	
Wednesday 3 July 2024	Report back on Australia trip Four officials travelled to Australia during the week of Monday 17 – Friday 21 June 2024 to meet Australian counterparts. You will be provided with a summary report outlining key takeaways from their meetings by next Wednesday 3 July 2024.
Deferred to week ending 5 July 2024	s 9(2)(f)(iv)
Deferred to week ending 5 July 2024	Further advice on options for optimising crown funding for public transport bus decarbonisation s 9(2)(f)(iv)
Week ending 5 July 2024	Green shipping in the 2+2 Climate and Finance Ministers Meeting This briefing will provide advice on the proposal to include green shipping as a commitment for discussion in the 2+2 meeting with Australia.

Due to Office:	Title
Week ending 12 July 2024	s 9(2)(f)(iv)
Week ending 12 July 2024	
Week ending 19 July 2024	s 9(2)(f)(iv)
Week ending 19 July 2024	Drug and Alcohol Management Plans – Rule Approval This briefing will ask you to give effect to the provisions in the Civil Aviation Act 2023 for drug and alcohol management plans and testing by authorising new civil aviation rules.
Week ending 19 July 2024	s 9(2)(f)(iv)
Week ending 26 July 2024	Update on implementation of Civil Aviation Act 2023 This briefing will update you on progress and plans for implementing the Civil Aviation Act 2023, which will take effect from 5 April 2025.
Week ending 26 July 2024	Cost recovery relating to Civil Aviation Act 2023 This briefing will provide initial advice on potential cost recovery for functions being implemented by the Civil Aviation Act 2023.
Date TBC	s 9(2)(f)(iv)

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6.1 Proactive Releases

Due to Office	Title	Date planned for release
Wednesday 10 July 2024	<p>Proactive Release of Cabinet paper relating Government Response to the Report of the Regulations Review Committee on the Complaint about the E-Scooters (Declaration not to be motor vehicles) Notice 2018</p> <p>On 4 March 2024, Cabinet considered the paper titled Government Response to the Report of the Regulations Review Committee on the Complaint about the E-Scooters (Declaration not to be motor vehicles) Notice 2018. This proactive release briefing (OC240605 refers) will seek your approval to release the Cabinet material relating to this decision.</p>	Friday 19 July 2024
Wednesday 10 July 2024	<p>Proactive Release of to Land Transport (Clean Vehicle Standard) Amendment Bill: Approval for Introduction</p> <p>On 27 May 2024, Cabinet considered the paper titled Land Transport (Clean Vehicle Standard) Amendment Bill: Approval for Introduction. This proactive release briefing (OC240685 refers) will seek your approval to release the Cabinet material relating to this decision.</p>	Friday 19 July 2024
Wednesday 10 July 2024	<p>Proactive Release of Cabinet paper relating Urgent Amendment to the Land Transport Rule: Vehicle Exhaust Emissions 2007</p> <p>On 15 April 2024, Cabinet considered the paper titled Urgent Amendment to Land Transport Rule: Vehicle Exhaust Emissions. This proactive release briefing (OC240585 refers) will seek your approval to release the Cabinet material relating to this decision.</p>	Friday 19 July 2024
Wednesday 10 July 2024	<p>Proactive Release of Vote Transport Budget 2024 Advice</p> <p>This proactive release briefing (OC240567 refers) will seek your approval to release advice provided as part of Budget 2024.</p>	Indicatively Thursday 25 July 2024 (Actual date will be dependent on the date of Treasury's proactive release)
Wednesday 10 July 2024	<p>Proactive Release of June 2024 Briefing Titles</p> <p>This proactive release briefing (OC240646 refers) will seek your approval for all Transport agencies to release their June 2024 list of briefing titles provided to yourself and Minister Doocoy.</p>	Wednesday 31 July 2024

<p>Wednesday 10 July 2024</p>	<p>Proactive Release of Cabinet paper relating Reintroducing Driver Licence Resit Fees and Enabling the NZTA App</p> <p>On 15 April 2024, Cabinet considered the paper titled Reintroducing Driver Licence Resit Fees and Enabling the NZTA App. This paper sought agreement to reintroduce driver licence resit fees and legislative changes to enable the launch of the NZTA App. On Thursday 27 June 2024, a further Cabinet paper will be considered by Cabinet Legislation Committee seeking agreement to the amendment regulations for these initiatives. This proactive release briefing (OC240705 refers) will seek your approval to release the Cabinet material relating to this decision.</p>	<p>9 August 2024</p>
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6.2 Other portfolio Cabinet papers with transport implications

Committees	
Cabinet Business Committee	
Monday 1 July 2024	Public consultation on the second emissions reduction plan See advice above under Project: Emissions Reduction Plan 2.

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7 Ministerial correspondence and OIAs

Ministerial correspondence:

We did not receive five or more pieces of Ministerial correspondence on any one topic this week.

Ministerial OIA requests:

Due date to Minister's Office	Due date to requester	Requester	Summary of request
19/06/2024	26/06/2024	s 9(2)(f)(iv)	The paper Enabling Roadside Oral Fluid Screening Tests: Legislative Amendments, and text conversations
25/06/2024	3/07/2024		Information regarding PPP and alliancing contracting models
4/07/2024	10/07/2024		Advice received or provided on the 20,000 Public EV Chargers for the Government's budget

Ministerial Official Information Act Requests

Due date to Minister's Office	Due Date to Requester	Requester	Summary of request
4/07/2024	10/07/2024	s 9(2)(f)(iv)	Advice received or provided on the 20,000 Public EV Chargers for the Government's budget
10/07/2024	17/07/2024		All documents and communications relating to 6 meetings since November 2023
16/07/2024	22/07/2024		All information the Minister's Office holds regarding the maintenance of Interislander ferries.
16/07/2024	22/07/2024		All official advice received by the Minister during this term in office regarding the Interislander ferry service.

Written Parliamentary Questions:

Date Received	Number	Topics	Due
21/06/2024	38418 (2024)	How, if at all, are the Minister's departments, if any, currently using AI, and what plans, if any, have been developed to manage the risks associated with AI?	2/07/2024 12:00:00 AM
24/06/2024	38566 (2024)	How many electric vehicle chargers, if any, are in the pipeline?	3/07/2024 12:00:00 AM
24/06/2024	38564 (2024)	Does the Government support the target of increasing zero-emissions vehicles to 30% of the light fleet by 2035?	3/07/2024 12:00:00 AM
24/06/2024	38565 (2024)	What advice, if any, has the Minister received on meeting New Zealand's transport emissions reduction targets?	3/07/2024 12:00:00 AM
24/06/2024	38563 (2024)	How does the Government intend to meet its transport emissions reduction target of a 41% reduction in emissions from the transport sector by 2035 (from 2019 levels)?	3/07/2024 12:00:00 AM
24/06/2024	38561 (2024)	Will the Government commit \$257 million over four years to deliver 10,000 electric vehicle chargers by 2030?	3/07/2024 12:00:00 AM
24/06/2024	38559 (2024)	Where will the 10,000 electric vehicle charging points that the Government has a goal of installing by 2030 be installed?	3/07/2024 12:00:00 AM
24/06/2024	38560 (2024)	Does the Government support an increased uptake of electric vehicles in New Zealand?	3/07/2024 12:00:00 AM
24/06/2024	38562 (2024)	Is the Government working on replacing the Cook Strait ferries; if so, what stage is this work at?	3/07/2024 12:00:00 AM
24/06/2024	38557 (2024)	What advice, if any, has the Minister received on the cost of purchasing or leasing new ferries for the Cook Strait?	3/07/2024 12:00:00 AM
24/06/2024	38558 (2024)	What advice, if any, has the Minister received on Cook Strait Resilience Risk?	3/07/2024 12:00:00 AM
25/06/2024	38418 (2024)	What evidence, if any, has the Minister received that his government is delivering more money for "... rail and public transport projects" as the Minister for Infrastructure stated in a Facebook video on 17 June 2024?	4/07/2024 12:00:00 AM

7.1 Departmental Official Information Act requests

Due Date to Requester	Requester	Summary of request
27/06/2024	s 9(2)(a)	Further information about Figure 2 from the January 2022 background to the road user charges (RUC) system
1/07/2024		Baseline saving proposal documents
1/07/2024		All initiatives, if any, that were submitted but not funded through Budget 2024
2/07/2024		A list of all approved automated infringement systems, and companies contracted to operate and maintain these
2/07/2024		All correspondence regarding approved automated infringement systems, and the companies contracted to operate and maintain these
3/07/2024		A Ministry expectations for manager's document
3/07/2024		Total spend on contractors regarding baseline savings
3/07/2024		The report back to the Minister on proposals to improve the revenue system
4/07/2024		Requesting decision making documents on applying RUC to PHEV
4/07/2024		Requesting information on: <ul style="list-style-type: none"> Retaining and recruiting bus drivers Land Transport (Clean Vehicle Standard) Amendment Bill Funding EV charging Rescoping the Community Connect programme Reducing funding allocated to the Transport Choices and VKT
10/07/2024		Information on the Accessible streets programme from May 2020
12/07/2024		Information on the Accessible streets programme from April 2020

12/07/2024	s 9(2)(a)	Budgeted Revenue from RUC for BEV and PHEV for the next 10 years
17/07/2024		Advice provided to the Minister related to the safety implications of changing legislation for setting speed limits
17/07/2024		Internal correspondence with NZTA on the proposed Land Transport Rule: Setting of Speed Limits 2024
17/07/2024		Advice provided to the Minister on GPS 2024
18/07/2024		Information held on the tolling of Penlink
19/06/2024		All communications and documents regarding lime Scooters
18/06/2024		Information relating to assessments and policies on electronic audio on Public Transport
23/06/2024		Ministry Data strategy
24/06/2024		Requesting Job titles or stats where all or part of their main duties includes promoting equality, diversity or inclusion
25/06/2024		All material on changes to the Land Transport (Offences and Penalties) Regulations Act 1999.
25/06/2024		Requesting if Offence WP411 is still currently valid under law

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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 1 July 2024		
Time	3:15 – 4:00pm		
Venue	Parliament – EW5.1R		
NZ Transport Agency attendees			
Nicole Rosie, Chief Executive			
Richard May, Chief of Staff			
Chris Bunny, Group General Manager, Systems Leadership			
Brent Alderton, Group General Manager Regulatory and Director of Land Transport			
Brett Gliddon, Group General Manager, Transport Services			
Sara Lindsay, Group General Manager, Commercial & Corporate			
		Lead	Paper reference
1.1	Weekly Report	Nicole Rosie	
1.2	Update on RoNS and RoRS	Brett Gliddon	
1.3	Tolling	Nicole Rosie, Brett Gliddon, Chris Bunny	

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Actions from Transport Officials Meeting

Meeting with NZ Transport Agency Waka Kotahi (NZTA) – Monday 24 June 2024	Due date
Provide a briefing on potential legislative changes that would drive down costs and enable efficiencies.	Wednesday 10 July 2024
Provide further advice on Auckland ferries.	Wednesday 10 July 2024
Provide a briefing around technology capacity and how existing tools/work currently underway will help give effect to the measures being considered through the revenue programme.	Friday 26 July 2024

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Updates

Final update on Clean Car Discount compliance activities

Summary of rebate investigation outcomes to date:

To date, all dealers that we investigated have responded and the below table represents the latest update.

Status update	Number of vehicles	Rebate value
Total number of vehicles investigated where a breach has been confirmed and the dealer has agreed to repay the rebate back.	194 vehicles	\$603,583.88
Total value of rebates collected to date.	174 vehicles	\$522,139.05
Total value of rebates pending payment with agreed payment arrangements.	20 Vehicles	\$81,444.83
Total number of vehicles where we believe a breach has occurred however, we are unable to recover the rebate due to dealers that have ceased trading, or a genuine error has occurred and there has been no financial gain made by the business from a CCD payment.	28 vehicles	\$108,163.42

Progress commentary:

Since establishing a payment arrangement with dealers who had an outstanding balance, we have \$81,444.83 to collect for 20 vehicles (owed by 6 dealerships). As payments have started for these 6 dealers, we expect to collect the full \$603,538.88 that was originally identified as recoverable debt.

This is the final update on Clean Car Discount compliance activities as the administrative function of the Clean Car Discount scheme finishes on Sunday 30 June 2024. We will advise you if we need to action civil proceedings to recover any of the outstanding \$81,444.83.

Northwest Rapid Transit

Local Board workshops are being held throughout July to talk through the emerging preferred option for rapid transit along State Highway 16 (SH16) and get members' input into the investigations. The project team also has ongoing engagement with other government agencies, and recently presented to Auckland Transport's Freight Reference Group.

This comes ahead of community engagement in August which will involve an update on the project and sharing the indicative alignment and station locations.

Queenstown Gondola

On Monday 24 June 2024, NZTA staff met with Southland MP Joseph Mooney and his advisor Maegan den Breems to discuss the possibility of a gondola system in Queenstown. We agreed it would be worthwhile to work with Queenstown Lakes District Council to update the concept developed in the Queenstown Transport Business Case (2020) and develop the framework to allow some early market sounding on the economic feasibility of an investment.

Driver Licensing wait times

Wait times in most regions have decreased when compared to last week.

Wellington continues to be the best-performing region and is now below 30 working days for full licence tests.

At an individual site level, 26% of full test sites and 19% of restricted test sites met the “30 days or less” target last week.

Wait times for the week ending Sunday 23 June 2024

Region	Wait Times (days)	
	Full Tests	Restricted Tests
Northland	62	68
Auckland North West	50	62
Auckland Central South	56	65
Waikato	43	56
Bay of Plenty	31	42
Central	34	41
Wellington	27	37
Canterbury	41	48
Otago Southland	44	54
National Average	42	52

Further graphs relating to wait times, as well as the interventions plan update can be found in Appendix One.

Review of Medical aspects of fitness to drive: a guide for health practitioners

NZTA is completing a review of our regulatory guide *Medical aspects of fitness to drive: a guide for health practitioners*. The guide assists health practitioners to assess people’s fitness to drive. It also sets out the responsibilities and obligations of health practitioners.

We will start consultation with relevant government departments (such as the Ministry of Transport, Civil Aviation Authority, Maritime NZ and others) around proposed changes to the guide by mid-July. Consultation with health practitioners and the industry is planned for August, followed by publication of the guide later in the year.

To help inform the review of the guide and the standards we set, we have engaged with experts in different medical fields, considered relevant Coroners’ recommendations, and used Austroads’ national driver medical standards (Assessing fitness to drive) and medical research commissioned by Monash University. The reviewed guide reflects New Zealand’s distinct context, diverse communities, the nature of our health and disability sector, and our legal frameworks.

Upcoming Ministerial Items

Upcoming Briefings to Minister of Transport

Due to Office	Title
Monday 1 July 2024	BRI-3082 SH1 Belfast to Pegasus Motorway & Woodend Bypass site visit Provide a briefing on the project ahead of the Ministerial site visit.

Upcoming OIA requests for potential consultation

Reference and Requester	Request	Due date to the Office
OIA-15719 s 9(2)(a)	Breakdown of Transport Rebuild East Coast (TREC) funding and costs	Friday 12 July 2024
OIA-15716 s 9(2)(a)	Copy of Rail Regulatory and Funding briefing	Monday 15 July 2024
OIA-15713 s 9(2)(a)	Information relating to expenditure on anti-drink driving advertising	Monday 15 July 2024

Upcoming Transport events

Event Date	Event	Details
5 July 2024	SH1 Belfast to Pegasus Motorway and Woodend Bypass site visit A site visit is being arranged, which may also involve a media stand up.	Briefing Due: Monday 1 July 2024 Officials Attending: Brett Gliddon, Group General Manager – Transport Services James Caygill, NZTA Director Regional Relationships

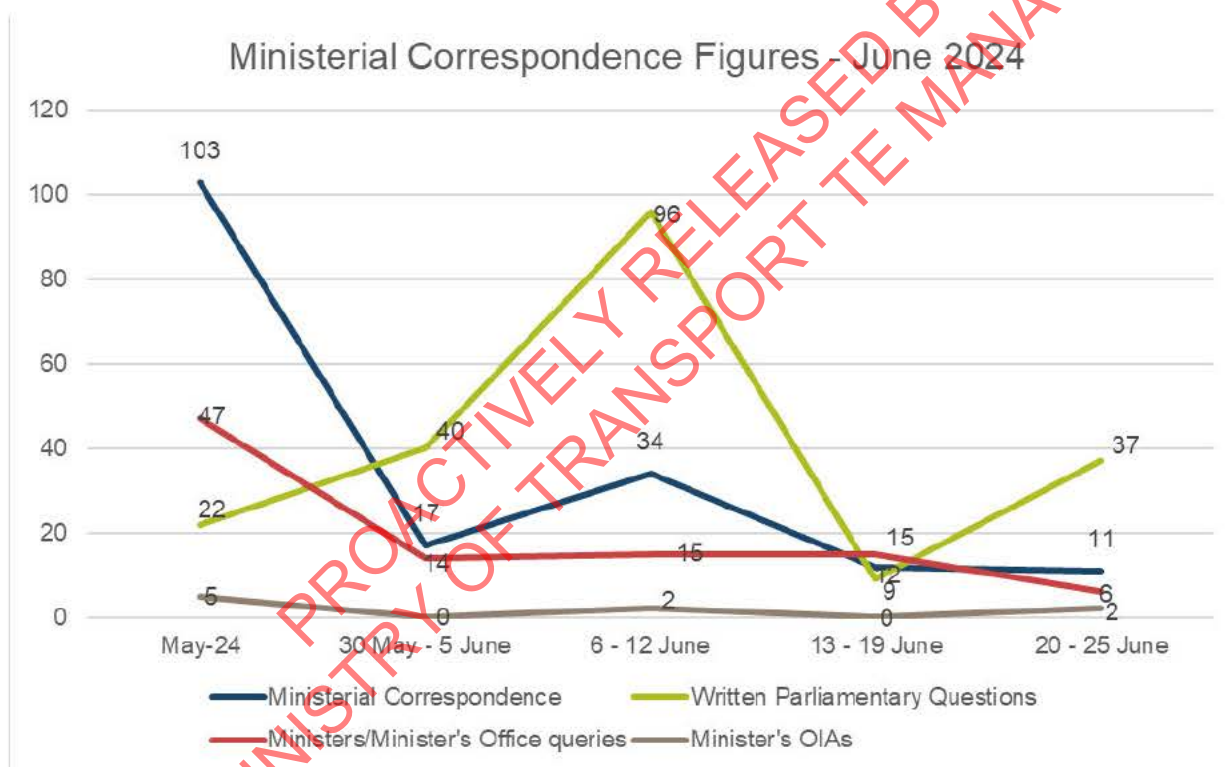
Upcoming Media items

Date of release	Subject
Week commencing Monday 1 July 2024	Lower North Island – SH58 safety improvements A media statement is planned for release during the week beginning Monday 1 July 2024 to announce the final phase of this project and outline works drivers and residents can expect to see.
TBC	Lower North Island – SH1 Johnsonville barrier replacement A media release/traffic bulletin is planned to preview these works, planned for July, as the work will require directional night closures of SH1 near Johnsonville.

Statistics page

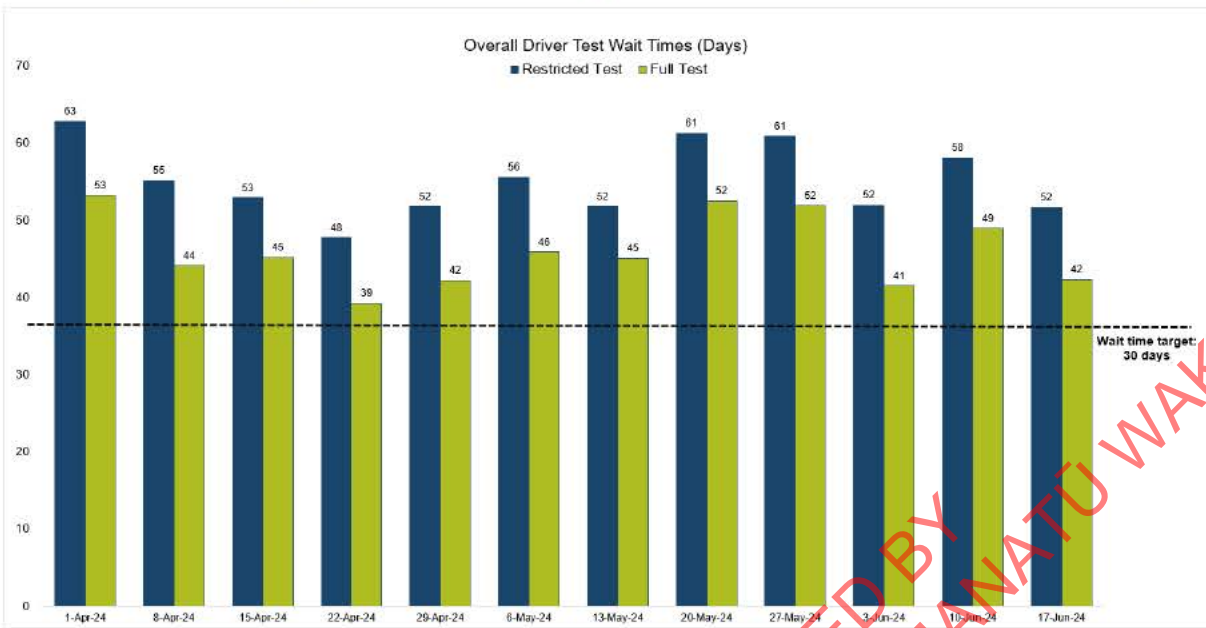
Ministerial correspondence figures from Thursday 20 to Wednesday 25 June 2024

Item:	Number
Ministerial Correspondence	11
Written Parliamentary Questions	37
Minister/Minister Office queries	6
Ministerial OIA requests	2
Themes	National Ticketing Solution, Public Transport funding, driver licence wait times, long tunnel proposal



Appendix One – Driver Licence wait time graphs and interventions plan update:

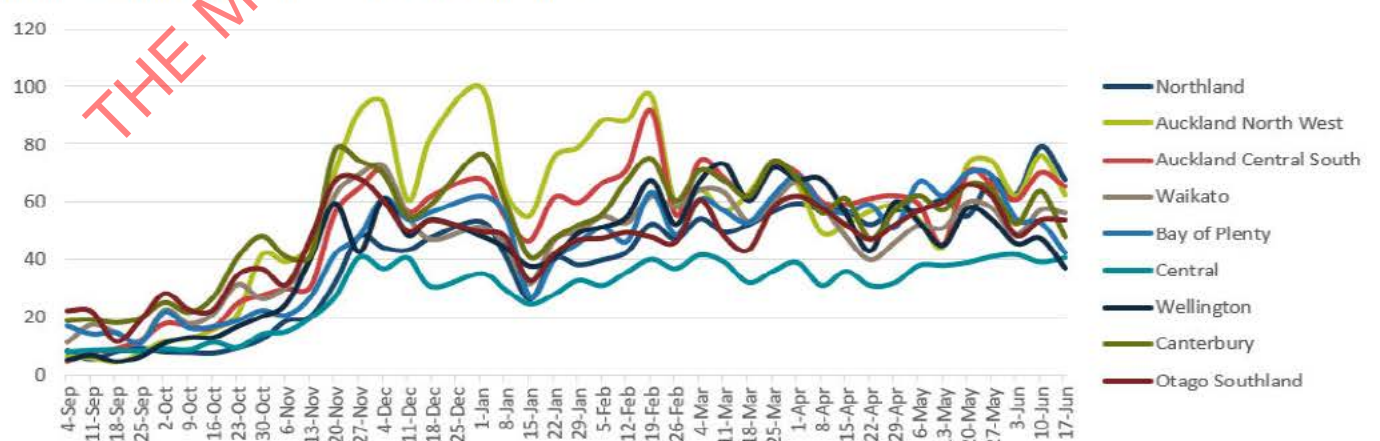
Overall wait times compared to the 30-day target:



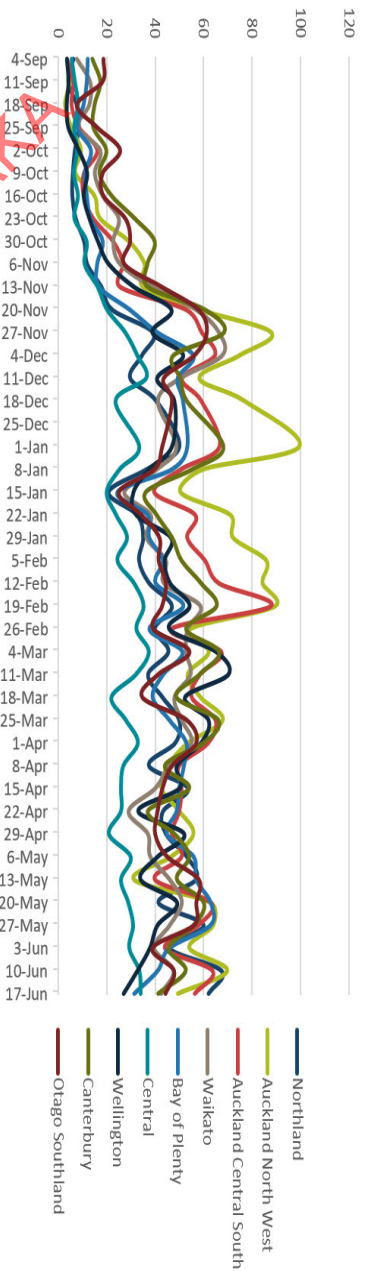
Full licence test volumes – overseas conversions vs domestic tests (updated at the end of each month):



Regional wait time trends – restricted licence test:



Regional wait time trends – full licence test:



Interventions plan update: priority actions to reduce wait times:

s 9(2)(b)(iv)

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Key priorities and highlights

Maritime NZ Response to MV *ARATERE* grounding.

Following the grounding of the Interislander ferry *Aratere* on Friday 21 June 2024, Maritime NZ issued KiwiRail a detention notice for the vessel once it was alongside port in Picton.

Maritime NZ and the Transport Accident Investigation Commission are now undertaking investigations into the incident.

Maritime NZ investigation and inspection staff have been on board the vessel, examining the scene, gathering information, reviewing manuals and records, and interviewing crew. The Maritime NZ investigation is expected to take several months to complete.

The safety of passengers, crew and the environment are paramount, and Maritime NZ will only lift conditions on the *Aratere* once KiwiRail, its Classification Society, and our Inspectors are satisfied the issue has been correctly identified and fixed to appropriate standards.

Maritime NZ incident response

When first alerted to the *Aratere*'s grounding, Maritime NZ quickly established a Maritime Incident Response Team (MIRT), with staff working in shifts until the ship was re-floated.

Alongside the MIRT, nine Maritime NZ personnel, including Deputy Chief Executive Response Security and Safety Services Graham MacLean, Maritime Inspectors, Maritime Officers and Investigators, were on the ground in Picton. Our staff worked alongside KiwiRail, the Port and Marlborough District Council to evaluate the situation and determine the best strategic approach to achieve a successful result, and inform stakeholders, while also preparing for all possible outcomes.

When the first alert of the grounding was received, Maritime NZ oil spill response personnel also immediately mobilised in Auckland and prepared specialist oil spill equipment to be on site in Picton as a pre-caution.

A range of other operational resources were also placed on stand-by including:

- approximately 80 responders trained in oil spill response from regional councils and industry, as well as oiled wildlife rescue capabilities,
- salvage experts, and
- transportation providers.

Identifying when Maritime NZ should lead in a maritime response is based on legislation and operational capacity and capabilities. We will lead an incident response when it is appropriate to do so. In the case of the *Aratere* we played a monitoring and oversight role. This role can include many functions such as:

- seeking assurance the owner and vessel are responding safely - including using contracted experts, and independent technical assessment of plans,
- contingency planning and readiness for escalations beyond the capability of responders on site, and
- providing advice to Ministers, other agencies and the public.

(Continued over page)

The Maritime Transport Act 1994 gives the Director Maritime NZ the power to issue instructions to the Master and owner of a hazardous ship. In this case, the Master and owner were instructed to provide Maritime NZ with a range of information, including on: the safety and welfare of people on the vessel; any actual or potential pollution; and plans for re-floating, moving and berthing the vessel.

KiwiRail adhered to this instruction throughout the incident.

We will review our internal response actions now as part of our continual improvement systems of maritime readiness, response, security and safety services.

Maritime NZ's HSWA designation for ports extended from Monday 1 July 2024

The HSWA designation change will provide Maritime NZ with the mandate and resourcing to take a wider view of how ports and port based-businesses are managing risks, developing systems, performing safety operations, and engaging with workers.

Our goal is to support the many businesses on ports that carry out high-risk activities to improve safety culture, embed new health and safety practices, and ultimately reduce harm to the people employed at ports.

A significant amount of work has been undertaken, including with ports and other key stakeholders to prepare for this change. Maritime NZ is ready for the extension to our HSWA designation, including with the addition and build of capability. We are looking forward to working with new stakeholders on the land-side on ports whilst recognising the strong relationships already in place.

Maritime NZ have been working closely with WorkSafe NZ, ports and port-based PCBUs to ensure a smooth and efficient transition up to Monday 1 July 2024, and will continue to work closely with stakeholders.

Australian Maritime Response Connections

Maritime Response leaders conducted visits to the Australian Maritime Safety Authority (AMSA); the Australian National Emergency Management Agency (NEMA); and a number of Maritime Salvage and Marine Oil Spill Response Organisations (OSRO).

OSROs in Australia are contracted to a range of industry, ports, state and national agencies for marine pollution response. Maritime NZ holds MoU and contracts to engage these OSRO should an incident require international assistance. Maritime NZ also holds contracts with salvage companies, who provide independent advice to Maritime NZ for our oversight of maritime casualty (wreck) salvage events. Under maritime law, the salvage of a maritime casualty is the responsibility of the owner.

The visit to AMSA provided an ability to understand the maritime response context in Australia. We shared ideas and challenges, and connected on future threats and opportunities for joint planning and information sharing on topics such as alternate fuels, security, climate and severe weather. We were introduced to the AMSA Response Centre; a combined search and rescue and maritime response operations centre.

AMSA facilitated engagement with Australian NEMA, which included a visit to their new National Situation Room and a brief on their new Crisis Appreciation and Strategic Planning.

Changes to the administrative arrangements for assessing the adequacy of recreational craft departing for overseas

In a previous report (week of Monday 10 June 2024), Maritime NZ updated you on changes to the administrative arrangements for assessing the adequacy of pleasure craft departing for overseas.

(Continued over page)

These changes will come into effect on Monday 1 July 2024, following Yachting NZ's decision to relinquish their delegation to perform this function. Maritime NZ will assume the administration and delivery of this function.

Overall, there is not intended to be significant change to the vessel, safety equipment or crew adequacy requirements, (which has been commonly referred to as the CAT I Certificate).

Whilst skippers and crew may experience some changes in terms of the process and documentation to be completed, and some of the terminology used, these are not intended to be burdensome and will be well-signalled.

Maritime NZ is confident the process from Monday 1 July 2024 will be efficient and fit-for-purpose for those seeking assessment but expects there will naturally be some bedding in challenges.

There is also not expected to be a significant change in the costs associated with these processes at this time.

A range of stakeholders and sector participants are expressing interest in the administrative changes and transition process, and some concern given the current arrangements have been in place for many years. Maritime NZ has conducted meetings with Yachting NZ and Yachting NZ Inspectors to provide an overview of the updated approach.

Maritime NZ will also continue to engage with the sector as it implements the new process. As with all regulatory settings, it will keep the regime under review when opportunities arise, to ensure it remains fit-for-purpose; with input from the sector. The associated fee will be reviewed as a normal part of future funding reviews.

Detailed information about the immediate changes is progressively being made available on the Maritime NZ website, and through a range of other channels. We have also set up a dedicated email for skippers, crew and other interested members of the sector to contact Maritime NZ.

Operational updates

28 Day Deemed Visa for International Cargo Crew

s 9(2)(f)(iv)

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Maritime in the media

The media focus for the week has been around the grounding of the Interislander ferry, *Aratere* on Friday evening, the subsequent re-floating, Maritime NZ's role and the ongoing compliance action. It is highly likely Maritime NZ will continue to field media requests around the ongoing issues on Cook Strait, the ferries that transit it, and our role as they regulator. We will continue to update Minister's Office on things we say in the media.

We are aware of public reporting from Rachel Boyack Member of Parliament that may suggest she was contacted by an official from Maritime NZ on the evening of Friday 21 June 2024, about the incident with *Aratere*. Maritime NZ did not contact Rachel Boyack. We believe she may have been referring to an official from a maritime union as we have no-one in our organisation by the name quoted.

On Monday 24 June 2024, RCCNZ was transferred a search and rescue coordination by New Zealand police, after a recreational fishing vessel was reported overdue. The boat, with three people on-board departed from Gisborne on at about 9 AM that morning. It was last in contact with another vessel at about 10 AM (Monday 24 June 2024). Coastguard Gisborne, vessels of opportunity, and aircraft (including a fixed-wing NZDF P8 Poseidon and helicopters) were involved in an extensive search, however the weather conditions deteriorated during the evening of Monday 24 June 2024 and throughout the next day. This was a difficult and complex search and rescue operation. RCCNZ exhausted options for rescue assets, however weather conditions in the area were severe and impacted rescue asset availability. Sadly, on the morning of Wednesday 26 June 2024, Police confirmed three people were found deceased overnight on the Mahia Peninsula coastline, believed to be the three missing fishermen.

PROACTIVELY RELEASED BY MARITIME NZ
THE MINISTRY OF TRANSPORT TE Minita

Key updates

Complaint about AvSec pat-down procedures

s 9(2)(g)(i)



s 6(a), s 9(2)(b)(ii)



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THE MINISTRY OF TRANSPORT TE MANATŪ WAKA

Sentencing for two Auckland-based regulated air cargo agents

Two Auckland regulated air cargo agents (RACAs), *Azis Global Investments Limited* and *Air Customs*, will be sentenced on Monday 1 July 2024 in the Manukau District Court to charges filed by the Authority. RACAs are aviation participants who move cargo, including mail, on international passenger flights. They are regulated in line with ICAO expectations and are part of the global aviation security system.

(Continued over page)

Azis Global Investments previously held a RACA certificate, in accordance with Civil Aviation Rule Part 109. The certificate was suspended by the Authority on 7 July 2022 due to significant findings of non-compliance with Rule Part 109 which posed a risk to aviation detected in an audit by CAA. *Azis* continued to illegally act as a RACA without a certificate and were subsequently charged for acting without the necessary aviation document under the Civil Aviation Act 1990. The maximum penalty is \$100,000.

On 16 November 2022 *Air Customs NZ Limited*, a RACA also operating under Rule Part 109, issued two declarations of security for cargo consignments which had been transported by *Azis Global Investments Limited*. These consignments had not been subjected to the appropriate security control procedures, thereby breaching Civil Aviation Rules and posing a risk to aviation. The maximum penalty for their two charges under the Civil Aviation Act 1990 is \$50,000 for each offence.

The Authority will issue a media release post-sentencing. We will also continue to monitor the risks associated with all 61 RACAs.

New occurrence and aircraft activity dashboard

The CAA website now includes an Occurrence and Activity dashboard. The dashboard provides participants and others with easier access to safety information to help inform their decision-making. This development has been well received by industry groups who have been engaged so far.

Users will be able to explore anonymised data on occurrences, aircraft hours flown, and aircraft movements reported to the Authority since 1 January 2014. This information was previously found in safety reports on our website.

Requests for information over and above what is published in the dashboard will still be responded to, taking account of privacy and data accuracy obligations.

Update on Airspace Project at National Aerospace Centre

In early 2023, Tāwhaki Joint Venture (TJV) was advised by the Authority's Emerging Technologies Unit to consider gaining Special Use Airspace (SUA) for potential trials from Kaitorete Spit. The TJV is a commercial partnership between Te Taumutu Rūnanga, Wairewa Rūnanga and the Crown.

Due to a focus on other projects (such as the sealed runway and supporting the trial test flights led by *Wisk Aero*), TJV did not progress a SUA application during 2023.

In March 2024, TJV sought CAA's rapid assessment of a novel airspace architecture submission. While the proposal was well intended, and the outcomes fully supported by the Authority, the proposal required further development to ensure regulatory and safety outcomes were adequately addressed.

The Authority is now sponsoring an Airspace Project to take a long-term view of the National Aerospace Centre's airspace architecture requirements and has implemented a collaborative governance and implementation structure with TJV.

Priority is being given to the Airspace Project which should see a comprehensive airspace architecture in place in 6 or so months. In the interim, short-term individual user SUA applications (the status quo method) will be issued to ensure organisations using TJV's facilities can do so safely for their various projects.

Security screening queues weekly update

The following instance of longer screening queues was recorded this week:

Date	Time	Location	Passengers affected	Queue time (mins)	Cause	Mitigation
23/06/23	13:00	Queenstown International	80	14	Higher than normal volume of passengers presenting simultaneously	Staffed an additional lane with skeleton staff drawn from other tasks

This week's data on passenger processing times at Wellington Southern Domestic terminal is omitted. This is due to the presence of maintenance staff for lane upgrades at this screening point, which is interfering with the LiDAR queue reporting system.

Additional flights over the Matariki long weekend have been taken into account and staffing and lane capacity adjusted to meet the additional demand.

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

Ministerial Briefings received by the Minister's Office

Wednesday 19 – Tuesday 25 June 2024

There were no briefings sent to the Minister's Office this week.

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THE MINISTRY OF TRANSPORT TE MANATU WAIKA

Communications and External Engagement Monday 24 June 2024

Media plan / anticipated media – 7 days from Monday 1 July 2024

Date (planned)	Item	Description	Targeted media
1-Jul-24	General release	Media release regarding sentencing for two Regulated Air Cargo Agents (RACAs) Two Auckland regulated air cargo agents (RACAs), <i>Azis Global Investments Limited</i> and <i>Air Customs</i> , will be sentenced on Monday 1 July 2024 in the Manukau District Court to charges filed by the Civil Aviation Authority. Sentencing was deferred from an earlier date of Monday 10 June 2024.	All main NZ publications
1-Jul-24	General release	Domestic security screening points switching to C3 operations Media release to announce that New Zealand's entire security screening network will be operating at a world-leading standard, with domestic screening points being switched to C3 operating mode from Monday 1 July 2024. NB: release may be issued earlier on Friday 28 June 2024, pending timing.	All main NZ publications

Media mentions – 7 days to Monday 24 June 2024

Date	Activity	Channel
21 June 2024	Does designer stubble equal trouble? Article discusses why pilots don't often have beards. A study in 1987 titled <i>The Influence of Beards on Oxygen Mask Efficiency</i> outlined how facial hair could impede the efficiency of masks. The article states: Civil Aviation Authority told Stuff Travel that there are no “explicit written rules specifically addressing pilot dress codes in its regulatory framework”. “The focus of the CAA rules is primarily on operational, technical, and safety requirements for aviation activities,” said a spokesperson. “However, individual airlines may have their own internal policies and standards regarding pilot dress codes. These policies ensure a professional appearance and may be part of broader company procedures and safety protocols.”	Stuff

21 June 2024	Human factors likely contributed to fatal accident Media coverage as a result of media release and fatal accident report, published Friday 21 June 2024. A glider tow-plane pilot died after crashing in Feilding on 7 May 2022.	NZ Herald, 1News, RNZ
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Upcoming education publications and products

Planned release/publish	What	Type	Why
July 2024	In, out, and around Queenstown	GAP booklet (update)	BAU revision
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
6 September 2024	<i>Vector</i> magazine (Spring issue)	Aviation safety education magazine	To educate the aviation community on various aviation safety topics
TBC	How to be an aerodrome manager	GAP booklet (new)	As part of the 'Work Together, Stay Apart' campaign, new guidance material for aerodrome managers is being produced, in the GAP booklet format
TBC	In, out, and around Milford	GAP booklet (update)	BAU revision
TBC	Plane talking	GAP booklet (update)	BAU revision
TBC	Survival	GAP booklet (update)	BAU revision

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New inquiries / International Assistance

A new marine inquiry, MO-2024-204 opened by the Commission on Saturday 22 June 2024.

Maritime New Zealand notified the Commission on Saturday 22 June 2024 of an occurrence involving the Interislander passenger and freight ferry *Aratere*, which occurred at about 2145 Friday 21 June 2024.

The circumstances reported to date are that the *Aratere*, en route from Picton to Wellington, experienced a steering issue shortly after departing Picton Harbour. This resulted in the vessel subsequently grounding near Titoki Bay. There have been no reports of structural damage to the vessel or injury to any persons onboard at this time.

The Commission has opened an inquiry under Section 13(1) of the TAIC Act 1990 and appointed Robert Thompson as investigator-in-charge. Robert will be assisted by Tim Burfoot.

Media heads up

Nil

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