

Proactive Release

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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)

Weekly Report to the Minister of Transport

For the week ending 1 March 2024

PROACTIVELY RELEASED BY
TE MANATU WAKA MINISTRY OF TRANSPORT

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PROACTIVELY RELEASED BY
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1 Transport officials meeting agenda



Agenda - Minister Brown officials' meeting

Day Date	Monday 4 March 2024		
Time	1.00pm – 1.45pm		
Venue	Parliament – EW5.1R		
Ministry of Transport (the Ministry) attendees			
Audrey Sonerson, Chief Executive			
Brent Johnston, Chief of Staff			
David Wood, Deputy Chief Executive, Investment & Monitoring Group			
Andrew Hicks, Manager, Programme Monitoring & Investment Management			
John Edwards, Principal Advisor, Strategy			
New Zealand Transport Agency (NZTA) attendees			
Nicole Rosie, Chief Executive			
Chris Bunny, Group General Manager, Systems Leadership			
Brett Gliddon, Group General Manager, Transport Services			
Part 1	Ministry of Transport	Lead	Paper reference
1.1	Weekly Report	Audrey Sonerson	
1.2	Air Chathams	David Wood	OC240086
1.3	Auckland Light Rail (ALR) land holdings	David Wood	OC240113
Part 2	New Zealand Transport Agency	Lead	Paper reference
2.1	Weekly Report	Nicole Rosie	

2 Actions from transport officials meeting

Meeting with the Ministry – Monday 26 February 2024	Due date
<p>Regional Fuel Tax</p> <ul style="list-style-type: none"> Officials to provide package of advice to support introduction and passage of legislation. 	Completed.
<p>Budget</p> <ul style="list-style-type: none"> Officials to provide a summary of Budget 2024 initiatives. s 9(2)(f)(iv) 	Completed Friday 8 March 2024.
<p>CAA</p> <ul style="list-style-type: none"> Officials to revise CAA Letter of Expectation (LoE) to include reference to the development of targets and strengthening of reporting arrangements. The targets should encompass metrics for wait times, customer service satisfaction and regulatory approval times; and will be subject to Minister of Transport approval. s 9(2)(f)(iv) Officials to ensure funding review considers broad range of options, s 9(2)(f)(iv) 	<p>A revised LoE was provided to your Office on Tuesday 27 February 2024. s 9(2)(f)(iv)</p> <p>Officials will work with CAA to ensure that a broader range of options are considered as part of subsequent advice on the funding review.</p>
<p>Time of use charging</p> <ul style="list-style-type: none"> Office to schedule workshop with Ministry and NZTA officials to discuss key policy choices to inform legislation development. Officials to prepare supporting material that shows options/key decisions and implications for various parties (local government, NZTA, Crown). 	Pending workshop scheduled by your Office.

2 ACTIONS FROM TRANSPORT OFFICIALS MEETING

Officials Meeting date	Action	Due date	Progress update
15 January 2024	Revenue System Officials to develop advice and work programme s 9(2)(f)(iv)	Initial report back expected in 3 months.	Following decisions.
5 February 2024	ALR Officials to provide weekly updates of expected wind-down costs of ALR.	Ongoing.	
26 February 2024	Oral Fluid Testing – Legislative Change Officials to provide initial advice to confirm policy direction.	Friday 8 March 2024.	We will provide a briefing on the legislative amendments approved by the previous Cabinet and seek to confirm your policy approach.
26 February 2024	s 9(2)(f)(iv)	Wednesday 27 March 2024.	

3 Updates on 100-Day Plan

100 Day Plan updates

Confirming investment priorities for GPS 2024

The draft GPS and Cabinet paper seeking approval to proceed with public consultation were considered by the Cabinet Economic Policy Committee (ECO) on Wednesday 28 February 2024. Officials have provided your Office with a consultation plan, in anticipation of consultation beginning following Cabinet approval on Monday 4 March 2024.

We have also provided letters for you to initiate formal consultation with NZTA, local authorities and Regional Transport Committees.

Responsibility: David Wood, DCE, Investment & Monitoring Group

Cancel Auckland Light Rail

We continue to work closely with the company on its wind-up and are preparing a Cabinet paper for you to update your colleagues on this at the end of March 2024.

Responsibility: David Wood, DCE, Investment & Monitoring Group

Removing the Auckland Regional Fuel Tax

The Land Transport Management (Repeal of Regional Fuel Tax) Amendment Bill (the Bill) was introduced on Tuesday 20 February 2024. This means the 100 Day Plan commitment has been met.

It is scheduled to be passed under urgency next week.

Responsibility: David Wood, DCE, Investment & Monitoring Group

Resetting approach to speed limits

This week ECO considered the Cabinet paper on the policy direction of the new Rule. Once considered by Cabinet, we understand you intend to announce the policy direction at the Automobile Association conference in early March 2024 and write to Road Controlling Authorities and Regional Transport Committees informing them of the changes you intend to make. We will support you to do this.

Responsibility: Bronwyn Turley, DCE, Regulatory Group

4 Upcoming briefings

Briefings to Minister Brown – Other Priorities	Due date
<p>Joint Venture Airports</p> <p>This briefing will provide you with an overview of your responsibilities as Minister of Transport in relation to the five Joint Venture airports and updates on their current status. It also seeks decisions on airport landing fee reviews and capital expenditure.</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>	<p>Week ending 8 March 2024.</p>
<p>Budget 2024: technical Budget initiatives</p> <p>This briefing will provide you with options to make technical adjustments to appropriations ^{s 9(2)(f)(iv)}</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>	<p>Week ending 8 March 2024.</p>
<p>Budget 2024 bilateral meeting advice</p> <p>This briefing will provide you with an overview of all Budget 2024 initiatives and potential scaling options to discuss with the Minister of Finance in your Budget bilateral meeting (date yet to be confirmed).</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>	<p>Week ending 8 March 2024.</p>
<p>Visit to Te Utanganui Central New Zealand Distribution Hub, 7 March 2024</p> <p>You are visiting Te Utanganui, a planned major distribution hub that unites a group of transport links and industrial areas northwest of Palmerston North. It stretches from KiwiRail's proposed future rail hub near Bunnythorpe southwards to the existing industrial area around Palmerston North Airport.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 8 March 2024.</p>
<p>Visit to Napier Port, 8 March 2024</p> <p>You are meeting Todd Dawson, CE of Napier Port. Mr Dawson would like to discuss:</p> <ul style="list-style-type: none"> • infrastructure investment targeted to where the value is created, • investment in KiwiRail / Interislander ferries and Centreport – and alternative options from Napier Port's perspective, and • reform of the Port Industry Act. <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 8 March 2024.</p>

4 UPCOMING BRIEFINGS

Briefings to Minister Brown – Other Priorities	Due date
<p>Update on issues related to the Clean Car Importer Standard</p> <p>Following engagement with the vehicle industry, this briefing will seek your decisions on the timeline and scope for the review of the Clean Car Importer Standard's targets. It also provides further information on aspects of the review, ^{s 9(2)(g)(i)}</p> <p>^{s 9(2)(g)(i)}</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 8 March 2024.</p>
<p>^{s 9(2)(f)(iv)}</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 8 March 2024.</p>
<p>^{s 9(2)(f)(iv)}</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 8 March 2024.</p>

Briefings to Minister Brown – Routine Matters	Due date
<p>New Zealand Automobile Association annual conference</p> <p>On Friday 8 March 2024, you will be attending and speaking at the annual Automobile Association Conference. This briefing will provide you background information and a draft speech for your consideration.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Tuesday 5 March 2024.</p>
<p>Aviation security overview</p> <p>This briefing will provide an overview of key issues relating to aviation security and seek your direction on next steps for these matters.</p> <p><i>Comment on due date change:</i></p> <p>Delayed by two weeks for prioritisation discussion to take place.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 8 March 2024.</p>

Briefings to Minister Brown – Routine Matters	Due date
<p>Release of the Road to Zero Annual Monitoring Report 2022</p> <p>The Road to Zero Annual Monitoring Report 2022 was finalised in September 2023. The release of this was delayed in the lead up to the election. This report provides detail on progress made in 2022 towards implementing interventions that reduce death and serious injury across New Zealand, including infrastructure and enforcement.</p> <p>The Ministry will provide a proactive release briefing to seek the Associate Minister’s agreement for this to be released on the Ministry’s website.</p> <p><i>Comment on due date change:</i></p> <p>Delayed by two weeks due to other work programme priorities in the team.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 8 March 2024.</p>
<p>Civil Aviation Act 2003 – Drug and Alcohol Management Plans – upcoming rules consultation</p> <p>This paper will notify you of upcoming consultation on the Drug and Alcohol Management Plan rules, as part of Civil Aviation Act 2023 implementation, and signal feedback topics that may be raised in consultation.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 8 March 2024.</p>
<p>Establishing a Transport Revenue Expert Advisory Group</p> <p>This briefing will advise you on the next steps for establishing a group of independent experts to support the development of advice and policy on transport revenue, including the transition of all vehicles to road user charges. ^{s 9(2)(f)(iv)}</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>	<p>Week ending 15 March 2024.</p>

Briefings to Minister Brown – OIA Briefings	Due date
None this week.	

5 KEY UPDATES

5 Key updates

[RESTRICTED]

Minister Brown	
<p>s 6(a)</p> <p>PROACTIVELY RELEASED BY TE MANATU WAKA MINISTRY OF TRANSPORT</p>	
<p>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</p>	

[RESTRICTED]

Minister Brown**Tuesday 6 March 2024 meeting on the Emissions Trading Scheme (ETS)**

You will be attending a meeting on Tuesday 6 March 2024 at the Minister of Finance's Office with the Ministers of Finance, Climate Change, and Agriculture & Forestry to discuss future objectives for the NZ ETS.

We are working with officials at the relevant agencies to finalise the meeting agenda, and the Ministry of Business, Innovation and Employment (MBIE) is preparing a meeting briefing to support your participation in the meeting. We will be supporting MBIE and providing transport related information.

Responsibility: Siobhan Routledge, Acting DCE, Policy Group

Next steps:

MBIE will provide you with a meeting briefing and an annotated agenda. Officials from MBIE and the Ministry will attend.

Minister Brown**Visit by Jack Chambers, Irish Minister of State for the Department of Transport**

Jack Chambers, the Irish Minister of State (Junior Minister outside of Cabinet) for the Department of Transport & the Department of Environment, Climate & Communications is visiting Wellington on Tuesday 12 March – Thursday 14 March 2024. Minister Chambers has special responsibility for International and Road Transport and Logistics and is scheduled to meet with Maritime NZ on Thursday 14 March to

s 9(2)(i) [REDACTED] The Ministry and Maritime NZ have yet to receive a detailed programme from the Irish Embassy for the remainder of his visit.

As the meeting will largely cover maritime issues, we recommend that Hon Matt Doocey take the opportunity to meet with Minister Chambers to discuss maritime policy. However, given Minister Chambers' wider portfolio you may also be interested in meeting to discuss issues relating to land transport.


Responsibility: Paul O'Connell, DCE, Sector Strategy Group

Next steps:

If you wish to meet with Minister Chambers, we will work with Maritime NZ to prepare a cover briefing for the meeting, including background information and potential topics of discussion. If not, Maritime NZ will engage with Minister Doocey's Office regarding a meeting on maritime policy.

6 Cabinet papers

Committees	
Cabinet	
4 March 2024	<p>GPS 2024 – approval of funding and release of the GPS 2024 public consultation draft</p> <p>This paper will seek in-principle approval for GPS 2024 funding and approval to release the draft GPS 2024 for public consultation.</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
4 March 2024	<p>Update on the 100-day commitment to stop blanket speed limit reductions and replace the Rule</p> <p>This paper provides an update to Cabinet on your policy direction for the new Rule, ahead of further public announcements and communication to RCAs.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>
Executive Council	
4 March 2024	None this week.
100-Day Committee	
27 March 2024 (or to relevant policy committee once established)	<p>Report back on disestablishment of Auckland Light Rail Ltd</p> <p>This paper will respond to an invitation from Cabinet to report back on progress on disestablishing Auckland Light Rail Ltd, including the</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
Cabinet Economic Policy Committee (ECO)	
TBC April 2024	<p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
TBC May 2024	

Committees	
TBC June 2024	<p>§ 9(2)(f)(iv)</p>  <p>Responsibility: David Wood, DCE, Investment & Monitoring Group</p>

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7 CABINET PAPERS LED BY OTHER AGENCIES

7 Cabinet papers led by other agencies

This section includes Cabinet papers relevant to your transport portfolio and is not an exhaustive list of all Cabinet papers we are consulted on.

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
<p>s 9(2)(f)(iv)</p> <p>PROACTIVELY RELEASED BY TE MANATU WAKA MINISTRY OF TRANSPORT</p>			
<p>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</p>			

7 CABINET PAPERS LED BY OTHER AGENCIES

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
<p>s 9(2)(f)(iv)</p>	<p>Department of Internal Affairs (DIA)</p>	<p>Hon Brook van Velden Minister of Internal Affairs Economic Policy Committee</p>	<p>Due to ECO: 20 March 2024 Due to Cabinet: 25 March 2024</p>
<p>Comment</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 TE MANATU WAKA MINISTRY OF TRANSPORT </p>			
<p>Responsibility: Bronwyn Turley, DCE, Regulatory Group</p>			

8 Associate Minister of Transport

Actions from transport officials' meeting

Meeting with the Ministry – Monday 26 February 2024	Due date
None this week.	

Upcoming briefings

Briefings to Minister Doocey – Other Priorities	Due date to Minister's Office
<p>Review of maritime legislation</p> <p>The Ministry and Maritime NZ have started scoping a review of primary maritime legislation to ensure it is fit for purpose given technology and geopolitical shifts, and that it enables effective and efficient regulatory decision making and action.</p> <p>This briefing will provide background information on the issues with the current legislation and options around scope and timing of a review.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 22 March 2024.</p>
<p>Maritime Rule Amendments (International Omnibus)</p> <p>This briefing will seek approval on a proposal for consultation on several amendments to maritime rules.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC March 2024.</p>

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p>Event briefing and speech to Open the NZ Trucking Association 'Technology, Maintenance, Safety' Conference</p> <p>The Associate Minister has agreed to give a speech to open the NZ Trucking Association Conference on Wednesday 13 March 2024. This briefing will include background on the group, a speech, and other key information on matters that may be raised with the Associate Minister at the event.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 8 March 2024.</p>

Briefings to Minister Doocoy – Routine Matters	Due date to Minister's Office
<p>Air New Zealand and Virgin Australia Airlines Code Share Agreement Authorisation – initial advice</p> <p>Air New Zealand and Virgin Australia have lodged an application seeking authorisation to give effect to a Codeshare Agreement. This briefing will provide you with initial advice to discuss with officials ahead of submitting final recommendations to you.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC April 2024.</p>
<p>New Zealand's Search and Rescue System</p> <p>This briefing will provide background information on New Zealand's Search and Rescue (SAR) system, funding arrangements, key issues and trends facing the SAR sector, and the Associate Minister's responsibilities for SAR.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC April 2024.</p>

Cabinet papers

Committees
None this week.

9 Updates from transport Crown entities and SOEs



100 Day action plan progress

TITLE	UPDATE
<p>Let's Get Wellington Moving (LGWM)</p>	<p>Please see attachment.</p>
<p>Meet with councils and communities to establish regional requirements for recovery from Cyclone Gabrielle and other recent major flooding events</p>	<p>SH1 Brynderwyn Hills</p> <ul style="list-style-type: none"> • Essential SH1 Brynderwyn Hills recovery works are now underway, and the road will remain closed until Wednesday 27 March 2024 and then open for six days over the Easter period from Thursday 28 March 2024 to Tuesday 2 April 2024. The road will then close again on 3 April 2024 to 13 May 2024. • NZTA continues to provide regular updates to the Northland community about the works and keep our partners across any issues as they arise on the network. Significant planning and scenario testing with our council partners means the teams are well prepared for any unplanned events on detour routes and the surrounding network. • We have carried out a review of the detour signage and made some improvements. Reviews will continue as we receive feedback from detour uses. • Far North business associations have released a campaign specific to the region which compliments the Northland Inc campaign by reiterating that the Far North is still open and accessible while promoting events in the area over the coming few weeks.

TITLE	UPDATE
	<p>Gisborne</p> <ul style="list-style-type: none"> On Friday 23 February 2024, NZTA joined iwi, civic, community, business and social leaders, the TREC Project Director and key central government and national body decision makers for the Tairāwhiti Tomorrow Together Summit in Gisborne. The purpose was to develop a unified vision and strategy for Tairāwhiti long-term prosperity. We committed to involvement in Summit outcomes, specifically the 'built' pou to be focused on infrastructure requirements in the region. Media have reported Te Aitanga a Mahaki CE has stated that he, and his iwi, have cut off all future engagement with Gisborne Mayor Rehette Stoltz. The CE noted they will continue to work with Gisborne District Council. We continue to engage constructively with iwi across Tairāwhiti and with Gisborne District Council to progress our recovery and rebuild work, as well as maintenance and operations. <p>Transport Rebuild East Coast (TREC)</p> <ul style="list-style-type: none"> The team attended the Monday 26 February 2024 Hawke's Bay Lifelines forum (a regular meeting among recovery operations leads in the region) and provided an update on recovery work underway and plans for future work. The team attended the Wednesday 28 February 2024 Hawke's Bay Freight Forum (a regular meeting we have with freight operators) and provided an update on recovery work underway and plans for future work. TREC held contractor and supplier forums in Napier and Wairoa this week with a Gisborne session planned for Thursday 7 March 2024. Sessions include a TREC programme update, information on resourcing and procurement, and health and safety processes. <p>A Rangatira ki te Rangatira hui with Tairāwhiti Iwi representatives, NZTA, KiwiRail and TREC will be held on Wednesday 6 March 2024. This will cover items such as the forward work plan in Tairāwhiti and procurement processes, particularly with regards to iwi.</p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
Repeal the Clean Car Discount scheme by 31 December 2023	<p>HR change processes for impacted staff and compliance management of rebate applications made by motor vehicle dealers for demonstrator vehicles, company vehicles and courtesy cars continues. The final date where a vehicle cannot be sold or offered for sale within their required 90-day period is Sunday 31 March 2024.</p> <p>Please refer to MINO-999, CCD update on Clean Car Discount Compliance for further information regarding how NZTA is managing potentially fraudulent activity relating to Clean Car Discount rebates paid to Dealers.</p>

Actions from Officials Meeting

ACTIONS	UPDATE
Provide statistics on how many vehicles have changed registered persons within 3 months and what, if any, action has been taken.	Information provided to the Office on Wednesday 28 February 2024.
Provide a A3 one pager regarding NZTAs proposal for NZUP.	Document emailed to the Office on Wednesday 28 February 2024.
Provide information on Dublin Street overbridge in Picton.	Information provided to the Office on Friday 1 March 2024.
Provide briefing on speed increases and SH58 speed limit issues.	Briefing to be provided by Friday 8 March 2024.

Key updates

TITLE	UPDATE
<p>Road safety public sentiment monitor results: December 2023</p>	<p>NZTA monitors public sentiment towards road safety on a monthly basis. The reports outline to what extent New Zealanders are concerned about road safety and their attitudes towards individual road safety behaviours and measures such as drink driving, seatbelt wearing, speed limits, vehicle safety and enforcement.</p> <p>The topline result of the December 2023 report (the report) shows that overall concern for road safety has remained stable since October 2023 at 51 percent.</p> <p>NZTA has shared previous versions of the report with road safety partners, including the Ministry of Transport and the Tāmaki-Makaurau Road Safety Group – a partnership between various agencies including Auckland Transport, Auckland Council, NZTA, NZ Police, ACC and Auckland Regional Public Health Service.</p> <p>Prior to doing this, we would like to test your comfort with sharing the report and whether you would like to engage with it before it is shared. We can provide you with a copy of the report and are happy to discuss it with you further.</p>
<p>Clean Car Discount Compliance</p>	<p>NZTA is investigating a vehicle after receiving a complaint regarding a particular car dealer that was highlighted in a recent Radio New Zealand article:</p> <p>https://www.rnz.co.nz/news/political/510159/car-yards-accused-of-cashing-in-on-ev-discount-as-scheme-wrapped-up</p> <p>While the nature of that complaint is an accusation of the car dealer offering a vehicle for sale, NZTA is yet to have evidence that supports a firm offer of sale or an intention to sell before the 90-day period ends. All that has been provided is a discussion around the price point of that vehicle. The vehicle is still in the dealer's possession and registered under the car dealerships name. As part of the investigation into the complaint, NZTA has contacted the dealership to remind them of their obligations on the signed statutory declaration. The dealership has confirmed that they will not sell the vehicle before the 90-day period ends.</p> <p>The complainant will be advised of the outcome once the investigation is formally completed.</p>
<p>Exhaust Emissions Rule Amendment</p>	<p>Following the update NZTA provided in the Weekly Report ending 23 February 2024 regarding Exhaust Emissions Rule Amendment, NZTA has scheduled regular meetings with the Vehicle Importers Association (VIA). The purpose of these meetings is to provide a central point of communication and feedback with the Used Importer Industry while we work on implementing the amendment to the exhaust emissions rule.</p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
Road User Charges (RUC) on EVs	<p>NZTA's work to implement RUC for EVs from 1 April 2024 is on track. Technical delivery is on schedule, with code changes being applied to our RUC systems on Saturday 9 March 2024 and available for use by the public from 1 April 2024.</p> <p>Our awareness and education campaign began on Monday 19 February 2024, targeting current and future EV and PHEV owners to ensure they are aware that they need to start paying RUC from 1 April 2024. We are also sending letters/emails to EV and PHEV owners in mid-March 2024 to let them know what they need to do from 1 April 2024, and we continue to engage with key industry stakeholders and agents. Calls to our contact centre continue to be low in number, indicating that our messaging is working.</p> <p>Contingency planning is in place for potential changes to the proposed partial rate for PHEVs. If the proposed rate changes, we have follow-up communications ready to send to PHEV owners. We are also prepared to communicate with PHEV owners should we be required to implement a fuel excise duty (FED) refund process, noting there will be a lead in time in order to implement required automation to undertake this at scale.</p>
Progress on Speed and Red Light Cameras	<p>Construction has commenced on the average speed corridor on State Highway 2 from Pōkeno to Mangatāwhiri, which is the first on a state highway and outside of the Auckland region. The cameras will enter testing in the coming months.</p> <p>NZTA is preparing to engage with key regional stakeholders on 27 potential speed and red camera sites that are funded via the 2021-2024 National Land Transport Programme (NLTP).</p> <p>Rigorous testing of the new speed cameras continues, as does development and testing of NZTA's new back-office offence processing technology solution. It is anticipated NZTA will start enforcement activities on spot speed cameras in mid-2024 and average speed cameras in the second half of 2024.</p> <p>NZTA will take over the leases of all Police cameras from 1 July 2024, and the process of transferring spot speed and red light cameras onto NZTA's network will start in August 2024.</p> <p>NZTA will soon issue a Registration of Interest (ROI) to procure services to operate mobile speed cameras. By mid-2025, NZTA will commence mobile speed camera operations and NZ Police will cease mobile operations.</p> <p>An update on milestones for each of the proposed average speed camera sites has been provided to you [MIN-4394 refers], with a progress update to be submitted to your Office in the week ending Friday 22 March 2024.</p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
Sustainable funding of NZTA's rail regulatory function	<p>At the Transport and Infrastructure Select Committee on Monday 26 February 2024, the matter of sustainable funding for NZTA's rail regulatory function was raised.</p> <p>Further to our preliminary advice in the Briefing to the Incoming Minister (BIM) we are developing an initial briefing for the Minister on this matter within the next two weeks.</p>
SH29 Tauriko Enabling Works – contract award	<p>The contract for the SH29 Tauriko Enabling Works project has been awarded to Downer. To enable the contractor to commence works as soon as the contract is awarded, notifications are required to be issued to landowners and select funding partners and key stakeholders ahead of the ministers site visit on Wednesday 13 March 2024. All wider stakeholder and public communications are scheduled for the day of the ministerial site visit/media stand up. On the same day, the Minister will visit SH2 Takitimu North Link Stage One construction site and be met by senior NZTA staff for a project briefing.</p>
Waikato Expressway – Rangiriri Section Surfacing Works	<p>The second coat seal to be applied to the Rangiriri Section of the Waikato Expressway has been brought forward by four weeks, with a change in methodology to double shifting to allow the works to be completed in a shorter timeframe. During the works, State Highway 1 will be open to traffic in both directions, reduced to one lane during the works, and at a controlled speed to assist with embedding the chip and to reduce the risk of damage to windscreens and paintwork from loose chip.</p> <p>The works are planned in two sections, with a 10-day programme for each carriageway. The chip seal will be laid in three days, followed by six days of low-speed traffic to embed the chip and an intensive programme of road sweeping to remove any loose chip.</p> <p>During the three-day chip sealing operation on each carriageway, the interchanges at Rangiriri and Te Kauwhata will be closed, and detours will be required for the communities at Rangiriri, Glen Murray and Te Kauwhata. This allows the project team to complete the works efficiently and in less time. The detours will only be in place for the three-day period during the sealing for each side and the rest of the time the ramps will be open.</p> <p>The work will start on Wednesday 6 March 2024, with the accelerated programme targeting completion before the Easter holiday period.</p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Media updates

TITLE	UPDATE
Auckland/Northland - speed limit changes, SH1 Pukenui to Kaitaia	A traffic bulletin will be sent out the week commencing 4 March 2024 to advise of new permanent speed limit changes on short sections of SH1 between Pukenui and Kaitaia. This is the first section of road to be rolled out as part of targeted speed limit changes in Northland and North Auckland following approval from the Director of Land Transport.
Auckland/Northland - Northland Field Days:	A joint media release is planned to be sent out the week commencing 4 March 2024 following the Northland Field Days event on Thursday 29 February 2024. The release, in collaboration with Ministry of Transport, NZ Police, Northern Transportation Alliance, ACC and Auckland Transport will cover the main messages from the event, number of people in attendance and customer feedback.
Central North Island- SH3 Mt Messenger surfacing work	A traffic bulletin is planned for release during the week commencing 4 March 2024 advising of planned work in April to resurface part of State Highway 3 over Mt Messenger. The work will be mostly carried out under stop/go management, but there will be a few days of full closure – during which time, there will be periods of the day where the road is opened to let traffic through.
Central North Island: - Connecting Tairāwhiti works:	A media release is planned for release during the week commencing 4 March 2024 to remind people of the work going on as part of the Connecting Tairāwhiti programme, with work getting underway again this month. The programme of capital projects across the northern Hawke's Bay and Tairāwhiti regions to make SH2 and SH35 roads more resilient and safer for drivers. Will also take the opportunity to update people on the progress of building a retaining wall at Devil's Elbow.
Central North Island - SH4 Taumarunui works	A traffic bulletin is planned for release during the week commencing 4 March 2024 ahead of asphalt works on State Highway 4 through Taumarunui, between 19 March 2024 and 23 April 2024 – involving a mix of full road closure/road convoys and stop/go traffic management.

APPENDIX 1

Summer Maintenance Report

As at 31 January 2024, 1,253 lane kilometres of renewals had been delivered, out of a revised programme of 2336 lane kilometres. This equates to 54 percent of the total programme completed and is a similar position to recent years delivery percentage of total programme (despite a larger programme this year).

Due to good weather to date, the programme is progressing on target. A higher percentage of delivery occurs earlier in the season for the South Island due to climate conditions (road temperatures with acceptable construction parameters are experienced from late-September to early/mid-March), compared to the North Island which has an extended construction season through to April due to warmer weather.

The tables below provide a breakdown of delivery and costs.

Please note:

- Delivery data is received on the 20th of the following month (i.e. delivery data for February will be received by NZTA on Wednesday 20 March 2024).
- There is a discrepancy between work completed and budget spent, as milestone payments are made to contractors once the investigation and design phases are complete and before physical work takes place.
- The Sideway-force Coefficient Routine Investigation Machine (SCRIM) programme determines skid resistance and forms the safety elements of the summer maintenance programme. A freely rotating test wheel is applied to the road surface under a known load. A controlled flow of water wets the road surface immediately in front of the wheel, so that when the vehicle moves forward, the test wheel slides in a forward direction on a wet road surface. The force generated by the resistance to sliding indicates the wet skid resistance of the road surface. The results of this testing are averaged to determine the skid resistance of continuous 10 metre sections of the road.

January YTD percentage comparison to the last 3 years:

Year	Delivery as at 31 January 2024
2020/21	978.06 lane km out of 1816 (54%)
2021/22	1047.12 lane km out of 2185 (48%)
2022/23	1160.26 lane km out of 2051 (56%)
2023/24	1253 lane km out of 2336 (54%)

Delivery split by treatment type, including audio-tactile profiled road markings (ATP) and drainage:

	23.24 Dec Baseline (SPE)	YTD Programme Achieved	23.24 % SPE Delivered
Pavement resurfacing (ln.km)	2117	1170	55%
Pavement rehab (lane.km)	144	64	44%
SCRIM (ln.km)	75.6	19	25%
Total	2337	1253	54%
ATP rumble strip (km)	681	226	33%
Drainage - culverts (m)	2312	387	17%
Drainage - channels/drains (m)	23238	4846	21%

Current spend by type as at 31 January 2024:

Type	Actual	Actual vs Allocation %
Pavement resurfacing - chipseal	\$42.06M	59%
Pavement resurfacing – thin asphaltic concrete	\$36.95M	71%
Pavement rehabilitation	\$46.84M	50%
SCRIM	\$1.35M	50%

Delivery breakdown by region as at 31 January 2024:

Regions/Network	Chipseal Resurfacing		Thin Asphalt Concrete (TAC)		Skid Resistance (SCRIM)		Pavement Rehab		TOTAL	
	ln.km	% of Prog.	ln.km	% of Prog.	ln.km	% of Prog.	ln.km	% of Prog.	ln.km	% of Prog.
Auckland + Northland	44	29%	55	51%	1	9%	0.4	5%	101	37%
Auckland	6	35%	52	51%	0	0%	0	0%	56	48%

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

	Chipseal Resurfacing		Thin Asphalt Concrete (TAC)		Skid Resistance (SCRIM)		Pavement Rehab		TOTAL	
	Count	%	Count	%	Count	%	Count	%	Count	% ¹
Northland	39	29%	3	53%	1	9%	0.4	5%	43	28% ¹
Waikato + BoP	257	41%	14	42%	8	28%	17	34%	297	40%
Central North Island	144	48%	3	32%	6	33%	18	66%	171	49%
Wellington	31	75%	30	57%	2	30%	3	32%	65	61%
North Island TOTAL	477	43%	102	50%	17	27%	38	41%	634	43%
Upper South Island	99	81%	5	72%	0	0%	2	49%	106	77%
Canterbury + West Coast	257	81%	4	40%	2	37%	7	29%	270	76%
Otago + Southland	217	67%	10	65%	0	0%	17	64%	244	66%
South Island TOTAL	573	75%	19	58%	2	16%	26	49%	620	72%
Grand Total	1049	56%	121	51%	19	25%	64	44%	1253	54%

National level commentary:

The season is not symmetrical (i.e.: the Christmas/New Year holiday period is not the mid-point of our renewal season), hence 54 percent overall is the average position across the network. Reporting is only captured in RAMM when the work is 100 percent complete, so we are underreporting our progress.

The South Island has approximately 37 percent of the national renewal programme, and renewal volumes are relatively steady year on year. This is due to the underlying ground conditions and lower traffic volumes. With two contractors (Fulton Hogan and Downer) undertaking the vast majority of the sealing programme this allows these contractors to resource appropriately for their networks, with confidence that volumes will remain consistent.

With a period of seven weeks between Waitangi Day and the Easter Holiday weekend, a significant volume of the annual summer road renewals programme will be completed during this time. With maintenance crews looking to maximise productivity during a period where we expect consistently hot and dry weather, there will be a high volume of worksites around the network.

(Continued next page)

¹ This is a lower amount than is included in this week's summary as this figure is from 31 January

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

To cater for this, we will be communicating at site specific, corridor and network levels to ensure road users and key stakeholders (e.g. freight operators) are aware of all worksites and associated requirements (e.g. detours or additional travel time). Network teams are liaising across regions to minimise the overall impact of these works.

Northland programme update:

With good weather and continued delivery effort, a further 6.3 lane-km was delivered during this week. Northland is now at 47 percent programme delivery (as at Friday 23 February 2024) and on track to complete the planned 39.4 lane kms for February. Additional resources are now in Northland from Waikato to further support productivity. With an extended season to April 2024, and improved delivery with additional resources, we remain confident we will be able to deliver the full Northland programme.

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Key priorities and highlights

Preparing consultation on reform of design, construction and equipment rules for domestic commercial ships

Maritime NZ has been working on a multi-year reform project to reshape the rules governing the design, equipment and construction of domestic commercial ships.

This review (referred to as 40 Series reform) covers 15 rule parts which contain thousands of rules that duplicate requirements across different ship types -- sometimes inconsistently. It aims to reduce complexity and update safety standards.

s 9(2)(f)(iv)

Engagement with fishing industry on Ukrainian and Russian seafarer certificates

Maritime NZ met with fishing industry representatives on Thursday 29 February 2024, including Maruha NZ and Sealord Group, to continue proactive work managing challenges with the certification of Ukrainian and Russian seafarers.

These seafarers work primarily on New Zealand flagged fishing vessels* and are struggling to renew their certificates, which are issued in the Ukraine and subsequently recognised in New Zealand, due to complications from the ongoing war in Ukraine. Maruha NZ and Sealord Group employ a large proportion of these Ukrainian and Russian seafarers and their inability to renew their certificates could cause a significant impact on fishing operations.

To date, Maritime NZ has worked proactively on a case-by-case basis with each seafarer to find pragmatic solutions to enable them to continue to work. However, this has become increasingly more difficult as the war continues. Longer-term solutions need to be put in place to ensure New Zealand's fishing industry continues to operate effectively.

**New Zealand flagged fishing vessel refers to vessels registered or licenced under New Zealand law.*

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Establishing a NZ Seafarer Welfare Council

Maritime NZ is leading a collaborative process with the sector to establish a New Zealand Seafarer Welfare Council. This will help New Zealand to meet our Maritime Labour Convention obligations, which covers international seafarers, and to look at how the welfare of domestic seafarers is assured.

The New Zealand Government is required under the Maritime Labour Convention to provide minimum working and living standards for all seafarers and sets obligations for seafarer welfare service.

In November 2023, Maritime NZ facilitated the formation of the Seafarer Welfare Advisory Group, bringing together a cross section of representatives already working in that space, including maritime unions, which is currently reviewing the terms of reference for the new Council. The new Council will be in place by the end of June 2024.

Maritime in the media

On Monday 26 February 2024, James Thomson, the skipper of the recreational craft that crashed into the *Waitere* Ferry in the Bay of islands last year pleaded guilty to one charge filed by Maritime NZ. The skipper of the ferry suffered serious spinal injuries because of the collision. The plea and conviction were widely reported by media organisations. James Thomson will be sentenced on 17 June 2024 at the Auckland District Court. It is likely there will be several media organisations present, and we are expecting the court will receive applications to film proceedings.

In our work profiling harm prevention work in the recreational craft space, on Monday 26 February 2024 we interviewed a boat user from Lower Hutt who was involved in rescuing two people in a small inflatable between Lowry Bay and Somes Island earlier in February. We will be publishing the story on our channels, as well as pitching it to Wellington-based media. This story is a good opportunity to give a first-person account on how things can and easily do go wrong.



Aviation Security Service
Kaitiwhakamaru Rererangi

Key updates

Security screening queues weekly update

Some longer than usual queues were experienced this week due to a larger than normal volume of passengers.

Three occurrences of intense queues were recorded by our operational Team Leaders this week:

- Friday 23 February 2024 at Auckland international screening point – queues of 150-200 people at 13:15. All six screening lanes were operating but extra demand due to travellers to Sydney for the Taylor Swift concert was exacerbated by the re-routing of staff and crew through the main passenger screening point (rather than the dedicated Bulk Duty Free screening point which continues to be closed because of unknown fumes). Screening staff extended their workday to ensure six lanes could be kept in operation longer to reduce queues.
- Monday 26 February 2024 at Auckland international screening point – queues throughout the afternoon from 13:00 to 16:30. The cause is unknown, and it affected all parties at the airport. All six lanes were in operation for an extended period 11:30 to 16:00 with planned staff training cancelled and other security duties reduced or re-prioritised to meet resourcing requirements.
- Monday 26 February 2024 at Queenstown airport screening point – queues built up from 11:30 due to a cluster of flights, three of which had much higher than forecasted passenger volumes as shown below. An additional domestic screening lane was opened at 12:00 to process passengers while other security duties were re-prioritised.

From:	Date	Time	Destination	Flight No.	Aircraft Type	Actual Pax	Capacity	Flight Loading
ZQN	26/02/24	12:15:00	Auckland	NZ616	32A	172	171	100%
ZQN	26/02/24	12:20:00	Sydney	JQ224	320	150	186	81%
ZQN	26/02/24	13:00:00	Auckland	JQ296	320	181	186	97%
ZQN	26/02/24	13:05:00	Auckland	NZ1246	32A	169	171	99%
ZQN	26/02/24	13:35:00	Gold Coast	JQ194	320	158	186	85%

Initially, the flights to Auckland had a predicted 90% flight loading capacity and Sydney and Gold Coast had a predicted 86.5% predicted loading.

Despite increased volumes, screening queue times monitored using LiDAR technology at the Wellington Airport Southern Domestic screening point times were as follows:

Week	5 – 11 Feb	12 – 18 Feb	19 – 25 Feb
Passengers processed in less than 5 minutes	92.9%	85.9%	91.7%
Passengers processed in less than 10 minutes	97.1%	93.5%	98.1%

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9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Throughout the coming week, greater levels of ongoing disruption are expected at:

- The Auckland international screening point – throughout the day due to continued routing of staff & crew through the main passenger screening point while the bulk screening point is closed (see 'A further update on the fume incident at Auckland Airport' below).
- The Christchurch domestic screening point – at peak times while new screening equipment is being installed onto existing lanes. Some screening lanes will be out of service.
- The Auckland domestic screening point – at peak times due to construction of a new screening lane and installation of screening equipment.

New equipment installations take a number of days, and the timing is consulted with airlines.

s 18(c)(i)

A further update on the fume incident at Auckland Airport (AIAL)

The Bulk Duty Free (BDF) security screening area remains closed as the key parties (PCBUs) involved continue to determine the cause(s) of the fumes and the impacts on the health of Authority security screening staff. The closure of the BDF screening area continues to have an impact on passenger queues.

There have been two further related incidents in the International Terminal Building Area (ITB) area – the latest one on Saturday 24 February 2024, where a smell was noticed by Authority and AIAL staff, where an Authority staff member became unwell and was attended to by Fire Rescue paramedical staff.

There seem to be two different likely causes in the two different areas – one possibly related to construction work and the HVAC system, and one likely to be related to aircraft fuel vapours.

Confirmation of the causes for linked and/or separate events in BDF and ITB is complex. Until we have the final AIAL investigation we are unable to determine if there is an ongoing issue in ITB.

One of the contributing factors in ITB seems to be the ongoing management of construction contractors and the oversight of their work by AIAL.

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AIAL are working closely and proactively with the Authority to identify causes and mitigations, however, we have some questions about their capacity to actively manage the size and complexity of the on-site construction projects, and their impact.

A WorkSafe NZ investigation has been opened and an onsite review of the affected areas will be conducted with Authority staff and AIAL staff in attendance.

We will keep you updated as more information becomes available.

Communications and External Engagement 26 February 2024

Media plan – 7 days from Wednesday 28 February

Date	Activity	Channel
Monday 4 March 2024	Media release to accompany the publishing of fatal accident report for ZK-GZB. On 17 January 2022, a glider crashed on Mount Saint Cuthberts, approximately two nautical miles from Omarama aerodrome. The CAA investigation determined that the accident occurred due to a departure from controlled flight when the glider's airspeed became too slow, resulting in an aerodynamic stall and spin entry. There was insufficient height available for the pilot to affect a recovery before GZP struck terrain. The report and release are expected to be published within the week commencing 4 March 2024, with exact date to be confirmed.	
No Date	Potential media coverage resulting from OIA releases regarding Aviation Security queues.	

Media mentions – 7 days to Tuesday 28 February

Date	Activity	Channel
Wednesday 21 February 2024	Christchurch Airport advises travellers to arrive early as new Aviation Security screening technology is installed (radio coverage).	<i>Newstalk ZB, The Hits, Coast FM</i>
Wednesday 21 February 2024	Lake Station airfield closed while CAA investigates fatal glider crash. Further coverage of glider accident at Lake Station airfield.	<i>Nelson Mail, Marlborough Express</i>
Friday 23 February 2024	Pilot named in fatal glider crash. CAA mentioned in relation to the fatal glider crash as the pilot was named by Police.	<i>Nelson Mail</i>
Friday 23 February 2024	Crash landing, no injuries. A vintage aircraft crashed upon landing at Hood Aerodrome on Friday 23 February 2024.	<i>Wairarapa Times Age</i>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Upcoming communications and engagement

Planned release/publish	What	Type	Why
February 2024	Secure Your Aircraft	GAP booklet (update)	BAU version update
March 2024	Vector Autumn Issue	Aviation industry magazine	A way of getting relevant safety information to industry in an easy-to-read format
May 2024	In, Out and Around Queenstown	GAP booklet (update)	BAU version update
June 2024	Vector Winter Issue	Aviation industry magazine	A way of getting relevant safety information to industry in an easy-to-read format
From July throughout 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	In, Out and Around Manawatu	GAP booklet (update)	BAU version update
TBC	Weight and balance	GAP booklet (update)	BAU version update
TBC	VFR MET	GAP booklet (update)	BAU version update



No update this week.

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9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

**METROPOLITAN NETWORKS****Auckland**

KiwiRail has removed heat speed restrictions on the 4.4 kilometres of the Southern Line between Ōtāhuhu and Papakura. We have also removed 500 meters of Temporary Speed Restrictions (TSRs) across the network, reducing the length under restrictions by 7 per cent. Current TSRs are in place on about 7km of the 200km network.

KiwiRail is continuing to work at night to reduce TSRs further. As we continue to upgrade the network, particularly through our Rail Network Rebuild, we will gradually reduce the need to apply heat and TSRs which have contributed to the recent disruption.

The network is progressively improving, but areas where we have not yet completed crucial civil construction work may still cause some disruption problems. We are working with Auckland Transport (and Greater Wellington Regional Council) on wider disruption management, in recognition of the need for improved contingency plans when disruptions occur, particularly during peak hours.

We have been reporting to your Office daily on delays and disruptions to the Auckland network. From the end of the week, we will switch to regular reporting on metropolitan network performance in these fortnightly reports.

Britomart Signals

There have also been issues with signals in Britomart, following some upgrades for the City Rail Link (CRL) over Christmas. In the last month this has occasionally stopped trains getting to some platforms. This is due to a technical software issue, which is currently being worked on by Siemens, and we expect to have this resolved by mid-March 2024.

There have been three faults since the network reopened on Monday 15 January 2024, and KiwiRail has put in place processes to enable a swift response to any issues. This includes stationing technical experts close to the key sites (e.g. Britomart, Quay Park) to be on hand, particularly during peak hours. This reduces remedy times by reducing the likelihood of travel delays.

The new points are part of upgrade work needed for CRL which was carried out over the Christmas network closure, as discussed at the first Mayor's meeting.

Wellington - Wairarapa line

KiwiRail, as part of the Wairarapa line upgrades, laid 16km of new track north of Featherston over the Christmas block of line. These works were long signalled and planned. The track has been laid within engineering tolerances and consistent with our safety case as a network provider.

However, it has caused vibrations in the carriages on the passenger service, with the wheel/rail interaction causing vibrations which results in some "rough riding". As noted, in the short term we have had to impose 60km/h speed restrictions to reduce the rough riding and additional wear and tear on the carriages.

Testing and evaluation has confirmed this is not a gauge-geometry issue, and the new Wairarapa Line track is installed to code and is within engineering tolerances. This has been evaluated with comparative analysis work undertaken with a full Wellington Yard relay measure, and an exact design track set rebuild was conducted by KiwiRail, to test construction and maintenance tolerances.

(Continued)

This showed no issues with the tighter gauge in the yard, with the same gauge laid on the Wairarapa line.

We believe the issue is with Metlink's Wairarapa (SW class) carriages, as all other rolling stock (other than the old SW carriage fleet) have no vibration issues on the relay completed in Wairarapa Line and/or Wellington Yard.

It is noted Transdev ran these carriages on the Kāpiti Line, where track in the tunnels was replaced in 2022. There were vibration issues in these areas. This is a significant finding as KiwiRail (until late last year) operated the same wheel system on our old Capital Connection fleet. It did not experience vibration issues on the same section of newly installed track on the Kāpiti Line over the course of 2023.

Remediation options considered:

- Widening track – as part of understanding the cause of the vibration, KiwiRail has trialled widening a section of track on the Wairarapa Line. This resolved the vibration issue but required use of a non-standard assembly to achieve widening to 1068 - 1070mm. This is the wider end of the code, and the wider gauge will greatly reduce the track asset life. For these reasons, and the amount of work/time cost required to widen track means this is not a viable solution.
- Rail grinding – currently not possible due to fire restrictions in the Wairarapa with the fire ban likely to be in place for months. In addition, grinding is a rail wear management function to enhance rail life and to manage overall condition, it is not a preventative measure or treatment to solve vibration issues.
- Reprofile the carriage wheels – has been done on one carriage and has been shown to remove the vibration issues. Preferred option that addresses the cause of the vibration.

Next steps

We will work swiftly with Metlink to offer our assistance for this reprofiling work. We believe KiwiRail can undertake this work at our Hutt Workshons s 9(2)(i)

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

RAIL NETWORK**Cyclone recovery update****North Auckland Line (Swanson - Whangārei) – closed**

The geology in Northland is complex, with fragile soils that are very prone to slips. Unlike Hawke's Bay, where track and other structures were washed away, damage to many sites on the North Auckland Line (NAL) are not immediately obvious. It's not until geotechnical assessments were done and the below-ground conditions understood that the true extent of the damage was revealed.

Work has been completed in repairing more than 50 kilometres of line north of Swanson (to near Makarau), including repairs to significant washouts in north Auckland. Work at Tahekeroa (86km mark), where a 35,000 cubic metre slip fell across the road and rail line has also been finalised. There have been more than 200 damage sites along the 180km NAL, including overslips, slumps, washouts and underslips, and ongoing weather has seen some sites worsen. Access to parts of the line is difficult and there have been agreements made with neighbouring properties to improve this.

Repairs are completed on 80 minor/moderate sites and work continues on another 25 minor/moderate sites. The work is being done by 7 contractors, covering 15 construction packages.

Work is complete on 4 major damage sites. Of the 32 remaining major damage sites, geotechnical investigations have been completed, contractors appointed and preferred remediation design options chosen. Remediation designs have been completed on 28 of these sites and they have been issued for construction. Enabling works, including relocation of wildlife, erosion and sediment control measures, vegetation clearance, and track removal is underway.

There was a delay in moving One NZ's main fibre-optic cable to Northland, which is buried in the rail corridor between Tahekeroa and Maungaturoto (88km – 148km mark). This held up work at 18 major sites over the Christmas break. The cable was moved and repair work at the relevant sites is underway.

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

We expect to complete the major construction work in the next few months and then our teams need to test and commission the line. We are aiming to have the NAL reopened in mid-2024.

Palmerston North – Napier Line

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

There are approximately two dozen damage sites south of Hastings that still require final repairs. Site inspections have been undertaken to allow the progressing of concept designs for fixes to be put in place. The delivery of these works will look to coordinate with resilience improvements wherever possible for construction efficiencies and minimising disruption to the live line.

s 9(2)(f)(iv)

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Napier – Wairoa Line:

Make Safe works to stop further deterioration of the rail line are ongoing. Work is underway or has been completed on the priority Make Safe sites. This includes culvert clearing, slope trimming, debris removal, cutting suspended track and hydroseeding. The majority of the Make Safe works are carried out by KiwiRail's Napier track gangs, with some of the larger sites being allocated to contractors such as United Civil, Groundfix and Titans. ^{s 9(2)(f)(iv)}

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9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

INTERISLANDER

Fleet Maintenance and reliability

Det Norske Veritas (DNV) are in New Zealand as part of its full review of all Interislander’s asset management practices ensuring we are running the Interislander to world’s best practice standards. DNV has now completed its initial audit of *Aratere* and those findings. Audits have already been done on *Kaiarahi* and *Kaitaki* and those recommendations are being implemented.

Kaiarahi has a scheduled wet dock in May 2024. *Kaitaki* will go into dry dock in Singapore in Q1 of the 2024/5 financial year.

Summer performance

The three months of peak summer have been strong for Interislander, with international traveller numbers rebounding towards pre-COVID-19 levels. February 2024 has been the busiest February in many years. Last year, Cyclone Gabrielle hit New Zealand during February, which affected sailings and meant planned events did not go ahead.

Interislander itself experienced a major outage on Sunday 28 January 2023 when *Kaitaki* lost power. This caused major disruptions through January and February until the vessel came back into service. The investment in reliability and asset management has resulted in good Safe On-Time Performance and Reliability over summer, which has helped to rebuild confidence in the Interislander.

Safe On-Time Performance and Reliability

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

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

The below shows the trend data for OTP and reliability:



- As shown above reliability has been on target, with no cancellation in the past week.
- OTP has been good over the summer period, however the berthing issues, delayed passenger/commercial vehicles, and some minor technical difficulties has seen a recent decrease in OTP to 84.4 per cent which is below our target.

LONG DISTANCE PASSENGER TRAINS

Te Huia

As advised, additional off-peak services have started running in February 2024 as part of the next stage of improvements to Te Huia. A third daily return service is running on Thursdays and Fridays, where demand has been highest, and a second return service on Saturdays.

As a result, we have seen a 47 per cent increase in passenger numbers in February 2024, when compared to February 2023. As at Tuesday 27 February 2024, 5,635 passengers have used the Te Huia service, compared to a total of 3,825 in February 2023.

There is an average of around 60 passengers travelling on the extra weekday services, with slightly higher numbers travelling on the 15.20 Auckland to Hamilton service. A total of 577 passengers have been carried on the extra weekday services since they started on Thursday 8 February 2024.

The extra Saturday service has also carried an average of around 60 passengers per trip, with a total of 378 passengers carried over the six services to date.

UPCOMING MEETINGS/EVENTS

March 2024 – small event to mark the completion of the Plimmerton Station upgrades (Wellington)

The project involves changes to track configuration and accessways around the station and building a third platform and main line. This will support express commuter services for that part of Wellington by enabling services to turn back at Plimmerton without affecting the operation of through services. It's supporting increased capacity on Wellington's metro network.

18 March 2024 – Auckland Train Control Centre opening event:

You and the Mayor of Auckland will lead the ceremony to open the centre.

This centre is important for Auckland commuter rail, particularly once the City Rail Link begins operating, and there will be more frequent commuter services in Auckland.

It will see the relevant KiwiRail, Auckland Transport and Auckland One Rail teams working in the same premises for the first time – which will support more efficient operations/disruption management.

Mid – late March 2024 – Hillside workshops (Dunedin) first wagon assembled.

Event to mark completion of the first production wagon.

Speeches followed by a tour of the facility, where there will be a series of wagons in different stages of assembly and meet staff. Media will be invited.

19 April 2024 – Ashburton (Fairfield) Freight Hub opening

Event to mark completion of Fairfield Freight Hub – Hosted by Wareing Group

Speeches and a walk around the new Hub. Local media will be invited.

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Weekly Report to the Minister of Transport

For the week ending 8 March 2024

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1 Transport officials meeting agenda



Agenda - Minister Brown officials' meeting

Day Date	Monday 11 March 2024
Time	9.30am – 10.15am
Venue	Parliament – EW5.1R
Ministry of Transport (the Ministry) attendees	
Audrey Sonerson, Chief Executive	
Brent Johnston, Chief of Staff	
David Wood, Deputy Chief Executive, Investment & Monitoring Group	
Siobhan Routledge, Acting Deputy Chief Executive, Policy Group	
Bronwyn Turley, Deputy Chief Executive, Regulatory Group	
Tim Herbert, Manager, Investment & Monitoring Group	
Joanna Heard, Manager, Regulatory Group	
Nick Graham, Senior Adviser, Policy Group	
Jess Ranger, Manager, Policy Group	
New Zealand Transport Agency (NZTA) attendees	
Nicole Rosie, Chief Executive	
Richard May, Chief of Staff	
Chris Bunny, Group General Manager, Systems Leadership	
Brett Gliddon, Group General Manager, Transport Services	
Tara McMillan, Head of Regulatory Strategic Programmes (On behalf of Brent Alderton – Apology)	

1 TRANSPORT OFFICIALS MEETING AGENDA

Part 1 The Ministry		Lead	Paper reference
1.1	Weekly Report	Audrey Sonerson	
1.2	Budget 2024	David Wood	OC240213 OC240209
1.3	Interim Aviation Council	Bronwyn Turley	OC240128
1.4	Road Safety Objectives	Bronwyn Turley	OC230999
1.5	RMA Amendments: Port Consents	Siobhan Routledge	Verbal update
1.6	Chief Executive only time	Audrey Sonerson	
Part 2 NZTA		Lead	Paper reference
2.1	Weekly Report	Nicole Rosie	

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2 Actions from transport officials meeting

Meeting with the Ministry – Thursday 7 March 2024	Due date
<p>Revenue System</p> <ul style="list-style-type: none"> Officials to provide advice on work programme for the June 2024 Cabinet report back on the revenue system work, ^{s 9(2)(f)(iv)} [REDACTED] Confirmation that the RUC report back signalled for April 2024 could be incorporated into the June 2024 report back. Office to arrange meeting to discuss Time of Use Charging. 	<p>Underway – initial advice on the report-back will be provided in April.</p> <p>Confirmed</p> <p>Completed.</p>
<p>GPS</p> <ul style="list-style-type: none"> Officials to provide GPS work programme overview that shows key programmes of work signalled in the GPS (e.g. performance and efficiency plan development). Officials to provide weekly updates on next steps across programmes of work signalled in the GPS. 	<p>Friday 15 March 2024.</p> <p>Ongoing.</p>
<p>Auckland Light Rail (ALR)</p> <ul style="list-style-type: none"> ^{s 9(2)(f)(iv)} [REDACTED] Office to provide signed joint ministerial paper once available. 	<p>Friday 15 March 2024.</p>
<p>Other</p> <ul style="list-style-type: none"> Road safety objectives to be on agenda for next week. 	

2 ACTIONS FROM TRANSPORT OFFICIALS MEETING

Officials Meeting date	Action	Due date	Progress update
5 February 2024	<p>ALR Officials to provide weekly updates of expected wind-down costs of ALR.</p>	Ongoing.	
26 February 2024	<p>s 9(2)(f)(iv)</p>	Wednesday 27 March 2024.	
26 February 2024	<p>Time of use charging Office to schedule workshop with Ministry and NZTA officials to discuss key policy choices to inform legislation development. Officials to prepare supporting material that shows options/key decisions and implications for various parties (local government, NZTA, Crown).</p>		Scheduled for Wednesday 20 March 2024.

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3 Updates on 100-Day Plan

100 Day Plan updates

Confirming investment priorities for GPS 2024

The GPS 2024 was considered at Cabinet and released for public consultation on Monday 4 March 2024. Officials have provided your Office with a draft consultation plan and are commencing consultation activities including organising meetings with key stakeholders during the consultation period.

Consultation on the draft GPS will run from Monday 4 March 2024 until Tuesday 2 April 2024. Officials will provide you with an update on the various meetings via the Weekly Report and will provide you with an analysis and summary of submissions on Wednesday 10 April 2024.

Responsibility: Paul O'Connell, DCE, Sector Strategy

Cancel Auckland Light Rail

We continue to work closely with the company on its wind-up and are preparing a Cabinet paper for you to update your colleagues at the end of March 2024. s 9(2)(f)(iv)

Responsibility: David Wood, DCE, Investment & Monitoring Group

Removing the Auckland Regional Fuel Tax

The legislation passed through all stages on Wednesday 6 March 2024.

Responsibility: David Wood, DCE, Investment & Monitoring Group

Resetting approach to speed limits

This week, following referral from ECO, Cabinet considered a paper on the policy direction of the new Rule. You intend to announce the policy direction with a press release and by writing to Road Controlling Authorities and Regional Transport Committees informing them of the changes you intend to make. We will support you to do this once a date is confirmed.

We have been working through the detailed Rule changes required to implement your broad policy intent and will brief you on this next week to ensure we are well aligned.

Responsibility: Bronwyn Turley, DCE, Regulatory Group

4 UPCOMING BRIEFINGS

4 Upcoming briefings

Briefings to Minister Brown – Other Priorities	Due date
<p>Joint Venture Airports</p> <p>This briefing will provide you with an overview of your responsibilities as Minister of Transport in relation to the five Joint Venture airports and updates on their current status. It also seeks decisions on airport landing fee reviews and capital expenditure.</p> <p><i>Comment on due date change:</i> Deferred by one week due to other priorities.</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>	<p>Week ending 15 March 2024.</p>
<p>Approach to the new Setting of Speed Limits Rule</p> <p>This briefing will provide detail on the Rule changes required to implement your broad policy intent, to ensure we are well aligned before work starts on drafting the new Rule.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 15 March 2024.</p>
<p>Lower North Island Rail Integrated Mobility Programme (the Programme)</p> <p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 15 March 2024.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Delayed until further notice.</p>

Briefings to Minister Brown – Routine Matters	Due date
<p>Drive Electric meeting advice</p> <p>This briefing will provide background to electric vehicle advocacy group Drive Electric, their position on various matters, and relevant advice and talking points. You are meeting with this organisation regarding EV uptake and public EV charging on Thursday 14 March 2024.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Monday 11 March 2024.</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted content]</p>	<p>Wednesday 13 March 2024.</p>
<p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	
<p>Meeting with Irish Minister of State for Transport (hosted by the Irish Business Network at Beca’s Auckland Office) – 15 March 2024</p> <p>This briefing will provide background information on Minister Chambers and other key attendees, as well as information on potential topics of discussion and areas of mutual interest.</p> <p><i>Responsibility: Paul O’Connell, DCE, Sector Strategy</i></p>	<p>Wednesday 13 March 2024.</p>
<p>Establishing a Transport Revenue Expert Advisory Group</p> <p>This briefing will advise you on the next steps for establishing a group of independent experts to support the development of advice and policy on transport revenue, including the transition of all vehicles to road user charges. s 9(2)(f)(iv)</p> <p>[Redacted content]</p>	<p>Week ending 15 March 2024.</p>
<p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>	

4 UPCOMING BRIEFINGS

Briefings to Minister Brown – Routine Matters	Due date
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	Week ending 22 March 2024.
<p>Total Mobility Review – s 9(2)(f)(iv)</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	Week ending 29 March 2024.
<p>Aviation Security Overview</p> <p>This briefing will provide an overview of key issues relating to aviation security and seeks your direction on next steps for these matters.</p> <p><i>Comment on due date change:</i></p> <p>This paper has been delayed because of the ongoing work relating to the CAA and to ensure prioritisation towards issues the Minister has raised over the last two weeks relating to aviation.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	Week ending 5 April 2024.

Briefings to Minister Brown – OIA Briefings	Due date
<p>OIA request from s 9(2)(a) for information about Paraparaumu Airport and Air Chathams (OC240178)</p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</i></p>	Friday 15 March 2024.
<p>OIA request from s 9(2)(a) for a list of reports and briefings received by the Minister of Transport since 26 November 2023 (OC240185)</p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</i></p>	Monday 18 March 2024.
<p>OIA request from s 9(2)(a) for Weekly Reports from 26 November 2023 (OC240189)</p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</i></p>	Monday 18 March 2024.

5 Key updates

Minister Brown	
<p>s 9(2)(f)(iv)</p> <p>[Redacted content]</p>	
<p>Responsibility: Brent Johnston, Chief of Staff</p>	
<p>s 9(2)(f)(iv), s 9(2)(i)</p> <p>[Redacted content]</p>	
<p>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</p>	

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5 KEY UPDATES

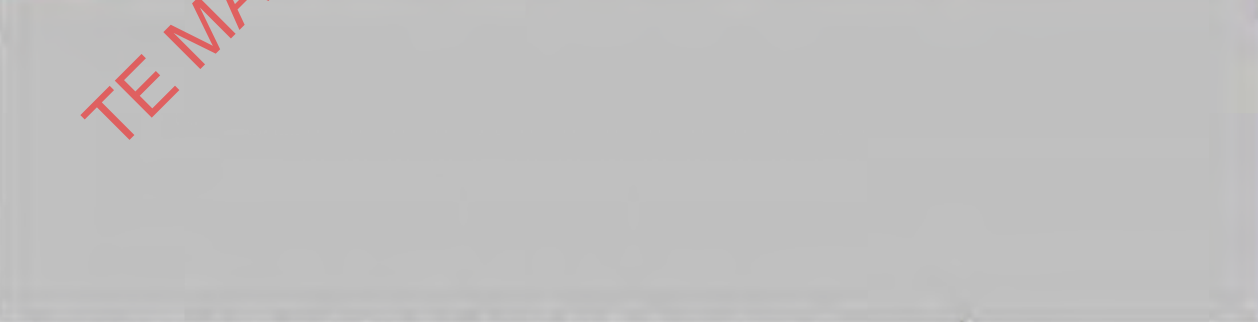
Minister Brown

s 9(2)(f)(iv)



Responsibility: Siobhan Routledge, Acting DCE, Policy Group

s 9(2)(f)(iv)



Responsibility: Siobhan Routledge, Acting DCE, Policy Group

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Minister Brown	
Senior transport leaders roundtable on the Second Emissions Reduction Plan (ERP 2)	
<p>As part of early engagement on ERP 2, Audrey Sonerson and Sam Buckle (Deputy Secretary, Climate Mitigation & Resource Efficiency, Ministry for the Environment) co-hosted a roundtable with senior transport business leaders on Friday 1 March 2024.</p> <p>Approximately 22 business leaders from across the transport sector attended the session ^{s 9(2)(f)(iv)}</p> <div style="background-color: #cccccc; height: 300px; width: 100%;"></div> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Next steps:</p> <p>Officials will be continuing early engagement on ERP 2, including with Local Councils on Thursday 7 March 2024 and the Climate Business Advisory Group (whose members includes General Managers from PowerCo, Mercury and Air New Zealand) on Wednesday 13 March 2024.</p> <p>We intend to engage with these groups in a similar manner as we did for the roundtable.</p> <p>^{s 9(2)(f)(iv)}</p> <div style="background-color: #cccccc; height: 50px; width: 100%;"></div>
Advice on potholes	
<p>At your meeting with officials on Thursday 7 March 2024, you requested further information about potholes on the network and the efficiency of potholes being filled.</p> <p>We are working with the NZTA to provide additional information on this matter.</p> <p><i>Responsibility: Brent Johnston, Chief of Staff</i></p>	<p>Next steps:</p> <p>Officials to provide an aide memoire with this information by Friday 15 March 2024.</p>

5 KEY UPDATES

Minister Brown	
Energy efficiency requirements for coastal ships under MARPOL Annex VI	
<p>You recently asked about the interaction between MARPOL VI and the Emissions Trading Scheme.</p> <p>In summary both the New Zealand Emissions Trading Scheme (NZ ETS) and Annex VI of the Convention for the Prevention of Pollution from Ships (MARPOL VI) apply to domestic ships, and domestic shipping operations are subject to the costs of both schemes. We note though that the schemes are designed with different incentives. The NZ ETS creates a price signal to financially incentivise emitters to reduce their GHG emissions. While the NZ ETS does cover domestic shipping operators, it will only lead to GHG emissions reductions (including energy efficient measures) within the coastal shipping sector if the price reaches levels where it is financially effective for the industry to undertake abatement measures instead of paying to continue emitting. The MARPOL VI standards directly incentivise energy efficiency directly in the shipping sector. We note that the standards incentivise investment in newer practices and ships (which will result in better safety outcomes) and give us and the industry more insights into the current carbon intensity of the fleet.</p> <p><i>Additional background information</i></p> <p>The International Maritime Organisation sets standards for pollution and emissions from ships through MARPOL VI. New Zealand acceded to MARPOL VI in May 2022.</p> <p>Alongside controls on air pollutants, MARPOL VI sets energy efficiency requirements for large ships that operate internationally. These include energy efficiency management plans, plus carbon intensity standards in the case of the largest ships. MARPOL VI also requires parties to adopt measures to ensure that ships that only operate domestically operate in a way that is consistent with the international requirements, to an extent that is reasonable and practicable. Rather than developing a bespoke regulatory regime for domestic ships, New Zealand chose to apply the MARPOL VI energy efficiency requirements to domestic ships. This was seen as the simplest and most efficient regulatory approach. Industry did not raise concerns with this approach during consultation.</p> <p>Coastal shipping operators have since expressed concern about the costs of complying with the energy efficiency requirements. We understand that the position of operators is that, as the NZ ETS already incentivises them to increase efficiency and reduce emissions, the requirements just add a cost and are unnecessary. They note that Australia chose not to apply the energy efficiency requirements to domestic voyaging ships when they implemented MARPOL VI.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Next steps:</p> <p>Indicate to officials if you would like further advice on this matter.</p>

6 Cabinet papers

Committees	
Cabinet	
11 March 2024	None this week. The NZTA Chair appointment will be confirmed at this meeting.
Executive Council	
11 March 2024	None this week.
100-Day Committee	
27 March 2024 (or to relevant policy committee once established)	<p>Report back on disestablishment of Auckland Light Rail Ltd</p> <p>This paper will respond to an invitation from Cabinet to report back on progress on disestablishing Auckland Light Rail Ltd, including the <small>s 9(2)(f)(iv)</small></p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
Cabinet Economic Policy Committee (ECO)	
TBC April 2024	<p><small>s 9(2)(f)(iv)</small></p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
TBC May 2024	<p><small>s 9(2)(f)(iv)</small></p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
TBC June 2024	<p><small>s 9(2)(f)(iv)</small></p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>

7 CABINET PAPERS LED BY OTHER AGENCIES

7 Cabinet papers led by other agencies

This section includes Cabinet papers relevant to your transport portfolio and is not an exhaustive list of all Cabinet papers we are consulted on.

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
<p>s 9(2)(f)(iv)</p>			
<p>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</p>			

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8 Associate Minister of Transport

Actions from transport officials' meeting

Meeting with the Ministry – Thursday 7 March 2024	Due date
None this week.	

Upcoming briefings

Briefings to Minister Doocey – Other Priorities	Due date to Minister's Office
<p>Review of maritime legislation</p> <p>The Ministry and Maritime NZ have started scoping a review of primary maritime legislation to ensure it is fit for purpose given technology and geopolitical shifts, and that it enables effective and efficient regulatory decision making and action.</p> <p>This briefing will provide background information on the issues with the current legislation and options around scope and timing of a review.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 22 March 2024.</p>
<p>Maritime Rule Amendments (International Omnibus)</p> <p>This briefing will seek approval on a proposal for consultation on several amendments to maritime rules.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC April 2024.</p>

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p>Air New Zealand and Virgin Australia Airlines Code Share Agreement Authorisation – initial advice</p> <p>Air New Zealand and Virgin Australia have lodged an application seeking authorisation to give effect to a Codeshare Agreement. This briefing will provide you with initial advice to discuss with officials ahead of submitting final recommendations to you.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC April 2024.</p>

0 KEY UPDATES

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p>New Zealand's Search and Rescue System</p> <p>This briefing will provide background information on New Zealand's Search and Rescue (SAR) system, funding arrangements, key issues and trends facing the SAR sector, and the Associate Minister's responsibilities for SAR.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC</p> <p>April 2024.</p>

Key updates

Minister Doocey	
Annual update of household travel statistics on Ministry website	
<p>The Ministry will publish the annual update of household travel data using survey data from the New Zealand Household Travel Survey for 2020-2023 on Friday 15 March 2024.</p> <p><i>Responsibility: Paul O'Connell, DCE, Sector Strategy</i></p>	<p>Next steps:</p> <p>For your information only.</p>

Cabinet papers

Committees	
Cabinet	
11 March 2024	None this week.
Cabinet Economic Policy Committee (ECO)	
13 March 2024	None this week.
Cabinet Legislation Committee (LEG)	
23 May 2024	<p>Approval of legislative changes required for Maritime and Oil Pollution Levies changes</p> <p>This paper seeks approval for legislative changes required for increases to the Maritime and Oil Pollution Levies from 1 July 2024.</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>

9 Updates from transport Crown entities and SOEs



Actions from transport officials meeting

Meeting with NZ Transport Agency Waka Kotahi (NZTA) – 1 March 2024	Due date
Alternative Waitematā Crossing <ul style="list-style-type: none"> Provide a briefing on the alternative Waitematā crossing. 	15 March 2024
Northwestern Busway <ul style="list-style-type: none"> Provide a briefing on the Northwestern Busway. 	15 March 2024

Updates: 100 Day Plan

Meet with councils and communities to establish regional requirements for recovery from Cyclone Gabrielle and other recent major flooding events
<p>State Highway 1 (SH1) Brynderwyn Hills</p> <p>On 26 February 2024, SH1 Brynderwyn Hills closed to allow NZTA to complete critical recovery work to enable this vital connection to be restored for motorists ahead of the winter season. The road will reopen between 28 March to 2 April 2024 for Easter travel and will close again from 3 April to 13 May 2024 in order to complete the remainder of these works.</p> <p>A progress post on NZTA's Northland Facebook page reached over 500,000 people in three days, received more than 400 comments, with more than 95% of reaction to the post being positive. Regular social media updates, along with a weekly e-newsletter, will be in place until the end of the closure works.</p> <p>One week into the closure, teams have made good progress. Equipment has been mobilised to five cuts sites within the closure, where they are clearing vegetation and cutting into the hillside. More than 16,000m³ of earth has been removed so far and moved to fill sites within the closure area. Crews are proactively monitoring the detour routes multiple times a day and addressing issues quickly.</p> <p>Transport Rebuild East Coast (TREC)</p> <p>On 6 March 2024, Tairāwhiti Iwi representatives, NZTA, KiwiRail and TREC attended the Rangatira ki te Rangatira hui as planned. They discussed the forward work plan in Tairāwhiti and procurement processes, particularly around Iwi.</p> <p>The initial TREC Liaison Group (TLG) meeting for the Hawke's Bay region was held on 6 March 2024 in Napier. The purpose of this initial meeting was to establish the group and agree to Terms of Reference (including meeting frequency and ways of working).</p> <p><i>(Continued next page)</i></p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

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

An additional forum with contractors and suppliers was held by TREC in Gisborne on 7 March 2024. Topics included a TREC programme update, information on resourcing and procurement, and health and safety processes.

TREC is engaging with Councils and Iwi regarding a variety of potential work programmes, such as SH35 Mangahauini Gorge, SH2 Devil's Elbow and SH2/SH5 Eskdale, ahead of public consultation on these projects later this month.

Repeal the Clean Car Discount scheme by 31 December 2023

NZTA is continuing its work on the Human Resources change process for impacted staff, along with investigation on compliance management of rebate applications made by motor vehicle dealers for demonstrator vehicles, company vehicles and courtesy cars.

Further information regarding how NZTA is managing potentially fraudulent activity relating to Clean Car Discount rebates paid to Dealers is provided later in the weekly update.

Updates**Update on Clean Car Discount compliance activities**

NZTA provided you with MINO-999 (Update on Clean Car Discount Compliance) on the week ending 1 March 2024. NZTA is actively investigating 210 vehicles for potential breaches of the 3-month rule (The final date where a vehicle cannot be sold or offered for sale within their required 3 month is 31 March 2024). The 210 vehicles are split across 101 dealers with 172 of those being new vehicles and 38 being used vehicles. 1 dealer has provided information for funds to be paid back following a rebate application.

In addition, NZTA investigated a further 300 listings on sales sites and contacted 8 dealers for an explanation on why vehicles were listed without disclaimers on when they could be purchased. NZTA is aware of dealers having difficulty with historic listings and have been provided with evidence that:

- there has been a genuine attempt to remove these listings and,
- these vehicles are not being offered for sale before the 3-month period.

With the media interest in this topic, the Motor Industry Association (MIA) and Vehicle Importers Association (VIA) have contacted their members to remind them of their obligations under the scheme and inform them that NZTA will be taking enforcement action where breaches are proven.

Road User Charges (RUC) on EVs

NZTA is continuing to work towards the 1 April 2024 date for light EVs and PHEVs to start paying RUC. Technical delivery remains on schedule, with code changes being applied to our RUC systems on 9 March and available for use by the public from 1 April 2024. Agents such as NZ Post have confirmed their system testing is complete and they are preparing their systems for go-live.

(Continued next page)

Awareness and education campaign metrics show that people are getting the message, with a surge in visits to our webpage. The number of contacts to our call centre has been minimal (only 2 percent of all RUC-related contacts), which also shows that our messaging is reaching the intended audience. We are continuing to work with external stakeholders to ensure they have the information they need.

Speed Cameras

Work is progressing on construction of the average speed corridor on State Highway 2 from Pōkeno to Mangatāwhiri in the Waikato, which is the first on a state highway and outside of the Auckland region. The cameras will enter testing in the coming months.

An update on milestones for each of the proposed average speed camera sites will be submitted to your office the week ending 22 March 2024.

Three cameras have recently been the target of vandalism; two spot-speed cameras in the Franklin area and an average-speed camera in Warkworth. The two spot speed cameras were installed in mid-2023 in partnership with Auckland Transport and NZ Police.

NZTA is exploring options to improve security, including working with residents, and installing CCTV cameras on some of the camera sites.

SH1 Brynderwyn Hills

One week into the closure, teams have made good progress. Equipment has been mobilised to five cut sites where they are clearing vegetation and cutting into the hillside. More than 16,000 m3 of earth has been cut so far and moved to fill sites within the closure area. Crews are proactively monitoring the detour routes for the closure multiple times a day and addressing issues quickly if they arise.



*Cutting material and vegetation clearance at sites D, E and F
(Continued next page)*

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES



Aerial picture of work sites H, I and J

Upcoming Ministerial Items

Upcoming Transport events

Event Date	Event	Details
13 March 2024	<p>Tauriko Enabling Works start of earthworks site visit</p> <p>The Tauriko Enabling Works will improve safety at intersections of State Highway 29 with Redwood Lane, Belk Road and Cambridge Road. The project will enable development within Tauriko West, support development of Tauriko Business Estate, protect freight routes and improve access to public transport, walking and cycling.</p> <p>The project is jointly funded by Tauranga City Council, Kāinga Ora, NZTA, and private developers. The NZTA funding is coming from the National Land Transport Fund.</p>	<p>Briefing Due:</p> <p>Sent to the Office on 29 February 2024</p> <p>Officials Attending:</p> <p>Brett Gliddon, NZTA Group General Manager – Transport Services</p> <p>David Speirs, NZTA Director Regional Relationships</p> <p>Jo Wilton, NZTA Regional Manager Infrastructure Delivery</p> <p>Jess Andrew, NZTA Regional Manager System Design</p> <p>Natasha Utting, NZTA Media Manager</p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Event Date	Event	Details
13 March 2024	<p>Takitimu North Link site visit</p> <p>Takitimu North Link Stage One will connect Tauranga and Te Puna with a new four-lane expressway and shared path. It will improve safety, access, resilience, and provide greater travel choice.</p> <p>Funding has been provided for Stage One Tauranga to Te Puna through the NZUP.</p>	<p>Briefing Due:</p> <p>Sent to the Office on 29 February 2024</p> <p>Officials Attending:</p> <p>Brett Gliddon, NZTA Group General Manager – Transport Services</p> <p>David Speirs, NZTA Director Regional Relationships</p> <p>Natasha Utting, NZTA Media Manager</p>
15 March 2024	<p>Te Ara o Te Ata Mt Messenger site visit</p> <p>Te Ara o Te Ata – Mt Messenger Bypass is a new 6-kilometre route that avoids the existing steep, narrow and winding route over Mt Messenger on State Highway 3 in North Taranaki.</p> <p>The project is partially funded by the National Land Transport Fund and the Accelerated Regional Roding Programme.</p>	<p>Briefing Due:</p> <p>8 March 2024</p> <p>Officials Attending:</p> <p>Brett Gliddon, NZTA Group General Manager – Transport Services</p> <p>Linda Stewart, Director Regional Relationships</p> <p>Caleb Perry, NZTA Owner Interface Manager</p>

Upcoming briefings to Minister of Transport

Due to Office	Title
15 March 2024	<p>BRI-2998 Alternative Waitematā Crossing</p> <p>A briefing on the alternative Waitematā crossing following a meeting with NZTA officials.</p>
15 March 2024	<p>BRI-2999 Northwestern Busway</p> <p>A briefing on the Northwestern Busway following a meeting with NZTA officials.</p>

Upcoming media items

Date of release	Subject
13 March 2024	<p>Auckland/Northland - SH1 Brynderwyn Hills media visit</p> <p>On Wednesday 13 March 2024, NZTA will host local and national media at SH1 Brynderwyn Hills to show the progress made in the 2.5 weeks since the road closed in both directions for critical restoration work.</p>
Week commencing 11 March 2024	<p>Waikato/Bay of Plenty – Cambridge Road overbridge, Takitimu North Link</p> <p>A media statement is planned for release during the week beginning 11 March 2024 advising that works at the Cambridge Road Overbridge site are nearing completion on the Takitimu North Link project. The statement will include progress photos and advice about the next phase of traffic management in the surrounding area (new intersection at Cambridge Road East).</p>
Week commencing 11 March 2024	<p>Central North Island - Transport Rebuild East Coast (TREC) East Coast drop in sessions</p> <p>Commentary: A media statement is planned for release during the week beginning 11 March 2024 advising of upcoming community drop in sessions around Hawke's Bay and Tairāwhiti, hosted by the TREC alliance.</p>
Week commencing 11 March 2024	<p>Central North Island - Manawatū Gorge carpark</p> <p>Commentary: A media statement is planned for release during the week beginning 11 March 2024 ahead of changes to the well-used temporary carpark on the Ashhurst side of Te Āpiti - Manawatū Gorge as the construction requirements for Te Ahu a Turanga: Manawatū Tararua Highway shift.</p>

Statistics page

Ministerial correspondence figures from 29 February 2024 to 6 March 2024

Item	Number
Ministerial Correspondence	35
Written Parliamentary Questions	7
Minister/Minister office queries	7
Themes	<p>Practical driver licence test wait times</p> <p>Community objection to the demolition of the Drury Lane shops.</p>



Key priorities and highlights

NZ strengthens Asia-Pacific maritime safety through leading international Port State Control seminar

From Monday 26 – Thursday 29 February 2024, Maritime NZ hosted the 31st Seminar of the Asia Pacific Memorandum of Understanding on Port State Control – commonly known as the Tokyo MOU. The event in Auckland brought together 35 experienced Port State Control Officers from around the Asia Pacific for four days of collaboration.

The Tokyo MOU upholds international standards by empowering member states to conduct Port State Control (PSC) inspections on foreign vessels visiting their ports. These inspections verify a ship's statutory certificates, confirming it has been surveyed (assessed) for safety and seaworthiness and that it complies with international maritime conventions. This system helps identify substandard ships, ultimately preventing accidents and environmental harm.

New Zealand's active leadership of the MOU plays a crucial role in ensuring consistent and high-quality port inspections across the Asia-Pacific. As the chair of the PSC Committee, our Deputy Chief Executive Technical Advice and Support Kenny Crawford plays a key role in leading and supporting efforts to improve maritime safety, security, environmental protection, and seafarer welfare in the Asia-Pacific region.



New Zealand co-presented with Australia on the concerning trend of declining ship maintenance observed in recent inspections, particularly since the COVID-19 pandemic. The seminar also provided a platform for knowledge sharing, with Singapore offering valuable insights on their response to the Shilling container ship incident, enhancing regional preparedness for future maritime emergencies.

(Continued next page)

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Maritime NZ Port State Control Officers who attended the seminar valued the opportunity to share knowledge and resources with international colleagues as this contributes significantly to enhancing maritime safety and harmonising inspection procedures across the Asia-Pacific.

Maritime NZ leaders engage stakeholders to build a thriving maritime sector

The Maritime NZ Board and Executive Leadership Team (ELT) held a stakeholder engagement day in Wellington on Tuesday 27 February 2024, focusing on collaboration for a sustainable and thriving maritime sector.

The day began with a visit to CentrePort, where discussions explored their vision, challenges, and growth barriers. Meetings with government representatives from MBIE, the Ministry of Transport, and the Infrastructure Commission provided insights into their wider strategies and how the maritime sector fits into their plans. Participants then met with the Workforce Development Council (WDC) to discuss their strategic plan and initiatives to address workforce challenges facing the maritime sector.

An afternoon roundtable discussion brought together industry leaders from the WDC, Interislander, StraitNZ, New Zealand Shipping Federation, CentrePort, ISO, East by West Ferries, NZ Port Company CEO Group, Seaworks and New Zealand Dive and Salvage to share perspectives on what it would take to have a sustainable maritime sector.

This initiative is part of the Maritime NZ Board's regular engagement program, which includes plans to meet with stakeholders three times a year in conjunction with the Board's routine business meetings. The next engagement day, focusing on the strategic outcome of 'safe' in line with the extension to Maritime NZ's HSWA designation to include the port environment, will be held in Tauranga on 29 April 2024.

Meeting with New Zealand Council of Cargo Owners on International Maritime Organisation emissions work

Maritime NZ officials attended a meeting of the New Zealand Council of Cargo Owners (NZCCO) Ordinary General Meeting on Thursday 29 February 2024. The focus of the discussion was the ongoing International Maritime Organisation (IMO) negotiations on mechanisms to reduce emissions from international shipping, including a potential fuel standard and global carbon pricing of maritime emissions.

The conversation covered:

- the status of the negotiations,
- the additional risks New Zealand and the wider Pacific face, being far from market and reliant on maritime supply chains,
- the risks arising from other markets, such as the EU, applying charges on maritime transport emissions in the absence of a global approach,
- New Zealand's positioning and capacity to influence, and
- the challenges involved in making infrastructure investments in low carbon maritime fuels in New Zealand without coordinating with key supply chain partners, such as Australia and Singapore.

(Continued next page)

Given the risks to their exports, NZCCO members are looking for a degree of certainty on how these matters will evolve at an IMO level and with regional partners over the next few years. They are also interested in ways New Zealand's influence at the IMO could be increased, for example through permanent representation in London. We will continue to engage with them regularly as these matters evolve.

Proposed visit to IMO by Opposition Spokesperson

Tangi Utikere (Labour Party Spokesperson for Transport, and Oceans and Fisheries) has reached out to Maritime NZ requesting assistance with planning a visit to the IMO in London in early April 2024 (3 – 5 April). We are advising Mr Utikere that while Maritime NZ cannot arrange a trip for him, we will provide him with contacts at the IMO who can assist with this request this week.

Operational updates

Working with industry to resolve Ukrainian seafarer certification issue and keep fishing vessels fishing

On Thursday 29 February 2024, Maritime NZ met with several major NZ Fishing companies (Sealord, Maruha NZ & Independent Fisheries) to discuss a significant licensing issue that impacts up to 960 Ukrainian seafarers who work across six NZ flagged* fishing vessels. If left unaddressed, this issue could lead to the seafarers losing their jobs and an economic impact on New Zealand due to the fishing vessels halting operations.

We note that while the vessels are NZ flagged, they are mainly of Russian design and require Russian speaking seafarers to operate them safely. This is because the controls and other operational details on these boats are in Russian. It would be unsafe to have an English speaker on these boats as they would not be able to understand and follow the necessary instructions for safe operation. Supplementing the vessels with English speaking crew is not a viable option at this time. The owners have tried unsuccessfully to hire New Zealanders for these roles but were unable to find crew to fill them. The vessels have been operating in New Zealand for decades with Ukrainian crew. This is possible because Ukrainian seafarer certification is recognised by Maritime NZ through the provision of certificates of recognition.

The challenge arises as the seafarers are required by international convention to renew their certification every five years, which they historically did by returning to Ukraine. With the ongoing war between Russia and Ukraine, these seafarers (who all come from Crimea which has been under Russian occupation) have faced several challenges with renewing their certificates. Without their renewed certificates, Maritime NZ cannot provide them with a certificate of recognition. This means they are not legally able to work on NZ fishing vessels.

Maritime NZ is working closely with the fishing industry, the Ukrainian seafarers and NZ fishing companies to try and find a suitable solution.

* *New Zealand flagged fishing vessel – Vessel registered or licenced under New Zealand law.*

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Sail GP

Sail Grand Prix (GP) is an international sailing race between ten countries: Australia, Canada, Spain, USA, France, Denmark, Great Britain, Germany, Switzerland and New Zealand. On Saturday 23 and Sunday 24 March 2024, Christchurch will host this event for the second year in a row. Sail GP is described as a high-octane, high-tech, and high drama event.

A significant joint agency collaboration and coordination effort is required ahead of such a large international event. Maritime NZ is currently ensuring all appropriate exemptions are processed. This includes issuing an exemption for the race to occur in Lyttelton Harbour, and processing exemptions for commercial vessels in the water but not taking part in the racing. This includes support vessels (on standby for the racers) and media vessels recording the action.

Where appropriate, Maritime NZ will allow these operators to meet their safety obligations without placing an undue burden of entering into the commercial safety regime (Maritime Operator Safety System (MOSS)).

On the day of the event, the exclusion zone will be managed by the Sail GP marshal team with the support of Environment Canterbury, NZ Police, Customs and Maritime NZ. This will help ensure the spectator fleet complies with all applicable navigational safety rules. An operational plan has been developed between agencies to help manage the response and coordinate resources. On the water resources will include a Police launch, Customs launch, various Harbourmaster vessels and six Maritime NZ Staff. The event is a prime example of what can be achieved through connection and a having a unity of purpose.

Maritime NZ looks forward to this exciting event which is sure to bring a boost to the local economy and highlight Christchurch as a premier marine destination on the global stage.

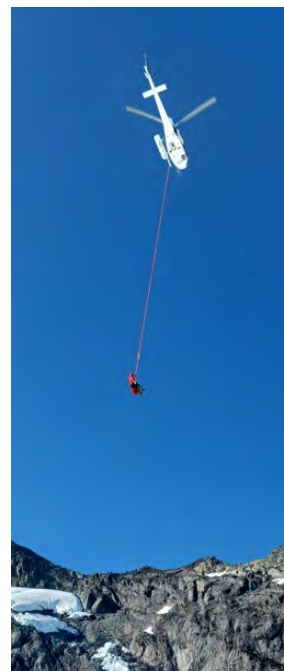
RCCNZ coordinates complex Mt Aspiring rescues

Within three days, Rescue Coordination Centre NZ (RCCNZ) coordinated two successful rescues for injured climbers in Mt Aspiring National Park, highlighting their expertise in managing complex situations.

These responses to distress beacon activations show the important role RCCNZ plays in coordinating skilled volunteers and experienced helicopter pilots to save lives in challenging high-altitude environments.

On Tuesday 27 February 2024, a climber on Mt Aspiring's north-west ridge with a suspected broken ankle was plucked from a cliff face using a longline after a specialist Alpine Cliff Rescue (ACR) team reached their precarious location by helicopter in an operation coordinated by RCCNZ.

Two days later, a rockfall near Colin Todd Hut left a climber with hip injuries. Coordinated by RCCNZ, Aspiring Helicopters and a Wanaka ACR team swiftly responded. The ACR team hiked to the climber's location. This enabled the injured individual to be loaded into the helicopter as it hovered on the side of the mountain. The climber was then taken to hospital.



Pacific Maritime Safety Programme (PMSP) equips Samoan fishers with vital safety skills

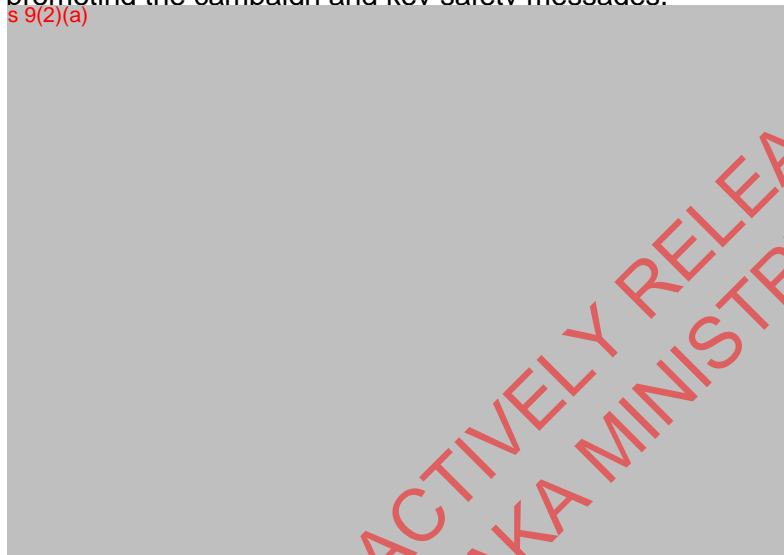
The PMSP recently concluded a successful two-week visit to Samoa, launching a crucial community education and awareness campaign in partnership with the Ministry of Works, Transport and Infrastructure.

The campaign, called “Your safety is in your hands” (in Samoan, “O lou saogalemu i ou aao”), targets the operators of Samoa’s ‘alia (small double hulled craft) fleet, used for small scale fishing and short passenger journeys.

The PMSP delivered five community education seminars promoting safety equipment and good boating practices and two outboard motor workshops. These events were attended by more than 160 ‘alia owners and operators.

Large billboards have been erected at five villages with high concentrations of ‘alia owners, promoting the campaign and key safety messages.

s 9(2)(a)



Feedback was very positive, and the programme received excellent support from the NZ High Commission in Samoa who spoke at four out of five of the seminars.

The next phase of the campaign will take place in early 2025, widening the focus to other subsistence fishers such as canoe and small dinghy operators.

The PMSP is funded through the Ministry of Foreign Affairs and Trade and delivered by Maritime NZ.

Maritime in the media

s 6(c)





Aviation Security Service
Kaitiwhakamaru Rererangi

Key updates

Security Screening queues weekly update

Some longer than normal queues occurred this week, which fell unevenly depending on specific demand peaks and other factors. Three occasions of intense screening queues were recorded this week:

- Tuesday 27 February 2024 through Friday 1 March 2024 at Christchurch Domestic - queues of 200 passengers caused by flight delays during early morning peak times, combined with reduced capacity as new screening equipment is installed. All available lanes were in operation.
- Sunday 3 March 2024 at Auckland International – long queues formed due to the additional load from the closure of the bulk screening point due to health and safety concerns (see further information in next item).
- Wednesday 6 March 2024 at Queenstown Domestic – long queues formed due to a required re-screening of all passengers, following a passenger’s entry into the domestic departure lounge without being screened. The breach, which involved the passenger inadvertently passing through a screening gate the wrong way, was detected within a minute. All available lanes were in operation and the screening of international passengers was deferred in an effort to process passengers as quickly as possible.

Despite increased volumes, screening queue times monitored using LiDAR technology at the Wellington Southern Domestic screening point were as follows:

Week	19 – 25 Feb	26 Feb – 3 Mar
Passengers processed in less than 5 minutes	91.7%	90.9%
Passengers processed in less than 10 minutes	98.1%	97.8%

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

During the coming week, greater levels of ongoing disruption are expected at:

- The Auckland international screening point – all day due to continued routing of staff & crew through the main passenger screening point while the bulk screening point is closed.
- The Christchurch domestic screening point – at peak times while new screening equipment is being installed onto existing lanes.
- The Auckland domestic screening point – at peak times once construction work begins.
- On new lane and screening equipment installation from Monday 11 March 2024. This will reduce capacity to four lanes for this period. The longer-term benefits will improve security while enhancing passenger facilitation. The performance of this lane will be analysed before a decision is made to install the next four.

All three screening points will have additional screening lanes opened on shoulder periods to prevent build-up of queues.

Further information on AvSec screening queues in Auckland – 3 and 4 March 2023 – as per email explanation provided to your Office

To meet forecast passenger volume on Sunday 3 March 2024 (1708 passengers per hour), the Authority planned and prepared to operate at full capacity, requiring the reprioritisation of staff to operate six screening lanes between 11:30 and 16:00. However, on the day there were queues at the international departure screening at Auckland airport from approximately 12.30 over a 2-hour period, with passengers queueing between 45 and 60 minutes (maximum).

Several factors emerged leading to greater than normal queue times and lengths. The main contributors to the queues on 3 March were:

- **The closure of bulk duty-free screening:** As previously advised in the Weekly Report for the week ending 23 February 2024, an airport-related health and safety issue created fumes and staff sickness in the bulk duty-free screening area. Due to this, all airline crew and airport staff who would normally use their own dedicated screening area needed to be screened through the international screening point. This resulted in an additional 640 staff and crew using the passenger screening point during this busy period, taking up one lane that would have otherwise been used to facilitate passenger screening. The dedicated staff and crew screening area is expected to re-open this week, once the airport company has signed off the health and safety mitigations that will protect our staff.
- **Weather:** As a result of the poor weather impacting airline operations, passengers arrived by bus in groups at the domestic terminal at the same time. This created a surge of passengers, rather than passenger numbers being spread more evenly throughout the afternoon (this is typical when passengers both walk and bus). Where passengers were identified as potentially at risk of missing flights, they were facilitated by moving to the front of the queue.

On Monday 4 March 2024, a screening equipment failure led to one lane being unavailable for 30 minutes (the lane would normally have opened at 12.30 but opened at 13:00. From 13:00, all six lanes were open until 15:30 when the queue had dissipated. The Authority is working with the Auckland Airport Company to create an extra lane for redundancy purposes. The Authority is currently not resourced to staff a 7th lane so any additional lane would be used as a contingency for technical failure, rather than a dedicated passenger screening point.

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Guilty pleas entered in regulated air cargo agent prosecutions

Following an appearance on Monday 4 March 2024 in the Manukau District Court, two Auckland-based aviation freight forwarding companies have pleaded guilty to charges laid by the Authority.

Azis Global Investments Limited, previously an aviation document holder and regulated air cargo agent (RACA), was charged under the Civil Aviation Act 1990 (the Act) for knowingly acting as a RACA in the absence of holding an aviation document. This offence carries a maximum penalty of \$100,000.

Air Customs NZ Limited was charged for two offences under the Act for issuing a security declaration without subjecting aviation cargo consignments to the necessary security controls. Each offence carries a maximum penalty of \$50,000.

These are the first prosecutions of RACAs under the Act since the introduction of the RACA certificate requirements in 2008. Sentencing has been scheduled for 10 June 2024.

Communications and external engagement 5 March 2024

Media plan – 7 days from Wednesday 6 March 2024

Date (planned)	Item	Description	Targeted media
4 March 2024	General release	<p>Media release to accompany the publishing of fatal accident report for ZK-GZB</p> <p>On 17 January 2022 a glider crashed on Mount Saint Cuthberts, approximately two nautical miles from Omarama aerodrome. The CAA investigation determined that the accident occurred due to a departure from controlled flight when the glider's airspeed became too slow, resulting in an aerodynamic stall and spin entry. There was insufficient height available for the pilot to effect a recovery before striking terrain.</p> <p>The report and release are expected to be published within the week of 4 March, with exact date to be confirmed.</p>	n/a
5 March 2024	General release	<p>Media statement about prosecution</p> <p>Two Auckland based aviation freight forwarders have pleaded guilty to charges laid by the Civil Aviation Authority of New Zealand. Sentencing will occur in June. The intent of the media release is to signal the seriousness of the offending and the strength of the system to identify and respond to issues such as this to deter threat actors.</p>	n/a

Media mentions – 7 days to Tuesday 5 March 2024

Date	Activity	Channel
28 February 2024	Tributes to Brendon Bourne, CAA Flight Examiner On 24 February Brendon was tragically killed in a car accident in the Bay of Plenty. He was well-known in the aviation community and at the Baypark Speedway. CAA issued a media statement in remembrance of Brendon on 24 February, acknowledging his skill, knowledge and expertise. His funeral will be held on Friday 8 March in Tauranga.	SunLive, NZ Herald, Stuff, Bay of Plenty Times
1 March 2024	The air up there CAA mentioned in an article about Wisk Aero's trial to integrate uncrewed aircraft into controlled airspace. The trial demonstrated that an RPA can be operated under instrument flight rules in controlled airspace and integrated with regular crewed traffic.	FTD NZ
3 March 2024	Travellers face hour-long delays at Auckland International Airport, rush to gates to make flights Media coverage of queues at Auckland Airport departures.	NZ Herald, 1 News, RNZ
4 March 2024	CAA campaign targets safety at unattended aerodromes Article about our statement of commitment initiative for the Work Together, Stay Apart safety campaign. Aviation participants and operators who operate at or from unattended aerodromes are invited to show their commitment to safety by signing online.	NBR Aviation News (paywalled)
4 March 2024	Ongoing investigation at Whanganui Airport into cause of plane's forced landing CAA issued a media statement regarding an incident at Whanganui Airport on 23 February, in which a light aircraft's nose wheel fell off while in the air. The flight instructor onboard safely executed an emergency landing. CAA is working with the operator to determine the cause(s) of the issue so mitigating factors can be considered.	Whanganui Chronicle

Upcoming communications and engagement

Planned release/publish	What	Type	Why
March 2024	Vector Autumn Issue	Aviation industry magazine	A way of getting relevant safety information to industry in an easy-to-read format
May 2024	In, Out and Around Queenstown	GAP booklet (update)	BAU version update

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Planned release/publish	What	Type	Why
June 2024	Vector Winter Issue	Aviation industry magazine	A way of getting relevant safety information to industry in an easy-to-read format
From July throughout 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	In, Out and Around Manawatu	GAP booklet (update)	BAU version update
TBC	Weight and balance	GAP booklet (update)	BAU version update
TBC	VFR MET	GAP booklet (update)	BAU version update
TBC	Plane Talking	GAP booklet (update)	BAU version update

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New inquiries / International Assistance

A new rail inquiry RO-2024-101 was opened by the Commission on Monday 4 March 2024. NZTA notified the Commission on Wednesday 28 February 2024 of a SPAD A1 that occurred at about 0820 on Tuesday 27 February 2024 at Cora Lynn crossing station near Arthur’s Pass. The reported circumstances are that a fully loaded eastbound freight train, enroute from Ngakawu (north of Westport) to Christchurch went past a red stop signal and continued to travel for another 800 metres before stopping at the east end of the crossing loop on the main line. Another freight train travelling in the opposite direction had just berthed into the crossing loop at the time. There was no collision or injury as a result of the incident. The Commissioner has opened an inquiry under Section 13(1)b of the Transport Accident Investigation Commission Act and appointed Dave Manuel as the Investigator in charge for this inquiry. Dave will be assisted by Hans Boon.

Media heads up

Nil

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9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES



No update this week.

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Weekly Report to the Minister of Transport

For the week ending 15 March 2024

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1 Transport officials meeting agenda



Agenda - Minister Brown officials' meeting

Day Date	Monday 18 March 2024		
Time	1.00pm – 1.45pm		
Venue	Parliament – EW5.1R		
Ministry of Transport (the Ministry) attendees			
Audrey Sonerson, Chief Executive			
Brent Johnston, Chief of Staff			
David Wood, Deputy Chief Executive, Investment & Monitoring Group			
Siobhan Routledge, Acting Deputy Chief Executive, Policy Group			
Paul O'Connell, Deputy Chief Executive, Sector Strategy Group			
Bronwyn Turley, Deputy Chief Executive, Regulatory Group			
Jo Gould, Principal Adviser, Regulatory Group			
Tim Herbert, Manager, Investment & Monitoring Group			
Erin Wynne, Manager, Policy Group			
Ana Clark, Adviser, Investment & Monitoring Group			
Part 1	Ministry of Transport	Lead	Paper reference
1.1	Weekly Report	Audrey Sonerson	
1.2	GPS 2024	Paul O'Connell	
1.3	Auckland Light Rail Disestablishment	David Wood	OC240147
1.4	Climate Ministerial Priorities Group	Siobhan Routledge	OC240254
1.5	Nationally Determined Contributions to emissions reductions Cabinet paper	Siobhan Routledge	
1.6	Update on Interislander issues	Siobhan Routledge	
1.7	Road safety objectives and speed Rule	Bronwyn Turley	OC240201 OC230999

2 Actions from transport officials meeting

Meeting with the Ministry – Monday 11 March 2024	Due date
<p>GPS</p> <ul style="list-style-type: none"> Ministry to summarise feedback received during engagement (including summary of number of submissions) in upcoming Weekly Reports. Ministry to provide briefing on work programme, next steps and timeframes this week. Discussion at officials on 18 March 2024. 	Completed Friday 15 March 2024.
<p>ALR</p> <ul style="list-style-type: none"> s 9(2)(i) 	Completed.
<p>s 9(2)(f)(iv)</p>	The Ministry and NZTA have met. We will provide an update next week.
<p>CoFs for campervans and vintage cars</p> <ul style="list-style-type: none"> NZTA to lead advice (and engage with the Ministry) on rationale for 6-monthly CoF and options for change. Suggest NZTA provide an update in the Weekly Report around timeframes for this work. 	The Ministry has engaged with NZTA and provided an update in the Weekly Report.
<p>NZUP</p> <ul style="list-style-type: none"> Ministry to draft letter for Minister of Transport and Minister of Finance to sign that outlines recent decisions around programme delivery (e.g. empowering NZTA to deliver programme within current fiscal envelope, GPS provides Government direction for land transport investment). 	Monday 18 March 2024.

2 ACTIONS FROM TRANSPORT OFFICIALS MEETING

Meeting with the Ministry – Monday 11 March 2024	Due date
<p>Safety</p> <ul style="list-style-type: none"> Ministry to provide advice on a safety work programme including associated timeframes and deliverables. Ministry to include safety as a future officials’ meeting item for discussion on priorities, timeframes, and what is needed to progress the work programme. s 9(2)(f)(iv) 	<p>Officials will discuss this work with you on Monday 18 March and subsequently provide you with timeframes for further work.</p>
<p>Misc</p> <ul style="list-style-type: none"> s 9(2)(f)(iv) RMA – Cabinet paper includes reference to ports. Ministry to provide advice on s 9(2)(b)(ii). Euro 6/VI exhaust Rule – Minister to discuss impact with Industry. 	<p>Advice on s 9(2)(b)(ii) provided.</p> <p>Cabinet paper to be lodged 28 March 2024 for consideration at CBC on 2 April 2024.</p>

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2 ACTIONS FROM TRANSPORT OFFICIALS MEETING

Officials Meeting date	Action	Due date	Progress update
5 February 2024	<p>ALR</p> <p>Officials to provide weekly updates of expected wind-down costs of ALR.</p> <p>Office to provide signed joint ministerial paper once available.</p>	Ongoing.	
26 February 2024	<p>Auckland Transport Alignment Project</p> <p>Officials to provide initial scoping advice on project ToRs, governance arrangements, and timeframes. Advice should also include background information on the history and approach over time.</p>	Wednesday 27 March 2024.	
26 February 2024	<p>Time of use charging</p> <p>Office to schedule workshop with Ministry and NZTA officials to discuss key policy choices to inform legislation development.</p> <p>Officials to prepare supporting material that shows options/key decisions and implications for various parties (local government, NZTA, Crown).</p>	Completed.	Scheduled for Wednesday 20 March 2024.
11 March 2024	<p>Revenue System</p> <p>Officials to provide advice on work programme for the June 2024 Cabinet report back on the revenue system work, including scope (e.g. tolling, value capture, vehicles transition to RUC), timeframes, and engagement approach.</p> <p>Confirmation that the RUC report back signalled for April 2024 could be incorporated into the June 2024 report back.</p>	<p>Ongoing.</p> <p>Confirmed.</p>	

2 ACTIONS FROM TRANSPORT OFFICIALS MEETING

Officials Meeting date	Action	Due date	Progress update
11 March 2024	GPS Officials to provide weekly updates on next steps across programmes of work signalled in the GPS.	Ongoing.	

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3 Updates on 100-Day Plan

100 Day Plan updates

Confirming investment priorities for GPS 2024

s 9(2)(f)(iv)

Responsibility: Paul O'Connell, DCE, Sector Strategy

Cancel Auckland Light Rail

We continue to work closely with the company on its wind-up and are preparing a Cabinet paper for you to update your colleagues. s 9(2)(f)

Responsibility: David Wood, DCE, Investment & Monitoring Group

Removing the Auckland Regional Fuel Tax

The legislation passed through all stages on Wednesday 6 March 2024.

Responsibility: David Wood, DCE, Investment & Monitoring Group

Resetting approach to speed limits

Cabinet has agreed to the broad policy intent of the new Rule for setting speed limits. We have provided you with a briefing this week that outlines our approach to implementing your policy intent to ensure we are well aligned.

Responsibility: Bronwyn Turley, DCE, Regulatory Group

4 Upcoming briefings

Briefings to Minister Brown – Other Priorities	Due date
<p>Lower North Island Rail Integrated Mobility Programme (the Programme) <small>s 9(2)(f)(iv), s 9(2)(i)</small></p> <p>[Redacted]</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 22 March 2024.</p>
<p>Follow up advice on legislative amendments to enable roadside oral fluid testing <small>s 9(2)(f)(iv)</small></p> <p>[Redacted]</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 12 April 2024.</p>
<p>Initial advice on vehicle system reform</p> <p>The draft Government Policy Statement on land transport (GPS) includes a commitment to review the vehicles regulatory system to enable better management of the safety performance of the vehicle fleet, reduce regulatory burden, and ensure our domestic rules are fit for purpose. <small>s 9(2)(f)(iv)</small></p> <p>[Redacted]</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 3 May 2024.</p>

4 UPCOMING BRIEFINGS

Briefings to Minister Brown – Other Priorities	Due date
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Delayed until further notice.</p>

Briefings to Minister Brown – Routine Matters	Due date
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Thursday 21 March 2024.</p>
<p>Proactive release of January 2024 Weekly Reports and February 2024 Briefing List</p> <p>This briefing will seek your approval to proactively publish the Ministry's January 2024 Weekly Reports and February 2024 list of briefings.</p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</i></p>	<p>Week ending 22 March 2024.</p>
<p>Additional information on potholes</p> <p>Additional information on the ~80% reduction in the number of potholes filled per day, that was mentioned in the OC230611 Tier 2 BIM A3 on managing cost pressures in the land transport system.</p> <p>The team is working on this aide memoire (OC240257 refers), and it will be with the Minister next week. We are working with NZTA and are awaiting additional information which we expect to be available by early next week.</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>	<p>Week ending 22 March 2024.</p>

Briefings to Minister Brown – Routine Matters	Due date
<p>Establishing a Transport Revenue Expert Advisory Group</p> <p>This briefing will advise you on the next steps for establishing a group of independent experts to support the development of advice and policy on transport revenue, including the transition of all vehicles to road user charges. ^{s 9(2)(f)(iv)}</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>	<p>Week ending 22 March 2024.</p>
<p>^{s 9(2)(f)(iv)}</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 22 March 2024.</p>
<p>Structure of draft transport chapter - ERP2</p> <p>This paper will set out the structure of the ERP2 draft transport chapter for your comment. It will also be useful for the upcoming CPMG meeting.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 22 March 2024.</p>
<p>Climate Ministerial Priorities Group (CMPG) 25 March 2024 - meeting</p> <p>This briefing is to support your attendance at the first CMPG meeting.</p> <p>Note: this week we have also provided your Office with a one pager on the transport sectors direction for the second Emissions Reduction Plan (ERP2) for your reference which will be included in the CMPG material.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 22 March 2024.</p>
<p>^{s 9(2)(f)(iv)}</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 22 March 2024.</p>

4 UPCOMING BRIEFINGS

Briefings to Minister Brown – Routine Matters	Due date
<p>s 9(2)(f)(iv)</p> <p>Responsibility: Bronwyn Turley, DCE, Regulatory Group</p>	Week ending 28 March 2024.
<p>Total Mobility Review s 9(2)(f)(iv)</p> <p>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</p>	Week ending 28 March 2024.
<p>Aviation Security Overview</p> <p>This briefing will provide an overview of key issues relating to aviation security and seeks your direction on next steps for these matters.</p> <p><i>Comment on due date change:</i></p> <p>This paper has been delayed because of the ongoing work relating to the CAA and to ensure prioritisation towards issues the Minister has raised over the last two weeks relating to aviation.</p> <p>Responsibility: Bronwyn Turley, DCE, Regulatory Group</p>	Week ending 5 April 2024.
<p>s 9(2)(f)(iv)</p> <p>Responsibility: David Wood, DCE, Investment & Monitoring Group</p>	Week ending 5 April 2024.

Briefings to Minister Brown – OIA Briefings	Due date
<p>OIA request from s 9(2)(a) for Weekly Reports from 26 November 2023 (OC240189)</p> <p>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</p>	Monday 18 March 2024.
<p>OIA request from s 9(2)(a) for copies of legislation bids since 27 November 2023 (OC240221)</p> <p>Responsibility: Bronwyn Turley, DCE, Regulatory Group</p>	Thursday 21 March 2024.

Briefings to Minister Brown – OIA Briefings	Due date
<p>OIA request from ^{s 9(2)(a)} [REDACTED] for a list of reports and briefings received by the Minister of Transport during February 2024 (OC240208)</p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</i></p>	<p>Tuesday 26 March 2024.</p>

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5 KEY UPDATES

5 Key updates

s 9(2)(f)(iv)

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Minister Brown

City Rail Link update

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

Monthly progress report

Reporting from the Link Alliance (LA) shows that key project milestones remain on track ^{s 9(2)(b)(ii)}



Next steps:

We will keep you updated on the matters provided in this month's update.

Targeted Hardship Fund (THF)

CRL has written to 13 businesses that will see reductions in their upcoming THF payments due to reducing disruptions. There may be a response from these businesses and the Heart of the City expressing their concerns about the reduction in payments. CRL is being proactive in their engagement and will respond to these concerns. You have agreed to set your expectation in the Letter of Expectations to CRL that they continue to use their discretion within the parameters of the THF guidelines when assessing THF applications. CRL will also continue to assess construction related disruptions in affected areas and applications will continue to be assessed against the disruption occurring at the time.

(Continued next page)

5 KEY UPDATES

Minister Brown	
s 9(2)(b)(ii)	
Upcoming Decisions	
s 9(2)(i)	
<i>Responsibility: David Wood, DCE, Investment & Monitoring Group:</i>	
Update on NZTA work about certificates of fitness for motorhomes	
<p>In the 11 March officials’ meeting, you asked us to follow up on the status of NZTA’s work investigating the possibility of extending the certificate of fitness (CoF) frequency for motorhomes associated with the Federation of Motoring Clubs (Federation), using the existing class exemption powers of the Director of Land Transport.</p> <p>Any decision to use class exemptions powers which would enable this is exercised independently by the Director. We understand advice has been prepared for the Director and a decision is expected by end-April 2024. We will continue to engage with NZTA on the progress of this work.</p> <p>We note the draft Government Policy Statement on land transport included a commitment to review the vehicle regulatory system to enable more effective management of vehicle safety performance</p>	<p>Next steps:</p> <p>We will continue to engage with NZTA on the progress of the application for a class exemption.</p> <p>We will consider this issue in scoping work on the review of the vehicles regulatory system.</p>
s 9(2)(f)(iv)	
<i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i>	

Minister Brown

s 9(2)(f)(iv)

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5 KEY UPDATES

Minister Brown	
Advice on petition to change inspection requirements for classic cars	
<p>A petition is being circulated which proposes four changes:</p> <ul style="list-style-type: none"> • no entry inspection on first-time collectible motor vehicle imports, • no entry inspection for re-registered collectible vehicles, • all vehicles under 30 years of age moving to an annual warrant of fitness (WoF) inspection; 5-year WoFs for vehicles aged 30–40 years, and no WoF for vehicles older than 40 years, and • low volume (modified) collectible motor vehicle regulations to be developed in consultation with specialist car clubs. <p>While we support the objectives of the petition (reducing regulatory burden on responsible vehicle collectors), we consider some of these proposals are unreasonably broad and would have unintended consequences. The fourth proposal appears to be similar to how the system currently operates.</p> <p>The draft GPS has committed to review the vehicle regulatory system to enable better management of the safety performance of the vehicle fleet, reduce regulatory burden, and ensure our domestic rules are fit for purpose. ^{s 9(2)(f)(iv)}</p> <div style="background-color: #cccccc; height: 40px; width: 100%; margin-top: 5px;"></div> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Next steps:</p> <p>For your information only.</p>

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6 Cabinet papers

Committees	
Cabinet	
18 March 2024	None this week.
Executive Council	
18 March 2024	None this week.
Cabinet Appointments and Honours Committee	
26 March 2024	<p>Deputy Medical Convener: Reappointment</p> <p>This paper asks Cabinet's Appointments and Honours Committee to note the Minister's intention to reappoint Dr Martin Robb as Deputy Medical Convener for a further three-year term.</p> <p>A final version of the paper will be provided on 20 March 2024 for lodgement. This follows the completion of the consultation process, and collation of feedback.</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
Cabinet Economic Policy Committee (ECO)	
27 March 2024	<p>Report back on disestablishment of Auckland Light Rail Ltd</p> <p>This paper will respond to an invitation from Cabinet to report back on progress on disestablishing Auckland Light Rail Ltd. ^{s.9(2)(i)}</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
TBC April 2024	<p>^{s.9(2)(i)(iv)}</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
TBC April 2024	<p>Approval of amendments to the oral fluid testing regime</p> <p>This paper will seek approval of amendments to the oral fluid testing regime to enable Police to roll out compulsory roadside oral fluid testing to better detect and deter drug driving. We will provide further advice on the amendments on Friday 12 April 2024 in order to confirm your preferences.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>

Committees	
TBC May 2024	<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
TBC June 2024	<p>Report back on proposals to improve the revenue system</p> <p>This paper will advise on options to progress the fleet-wide transition to road user charges and other improvements to the revenue system, as sought by Cabinet as part of the decisions to apply road user charges to electric vehicles (CAB-23-MIN-0494) and further as part of the approval of GPS 2024. Further information is included in OC240093.</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>

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7 Cabinet papers led by other agencies

This section includes Cabinet papers relevant to your transport portfolio and is not an exhaustive list of all Cabinet papers we are consulted on.

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
Amendments to the Green List	Ministry of Business, Innovation and Employment (MBIE)	Minister of Immigration ECO	20 March 2024
Comment			
<p>This paper seeks agreement not to proceed with adding the collision repair workforce (panel beaters and vehicle painters) to the Green List. This is separate from work being undertaken on bus drivers as part of the short to medium term changes to the accredited employer work visa.</p> <p>We advised your Office on an earlier version of this proposal on 27 February 2024, and, at this stage, we do not recommend a change in approach to panel beaters and vehicle painters. We consider cancelling the changes without consultation carries a degree of reputational risk.</p> <p>We have raised issues with MBIE officials about this paper, including:</p> <ul style="list-style-type: none"> it is not clear if officials have spoken to the Motor Trade Association or Collision Repair Association about market to inform their analysis of labour demand, and it is not clear if current levels of visa uptake have been sufficient to meet the shortage identified by the sector without change. <p>We will advise your Office of any further updates we receive from MBIE officials about this paper.</p> <p>There is a need to ensure greater domestic training for the vehicle safety workforce more generally. While workforce planning is best led by the sector, there may be a facilitative role that the Government needs to play to ensure that this takes place.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>			<p>Next steps: For your information only.</p>

7 CABINET PAPERS LED BY OTHER AGENCIES

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
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s 9(2)(f)(iv)

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s 9(2)(f)(iv)

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7 CABINET PAPERS LED BY OTHER AGENCIES

s 9(2)(f)(iv)

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8 Associate Minister of Transport

Actions from transport officials' meeting

Meeting with the Ministry – Monday 11 March 2024	Due date
None this week.	

Upcoming briefings

Briefings to Minister Docey – Other Priorities	Due date to Minister's Office
<p>Meeting briefing for meeting with Monique Croon (Chatham Islands Mayor), Paul Eagle (CE Chatham Islands Council) and Jackie Gurden (Tourism Chatham Islands)</p> <p>MBIE Tourism and the Ministry will provide joint advice for this meeting on 20 March.</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>	Week ending 22 March 2024.
<p>Review of maritime legislation</p> <p>The Ministry and MNZ have started scoping a review of primary maritime legislation to ensure it is fit for purpose given technology and geopolitical shifts, and that it enables effective and efficient regulatory decision making and action.</p> <p>This briefing will provide background information on the issues with the current legislation and approaches to the scope and timing of a review.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	Week ending 29 March 2024.
<p>Milford Opportunities Project (MOP) – Meeting with Board Chair on 28 March 2024</p> <p>This briefing will support a discussion with the MOP Board Chair on preliminary advice on options and delivery arrangements.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	Week ending 29 March 2024.
<p>Maritime Rule Amendments (International Omnibus)</p> <p>This briefing will seek approval on a proposal for consultation on several amendments to maritime rules.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	TBC April 2024.

0 UPCOMING BRIEFINGS

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p>Air New Zealand and Virgin Australia Airlines Code Share Agreement Authorisation – initial advice</p> <p>Air New Zealand and Virgin Australia have lodged an application seeking authorisation to give effect to a Codeshare Agreement. This briefing will provide Minister Doocey with initial advice to discuss with officials ahead of submitting final recommendations.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC April 2024.</p>
<p>New Zealand's Search and Rescue System</p> <p>This briefing will provide background information on New Zealand's Search and Rescue (SAR) system, funding arrangements, key issues and trends facing the SAR sector, and the Associate Minister's responsibilities for SAR.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC April 2024.</p>

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Key updates

s 6(a)

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0 KEY UPDATES

s 6(a)



Minister Doocey

Meeting with the Chief Ombudsman on the Chatham Islands replacement vessel

On Tuesday 12 March 2024, the Ministry met with the Chief Ombudsman, Peter Boshier, to discuss the Chatham Islands Replacement Vessel project. Mr Boshier had recently visited the Chatham Islands, and wanted to better understand the issues as he understood that the Chatham Islands Enterprise Trust was contemplating making a complaint in relation to the perceived lack of progress on the project.

The meeting was constructive. We explained the complexity of the issues and assured Mr Boshier that, despite the perceived lack of progress, work was progressing and decisions are expected soon. Mr Boshier made it clear that at this stage he was acting in an unofficial capacity as no complaint had been made. He asked to be kept informed of progress and intended to consider how he may be able to help support a successful resolution. He also impressed the importance of communicating with the Chatham Islands community as soon as decisions have been made.

Responsibility: David Wood, DCE, Investment & Monitoring Group

Next steps:

We will continue to keep Mr Boshier informed as the project progresses.

Cabinet papers

Committees	
Cabinet	
18 March 2024	<p>Maritime and Oil Pollution Levies: Proposed Increases</p> <p>This paper seeks approval for changes to the Maritime and Oil Pollution Levies from 1 July 2024.</p> <p><i>Responsibility: David Wood, DCE, Investment & Monitoring Group</i></p>
Cabinet Economic Policy Committee (ECO)	
20 March 2024	None this week.
Cabinet Legislation Committee (LEG)	
19 March 2024	None this week.

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9 Updates from transport Crown entities and SOEs



Agenda – Minister Brown officials’ meeting with NZTA

Day Date	Monday 18 March, 2024
Time	1:45 – 2:30pm
Venue	Parliament – EW5.1R

NZ Transport Agency attendees	
Nicole Rosie, Chief Executive	
Richard May, Chief of Staff	
Brett Gliddon, Group GM Transport Services	
Brent Alderton, Group GM Regulatory & Director of Land Transport	
Sara Lindsay, Group GM Commercial & Corporate	

		Lead	Paper reference
1.1	Weekly Report	Richard May	
1.2	Efficiency and effectiveness	Sara Lindsay	
1.3	110km/h speed limits	Brett Gliddon	BRI-2994

Actions from transport officials meeting

Meeting with NZ Transport Agency Waka Kotahi (NZTA) – 1 March 2024	Due date
Driver Licence Test Wait Times <ul style="list-style-type: none"> Provide weekly updates on wait times, broken down by region. 	Weekly.

Updates: 100 Day Plan**Meet with councils and communities to establish regional requirements for recovery from Cyclone Gabrielle and other recent major flooding events****State Highway 1 (SH1) Brynderwyn Hills**

Two weeks into the closure, the team has made good progress despite some wet weather. While work continues at pace on site, the current focus is on our planning and communications to support a seamless reopening of the road between 28 March to 2 April 2024 for Easter travel. The road will close again from 3 April to 13 May 2024 to complete the remainder of these works.

A media visit planned for Wednesday 13 March 2024 was postponed due to wet weather and we will be in touch with your office on dates for you to also attend. Regular social media updates, along with a weekly e-newsletter will continue until the end of the closure works. Feedback on these updates remains mostly positive. NZTA continues to meet with freight, tourism, iwi, and local government leaders to keep them updated of progress and to resolve any concerns before they become issues.

Following feedback from the local community around concerns about trucks using Millbrook Road, NZTA has been working with its council partners to find a solution. A temporary restriction for Heavy Vehicles using the road is now in place to protect the route from blockages and further damage while the SH1 Brynderwyn Hills closure continues. In addition to the temporary restriction, there is signage in place letting drivers know that the road is not suitable for long or heavy vehicles. Road users who do not ordinarily go down this road are asked to use the official detours for the safety of locals and drivers.

Transport Rebuild East Coast (TREC)

A freight workshop was held on Tuesday 12 March 2024 with freight operators from Hawke's Bay and Tairāwhiti. Invitees included representatives from the logging industry, heavy haulage, stock transport operators and regional freight companies. The purpose of freight workshops was to provide freight operators and freight association representatives with information on upcoming programmes of work, and to ensure that they were aware of worksites/work activities that will cause disruption to freight movements.

On Wednesday 13 March 2024, community meetings on rebuild work planned for Hikuwai Bridges were held in Tolaga Bay and Tokomaru Bay to update the community on the project. On the same day, NZTA also met with Gisborne District Council representatives to discuss the State Highway 35 Mangahauini and surrounds business case – this is the second of three workshops.

On Monday 18 March 2024, NZTA will start its community engagement at Eskdale to introduce TREC to the locals, engage on large project options and inform on the recommended programmes for State Highway 2 and State Highway 5 critical resilience sites. NZTA will hold a total of ten sessions across Hawke's Bay (including Wairoa) and Tairāwhiti. Meanwhile, online consultation will commence from 18 March to 16 April 2024.

Hawkes Bay RTC

The Hawke's Bay Regional Transport Committee took place on 15 March 2024.

The Committee is focused on the draft RLTP, alongside a wider update on all significant activities. NZTA shared the report with your office on 7 March 2024. NZTA will provide further update next week.

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Repeal the Clean Car Discount scheme by 31 December 2023

Human Resources change process for impacted staff is in progress and final outcomes will take effect from 1 April 2024 with a latest completion date of 12 May 2024 (in cases of redundancy).

The team continues its work with regard to compliance management and enforcement of rebate applications made by motor vehicle dealers for demonstrator vehicles, company vehicles and courtesy cars.

The threshold for possible breaches will pass on 31 March 2024. Compliance activities will continue as required to 30 June 2024.

Further information regarding how NZ Transport Agency is managing breaches is provided later in this week's report.

Updates**Driver Licensing Wait Times**

The wait times as at 12 March 2024 are below, with comparison to wait times four weeks' ago:

Region	Full Test Wait Time (Days)	Change to 4 weeks ago (Days)	Restricted Test Wait Time (Days)	Change to 4 weeks ago (Days)
Auckland North West	22	-29	34	-22
Auckland Central South	35	-30	38	-29
Waikato	49	+11	62	-9
Bay of Plenty	35	-6	45	-2
Central	27	-4	38	-2
Wellington	64	+15	65	+12
Canterbury	47	+3	64	+2
Otago Southland	31	-7	42	-6
National Average	38	-7	48	-5

NZTA has almost completed testing demand reforecasts. Using this as a basis, we will be re-forecasting wait times once planned operational improvements are implemented. We will provide a further update on this work in the coming weeks.

NZTA has met with the Ministry of Transport to accelerate work on options to change the resit fees. NZTA is continuing to support the Ministry to provide advice to you on making a change to the fee regulation.

Road User Charges (RUC) on EVs

NZTA is continuing to work towards 1 April when light EVs and PHEVs need to start paying RUC. Technical delivery of the code changes was successfully applied to our RUC systems on 9 March. Agents such as NZ Post continue preparing their systems for go-live. Our second direct communication to EV owners will begin Friday, 15 March 2024, providing them with more information on what they need to do to buy their RUC licence and when.

Update on Clean Car Discount Compliance Activities

NZTA are currently undertaking investigations for incorrectly claimed rebates. This entails 236 rebates across 101 dealers.

The timeline below shows actions taken to date and future subsequent actions if compliance is not achieved.

- 8 March – 11 March 2024** - All Dealers have been investigated and contacted via various means. All have been sent a formal letter of warning via email requesting immediate action for either explanation or repayment of the rebate.
 - Update:** as of 13 March, 15 Dealers have contacted and advised rebates had been claimed incorrectly and in the process of repaying the rebate, this represents 32 vehicles rebates (further repayments are expected to increase over the next week)
- 18 March 2024** - NZTA will issue a letter to any dealers who have not responded/repaid the rebate advising they are in breach of clause 7 of the Rebate Application Terms and Conditions and request payment within 15 working days. If payment is not received, proceedings will commence which could include criminal prosecution. This will be the final letter of notice and contact.
- 8 April 2024** - For those that have not responded to confirm repayment or legitimacy, NZTA will look to initiate legal proceedings. We have two options for enforcement:

Where we have evidence to demonstrate that knowingly false information has been provided, we will look at fraud/dishonesty prosecutions under the Crimes Act 1961.

Where there is a breach of the terms and conditions, NZTA will be limited to civil remedies, either in the Disputes Tribunal or the District Court.

We will be able to provide an update on these options in due course.

s 9(2)(g)(i)

Suspected fraudulent cases – Next Steps

s 9(2)(g)(i)

urther updates will be provided

as next actions are confirmed.

In April, NZTA will have a clear picture in terms of volumes of dealers that have either not provided evidence of legitimacy or repaid the rebate.

s 9(2)(g)(i)

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

SH1 Ashburton District & Timaru to St Andrews

An internal review of significant road safety projects planned for State Highway 1 south of Christchurch has been completed. Following the review, it was determined Rakaia to Ashburton and Timaru to St Andrews will be progressed as road widening and resurfacing with wide centreline (without median barrier) and lower cost safety interventions. The focus is on achieving improved road condition and safety on around 35km of high-risk sections of highway.

Construction is anticipated to start at the end of 2024. A communications plan is being prepared to communicate the updated scope to the public and all stakeholders.

Tahunanui/Annesbrook Refuge Crossing

NZTA is finalising construction dates to install pedestrian refuges on State Highway 6 Annesbrook Drive and Tahunanui Drive which are part of the Nelson Future Access project. There are three refuges in total along State Highway 6. The refuges are intended to provide safe crossing points for pedestrians and reduce community severance caused by State Highway 6. They do not impact traffic efficiency as they are not a zebra crossing or a raised treatment.

Northern Corridor Improvements Project – Speed Review Consultation

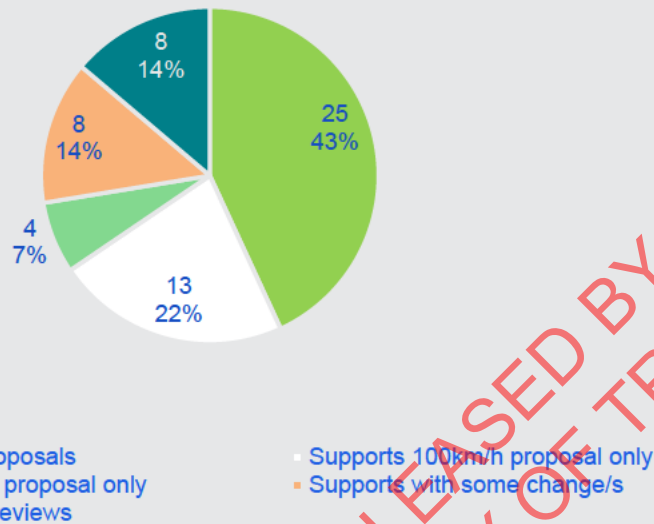
Between August and September 2023, NZTA conducted a small speed review consultation on the new interchange joining State Highway 18 and State Highway 1 (the Northern Motorway) at Albany near Upper Harbour Highway. Parts of this new interchange can now support a higher speed limit from 80km/h to 100km/h without compromising safety. We also proposed to lower the speed limit from 80km/h to 50km/h on a 400m stretch of Upper Harbour Highway due to the changes made during the project which include a more complex signalised intersection.

We received 75 submissions across the four-week period. Nearly a quarter of all respondents provided no written feedback but did express interest in future communication about this project and the consultation's outcome. From the 58 people who gave written feedback, NZTA could deduce there is strong support for the proposed speed reviews either in full or in part.

These proposed speed limits have now been approved by the Director of Land Transport and are due to come into effect on 26 March 2024. NZTA will be communicating this to stakeholders and submitters ahead of the speed limit changes. The confirmed changes are:

Location	Current speed limit	New speed limit
SH18 (eastbound) – between Albany Highway and the SH18-SH1 link	80km/h	100km/h
SH18 (westbound) – between Caribbean Drive and Albany Highway	80km/h	100km/h
Upper Harbour Highway (both directions) – between Caribbean Drive and the SH1 northbound on & offramp	80km/h	50km/h

Sentiment for the proposed speed limit changes SH18 speed review (n=58*)



Latest Understanding attitudes and perceptions of cycling and walking survey to be released

The findings from the 2023 Understanding attitudes and perceptions of cycling and walking survey are to be presented at the 2WalkandCycle conference on 18 and 19 March 2024. They will be published on the NZTA website at the same time.

These are the latest annual results from an ongoing survey undertaken by independent market research company TRA, on behalf of NZTA, since 2018.

This report provides insights on the walking and cycling behaviour, attitudes, and perceptions of New Zealanders in our six main urban centres – Auckland, Tauranga, Hamilton, Wellington, Christchurch and Dunedin.

Key findings include:

- 68 percent of urban New Zealanders report that they cycle, walk or scoot at least once a week.
- 90 percent of urban New Zealanders are supportive of walking in the community and 69 percent are supportive of cycling.
- The majority of urban New Zealanders see walking and cycling as a good way to get around (71 percent and 53 percent respectively).
- 61 percent support investment in cycling infrastructure.
- Fitness and enjoyment remain the strongest motivators for people to walk and cycle. Cost savings also figure strongly.
- Perceptions of safety remain the strongest barrier preventing people from walking and cycling or from doing so more often.

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

(Continued)

The research is based on a survey of 3,170 New Zealanders in our main centres. It is undertaken as a continuous survey, with invitations sent out daily to ensure any seasonal differences are accounted for. It has a margin of error of +/- 1.8 percent at the 95 percent confidence interval.

Research Report 710 – Safety of school bus journeys

NZ Transport Agency Waka Kotahi will shortly be publishing research on Safety of school bus journeys. There has been renewed interest in this topic, with a petition calling for legislation that would require all school buses to have seat belts.

While the researchers conclude that school buses are the safest form of transport for children to get to and from school, they are not without risk. A detailed review of crashes involving school buses and injury events reported to the Ministry of Education between 2010 and 2021 was undertaken. Over this period, it was found that bus drivers and passengers were most likely to be injured while travelling on the bus (24.7 injuries per year), with approximately 38 percent of these injuries resulting from non-collision events such as harsh braking. However, the highest rate of death and serious injury (DSI) to road users occurred around pick-up and drop-off, with a rate of 3.0 DSIs per year. Most (75 percent) were pedestrians crossing the road to or from the bus.

Potential interventions to improve school bus safety were identified under ten focus areas, including school bus route design, speed and infrastructure. It was not possible, within the scope of this project, to undertake detailed assessment for each area. Instead, it was recommended that a multi-agency school bus safety working group be formed to investigate the potential for any interventions to be implemented. It is proposed that this group include key government agencies (NZTA, Ministry of Transport, Ministry of Education and NZ Police), and other relevant industry stakeholders, including school bus operators and relevant community/stakeholder organisations.

Research Report 717 – Assessing induced road traffic demand in New Zealand

NZTA will shortly be publishing research on Assessing induced road traffic demand in New Zealand. This research was commissioned in September 2022 to provide New Zealand specific evidence on whether new road capacity induces road traffic and understand what the causes and potential mitigations are for any induced traffic.

The key findings from this research are that specific factors need to exist before induced road traffic occurs, for example the researchers concluded that the new road needs to produce large travel cost reductions. They determined this is typically associated with congestion relief projects on highly trafficked roads. The magnitude of induced traffic is dependent on the land use, being significant on new New Zealand roads at the urban fringe, where residential development is likely to occur and with no modal alternatives available. The research produced a tool that could be used early in the planning process and provides the user a likely range of vehicle kilometres travelled that will be created each day by adding new lanes to a specific road, or by creating a new road. The tool rates them as 'top of range' (taken to be comparable to an Auckland motorway project), 'mid-range' (comparable to a Canterbury motorway project), or 'bottom of range' (comparable to lower class roads).

NZTA will consider the research findings in assessing new road capacity during the development of Regional Land Transport Plans.

Upcoming briefings to Minister of Transport

Due to Office:	Title
20 March 2024	BRI-3002 Te Ara Tupua site visit Commentary: A briefing to support the Te Ara Tupua site visit on 3 April 2024
21 March 2024	BRI-2993 NZUP Queenstown sod turning event Commentary: A briefing to support the NZUP Queenstown sod turning event on 4 April 2024

Upcoming media items

Date of release:	Subject
20 March 2024	Central North Island - Te Ahu a Turanga interview Commentary: NZ Contractor magazine will be interviewing project spokesman Grant Kauri on Wednesday 20 March 2024 for a construction season update on Te Ahu a Turanga: Manawatu-Tararua Highway project.
The week commencing 18 March 2024	Central North Island - hydro-vaccing on the Waitara to Bell Block project: Commentary: A media statement is planned for release during the week beginning 18 March in preparation for the construction of a roundabout at the intersection of State Highway 3 and Waitara Road in Taranaki. A temporary speed limit will be in place next week at the intersection of State Highway 3 and Waitara Road in Taranaki, while crews carry out hydro excavation or 'hydrovaccing' to confirm the locations of underground services in the area.
The week commencing 18 March 2024	Central North Island - Pukenui roundabout progress: Commentary: A media statement is planned for release during the week beginning 18 March updating progress on construction of the new roundabout at State Highway 1/3 past RNZAF Base Ohakea, which is scheduled to open to all traffic ahead of schedule, prior to Easter weekend. The overall project is on track for completion by August 2024.
18 March 2024	Top of the South - SH6 Upper Buller Gorge Closure Commentary: A media release is planned for Monday 18 March, advising that a three day closure is planned for 29-April 2024 to 1 May 2024 for deck abutment replacements on the Newton River Bridge – a one-lane bridge on State Highway 6 in the Upper Buller Gorge. Because of the significance of this closure, stakeholder and media comms are being planned well ahead of the closure.

Statistics page**Ministerial correspondence figures from 7 March 2024 to 13 March 2024**

Item:	Number
Ministerial Correspondence	16
Written Parliamentary Questions	10
Minister/Minister office queries	12
Themes	<ul style="list-style-type: none">• Driver licence test wait times• Speed limits• Road maintenance on state highways

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Key priorities and highlights

Maritime NZ meeting with KiwiRail Ministerial Advisory Group

Maritime NZ Chief Executive Kirstie Hewlett and senior technical staff with ferry operational expertise met with the Ministerial Advisory Group for KiwiRail on Monday 4 March 2024. Our Chief Executive and staff answered more than 30 wide-ranging questions. ^{s 9(2)(g)(i)}

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9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Engagement with Strait NZ Bluebridge and Real NZ

The Maritime NZ Executive Leadership Team and the Strait NZ Bluebridge Executive Leadership Team met on Wednesday 6 March 2024 for a regular six-monthly strategic discussion. Operational meetings continue to be held in the intervening time periods. Topics discussed included Strait NZ Bluebridge's current review of their marine and shore operations from safety and capacity perspectives, their work toward Net Zero emissions by 2050 and how technology and shore side infrastructure will enable this, and the organisation's work on safety culture. Maritime NZ provided updates on our regulatory approach, changes to our health and safety designation, and progress toward online services.

Earlier on the same day, Kirstie Hewlett and senior staff met with new Real NZ Chief Executive, Dave Beeche, and Paul Norris, their Chief Conservation Officer. Mr Beeche was interested in learning about the regulatory framework for the maritime sector, and the positive relationship between Maritime NZ and Real NZ. We were able to confirm a strong relationship at both the local operational level, and the strategic level.

KiwiRail Interislander – safety of operations

Over recent months, Maritime NZ has focused on engaging with KiwiRail in relation to the safety of their Interislander operations and the culture and understanding of safety. This includes senior leaders in Maritime NZ, KiwiRail and Interislander meeting quarterly to discuss operational oversight with a focus on safety.

s 9(2)(g)(i)



¹ *ISM Audit refers to a review of the overall company-wide operation and the implementation of the required safety regime across the fleet. This is different from an inspection which is usually specific to a particular vessel or ship. In general terms, an ISM audit is a company-wide review and tends to be conducted in an office, and inspections tend to be technical inspections on board vessels of the vessel and equipment.*

² *An observation is a statement of fact made during an ISM audit that is substantiated by objective evidence.*

Australia and Singapore sign MOU on Green and Digital Corridor

Singapore and Australia announced the signing of an MOU on Tuesday 5 March 2024 to formally collaborate on establishing the Singapore-Australia Green and Digital Shipping Corridor (GDSC).

s 6(a)

To further build our relationship with Singapore, our Chief Executive intends to engage with Singaporean counterparts and industry leaders as part of Singapore Maritime Week (15 – 19 April 2024), which is an annual flagship event that brings together global maritime leaders to discuss key issues facing the industry.

Maritime Media Update

With Sail GP in Christchurch scheduled for the weekend of 23 and 24 March 2024, we are identifying media opportunities with the Environment Canterbury (ECAN) Harbourmaster to promote safe behaviour on the water while spectators watch the action. Spectators are expected to watch Sail GP from onshore and on the water. Maritime NZ wants to ensure that those on the water know the rules and know how to operate safely.

We are developing a proactive approach to make skippers aware of their obligations and pitching it to Christchurch-based media. Maritime NZ plans to undertake filming and media engagement on the Thursday and Friday before the event starts to ensure people are informed prior to getting on the water. Sail GP is a significant event for New Zealand, with safety and well managed compliance on the water being a key component of its successful delivery.

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES



Aviation Security Service
Kaiwhakamaru Rererangi

Key updates**Security Screening queues weekly update**

Two occasions of intense screening queues were recorded this week:

- Thursday 7 March 2024 through Saturday 9 March 2024 at Auckland International – queues formed during mid-afternoon peak times. All six screening lanes were scheduled to be in operation, however technical issues shut down one lane on each day for a period of time. The causes of these technical issues are subject to analysis and identification, with work being done on how to prevent them.
- Friday 8 March 2024 at Dunedin Domestic – a delayed flight (JQ284) resulted in two flights leaving within five minutes of each other that afternoon. Staffing was planned for the original schedule, meaning only one screening lane was in operation, with insufficient staff available to open a second lane.

Despite increased volumes generally, screening queue times monitored using LiDAR technology at the Wellington Southern Domestic screening point were as follows:

Week	26 Feb – 3 Mar	4 Mar – 10 Mar
Passengers processed in less than 5 minutes	90.9%	91.5%
Passengers processed in less than 10 minutes	97.8%	96%

During the coming week, greater levels of ongoing disruption are expected at:

- The Auckland international screening point – all day due to continued routing of staff and crew through the main passenger screening point while the bulk screening point is closed.
- The Christchurch domestic screening point – at peak times while new screening equipment is being installed onto existing lanes.
- The Auckland domestic screening point – at peak times due to construction work on new lane and screening equipment installation that began on Monday 11 March 2024.

All three screening points will have additional screening lanes opened on shoulder periods to help prevent build-up of queues.

LATAM flight LA800 incident 11 March

On Tuesday 12 March 2024, the Authority was made aware of an incident on flight LA800 inbound to Auckland from Sydney. The flight occurred on Monday 11 March 2024. The immediate response was handled by Auckland Airport alongside emergency services.

The incident has not yet been formally reported to CAA by the airline, though we expect to receive this in the coming days.

Due to the incident occurring in international airspace, the Authority does not hold primary responsibility for investigating the incident. Chile's Dirección General de Aeronáutica Civil (Directorate General of Civil Aviation) will investigate the incident. The Transport Accident Investigation Commission (TAIC) in New Zealand is providing local support to the investigation and will participate as appropriate or necessary.

The Authority will closely monitor the investigation and, if safety issues emerge, will take action as appropriate.

Communications and External Engagement Tuesday 12 March 2024**Media plan – 7 days from Wednesday 13 March 2024**

Date (planned)	Item	Description	Targeted media
13 March 2024	Radio interview	Radio interview in response to enquiries about EMPIC project and medical certificate processing. Note: a briefing regarding EMPIC is being prepared for your office.	RNZ
13 March 2024	Anticipated media article	Coverage about AvSec queues following enquiry 12 March. Questions are about passenger throughput, staff turnover, whether there is a hiring freeze, impact of new CTIX machines, whether we've raised funding with the Minister of Transport, our response to workers' claims that they're "working longer hours and the culture has been damaged due to a lack of staff"	RNZ

Media mentions – 7 days to Tuesday 12 March

Date	Activity	Channel
5 March 2024	Director pleads not guilty after fatal chopper accident Widespread coverage of guilty pleas entered by Alister John Lister, director of Milton-based Lister Helicopters Ltd, and his company, regarding the fatal helicopter crash in a remote part of Otago in September 2021.	Stuff, Newstalk ZB, Otago Daily Times
12 March 2024	LATAM flight LA800 incident 11 March	All mainstream NZ media

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Date	Activity	Channel
	Widespread coverage of this incident. Chile's Directorate General of Aviation is investigating.	outlets, ABC US, ABC Aus, CNN, Reuters,

Upcoming communications and engagement

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



New inquiries / International Assistance

RO—2024-102 opened by the Commission 11 March 2024

NZTA notified the Commission on Friday 8 March 2024 of a potential safe working incident that had occurred at about 0850 on Thursday 7 March 2024 at a Fulton Hogan rail worksite on the Main South Line near Hornby.

The reported circumstances are that a trainee rail protection officer gave permission for contractors to enter the rail corridor worksite before a train, which had authorisation to pass through, had cleared the worksite. The trainee rail protection officer realised their mistake and instructed the contractors to clear the rail corridor about 30 seconds prior to the train passing. There were no injuries as a result of this incident.

After some preliminary investigation, the Commissioner has opened an inquiry under section 13(1)b of the Transport Accident Investigation Commission Act and appointed Louise Cook as the Investigator In-Charge for this inquiry. Louise will be assisted by Hans Boon and Jason Lawn.

AO-2024-002 opened by the Commission to assist an overseas agency 12 March 2024

On Monday 11 March 2024, the Commission learned through the media of an incident involving a Boeing 787-9 passenger aircraft, registration CC-BGG, traveling from Sydney, Australia, to Auckland, New Zealand. The aircraft was operated by LATAM Airlines.

The circumstances reported to date are that the aircraft encountered a 'technical problem' approximately 250 nautical miles from Auckland. This resulted in the aircraft suffering what has been described as a 'strong movement', resulting in injuries to, reportedly, 50 passengers, including cabin crew. The aircraft landed in Auckland safely and no fatalities have been reported as a result of the incident.

Chile, as the State of Registry, is conducting an investigation into this incident and have requested New Zealand's assistance to gather evidence on their behalf. Accordingly, the Commissioner have opened an inquiry under Section 8(2)(e) of the Transport Accident Investigation Commission Act (to cooperate and coordinate with other accident investigation organisations overseas, including taking evidence on their behalf) and appointed Ian McClelland as investigator-in-charge (Accredited Representative).

Media heads up

Nil

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

**METROPOLITAN NETWORKS****Auckland**

KiwiRail continues to work at nights and on weekends to remove the need for heat speed restrictions and Temporary Speed Restrictions (TSR) on the Auckland metro network.

The need for heat restrictions have been removed across much of the metro network, with one heat restriction site remaining on the Western Line at Henderson. Destress work, aimed at removing the need for this heat restriction, is planned to take place by the first week of April. Another heat restriction has recently been imposed on the Eastern Line Glen Innes – Meadowbank following a TSR being lifted. This is expected to require destressing work to lift.

TSRs are currently at about 6.4km across the 200km Auckland network.

Both heat restrictions and Temporary Speed Restrictions (TSR) are maintenance tools used to keep trains running. They are constantly being imposed and lifted across the network, for example where a fault is discovered and needs to be repaired or where work has been done and needs time to settle. Once a TSR is lifted, a heat restriction can be put in its place for a time.

Auckland One Rail has another train crew graduation in mid-March, which will help manage crew displacement issues which contribute to disruption.

As part of Stage 3a of the Rail Network Rebuild (RNR), single line running of commuter services began on 10 March and will continue into early May (for an approximate 7-week period). This is seeing a reduced peak and off-peak timetable, supported by bus services. Auckland Transport is not aware that this reduced timetable is creating any significant issues for commuters at the moment.

RNR drainage improvement work (not formation replacement) has been underway on the Southern Line between Puhinui and Papakura since mid-January and is expected to continue into April. This work is primarily being carried out at night and has minimal impact on commuter services.

KiwiRail has also confirmed with AT that the Southern Line between Papakura and Pukekohe will remain closed so that RNR formation replacement work can be undertaken. The section of line has been closed to metro commuter trains since September 2022 for the overhead electrification work to be undertaken. Metro trains were expected to start running in the latter part of this year.

It will now remain closed until the end of the Christmas network-wide closure and reopen to metro trains in mid-January 2025. This short extension removes the need for services to be paused at a later date to carry out the RNR work.

Wellington

KiwiRail continues to work with Greater Wellington Regional Council and its carriage maintenance provider to resolve vibration issues on the Wairarapa Line, which have required speed restrictions to be put in place. Through various trials and testing we have been able to confirm that the track infrastructure is within our engineering codes and tolerances for new track construction, which is the same standard we construct track to around the country. The problem is around how the wheels of the Wairarapa carriages interact with the rail.

(Continued next page)

Transdev have re-profiled the wheels on one of their Wairarapa carriages and this has alleviated the vibration problems. KiwiRail is working with the council and its maintenance provider to look at re-profiling the other 17 carriages, including offering to make KiwiRail's wheel shop facilities at Hutt Workshops available. This approach is aimed at dealing with the issue, instead of managing symptoms.

Once the Wairarapa fire ban is lifted, KiwiRail is aiming to grind the relevant Wairarapa sections of rail. Grinding is a normal maintenance activity that protects the quality and performance of the rail, it is not expected to be a solution to the vibration problem.

INTERISLANDER

***Kaiarahi* freight sailings**

As you have been advised, the *Kaiarahi* is sailing as a freight only service after an issue was found in one of her lifeboat systems.

During a scheduled asset maintenance survey, a fault was found with the lifeboat reengagement system, used to reattach the lifeboats onto *Kaiarahi* after use. While the safety of the ship was unaffected, further testing revealed a faulty part requiring replacement.

As safety is our top priority, *Kaiarahi* sailings have been restricted to freight only while the replacement part is sourced.

All affected customers will be contacted and offered an alternative sailing. If customers cannot use the alternative sailing offered, they can apply for a later sailing at no extra cost, otherwise refunds are available.

Fleet Maintenance and reliability - Licence to Operate

Interislander has completed its annual Maritime New Zealand audit with excellent results and a renewal of its operating licence. Just over a year ago, our MNZ audit found nine non-conformities (some major) and 13 observations. A year later and we have recorded zero non-conformities and four observations. This is an exceptional outcome and has come about through a lot of hard work at many levels.

Upcoming maintenance

Kaiarahi has a scheduled wet dock in May. *Kaitaki* will go into dry dock in Singapore in Q1 of the 2024/5 financial year.

Safe On-Time Performance and Reliability

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

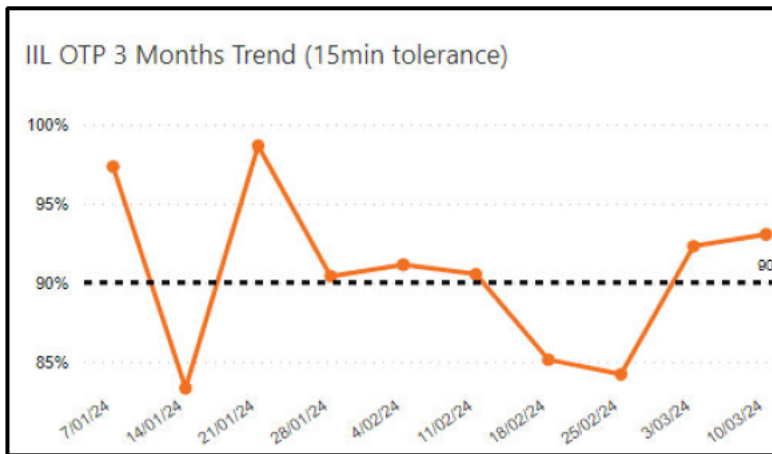
We measure OTP based on a "safe on time customer journey" against the scheduled sailing timetable, and reliability based on sailings occurring as scheduled. In instances where we are using the Northern Entrance to the Sounds due to rough weather and safety concerns instead of the usual route through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

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

(Continued next page)

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

The below shows the trend data for OTP and reliability:



- As noted above, Reliability has been affected by the mechanical issue with the Kaiarahi. We have also had a few cancellations with heavy swells in the Cook Strait affecting sailings on 6 March 2024. This saw two sailings (of Kaitaki) cancelled due to higher swell/significant wave heights above her threshold.
- OTP has been holding up following our busy summer peak, however the weather disruptions, and other minor disruptions has seen a recent decrease in OTP.

MAJOR PROJECTS

P-P Notice of requirements

KiwiRail and Auckland Transport are now progressing the four tracking and the active mode corridor between Papakura to Pukekohe, to route protection for future delivery. In April, we will begin engaging with the public and potentially impacted properties and will host two information drop-in sessions for the community to learn more about the two projects.

We expect to lodge Notices of Requirements for these projects in late 2024 or early 2025.

PASSENGER TRAINS

Scenic Services

s 9(2)(i)

Te Huia

As noted in our previous report, passenger numbers in February have risen when compared to the 2023 numbers.

For the full month, a total of 6270 passengers have been carried, including the new service passenger numbers. This saw an average of 267 passengers carried on weekdays and 232 on Saturdays.

UPCOMING MEETINGS/EVENTS

March 2024 – small event to mark the completion of the Plimmerton Station upgrades (Wellington)

The project involves changes to track configuration and accessways around the station and building a third platform and main line. This will support express commuter services for that part of Wellington by enabling services to turn back at Plimmerton without affecting the operation of through services. It's supporting increased capacity on Wellington's metro network.

18 March 2024 – Auckland Train Control Centre opening event:

You and the Mayor of Auckland will lead the ceremony to open the centre.

This centre is important for Auckland commuter rail, particularly once the City Rail Link begins operating, and there will be more frequent commuter services in Auckland.

It will see the relevant KiwiRail, Auckland Transport and Auckland One Rail teams working in the same premises for the first time – which will support more efficient operations/disruption management.

late March 2024 – Hillside workshops (Dunedin) first wagon assembled.

Event to mark completion of the first production wagon.

Speeches followed by a tour of the facility, where there will be a series of wagons in different stages of assembly and meet staff. Media will be invited.

(Continued next page)

11 April 2024 – Minister Shane Jones to visit Hillside Workshops - TBC

19 April 2024 – Ashburton (Fairfield) Freight Hub opening

Event to mark completion of Fairfield Freight Hub – Hosted by Wareing Group

Speeches and a walk around the new Hub. Local media will be invited.

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

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Transport Portfolio Weekly Report

Week commencing 18 March 2024

Recipient

HON SIMEON BROWN
MINISTER OF TRANSPORT

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

Minister's comments:

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Agenda - Minister Brown officials' meeting

Day Date	Monday 25 March 2024		
Time	1.00pm – 2.00pm		
Venue	Parliament – EW5.1R		
Ministry of Transport (the Ministry) attendees			
Audrey Sonerson, Chief Executive			
Brent Johnston, Chief of Staff			
David Wood, Deputy Chief Executive, Investment and Monitoring Group			
Paul O'Connell, Deputy Chief Executive, Sector Strategy Group			
Bronwyn Turley, Deputy Chief Executive, Regulatory Group			
Part 1	Ministry of Transport	Lead	Paper reference
1.1	Weekly Report	Audrey Sonerson	Week commencing 18 March 2024
1.2	Maritime <ul style="list-style-type: none">• MNZ Levies	David Wood	
1.3	s 9(2)(f)(iv)	Bronwyn Turley	

Actions from transport officials meeting

Meeting with the Ministry of Transport (the Ministry) Monday 18 March 2024	Due date
<p>s 9(2)(f)(iv)</p>	<p>Complete</p> <p>COP Wednesday 27 March 2024</p> <p>Complete</p>
<p>GPS work programme</p> <ul style="list-style-type: none"> Office to schedule separate session of GPS work programme to discuss key responsibilities and timeframes (including phasing of work) for key actions. 	<p>Complete – scheduled for 4pm 26 March 2024</p>
<p>Road Safety</p> <p>s 9(2)(f)(iv)</p>	<p>Complete</p>
<p>s 9(2)(f)(iv)</p>	<p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Week of 1 April</p>

Meeting with the Ministry of Transport (the Ministry) Monday 18 March 2024		Due date
Miscellaneous <ul style="list-style-type: none"> Officials to ensure future advice on the revenue system is prepared jointly between the Ministry and NTZA. s 9(2)(f)(iv) 		Ongoing s 9(2)(f)(iv)
Decisions		Confirmed / Denied
s 9(2)(f)(iv)		Underway

Officials Meeting date	Action	Due date
5 February 2024	ALR Officials to provide weekly updates of expected wind-down costs of ALR. Office to provide signed joint ministerial paper once available.	Ongoing Complete
26 February 2024	Auckland Transport Alignment Project Officials to provide initial scoping advice on the project, Terms of Reference, governance arrangements, and timeframes. Advice should also include background information on the history and approach over time. The due date for this advice has been pushed out by two weeks to enable further work.	Thursday 11 April 2024
11 March 2024	Revenue System Officials to provide advice on work programme for the June 2024 Cabinet report back on the revenue system work, including scope (e.g. tolling, value capture, vehicles transition to RUC), timeframes, and engagement approach. Confirmation that the RUC report back signalled for April 2024 could be incorporated into the June 2024 report back.	Ongoing Confirmed

Officials Meeting date	Action	Due date
11 March 2024	GPS Officials to provide weekly updates on next steps across programmes of work signalled in the GPS.	Ongoing

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1 Ministerial priorities

Revenue

Project: Revenue system report back	
We are setting up a joint work programme with NZTA to meet the June 2024 report back deadline. Our current plan, as per the expectations set in the draft GPS, is for the report back to include both the fleet-wide transition to road user charges (RUC), as well as advice on alternative revenue tools and their suitability to fund transport investment. ^{s 9(2)(f)(iv)}	
Briefing: Establishing a Transport Revenue Expert Advisory Group This briefing will provide you advice on establishing a group of independent experts to support the development of advice and policy on transport revenue. We will advise you on both the structure and role of the group, as well as potential options for members. Given other pressures for both the Ministry and the Treasury this advice has been delayed.	Date: Week ending 12 April 2024
Cabinet Paper: Report back on proposals to improve the revenue system This paper will advise on options and timeframes to progress the fleet-wide transition to road user charges and other improvements to the revenue system.	To Minister: 7 June 2024 To lodge: 20 June 2024 To Committee: 26 June 2024
Project: Fleet-wide transition to RUC	
We continue to work with NZTA to develop options and to better understand the scope of changes required for the fleet-wide transition to RUC. ^{s 9(2)(f)(iv)}	
Briefing: Programme for the fleet-wide transition to road user charges This briefing will provide further advice on the options for the fleet-wide transition to road user charges and seek your views on the direction and scope of the June 2024 report back to Cabinet.	Date: Week ending 19 April 2024

Project: Time of use charging

We have begun drafting the Cabinet paper based on the steer you provided last week. s 9(2)(f)(iv)

We continue to receive requests from local authorities to discuss time of use charging and the possible development of schemes, and we continue to respond that we will not be in a position to discuss until the Government has taken policy decisions on the legislation.

s 9(2)(f)(iv)

Project: Other revenue policy

s 9(2)(f)(iv)

Briefing: Alternative revenue tools to enable transport investment

This briefing will provide initial information and options to feed into the June 2024 report back in relation to other revenue tools (such as reforming tolling legislation, value capture, equity financing, and public private partnerships).

Date: Week ending 26 April 2024

s 9(2)(f)(iv)

- To Minister:** 12 April 2024
- To lodge:** 2 May 2024
- To Committee:** 8 May 2024

Investment

Project: Government Policy Statement on Land Transport 2024	
s 9(2)(f)(iv)	
Briefing: GPS 2024 submissions analysis This briefing will provide you with an overview of submissions analysis and seek decisions on changes to the GPS 2024 if necessary.	s 9(2)(f)(iv)
Cabinet Paper: This paper will seek approval to publish the GPS 2024.	s 9(2)(f)(iv)
Progress Update: This paper is pending conclusion of public consultation.	

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Rail

Project: Metropolitan Rail Operating Model (MROM) settings review

The Ministry held the first MROM Senior Officials Group (SOG) meeting on Tuesday 12 March 2024. The SOG provided feedback on the draft Terms of Reference for the review ^{s 9(2)(f)(iv)}

^{s 9(2)(f)(iv)} The key themes from feedback included ensuring that the MROM settings review:

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

The SOG feedback will be incorporated into the Terms of Reference and into upcoming advice to you ^{s 9(2)(f)(iv)}

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Aviation

s 9(2)(f)(iv)

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Project: Aviation Security services arrangements	
Briefing: Aviation security services arrangements <small>s 9(2)(f)(iv)</small>	Date: 27 March 2024
Project: CAA Board Appointment	
Officials are working to implement the decisions made in OC240162, which sought direction from you on the position description for the current vacancy on CAA and the process for making a new appointment.	

Emissions

Project: ERP2	
Briefing: Draft ERP 2 transport chapter This briefing will advise on the draft transport chapter for ERP2 consultation <small>s 9(2)(f)(iv)</small> for your comment.	Date: 27 March 2024
Project: Clean Car Standard	
<small>s 9(2)(f)(iv)</small>	

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Safety

Project: Speed limits

We met with you on 20 March and confirmed the scope of the changes to the new Rule for setting speed limits. We are instructing NZTA on drafting the Rule changes and ^{s 9(2)(f)(iv)} [REDACTED]. We are continuing to draft the Cabinet paper, consultation document, Regulatory Impact Statement, and new Rule to provide to your office by 10 April 2024 to begin Ministerial and cross-party consultation.

Briefing: Replacing the Land Transport Rule Setting of Speed Limits 2022 - Consultation

This will be a cover briefing accompanying the Cabinet paper, consultation document, draft Rule, and Regulatory Impact Statement.

Date: 10 April 2024

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

Progress Update: We are continuing to draft the consultation document and Regulatory Impact Statement. We are working with NZTA to produce a draft of the Rule.

To Minister: 10 April 2024

To lodge: 2 May 2024

To Committee: 8 May 2024

Project: Oral fluid testing regime

We previously provided you with a briefing outlining the policy direction for amendments to the oral fluid testing regime to enable Police to roll out compulsory roadside oral fluid screening tests to better detect and deter drug driving.

^{s 9(2)(f)(iv)} [REDACTED]

(Continued)

s 9(2)(f)(iv)

Project: Road safety objectives

s 9(2)(f)(iv)

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2 Updates on other matters

Cancelling Auckland Light Rail

The draft Cabinet paper reporting back on progress with disestablishing Auckland Light Rail Ltd (the Company), s 9(2)(i)

s 9(2)(f)(iv)

s 9(2)(i)

Work also continues on other wind-up matters, including the transfer of the Company's intellectual property to the Ministry, and the formal termination of the Company's main contract with the Alliance (as per Shareholding Ministers' decisions).

Review of the Total Mobility Scheme

Reviewing Total Mobility is one of the actions the Ministry has committed to under the Disability Action Plan 2019-2023. This scheme provides subsidised taxi services for people who have difficulty using buses, trains, or ferries because of a physical, psychological, sensory, or neurological disability. It has not been reviewed since 2005.

The Terms of Reference set out the proposed approach and timeline, with public engagement planned for February to May 2024 and the review completed in late 2024. s 9(2)(f)(iv)

We will provide you with a briefing in April that sets out key initial findings, content for engagement, and a timeline for completing the review. We do not see any risk to completing the review in 2024.

There is a high level of interest from the disability sector, and accordingly we want to ensure that the consultation process is well framed and managed.

Lower North Island Rail Integrated Mobility Programme (the Programme)

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

Regulations Review Committee consideration of two Severe Weather Orders

The Regulations Review Committee has considered the Severe Weather Emergency Recovery (KiwiRail Holdings Limited) Order 2023 and the Severe Weather Emergency Recovery (New Zealand Transport Agency) Order 2023 under Standing Order 326(1). These Orders permit recovery work to be carried out to railway lines and state highways affected by three severe weather events that occurred in 2023, including Cyclone Gabrielle. s 9(2)(f)(iv)

(Continued next page)

s 9(2)(f)(iv)

As the Orders are administered by the Ministry, the Ministry for the Environment has transferred the request to the Ministry. The Committee has given the Ministry until 2pm 1 April 2024 to respond. We are preparing a response. We will provide a copy of the response to your Office in advance of 1 April 2024.

s 9(2)(f)(iv)

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Cabinet Report Backs to the Minister

The Cabinet Office has sought direction from Ministers on whether outstanding Cabinet report backs (largely arising from the previous Government) will proceed. Outstanding transport report backs are set out below, along with our advice on whether these remain necessary.

Your Office will communicate your decisions on these matters to the Cabinet Office.

Critical Transport Connectivity with Isolated Communities: Short-Term Support

Minister of Transport to report back on the implementation of the additional financial support provided for Air Chatham's and Entrada Travel Group's InterCity services on the West Coast of the South Island.

Reference: DEV-22-MIN-0310 Para 11. Due date: 31 December 2023.

Recommendation: We recommend this report back is removed as it has been overtaken by events. There may be a need for a standalone paper on Air Chatham's at a later date, but this is unrelated to the financial support matters this report back was originally intended to cover.

Agree / Disagree

International Maritime Organisation: Climate Change Negotiation Mandate

Minister of Transport to report back on the impacts to New Zealand of proposed IMO measures, and to seek direction on New Zealand's position ahead of any decisions to be taken at the IMO.

Reference: DEV-21-MIN-0115 Para 9. Due date: August 2024.

Recommendation: We recommend that this report back is retained as it is needed to establish a revised negotiating position in advance of IMO discussions in October 2024.

Agree / Disagree

s 9(2)(f)(iv)

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Cabinet Report Backs to the Minister

Transport Infrastructure Rebuild Following the Severe Weather Events

Minister of Transport to report back in due course s 9(2)(f)(iv), s 9(2)(i), s 9(2)(j)

Reference: CAB-23-MIN-0375 Para 2. Due date: No date specified.

Recommendation: We recommend this report back is removed, as this matter can be addressed through briefings to Ministers without reference to Cabinet.

Agree / Disagree

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3 Transport stakeholder updates

Stakeholder	Update
s 9(2)(f)(iv)	
Ministry for the Environment (MfE) online hui with Māori regarding ERP2	<p>Officials will be participating in a series of online hui from 25 – 27 March consistent with the Crown’s Treaty obligations under the Climate Change Response Act (CCRA). MfE has advised that non-disclosure agreements are not in place for this event. Material we are planning on presenting is based on manifesto and coalition agreements and aligns with the material you have reviewed.</p>
Interim Aviation Council	<p>The first meeting of the Interim Aviation Council, chaired by the Secretary for Transport, was held on 15 March 2024. The Council includes representatives of key sector and Government participants in the aviation system. Council members were enthusiastic about the contribution the Council could make to aligning the sector, to enable it to take advantage of technological and other changes which it is currently facing.</p> <p>A key issue discussed was the development of a National Aviation Policy Statement. Council members agreed that the policy statement should recognise the key role that aviation plays in the economy and be ambitious for the future.</p> <p>We will be working with Council members to flesh out the potential scope of a draft policy statement that will be progressed at future meetings over the course of 2024.</p>

4 Upcoming Minister of Transport meetings

Meeting Date	Meeting	Details
25 March 2024 4.00 – 4.30pm	Pre-meeting for the Committee of the Whole stage for the Road User Charges (Light Electric RUC Vehicles) Amendment Bill	<p>Briefing Due: 22 March 2024</p> <p>Officials Attending: Matt Skinner, Manager Revenue James McDevitt, Senior Advisor Revenue Chris Roblett, Principal Solicitor Legal Aimee Bell, Senior Solicitor Legal</p>
25 March 2024 3.30pm	s 9(2)(f)(iv)	<p>Briefing Due: 8 March 2024</p> <p>Officials Attending: Bronwyn Turley, DCE Regulatory Group Jacob Ennis, Acting Manager Regulatory Stewardship and Design Matthew Green, Chief Legal Advisor and Procurement Manager Jo Gould, Principal Advisor Safety Marcus Boomen, Senior Advisor Regulatory Stewardship and Design</p>
26 March 2024 4.00pm	GPS: Next steps	<p>Officials Attending: Brent Johnston, Chief of Staff Paul O'Connell, DCE, Sector Strategy Group Tim Herbert, Manager Investment</p>
26 March 2024 5.00 – 6.00pm	RMA multi-Ministers meeting	<p>Briefing Due: 25 March 2024</p> <p>Officials Attending: Jessica Ranger, Manager Urban Development and Public Transport Rebecca Beals, Principal Advisor Urban Development and Public Transport</p>
27 March 2024 5.00 – 5.30 pm	Greg Foran, CEO Air NZ	<p>Briefing Due: 25 March 2024</p> <p>Officials Attending: Bronwyn Turley, DCE Regulatory Group</p>

Meeting Date	Meeting	Details
28 March 2024 3.30 – 4.00 pm	Cath O'Brien, Executive Director, Board of Airline Representatives NZ	Briefing Due: 26 March 2024 Officials Attending: Bronwyn Turley, DCE Regulatory Group
28 March 2024 5.30 – 6.00pm	Meeting with Minister Penk s 9(2)(f)(iv)	Briefing Due: 26 March 2024 Officials Attending: Jessica Ranger, Manager Urban Development and Public Transport Rebecca Beals, Principal Adviser Urban Development and Public Transport
28 March 2024 10.30 – 11.00am	Infrastructure Commission	Briefing Due: 27 March 2024 Officials Attending: Tim Herbert, Manager Investment Matt Skinner, Manager Revenue
28 March 2024 11.00 – 11.20am	Meeting with Mike Pohio to discuss upper North Island ports	Briefing Due: 26 March 2024 Officials Attending: Marian Willberg, Manager Freight and Supply Chain
3 April 2024 12.00 – 12.45pm	City Rail Link Preparedness Group	Briefing Due: 2 April 2024 Officials Attending: Richard Cross, Director Investment and Monitoring Group
5 April 2024 8.00 – 9.00 am followed by a tour of the airport from 9.00 – 11.00 am	Carrie Hurihanganui, CEO Auckland Airport	Briefing Due: 3 April 2024 Officials Attending: David Wood, DCE Investment and Monitoring Group
5 April 2024 11.30 am – 1.00 pm	NZ Airports Association Regional Airport Summit Beca Office, 21 Pitt Street Auckland	Briefing Due: 3 April 2024 Officials Attending: David Wood, DCE Investment and Monitoring Group

5 Other upcoming Ministry of Transport Cabinet papers

Cabinet Paper: Maritime and Oil Pollution Levies: Proposed increases	
<p>Progress Update: This paper had previously been lodged by the Associate Minister but is going back to ECO after Cabinet asked for some amendments. As the Associate Minister is away, this paper is being taken by you.</p>	<p>To Minister: Already with Minister To lodge: 21 March 2024 To Committee: 27 March 2024 (ECO)</p>
Cabinet Paper: Urgent amendment to Land Transport Rule: Vehicle Exhaust Emissions 2007	
<p>This paper seeks authorisation from LEG for the Land Transport Rule: Vehicle Exhaust Emissions Amendment 2024 to be submitted to the Executive Council.</p> <p>The Rule amends the Land Transport Rule: Vehicle Exhaust Emissions 2007 (the Principal Rule), correcting an error created in a recent amendment to the Principal Rule that creates unintended requirements for used vehicle importers</p>	
<p>Progress Update: An updated version of the draft LEG paper and the Rule have been provided to your Office for Ministerial consultation.</p>	<p>To Minister: 20 March 2024 To lodge: 4 April 2024 To Committee: 11 April 2024 (LEG)</p>
Cabinet Paper: Deputy Medical Convener: Reappointment	
<p>This paper asks Cabinet's Appointments and Honours Committee to note the Minister's intention to reappoint Dr Martin Robb as Deputy Medical Convener for a further three-year term.</p> <p>Following the end of the consultation period Papers will be provided to the Minister by 22 March 2024 for lodgement.</p>	
<p>Progress Update: Finalising drafting and internal review.</p>	<p>To Minister: 22 March 2024 To lodge: 4 April 2024 To Committee: 9 April 2024 (APH)</p>
<p>s 9(2)(f)(iv)</p>	
<p>Progress Update: Initial drafting has begun.</p>	<p>To Minister: 27 March 2024 To lodge: 5 April 2024 (late lodgement TBC) To Committee: 10 April 2024 (ECO)</p>

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

This paper reports back to the Committee on progress on disestablishing Auckland Light Rail Ltd as agreed by Cabinet in December 2023, s 9(2)(i)

Progress Update: The paper is currently undergoing Ministerial/coalition and departmental consultation due to finish on 2 April 2024.

Hon Chris Bishop has provided feedback and we have sent the Office a version with this incorporated into the paper.

s 9(2)(i)

s 9(2)(f)(iv)

To Minister: 2 April 2024

To lodge: 4 April 2024

To Committee: 10 April 2024 (ECO)

Cabinet Paper: Civil Aviation Act 2023 Implementation

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.

Progress Update: Paper is being drafted.

To Minister: Week commencing 29 April 2024

To lodge: 16 May 2024

To Committee: 22 May 2024 (ECO)

6 Other briefings and aide memoires to Minister of Transport

Due to Office:	Title
28 March 2024	<p>NZ Initiative Conference Speech 2024</p> <p>This briefing will provide advice to support your speech to the NZ Initiative Conference on 4 April 2024.</p>
Week ending 5 April 2024	<p>Briefing: Aviation security overview</p> <p>This briefing will provide an overview of key issues relating to aviation security, other than aviation security services arrangements, and seek your direction on next steps for these matters.</p>
Week ending 3 May 2024	<p>Initial advice on vehicle system reform</p> <p>The draft Government Policy Statement on land transport (GPS) includes a commitment to review the vehicles regulatory system to enable better management of the safety performance of the vehicle fleet, reduce regulatory burden, and ensure our domestic rules are fit for purpose. ^{s 9(2)(f)} (iv)</p>
Week ending 3 May 2024	<p>Ministry protocol for OIA responses involving the Minister and proactive release of information</p> <p>This briefing will seek your approval for a protocol between your Office and the Ministry on OIA responses and proactive release of information.</p>

6.1 Proactive Releases

Due to Office	Title	Date planned for release
27 March 2024	<p>Proactive release of January 2024 Weekly Reports and February 2024 Briefing List</p> <p>This briefing will seek your approval to proactively publish the Ministry's January 2024 Weekly Reports and February 2024 list of briefings.</p>	3 April 2024
27 March 2024	<p>Let's Get Wellington Moving – letters to partners regarding disestablishment</p> <p>This briefing will include three letters from the Minister to Let's Get Wellington Moving partners relating to the disestablishment of Let's Get Wellington Moving. A press release at the time covered most information contained in the letters.</p>	5 April 2024

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

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6.2 Other portfolio Cabinet papers with transport implications

Committees	
Cabinet Business Committee (CBC)	
2 April 2024	s 9(2)(f)(iv)
Economic Policy Committee (ECO)	
10 April 2024	s 9(2)(f)(iv)
10 April 2024	<p>Establishing the Regional Infrastructure Fund</p> <p>The Ministry of Transport has been consulted on a Cabinet paper being prepared by the Kānoa Regional Economic and Development Investment Unit (MBIE) on behalf of the Minister for Regional Development, Hon Shane Jones.</p> <p>s 9(2)(f)(iv)</p>
TBC	

7 Ministerial correspondence and OIAs

Ministerial correspondence:

# of Ministerials	Topic	Key themes
5	Shifting all vehicles to road user charges	<ul style="list-style-type: none"> • Support due to fairness • Concern about evasion risks • Concern about administrative costs
6	Tolling	<ul style="list-style-type: none"> • Supporting tolling for new roads • Supporting tolling for existing high volume roads
5	Public transport issues in Auckland	<ul style="list-style-type: none"> • Disruption to rail services related to the rail network rebuild • Bus service reductions and associated challenges to make connections on the network
7	General concerns about reduced investment in cycling and walking	<ul style="list-style-type: none"> • Losing the benefits of cycling and walking • Exacerbating traffic and congestion • Impact on meeting emissions targets

Ministerial OIA requests:

Due date to Minister's Office	Due date to requester	Requester	Summary of request
18/03/2024	25/03/2024	s 9(2)(a)	A list of all reports and briefings since 26 November 2023
18/03/2024	25/03/2024		All Weekly Reports to the Minister of Transport received since 26 November 2023
21/03/2024	28/03/2024		Copies of all legislation bids made by you, your Office, or your responsible agencies since 27 November 2023
25/03/2024	2/04/2024		A list of titles of reports, briefings and advice received during the month of February
26/03/2024	4/04/2024		Advice or correspondence between the Minister of Transport and officials regarding the development of the new GPS
26/03/2024	4/04/2024		All documents received since the October 2023 election about the possible use of congestion charging and tolling
26/03/2024	4/04/2024		All advice, reports, briefings, or any other documents regarding public transport in GPS 2024
26/03/2024	4/04/2024		All advice, reports, briefings, or any other documents regarding GPS 2024
26/03/2024	4/04/2024		All advice, reports, briefings, or any other documents regarding GPS 2024
27/03/2024	5/04/2024		All advice related to roads of national significance, including costs
27/03/2024	5/04/2024		All advice received on GPS 2024
27/03/2024	5/04/2024		All correspondence received on GPS 2024
27/03/2024	5/04/2024		All advice received from NZTA on GPS 2024

Due date to Minister's Office	Due date to requester	Requester	Summary of request
28/03/2024	8/04/2024	s 9(2)(a)	All correspondence received on GPS 2024
2/04/2024	8/04/2024		Any independent evidence-based reports used to inform decisions on RUC
3/04/2024	10/04/2024		All advice related to the appointment of Simon Bridges as Chair of NZTA
4/04/2024	11/04/2024		Weekly Reports for the transport portfolio received since 5 February 2024
15/04/2024	8/04/2024		Advice received regarding speed limits outside schools

Written Parliamentary Questions:

Date Received	Number	Topics	Due to the House Office
20/03/2024	3401 & 3437(2024)	Advice on funding for road policing from the National Land Transport Fund	28/03/2024
20/03/2024	3436 (2024)	Investment in increased rail services for the Wairarapa line	28/03/2024
20/03/2024	3438 (2024)	Investment in increased rail services for the Kāpiti line	28/03/2024
20/03/2024	3439 (2024)	Investment in increased rail services between Palmerston North and Wellington	28/03/2024

7.1 Departmental Official Information Act requests

Due Date to Requester	Requester	Summary of request
25/03/2024	s 9(2)(a)	January briefings to the Minister
25/03/2024		RUC PHEV studies conducted by MoT and NZTA
26/03/2024		Information during the period 1 August 2023 to 29 February 2024 on roles that have been dis-established, including whether the roles were occupied or vacant
2/04/2024		Any secondary briefings provided to Ministers since 27 November 2023
3/04/2024		Advice provided to Ministers on congestion charging
4/04/2024		Advice provided to Ministers on congestion charging
4/04/2024		All advice provided to the Transport Minister on GPS 2024
4/04/2024		Total Mobility review
4/04/2024		In regard to GPS 2024, all advice and correspondence between the Ministry and the Minister of Transport, ad correspondence between the Ministry and Auckland City Council
8/04/2024		All advice and correspondence received from other government agencies on GPS 2024
8/04/2024		Briefings provided to Ministers regarding car dealerships and the Clean Car Discount
9/04/2024		Any briefings provided to Ministers to support conversations has had with representatives of lobbying groups. Any information passed onto agencies from the Ministers Office from Lobbying groups
10/04/2024		December briefings to the Minister
10/04/2024		Annual review support material for the Chief Executive
11/04/2024		Any internal correspondence regarding speed changes announcements

Due Date to Requester	Requester	Summary of request
15/04/2024	s 9(2)(a)	Information regarding the appointment of the Chair of NZTA
16/04/2024		Information regarding the appointment of the Chair of NZTA
18/04/2024		Sources for funding roads in New Zealand
19/04/2024		Briefings and key documents regarding CAO 2012
19/04/2024		Information regarding the appointment of the Chair of NZTA
19/04/2024		January briefings to the Minister
19/04/2024		January briefings to the Minister

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Transport Portfolio Agency Reports



Aviation Security Service
Kaiwbakamaru Rererangi



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Agenda – Minister Brown Officials’ meeting with NZTA

Day Date	Monday 25 March, 2024
Time	1:45 – 2:30pm
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

Sarina Pratley, Chief Customer and Services Officer

Apologies

Brett Gliddon, Group GM Transport Services

		Lead	Paper reference
1.1	Weekly Report	Nicole Rosie	
1.2	NZ Police stats and funding	Chris Bunny	

Actions from transport officials meeting

Meeting with NZ Transport Agency Waka Kotahi (NZTA) – 18 March 2024	Due date
GPS <ul style="list-style-type: none"> Provide a copy of the Q&A document. 	TBC
Clean Car Rebates <ul style="list-style-type: none"> Provide running totals of the investigation of 236 rebates and outcomes. 	Weekly
Stolen Vehicle Checks <ul style="list-style-type: none"> Provide information about the revenue gathered from the fee recently applied for providing this service. 	22 March 2024
110km/h Speed Limit Reviews <ul style="list-style-type: none"> Provide advice on costs associated with meeting the standards set out in the Rule. 	28 March 2024
CSVT sites <ul style="list-style-type: none"> Provide advice on the resourcing of sites. 	4 April 2024

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Updates: 100 Day plan

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

State Highway 1 (SH1) Brynderwyn Hills

On Monday, 18 March 2024, NZTA met with freight, tourism, iwi, and local government leaders to provide a progress update on the project. The group were pleased with progress and communications to date with many noting the value of the forum. The group will meet again in the week of 25 March 2024 ahead of the road re-opening for travel over Easter.

Media outlets have sought comment on the possibility of additional temporary traffic management measures, similar to those on the Kaiwaka / Waipu route, near the one-way bridges along the Paparoa / Oakleigh Road detour route. This was following a public report of poor driver behaviour. NZTA is working with its local council partners to implement improvements, such as additional signage or temporary traffic controls along the route.

A media release is planned for the week of 25 March 2024 to remind people that the road will reopen for Easter travel and will include advice around travel over this time as temporary speed limits and traffic management will be in place. Feedback on NZTA communications remain positive. Further information is provided in the updates below.

TREC

Public drop-in sessions have started to introduce TREC to the community, engage on large project options, and provide information on the recommended programmes for the SH2 and SH5 critical resilience sites. The first session occurred on 18 March at Eskdale, followed by Putorino on 19 March and Te Pōhue on 20 March. Overall, ten sessions are being held across Hawke's Bay (including Wairoa) and Tairāwhiti. Online consultation runs from 18 March to 16 April, in which people can provide their feedback via our website.

On 18 and 19 March 2024, the TREC team attended the Tairāwhiti and Hawke's Bay first responders (Police, Fire and Emergency New Zealand and St John's Ambulance Service) hui. These are regular meetings between NZTA and first responders. NZTA provided information on recovery work underway and plans for additional work to deliver increased resilience. The team also sought feedback from first responders on potential plans.

On 20 March 2024, the TREC team attended the Tairāwhiti Freight Forum, which is a regular forum between NZTA and freight operators. The team provided an update on the recovery works now underway and plans for additional work to deliver increased resilience. The team also used this opportunity to seek feedback from freight operators on potential plans.

NZTA met with a Hikuwai Bridges TREC Liaison Group. This group consists of Gisborne District Council, Ngāti Porou, Department of Conservation and Heritage NZ on 20 March 2024. Due to the fast-tracked nature of the Hikuwai Bridges project, this group is meeting in advance of the first meeting of the Tairāwhiti TREC Liaison Group, expected in April.

Also, on 20 March 2024, TREC and NZTA representatives met with Hawke's Bay Regional Council to seek updates on the Whirinaki resilience project (flood management) and any other catchment management initiatives. The TREC team also gave an update on the SH2/SH5 Eskdale project to council officers.

Hawke's Bay Regional Transport Committee

Regional Transport Committee took place on Friday, 15 March 2024. Members conveyed appreciation for the significant amount of maintenance and recovery work that was evident across the state highway network. Recovery and rebuild questions were focused on the process and timeline to secure funding for long term rebuild projects outside of the NLTF and reinforcing the need for certainty for local road rebuild funding assistance rates.

Repeal the Clean Car Discount scheme by 31 December 2023

The Human Resource change process for impacted operational staff is now completed. Outcomes will be released by 22 March and the resulting changes will take effect from 1 April 2024.

Compliance management and enforcement of rebate applications made by motor vehicle dealers for demonstrator vehicles, company vehicles and courtesy cars continues. The threshold for possible breaches will pass on 31 March 2024. Compliance activities will continue as required to 30 June 2024. Further information regarding how NZTA is managing breaches will be provided later in the Weekly Report.

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Updates:

Update on Clean Car Discount Compliance Activities

NZTA is currently undertaking investigations for incorrectly claimed rebates. This now represents 221 rebates across 94 motor vehicle dealers.

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

Date	Status	Vehicles Total / Remaining
11 Mar - 18 Mar	All dealers have been investigated and contacted via various means, all have been sent a formal letter of warning via email requesting immediate action for either explanation or repayment of the rebate. Of those, 15 vehicles from 7 dealers were found not to be in breach and as such entitled to the rebate.	221
Mon 18 Mar	Update: as of 18 March, 43 Dealers have not yet responded, which represent 105 vehicles. Dealers have until 8 April to respond. All Dealers that have not responded by then will move to the step below.	105
As at 19 Mar	Update: as of 19 March, all 94 dealers have been contacted. We have received responses from 51 dealers, and 41 of those have asked to pay the rebate back. The amount to be paid back is \$232,966.25 and relates to 78 vehicles. We are working with the other 10 dealers to determine if a breach has occurred, this equates to 38 vehicles.	78 to be repaid 38 still under investigation Total 116 responded
Mon 8th April	s 9(2)(g)(i)	BC

Investigated Cases that are suspected Fraudulent – Next Steps

s 9(2)(g)(i)

In April, we will have a clear picture in terms of volumes of dealers that have not either provided evidence of legitimacy or repaid the rebate.

s 9(2)(g)(i)

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

Road User Charges (RUC) on EVs

NZTA is on track for 1 April, when light EVs and PHEVs need to start paying RUC. This includes technical and business readiness for the change to the PHEV rate. Letters to EV and PHEV owners will be issued in the week beginning 25 March, which is slightly later than originally planned. This is to ensure we are providing the latest information on PHEV rates. Our awareness campaign continues, with a shift to our 'go-live' messaging from 1 April.

Safety Cameras

Safety cameras are approved vehicle surveillance equipment (AVSE) under the Land Transport Act 1998. This requires NZTA to provide evidence that AVSE have been tested and certified as accurate within the 12 months prior to an infringement or traffic offence notice being issued.

On Thursday 14 March, the test was completed for the Halo camera on State Highway 1 at Kawakawa, Northland. This confirmed the camera is accurate. Formal certification is anticipated shortly.

Further testing is continuing to prepare the Kawakawa camera to move into enforcement mode in mid-late June.

You were previously advised that three cameras in the Auckland region were the target of vandalism. Following that report, a further average speed camera on the test corridor on Matakana Road was also damaged (Tuesday 12 March). NZTA is replacing and / or repairing the camera sites, with completion expected in early April. As with the previous cameras, we have reported this to Police.

An update on average-speed camera site installations was submitted to your office in the week ending Friday 22 March.

Driver Licencing Wait Times

The wait times as at 20 March 2024 are below, with comparison to wait times four weeks' ago:

Region	Full Test Wait Time (Days)	Change to 4 weeks ago (Days)	Restricted Test Wait Time (Days)	Change to 4 weeks ago (Days)
Auckland North West	39	-32	51	-24
Auckland Central South	22	-67	38	-62
Waikato	43	-19	49	-18
Bay of Plenty	43	-10	52	-11
Central	16	-21	20	-23
Wellington	39	-24	43	-32
Canterbury	29	-24	41	-42
Otago Southland	25	-19	39	-16
National Average	32	-27	41	-29

NZTA's reforecast of the test demand volumes is complex and still underway. Once completed, this will enable a forecast of the impact of the operational improvements on wait times. We will provide a further update in the coming weeks.

WoF/CoF Inspection Frequencies

s 9(2)(g)(i)

State Highway 1, Picton Elevation Roadworks

From 25 March 2024, works will resume on drainage repairs and reinstate the slow vehicle lane, and bring the entire stretch of road back to 100 km/h. Under day and night temporary traffic management until early May, contractors will repair the slumped road surface in the slow vehicle lane and install new culverts across the full width of the state highway, new sumps and drainage channels on the eastern side of the road, and new outlets and bank protection on the western side, then before reinstating the full width of the road.

Stop / Go traffic management will be in place overnight between 6pm and 6am. NZTA is advising road users to factor this into their travel plans. This is especially important for drivers with Cook Strait ferry connections, however north bound ferry traffic will be prioritised.

Brynderwyn Hill Update

Crews continue to work day and night, 7 days a week, to make the most of the time without traffic on the road. At the start of the fourth week of the closure over 92,000 m³ of soil has been excavated, approximately two-thirds of the expected total volume to be cut from the hillside. Work has begun on additional strengthening measures including soil nails and hydroseeding on the newly cut slopes. These interventions will help to stabilise the hill and provide future erosion control. Retaining walls and piling have also started at two of the underslips locations.

Next week we will start preparing the corridor to reopen for 6 days. This will allow for easier movement of increased traffic travelling north over the Easter holiday period. The road will open from 28 March (12:01am) to 2 April (11:59pm) and close again on the 3 April (12:01am) to complete the remainder of the closure works. The road will reopen on 13 May, with some ongoing works taking place on the newly created shoulder, leaving two lanes open for traffic.

Photos 1 and 2: Cut site on southern side of the Brynderwyn Hills showing progress from pre closure and 18 March (the dark section on the cut hillside is hydroseeding)



Photos 3 and 4: Cut site near waterfall corner (site E) showing a distance and a close-up view taken mid-March. The close-up view shows the extent that excavated dirt from the hillside covers the road where traffic would normally be.



Rakaia Commercial Vehicle Safety Centre

NZTA has submitted required speed limit changes to the Director of Land Transport under the alternative method of approval, to allow the Rakaia Commercial Vehicle Safety Centre (CVSC) to open. The changes include two intersection speed zones (ISZs) for the northbound and southbound sites that will reduce to 60km/h for short periods for turning traffic; a reduction in the underlying speed to 80km/h for 3.2km to support the ISZs and the narrow Rakaia Bridge; and the lowering of the township to 50km/h for 1.1km. Both permanent speed reductions were overwhelmingly supported during consultation, with one person in opposition out of 59 submissions. The CVSC is due to open at the end of May.

Northwest Rapid Transit

s 9(2)(g)(i)

Upcoming Ministerial Items:

Upcoming Briefings to Minister of Transport

Due to Office:	Title
25 March 2024	BRI-3009 Rail regulatory safety and cost recovery A briefing to provide information on rail regulatory safety and cost recovery
28 March 2024	BRI-3010 Road efficiency group Provide information setting out structure, accountabilities, deliverables, and timeframes.

Upcoming Media items

Date of release:	Subject
Week beginning 25 March 2024	Easter Weekend – travel advice and safety messages A joint Police / NZTA media statement is planned for release ahead of the Easter long weekend, providing safe driving advice for road users. A media release is also being prepared for the Minister to issue.
Week beginning 25 March 2024	Auckland / Northland – SH1 Brynderwyn Hills A media statement is planned for release during the week beginning 25 March ahead of the re-opening of SH1 through the Brynderwyn Hills on Thursday 28 March, for 6 days over the Easter period. People will be reminded not to stop on the highway, to drive to the conditions and obey any temporary speed limits.
Week beginning 25 March 2024	Auckland / Northland – SH1 Loop Road safety improvements A media statement is planned for release during the week beginning 25 March to advise that as part of the Loop Road safety improvements project, there will be a 4-night closure of SH1 between Portland Road and the SH15 roundabout, to construct a critical and deep service line across the road.
Week beginning 25 March 2024	Waikato / Bay of Plenty – Karangahake Gorge A media statement is planned for release during the week beginning 25 March advising of recovery work on SH2 in Karangahake Gorge planned through April. There will be a month of stop/go traffic management for an underslip and six overnight closures for resealing from 7 April.
24 March 2024	Central North Island – SH51 roundabout open from all directions A media release is planned for release on Sunday 24 March advising motorists that the new roundabout on State Highway 51 at Awatoto in Napier will have all three 'legs' available to road users from Monday 25 March. North and south bound traffic has been using the new roundabout for the past two weeks, but crews have been constructing the new Awatoto road 'leg'. While the roundabout will be fully open to traffic, the State Highway 51 programme of work continues. This release is also likely to contain detail of a possible planting day planned in the coming weeks, for the thousands of plants going into the area.

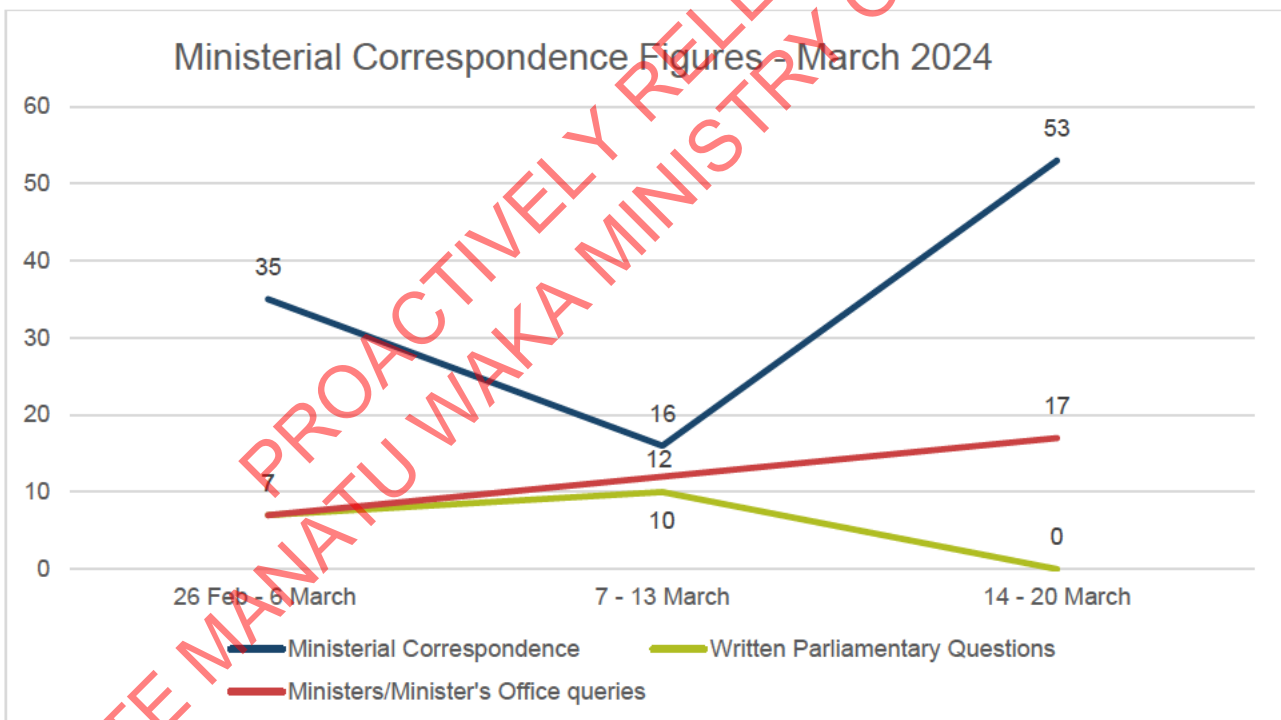
Date of release:	Subject
<p>Week beginning 25 March 2024</p>	<p>Central North Island – SH43 Forgotten World Highway road closure extension</p> <p>A traffic bulletin will be issued during the week beginning 25 March to advise of an extension to the current traffic management controls in place on SH43 through the Tāngarākau Gorge, until mid-May 2024. The closure times will remain as 9am-12pm, and 1pm-3pm, Monday- Friday, until 15 May 2024. The road will be open at all other times.</p>
<p>Week beginning 25 March 2024</p>	<p>Central North Island – Levin to Foxton safety improvements</p> <p>A media statement is tentatively planned for release during the week beginning 25 March to update progress on the construction and include some information about nighttime stop/go traffic management planned after Easter.</p>
<p>Week beginning 25 March 2024</p>	<p>Central North Island – Te Ahu a Turanga</p> <p>A media statement is planned for release during the week beginning 25 March to highlight publication of the latest 'flyover' video of progress onsite at Te Ahu a Turanga: Manawatū-Tararua Highway. The media release will touch on the completion of earthworks and highlight a family with three generations working onsite.</p>
<p>Week beginning 25 March 2024</p>	<p>Central North Island – SH1 Utiku opening</p> <p>A media statement is planned for release during the week beginning 25 March highlighting that work to rebuild the pavement of SH1 at Utiku has progressed well, and the team is on track to have the road fully open before Easter as planned. Two-way traffic has been restored past the site.</p>
<p>Week beginning 25 March 2024</p>	<p>Lower North Island – SH2/Cornish St barrier installation</p> <p>A media statement is planned for release during the week beginning 25 March announcing that permanent barriers are to be installed at this intersection to close access to and from Cornish St from SH2. Temporary barriers have been in place for the past two years. This is a high-risk intersection and in 2021 was the scene of a fatal wrong-way driver crash.</p>
<p>Week beginning 25 March 2024</p>	<p>Central North Island – SH2 Chapel St (Masterton) Rehabilitation</p> <p>A sit down briefing is planned during the week beginning 25 March with the <i>Wairarapa Times Age</i> to brief it on major reconstruction works planned for SH2 at the end of April. A general issue media release will subsequently be sent after the <i>Times Age</i> has filed its story.</p>
<p>28 March 2024</p>	<p>Lower North Island - Riverlink</p> <p>A media statement is planned for release on 28 March regarding changes to how the Riverlink project will be delivered. NZTA is also looking to provide a one-on-one sit down with a reporter from The Post, explaining the changes and their implications. A Min Note has been provided to the Ministers Office.</p>

Date of release:	Subject
3 April 2024	<p>Lower North Island – Te Ara Tupua, Ngauranga to Petone site visit</p> <p>A media site visit to Te Ara Tupua, Ngauranga to Petone is planned for 3 April - media outlets are already showing interest in this event. <i>Stuff</i>, <i>NZME</i>, and <i>RNZ</i> are all confirmed attendees. The final date for media to RSVP is 26 March.</p>

Statistics page

Ministerial correspondence figures from 14 to 20 March 2024

Item:	Number
Ministerial Correspondence	53
Minister/Minister's Office queries	17
Themes	Driver licence wait times, project funding, NZTA name change, WoFs





No update this week.

PROACTIVELY RELEASED BY
TE MANATU WAKA MINISTRY OF TRANSPORT

Key updates

Security screening queues Weekly update

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

Date	Time	Location	Description	Mitigation
11/03/24	08:00	Christchurch Domestic	Technical difficulties (a CTiX machine requiring a reboot) closed a screening lane for 15 minutes causing queues	Additional staff called from other duties to maximise screening lane throughput once it came back online
11/03/24	11:40	Auckland International	Cancelled flights from 10/03 rescheduled for 11/03 led to additional passenger volume exceeding maximum capacity	Extended 6th screening lane for three hours to provide additional capacity
12/03/24	06:00	Auckland Domestic	With only four lanes in operation due to an equipment upgrade, a system outage on one screening lane required a reset, leading to a 20-minute delay	Worked with airline and airport staff to prioritise passengers
16/03/24	08:00	Auckland Domestic	A combination of large school groups and delayed international flights led to passenger volumes exceeding those forecast	Additional staff called from other duties to open an extra screening lane to increase capacity
17/03/24	13:00-15:30	Auckland International	Technical issues required a restart on one screening lane during peak processing times (approximately 2,000 passengers departing per hour)	Maximum capacity extended to clear queues

Our Queenstown-based operation has also experienced longer queues on several days recently. Our local management team has been meeting twice daily with airport and airline representatives, which has established the following causes of recent changes in passenger patterns:

- Air New Zealand and Jetstar have been operating flights that are fuller than normal (these flights are normally 85-90% full but have been operating at 92% and 95% respectively), with no sign of this reducing.

(Continued next page)

- Jetstar flights are now closing 40 minutes prior to departure (previously 30 minutes), which reduces the time for people go through security screening.
- When flight schedules are reduced through cancellations, the higher load factors on remaining flights places further pressure on screening points.

Ongoing collaboration will continue to proactively determine joint solutions to mitigate these impacts. This will be especially important as we enter the winter season, where passengers flying to and from Queenstown typically take more items, resulting in higher tray use that slows achievable screening throughput.

Despite increased volumes generally, screening queue times monitored using LiDAR technology at the Wellington Southern Domestic screening point were as follows:

Week	4 Mar – 10 Mar	11 Mar – 17 Mar
Passengers processed in less than 5 minutes	91.5%	92.9%
Passengers processed in less than 10 minutes	96%	99.4%

Auckland Airport Bulk Duty Free area update

The airport's Bulk Duty Free (BDF) area was re-opened on 14 March, allowing the international screening point to return to screening passengers only.

Following a review of the investigation report, Auckland International Airport Limited (AIAL) and Auckland Operations agreed a way forward to safely address the root cause of the BDF fume/smell concerns and manage any risks for Authority staff members and those they work alongside.

US Transportation Security Administration inspection in Christchurch

On 18 March, the US Transportation Security Administration (TSA) began a routine 'Last Point of Departure' inspection at Christchurch International Airport. The inspection considers whether air operators with direct flights to the US have appropriate security mitigations in place that meet TSA security requirements. As part of this inspection, TSA will look at multiple security mitigations including access control, training, aircraft searching, cargo security and passenger screening. It is important to emphasise that this is not an audit of New Zealand's regulatory system, and neither New Zealand nor the Authority is regulated by the TSA. However, if issues are identified, additional requirements may be imposed on airlines that fly directly to the US.

ICAO Aviation Security Panel Working Group meetings

From 11-15 March, members of CAA's Security Regulation Unit and International & Regulatory Strategy team attended several overnight meetings as part of two International Civil Aviation Organization's (ICAO) security-related working groups. These working groups actively contribute to shaping standards and recommended practices concerned with the security of international air transport. The standards are amended regularly to address evolving threat and keep pace with new technologies. By participating in these groups, the Authority can influence the drafting of standards that recognise the current aviation threat and risk environment in New Zealand and the Pacific.

Authority's Emerging Technologies Unit welcomes Canadian counterparts

On 19 February, the Authority's Emerging Technologies Unit welcomed senior officials from Transport Canada and NAV Canada (the corporation that owns and operates Canada's civil air navigation system) working on remotely piloted aircraft systems. The visit allowed for a focused discussion on the similarities, differences and challenges faced in our respective regulatory contexts.

(Continued next page)

The visiting delegation heard from stakeholders across our regulatory spectrum, with briefings from both the Authority and wider government, followed by a trip to Christchurch to engage with a variety of aerospace stakeholders. Delegates also participated in the Emerging Aviation Technologies Forum, which allowed for collaborative discussions with members of the Authority's Emerging Technologies Programme (ETP).

Transport Canada is currently looking to evolve its existing approach into a wider programme similar in concept to our own ETP, focused on supporting innovation in the Canadian context. These bilateral relationships are essential to the continued development of our approach to emerging technologies.

Emerging Technologies Programme

The Authority's Emerging Technologies Unit approach to enabling operators and innovators to enter the aviation system safely and effectively has impressed Australian authorities and industry. The Unit has recently been requested to brief the Civil Aviation Safety Authority of Australia (CASA)'s Board regarding our efforts to enhance collaboration between the Authority and industry.

At this month's Australian Uncrewed Aircraft Association conference, operators hailed the New Zealand approach as the benchmark for a proactive, forward-looking and pragmatic way to address aviation system issues posed by Remotely Piloted Air Systems.

Communications and External Engagement 19 March 2024

Media plan – 7 days from Monday 25 March

Nil

Media mentions – 7 days to Tuesday 19 March 2024

Date	Activity	Channel
13 March	<p>Mike Hill interview with RNZ about EMPIC medical module</p> <p>As previously reported, DCE Aviation Security and Infrastructure Mike Hill gave a live interview with RNZ about the EMPIC project and the medical module. In the interview he gave assurance that safety would not be compromised, explained that the software needs to provide “an end-to-end regulatory process, rather than individual bespoke applications”, and reiterated that consultation with medical examiners about the medical module is ongoing.</p> <p>The written version of the article was first published ahead of the live interview, and therefore didn't include comments from CAA. This online print version was later amended.</p>	RNZ, Newshub
15 March	<p>Auckland Airport queues worsened by lack of Aviation Security staff - union</p> <p>As previously reported, we provided comments for this article and the corresponding radio bulletin.</p>	Checkpoint RNZ, Greymouth Star
16 March	<p>Rise in airport activity prompts changes</p> <p>Article reports on increases in air traffic movement at Oamaru airport. CAA has instructed Waitaki District Council to conduct an aeronautical study of the airport, to be presented in June.</p>	Otago Daily Times
18 March	Fertiliser spreading operations cut right back	Farmers Weekly

Date	Activity	Channel
	Data released by the New Zealand Agricultural Aviation Association and the Civil Aviation Authority shows the volume of solid and liquid fertiliser applied by fixed-wing aircraft and helicopters in 2023 fell 52% compared to 2022. The article discusses the reasons and the impact on the primary sector.	

Upcoming communications and engagement

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

PROMPTLY RELEASED BY TRANSPORT
 TE MANATU WAKA MINISTRY OF TRANSPORT

Key priorities and highlights

Notifications and Enquiries Implementation Project

Maritime NZ is working to become a modern, responsive, outcome-focussed regulator, driven by data, insights, and technology. The Notifications and Enquiries Implementation Project (the Project) is delivering a centralised notification and enquiries function, to enable the easy submission and response to notifications and enquiries, and to create future efficiencies for Maritime NZ.

A key milestone was recently achieved in the Project when we completed the development of a prototype online event notification form. The form development has been a detailed process which has considered different users across the Ports and the maritime sectors, with varying purposes. The new form will need to meet Maritime NZ's statutory reporting requirements as well as enabling non-statutory, ad-hoc reporting from the public.

User experience has been at the forefront of the design process and decision-making, so we are working closely with external industry representatives and key users to ensure that we deliver an intuitive and positive experience. The positive feedback we received throughout this process has enabled us to move forward with confidence. We are now working to finalise and build the new form and will engage in further external user-testing before an eventual launch to coincide with the extension of Maritime NZ's Health and Safety Work Act delegations.

Please note: the user testing approach has now changed and will be sprint and revisions, enabling Maritime NZ to launch, gather specific feedback and revise the form over a period of time, rather than the process outlined in this item.

Safer Boating Forum Leadership Group Meeting

The Safer Boating Forum Leadership Group met virtually on Thursday 14 March. The Safer Boating Forum's Vision is that "people on recreational craft connect to and enjoy the water safely". Its mission is to "work collaboratively and effectively to improve safety outcomes on the water".

This group represents the 26 full Forum members who are focused on improving recreational craft safety outcomes and oversees the delivery of the Recreational Craft Strategy 2025. The focus of the meeting was on monitoring progress against the Strategy and preparing for the next face to face meeting of the Forum in Wellington on Wednesday 15 May.

Some key issues discussed at the meeting included, providing feedback to various regional councils who are reviewing their navigational safety bylaws, with the aim of reducing regional variation, reviewing the Forum's position statement on the wearing of life jackets on vessels under 6 metres in length while underway, and responding to reports of recreational vessels impeding the passage of large commercial vessels near Ports.

Operational Updates

New SAR capability training conducted at RCCNZ

Search and Rescue (SAR) Officers at Maritime NZ's Rescue Coordination Centre (RCCNZ), New Zealand's national search and rescue organisation, have this week undergone training in preparation for new developments in aviation SAR; the Global Aeronautical Distress and Safety System (GADSS). RCCNZ is responsible for coordinating all major maritime and aviation search and rescue missions within New Zealand's search and rescue region and land-based missions arising from someone activating a distress beacon.

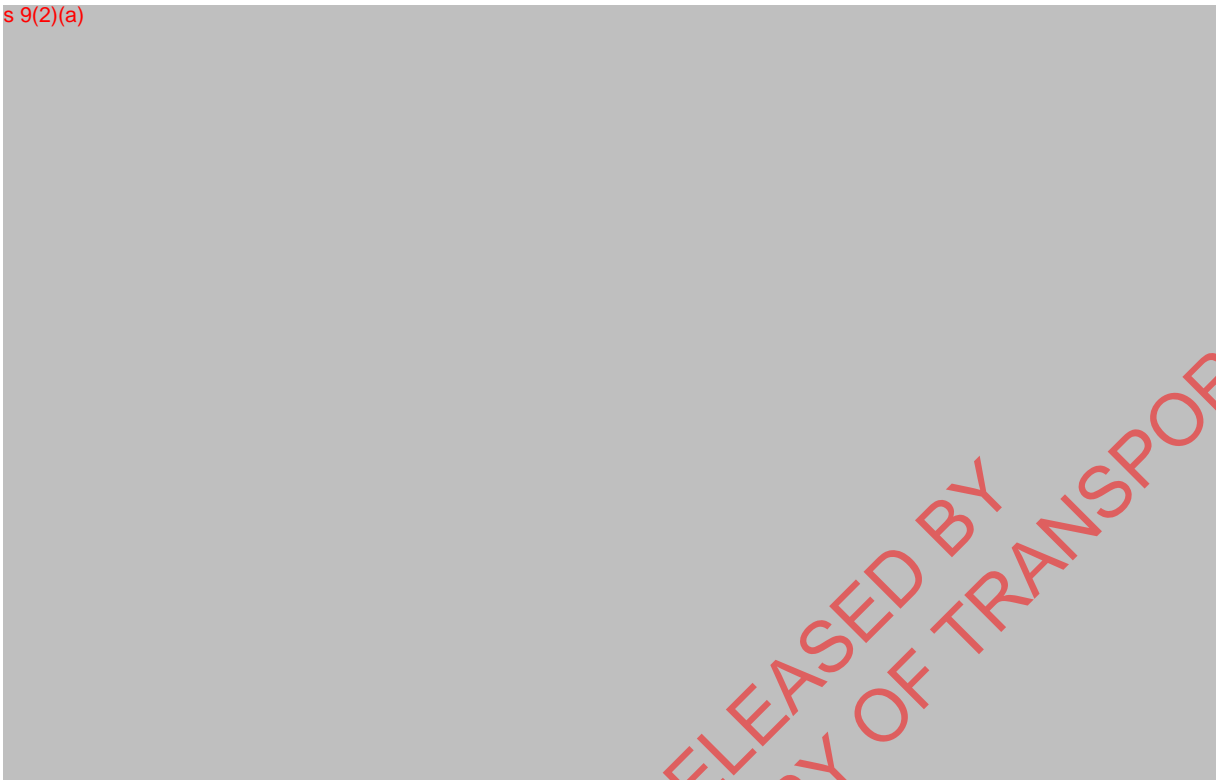
Following the losses of Air France flight AF447 and Malaysia Airlines flight MH370, the International Civil Aviation Organisation (ICAO) initiated the programme to provide an effective and globally consistent approach to enhancing the alerting procedures of search and rescue services.

While the global introduction of this technology remains a work-in-progress, Maritime NZ has undertaken early engagement with the Civil Aviation Authority (CAA) of New Zealand and Airways New Zealand to ensure the New Zealand SAR sector is prepared.

(Continued next page)

The role of RCCNZ will be to coordinate SAR operations in response to an alert from an autonomous distress tracking (ADT) device should an incident like this occur, leading to shortened search times and improved survivability outcomes.

s 9(2)(a)



SAR officers at RCCNZ preparing developments in aviation SAR

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TE MANATU WAKA MINISTRY OF TRANSPORT



No update this week.

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TE MANATU WAKA MINISTRY OF TRANSPORT

Associate Minister of Transport
Weekly Report week commencing
18 March 2024

Associate Minister's comments:

PROACTIVELY RELEASED BY
TE MANATU WAKA MINISTRY OF TRANSPORT

1 Upcoming priority briefings to Associate Minister of Transport

Due Week ending:	Title
3 April 2024	<p>Proposed reform of the Maritime Transport Act 1994</p> <p>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. There are particular issues arising with the scope of current maritime security provisions, Maritime NZ powers and how the law applies to autonomous vessels.</p> <p>This briefing will provide background information on the issues with the current legislation and recommendations on the scope and timing of a review.</p>

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TE MANATU WAKA MINISTRY OF TRANSPORT

2 Key updates

s 9(2)(f)(iv)

Fishing Industry concerns and Maritime New Zealand

The fishing industry has raised some concerns with several Ministers about Maritime New Zealand's work with the sector, and particularly its enforcement approach. MNZ has been in contact with sector representatives and undertaken analysis of its interactions with the sector. MNZ has provided you a briefing on the issues and will be discussing this with you at the officials' meeting on Tuesday 26 March.

Exercise Whakarauora Tangata

Exercise Whakarauora Tangata was a search and rescue exercise held Thursday 20 March in Wellington. It was a desktop simulation which tested the multi-agency response for a nationally significant search and rescue incident. The exercise premise was a small cruise vessel in distress near Kapiti Island with 256 persons on board. Approximately 100 people were involved in the exercise from a wide array of governmental and non-governmental organisations. The exercise was an important opportunity to test and refine multi-agency response systems. The next iteration of this exercise series is planned for 23 May in Hastings. We would be pleased to host you if you have the opportunity to attend.

3 Upcoming other briefings to Associate Minister of Transport

Due Week ending:	Title
28 March 2024	<p>The social cost of road crashes: June 2023 update</p> <p>This briefing will outline the annual update to the estimate of the social cost of road crashes and injuries, which we intend to publish on our website by 29 March 2024.</p>
28 March 2024	<p>Meeting with Milford Opportunities Project Board Chair – March 2024</p> <p>This briefing will support a discussion with the MOP Board Chair on potential infrastructure and investment options and the concessions framework on 26 March 2024.</p>
5 April 2024	<p>Review of maritime legislation</p> <p>The Ministry and MNZ have started scoping a review of primary maritime legislation to ensure it is fit for purpose given technology and geopolitical shifts, and that it enables effective and efficient regulatory decision making and action. This briefing will provide background information on the issues with the current legislation and approaches to the scope and timing of a review.</p>
26 April 2024	<p>Air New Zealand and Virgin Australia Airlines Code Share Agreement Authorisation – Initial Advice</p> <p>Air New Zealand and Virgin Australia have lodged an application seeking authorisation to give effect to a Codeshare Agreement. This briefing will provide you with initial advice to discuss with officials ahead of submitting final recommendations.</p>
TBC April 2024	<p>Maritime Rule Amendments (International Omnibus)</p> <p>This briefing will seek approval on a proposal for consultation on several amendments to maritime rules.</p>
TBC April 2024	<p>New Zealand's Search and Rescue System</p> <p>This briefing will provide background information on New Zealand's Search and Rescue (SAR) system, funding arrangements, key issues and trends facing the SAR sector, and the Associate Minister's responsibilities for SAR.</p>

4 Upcoming Cabinet papers:

Committees	
Cabinet Economic Policy Committee	
27 March 2024	Maritime and Oil Pollution Levies: Proposed increases This paper seeks approval for changes to the Maritime and Oil Pollution Levies from 1 July 2024
Cabinet Legislation Committee	
s 9(2)(f)(iv)	

4.1 Other portfolio Cabinet papers with transport implications

Committees	
Cabinet Economic Policy Committee	
10 April 2024	Establishing the Regional Infrastructure Fund The Ministry of Transport has been consulted on a Cabinet paper being prepared by the Kānoa Regional Economic and Development Investment Unit (MBIE) on behalf of the Minister for Regional Development, Hon Shane Jones. s 9(2)(f)(iv)

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(Continued)

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s 9(2)(a)



SAR officers at RCCNZ preparing developments in aviation SAR

PROACTIVELY RELEASED BY
TE MANATU WAKA MINISTRY OF TRANSPORT



No update this week.

PROACTIVELY RELEASED BY
TE MANATU WAKA MINISTRY OF TRANSPORT



Transport Portfolio Weekly Report

Week commencing 25 March 2024

Recipient

HON SIMEON BROWN
MINISTER OF TRANSPORT

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

Minister's comments:

PROACTIVELY RELEASED BY
TE MANATU WAKA MINISTRY OF TRANSPORT



Agenda - Minister Brown officials' meeting

Day Date	Tuesday 2 April 2024		
Time	9.00am – 9.45am		
Venue	Parliament – EW5.1R		
Ministry of Transport (the Ministry) attendees			
Audrey Sonerson, Chief Executive			
Brent Johnston, Chief of Staff			
Paul O'Connell, Deputy Chief Executive, Sector Strategy Group			
David Wood, Deputy Chief Executive, Investment and Monitoring Group			
Bronwyn Turley, Deputy Chief Executive, Regulatory Group			
Siobhan Routledge, Deputy Chief Executive, Policy Group			
Erin Wynne, Manager, ERP2 Development, Policy Group			
Jessica Ranger, Manager, Urban Development and Public Transport, Policy Group			
Part 1	Ministry of Transport	Lead	Paper reference
1.1	Weekly Report <ul style="list-style-type: none"> GPS updates 	Audrey Sonerson Paul O'Connell	Week Ending 29 March
1.2	Emissions <ul style="list-style-type: none"> Draft ERP2 Transport Consultation Document 	Siobhan Routledge	OC240291
1.3	Maritime <small>s 9(2)(D)(iv)</small>	Bronwyn Turley	Verbal update
1.4		Siobhan Routledge	OC240326

Actions from transport officials meeting

Meeting with the Ministry of Transport (the Ministry) Monday 25 March 2024	Due date
<p>Work Programme</p> <p>Land Transport Revenue</p> <ul style="list-style-type: none"> To support delivery of joint Ministry and NZTA advice on land transport revenue work by June 2024, officials to confirm potential workshop topics for discussion in April 2024. Officials to prioritise establishment of the Expert Advisory <p>s 9(2)(f)(iv)</p>	<p>Complete</p> <p>Week commencing 2 April 2024</p>
<p>Penlink</p> <ul style="list-style-type: none"> Officials to provide clear timeframes and additional detail on what decisions are needed when. 	<p>Complete – covered in Weekly Report</p>
<p>s 9(2)(f)(iv)</p>	<p>Week commencing 2 April 2024</p>
<p>Auckland Light Rail</p> <ul style="list-style-type: none"> 	<p>s 9(2)(f)(iv)</p>

Meeting with the Ministry of Transport (the Ministry) Monday 25 March 2024		Due date
Maritime and Oil Pollution Levies: Proposed Increases <ul style="list-style-type: none"> Officials to update speaking points/background advice that covers implication if levy change does not proceed. Also ensure speaking points provide clear justification for current levy proposal. 		Complete
Aide Memoire - Potholes <ul style="list-style-type: none"> Officials to consider potential changes (e.g., legislative, technology, procurement, enhanced performance measures) through GPS 2024 Performance and Efficiency Plan. 		Complete – being incorporated into the Performance and Efficiency Plan
Decisions		Confirmed / Denied
s 9(2)(f)(iv)		Underway
Medical Convenor appointment term of 18 months, with parallel work to consider succession planning for role.		Confirmed Confirmed

Ongoing actions from transport officials meeting		
Officials Meeting date	Action	Due date
5 February 2024	ALR Officials to provide weekly updates of expected wind-down costs of ALR.	Ongoing
26 February 2024	Auckland Transport Alignment Project Officials to provide initial scoping advice on the project, Terms of Reference, governance arrangements, and timeframes. Advice should also include background information on the history and approach over time. The due date for this advice has been pushed out by two weeks to enable further work.	Thursday 11 April 2024
11 March 2024	Revenue System Officials to provide advice on work programme for the June 2024 Cabinet report back on the revenue system work, including scope (e.g. tolling, value capture, vehicles transition to RUC), timeframes, and engagement approach.	Ongoing

Ongoing actions from transport officials meeting		
	Confirmation that the RUC report back signalled for April 2024 could be incorporated into the June 2024 report back.	Confirmed
11 March 2024	GPS Officials to provide weekly updates on next steps across programmes of work signalled in the GPS.	Ongoing
18 March 2024	s 9(2)(f)(iv)	
18 March 2024	s 9(2)(f)(iv)	Complete
18 March 2024		Week commencing 2 April 2024
18 March 2024	Miscellaneous Officials to ensure future advice on the revenue system is prepared jointly between the Ministry and NZTA.	Ongoing s 9(2)(f)(iv)

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1 Ministerial priorities

Revenue

Project: Revenue system report back	
<p>We are working with your Office to schedule a series of workshops to step through key policy matters that will inform the June report back. The first workshop has been scheduled for 15 April 2024, which will be a joint session with NZTA.</p> <p>We plan to use the first workshop to discuss with you:</p> <ul style="list-style-type: none">confirming the Transport Revenue Expert Advisory Group members and its role,s 9(2)(f)(iv)confirming our approach for the June 2024 Cabinet paper.	
Briefing: Establishing a Transport Revenue Expert Advisory Group <p>This briefing will provide you advice on establishing a group of independent experts to support the development of advice and policy on transport revenue. We will advise you on both the structure and role of the group, as well as potential options for members.</p>	Date: Week ending 5 April 2024
Cabinet Paper: Report back on proposals to improve the revenue system <p>This paper will advise on options and timeframes to progress the fleet-wide transition to road user charges and other improvements to the revenue system.</p>	To Minister: 7 June 2024 To lodge: 20 June 2024 To Committee: 26 June 2024
Project: Fleet-wide transition to RUC	
<p>We met with Iceland again this week to discuss their introduction of RUC for electric vehicles. They achieved approximately 97 percent compliance within their one-month transition period in shifting electric vehicles to RUC from 1 January 2024. s 9(2)(f)(iv)</p> <p>We are continuing to work with NZTA to develop the timeframes and milestones for the work programme.</p>	
Briefing: Programme for the fleet-wide transition to road user charges <p>This briefing will provide further advice on the options for the fleet-wide transition to road user charges and seek your views on the direction and scope of the June 2024 report back to Cabinet.</p>	Date: Week ending 19 April 2024

Project: Time of use charging	
We will provide further advice once you have met with the Mayor of Auckland.	
s 9(2)(f)(iv)	
Project: Other revenue policy	
s 9(2)(f)(iv)	
Briefing: Alternative revenue tools to enable transport investment This briefing will provide initial information and options to feed into the June 2024 report back in relation to other revenue tools (such as reforming tolling legislation, value capture, equity financing, and public private partnerships).	Date: Week ending 26 April 2024
s 9(2)(f)(iv)	Date: TBC June 2024

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Investment

Project: Government Policy Statement on Land Transport 2024

GPS 2024 Update

s 9(2)(f)(iv)

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Project: Government Policy Statement on Land Transport 2024	
<p>Briefing: GPS 2024 submissions analysis</p> <p>This briefing will provide you with an overview of submissions analysis and seek decisions on changes to the GPS 2024 if necessary.</p>	<p>Date: 10 April 2024</p>
<p>Cabinet Paper: This paper will seek approval to publish the GPS 2024.</p> <p>Progress Update: This paper is pending conclusion of public consultation.</p>	<p>s 9(2)(f)(iv)</p>
Project: Section 9 of the Land Transport Management Act 2003	
<p>s 9(2)(f)(iv)</p>	<p>Date: Week ending 5 April 2024</p>

Rail

Project: Metropolitan Rail Operating Model (MROM) settings review	
<p>s 9(2)(f)(iv)</p>	<p>Date: Week ending 17 May 2024</p>

Aviation

s 9(2)(f)(iv)



Project: Aviation Security services arrangements

Briefing: Aviation security services arrangements

s 9(2)(f)(iv)



Date: Week ending 5 April 2024.

Delayed to ensure this aligns with the Ministry's advice on the funding review.

s 9(2)(f)(iv), s 9(2)(b)(ii)



Emissions

Project: Clean Car Importer Standard	
s 9(2)(f)(iv)	
Project: EV Charging Infrastructure	
<p>Cabinet Paper: Supercharging EV infrastructure work programme</p> <p>We have provided input to a Cabinet paper prepared by MBIE on the Supercharging EV Infrastructure work programme.</p>	<p>To lodge: 4 April 2024</p> <p>To Committee: 10 April 2024</p>

Safety

Project: Speed limits	
<p>We met with you on 20 March and confirmed the scope of the changes to the new Rule for setting speed limits. We are instructing NZTA on drafting the Rule changes s 9(2)(f)(iv) [redacted]. We are continuing to draft the Cabinet paper, consultation document, Regulatory Impact Statement, and new Rule to provide to your office by 10 April 2024 to begin Ministerial and cross-party consultation.</p>	
<p>Briefing: Replacing the Land Transport Rule Setting of Speed Limits 2022 - consultation</p> <p>This will be a cover briefing accompanying the Cabinet paper, consultation document, draft Rule, and Regulatory Impact Statement.</p>	<p>Date: 10 April 2024</p>
<p>Cabinet Paper: Replacing the Land Transport Rule Setting of Speed Limits 2022 - consultation</p> <p>Progress Update: We are continuing to draft the consultation document and Regulatory Impact Statement. We are working with NZTA to produce a draft of the Rule.</p>	<p>To Minister: 10 April 2024</p> <p>To lodge: 2 May 2024</p> <p>To Committee: 8 May 2024</p>

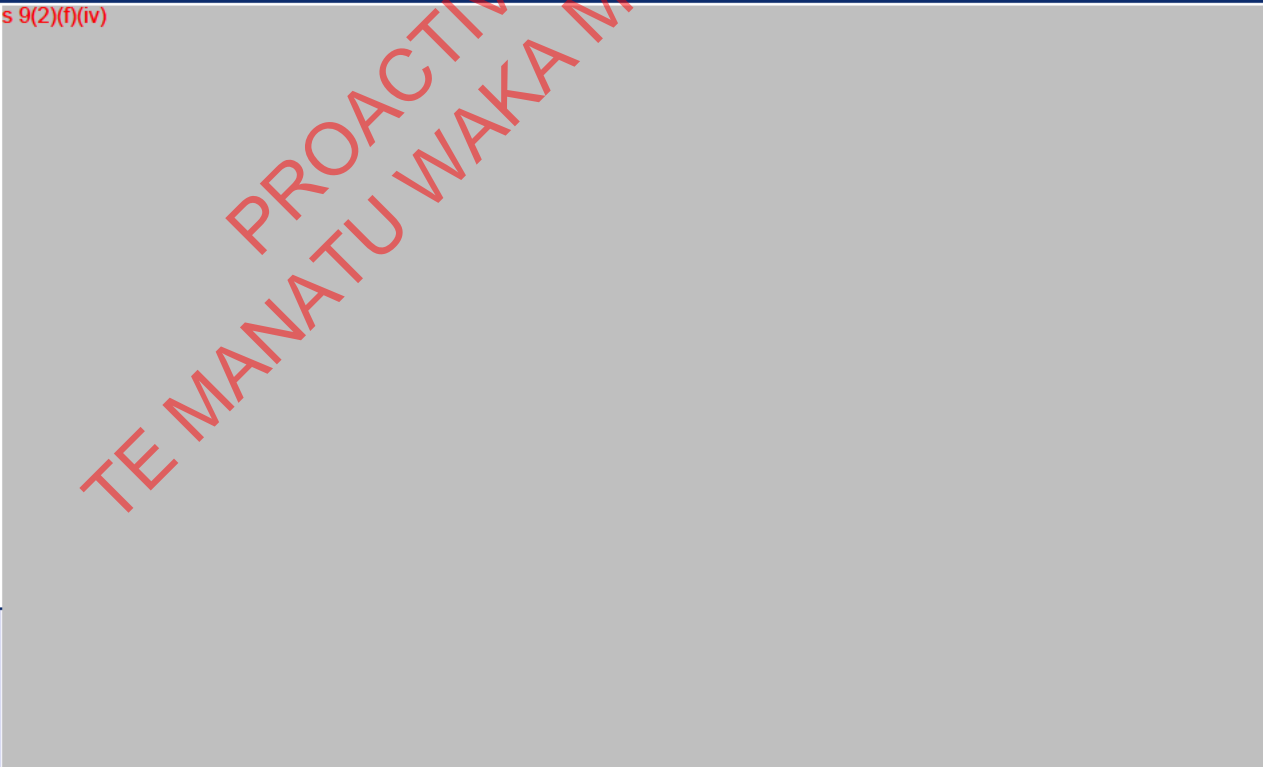
Project: Oral fluid testing regime

We previously provided you with a briefing outlining the policy direction for amendments to the oral fluid testing (OFT) regime to enable Police to roll out compulsory roadside oral fluid screening tests to better detect and deter drug driving. ^{s 9(2)(f)(iv)}



Project: Road safety objectives

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



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Project: Land Transport Fees Amendment Package

Following our 25 March meeting with you, we are preparing a consultation document and Cabinet paper to progress public consultation in June.

Package scope and timeframes	
Regulations and Legislation	
8 May - 22 May: Draft discussion document and Cabinet paper to you, followed by departmental consultation	
22 May – 31 May: Revised draft papers to you for Ministerial consultation	
5 June: Revised papers to you for final sign off, and ECO approval on 19 June.	
26 June – 7 August: Public consultation	
September 2024 – ECO approval to draft new regulations and legislation	
<i>From here the work splits into two streams for regulations and legislation</i>	
Regulations (updates to parking, towage and storage, and road safety fees)	Legislation (regional variation in fees, automating future fee updates, enabling variable demerits)
November 2024 – PCO drafting complete	TBC (April 2025 at earliest) – PCO drafting complete
December 2024 – LEG approval	TBC – LEG approval
January 2025 – Regulations come into force	TBC – New legislation comes into force

Note that following your feedback this week, the Ministry is reassessing legislative vehicles for progressing these proposals, including giving consideration to the timing of a possible Transport Modernisation Bill.

Briefing: Draft discussion document and Cabinet paper This briefing will seek approval for departmental consultation.	Date: 8 May 2024
Briefing: Updated draft discussion document and Cabinet paper for Ministerial consultation	Date: 22 May 2024
Cabinet paper: Seeking approval to consult on amendment package	To Minister: 5 June 2024 To lodge: 13 June 2024 To committee: 19 June 2024

2 Updates on other matters

Cabinet Report Backs to the Minister

The Cabinet Office has sought direction from Ministers on whether outstanding Cabinet report backs (largely arising from the previous Government) will proceed. Outstanding transport report backs are set out below, along with our advice on whether these remain necessary.

Your Office will communicate your decisions on these matters to the Cabinet Office.

Critical Transport Connectivity with Isolated Communities: Short-Term Support

Minister of Transport to report back on the implementation of the additional financial support provided for Air Chatham's and Entrada Travel Group's InterCity services on the West Coast of the South Island.

Reference: DEV-22-MIN-0310 Para 11. Due date: 31 December 2023.

Recommendation: We recommend this report back is removed as it has been overtaken by events. There may be a need for a standalone paper on Air Chatham's at a later date, but this is unrelated to the financial support matters this report back was originally intended to cover.

Agree / Disagree

International Maritime Organisation: Climate Change Negotiation Mandate

Minister of Transport to report back on the impacts to New Zealand of proposed IMO measures, and to seek direction on New Zealand's position ahead of any decisions to be taken at the IMO.

Reference: DEV-21-MIN-0115 Para 9. Due date: August 2024.

Recommendation: We recommend that this report back is retained as it is needed to establish a revised negotiating position in advance of IMO discussions in October 2024.

Agree / Disagree

s 6(a), s 9(2)(f)(iv)

Cabinet Report Backs to the Minister

s 9(2)(f)(iv)

Agree / Disagree

Transport Infrastructure Rebuild Following the Severe Weather Events

Minister of Transport to report back in due course s 9(2)(f)(iv), s 9(2)(i), s 9(2)(j)

Reference: CAB-23-MIN-0375 Para 2. Due date: No date specified.

Recommendation: We recommend this report back is removed, as this matter can be addressed through briefings to Ministers without reference to Cabinet.

Agree / Disagree

s 9(2)(h)

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3 Transport stakeholder updates

Stakeholder	Update
Airlines for Australia and New Zealand	Bronwyn Turley, DCE Regulatory Group and David Wood, DCE Investment and Monitoring Group, met with Graham Samual (Chair) and Dr Alison Roberts (Deputy Chair) of Airlines for Australia and New Zealand (AALANZ). We discussed topical issues for the aviation sector, with a focus on competition issues both in Australia and New Zealand. AALANZ will be providing further information to the Ministry about sector settings in Australia and mechanisms which could support competition.
Aviation Law Association of Australia and New Zealand, New Zealand Branch	Bronwyn Turley and the CAA provided an update to the Association about the background to the Civil Aviation Act 2023 and work underway to support the transition to the new Act by April 2025.

4 Upcoming Minister of Transport meetings

Meeting Date	Meeting	Details
2 April 2024 4.00 – 4.15pm	Maritime fee and funding review	<p>Briefing Due: With Minister</p> <p>Officials Attending: Audrey Sonerson, Chief Executive Richard Cross, Director Investment and Monitoring Group Chris Jones, Principal Advisor Crown Entity Monitoring</p>
3 April 2024 12.00 – 12.45pm	City Rail Link Preparedness Group	<p>Briefing Due: 2 April 2024</p> <p>Officials Attending: Richard Cross, Director Investment and Monitoring Group</p>
5 April 2024 8.00 – 9.00 am followed by a tour of the airport from 9.00 – 11.00 am	Carrie Hurihanganui, CEO Auckland Airport	<p>Briefing Due: 3 April 2024</p> <p>Officials Attending: David Wood, DCE Investment and Monitoring Group</p>

Meeting Date	Meeting	Details
5 April 2024 11.30 am – 1.00 pm	NZ Airports Association Regional Airport Summit Beca Office, 21 Pitt Street Auckland	Briefing Due: 3 April 2024 Officials Attending: David Wood, DCE Investment and Monitoring Group
10 April 2024 10.00pm	Meeting with Iceland's Minister of Infrastructure, Sigurður Ingi	Briefing Due: 8 April 2024 Officials Attending: Matt Skinner, Manager, Revenue (if required)
11 April 2024 3.30 – 4.00 pm	Meeting with ChargeNet, Danusia Wypych, CEO of ChargeNet	Briefing Due: 9 April 2024 Officials Attending: To be confirmed

5 Other upcoming Ministry of Transport Cabinet papers

Cabinet Paper: Maritime and Oil Pollution Levies: Proposed increases	
<p>Progress Update: We submitted advice to Ministers Brown and Doocey on Friday 28 March to inform a meeting with Hon Jones on 2 April. This meeting will consider options for addressing concerns raised by the Cabinet Economic Policy Committee on the proposed increase in Maritime and Oil Pollution Levies, and agree next steps for the Cabinet Paper.</p>	<p>To Minister: With Minister To lodge: TBC To Committee: TBC</p>
Cabinet Paper: Urgent amendment to Land Transport Rule: Vehicle Exhaust Emissions 2007	
<p>This paper seeks authorisation from LEG for the Land Transport Rule: Vehicle Exhaust Emissions Amendment 2024 to be submitted to the Executive Council.</p> <p>The Rule amends the Land Transport Rule: Vehicle Exhaust Emissions 2007 (the Principal Rule), correcting an error created in a recent amendment to the Principal Rule that creates unintended requirements for used vehicle importers.</p>	
<p>Progress Update: An updated version of the draft LEG paper and the Rule have been provided to your Office for Ministerial consultation.</p>	<p>To Minister: With Minister (Ministerial consultation underway) To lodge: 4 April 2024 To Committee: 11 April 2024 (LEG)</p>

Cabinet Paper: Deputy Medical Convener: Reappointment

This paper asks Cabinet's Appointments and Honours Committee to note the Minister's intention to reappoint Dr Martin Robb as Deputy Medical Convener for a further term.

Following the end of the consultation period papers will be provided to the Minister by 28 March 2024 for lodgement.

Progress Update: We are incorporating Ministerial feedback. We expect this will be with the Minister by the time this report is received.

To Minister: 28 March 2024

To lodge: 4 April 2024

To Committee: 9 April 2024 (APH)

s 9(2)(f)(iv)

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

This paper reports back to the Committee on progress on disestablishing Auckland Light Rail Ltd as agreed by Cabinet in December 2023, s 9(2)(f)(iv)

Progress Update: The paper is currently undergoing Ministerial/cross-party and departmental consultation which is due to finish on 2 April 2024.

s 9(2)(f)(iv)

To Minister: 2 April 2024

To lodge: 4 April 2024

To Committee: 10 April 2024 (ECO)

Cabinet Paper: Civil Aviation Act 2023 Implementation

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.

Progress Update: The paper is being drafted.

To Minister: Week commencing 29 April 2024

To lodge: 16 May 2024

To Committee: 22 May 2024 (ECO)

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6 Other briefings and aide memoires to Minister of Transport

Due to Office:	Title
Week ending 5 April 2024	<p>Briefing: Aviation security overview</p> <p>This briefing will provide an overview of key issues relating to aviation security, other than aviation security services arrangements, and seek your direction on next steps for these matters.</p>
Week Ending 5 April 2024	s 9(2)(f)(iv)
10 April 2024	<p>Regulations Review Committee Quarterly Scrutiny of Secondary Legislation</p> <p>This briefing will provide a response to a letter from the Regulations Review Committee enquiring into commencement dates for the Maritime Rules Various Amendments 2023 and the Marine Protection Rules Part 199 Amendment 2023.</p>
Week ending 26 April 2024	<p>Total Mobility Review – update on progress</p> <p>This briefing will provide a brief overview of the Total Mobility Scheme review, outline initial findings, and seek your agreement to an engagement approach and timeline for completing the review.</p>
Week ending 3 May 2024	<p>Initial advice on vehicle system reform</p> <p>The draft Government Policy Statement on land transport (GPS) includes a commitment to review the vehicles regulatory system to enable better management of the safety performance of the vehicle fleet, reduce regulatory burden, and ensure our domestic rules are fit for purpose. s 9(2)(f)(iv)</p>
Week ending 3 May 2024	<p>Ministry protocol for OIA responses involving the Minister and proactive release of information</p> <p>This briefing will seek your approval for a protocol between your Office and the Ministry on OIA responses and proactive release of information.</p>

6.1 Proactive Releases

Due to Office	Title	Date planned for release
5 April 2024	<p>Proactive release of January 2024 Weekly Reports and February 2024 Briefing List</p> <p>This briefing will seek your approval to proactively publish the Ministry's January 2024 Weekly Reports and February 2024 list of briefings.</p>	12 April 2024
23 April 2024	<p>Auckland Light Rail – draft business case documents</p> <p>As the Ministry is to be the owner of Auckland Light Rail (ALR) Ltd.'s intellectual property, we are reviewing a significant amount of material that was generated through the (ALR) business case process for proactive release. The Ministry is taking a staged approach to the release, with the draft business case documents making up tranche one. The Ministry will be engaging with partner agencies who contributed to these documents ahead of the proactive release.</p>	End of April/beginning of May

6.2 Other portfolio Cabinet papers with transport implications

Committees	
Economic Policy Committee (ECO)	
10 April 2024	s 9(2)(f)(iv)

7 Ministerial correspondence and OIAs

Ministerial correspondence:

# of Ministerials	Topic	Key themes
8	Road User Charges Amendment	<ul style="list-style-type: none"> Concerns about the fairness of the proposed framework Concerns that it will impact EV uptake
8	Speed Limits	<ul style="list-style-type: none"> Support for raising speed limits on local roads Concerns around recent speed limit changes by Councils Request to complete work on the Rule more quickly Some opposition to the new Rule

Ministerial OIA requests:

Due date to Minister's Office	Due date to requester	Requester	Summary of request
21/03/2024	28/03/2024	s 9(2)(a)	Copies of all legislation bids made to you, your Office, or your responsible agencies since 27 November 2023
2/04/2024	8/04/2024		Any independent evidence-based reports used to inform decisions on RUC
3/04/2024	10/04/2024		All advice related to the appointment of Simon Bridges as Chair of NZTA
11/04/2024	18/04/2024		All documents received since the October 2023 election about the possible use of congestion charging and tolling
11/04/2024	18/04/2024		All advice, reports, briefings, or any other documents regarding public transport in GPS 2024
15/04/2024	8/04/2024		Advice received regarding speed limits outside schools
15/04/2024	22/04/2024		January Briefings

Due date to Minister's Office	Due date to requester	Requester	Summary of request
15/04/2024	22/04/2024	s 9(2)(a)	Advice provided to the Minister regarding the tax rate of electric vehicles

Written Parliamentary Questions:

Date Received	Number	Topics	Due to the House Office
21/03/2024	3456 and 3459 (2024)	GPS – assessments to understand value for money and the number of dwellings available from major transport investments	2/04/2024
21/03/2024	3514, 3515 and 3516 (2024)	GPS – advice received on the potential impacts on public transport of proposed new activity class funding range	2/04/2024
21/03/2024	3517 (2024)	Deaths and serious injuries on state highway vs local roads from 2017 to 2023	2/04/2024
21/03/2024	3518 (2024)	Deaths and serious injury statistics 2023	2/04/2024
21/03/2024	3521 (2024)	Cyclist deaths and injuries recorded this year	2/04/2024
21/03/2024	3522 (2024)	Cyclist deaths and injuries 2020-2023	2/04/2024
21/03/2024	3523 (2024)	Cabinet papers taken in January and February 2024	2/04/2024
21/03/2024	3524 (2024)	Advice received on transitioning the public transport bus fleet to low and zero emissions vehicles	2/04/2024
21/03/2024	3527 (2024)	Advice received from the Ministry of Transport in January and February 2024	2/04/2024
22/03/2024	3611 (2024)	Letters received on the draft GPS	3/04/2024
22/03/2024	3614 (2024)	Advice received on the impact on annual road fatalities from the new approach to speed limits	3/04/2024

Date Received	Number	Topics	Due to the House Office
26/03/2024	3910 (2024)	Cabinet papers taken during the week of 18 March	5/04/2024

7.1 Departmental Official Information Act requests

Due Date to Requester	Requester	Summary of request
3/04/2024	s 9(2)(a)	Advice provided to Ministers on congestion charging
4/04/2024		Advice provided to Ministers on congestion charging
4/04/2024		All advice provided to the Transport Minister on GPS 2024
4/04/2024		Total Mobility review
4/04/2024		All advice and correspondence between the Ministry and the Minister of Transport, and correspondence between the Ministry and Auckland City Council on GPS 2024
8/04/2024		All advice and correspondence received from other government agencies on GPS 2024
8/04/2024		Briefings provided to Ministers regarding car dealerships and the Clean Car Discount
9/04/2024		Any briefings provided to Ministers to support conversations they have had with representatives of lobbying groups. Any information passed onto agencies from the Minister's Office from lobbying groups
10/04/2024		December briefings to the Minister
10/04/2024		Annual Review support material for the Chief Executive
11/04/2024		Any internal correspondence regarding speed changes announcements
15/04/2024		Information regarding the appointment of the Chair of NZTA
16/04/2024		Information regarding the appointment of the Chair of NZTA
18/04/2024		Sources for funding roads in New Zealand

Due Date to Requester	Requester	Summary of request
19/04/2024	s 9(2)(a)	Briefings and key documents regarding air transportation MoU signed by NZ and Kuwait in 2012.
19/04/2024		Information regarding the appointment of the Chair of NZTA
19/04/2024		January briefings to the Minister
19/04/2024		January briefings to the Minister
19/04/2024		2012 Clifford Bay Business Case
23/04/2024		Advice received on the impacts of removing climate change references from the GPS
24/04/2024		Advice provided to Ministers and their Offices on speed limit reductions
24/04/2024		Advice provided to Ministers and their Offices on petrol taxes
24/04/2024		Information about tenders declined by departments due to a lack of Māori staff in the company

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Transport Portfolio Agency Reports



Aviation Security Service
Kaitiwhakamaru Rererangi



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Agenda – Minister Brown Officials’ meeting with NZTA

Day Date	Tuesday 2 April, 2024		
Time	9:45 – 10:15am		
Venue	Parliament – EW5.1R		
NZTA attendees			
Nicole Rosie, Chief Executive			
Richard May, Chief of Staff			
Chris Bunny, Group General Manager, System Leadership			
Brent Alderton, Group General Manager, Regulatory and Director of Land Transport			
Brett Gliddon, Group General Manager, Transport Services			
		Lead	Paper reference
1.1	Weekly Report	Nicole Rosie	
1.2	NZ Police stats and funding	Chris Bunny	
1.3	Review of speed limits in the Wairarapa	Brett Gliddon	MINO-1018

Actions from transport officials meeting

Meeting with NZTA – 25 March 2024	Due date
NTS <ul style="list-style-type: none"> Provide a briefing on the roll out of open loop services in Auckland. 	11 April 2024

Updates: 100 Day plan

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

Transport Rebuild East Coast (TREC)

Drop-in sessions continued to be held this week to introduce TREC to the community, engage on large project options and provide information on the recommended programmes for SH2 and SH5 critical resilience sites. Sessions were held in Nūhaka on 25 March 2024 and in Wairoa on 26 March 2024. Online consultation about SH2 and SH5 resilience runs from 18 March – 16 April 2024 at

www.nzta.govt.nz/trec/have-your-say

On 22 March 2024, a meeting was held in Tairāwhiti with NZTA, TREC and local iwi representatives. The meeting focused on ensuring iwi involvement in identifying the full extent of local 'fault' sites based on their local knowledge, as well as contracting and job opportunities for local iwi. Conversations have been ongoing this week ending 29 March 2024.

State Highway 1 (SH1) Brynderwyn Hills

NZTA hosted yourself, MP Grant McCullum and media on-site on 26 March 2024, ahead of the reopening for the busy Easter period. Feedback from the visit was positive and people were impressed with the sheer scale of works completed to date. The road will reopen between 28 March – 2 April 2024 for Easter travel, closing again on 3 April – 13 May 2024 to complete the remainder of the closure works.

NZTA met with industry leaders and Council to understand their desires for the long-term solution for SH1 Brynderwyn Hills. The meeting was well received, and the group are generally aligned on the way forward and outcomes being sought.

Marlborough Sounds Update

Marlborough District Council will meet on 4 April 2024 to discuss their agreement moving to consultation on their Long-Term Plan, including the rating options and impacts for the proposed approach to implementing the Marlborough Sounds Future Access Study. Public meetings will be held during April 2024, with consultation closing on 6 May 2024.

Repeal the Clean Car Discount scheme by 31 December 2023

The human resources process for operational staff has concluded and all impacted staff will transition out of Clean Car Discount roles by 30 April 2024. Reporting on this action item will therefore conclude from this week ending 29 March 2024.

Residual compliance management and enforcement updates will continue to be provided in your general Weekly Report.

Updates:

Meeting with industry to discuss their legislative change proposals

On Tuesday 19 March, the Road Freight Safety Forum met to discuss a list of legislative change proposals the industry groups had compiled. This Forum has NZTA and Ministry of Transport officials meet with representatives from the National Road Carriers Association, NZ Trucking Association, Ia Ara Transporting NZ, Shopcare, NZ Heavy Haulage Association, ACC and Worksafe. The legislative changes proposed related to a number of detailed areas of transport legislation. We used this session to both provide and seek further information, identify their priority requests and proposals that would benefit most from further joint exploration. The session was productive, with industry groups signalling a desire to prioritise work on vehicle dimensions and mass, the Transport Service Licensing regime for freight, passenger and vehicle recovery drivers and operators, driver licensing and worktime requirements. We will continue to engage with industry on their interest and can update you on the Forum's role should you wish.

Update on Clean Car Discount compliance activities

NZTA is currently undertaking investigations for incorrectly claimed rebates. This now represents 221 rebates across 94 dealers.

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

Date	Status	Vehicles Total / Remaining
As at 25 March	<p>94 dealers have been contacted: 57 have responded and will now be invoiced to repay the rebate, totalling \$362,985.24. 26 dealers which we are working with to establish if a breach has occurred, these total \$337,449.51. s 9(2)(g)(i)</p> <p>11 dealers have not yet responded, which we will continue to try and engage with until 8 April.</p>	101 Vehicles Remaining which are under investigation
Mon 8 April	s 9(2)(g)(i)	120 to be repaid. 101 still under investigation Total 210 responded
		Total: 221 Vehicles

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

RUC on EVs

Pending the passing of legislation and obtaining Royal Assent, NZTA systems are set to go live at just after midnight on 31 March 2024 so that owners of EVs and PHEVs can buy their first RUC licence online. They will also be able to buy in person at an NZTA agent from Tuesday 2 April. It is expected that there will be a small surge in EV and PHEV owners purchasing RUC shortly after 1 April, followed by a steady stream of purchases throughout April and May, ending with a large surge close to the deadline of 31 May 2024. NZTA has communicated directly with EV and PHEV owners to inform them what they need to do and by when, and our awareness campaign will switch to our 'Buy RUC now' messaging from 1 April. NZTA will report regularly on uptake throughout the two-month transition period.

New motorcycling safety campaign

A new motorcycling safety campaign from NZTA goes live across a range of channels on Saturday 6 April 2024.

The campaign features real riders sharing their stories to promote riding to the conditions, riding sober and rested, riding to your ability, wearing personal protective equipment and doing rider training.

The target audience is 45-64-year-old male recreational riders - one of the most at-risk groups on our roads. To reach them, advertising will appear via a range of channels in April and May, then again from September - which is Motorcycle Awareness Month and the start of the spring/summer riding season.

The campaign, developed with input from key road safety partners including ACC, is part of a broad range of activities aimed at reducing the number of people on motorcycles who are killed or seriously injured each year. People on motorcycles and mopeds are over-represented in Deaths and Serious Injuries (DSIs) on New Zealand roads. While motorcycles only make up 4% of the vehicle fleet (2021), riders and their passengers accounted for 19% of DSIs in 2022.



Safety cameras

From mid-2025, NZTA will take over mobile speed camera operations from NZ Police. This will be delivered using a 'mixed model', where roadside assets and personnel will be outsourced, and all planning and enforcement functions will be in-house by NZTA. We are preparing further information on timings for you, at the request of your Office, to be provided in the week of 1 April 2024.

NZTA has commenced procurement for the roadside operation of mobile speed cameras. Under the recently released Request for Information (ROI), vendors have been asked to express interest in providing this service. The full Request for Proposal (RFP) will be issued in mid-2024, with the contract to be signed with a selected provider(s) by the end of 2024.

Driver licensing wait times

The wait times as at 27 March 2024 are below, with comparison to wait times four weeks' ago.

Region	Count of Sites	Full Test Wait Time (Days)	Change to 4 weeks ago (Days)	Restricted Test Wait Time (Days)	Change to 4 weeks ago (Days)
Auckland North West	10	49	-15	56	-14
Auckland Central South	8	55	-33	62	-30
Waikato	8	48	-11	53	-9
Bay of Plenty	9	39	-13	53	-10
Central	9	22	-13	32	-8
Wellington	7	52	-2	61	-7
Canterbury	8	49	-16	62	-13
Otago Southland	9	35	-8	43	-4
National Average	68	47	-10	57	-7

The numbers are different to previous reports as we are now looking across an average of a full week, rather than a single day which was more vulnerable to fluctuations. Additionally, we are now ensuring the national average is the mean of all sites, rather than a rolled-up mean of regions.

Summer Maintenance Report

Refer to the appendix.

Northwest Rapid Transit

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Efficient and effective TTM on the Wellington network

The [SH1 Wellington Urban Motorway upgrade](#) by the Wellington Transport Alliance (WTA) saved \$154,000 on temporary traffic management (TTM) and removed 125 hours of high-risk activities.

Careful planning and consideration of safe detours, road closures, nightworks, maximising TTM resource to reduce costs and safe management of crews, vehicle movements and hazards contributed to improving productivity. Average delay times throughout the 3-week road closure were only 3 minutes.

SH3 Mt Messenger asphalt resurfacing

From 2 April to 19 April 2024 a stretch of existing State Highway 3 at Mt Messenger in Taranaki will be resurfaced under a series of stop/go and full road closures. Most of the work will be completed at night to minimise disruption.

The works are needed due to delays with the Bypass project and deteriorating existing road while the new SH3 is constructed.

A full road closure will be in place from 7pm on 5 April to 4am on 8 April because of the narrow and winding nature of the stretch of road being resurfaced. There is no viable detour during the closure period so the road will be reopened at one- or two-hour long intervals during each day to ensure people have an opportunity to get to where they need to go. Key stakeholders have been involved in the planning process and information has been shared publicly in the month leading up to these works. NZTA has notified the freight industry, emergency services and (due to location) Civil Defence with plans shared with the National Fuel Group.

SH1C Te Rapa Expressway resealing

Starting Tuesday 2 April 2024, a 6km section of SH1C will be resurfaced. This work will take three months and includes two weeks of night closures followed by lane and ramp closures. Completion is the end of June. Traffic impacts are being minimised by doing night works where possible and keeping both lanes open during the day. Traffic impacts will be communicated via traditional channels including VMS, media release, weekly traffic bulletins, radio advertising and social media channels.

Ōtaki to Ohau safety improvement project

Works for the final section of the project include widening both the northbound and southbound pavement at the southern embankment of the Manakau Rail Overbridge to prepare for a right turn bay to be installed into Whakahoro Road and a flush median south of the intersection.

We are implementing stop/go traffic management at the Manakau Rail Overbridge over a two-week period to complete this work Sunday to Thursday (21 April-2 May, excluding ANZAC Day), with crews working 24/7.

Speed limit review Kapiti Expressway

NZTA will go to public consultation on speed limits for Kāpiti Expressway between north of the Poplar Avenue interchange to south of the Ōtaki northern interchange – starting 22 April 2024. With the speed limit on this section currently 100km/h, we'll be consulting on a proposed speed limit of 110km/h. Consultation will run for 4 weeks until 20 May 2024. The 3.2km Raumati Straights section at the southern end, and the 1.6km northern end of Kāpiti Expressway between the Ōtaki northern interchange and Taylors Road aren't included in this speed review. NZTA will work with your office on any communications around this.

Demolition of 1 and 1a Princess Street, Northcote Point

We will soon demolish dwellings on two properties, 1 and 1a Princess Street, Northcote Point (beside the Auckland Harbour Bridge), with work beginning after Easter weekend.

(Continued)

The properties owned by NZTA were red stickered and deemed structurally unsafe following landslips that occurred during the extreme rainfall over Auckland Anniversary weekend 2023.

The demolition of the properties is expected to take two weeks. The land will be retained by NZTA and other remediation measures will be undertaken to protect any further erosion of the land around the area of the Auckland Harbour Bridge. The properties were acquired for the Northern Pathway project which was subsequently cancelled and are now being held as they may be required for the Waitematā Harbour Connections project.

Upcoming Ministerial Items:

Upcoming Transport events:

Event Date	Event	Details
3 April 2024	<p>Te Ara Tupua media site visit</p> <p>The Ngā Ūranga ki Pito-One (Ngauranga to Petone) section of Te Ara Tupua is being built on the harbour's edge, from Ngauranga Interchange to Honiana Te Puni Reserve in Petone, and will connect with the recently completed Pito-One to Melling section.</p> <p>It will provide a safe and attractive route for walking and cycling between the two cities, and a new resilient coastal edge that will future-proof and protect the road and rail.</p> <p>This site visit will be an opportunity for the Minister and media to see how work on this project is progressing.</p>	<p>Briefing Due:</p> <p>Sent to the Office on 21 March 2024</p> <p>Officials Attending:</p> <p>Emma Speight, NZTA Director Regional Relationships</p> <p>Michael Siazon – NZTA Owner Interface Manager</p> <p>Felix Marwick – NZTA Media Manager</p> <p>Lisa Lee – NZTA Te Ara Tupua Lead Communications and Engagement Advisor</p> <p>Joel Rowan – NZTA Communications and Engagement Team Lead</p>
4 April 2024	<p>Queenstown upgrade package sod turning</p> <p>Improvements are planned to ensure that the intersection works as efficiently as possible and provides a more balanced network that allows for cars and heavy vehicles, as well as cyclists, pedestrians, and public transport.</p> <p>The upgrade will not only improve the SH6 and SH6A intersection but will also improve entry and exit for buses at the Frankton bus hub and make it easier and safer for people to cross the state highway.</p> <p>Invited guests include Queenstown Lakes District and Otago Regional Councillors, mana whenua, Kā Huanui a Tāhuna Alliance Board members, Alliance staff, contractor representatives and key stakeholders.</p>	<p>Briefing Due:</p> <p>Sent to the office on 22 March 2024</p> <p>Officials Attending:</p> <p>James Caygil – NZTA Director Regional Relationships</p> <p>Richard Osborne – NZTA Regional Manager System Design</p> <p>Simon Underwood – NZTA Senior Project Manager</p> <p>Tony Sizemore – Principal Transport Planner</p> <p>Brett Lee – NTZA Pou Arahi</p> <p>Frances Adank- NZTA Media Manager</p> <p>Janet Luxton – Senior Advisor Communications and Engagement</p>

Upcoming Briefings to Minister of Transport

Due to Office:	Title
Week Commencing 2 April 2024	BRI-3009 [PROACTIVE] Rail regulatory safety and cost recovery Commentary: A briefing to provide information on rail regulatory safety and cost recovery
Week Commencing 2 April 2024	BRI-3011 CVST sites Commentary: A briefing to provide information around CVST sites and the resourcing of the sites
Week Commencing 2 April 2024	BRI-3017 Commercial Vehicle Safety Programme and required overnight closures on SH1 and SH16 Commentary: Provide additional information to that received in MIN-1015 regarding locations, timeframes, costs and benefits of the programme

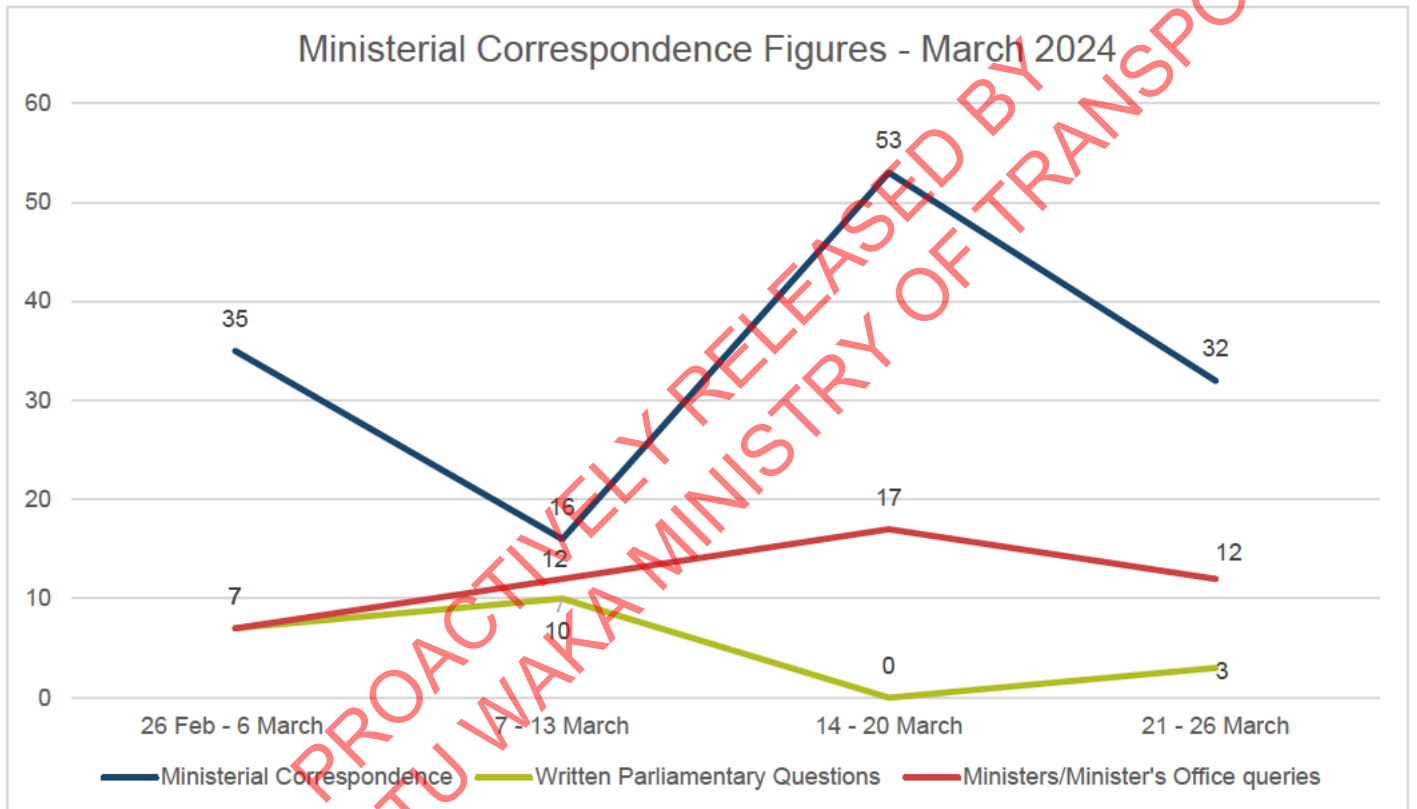
Upcoming Media items

Date of release:	Subject
Week beginning 2 April 2024	Top of the South – SH60 Ruby Bay Bypass Safety Improvements Commentary: A media statement is planned for release during the week beginning 2 April updating progress on this safety barrier project.
3 April 2024	Lower North Island – Te Ara Tupua site visit Commentary: Media have been invited to a site visit to the Ngauranga to Petone project on Wednesday 3 April. The Minister is attending this and a Ministerial release has been drafted.
Expected from 8 April 2024	Top of the South – SH1 Picton elevation Commentary: An updated traffic bulletin is expected to be sent confirming timing for planned nighttime works being carried out under stop/go traffic management, expected to be from 8 April.

Statistics page

Ministerial correspondence figures from 21 to 26 March 2024

Item:	Number
Ministerial Correspondence	32
Written Parliamentary Questions	3
Minister/Minister office queries	12
Themes	Speed limits, speed bumps and crossings, GPS, driver licensing



Appendix

Summer Maintenance Report

As at 29 February 2024, 1,629 lane kilometres of renewals had been delivered, out of a revised programme of 2,336 lane kilometres. This equates to 70% (previous month 54%) of the total programme completed and is a similar position to recent years delivery percentage of total programme (despite a larger programme this year).

The tables below provide a breakdown of delivery and costs.

Please note:

delivery data is received on the twentieth day of the following month (i.e., delivery data for February will be received by NZTA on 20 March 2024).

There is a discrepancy between work completed and budget spent, as milestone payments are made to contractors once the investigation and design phases are complete and before physical work takes place.

Reporting is only captured in RAMM when the work is 100% complete, so we are underreporting our progress.

The Sideway-force Coefficient Routine Investigation Machine (SCRIM) programme determines skid resistance and forms the safety elements of the summer maintenance programme. A freely rotating test wheel is applied to the road surface under a known load. A controlled flow of water wets the road surface immediately in front of the wheel, so that when the vehicle moves forward, the test wheel slides in a forward direction on a wet road surface. The force generated by the resistance to sliding indicates the wet skid resistance of the road surface. The results of this testing are averaged to determine the skid resistance of continuous 10 metre sections of the road.

January YTD percentage comparison to the last 3 years:

Year	Delivery as at 29 February
2020/21	1403 lane km out of 1816 (77%)
2021/22	1443 lane km out of 2185 (66%)
2022/23	1499 lane km out of 2051 (73%)
2023/24	1629 lane km out of 2337 (70%)

Delivery breakdown by region as at 29 February 2024:

Regions / Network	Chipseal Resurfacing		Thin Asphalt Concrete (TAC)		Skid Resistance (SCRIM)		Pavement Rehab		TOTAL	
	In.k m	% of Prog.	In.k m	% of Prog.	In.k m	% of Prog.	In.k m	% of Prog.	In.k m	% of Prog.
Auckland + Northland	74	49%	73	51%	1	9%	0.4	5%	148	54%
<i>Auckland</i>	10	66%	67	65%	n/a		0	0%	77	65%
<i>Northland</i> ¹	64	47%	5.7	92%	0.8	9%	0.4	6%	71	45%
Waikato + BoP	384	61%	17	49%	12	40%	25	51%	438	59%
Central North Island	191	64%	4.2	38%	9	47%	19	71%	222	63%
Wellington	36	86%	36	69%	2	31%	3	32%	76	71%
North Island TOTAL	685	61%	130	63%	24	37%	47	52%	884	60%
Upper South Island	105	86%	6	89%	1.7	42%	3	79%	116	84%
Canterbury + West Coast	300	94%	10	90%	2	39%	9	42%	321	90%
Otago + Southland	278	86%	11	70%	0.3	10%	19	69%	307	84%
South Island TOTAL	683	90%	26	81%	4	33%	31	58%	744	86%
Grand Total	1368	73%	155	66%	27.7	37%	78	54%	1629	70%

National level commentary:

70% delivery overall is the average position across the network.

Most South Island programmes are nearing completion as a higher percentage of delivery occurs earlier in the season for the South Island due to climate conditions (road temperatures with acceptable construction parameters are experienced from late-September to early/mid-March), compared to the North Island which has an extended construction season through to April due to warmer weather.

Northland has delivered the bulk of their SCRIM programme in March (and will be reported in next month's figures), and Auckland has no SCRIM programme this year.

(Continued next page)

¹ This is a lower amount than is included in this week's summary, which is 65%, as this figure is from 29 February

There is still a significant volume of the annual summer road renewals programme will be completed during March and into April so there will continue to be a high volume of worksites around the network. To cater for this, we will be continuing to communicate at site specific, corridor and network levels to ensure road users and key stakeholders (e.g.: freight operators) are aware of all worksites and associated requirements (e.g.: detours or additional travel time). Network teams are liaising across regions to minimise the overall impact of these works.

Delivery of drainage activity typically follows the renewals programme later in the year and runs through to June.

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KiwiRail to provide update separately.

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Key updates

Security screening queues Weekly Update

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

Date	Time	Location	Passengers affected	Queue Time	Cause	Mitigation
19/03/24	13:15	Auckland International	250+	~10 min	High passenger volume led to longer queues, with insufficient staff to open the 6 th lane	6 th lane was rostered open, but we did not have sufficient staff to open it
20/03/24	06:00	Auckland Domestic	500+	~16 min	Equipment failure on 3 rd lane during peak demand period	Deployed additional staff as queue combers. Team leaders also assisted as loaders to speed up divestment
22/03/24	12:30	Auckland International	500+	~13 min	Issues with an airline check-in app caused increased passenger volume	6 th lane opened. Queue was longer than expected but processed quickly as we could cover the additional demand
22/03/24	08:45	Queenstown Domestic	150	~15min	Passengers presented earlier than usual (at 08:30) with additional capacity only scheduled from 09:00	International lane was repurposed to process domestic passengers until additional domestic lane could be opened

Despite the increased volumes generally, queues for the Wellington Southern Domestic screening point – which are continuously monitored using LiDAR technology - showed:

Week	11/03 – 17/03	18/03 – 24/03
Passengers processed in less than 5 minutes	92.9%	88.57%
Passengers processed in less than 10 minutes	99.4%	95.66%

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

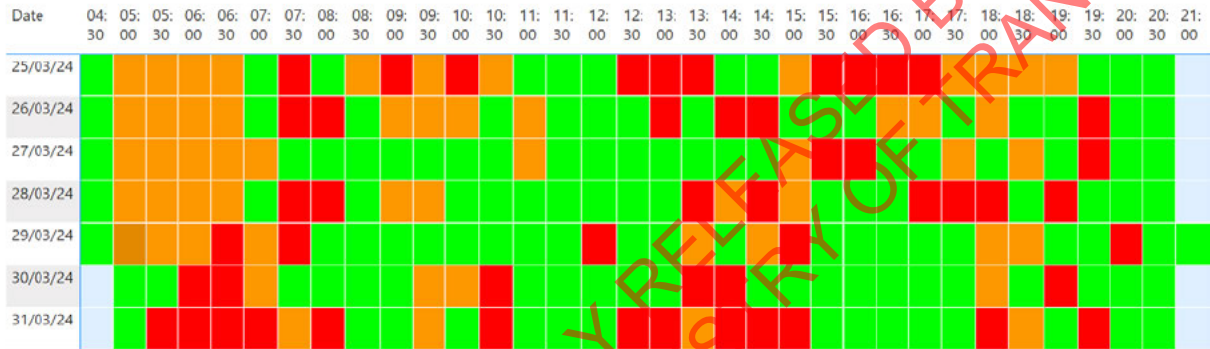
Light blue: No passenger volume forecast

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

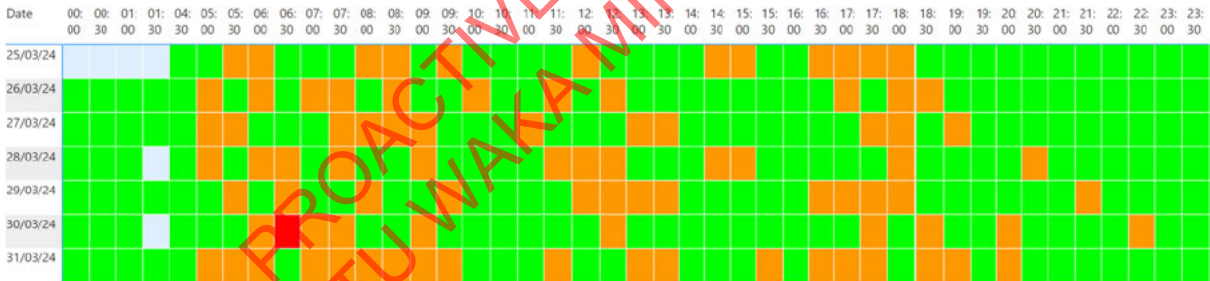
Orange: Passenger volume forecast to be between 80% and 90% of available capacity

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

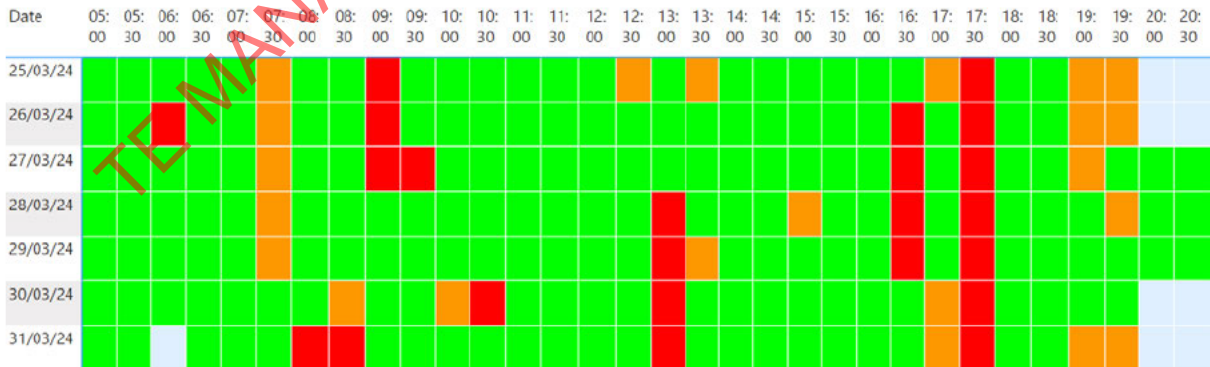
Auckland Domestic:



Auckland International:



Wellington Southern Domestic:



Queenstown Domestic:

Date	06:00	06:30	07:00	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	19:00	19:30
25/03/24	Green	Red	Green	Green	Red	Green	Green	Orange	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Light Blue	Light Blue	Green	Green	Green
26/03/24	Orange	Green	Light Blue	Green	Green	Green	Red	Green	Red	Green	Green	Green	Orange	Green	Green	Green	Green	Green	Orange	Green	Green	Light Blue	Light Blue	Green	Green	Green
27/03/24	Orange	Green	Light Blue	Green	Red	Green	Orange	Orange	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Light Blue	Light Blue	Green	Green	Green
28/03/24	Green	Red	Green	Green	Green	Green	Green	Orange	Red	Green	Green	Green	Orange	Green	Green	Green	Green	Green	Orange	Green	Green	Green	Green	Green	Green	Green
29/03/24	Green	Red	Green	Green	Green	Red	Green	Orange	Orange	Orange	Red	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green
30/03/24	Green	Red	Green	Green	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue
31/03/24	Orange	Green	Light Blue	Green	Orange	Green	Orange	Orange	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Red	Light Blue	Light Blue	Green	Green	Green

Queenstown International:

Date	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	
25/03/24	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Light Blue	Light Blue	Green	Green	Green	Light Blue
26/03/24	Green	Green	Green	Green	Green	Green	Green	Red	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Light Blue	Light Blue
27/03/24	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Light Blue	Light Blue
28/03/24	Light Blue	Light Blue	Light Blue	Green	Green	Green	Green	Red	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Light Blue	Light Blue
29/03/24	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Light Blue	Light Blue
30/03/24	Green	Green	Green	Green	Orange	Green	Green	Red	Orange	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Light Blue	Light Blue
31/03/24	Light Blue	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Light Blue	Light Blue

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Introduction of the Global Aeronautical Distress and Safety System

8 March 2024 marked the 10th anniversary of the disappearance of Malaysian Airlines Flight 370 (MH370). Following the disappearance, the International Civil Aviation Organisation (ICAO) implemented standards relating to the Global Aeronautical Distress and Safety System (GADSS). GADSS is being introduced into the New Zealand aviation system in three phases:

- Aircraft Tracking – as of 8 November 2018, operators must establish tracking capability of aeroplanes throughout their area of operations. This applies to all oceanic areas, and aeroplanes with a maximum certificated take-off weight (MCTOW) over 45,000 kg and a seating capacity of 19 or more, with Air Traffic Services receiving position reports at 15-minute intervals.
- Autonomous Distress Tracking (ADT) - From 1 January 2025 all aeroplanes of a Maximum Certificated Take-off Weight (MCTOW) of over 27,000 kg, first certificated after 1 January 2024, shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress.
- Post flight localisation and recovery – standards on this phase are yet to be finalised by ICAO.

The Authority is currently working with industry and other agencies to introduce GADSS into the New Zealand system. Air New Zealand is already complying with 15-minute reporting intervals and is working to implement ADT capability in their aircraft. The Authority is working alongside Maritime New Zealand (who operate the Rescue Coordination Centre New Zealand, responsible for Search and Rescue response) and Airways New Zealand to ensure we are prepared to operationalise ADT from 1 January 2025, and we are well advanced with this work.

The Authority is also engaging with overseas operators who fly into the New Zealand Oceanic Flight Information Region to ensure they will be equipped with the correct technology, as well as overseas regulators who have New Zealand registered aircraft flying into their Flight Information Regions.

The introduction of these ICAO standards into the New Zealand aviation system will require amendments to the Civil Aviation Rules. A Regulatory Impact Assessment has been prepared and is currently being reviewed by the Ministry of Transport before it is sent to you for your approval onto the rules programme.

New Southern Sky Programme Stakeholders' Showcase

On 21 March, New Southern Sky (NSS) Programme partners the Authority (lead), Ministry of Transport and Airways welcomed delegates to a showcase event at which stakeholders from across the aviation sector shared their programme experiences under the theme 'The Power of Collaboration'.

This decade-long modernisation of the aviation system has delivered significant, fully validated benefits to New Zealand and will continue to deliver benefits until at least 2033.

From 2015 to 2033, as a direct result of the programme:

- 16 million passengers will have been better protected by approaches to airfields with vertical guidance, a significant safety enhancement
- 57,600 fewer tonnes of CO₂ emissions from aviation will be released due to 18,200 fewer tonnes of fuel burned
- \$31.9 million will be saved in aircraft direct operating costs from fewer diversions and repositioning of aircraft, crews and passengers
- \$26 million will be saved in fuel costs
- \$28 million of estimated value in passenger time will be saved

The Authority's Programme Director for NSS and staff involved were acknowledged for their leadership and management of the Programme. The Programme Director is now leading the Authority's Emerging Technologies Unit.

Communications and External Engagement 26 March 2024

Media plan – 7 days from Wednesday 27 March

Nil.

Media mentions – 7 days to Tuesday 26 March 2024

Date	Activity	Channel
19 March 2024	<p>Should pets be allowed on planes</p> <p>CAA provided comments for this article. Quoted as follows: "Civil Aviation Rules don't explicitly permit or prohibit dogs in the cabin, but they set requirements for safe operations. Operators (airlines) make their own procedures within Civil Aviation Rules and the Civil Aviation Authority grants their certification if there is adequate assurance safety requirements are met. There are requirements for emergency egress, which is an important safety consideration with regard to dogs or any other animals in the cabin. Another consideration is how to manage possible allergies of crew and other passengers. Airline crew must comply with their company's procedures and the airline must have a crew member training programme, which could include aspects relating to animal handling."</p>	Stuff
21 March 2024	<p>CAA part of air travel talks</p> <p>Comments provided relating to the Runway End Safety Zone (RESA) at Hood Aerodrome in Masterton, and the potential for regional passenger transport services. CAA has requested that Masterton District Council conduct an aeronautical study to determine the largest practicable RESA length.</p>	Wairarapa Times Age
22 March 2024	<p>Oamaru airport bursting at seams</p> <p>CAA is mentioned in relation to an aeronautical study requested of Oamaru Airport.</p>	Oamaru Mail
23 March 2024	<p>Person seriously injured after light aircraft crash in Marton</p> <p>CAA mentioned in relation to a light aircraft accident at Marton on 23 March. Police attended the scene, and one person was taken to hospital. Comments provided that CAA is currently gathering further information to try and identify what has occurred and why.</p>	Stuff
24 March 2024	<p>One taken to hospital after paraglider accident on Kāpiti Coast</p> <p>CAA mentioned in relation to a paraglider accident at Paekākāriki. Police attended the scene, and one person was taken to hospital. Comment provided to that we are working with NZ Hang Gliding and Paragliding Association (NZHGPA), to try and identify what has occurred and why.</p>	TVNZ, Mediaworks

Upcoming communications and engagement

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

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Key priorities and highlights

Sail Grand Prix (GP) – operational post-event update

Maritime NZ, along with other agencies, provided support to Environment Canterbury (ECan) to ensure safe operating practice amongst spectators attending the event on the water. Maritime NZ personnel supported 'on the water' compliance monitoring in conjunction with Environment Canterbury (ECan), Customs and NZ Police. Maritime NZ was not involved in monitoring or enforcement of shore side activity.



Anecdotally, all agencies encountered similar behavioural patterns, which were minor and corrected in real time via conversation and education. The issues included the wearing of lifejackets, the speed of recreational vessels as they manoeuvred in the water, and keeping spectators on the water out of transit and exclusion zones.

It was noted that in comparison to last year, there was a downturn in recreational boats on the water watching. We believe this was due to the increased seating arrangements on shore.



Maritime in the Media

Maritime NZ supported Environment Canterbury to promote safe boating practices for spectators during the SailGP event in Lyttelton harbour over the weekend. This included live interviews with *RNZ* and *Newstalk ZB*. Maritime NZ's spokesperson was quoted promoting the five key messages of the Safer Boating Code: "When you're out on the water, wear your life jackets, take two ways to call for help, check the weather to make sure it's suitable for your vessel, avoid alcohol, make sure you have the knowledge for the vessel and the undertaking that you're getting into."



New inquiries / International Assistance

Nil

Media heads up

Nil

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