

# Weekly Report to the Minister of Transport

For the week ending 2 February 2024

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## 1 Actions from transport officials meeting

Meeting with the Ministry of Transport (the Ministry) – Wednesday 31 January 2024	Due date
<b>Clean Car Standard</b> s 9(2)(f)(iv)	16 February 2024.
<b>Auckland Light Rail</b> <ul style="list-style-type: none"> <li>Officials to provide detailed advice on the wind-up costs</li> </ul>	Completed.
<b>Budget</b> s 9(2)(f)(iv)	Completed.

Officials Meeting date	Action	Due date	Progress update
15 January 2024	<b>Revenue System</b> Officials to develop advice and work programme for s 9(2)(f)(iv)	Initial report back expected in 3 months.	We met with you to discuss the work programme and plan to provide you with a Cabinet paper within 3 months.

## 2 Updates on 100-Day Plan

### 100 Day Plan updates

#### Confirming investment priorities for GPS24

A revised draft GPS 2024, incorporating your feedback, and a draft Cabinet paper have been provided for your review.

Subject to approval from your office on Friday 2 February 2024, we will commence departmental consultation.

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

#### Cancel Auckland Light Rail

We provided a budget for the wind down and a plan for providing a historic breakdown of expenditure on the project on Friday 2 February 2024.

We are preparing briefings on delegating decisions on the wind-up process and on the proactive release of the briefings associated with the decision and have begun conversations with the company about the transfer of its intellectual property.

*Responsibility: David Wood, DCE, Investment & Monitoring Group*

#### Removing the Auckland Regional Fuel Tax

Consultation on the Land Transport Management (Repeal of Regional Fuel Tax) Amendment Bill (the Bill) has been undertaken over the last week, with any changes to be incorporated prior to the Cabinet paper being lodged on Thursday 8 February 2024. The Bill is on track to be ready for introduction in February 2024. We will provide information to your Office regarding a December 2023 revenue and expenditure update when we receive it from Auckland Transport – noting this has been delayed.

*Responsibility: David Wood, DCE, Investment & Monitoring Group*

#### Resetting approach to speed limits

Following your feedback, we have been working with the NZ Transport Agency (NZTA) on a revised approach and timeframe for the new speed rule. To ensure the timeframe that we provide is achievable we need another week to work through a few key matters with NZTA. As such, we will provide further advice to you in the week ending Friday 9 February 2024.

*Responsibility: Bronwyn Turley, DCE, Regulatory Group*



### 3 Upcoming briefings

Briefings to Minister Brown – Other Priorities	Due date
<p><b>Proactive release of briefings on the cancellation of the Auckland Light Rail project</b></p> <p><i>Comment on due date change:</i> Briefing delayed by a week to focus on other priorities associated with the cancellation of the project.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Delegating decision making authority on ALR to officials</b></p> <p><i>Comment on due date change:</i> Briefing delayed by a week to focus on other priorities associated with the cancellation of the project.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Weather related rail funding previously appropriated</b></p> <p><i>Comment on due date change:</i> Briefing delayed by a week as we await further information from KiwiRail.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Fleetwide transition to road user charges (RUC)</b></p> <p>This briefing will provide options on avenues to commit to a fleetwide transition to RUC.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 9 February 2024.</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted content]</p>	<p>Week ending 9 February 2024.</p>
<p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	

## 3 UPCOMING BRIEFINGS

Briefings to Minister Brown – Other Priorities	Due date
<p><b>Proposed proactive release of RUC Information for EVs</b></p> <p>This briefing proposes the proactive release of the Cabinet paper and associated minutes on the Ministry of Transport website. In response to multiple OIA requests, we also seek your approval to release additional documents, including the briefing you received.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>2024 Legislation Programme: process for submitting bids</b></p> <p>Cabinet Office circular (CO[23]13) sets out the requirements for Bills to be awarded places on the 2024 Legislation Programme. Ministers and agencies are asked to consider legislative priorities for the full term of Parliament, from 2024 to 2026.</p> <p>We will provide you with draft bids on Thursday 8 February 2024, seek your feedback by Tuesday 13 February 2024, and provide you with final bids by Thursday 15 February 2024. You will need to lodge the bids with Cabinet Office by 12:00pm Monday 19 February 2024.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Budget 2024</b></p> <p>s 9(2)(f)(iv)</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Road Policing Investment Programme 2024-27</b></p> <p>This briefing will provide a breakdown of the 2024–27 road policing investment programme, associated targets and the funding required to deliver on your road policing objectives.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>EV charging infrastructure</b></p> <p>This briefing will provide advice on the status quo with respect to EV charging infrastructure and initial advice with respect to the Government's commitment to deliver 10,000 public EV chargers by 2030. The advice will support your upcoming roundtable with stakeholders (date TBC).</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 16 February 2024 (or earlier if required).</p>

Briefings to Minister Brown – Other Priorities	Due date
<p><b>Road User Charges Amendment Bill</b></p> <p>We expect to provide you a draft Bill, and a draft Cabinet paper for the Cabinet Legislation Committee seeking approval for introduction and for Ministerial consultation.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 16 February 2024.</p>
<p>s 9(2)(b)(ii)</p> <p>[Redacted]</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 16 February 2024</p>
<p><b>Road safety</b></p> <p>This briefing will provide initial advice on the development of a new Road Safety Objectives and Actions document to replace the current Road Safety Strategy for your consideration and direction.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Draft letters of expectations</b></p> <p>The Ministry will provide you with draft letters of expectations for each of the transport Crown entities for which you are responsible (New Zealand Transport Agency, Civil Aviation Authority and City Rail Link).</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 16 February 2024.</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 16 February 2024.</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 1 March 2024.</p>

## 3 UPCOMING BRIEFINGS

Briefings to Minister Brown – Routine Matters	Due date
<p><b>Civil Aviation Authority Board Appointments</b></p> <p><i>Comment on due date change:</i> Pending your decision on next steps.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Meeting with Port CEOs group on 14 February 2024</b></p> <p>This briefing will provide you with key context and potential talking points for your upcoming meeting with the Port CEOs group.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Meeting with Freightways on 9 February 2024</b></p> <p>This briefing will provide you with key context and potential talking points for your upcoming meeting with Mark Troughear, CEO of Freightways.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Civil Aviation Authority Funding</b> <sup>s 9(2)(f)(iv)</sup></p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Nelson Airport Limited: Kiwi Shareholder</b></p> <p>This briefing will recommend that you be assigned the Kiwi Shareholder for Nelson Airport Limited.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Meeting with NZ Airports Association</b></p> <p>This briefing will provide you with background information and potential talking points for your upcoming meeting with Matt Clarke (Chair) and Billie Moore (CEO) of the NZ Airports Association.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Aviation Security overview</b></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>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 16 February 2024.</p>



Briefings to Minister Brown – Routine Matters	Due date
<p><b>Meeting with StraitNZ on 15 February 2024</b></p> <p>This briefing will provide you with key context and potential talking points for your upcoming meeting with Shane McMahon, CEO, and Nicki Crauford, Chair and Director of StraitNZ.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Official Information Act Request from s 9(2)(a) or the most recent advice that mentions climate change and carbon emissions</b></p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Official Information Act Request from s 9(2)(a) on Briefings for the Incoming Minister and advice from the Climate Change Commission</b></p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Official Information Act Request from s 9(2)(a) on the Clean Car Discount Repeal</b></p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Official Information Act request from s 9(2)(a) for a list of information sent to the Minister of Transport in December 2023, and a Cabinet paper on ending the Clean Car Discount Scheme</b></p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Official Information Act Request from s 9(2)(a) on the state of road safety in New Zealand</b></p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Official Information Act request from s 9(2)(a) on speed limit changes</b></p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Official Information Act Request from s 9(2)(a) on speed limit changes</b></p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 9 February 2024.</p>
<p><b>Official Information Act Request from s 9(2)(a) for speed related briefing</b></p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 9 February 2024.</p>



## 3 UPCOMING BRIEFINGS


Briefings to Minister Brown – Routine Matters	Due date
<b>Official Information Act Request from s 9(2)(a) for speed limit reduction briefing</b> <i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i>	Week ending 9 February 2024.
<b>Official Information Act Request from s 9(2)(a) for Setting of Speed Limits document</b> <i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i>	Week ending 9 February 2024.
<b>Official Information Act request from s 9(2)(a) for a list of documents sent to the Minister of Transport between 16 December 2023 and 25 January 2024.</b> <i>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</i>	Week ending 16 February 2024.

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## 4 Key updates

<b>Minister Brown</b>	
<b>Clean Car Standard's 2025–2027 CO2 target review</b>	
<p>We have emailed the Imported Motor Vehicle Association (VIA), Motor Trade Association (MTA) and Motor Industry Association (MIA) seeking their feedback on whether the proposed timeline for the review will ensure that the vehicle industry has good visibility and lead-in time to inform its decisions. We will inform you of that feedback once it is received.</p> <p>We have had discussions with Australian officials from the Department of Infrastructure, Transport, Regional Development, Communications, and the Arts. They advised that:</p> <ul style="list-style-type: none"> <li>• in March 2024 the Department will be publicly consulting on the Australian Government's options for annual CO2 targets, and</li> <li>• the intention is that legislation be passed this year to enable the Australian equivalent of the Clean Car Standard to be in effect from 2025.</li> </ul> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p><b>Next steps:</b></p> <p>Once you have confirmed the scope of the review, we will engage with the vehicle industry for their views on the best approach for the review and how they would like to be involved.</p> <div style="background-color: #cccccc; height: 40px; width: 100%;"></div>
<b>Privacy Breach</b>	
<p>On Thursday 24 January 2024, a Ministry employee inadvertently sent a draft briefing to the wrong recipient. The briefing was in confidence and contained some personal information about an individual. The Ministry employee immediately discovered the error and requested that the recipient destroy their copy and not circulate the report further. I am satisfied that the mistaken recipient has deleted the email and has not circulated the report further. The Ministry has taken the following steps:</p> <ul style="list-style-type: none"> <li>• An assessment under the Privacy Act 2020.</li> <li>• Informed the individual concerned. The individual concerned replied, requested the specific information and to whom it was disclosed. We sent the individual concerned their personal information and two factual paragraphs for context.</li> <li>• Advised the individual concerned of the person who received the information (after getting their consent).</li> <li>• The individual concerned replied indicating they agreed with our assessment.</li> </ul> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p><b>Next steps:</b></p> <p>FYI only.</p>

4 KEY UPDATES

Minister Brown	
<p>s 9(2)(h)</p> 	<p><b>Next steps:</b> FYI only.</p>
<p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	

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**Minister Brown**

**City Rail Link update**

This item provides an update on the City Rail Link (CRL). We intend to provide you with monthly updates on the project through the Weekly Report as the project progresses through to practical completion. We would welcome any feedback on the usefulness of these updates.

**Next steps:**  
FYI only.

**Monthly progress report**

City Rail Link Ltd (CRL) have reported that the overall P50 budget for the project remains at \$5.493b, and the target Practical Completion date remains as 1 August 2025. <sup>s 9(2)(g)(i)</sup>

At this stage, there is no indication that the overall project budget is at risk but progress in the next six months will be critical.

**Targeted Hardship Fund (THF)**

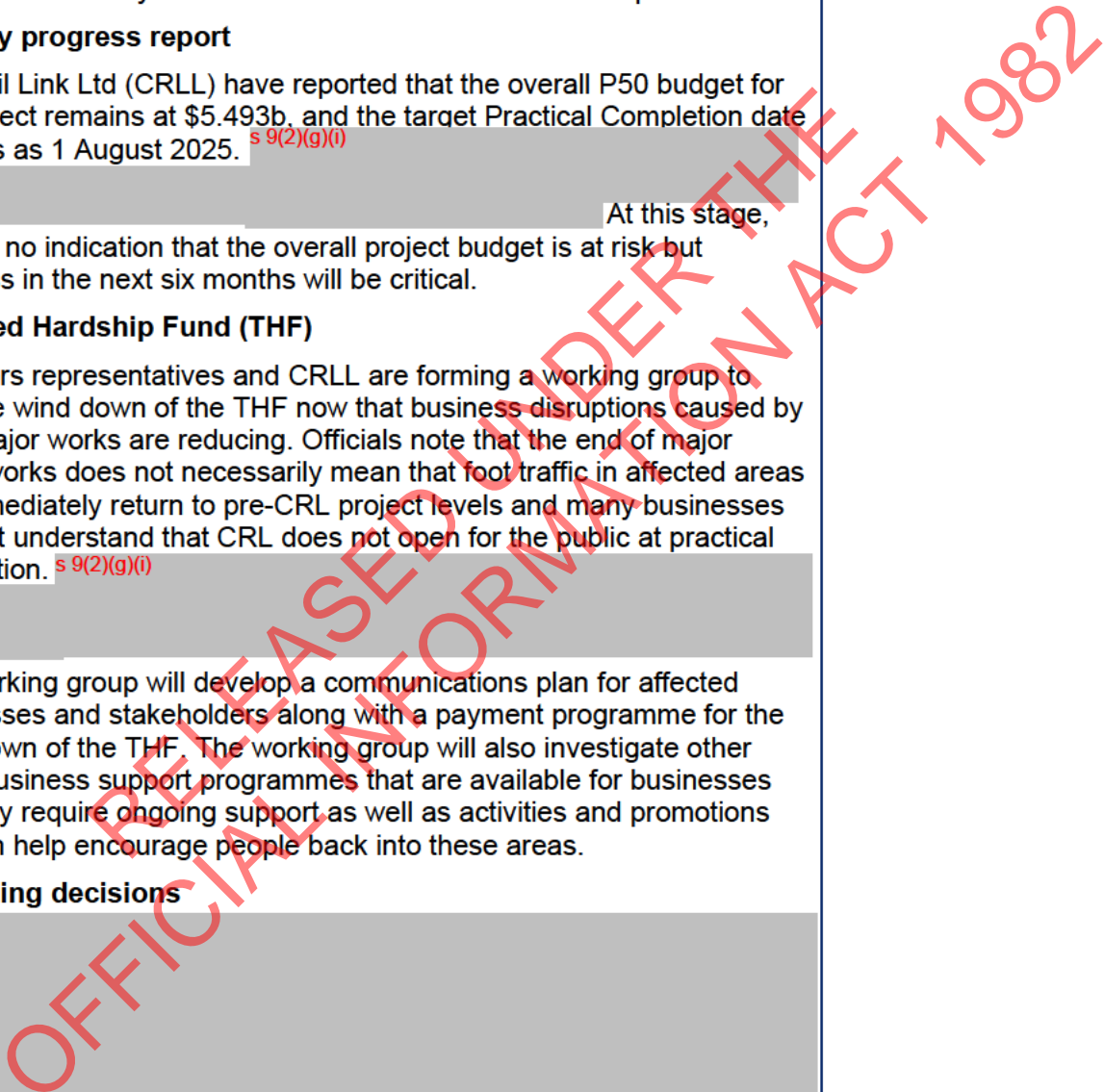
Sponsors representatives and CRL are forming a working group to plan the wind down of the THF now that business disruptions caused by CRL major works are reducing. Officials note that the end of major street works does not necessarily mean that foot traffic in affected areas will immediately return to pre-CRL project levels and many businesses may not understand that CRL does not open for the public at practical completion. <sup>s 9(2)(g)(i)</sup>

The working group will develop a communications plan for affected businesses and stakeholders along with a payment programme for the wind down of the THF. The working group will also investigate other small business support programmes that are available for businesses that may require ongoing support as well as activities and promotions that can help encourage people back into these areas.

**Upcoming decisions**

<sup>s 9(2)(b)(ii)</sup>

*Responsibility: David Wood, DCE, Investment & Monitoring Group*



## 4 KEY UPDATES

## Minister Brown

## Update from Secretary General of the IMO regarding shipping in the Red Sea

The Secretary General of the International Maritime Organization (IMO) recently circulated an update to Member States covering the situation in the Red Sea and the Gulf of Aden up until Thursday 25 January 2024. The key highlights include:

- shipping activity in the Gulf of Aden and transits through the Suez Canal have reduced significantly. This is particularly apparent for container vessels which have declined the most (compared to tankers, bulk, and car carriers),
- that there have been fewer incidents so far in January 2024 (6) than there were in December 2023 (16),
- almost all incidents involved the use of “uncrewed aerial devices” (UAVs and/or missiles). Three involved a boarding or attempted boarding,
- no deaths or serious injuries have been reported as a result of the attacks, but 25 crew members were taken hostage in the first incident, and
- the Secretary General planned to meet with representatives of the states involved in Operation Prosperity Guardian on Friday 2 February 2024. Cabinet agreed to deploy six New Zealand Defence Force personnel in assistance.

Data provided from the IMO shows some vessel types are seeing a slight uptick in transits through the Suez Canal as of late January 2024. Compared to early/mid December 2023, current transits of the Canal are down around 50-60 percent overall both north and southbound.

*Responsibility: Siobhan Routledge, Acting DCE, Policy Group*

**Next steps:**

We will continue to update you via the Weekly Report as new information becomes available.



## Minister Brown

## NZ Airports seeking review of Commerce Commission's input methodologies decision

On Thursday 1 February 2024, the NZ Airports Association lodged a notice of appeal with the High Court for a merits review of the Commerce Commission's recent Input Methodologies (IM) decisions.

Auckland, Wellington, and Christchurch Airports are also seeking a merits review.

Input methodologies are the regulatory rules for electricity lines, gas pipelines and certain airport services. Input methodologies underpin the light-handed information disclosure regime that apply to airports and guide the way airports set airport charges.

The basis for appeal is the Commerce Commission's decision to introduce additional filters to exclude some airports from the comparator set used to calculate asset beta (market risk) and hence allowable profit. Airports consider that there is little basis in theory or prior practice for these 'additional filters' and that it creates uncertainty for regulated entities over time.

Separately, as requested following your meeting with Greg Foran, we have provided you additional information about the pros and cons of a negotiate/arbitrate regime for airports or a Commerce Commission market study (OC240064 refers).

The Minister of Commerce is responsible for the airport information disclosure regime. While you do not have any formal levers and the input methodologies matter is before the Courts, you may wish to discuss airport economic regulation further with Minister Bayley. He is due to meet with Greg Foran on Friday 9 February 2024 and it is likely airport regulation would be discussed.

*Responsibility: Bronwyn Turley, DCE, Regulatory Group*

**Next steps:**

Discuss with Minister for Commerce as required.

4 KEY UPDATES

<b>Minister Brown</b>	
<b>Ohakea Airbase Availability as an emergency alternative port</b>	
<p>Ohakea airbase is used by many international flights to Auckland as an emergency alternative port. Airplanes are required to be able to make an emergency landing at an alternative port if needed. When Ohakea is not available as an emergency alternative, airplanes need to use another alternative port, generally Christchurch airport. Using Christchurch requires planes to carry more fuel, which affects aircraft weight, and therefore passenger and freight capacity.</p> <p>There have been longstanding issues with the availability of fire-fighting crews at Ohakea airbase, which has limited its availability for use as an alternative port. Airlines have been working with the NZDF to support an increase in fire-fighting capacity, and arrangements are underway to put more capacity in place. Earlier this week, Ohakea issued a notice which downgraded its capacity to be used as an emergency alternative, as a result of several staff being unavailable at short notice. This affected several airlines, including Emirates, who escalated this with the NZDF.</p> <p>The Ministry and MFAT have raised concerns with the NZDF about the notice and ongoing capacity constraints. NZDF have responded promptly to restore firefighting capacity at Ohakea and the notice has been lifted. They have committed to addressing the issue and are prioritising the work to increase the availability of firefighting staff.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p><b>Next steps:</b> FYI only.</p>

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## 5 Cabinet papers

Committees	
<b>Cabinet</b>	
5 February 2024	None this week.
<b>Executive Council</b>	
5 February 2024	None this week.
<b>100-Day Committee</b>	
20 February 2024	<p><b>GPS2024 – approval of funding and release of the GPS 2024 public consultation draft</b></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: Paul O'Connell, DCE, Sector Strategy</i></p>
26 March 2024 (or to relevant policy committee once established)	<p><b>Report back on disestablishment of Auckland Light Rail Ltd</b></p> <p>This paper will respond to an invitation from Cabinet to report back on progress on disestablishing Auckland Light Rail Ltd, including the future of its land holding and disposition of its other assets and the settlement of obligations and liabilities.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
<b>Cabinet Business Committee (CBC)</b>	
(Date TBC)	<p><b>Report back on the fleet-wide transition to road user charges</b></p> <p>This paper will advise on options to progress the fleet-wide transition to road user charges, as sought by Cabinet as part of the decisions to apply road user charges to electric vehicles (CAB-23-MIN-0494). Following our meeting with you on the revenue system, the paper will also include a progress update on the wider revenue system work programme.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
<b>Cabinet Legislation Committee (LEG)</b>	
15 February 2024	<p><b>Approval to introduce: Land Transport Management (Repeal of Regional Fuel Tax) Amendment Bill</b></p> <p>This paper will seek approval to introduce primary legislation to repeal the regional fuel tax legislation. This timeframe is required to meet the Government's commitment to introduce the legislation within the first 100 days.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>

Committees	
29 February 2024	<p><b>Government response to the Report of the Petition Committee on making mobility parking enforceable on all public use property</b></p> <p>This paper will seek approval to submit the Government response to Parliament on the Petition Committee's recommendations related to a petition on 'making mobility parking enforceable on all public-use property and increase fines'.</p> <p>Parliamentary rules require the Minister to present the government response to Parliament no later than Wednesday 15 March 2024.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>
February 2024 (TBC)	<p><b>Government Response to the Report of the Regulations Review Committee on the Complaints About the E-Scooters (Declaration Not to Be Motor Vehicles) Notice 2018</b></p> <p>This paper seeks agreement to a proposed Government Response to the Report of the Regulations Review Committee on the Complaints About the E-Scooters (Declaration Not to Be Motor Vehicles) Notice 2018. Subject to your expectations, the response accepts in principle the Committee's recommendation to improve the regulation of e-scooters.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>
7 March 2024	<p><b>Approval to introduce: Road User Charges Amendment Bill</b></p> <p>This paper will seek approval to introduce primary legislation that will bring electric vehicles into the road user charges system. We are working with NZTA and Parliamentary Counsel Office on the drafting of the Bill and will provide you the draft Bill and Cabinet paper in early February 2024.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>

## 6 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.*

No Cabinet papers led by other agencies this week.

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## 7 Associate Minister of Transport

### Upcoming briefings

Briefings to Minister Doocey – Other Priorities	Due date to Minister's Office
<p><b>Draft letters of expectations</b></p> <p>The Ministry will provide the Associate Minister with draft letters of expectations for each of the transport Crown entities that fall within his delegated authority (Maritime New Zealand and Transport Accident Investigation Commission).</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Maritime Rule Amendments (International Omnibus)</b></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>February TBC.</p>
<p><b>Review of maritime legislation</b></p> <p>The Ministry and Maritime NZ have started scoping a review of primary maritime legislation to ensure it is able to respond to new technologies.</p> <p>This briefing will recommend the Associate Minister take a paper to Cabinet seeking a mandate for the review in consultation with you.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>February TBC.</p>
Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p><b>Air New Zealand and Singapore Airlines Alliance Reauthorisation – final advice</b></p> <p>This briefing will provide our final recommendation and a report containing our full analysis regarding the authorisation of the Air New Zealand and Singapore Airlines Strategic Alliance Agreement.</p> <p>The current authorisation expires on 28 March 2024. The airlines have asked for a decision well in advance of this date, as the decision influences business planning.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 9 February 2024.</p>

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p><b>Background to Air Services Agreements</b></p> <p>This briefing will provide a background on air services agreements, including their role in supporting tourism. It will set out future work items to progress, including the Association of Southeast Asian Nations (ASEAN) Air Services Agreement and Protocol, which requires a Cabinet report back.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Amendment to the New Zealand – India Air Services Agreement</b></p> <p>This briefing will recommend that, in consultation with the Minister of Foreign Affairs, the Associate Minister agrees to amend the Air Services Agreement. Negotiations with India have been completed.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>New Zealand – Solomon Island Air Services Agreement</b></p> <p>This briefing will recommend that, in consultation with the Minister of Foreign Affairs, the Associate Minister agrees to the new Air Services Agreement. Negotiations with Solomon Islands have been completed.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Review of landing charges at Milford Sound/Piopiotahi Aerodrome: proposal to consult</b></p> <p>This briefing will seek approval to consult on proposals to increase landing charges at Milford Aerodrome.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Release of the Road to Zero Annual Monitoring Report 2022</b></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 our website.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>

## 0 UPCOMING BRIEFINGS

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p><b>Air New Zealand and Virgin Australia Airlines Code Share Agreement Authorisation</b></p> <p>Air New Zealand and Virgin Australia have lodged an application seeking authorisation to give effect to a Codeshare Agreement. The approach for briefing the Associate Minister is to be confirmed. We typically provide initial advice before providing a final recommendation and analysis on whether to authorise the agreement.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	TBC – April or May 2024.
<p><b>Update on the Milford Opportunities Project – overview and next steps</b></p> <p>This briefing will provide an update and overview of the Milford Opportunities Project from a transport perspective.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	TBC.
<p><b>New Zealand's Search and Rescue System</b></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>	TBC.
<p><b>Introduction to Crown Entity Monitoring</b></p> <p>This briefing will provide background information on the Associate Minister's responsibilities in relation to Crown Entity Monitoring.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	Only if required.
<p><b>Introductory meetings with Crown entity Chairs and Chief Executives</b></p> <p>This briefing will help support the Associate Minister in any meetings he has with Crown entity Chairs and Chief Executives.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	Only if required.

## Cabinet papers

Committees	
<b>Cabinet</b>	
5 February 2024	None this week.
<b>Cabinet Economic Policy Committee (ECO)</b>	
28 February TBC	<p><b>Approval of proposed increases to the Maritime and Oil Pollution Levies</b></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 &amp; Monitoring Group</i></p>

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## 8 Updates from transport Crown entities and SOEs



### 100 Day action plan progress

TITLE	UPDATE
<p><b>Withdrawing from Let's Get Wellington Moving</b></p>	<p>NZTA is working with Let's Get Wellington Moving (LGWM) partners to finalise the formal agreement ahead of the LGWM Partnership Board meeting in early February 2024. Councils have been informed that we are developing a draft disestablishment plan, which will be considered at the LGWM Partnership Board meeting.</p> <p>s 9(2)(f)(iv)</p>
<p><b>Meet with councils and communities to establish regional requirements for recovery from Cyclone Gabrielle and other recent major flooding events</b></p>	<p><b>State Highway 1 Brynderwyn Hills</b></p> <p>Good progress is being made with our partners and the community on the planning required to close this section of state highway on Monday 26 February 2024, with a planned reopening 13 May 2024 subject to no significant weather events. During the State Highway 1 closure period, we will be reopening for 6 days from the 28 March 2024 to 2 April 2024.</p> <p>NZTA continues to finalise the design for construction and complete the methodology for the significant amount of work required. Our focus this week has been on resources (people, plant, materials) to ensure our 24/7 onsite operation during the closure runs efficiently and effectively.</p> <p>Preparation of the three alternate routes is progressing well with most of the work complete. Signage, road markings and wayfinding will be completed over the coming weeks.</p> <p>We continue to work with our council partners to develop the detour campaign promoting the scenic and alternative routes and to support the development of a tourism campaign letting people know that Northland is 'open for business'.</p>



8 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p><b>Transport Rebuild East Coast (TREC)</b></p> <p>TREC continues to meet with council officers (general managers and relevant team members) and iwi regarding business cases. Upcoming meetings include a workshop with Ngāti Porou and Gisborne District Council partners regarding various sites on State Highway 35, and two workshops with iwi and council partners in Napier regarding the State Highway 2 Devil’s Elbow and State Highway 2/State Highway 5 Eskdale large project business cases.</p> <p>Community engagement drop-in sessions relating to the business cases are being planned for late February and early March 2024.</p> <p>TREC Liaison Groups are being established, a requirement under the Orders in Council (OIC) passed by the previous Government in October 2023. These will help inform design, management and monitoring of all construction works for the TREC programme for consents progressed under the OIC. Initial meetings are scheduled for early March 2024.</p>
<p><b>Repeal the Clean Car Discount scheme by 31 December 2023</b></p>	<p>As required by Wednesday 31 January 2024, all Clean Car Discount (CCD) rebate applications have completed processing stages, with the final few rebate payments progressing through the financial system. We estimate the final scheme position to be within the range of \$50 million to \$60 million unutilised.</p> <p>We have consistently applied strong quality assurance and compliance standard controls throughout the application process. 1,961 applications were referred for compliance investigation, resulting in 145 being declined (a value of \$227,000). One area of predicted concern was demonstration vehicle registration by dealers. We proactively raised this with the Motor Industry Association and Vehicle Industry Association to reiterate rules and expectations. Many demonstration vehicle applications were received (932) and these were all investigated for compliance before a decision was made to pay or decline the application. 98 demonstration vehicle applications were rejected (a value of \$158,000).</p> <p>s 9(2)(k)</p>

8 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

**Key updates**

TITLE	UPDATE
<p><b>SmartTrip variable road pricing – NZTA submission on the Tauranga City Council draft 2024-2034 Long Term Plan</b></p>	<p>On 15 December 2023, we informed you that NZTA submitted on the Tauranga City Council draft 2024 Long Term Plan on the topic of SmartTrip - a variable road pricing charge to reduce congestion and fund transport improvements. Our submission provided support in general to explore road pricing (we did not endorse the specific “SmartTrip” pricing concept) and an invitation to the Council to work with NZTA, the Ministry of Transport, Auckland Council and Auckland Transport collaboratively to consider a nationally consistent approach to investigating and implementing variable pricing.</p> <p>Our objective in making a submission is to support the city and sub-region to keep exploring the roles economic tools can play to maximise the value of transport networks and services and to mitigate whole-of-life costs, complementing the Ministry of Transport’s role in leading development of road pricing policy and enabling legislation.</p> <p>We will be speaking to our submission briefly at the Tauranga City Council’s Long Term Plan hearing on Monday 12 February 2023. The hearings will be open to the public (media), and the topic of SmartTrip will likely have comparatively high public interest. We have provided the Ministry of Transport with our speaking notes, and we have generic road pricing key messages in case we need to make any reactive media comment. These are both available on request.</p>
<p><b>State Highway 25 recovery</b></p>	<p>The recovery programme for State Highway 25 in Coromandel will ramp up next month. From mid-February 2024 our teams will be working at six locations on State Highway 25 and from mid-March 2024 we expect teams to be working at 10–12 locations on State Highways 2 and 25. Information about these works will be widely communicated to road users.</p> <p>While State Highway 25A was closed, we prioritised and carefully managed recovery works across the wider highway network to minimise further disruption to peoples’ journeys around the peninsula. We also paused all but essential activity from mid-December 2023 until after Waitangi Day, so Coromandel communities and visitors could have a break from recovery works, and this was well received by the community. The region is benefiting from these works as a result of the engagement of local suppliers where possible.</p> <p>The remaining sites need to be repaired as quickly as possible to ensure the resilience of Coromandel’s roading network. We recognise the disruption this will cause and will continue to monitor impacts so we can achieve the right balance of speed of delivery against disruption to road users.</p>

## 8 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
<p><b>Update on social media response to the announcement of RUC for EV owners</b></p>	<p>The below statistics come from our social media monitoring platform. Our electric vehicle (EV) road user charges (RUC) post has not been promoted over the past week. Since the Facebook post on Tuesday 16 January 2024, we've:</p> <ul style="list-style-type: none"> <li>• reached 909,800 people (19,850 last week)</li> <li>• had 3,022 shares (four last week)</li> <li>• received 18,970 comments (470 last week)</li> <li>• had 28,300 reactions (1,040 last week). Most have been positive (13,900 likes and 1,500 loves), with relatively few angry reactions (292). The large number of laughs (11,800) reflects general anti-EV/'fairness' sentiment.</li> </ul> <p>Engagement on the Facebook post has now tapered off following the two weeks of sustained interest from the public. We expect to see a similarly high level of interest as we publish new reminders and updates about RUC in the coming weeks.</p> <p>There have been only a handful of new comments on our owned Facebook post in the past week. There's been no change to sentiment results shared last week - sentiment across the 2,500 comments on our owned post remains largely the same as last week, neutral up nine percent, positive up two percent and negative down 11 percent.</p> <p>Most of the comments on our post were people tagging friends or family, and general uncategorised discussion between people. Of the other comments, the main themes were:</p> <ul style="list-style-type: none"> <li>• support for adding RUC to EVs and plug-in hybrids or praise for the announcement (12 per cent)</li> <li>• the state of the roads such as 'fix the roads' (four percent)</li> <li>• complaints about plug-in hybrid electric vehicles (PHEVs) being double-taxed (two percent)</li> <li>• suggestions that cyclists should be registered / pay RUC (two percent)</li> <li>• general negative comments about the RUC system (one percent)</li> <li>• discussion of systems for evading RUC such as turning off the odometer (one percent).</li> </ul> <p>Questions have been about how:</p> <ul style="list-style-type: none"> <li>• non-plug-in hybrids are affected</li> <li>• odometer readings will be taken</li> <li>• heavy vehicles will be charged</li> </ul>



## 8 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

## Media updates

TITLE	UPDATE
<b>State Highway 1 Brynderwyns closure</b>	A media statement is planned for release during the week commencing Monday 5 February 2024 to share the confirmed detour routes during the closure of State Highway 1 Brynderwyn Hills. This will include a 20-minute scenic detour for light vehicles and approximately one hour via State Highways 12 and 14 for heavy vehicles and High Productivity Motor Vehicles (HPMVs).
<b>State Highway 3 safety improvements, Whanganui to Bulls</b>	A media statement is planned for release during the week commencing Monday 5 February 2024 to provide information on work getting underway in early March 2024 to install six kilometres of flexible median barrier on State Highway 3 between Whanganui and Bulls.
<b>Connecting Tairāwhiti roadworks</b>	A media statement is planned for release during the week commencing Monday 5 February 2024 to update work underway as part of the Connecting Tairāwhiti programme of capital projects across the northern Hawke's Bay and Tairāwhiti regions to improve the safety and resilience of State Highways 2 and 35.
<b>Coromandel state highway repairs</b>	A media statement is planned for release during the week commencing Monday 5 February 2024 advising that work is ramping up to complete repairs across Coromandel's state highway network, which was extensively damaged by last summer's extreme weather events. While the slip which closed State Highway 25A was the most significant, there were another 50 major slip sites and damage caused by surface flooding at multiple locations.
<b>State Highway 27 roadworks</b>	A media statement is planned for release during the week commencing Monday 5 February 2024 advising that work will begin on State Highway 27 Pitt Street in Waharoa (near Matamata) on Monday 19 February 2024. The work will be quite disruptive, with some night works and a residential road being completely closed for the length of the works and another being completely closed for a large part of the works.
<b>Rotorua Eastern Corridor Stage Two</b>	A media statement is planned for release during the week commencing Monday 5 February 2024 updating progress on the Rotorua Eastern Corridor Stage Two project (phase 1) and advising that work on the final section is underway. The project addresses safety and connectivity while accommodating for future growth.



s 6(c)

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## 8 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

s 6(c)

**Maritime in the media**

After the *Fiordland Navigator* grounded on Wednesday 24 January 2024, Maritime NZ prepared a media statement outlining our initial response and ongoing investigation efforts. The statement was provided to the mainstream media outlets that requested it.

Anticipating an increase in New Zealanders enjoying watercraft activities on Waitangi Day and the weekend prior, Maritime NZ is proactively promoting recreational craft safety. We have pitched a story to *Newshub* to emphasise safe practices during the holiday period. We anticipate this will be filmed on Thursday 1 February 2024. A media release will also be issued.

Following a comprehensive media response about potential accidental activations in a popular personal locator beacon variety, we received a follow up request from a *RNZ* reporter. *RNZ* requested clarification including the number of beacons in circulation, the cause of false activations and how we work with providers. We are working on this response with subject matter experts from the Rescue Coordination Centre NZ.

On Monday 29 January 2024, a light helicopter (Robinson R-22) crashed on Mt Hyde, north-west of Arrowtown. The two people on-board were un-injured and were airlifted off the mountain. We provided a statement to multiple media outlets. CAA is now looking into the incident.



**Aviation Security Service**  
*Kaiwhakamaru Rererangi*

## Key updates

### AvSec queues – two events to report this week

As previously advised, to ensure minimal risk of long queues at screening points over the Christmas and New Year period, the Aviation Security Service redeployed staff from training, reduced the amount of annual leave taken, employed casual staff, and recalled staff on overtime. We indicated in our last report that we would be transitioning to 'normal operations' over the coming weeks and months. This involves casual staff being let go and permanent staff taking leave and resuming recurrency training requirements. We anticipate that this transition may result in queues forming at some peak times, although we will work within the available resourcing to minimise this to the extent practicable.

In the context of the above, there are two events that occurred over the last week that we need to advise you of:

1. Queenstown Airport had an additional flight added unexpectedly to the schedule which meant the capacity of the system was exceeded. The airport's hourly agreed capacity is 540 passengers through screening lanes. The additional, unexpected flight resulted in 680 passengers presenting in a 15-minute period, well outside the physical capacity of the screening points at Queenstown. The situation was outside the control of agencies and was related to airline/airport adjusting flight schedules to meet demand. Discussions are underway to minimise the risk of a reoccurrence.
2. Auckland International Airport had a long queue in the middle of the day on Wednesday 31 January 2024. This is a known peak period where AvSec was already operating at peak capacity (that is, all lanes were open and fully staffed). The situation was exacerbated by US flights where passengers report early and have no cabin baggage limits, meaning there is physically more divestment and screening to be done compared to other flights.

As part of our ongoing drive to minimise queues (and enable efficient facilitation at screening points), AvSec staff have been engaging with individual airports on options to both meet increased demand through flight increases and having the capacity to deal with unexpected developments (e.g., short-notice additional flights). Solutions include more space being made available to install additional equipment which will increase capacity – e.g. Auckland international Airport has proposed additional space for a 7th and 8th international lane. It is important to note that this would require additional staff and additional equipment.

### LiDAR queue measurement pilot

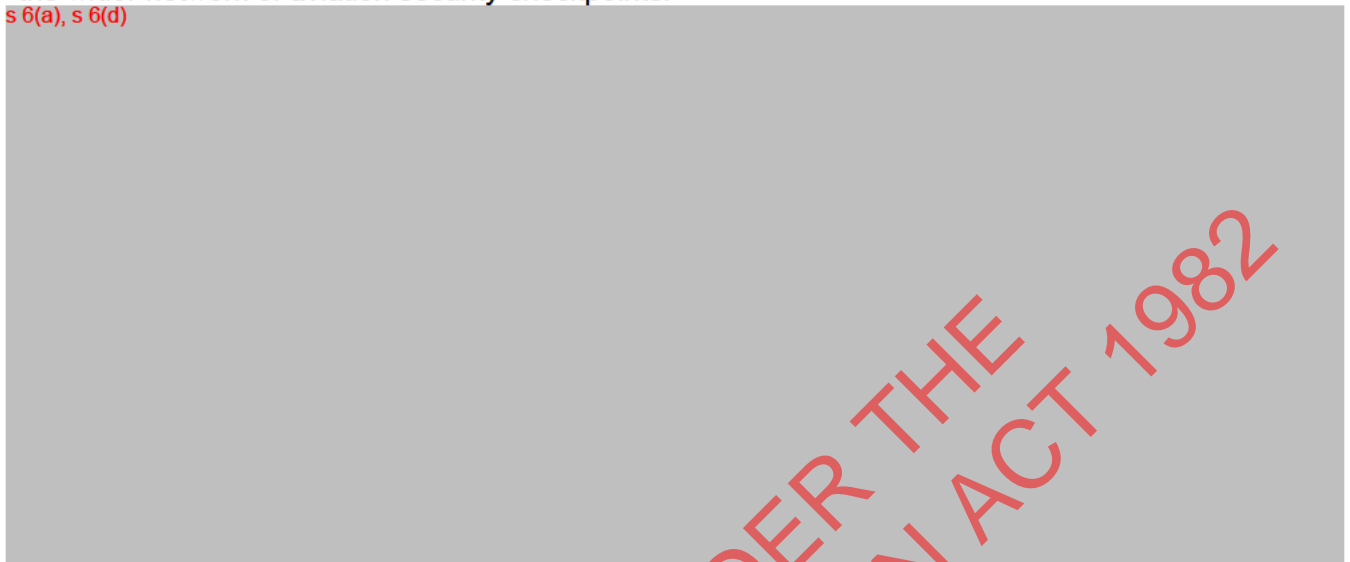
The Authority has collaborated with Wellington Airport to pilot the use of LiDAR (Light Detection and Ranging) remote sensing technology to monitor and measure queue performance at the south-west pier domestic aviation security checkpoint. The technology is non-intrusive and anonymous, providing both real-time and historical views of wait times in different parts of the security checkpoint.

This pilot has demonstrated the ability to accurately measure wait times at different parts of an aviation security checkpoint in a highly scalable manner. It provides insights into where efforts and/or resources should be targeted to optimise the operation of a checkpoint, enhancing both security outcomes and passenger facilitation. Greater insights into the expected wait time can be used to better manage passenger expectations and experience.

(Continued)

The Authority is currently exploring options to implement queue measurement technology across the wider network of aviation security checkpoints.

s 6(a), s 6(d)



#### complaints about Aviation Security – further updates

The Weekly Report for the week ending 15 January 2023 included an update with regards to s 9(2)(a) and his position on AvSec's approach to pat-downs. As advised, in addition to extensively investigating s 9(2)(a) complaints between 2018 and 2021, more recently the Authority has met with s 9(2)(a) to engage on screening processes. While these conversations have been constructive and open, s 9(2)(a) has continued to iterate his view that an independent review is required.

That same week the *New Zealand Herald* released an article on the matter based on an OIA request (the Authority did not know if or when the article would be published). The article did not name s 9(2)(a).

On Tuesday 30 January 2023, s 9(2)(a) provided the Authority with a letter reiterating his concerns and desire for an independent review. Copies of this letter went to the *New Zealand Herald* and the Ministry of Transport. It is possible that your Office may receive media enquiries as a result. We would suggest that any enquiries are directed to the Authority or the Ministry in the first instance, and we are happy to engage with your Office further on this.

#### Media coverage of a complaint about screening at Auckland International earlier in January

The Authority was contacted by a journalist regarding a complaint from a woman with Type 1 diabetes about her experience at the Auckland international screening point, which she had written about in a Facebook group for Type 1 diabetics in New Zealand. The journalist has since engaged with the woman directly and has encouraged her to submit a complaint to us directly to enable us to investigate the situation fully, which was received on Wednesday 31 January 2024.

We are in the process of investigating the complaint and will take appropriate action to address any issues identified.

We have also recently been approached by Diabetes NZ to produce educational resources for people with different or specific needs when being screened, and which can be used to support training processes for our people. This engagement is ongoing.

(Continued next page)

The journalist is proceeding with a story addressing the individual's concerns, for which our Group Operations Manager Karen Urwin has been interviewed. That story is anticipated to be published soon, but timing is not clear.

#### **Letter to the Minister from the Office of the Auditor-General**

You will soon receive a letter from the Office of the Auditor-General (OAG) informing you of the results of the Civil Aviation Authority audit for the year ended 30 June 2023.

OAG has issued an unmodified audit opinion on the Authority's financial statements, and a qualified opinion in relation to one of the Authority's performance measures: "All certificates or licenses that we issue (for personnel, organisations, aircraft, and service providers) meet our quality and timeliness standards."

Auditors considered that this performance measure could not be sufficiently supported and recommended that the Authority review the performance measure, associated process, and methodology. This finding was not about the regulatory decisions relating to certificates or licences, but our internal processes for reporting.

This work was already underway at the time of the Audit, as the Authority had previously engaged an independent auditor to review the process for this performance measure.

s 9(2)(ba)(i)

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8 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

s 9(2)(ba)(i)

**Communications and External Engagement**

**Media plan – 7 days from Wednesday 31 January 2024**

Date (planned)	Item	Description	Targeted media
Wednesday 31 January 2024	Anticipated media article	Media interest in a person with diabetes who had a negative experience at security screening, in relation to their medical devices.	RNZ
Friday 9 February 2024	General release	Work Together, Stay Apart safety campaign Statement of Commitment launch	All main NZ publications & aviation specialist media

**Media mentions – 7 days to Tuesday 30 January 2024**

Date	Activity	Channel
Saturday 27 January 2024	<i>“It’s changed me” Rachel Jordan opens up about life after chopper crash</i> A story about wedding photographer Rachel Jordan’s recovery journey following the helicopter crash at Terrace Downs in 2021. The CAA investigation is ongoing.	Northern Advocate / NZ Herald
Monday 29 January 2024	<i>Editorial: Airline safety videos - no room for life-saving message to get lost in the scenery</i> A story about Qantas’ new in-flight safety video. Questions are raised about the balance between making safety videos engaging and entertaining, while making the safety messages clear.	NZ Herald
Monday 29 January 2024	<i>The Panel – in-flight safety videos</i> Deputy Chief Executive Aviation Safety David Harrison is featured on RNZ’s The Panel, discussing in-flight safety videos and the balance between entertainment and safety messaging.	RNZ



## 8 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
February/ March 2024	How to be a pilot	GAP booklet (update)	BAU version update
February/ March 2024	Wake turbulence	GAP booklet (update)	Revision to align with AIPNZ changes from Thursday 22 February 2024
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
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
June 2024	Vector Winter Issue	Aviation industry magazine	A way of getting relevant safety information to industry in an easy-to-read format
TBC	In, Out and Around Manawatu	GAP booklet (update)	BAU version update
TBC	Weight and balance	GAP booklet (update)	BAU version update

## 8 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES



## New inquiries / International Assistance

**A new marine inquiry MO-2024-201 opened by the Commission on 25 January 2024.**

Maritime New Zealand notified the Commission at 9:30pm on Wednesday 24 January 2024 of an accident involving the New Zealand-registered scenic cruise vessel *M.V. Fiordland Navigator* at about 6:15pm on Wednesday 24 January 2024 near Doubtful Sound.

The circumstances reported to date are that the vessel ran aground near Crooked Arm in Doubtful Sound. Following this, the vessel refloated with the tide and returned to its berth at Deep Cove; however, it sustained a breach in its hull and has been taking on water. At the time of the accident there were 57 passengers and 10 crew onboard. All passengers were safely evacuated, and no injuries have been reported.

The Commissioner has opened an inquiry under section 13(1)b of the Transport Accident Investigation Commission Act and appointed **Rob Thompson** and **Tim Burfoot** to conduct the initial site investigation.

## Media heads up

Nil



No update this week.

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## Directory

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# Weekly Report to the Minister of Transport

For the week ending 9 February 2024

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# 1 Transport officials meeting agenda

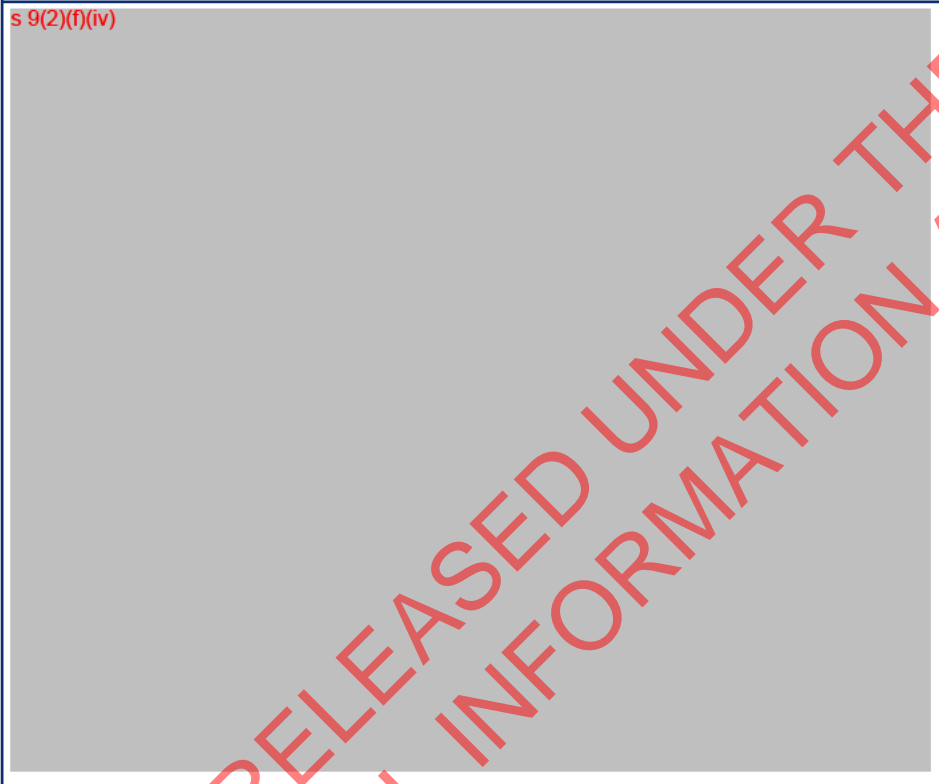


## Agenda - Minister Brown officials' meeting

<b>Day   Date</b>	Monday 12 February 2024		
<b>Time</b>	1.00pm – 1.45pm		
<b>Venue</b>	Parliament – EW5.1R		
<b>Ministry of Transport (MoT) attendees</b>			
Audrey Sonerson, Chief Executive			
Brent Johnston, Chief of Staff			
David Wood, Deputy Chief Executive, Investment and Monitoring			
Paul O'Connell, Deputy Chief Executive, Sector Strategy			
Tim Herbert, Manager, Investment			
Jess Edlin, Principal Advisor			
<b>New Zealand Transport Agency (NZTA) attendees</b>			
Nicole Rosie, Chief Executive			
<b>Part 1</b>	<b>Ministry of Transport</b>	<b>Lead</b>	<b>Paper reference</b>
1.1	Weekly Report	Audrey Sonerson	
1.2	GPS	Paul O'Connell	
1.3	Budget 2024 <sup>s 9(2)(f)(iv)</sup>	David Wood	OC240075
<b>Part 2</b>	<b>New Zealand Transport Agency</b>	<b>Lead</b>	<b>Paper reference</b>
2.1	Weekly Report	Nicole Rosie	

## 2 ACTIONS FROM TRANSPORT OFFICIALS MEETING

## 2 Actions from transport officials meeting

Meeting with the Ministry of Transport (the Ministry) – Monday 5 February 2024	Due date
<b>Auckland Light Rail (ALR)</b> <ul style="list-style-type: none"> <li>Officials to provide weekly updates of expected wind-down costs of ALR.</li> </ul>	Ongoing.
<p>s 9(2)(f)(iv)</p> 	Completed.
<b>EV transition to RUC</b> <ul style="list-style-type: none"> <li>Officials to provide advice on options to address vehicle owners modifying PHEV vehicles to remove charging plugs.</li> </ul>	The Ministry has provided you with a draft Bill that includes the definition for PHEVs. The cover briefing explains the options NZTA is considering to manage the operational matters regarding the modification of PHEVs.
<b>ICAO</b> <ul style="list-style-type: none"> <li>Officials to provide a full briefing on the findings of the recent ICAO audit and actions taken by CAA.</li> </ul>	Friday 16 February 2024.

**2 ACTIONS FROM TRANSPORT OFFICIALS MEETING**

Officials Meeting date	Action	Due date	Progress update
15 January 2024	<b>Revenue System</b> Officials to develop advice and work programme <sup>s 9(2)(f)(iv)</sup>	Initial report back expected in 3 months.	We have provided you a briefing with options for committing to a fleet-wide transition to road user charges and reporting back to Cabinet on the revenue system.
31 January 2024	<b>Clean Car Standard</b> <sup>s 9(2)(f)(iv)</sup>	9 February 2024.	Actioned through Budget 24 Vote Transport briefing.

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### 3 Updates on 100-Day Plan

#### 100 Day Plan updates

##### **Confirming investment priorities for GPS24**

A revised draft GPS 2024, incorporating your feedback, and a draft Cabinet paper have been provided for your review.

Following approval from your Office, we have commenced departmental consultation on the draft GPS (strategic direction only, not funding package) and are expecting to receive departmental feedback by midday on Monday 12 February 2024.

We will provide a final draft of the GPS and Cabinet paper following ministerial engagement. Exact timeframes for lodging with Cabinet office will be confirmed on receipt of this feedback.

We will provide an outline of our proposed consultation plan on Thursday 15 February 2024.

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

##### **Cancel Auckland Light Rail**

We provided a budget for the wind down on Friday 2 February 2024, and will be providing weekly updates from the company on that budget until 31 March 2024.

This week we also provided the proactive release of the briefings associated with the decision.

*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) is scheduled to be lodged for consideration at the Cabinet Legislation Committee on Thursday 15 February 2024. The Bill is on track to be ready for introduction in February 2024.

*Responsibility: David Wood, DCE, Investment & Monitoring Group*

##### **Resetting approach to speed limits**

We met with you on Thursday 25 January 2024 to discuss key issues for inclusion in a new Land Transport Speed Rule. We have now provided your Office with a briefing to confirm the key policy changes and a revised timeline for the development of the new Rule.

*Responsibility: Bronwyn Turley, DCE, Regulatory Group*



## 4 Upcoming briefings

Briefings to Minister Brown – Other Priorities	Due date
<p><b>Submission to Minister of Finance: Budget 2024, including</b> <sup>s 9(2)(f)(iv)</sup></p> <p><sup>s 9(2)(f)(iv)</sup></p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>EV charging infrastructure</b></p> <p>This briefing will provide advice on the status quo with respect to EV charging infrastructure and initial advice with respect to the Government's commitment to deliver 10,000 public EV chargers by 2030. The advice will support your upcoming roundtable with stakeholders (date TBC).</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Letter from Heart of the City requesting changes to the City Rail Link Targeted Hardship Fund</b></p> <p>This briefing will provide you with advice regarding the City Rail Link (CRL) Targeted Hardship Fund following the letter from Heart of the City requesting changes to how the fund is administered.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>North Shore Aero Club – Background</b></p> <p>This briefing will provide background to North Shore Aero Club's application for airport authority status under the Airport Authority Act 1966.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><sup>s 9(2)(ba)(i)</sup></p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>2022 ICAO Security Audit</b></p> <p>This is a joint briefing from the Ministry and the Civil Aviation Authority (CAA) that will provide you with information on the 2022 ICAO security audit of New Zealand, recommendations and next steps.</p> <p><i>Responsibility: Bronwyn Turley, Acting DCE, Regulatory Group</i></p>	<p>Week ending 16 February 2024.</p>

## 4 UPCOMING BRIEFINGS

Briefings to Minister Brown – Other Priorities	Due date
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Draft letters of expectations for Crown entities</b></p> <p>The Ministry will provide you with draft letters of expectations for each of the transport Crown entities for which you are responsible (NZTA, CAA and CRL).</p> <p>Note: The draft letter of expectation for CAA may be delayed to the week ending 23 February 2024 to allow coordination with broader advice on aviation matters.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Civil Aviation Authority Funding</b></p> <p>s 9(2)(f)(iv)</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Road safety</b></p> <p>This briefing will provide initial advice on the development of a new Road Safety Objectives and Actions document to replace the current Road Safety Strategy for your consideration and direction.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 1 March 2024.</p>

Briefings to Minister Brown – Routine Matters	Due date
<p><b>Meeting with StraitNZ on 15 February 2024</b></p> <p>This briefing will provide you with key context and potential talking points for your upcoming meeting with Shane McMahon, CEO, and Nicki Crauford, Chair and Director of StraitNZ.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Aviation Security overview</b></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>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Meeting with TR Group on 23 February 2024</b></p> <p>This briefing will provide you with key context and potential talking points for your upcoming meeting with TR Group, focused on decarbonising heavy transport.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Aviation New Zealand parliamentary function</b></p> <p>This briefing will provide you with background information to support a speech you are giving at the Aviation New Zealand parliamentary function.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Release of the Road to Zero Annual Monitoring Report 2022</b></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 our website.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>

## 4 UPCOMING BRIEFINGS

Briefings to Minister Brown – OIA Briefings	Due date
<p><b>Official Information Act request from s 9(2)(a) for a list of documents sent to the Minister of Transport between 16 December 2023 and 25 January 2024.</b></p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Official Information Act Request from s 9(2)(a) for the most recent advice that mentions climate change and carbon emissions</b></p> <p>Due date has been extended.</p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Official Information Act request from s 9(2)(a) for a list of information sent to the Minister of Transport in December 2023, and a Cabinet paper on ending the Clean Car Discount Scheme</b></p> <p>Due date has been extended.</p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</i></p>	<p>Week ending 23 February 2024.</p>

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## 5 Key updates

**Minister Brown**

s 9(2)(f)(iv)

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Responsibility: Siobhan Routledge, Acting DCE, Policy Group



5 KEY UPDATES

<b>Minister Brown</b>	
<b>Roundtable for Transport Chief Executives on Second Emissions Reduction Plan (ERP 2)</b>	
<p>The Ministry for the Environment (MfE) is leading early engagement with a range of stakeholders across various sectors on the development of ERP 2. A transport chief executives roundtable, hosted by Audrey Sonerson and James Palmer (Secretary for the Environment) is being planned for March 2024. We can provide a list of invitees to your Office in case there are other stakeholders you would like invited.</p> <p>Chief executives will be invited from representative organisations and individual companies including exporters, ports, and vehicle importers and manufacturers.</p> <p>The focus of the roundtable will be to obtain insight from these business leaders' experiences with the first Emissions Reduction Plan, to signal the Government's plans for ERP 2, and to provide a forum for business to contribute their ideas.</p> <p>This roundtable could be an opportunity for you to both engage with stakeholders and outline your intentions by making opening remarks about the Government's likely priorities for ERP 2. Please advise us if you would like to make opening remarks at this event.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p><b>Next steps:</b></p> <p>If you would like to attend this event, we will work with your Office to arrange your participation. We would also provide you with a meeting briefing and talking points before the roundtable. We would also work with your Office as to whether you would like to invite any additional participants.</p>
<p>s 9(2)(f)(iv)</p> <p>RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982</p>	

<b>Minister Brown</b>	
<p>(Continued)</p> <div style="background-color: #cccccc; height: 100px; width: 100%;"></div> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	
<b>Disestablishment of Auckland Light Rail Ltd. - Delegations</b>	
<p>Auckland Light Rail (ALR) Ltd.’s Shareholding Ministers previously agreed (OC231014 refers) to delegate to you decision-making functions and powers under the Project Planning and Funding Agreement (PPFA) on the treatment of assets, intellectual property, and contracts (in each case, up to \$1 million plus GST), with power for you to sub-delegate those functions and powers to the Ministry’s Chief Executive. The delegation excludes decisions in relation to ALR Ltd.’s land holding, which still needs to be considered by all Shareholding Ministers.</p> <p>Decisions that may arise under your delegation relate to the treatment of assets, intellectual property, and contracts on behalf of the Shareholding Ministers as part of the wind up of ALR Ltd. For example, it could include making decisions about whether assets or intellectual property are disposed of or transferred, and if the latter, which entity they are to be transferred to. At the time that the wind-up was initiated, we advised you that there would be a potentially large number of small assets that would need to be dealt with and that we intended to seek a sub-delegation to support timely decision-making.</p> <p>Based on ALR Ltd.’s most recent financial forecast (OC240081 refers) and subsequent discussions with the company, it now appears unlikely that a sub-delegation will be needed. The Ministry understands nearly all the decisions which relate to the wind-up of ALR Ltd. are within the scope of the Board’s decision-making remit under the PPFA, and that where direction from the Crown is needed a sub-delegation is unlikely to expedite matters.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p><b>Next steps:</b> No further action is required unless you would like to sub-delegate financial decision making to the Secretary of Transport.</p>

## 6 Cabinet papers

Committees	
<b>Cabinet</b>	
12 February 2024	None this week.
<b>Executive Council</b>	
12 February 2024	None this week.
<b>100-Day Committee</b>	
20 February 2024	<p><b>GPS2024 – approval of funding and release of the GPS 2024 public consultation draft</b></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: Paul O'Connell, DCE, Sector Strategy</i></p>
26 March 2024 (or to relevant policy committee once established)	<p><b>Report back on disestablishment of Auckland Light Rail Ltd</b></p> <p>This paper will respond to an invitation from Cabinet to report back on progress on disestablishing Auckland Light Rail Ltd, including the future of its land holding and disposition of its other assets and the settlement of obligations and liabilities.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
<b>Cabinet Business Committee (CBC)</b>	
(Date TBC)	<p><b>Report back on the fleet-wide transition to road user charges</b></p> <p>This paper will advise on options to progress the fleet-wide transition to road user charges, as sought by Cabinet as part of the decisions to apply road user charges to electric vehicles (CAB-23-MIN-0494). Following our meeting with you on the revenue system, the paper will also include a progress update on the wider revenue system work programme.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
<b>Cabinet Legislation Committee (LEG)</b>	
15 February 2024	<p><b>Approval to introduce: Land Transport Management (Repeal of Regional Fuel Tax) Amendment Bill</b></p> <p>This paper will seek approval to introduce primary legislation to repeal the regional fuel tax legislation. This timeframe is required to meet the Government's commitment to introduce the legislation within the first 100 days.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>

Committees	
22 February 2024	<p><b>Approval to introduce: Road User Charges Amendment Bill</b></p> <p>This paper will seek approval to introduce primary legislation that will bring electric vehicles into the road user charges system. We have provided you with a draft Cabinet paper for the Cabinet Legislation committee seeking authorisation to introduce the Bill to the House. The timeframes will be very tight if we are to include two weeks for Select Committee consultation.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
29 February 2024	<p><b>Government response to the Report of the Petition Committee on making mobility parking enforceable on all public use property</b></p> <p>This paper will seek approval to submit the Government response to Parliament on the Petition Committee's recommendations related to a petition on 'making mobility parking enforceable on all public-use property and increase fines'.</p> <p>Parliamentary rules require the Minister to present the government response to Parliament no later than Wednesday 15 March 2024.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>
February 2024 (TBC)	<p><b>Government Response to the Report of the Regulations Review Committee on the Complaints About the E-Scooters (Declaration Not to Be Motor Vehicles) Notice 2018</b></p> <p>This paper seeks agreement to a proposed Government Response to the Report of the Regulations Review Committee on the Complaints About the E-Scooters (Declaration Not to Be Motor Vehicles) Notice 2018. Subject to your expectations, the response accepts in principle the Committee's recommendation to improve the regulation of e-scooters.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory 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.*

No Cabinet papers led by other agencies this week.

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## 8 Associate Minister of Transport

### Upcoming briefings

Briefings to Minister Doocey – Other Priorities	Due date to Minister's Office
<p><b>Draft letters of expectations for Crown entities</b></p> <p>The Ministry will provide the Associate Minister with draft letters of expectations for each of the transport Crown entities that fall within his delegated authority (Maritime New Zealand and Transport Accident Investigation Commission), and background information on the Associate Minister's responsibilities in relation to Crown Entity Monitoring.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Maritime Rule Amendments (International Omnibus)</b></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>March TBC.</p>
<p><b>Review of maritime legislation</b></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>February TBC.</p>

## 0 UPCOMING BRIEFINGS

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p><b>Air New Zealand and Singapore Airlines Alliance Reauthorisation – final advice</b></p> <p>This briefing will provide our final recommendation and a report containing our full analysis regarding the authorisation of the Air New Zealand and Singapore Airlines Strategic Alliance Agreement.</p> <p>The current authorisation expires on 28 March 2024. The airlines have asked for a decision well in advance of this date, as the decision influences business planning.</p> <p><i>Comment on due date change:</i></p> <p>Briefing delayed by a week due to other priorities impacting finalisation of analysis.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Background to Air Services Agreements</b></p> <p>This briefing will provide a background on air services agreements, including their role in supporting tourism. It will set out future work items to progress, including the Association of Southeast Asian Nations (ASEAN) Air Services Agreement and Protocol, which require a Cabinet report back.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 16 February 2024.</p>
<p><b>Amendment to the New Zealand – India Air Services Agreement</b></p> <p>This briefing will recommend that, in consultation with the Minister of Foreign Affairs, the Associate Minister agrees to amend the Air Services Agreement. Negotiations with India have been completed.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>New Zealand – Solomon Island Air Services Agreement</b></p> <p>This briefing will recommend that, in consultation with the Minister of Foreign Affairs, the Associate Minister agrees to the new Air Services Agreement. Negotiations with Solomon Islands have been completed.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Review of landing charges at Milford Sound/Piopiotahi Aerodrome: proposal to consult</b></p> <p>This briefing will seek approval to consult on proposals to increase landing charges at Milford Aerodrome.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p><b>Meeting with the Maritime NZ Chair – 28 February 2024</b></p> <p>Minister Doocey is meeting with the Maritime NZ Chair Dame Jo Brosnahan on Wednesday 28 February 2024. This briefing provides background information and talking points in support of that meeting.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Declaration of a Major Maritime Event – Sail GP</b></p> <p>This briefing provides details of submissions received in response to your Notice to Declare a Major Maritime Event regarding SailGP recently published in the <i>New Zealand Gazette</i> and any suggested changes to the Declaration as a result. This briefing will also provide a Declaration of a Major Maritime Event for your consideration.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024</p>
<p><b>Air New Zealand and Virgin Australia Airlines Code Share Agreement Authorisation</b></p> <p>Air New Zealand and Virgin Australia have lodged an application seeking authorisation to give effect to a Codeshare Agreement. The approach for briefing the Associate Minister is to be confirmed. We typically provide initial advice before providing a final recommendation and analysis on whether to authorise the agreement.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC – April or May 2024.</p>
<p><b>Update on the Milford Opportunities Project – overview and next steps</b></p> <p>This briefing will provide an update and overview of the Milford Opportunities Project from a transport perspective.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>TBC.</p>
<p><b>New Zealand's Search and Rescue System</b></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>

## Cabinet papers

Committees	
<b>Cabinet</b>	
12 February 2024	None this week.
<b>Cabinet Economic Policy Committee (ECO)</b>	
28 February TBC	<p><b>Approval of proposed increases to the Maritime and Oil Pollution Levies</b></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 &amp; Monitoring Group</i></p>

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## 9 Updates from transport Crown entities and SOEs



### 100 Day action plan progress

TITLE	UPDATE
<p><b>Withdrawing from Let's Get Wellington Moving</b></p>	<p>NZTA worked with Let's Get Wellington Moving (LGWM) partners to finalise the formal disestablishment agreement which was signed off at the LGWM Partnership Board meeting on Thursday 8 February 2024.</p> <p>Contracts have either been closed (such as the Detailed Business Case contract with Aurecon Jacobs Joint Venture), placed 'on hold' (such as some contracts for the Golden Mile pending decisions post transition to Wellington City Council (WCC)) or continue, such as the contract for construction of the Aotea Quay roundabout. As LGWM was not an entity, all contracts are in the name of the Principal to Contract, the Partner. Where necessary, some contracts are being moved from one Principal to another. For example, from NZTA to WCC.</p> <p>As part of disestablishment planning, we have been assessing the costs to close-out the LGWM Programme. These include:</p> <ul style="list-style-type: none"> <li>• <span style="background-color: grey; color: red; font-size: small;">s 9(2)(f)</span></li> <li>• <span style="background-color: grey; color: red; font-size: small;">s 9(2)(f)</span></li> <li>• <span style="background-color: grey; color: red; font-size: small;">s 9(2)(f)</span></li> </ul>

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9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p>(Continued)</p> <p>s 9(2)(f)(iv)</p>
<p><b>Meet with councils and communities to establish regional requirements for recovery from Cyclone Gabrielle and other recent major flooding events</b></p>	<p><b>State Highway 1 Brynderwyn Hills</b></p> <p>We are making good progress on the necessary planning to close this section of State Highway 1 on 26 February 2024. The road will reopen for six days over the Easter period and the closure works will be completed by 13 May 2024.</p> <p>Mobilisation of equipment to site has commenced and procurement of material on site continues.</p> <p>Work to ensure the three alternate routes are efficient and effective continues to progress. We have notified high productivity motor vehicle (HPMV) permit holders of their detour route during the closure and finalised a bylaw to restrict truck-and-trailer units on the east scenic route. This bylaw is required to prevent large trucks accessing this route owing to high risk of their getting stuck on sharp corners and subsequent route blockage.</p> <p>We continue to work with our Northland partners in developing the detour campaign promoting the scenic and alternative routes, and a tourism campaign focussed Northland being 'open for business'. Confirmed detour route details were released the week ending 9 February 2024 and are available on the project webpage and NZTA communication channels. Weekly e-newsletters started the week ending 9 February 2024 and will run through until the end of the closure (13 May 2024).</p> <p><b>Gisborne</b></p> <p>A workshop was held with Gisborne District Council to resolve outstanding issues with their emergency works funding applications (for response activities). Discussion has helped to support their next response and recovery funding application, and to provide guidance on their strategic approach to long-term rebuild. A follow up workshop is scheduled for late February 2024.</p> <p><b>Transport Rebuild East Coast</b></p> <p>Transport Rebuild East Coast (TREC) is planning a series of drop-in engagement sessions with communities in Hawke's Bay and Tairāwhiti, which will take place over coming months.</p> <p>(Continued next page)</p>

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p>These sessions will allow communities to share their thoughts on the ongoing recovery work and the potential rebuild work. The rebuild work will be focused around the seven business case projects that have been identified as part of a national prioritisation process across the areas affected by the North Island Weather Events.</p> <p>TREC has met with the recently appointed Director of Community Lifelines at Gisborne District Council. The meeting covered key big picture topics, including broader outcomes and programming. TREC will continue to build on this initial conversation moving forwards.</p> <p>NZTA has entered an agreement with the trustees of Te Kurī a Tuatai marae in Awapuni, Gisborne to deliver accommodation for around 50 TREC workers. Pending Māori Land Court approval, resource consents and an archaeology survey, the partnership intends to build a village consisting of 17 3-room units with shared kitchen, dining, and recreation rooms. This will provide housing and a community hub for TREC team members coming into the region to support the local workforce. TREC will work with local suppliers to undertake the construction and supply of the village buildings. The buildings will be constructed offsite and then moved into place at the marae.</p>
<p><b>Repeal the Clean Car Discount (CCD) scheme by 31 December 2023</b></p>	<p>We previously advised that after Wednesday 31 January 2024, NZTA has no authority under the revised Ministerial Direction and Funding Deed to take any further enforcement action under the CCD scheme. We would like to amend this statement to clarify that although NZTA is unable to process applications after 31 January 2024, NZTA will continue to administer the scheme through to 30 June 2024.</p>

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

## Key updates




TITLE	UPDATE
<p><b>Implementation of speed limit changes in north Auckland and Northland</b></p>	<p>Following approval from the Director of Land Transport, NZTA will publish the approved speed limit changes for Northland and north Auckland on Tuesday 20 February 2024, and notify partners, stakeholders and communities of the outcome. Speed limits on sections of the following state highways will be changing:</p> <ul style="list-style-type: none"> <li>• State Highway 1 Pukenui to Kaitaia</li> <li>• State Highway 15 from State Highway 1 (north of Kaikohe) to Otaika</li> <li>• State Highway 14 Dargaville to Whangārei</li> <li>• State Highway 1 Kawakawa to Whangārei</li> <li>• State Highway 11 Kawakawa to Paihia</li> <li>• State Highway 1 Whangārei to Te Hana</li> <li>• State Highway 12 Ōmāpere to Kaikohe</li> <li>• State Highway 12 Brynderwyn to Ōmāpere</li> <li>• State Highway 16 Wellsford to Waimauku</li> <li>• State Highway 1 Te Hana to Warkworth</li> <li>• State Highway 10 Pakaraka to Taipa</li> </ul> <p>Speed limit changes will target short sections; through townships and close to schools and marae, and do not affect the entire stretch of state highway. In total, the approved changes include 54 new permanent speed limit changes and new electronic (variable speed limit) signs across 34 schools.</p> <p>Implementation will start with select locations on State Highway 1 Pukenui to Kaitaia in Northland, effective from 4 March 2024 with the remaining state highways rolled out gradually over the course of the year.</p> <p>These state highways were selected as priority sections for consideration following strong support and genuine safety concerns from the community and local stakeholders.</p> <p>Communications will begin to be rolled out from Tuesday 20 February 2024 and include notification letters to partners, stakeholders and schools, website updates, media release and e-newsletter updates to subscribers and submitters. Closer to the 4 March 2024 'go-live' date, the local community in Northland will be notified of the enforceable speed limit changes via targeted print, radio and digital advertising, and social media updates.</p> <p>This suite of communications collateral is available to send to the Minister's Office upon request.</p>

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
<b>Summer Maintenance Report update</b>	An update on our summer maintenance activity is provided in the appendix.
<b>Coastal Shipping Activity Class – MOVE Logistics breach of contract and repayment request</b>	<p>MOVE Logistics (MOVE) are one of four successful suppliers engaged under the coastal shipping activity class. NZTA has invested a total of \$30 million in coastal shipping in the 2021-24 National Land Transport Programme.</p> <p>MOVE has notified NZTA that it is no longer able to deliver its proposal as agreed under our coastal shipping co-investment funding agreement. Our funding agreement with MOVE totalled \$10 million, of which we have made two milestone payments totalling \$3.75 million.</p> <p>NZTA has issued two letters to MOVE. One letter gave written notice of termination for material breach, and the second requested evidence of the allocation and use of funding under the Agreement. MOVE responded stating that they dispute the material breach but agreed to terminate the funding agreement. MOVE also confirmed they are pursuing repayment of funds which had been passed to their supplier (Southern Oceans) and that any monies recovered would be passed back to NZTA.</p> <p>s 9(2)(h)</p> 
<b>Safe Vehicles campaign</b>	<p>On Sunday 18 February 2024, a new road safety campaign will go live across a range of media channels aimed at getting more people into safer vehicles, as modelling shows this will achieve some of the biggest reductions in deaths and serious injuries on our roads.</p> <p>The key objectives of the campaign are to raise awareness of safety ratings and get vehicle owners to visit our Rightcar website to check their vehicle's safety rating, as this provides the best indication of the level of protection people have in a crash. This is the focus because our research has found only around 15 percent of New Zealanders who own a 1 or 2-star vehicle know its safety rating, however when made aware of their rating, 95 percent said they would purchase a safer vehicle next time.</p> <p><i>(Continued next page)</i></p>



9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p>The advertising campaign features ‘cardboard’ vehicles (see examples below) to help raise awareness of our vulnerability in low safety rated vehicles which are over-represented in death and serious injury statistics. The advertising includes a call-to-action to visit the Rightcar website. The website is being updated prior to the campaign launch with supporting information about basic safety checks, safe driving and other actions people can take to stay safe on the roads (regardless of the safety rating of their vehicle and their ability to buy a higher-rated car).</p>
	 

Media updates

TITLE	UPDATE
<p><b>State Highway 10 Kāeo Bridge upgrade</b></p>	<p>A media statement is planned for release during the week commencing 12 February 2024 to advise motorists that two-way traffic on the new bridge has been brought forward to 24 February 2024 in preparation for the closure of State Highway 1 Brynderwyn Hills on 26 February 2024.</p>
<p><b>State Highway 1B Telephone Road</b></p>	<p>A media statement was issued on Thursday 8 February 2024 reporting on the results of a community survey on the closure of State Highway 1B Telephone Road in the Waikato, and the appetite for the longer term option of realigning Telephone Road so that it connects directly onto Marshmeadow Road.</p>
<p><b>Connecting Tairāwhiti works</b></p>	<p>A media statement is planned for release during the week commencing 12 February 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 will make State Highways 2 and 35 more resilient and safer for drivers.</p>



## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p><i>(Continued)</i></p> <p>We will also take the opportunity to update people on the progress of building a retaining wall at Devil's Elbow on State Highway 2.</p>
<p><b>Ōtaki to Ohau flexible median barrier</b></p>	<p>A media statement is planned for release during the week commencing 12 February 2024 to combine progress on these safety improvements and safety messages around the flexible median barrier on this stretch of road. The release will note that the barrier has been struck several times since it was installed, with each barrier strike representing the prevention of a potentially serious crash.</p>
<p><b>State Highway 51 Napier roundabout construction</b></p>	<p>A media statement is planned for release during the week commencing 12 February 2024 as a progress update on the roundabout at the intersection of State Highway 51 and Awatoto Road, in Napier. The release will highlight what is next in the construction process, including upcoming traffic management when the existing road is realigned to 'tie-in' with the roundabout, and the switch for traffic from late February 2024 which will allow for the next stage (for example the garden, landscaping, and shared path).</p>
<p><b>One year on from Cyclone Gabrielle</b></p>	<p>An op-ed column will be provided to local media outlets for publication on Wednesday 14 February 2024, to coincide with the one-year anniversary of the arrival of Cyclone Gabrielle.</p>

## Appendix

### Summer Maintenance Report

As at 31 December 2023, 981 lane kilometres of renewals had been delivered, out of a revised programme of 2,336 lane kilometres. This equates to 42 percent of the total programme completed and is a similar position to the 2022/23 delivery as at the end of December 2022 (prior to the North Island weather events), and better than the two years prior.

The 2023/24 summer maintenance programme represents the most significant programme undertaken to date and equates to approximately 9.5 percent of the state highway network receiving renewal.

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.

*(Continued next page)*

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Please note:

- Delivery data is received on the 20th of the following month (i.e., delivery data for January 2024 will be received by NZTA on 20 February 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.

**December year-to-date percentage comparison to the last three years:**

Year	Delivery as at 31 December
2020/21	641.41 lane km out of 1816 (35%)
2021/22	670.88 lane km out of 2185 (30%)
2022/23	866.81 lane km out of 2051 (42%)
2023/24	981 lane km out of 2336 (42%)

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

	2023/24 Dec Baseline (SPE)	YTD Programme Achieved	23/24% SPE delivered
Pavement resurfacing (lane km)	2117	918	43%
Pavement rehab (lane km)	144	52	36%
SCRIM (lane km)	75.6	11.3	15%
Total	2336.6	981.3	42%
ATP rumble strips (lane km)	681	151	22%
Drainage - culverts (m)	2312	373	16%
Drainage - channels/drains (m)	23238	4846	21%

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

## Current spend by type as at 31 December 2023:

Type	Actual	Actual vs Allocation %
Pavement resurfacing - chipseal	\$33,014,021	54%
Pavement resurfacing – thin asphaltic concrete	\$32,267,078	60%
Pavement rehabilitation	\$39,565,517	43%
SCRIM	\$854,609	11%

## Delivery breakdown by region as at 31 December 2023:

Regions / Networks	Chipseal Resurfacing		Thin Asphalt Concrete (AC)		Skid Resistance (SCRIM)		Pavement Rehab		TOTAL	
	In.km	% of Prog.	In.km	% of Prog.	In.km	% of Prog.	In.km	% of Prog.	In.km	% of Prog.
Auckland + Northland	33.4	25%	38.6	37%	0.0	0%	0.4	5%	72	28%
Auckland	5.5	35%	36.7	37%	1.0	33%	0.0	0%	42	36%
Northland	27.9	23%	1.9	36%	0.0	0%	0.4	6%	30	22%
Waikato + BoP	202.0	34%	10.6	31%	4.9	16%	10.1	21%	228	32%
Central North Island	103.9	36%	1.7	21%	4.9	25%	17.2	65%	128	37%
Wellington	26.8	65%	26.3	62%	1.5	34%	2.6	32%	57	60%
NORTH ISLAND TOTAL	366.1	34%	77.2	42%	11.3	18%	30.2	34%	485	35%
Upper South Island	81.3	69%	5.1	73%	0.0	0%	2.1	85%	89	68%
Canterbury, West Coast	184.8	58%	4.2	41%	0.0	0%	6.5	46%	196	57%
Otago + Southland	190.0	59%	9.2	65%	0.0	0%	13.3	50%	212	58%
SOUTH ISLAND TOTAL	456.1	60%	18.5	59%	0.0	0%	22.0	52%	497	59%
Grand Total	822.2	45%	95.7	44%	11.3	15%	52.2	40%	981	43%

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

**Commentary**

The season is not symmetrical (i.e. the Christmas/New Year holiday period is not the mid-point of our renewal season), hence 42 percent overall is the average position across the network. Reporting is only captured in the Road Assessment and Maintenance Management (RAMM) database when the work is 100 percent complete, so we typically underreport 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. 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.

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## Key highlights

### Safer Boating Forum Leadership Group strategy meeting



The Safer Boating Forum Leadership Group met on Thursday 1 February 2024 as part of its responsibility for providing strategic direction to the Safer Boating Forum. The Forum is a formal network representing a cross-section of national and regional government agencies, boating organisations and the marine industry, involved in promoting recreational boating safety in New Zealand. The Leadership Group is comprised of representatives from across the Forum, including Coastguard NZ, Yachting NZ, NZSUP Safety, and regional harbourmasters. Maritime NZ leads the

Forum and Leadership Group and works with Forum members to coordinate safe boating activities.

Discussion at this meeting focused on reviewing progress toward delivering the recently released Recreational Craft Strategy 2023-2025. This included confirming that the highest priority was to work toward the regulation and promotion of the use and wearing of lifejackets, including the need for consistency of approach in national regulation and local bylaws. You can expect that members of the Forum will wish to engage with you on these issues over the coming months.



The Recreational Craft Strategy 2023-2025 can be found on the Maritime NZ website at <https://www.maritimenz.govt.nz/media/tric0gv1/recreational-craft-strategy-2023-2025.pdf>

### Upcoming meetings and engagements

Date	Description	Purpose/Key issues to be covered
Monday 19 February 2024	Fortnightly meeting with Maritime NZ officials	We would like to discuss vessel safety around the coast of New Zealand and the work on emergency offshore response capability.



## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

**Operational updates**

Nil this week.

**Maritime in the media**

Maritime NZ issued a press release on Friday 2 February 2024 looking back on summer recreational craft activities and looking ahead to Waitangi Day. *TV3 Newshub* (alongside the Wellington Harbourmaster), *RadioNZ* and *NZME* radio picked up this opportunity. There was good coverage to remind recreational craft users about the risks on the water during a high-risk long weekend.

Maritime NZ was asked by the *Grey Star* about a rescue coordinated by the Rescue Coordination Centre NZ in the Grey Valley on 2 February. We provided a statement confirming a mountain biker was airlifted to Christchurch after sustaining a serious leg injury.

*Newsroom* published an article off the back of the release of the Maritime NZ Brief to Incoming Minister, entitled “Maritime NZ’s mayday call to Govt”. We were not contacted by the journalist about the article but were given a heads up on its release from the NZ Shipping Federation who were contacted for comment.

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**Aviation Security Service**  
Kaiwhakamaru Rererangi

## Key Updates

### Security screening queues update

During the past week queues at all NZ airports were managed effectively within acceptable facilitation standards.

### Certification pathway for *Dawn Aerospace's* high-altitude vehicle

The Authority has been working with *Dawn Aerospace* on the certification pathway for its *Aurora Mk II vehicle*, a recoverable platform designed to launch payloads into low-earth orbit in a manner similar to conventional aircraft. The Authority's Aircraft Certification and Part 102 teams have been liaising with the Space Agency (MBIE) regarding the High-Altitude Vehicle licence *Dawn Aerospace* needs for its *Aurora* aircraft now that it is capable of exceeding 60,000 ft. The *Aurora's* design is unique, complex, and presents significant certification challenges for this first of type aircraft. As part of MBIE's consideration of the High-Altitude Licence application, Authority personnel have provided MBIE staff with an overview and understanding of the aircraft certification process.

### Communications and External Engagement

#### Media plan – 7 days from Wednesday 8 February 2024

Date (planned)	Item	Description	Targeted media
9-February-24	General release	Work Together, Stay Apart safety campaign Statement of Commitment launch	All main NZ publications & aviation specialist media

#### Media mentions – 7 days to Tuesday 7 February 2024

Date	Activity	Channel
30 January 2024	Extensive damage' after Robinson chopper crashes near Arrowtown  Coverage across multiple media outlets of a Robinson R22 helicopter which crashed at Mt Hyde on Monday 29 January 2024. The following statement was provided: The Civil Aviation Authority can confirm that a R22 helicopter crashed on landing in Otago on 29 January. There were two occupants on board who were not injured but the helicopter suffered extensive damage. The pilot in command has submitted a full report to CAA with substantial information to support our evaluation of the accident. The helicopter will be removed from the site today.	<i>NZ Herald, Crux media, Wanaka App</i>

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Date	Activity	Channel
2 February 2024	Diabetic woman appalled by security officer's dismissive attitude at Auckland Airport  One woman has engaged with media about her experience with Aviation Security Service screening in December 2023. The article details her complaint and includes comments from Diabetes NZ and AvSec Group Operations Manager Karen Urwin.	RNZ, Stuff, NZ Herald
7 February 2024	Why does passenger screening differ from airport to airport?  An article about why passenger screening differs from airport to airport which mentions the Computed Tomography Scanners (CT) and how screening requirements are based on risk and set by the national regulator, in line with ICAO standards.	Stuff

## Upcoming communications and engagement

Planned release/publication	What	Type	Why
February 2024	Secure Your Aircraft	GAP booklet (update)	BAU version update
February/March 2024	How to be a pilot	GAP booklet (update)	BAU version update
February/March 2024	Wake turbulence	GAP booklet (update)	Revision to align with AIPNZ changes from 22 February 2024
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

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Planned release/publication	What	Type	Why
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

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### New inquiries / International Assistance

#### **A new aviation inquiry AO-2024-001 opened by the Commission on 7 February 2024.**

The Civil Aviation Authority notified the Commission on Wednesday 7 February 2024 of a rejected take-off that occurred at Timaru Aerodrome at about 0650 the same day, involving a Q300 passenger aircraft, registration ZK-NEF.

The circumstances reported to date are that the Q300 aircraft aborted an attempted take-off at speed and stopped at the end of the runway. There were no injuries and no damage to the plane.

The Commissioner has opened an inquiry under section 13(1) of the TAIC Act 1990 and appointed Hamish Johnstone as investigator in charge. They will be supported by Ian McClelland and Jeffrey Shearer.

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No update this week.

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## Directory

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# Weekly Report to the Minister of Transport

For the week ending 16 February 2024

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# 1 Transport officials meeting agenda



## Agenda – Minister Brown officials' meeting

<b>Day   Date</b>	Monday 19 February 2024		
<b>Time</b>	1.00pm – 1.45pm		
<b>Venue</b>	Parliament – EW5.1R		
<b>Ministry of Transport (MoT) attendees</b>			
Audrey Sonerson, Chief Executive			
Brent Johnston, Chief of Staff			
David Wood, Deputy Chief Executive, Investment and Monitoring			
Paul O'Connell, Deputy Chief Executive, Sector Strategy			
Karen Lyons, Director, Auckland			
Tim Herbert, Manager, Investment			
<b>New Zealand Transport Agency (NZTA) attendees</b>			
Nicole Rosie, Chief Executive			
Chris Bunny, Group General Manager, System Leadership & Acting Chief of Staff			
<b>Part 1</b>	<b>Ministry of Transport</b>	<b>Lead</b>	<b>Paper reference</b>
1.1	Weekly Report	Audrey Sonerson	
1.2	GPS Progress update	Paul O'Connell	
1.3	Budget 2024	David Wood	
1.4	Auckland Transport Work Programme	David Wood	Slide Deck
<b>Part 2</b>	<b>New Zealand Transport Agency</b>	<b>Lead</b>	<b>Paper reference</b>
2.1	Weekly Report	Nicole Rosie	



## 2 Actions from transport officials meeting

Meeting with the Ministry of Transport (the Ministry) – Monday 12 February 2024	Due date
<b>Speed</b> <ul style="list-style-type: none"> <li>Officials to provide draft Cabinet paper on Thursday 15 February 2024.</li> </ul>	Completed.
<b>Metropolitan Rail Operating Model (MROM)</b> <ul style="list-style-type: none"> <li>Officials to provide draft press release on MROM review.</li> </ul>	Completed.

Officials Meeting date	Action	Due date	Progress update
15 January 2024	<b>Revenue System</b> Officials to develop advice and work programme <sup>s 9(2)(f)(iv)</sup>	Initial report back expected in 3 months.	We have provided you a briefing with options for committing to a fleet-wide transition to road user charges and reporting back to Cabinet on the revenue system.
5 February 2024	<b>Auckland Light Rail (ALR)</b> Officials to provide weekly updates of expected wind-down costs of ALR	Ongoing.	

### 3 Updates on 100-Day Plan

#### 100 Day Plan updates

##### Confirming investment priorities for GPS 2024

Departmental consultation on the draft GPS 2024 closed on Thursday 15 February 2024. Officials will provide you with an updated GPS 2024 and a summary of departmental feedback received on Tuesday 20 February 2024 (OC240127 refers).

We are currently targeting the Cabinet Economic Policy Committee (ECO) on Wednesday 28 February 2024, with public consultation to begin following Cabinet approval on Monday 4 March 2024. Officials will provide you with an updated public consultation plan on Thursday 22 February 2024.

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

##### Cancel Auckland Light Rail

We are engaging with your Office regarding the timing and scope of a proactive release of the business case documents associated with the project. These documents are the subject of numerous requests under the OIA.

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

*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 considered by the Cabinet Legislation Committee on Thursday 15 February 2024, and will go to Cabinet on Monday 19 February 2024. The Bill is on track to be ready for introduction in the first 100 days.

*Responsibility: David Wood, DCE, Investment & Monitoring Group*

##### Resetting approach to speed limits

We have prepared a draft Cabinet paper on the policy direction of the new Rule, based on our previous briefing and meeting with you. 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><b>North Shore Aero Club – background</b></p> <p>This briefing will provide background to North Shore Aero Club’s application for airport authority status under the Airport Authority Act 1966.</p> <p><i>Comment on due date change:</i></p> <p>Date extended by one week as advised by your Office.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p>s 9(2)(ba)(i)</p> <p>[Redacted]</p> <p><i>Comment on due date change:</i></p> <p>Date extended by one week as advised by your Office.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Draft letters of expectations for Crown entities</b></p> <p>The Ministry will provide you with draft letters of expectations for each of the transport Crown entities for which you are responsible (NZTA, CAA and CRL).</p> <p><i>Comment on due date change:</i></p> <p>Date extended by one week as advised by your Office.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Civil Aviation Authority Funding</b> s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 23 February 2024.</p>

## 4 UPCOMING BRIEFINGS

Briefings to Minister Brown – Other Priorities	Due date
<p><b>Road safety</b></p> <p>This briefing will provide initial advice on the development of a new Road Safety Objectives and Actions document to replace the current Road Safety Strategy for your consideration and direction.</p> <p><i>Comment on due date change:</i></p> <p>This briefing is delayed by one week to allow consultation with NZTA.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 1 March 2024.</p>
<p><b>Air Navigation System Review</b></p> <p>This briefing responds to your request (following your meeting with New Zealand Airports) for background on the Air Navigation System Review and the Interim Aviation Council.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 1 March 2024.</p>
Briefings to Minister Brown – Routine Matters	Due date
<p><b>Meeting with Linda Meade about city and regional deals, and time of use charging</b></p> <p>This joint briefing with Department of Internal Affairs (DIA) will provide you with key context and potential talking points for your upcoming meeting with Linda Meade, focused on city and regional deals and time of use charging.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 23 February 2024</p>
<p><b>Meeting with TR Group on 23 February 2024</b></p> <p>This briefing will provide you with key context and potential talking points for your upcoming meeting with TR Group, focused on decarbonising heavy transport.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Meeting with General Motors</b></p> <p>This briefing will provide an overview of General Motors, who wish to discuss potential changes to the Clean Car Standard with you.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 23 February 2024.</p>



Briefings to Minister Brown – Routine Matters	Due date
<p><b>Aviation Security overview</b></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>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Aviation New Zealand parliamentary function</b></p> <p>This briefing will provide you with background information to support a speech you are giving at the Aviation New Zealand parliamentary function.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Reappointment of the Deputy Medical Convener</b></p> <p>This briefing will provide you with the paperwork to finalise the reappointment of the Deputy Medical Convener.</p> <p><i>Responsibility: David Wood, DCE, Investment and Monitoring</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Establishing a Transport Revenue Expert Advisory Group</b></p> <p>This briefing will advise you on the establishment of 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. <sup>s 9(2)(f)(iv)</sup></p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 1 March 2024.</p>
<p><b>Release of the Road to Zero Annual Monitoring Report 2022</b></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 our 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 1 March 2024.</p>

## 5 Key updates

Minister Brown	
Productivity Commission Report on improving economic resilience	
<p>The Productivity Commission (the Commission) is set to release its report on improving the resilience of the New Zealand economy to supply chain disruptions (the Report) on Tuesday 20 February 2024. The Ministry has reviewed the draft Report.</p> <p>The Report does not focus on transport issues due to the ‘medium term’ scope of the report, and to avoid overlap with or duplication of the Freight and Supply Chain Strategy. The Report notes that shipping and transport infrastructure bottlenecks were identified by 72.9% of submitters as among their top 5 supply chain concerns (with geopolitical events causing loss of market access the next most-identified concern for 47.5% of submitters). Concerns about shipping and transport infrastructure are consistent with issues raised by the freight sector during development of the Freight and Supply Chain Strategy.</p> <p>The Report includes a study that models the effect of representative supply chain shocks on economic outcomes, including an oil shock, a large technological change (such as a rapid uptake of synthetic milk production), and a broad geopolitical disruption. The oil shock has the largest impact on GDP and consumer welfare, while the technology shock affects the most jobs.</p> <p>One key finding is that government has designed and is implementing a wide range of strategies and initiatives with objectives that overlap with economic resilience, relating to a range of matters including transport and infrastructure. The Report finds that resources distributed across many strategies and initiatives are often insufficient to achieve their stated policy objectives, and that from an economic resilience perspective, these strategies and initiatives have lacked coherence, prioritisation, and a focus on results.</p> <p>The Commission’s recommendations include:</p> <ul style="list-style-type: none"> <li>• that Ministry of Business, Innovation and Employment (MBIE) should analyse and publish trade data to identify concentrated import and exports and should encourage industry to refine this analysis. The Ministry is engaging with MBIE and Ministry of Foreign Affairs and Trade (MFAT) on work related to critical supply chains,</li> <li>• that the Commerce Commission should extend its draft guidelines on collaboration and sustainability to anticipate and build resilience to slow-moving disruptions (such as climate change and geopolitical tensions). The Ministry will consider how this recommendation relates to our work on freight and supply chains (e.g. on data sharing in the freight sector to improve productivity and resilience), and</li> </ul>	<p><b>Next steps:</b></p> <p>We will keep you updated if any action is required for a government response to the Report.</p>

Minister Brown	
<ul style="list-style-type: none"> <li>using an economic resilience lens to review criteria for industry-focussed innovation funds, establishing a Long-term Advisory Group on Economic Resilience and Innovation to oversee implementation of a National Resilience and Innovation Strategy, and establishing an Interdepartmental Executive Board (IEB) to support effective public-sector engagement with a national resilience and innovation strategy.</li> </ul> <p>Previous Commission reports have involved a government response to the Commission’s recommendations. The approach to a response may be different for this Report, given the Government’s intention to disestablish the Commission. The Ministry will work with Treasury, MBIE and other agencies as necessary on any response, if required.</p> <p><i>Responsibility: Siobhan Routledge, Acting Deputy Chief Executive, Policy Group</i></p>	
Maritime Security Symposium Keynote Address	
<p>The 2024 Maritime Security Symposium is a triennial collaborative effort between the Centre for Strategic Studies and the Maritime Security Oversight Committee. It is scheduled for 13 June 2024 at the Rydges hotel in Wellington. You have been invited to deliver a short keynote address as Lead Minister Maritime Security.</p> <p>The day-long symposium supports maritime security sector engagement with domestic and overseas security partners and civil society groupings. Through a mix of presentations and workshops, the day will cover maritime security challenges and opportunities, the Blue Economy, and emerging technology. Attendees include maritime security practitioners from both the public and private sectors, academics, and legal professionals. The event also provides an occasion to launch the refreshed Maritime Security Strategy (on which we will brief you separately).</p> <p>Officials will prepare the text of your address, should you wish to deliver the keynote.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p><b>Next steps:</b></p> <p>Should you wish to deliver the keynote address, officials will work with your Office to prepare the text of your address.</p>
EV Charging deep dive	
<p>Material to support an EV charging deep dive on Friday 23 February 2024 will be provided to your Office on Wednesday 21 February 2024.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p><b>Next steps:</b></p> <p>Officials will meet with you for an EV charging deep dive on 23 February 2024.</p>

5 KEY UPDATES

Minister Brown	
Meeting with Smart Start Interlocks New Zealand	
<p>Officials met with the General Manager of Smart Start Interlocks New Zealand, Brad Boakes, on 14 February following his request to meet with you. He outlined several concerns with the current alcohol interlock programme and presented potential solutions, including in relation to eligibility to enter the programme, the exit criteria, and the subsidy available.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p><b>Next steps:</b></p> <p>Officials will provide advice on progressing a review into the alcohol interlock programme and seek your views on its priority as part of the road safety objectives briefing due with you next week.</p>

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## 6 Cabinet papers

Committees	
<b>Cabinet</b>	
19 February 2024	<p><b>Approval to introduce: Land Transport Management (Repeal of Regional Fuel Tax) Amendment Bill</b></p> <p>This paper has been to the Cabinet Legislation Committee to seek approval to introduce primary legislation that repeals the regional fuel tax legislation. It will go to Cabinet as part of the committee report.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
<b>Executive Council</b>	
19 February 2024	None this week.
<b>100-Day Committee</b>	
28 February 2024	<p><b>GPS 2024 – approval of funding and release of the GPS 2024 public consultation draft</b></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: Paul O’Connell, DCE, Sector Strategy</i></p>
26 March 2024 (or to relevant policy committee once established)	<p><b>Report back on disestablishment of Auckland Light Rail Ltd</b></p> <p>This paper will respond to an invitation from Cabinet to report back on progress on disestablishing Auckland Light Rail Ltd, including the future of its land holding and disposition of its other assets and the settlement of obligations and liabilities.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
<b>Cabinet Economic Policy Committee (ECO)</b>	
28 February 2024	<p><b>Update on the 100-day commitment to stop blanket speed limit reductions and replace the Rule</b></p> <p>This paper provides an update to Cabinet on your broad policy direction for the new Rule, based on the points outlined in our previous briefing to you (OC240067 refers).</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>
April 2024 (TBC)	<p><b>Report back on the fleet-wide transition to road user charges</b></p> <p>This paper will advise on options to progress the fleet-wide transition to road user charges, as sought by Cabinet as part of the decisions to apply road user charges to electric vehicles (CAB-23-MIN-0494). Further information is included in OC240093.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>

Committees	
Cabinet Legislation Committee (LEG)	
22 February 2024	<p><b>Approval to introduce: Road User Charges Amendment Bill</b></p> <p>This paper will seek approval to introduce primary legislation that will bring electric vehicles into the road user charges system. We have provided you with a draft Cabinet paper for the Cabinet Legislation committee seeking authorisation to introduce the Bill to the House. The timeframes will be very tight if we are to include two weeks for Select Committee consultation.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
29 February 2024	<p><b>Government response to the Report of the Petition Committee on making mobility parking enforceable on all public use property</b></p> <p>This paper will seek approval to submit the Government response to Parliament on the Petition Committee's recommendations related to a petition on 'making mobility parking enforceable on all public-use property and increase fines'. The proposed response generally agrees with the Committee's recommendations for improving mobility parking and suggests further work on these issues when resource is available.</p> <p>Parliamentary rules require the Minister to present the government response to Parliament no later than Wednesday 15 March 2024.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>
February 2024 (TBC)	<p><b>Government Response to the Report of the Regulations Review Committee on the Complaints About the E-Scooters (Declaration Not to Be Motor Vehicles) Notice 2018</b></p> <p>This paper seeks agreement to a proposed Government Response to the Report of the Regulations Review Committee on the Complaints About the E-Scooters (Declaration Not to Be Motor Vehicles) Notice 2018. Subject to your expectations, the response accepts in principle the Committee's recommendation to improve the regulation of e-scooters.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>

## 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.*

No Cabinet papers led by other agencies this week.

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## 8 Associate Minister of Transport

### Upcoming briefings

Briefings to Minister Doocey – Other Priorities	Due date to Minister's Office
<p><b>Review of maritime legislation</b></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>	February TBC.
<p><b>Maritime Rule Amendments (International Omnibus)</b></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>	March TBC.

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p><b>Amendment to the New Zealand – India Air Services Agreement</b></p> <p>This briefing will recommend that, in consultation with the Minister of Foreign Affairs, the Associate Minister agrees to amend the Air Services Agreement. Negotiations with India have been completed.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	Week ending 23 February 2024.
<p><b>New Zealand – Solomon Islands Air Services Agreement</b></p> <p>This briefing will recommend that, in consultation with the Minister of Foreign Affairs, the Associate Minister agrees to the new Air Services Agreement. Negotiations with Solomon Islands have been completed.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	Week ending 23 February 2024.
<p><b>Review of landing charges at Milford Sound/Piopiotaahi Aerodrome: proposal to consult</b></p> <p>This briefing will seek approval to consult on proposals to increase landing charges at Milford Aerodrome.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	Week ending 23 February 2024.



Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p><b>Meeting with the Maritime NZ Chair – 28 February 2024</b></p> <p>Minister Doocey is meeting with the Maritime NZ Chair Dame Jo Brosnahan on Wednesday 28 February 2024. This briefing provides background information and talking points in support of that meeting.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Declaration of a Major Maritime Event – Sail GP</b></p> <p>This briefing provides details of submissions received in response to your Notice to Declare a Major Maritime Event regarding SailGP recently published in the <i>New Zealand Gazette</i> and any suggested changes to the Declaration as a result. This briefing will also provide a Declaration of a Major Maritime Event for your consideration.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>Air New Zealand and Virgin Australia Airlines Code Share Agreement Authorisation</b></p> <p>Air New Zealand and Virgin Australia have lodged an application seeking authorisation to give effect to a Codeshare Agreement. The approach for briefing the Associate Minister is to be confirmed. We typically provide initial advice before providing a final recommendation and analysis on whether to authorise the agreement.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC – April or May 2024.</p>
<p><b>Milford Opportunities Project- meeting with Board Chair and decisions on work programme</b></p> <p>This Cross-Agency briefing (authored by MBIE, DoC, and MoT) will provide an update on the Milford Opportunities Project (MOP) and seek your agreement that the MOP Board undertake targeted public consultation to help them deliver the business case by June 2024. The briefing will also support you, Minister Doocey and Minister Pōtaka for your Thursday 22 February 2024 meeting with Ms Jenn Bestwick, Chair of the Milford Opportunities Project.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Week ending 23 February 2024.</p>
<p><b>New Zealand's Search and Rescue System</b></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>

## Cabinet papers

Committees	
<b>Cabinet</b>	
19 February 2024	None this week.
<b>Cabinet Economic Policy Committee (ECO)</b>	
28 February TBC	<p><b>Approval of proposed increases to the Maritime and Oil Pollution Levies</b></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 &amp; Monitoring Group</i></p>

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## 9 Updates from transport Crown entities and SOEs



### Actions from officials meeting

ACTIONS	UPDATE
Complete template for Let's Get Wellington Moving (LGWM) wind up cost and include in Weekly Report	Completed. Please see Appendix 1 below.
Provide comms material as indicated in the Weekly Report item "Implementation of speed limit changes in north Auckland and Northland".	Completed. Material emailed to the Office on Tuesday 13 February 2024.
Provide advice on whether road users can use SH1B Telephone Road.	To be discussed at officials meeting on Monday 26 February 2024.
Provide a monthly update on summer maintenance as part of the Weekly Report. For the upcoming Weekly Report, include an explanation on why Northland is behind.	Regular monthly reports will be provided in the Weekly Report, and an update on Northland is provided with this week's report.
Provide an update in the Weekly Report regarding the driver licensing wait times issue, including an option of implementing nominal fees for rebooking practical tests.	Update provided in this week's report.
Provide update on the location of point to point cameras that are already being built, soon to be tested and operational by July 2024. Include locations for the 12 cameras noted in BRI-2926; we have noted there are 12 cameras in Auckland region.	Location advice provided as Appendix 2 below, and ongoing updates will be provided in future Weekly Reports.

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

100 Day action plan progress

TITLE	UPDATE
<p><b>Withdrawing from LGWM</b></p>	<p>The LGWM Programme closure on Sunday 31 March 2024 has now been formalised by an exchange of letters between the NZTA Board, Mayor Whanau and Greater Wellington Chair Ponter.</p> <p>The LGWM Partnership Board met on Thursday 8 February 2024 and confirmed detailed arrangements for the programme’s close out, including:</p> <ul style="list-style-type: none"> <li>transfer of responsibility for ongoing projects to Wellington City Council (WCC) – the Golden Mile, Thorndon Quay and Hutt Road (TQHR), Central City Walking Improvements and Targeted Improvement projects) and NZTA (Basin Reserve Upgrade and Mount Victoria Tunnel) on Monday 11 March 2024 with two weeks for final questions and advice to LGWM Partners on what is transferred, and</li> <li>confirmation that there will be no re-litigation of funding due to the early termination of the Relationship and Funding Agreement, and that a final wrap-up of programme finances will be provided to partners in April 2024.</li> </ul> <p>s 9(2)(g)(i)</p> <p>WCC Councillors met to decide their long-term plan for consultation on Thursday 15 February 2024 and their preferences (i.e. delaying or ceasing work) for the Golden Mile and TQHR projects.</p> <p>s 9(2)(f)(iv)</p>

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TITLE	UPDATE
<p><b>Meet with councils and communities to establish regional requirements for recovery from Cyclone Gabrielle and other recent major flooding events</b></p>	<p><b>State Highway 1 Brynderwyn Hills</b></p> <p>Good progress is being made with our partners and the community on the planning required to close this section of state highway on Monday 26 February 2024. Physical works on site have begun, with mobilisation of the primary earth moving equipment.</p> <p>Work continues on the three alternate routes to ensure they are efficient and effective. A media release was published on Thursday 8 February 2024 confirming the three alternative scenic routes and the closure dates and times.</p> <p>Weekly e-newsletters started the week commencing 12 February 2024 and will run through until the end of the closure. The information detour campaign starts the week commencing 19 February 2024, advising of dates, timings, and routes. Radio, newspaper, digital and social media adverts in both Northland and Auckland are scheduled. We continue to work with our Northland partners to develop the detour campaign promoting the scenic alternative routes and to support the development of a tourism campaign notifying people that Northland is 'open for business'.</p> <p><b>Transport Rebuild East Coast (TREC)</b></p> <p>Invitations for the two TREC Liaison Groups (TLGs) were recently sent out to representatives from councils, Heritage New Zealand, the Department of Conservation, and iwi organisations with initial hui planned for March 2024.</p> <p>The TLGs are required to be established under the Orders in Council (OiC) passed by the Government in October 2023. They will help inform design, management and monitoring of all construction works for the TREC programme. These liaison groups are one of many TREC engagement channels.</p> <p>During the week commencing 5 February 2024, TREC held workshops with iwi and council representatives from across Hawke's Bay on two large business case projects – Devil's Elbow and State Highway 2/5 Eskdale. These workshops focused on options analysis to move to a potential shortlist for each project. Short lists will be discussed via community engagement sessions in March 2024.</p> <p>TREC attended the Gisborne Regional Transport Committee on Wednesday 14 February 2024 to provide a recovery and rebuild update to committee members and understand how we can work together to deliver for communities.</p>
<p><b>Repeal the Clean Car Discount scheme by 31 December 2023</b></p>	<p>All fee collection and rebate payments under the Clean Car Discount Scheme have now ceased and the scheme is closed to the public.</p> <p><i>(Continued next page)</i></p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p>Work remaining includes the windup of the scheme, notably the employment process for staff impacted by the scheme's disestablishment. The timeframe for this work is governed by HR legal requirements and will be completed by June 2024.</p> <p>Compliance monitoring of dealer rebates will continue until the 90-day resale requirement lapses.</p> <p>No further changes are expected to the current status until the scheme is wound up in June 2024.</p>

Key updates

TITLE	UPDATE
<p><b>LGWM Mass Rapid Transit (MRT) &amp; State Highway Improvements (SHI) Indicative Business Case (IBC)</b></p>	<p>NZTA will be publishing the LGWM MRT and SHI IBC, along with its appendices, in the week commencing 19 February 2024. The IBC was completed in October 2022 and approved by LGWM partners in late 2022.</p> <p>The MRT and SHI IBC documents the case for investment in mass rapid transit, improvements at the Basin Reserve, and extra Mt Victoria Tunnel and enhanced bus priority to the eastern suburbs and details the assessment process. It also outlines the next steps to be completed through the Detailed Business Case phase.</p> <p>Selected information is withheld in line with the provisions of the Official Information Act 1982. Examples of withheld information include:</p> <ul style="list-style-type: none"> <li>• personal information that breaches individuals' privacy,</li> <li>• commercially sensitive information such as project cost estimates, breakdown of allowances, construction assumptions and methodologies,</li> <li>• commentary made during analysis of options that are still under active consideration, and</li> <li>• property impacts information that will prejudice future commercial negotiations</li> </ul> <p>A copy of the IBC and the appendices (which are more than 3,000 pages combined) have been provided to your Office ahead of publication.</p> <p>The IBC will be published at <a href="https://lgwm.nz/all-projects/mass-rapid-transit/related-documents/">https://lgwm.nz/all-projects/mass-rapid-transit/related-documents/</a> with a supporting easy-to-read Executive Summary and high-level FAQs.</p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
<p><b>Te Huia two-year service review</b></p>	<p>Te Huia was launched in April 2021, providing commuter train services between Hamilton and Auckland.</p> <p>The NZTA Board required Waikato Regional Council (WRC) to undergo a review, providing an interim assessment of the performance and progress of Te Huia.</p> <p>A draft of the two-year review has been provided to NZTA for review. We will be providing feedback to WRC and will advise you of the outcome and present our perspective of the review to the NZTA Board in April 2024.</p> <p>We will work with WRC on the publication of the report. We will liaise with your Office to coordinate any public communications.</p> <p>For clarity, the review is not a 'funding review', although a funding decision is also required in June 2024 to allocate remaining funding for the trial period (July 2024 to April 2026).</p>
<p>s 9(2)(f)(iv)</p>	<p>[Redacted content]</p>

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## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
<p><b>Addressing the wait times challenges in the driver licence testing system</b></p>	<p>As previously advised in ministerial briefing note BRI-2936, wait times within the Driver Licensing testing space have been impacted by:</p> <ul style="list-style-type: none"> <li>• increased test resit numbers, and</li> <li>• increased overseas licence conversions</li> </ul> <p>Demand for learner licence theory tests remains consistent and pass rates have increased following the implementation of a 10-working day stand-down period. Current wait times for a restricted licence test is at 48.6 days and at 42.5 days for a full driver licence test (against a key performance indicator target of 30 days).</p> <p>NZTA (working closely with the Ministry of Transport) is scoping a review of the regulation that sets driver licence fees, with a focus on the all-in-one fee structure for each stage of a driver licence. The first deliverable will be a briefing to seek your agreement on a preferred policy option (should you decide to progress a legislative option in addition to the operational interventions outlined above), as well as advise the likely timeframes for progressing any change.</p> <p>Our initial view is that a full policy process would be required for a change to the fees, including public consultation; however, our briefing will set out some ways in which the process could be sped up should wait time issues persist. We anticipate being able to provide this briefing by the end of March 2024.</p>
<p><b>Progress on safety cameras</b></p>	<p>In mid-2023, eight new NZTA safety cameras were installed in Auckland on the NZ Police network and are proving effective in reducing speeds at these locations. Prior to operation of the cameras, around one in five vehicles would be considered to be speeding at their location. This has dropped to around one in 200 vehicles.</p> <p>NZTA has a spot speed camera in test mode on State Highway 1 near Kawakawa and an average speed corridor (two camera sites) in early test mode on Matakana Road. On-site testing ensures that a camera functions as required, images are of the right standard so we can certify them in a court if required, and it verifies connectivity to the back office. Off-site testing ensures that the data integrates seamlessly into the image verification and the offence processing systems. A further 13 safety camera sites are either constructed or in progress but not yet in test mode.</p> <p>Construction will start shortly on the State Highway 2 Pōkeno to Mangatāwhiri average speed corridor, which is the first on a state highway and outside of the Auckland region.</p> <p><i>(Continued next page)</i></p>



## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p>NZTA is preparing to engage with key regional stakeholders on 27 potential safety camera sites that are funded via the 2021-2024 National Land Transport Programme.</p> <p>It is anticipated NZTA will start enforcement activities on spot speed cameras by mid-2024 and in the second half of 2024 for average speed cameras.</p> <p>NZTA will take over the leases of all Police cameras on 1 July 2024, and the process of transferring safety cameras onto NZTA's network will also start in July 2024.</p> <p>NZTA will soon issue a Registration of Interest to procure services to operate mobile safety cameras. By mid-2025, NZTA will commence mobile safety camera operations and NZ Police will cease mobile operations.</p> <p>An update on milestones for each of the proposed average speed camera sites is being prepared, to be submitted to your Office next week.</p>
<p><b>Road User Charges (RUC) on EVs</b></p>	<p>NZTA is on track to administer RUC for electric vehicle (EV) and plug-in hybrid electric vehicle (PHEV) owners from 1 April 2024 in accordance with the Road User Charges Amendment Bill. Technical delivery is on schedule for mid-March 2024 release into the RUC production systems and includes the updates being applied via the Road User Charges Amendment Bill.</p> <p>Communications about the introduction for RUC on EVs is continuing to progress well. A second letter to EV owners will be sent mid-March 2024 with information on what they need to do from 1 April 2024. We will also continue with social media communications and run an online awareness campaign.</p> <p>Calls to our contact centre have been low in number. During January 2024, we received a total of 178 calls regarding the introduction of RUC for electric vehicles, representing 3.8 percent of total calls about RUC (4,610 calls). Of these calls, many were about the perceived unfairness of PHEVs having to pay RUC (51 calls).</p> <p>We also received three calls from customers asking if it was possible to convert their plug-in hybrid vehicle to a non-plug-in vehicle, in order to avoid paying RUC. We are informing customers that they need to check with their vehicle manufacturer or representative directly, and that any modifications need to be certified from a safety perspective.</p>
<p><b>Mt Messenger</b></p>	<p>On Wednesday 14 February 2024, NZTA filed an affidavit in support of the Crown's opposition to recent applications made by the Pascoe's. This aims to explain the impact to NZTA of past and any further delays in having the Public Works Act (PWA) objection matters heard and determined, and seeking that these applications be declined.</p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p><i>(Continued)</i></p> <p>It also serves to summarise all the unsuccessful litigation brought on by the Pascoe’s through the Resource Management Act and the two and a half years it has taken to get from PWA objection lodgement to the hearing.</p> <p>The affidavit included cost-related impacts which we have not released publicly to date:</p> <ul style="list-style-type: none"> <li>• an approximate \$37m increase to the project’s cost due to delay in acquisition date from September 2023 to September 2024 (already incurred), and</li> <li>• <span style="color: red;">s 9(2)(g)(i)</span></li> </ul> <p>These figures have originated from the extensive scenario forecast cost and programme reviews we have been undertaking with the Alliance over the last year (the full build-ups of which have been reviewed by independents). They are approximate numbers as the net commercial position will only be determined following resolution of the Variation for the respective delay event and the net impact of escalation will only be felt in the quarter after the work has been undertaken.</p>
<p><b>Northland maintenance programme update</b></p>	<p>The Northland programme started in October 2023 but due to seasonal weather the pre-Christmas work focussed on completing all pre-seal repairs before the full renewals programme could start post-Christmas.</p> <p>Full work commenced Monday 8 January 2024, however, the team had a number of operational issues (including plant breakdowns and staff shortages) putting the delivery behind programme. These have since been resolved.</p> <p>As of Tuesday 13 February 2024, Northland is at 42% delivery and additional resources are coming to Northland from Waikato in March 2024. Together with investment by our contractor into another Northland team, we will see an increase in productivity.</p> <p>With an extended season to April 2024, and improved delivery with additional resources, we are confident we will be able to deliver the full Northland programme.</p>

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
<b>State Highway 29A Tauranga</b>	<p>On Friday 9 February 2024, a section of State Highway 29A between Barkes Corner and the Oropi Road Roundabout was closed for emergency repair work, following the discovery of a four metre deep and four metre wide tomo/cavity under the road. The tomo was caused by the failure of a Tauranga City Council stormwater drain. Council and NZTA contractors worked collaboratively around the clock to replace 38 metres of stormwater pipe and reinstate the highway. The road re-opened the morning of Tuesday 13 February 2024 under temporary traffic management. Further night works took place on the nights of Thursday 15 and Friday 16 February 2024. The road will return to standard operating speed (100km/h) on the morning of Saturday 17 February 2024.</p>
<b>Speed review decision - Northland-north Auckland Speed Reviews</b>	<p>The Northland-north Auckland speed review approvals will be published by the Director of Land Transport on Tuesday 20 February 2024, supported by an inform-level communications campaign to start on the same day. This campaign will include a media release and stakeholder notifications.</p> <p>The approved speed limit changes target short sections of state highways through townships, and close to schools and marae, selected as priority sections following strong public support.</p> <p>Implementation of the first new speed limits will go live on Monday 4 March 2024 on short sections of State Highway 1 Pukenui to Kaitiaki, supported by local advertising and notification.</p>
<b>State Highway 10 Kāeo bridge opening</b>	<p>The official opening of the new Kāeo bridge will take place on Saturday 24 February 2024. Following this event, the bridge will be open to two-way traffic. Completion of the remaining works, including the adjacent road, roundabout and demolition of the old bridge will be completed by the original date of April 2024.</p> <p>The existing structure was over the expected life of the old bridge and only provided a single lane which caused lengthy delays at busy times. The new two-lane bridge will reduce peak season vehicle queuing along the state highway by making it safer and easier to move through the intersection and over the bridge. The project will improve the experience of visitors, freight traffic and other road users travelling the Twin Coast Discovery Route. This supports Northland's tourism industry and broader economic development.</p> <p>In addition to the bridge project, a separate maintenance project on roads adjacent to the bridge will be completed under temporary traffic lights. This will take place at night for a period of six weeks, starting Sunday 25 February 2024.</p>



9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	

Media updates

TITLE	UPDATE
<p><b>Auckland and Northland speed reviews</b></p>	<p>A media statement is planned for release during the week commencing 19 February 2024 to advise that following consultation with communities on setting safe and appropriate speed limits, NZTA will be changing speed limits on short sections of the state highway network across Northland and north Auckland.</p>
<p><b>State Highway 1 Papakura to Drury off-ramp closure</b></p>	<p>A media statement is planned for release during the week commencing 19 February 2024 to remind motorists of a planned four-week closure of the State Highway 1 Papakura northbound off-ramp from Monday 19 February 2024.</p>
<p><b>State Highway 1 resurfacing work, Rangiriri</b></p>	<p>A media statement is planned for release during the week commencing 19 February 2024 advising that the final surfacing work at Rangiriri State Highway 1 is being brought forward and will be completed by Easter 2024.</p>
<p><b>State Highway 29 night closures, Kaimai Range</b></p>	<p>A media statement is planned for release during the week commencing 19 February 2024 advising that the first of a series of night closures over the Kaimai Range is coming up. The closures of State Highway 29 Kaimai Range over coming months will ensure essential maintenance can be done in a safe and efficient manner.</p>



9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
<p><b>Devil’s Elbow State Highway 2 progress</b></p>	<p>A media statement is likely to be released during the week commencing 19 February 2024 to highlight the work continuing by TREC contractors on the State Highway 2 network, specifically the progress of the retaining wall construction to restore full access to Devil’s Elbow.</p>
<p><b>Te Ore Ore culvert work</b></p>	<p>A media statement is planned for release during the week commencing 19 February 2024 to alert road users to a week of upcoming road closures in late March 2024 in order to repair and replace culverts at the Te Ore Ore repair site on State Highway 4 between Raetihi and Whanganui.</p>

**APPENDIX 1**

s 9(2)(f)(iv)



9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

**APPENDIX 2**

*Current average speed safety camera locations and corridors proposed to be installed by 30 June 2024*

There are currently 12 average speed safety camera sites being installed across 6 locations (corridors). These cameras are in locations where speed limits have been lowered since May 2022 to reduce DSIs. The addition of speed cameras enables the use of deterrence and enforcement to cost-effectively improve road safety for these high-risk locations. Each location is shown in the map in Figure 1.

*Figure 1: Average speed safety camera sites by location (as at 18 January 2024)*



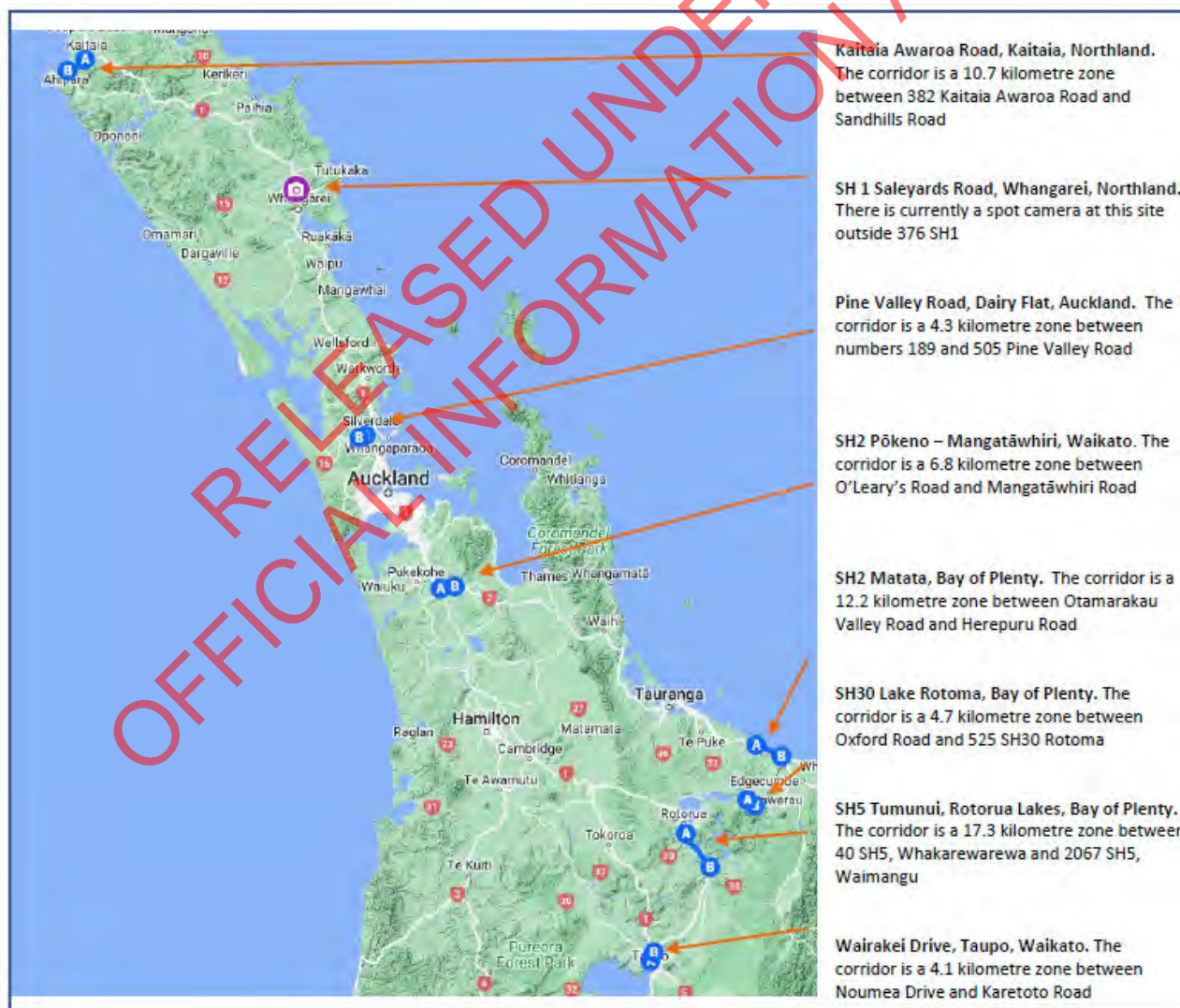
9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

There are a further 8 average speed safety camera corridors proposed for installation by 30 June 2024. These locations are subject to validation through physical site assessment, baseline speed surveys and engagement with local stakeholders and include:

- Wairakei Drive (Taupo), Waikato
- Kaitaia Awaroa Road, Northland
- SH30 Lake Rotoma, Waikato
- SH2 Matata, Bay of Plenty
- Pine Valley Road, Auckland
- SH5 Tumunui, Bay of Plenty
- SH2 Pokeno/Mangatawhiri, Waikato
- SH1 Salesyards Road, Northland.

These locations are shown in the maps in Figure 2.

Figure 2 Proposed average speed safety camera sites by location







## Key priorities and highlights

### Sector engagements

The bi-monthly meeting of the Maritime Industry Forum was held on Thursday 8 February 2024. The Forum, chaired by Maritime NZ, is comprised of representatives from across the commercial sector and associated bodies, including Port Company Chief Executives, shipping agents, Marine Transport Association, Federation of Commercial Fishermen, Cruise NZ, Seafarer Welfare Board, and the NZ Shipping Federation. Te Whatu Ora and Customs NZ also attend. There was good attendance and interaction from across the wider sector. Maritime NZ provided updates on the workforce cross-cutting programme, and the 40-series review. Feedback during and after the meeting highlighted that sector organisations are now using the Forum as a way to draw connections and understanding across the maritime domain. Increasingly we are seeing those organisations identify and act on areas where they can collaborate and partner between themselves and use the meetings as a way to test support for their own priorities (such as Shipping NZ (the association for Shipping Agents) requesting support for extending the 28-day immigration rule for seafarers to be 35 days).

Maritime NZ senior staff subsequently met with representatives of the fishing industry in Nelson on Friday 9 February 2024. We have briefed the Associate Minister of Transport in more detail on this. The fishing industry is generally supportive of the work and direction of Maritime NZ, particularly in improving health and safety outcomes, and in reducing the time it takes to process licensing applications. They are supportive of the Maritime NZ funding review, noting that the impact on individual fishers is minimal, but have voiced concern about compliance-related interactions and enforcement. We are continuing to engage with the sector around these concerns, with a meeting being held with the Fishing Health and Safety Forum on Friday 16 February 2024 to understand more about the concerns (given our data does not show increases in compliance and enforcement) and to talk through the detail of our approaches.

The Chief Executive and Deputy Chief Executive Regulatory Operations spent some of last week visiting with stakeholders in Tauranga (the Bay of Plenty Regional Council and Harbourmaster, ISO and C3 (stevedoring companies), the Port of Tauranga, and the Chair of the Port Industry Association. A broad range of issues were canvassed around maritime inspections, the extension of the health and safety designation (which all parties support), the year ahead for the Port Health and Safety leadership group, port security, incident response, and issues around supply chains.

Upcoming meetings and engagements Date	Description	Purpose/Key issues to be covered
Monday 19 February 2024	Fortnightly meeting with Maritime NZ officials	We would like to discuss vessel safety around the coast of New Zealand.
Thursday 22 February 2024	Briefing on Funding Review	Maritime NZ and Ministry of Transport staff will brief the Associate Minister of Transport on the Maritime NZ Funding Review prior to Cabinet discussions.



## Operational updates

### Rangitata update

s 9(2)(b)(ii)

In November of last year, Maritime NZ issued a detention notice for *Rangitata* due to engine issues. s 9(2)(ba)(ii)

s 9(2)(g)(i)

\*A ship classification society is a non-government organisation that establishes and maintains technical standards for the construction and operation of ships and offshore structures.

\*\* The flag state is the country where an international ship is registered, while the port state is the country a ship is visiting. In this case, they are both New Zealand. Flag state control is used by maritime authorities to regulate that country's ships. Maritime NZ applies New Zealand legislation and international maritime conventions, carries out inspections, takes action against unsafe ships, etc. Port state control is used to regulate foreign ships. It gives Maritime NZ authority to inspect foreign ships in New Zealand waters and take action against them if they are unsafe.

### Maritime in the media

On Thursday 8 February 2024, *The Post* requested information about the advice Maritime NZ provided to Minister Brown on Emergency Ocean Response Capability. We informed the reporter that the advice is under active consideration. The reporter then requested this briefing under the OIA. This follows a similar request from a TVNZ reporter.



(Continued next page)

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**9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES**

On Friday 9 February 2024, a 12-metre fishing vessel, *FV Result*, grounded at Castlepoint, which led to media interest over the following days. Maritime NZ coordinated the search and rescue response and confirmed the two crew were not injured. Maritime NZ also worked with the Greater Wellington Regional Harbourmaster, and the vessel's owner and insurers, who have confirmed there has been no fuel pollution and the wreck has been broken up and removed from the beach. Maritime NZ is now investigating the cause of the incident. After carrying out interviews, examining the scene, reviewing documents and gathering other evidence as required, Maritime NZ will decide what, if any, further action to take under the Health and Safety at Work Act and the Maritime Transport Act.

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**Aviation Security Service**  
Kaiwhakamaru Rererangi

**Key updates**

**Security screening queues update**

Our response to your request on Monday 12 February for an explanation on queues in Auckland that morning explained how longer than normal queues occur when concentrations of scheduled passenger departures exceed capacity of screening infrastructure.

Regular times where scheduled flights exceed infrastructure capacity that may result in longer queues are:

Airport	Screening Point	Time	Reason
Auckland	International	06:00 – 08:00 daily Middle of day	4 departures between 09:40 & 10:15 US departures mid afternoon
	Domestic	06:00 – 06:30 daily 15:00 – 15:30 daily	5 departures between 06:45 & 07:00 4 departures between 16:00 & 16:10
Christchurch	Domestic	Variable	Building work underway
Queenstown	International	12:00 – 13:30 daily	3 departures in 15 minutes, mid-afternoon
	Domestic	9:30 – 10:30 daily	3 departures in 20 minutes, mid-morning

As part of your requested weekly updates on queues, we will continue to advise you of known busy periods where longer queues are expected.

s 6(c)



(Continued next page)

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

s 6(c)

s 9(2)(f)(iv)

**Communications and external engagement**

**Media plan – 7 days from Tuesday 13 February 2024**

Nil.

**Media mentions – 7 days to Tuesday 13 February 2024**

Date	Activity	Channel
Thursday 8 February 2024	Bird incidents at Timaru airport Wide media coverage of flight cancellations caused by birds on the runway at Timaru Airport. It has been reported that Air New Zealand are seeking assurance from the airport owner, Timaru District Council, about wildlife management.	Stuff (syndicated), Otago Daily Times, RNZ
Thursday 8 February 2024	Drones impeding firefighting efforts across the country Fire and Emergency New Zealand (FENZ) grounded seven helicopters during fire-fighting efforts in Lee Valley, Nelson, after a drone was spotted in the area. CAA provided the following statement:  (Continued next page)	1 News



## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

Date	Activity	Channel
	<p>Civil Aviation Rule Part 101 requires drone operators to take all practical steps to minimise hazards to people, property, and other aircraft (Civil Aviation Rule 101.13 – Hazard and risk minimisation). Drone operators must also give way to and remain well clear of all manned aircraft (CAR 101.213 – Right of way), and they are required to have consent from the property owner or occupier before flying over any property (CAR 101.207).</p> <p>Unauthorised flying of drones at fire scenes creates a danger to any aircraft deployed in support of the firefighting efforts and can result in those aircraft being grounded. The CAA asks drone operators to act responsibly and put the safety of the firefighters, and the pilots of those aircraft carrying out firefighting activities first by not flying their drones during these sorts of emergencies.</p> <p>We are in ongoing discussions with relevant organisations regarding the drone incident disrupting emergency services. A statement will be released once we have a clear understanding of the issue.</p>	
Friday 9 February 2024	<p>Budget airline Finnair starts to weigh passengers before boarding flights</p> <p>Article about Finnair weighing passengers for passenger weight data, which mentions Air New Zealand's similar practice from last year and refers to CAA rule requirements.</p>	<i>Newshub</i>

## Upcoming communications and engagement

Planned release/publish	What	Type	Why
February 2024	Secure Your Aircraft	GAP booklet (update)	BAU version update
February/March 2024	How to be a pilot	GAP booklet (update)	BAU version update
February/March 2024	Wake turbulence	GAP booklet (update)	Revision to align with AIPNZ changes from 22 February 2024
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

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No update from TAIC this week.

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**FREIGHT**

**Smithfield shifts meat volume back to rail**

KiwiRail’s commercial team has been working closely with the Alliance Group to migrate meat volumes from the Smithfield processing plant in Timaru from road back to rail.

s 9(2)(i)



Alliance are one of the world’s largest processors of sheep meat. Approximately 6 million lambs, 1 million sheep, 200,000 cattle and 115,000 deer are processed annually.

The Smithfield plant in Timaru processes lamb, sheep and deer meat. The group’s seven other processing plants are strategically located throughout the South Island and lower North Island.

KiwiRail provides rail transport for Alliance’s export containers from rail sidings and container terminals to the ports daily.

s 9(2)(i)





## RAIL NETWORK

### Managing disruptions caused by high temperatures

The Auckland metropolitan network has experienced disruptions following consecutive days of hot weather. This attracted media attention, and KiwiRail's Chief Executive will be meeting with Mayor Brown alongside the heads of Auckland One Rail and Auckland Transport to discuss the situation.

KiwiRail is working to address the network in the 4.4-kilometre section affected by the speed restrictions (approximately 2 percent of the network), and will report back to the Mayor and Minister next week on progress. KiwiRail will also work with Auckland Transport and their operator, Auckland One Rail, on wider response planning to manage disruption to minimise impact on the customer.

The recent work through the Rail Network Rebuild has shown the network is less prone to heat restrictions. This programme is designed to lift the quality of the network before the City Rail Link is completed, by addressing aged assets and supporting higher reliability. Ahead of City Rail Link, completing the Rail Network Rebuild, Rail Network Growth Impact Management, and addressing the backlog of 'catch up' renewals in Auckland is key to providing more reliable public transport.

Heat delays, and Temporary Speed Restrictions (TSRs) are reasonably common during the summer months. All rail networks have some form of restrictions in extreme heat, as typically the rail gets 20 degrees warmer than the actual air temperature, so when air temperature exceeds 30 degrees the rail may be above 50 degrees in certain places.

As the track heats up, it becomes more prone to misaligning. Overhead wires can also be affected by heat and sag in places. KiwiRail has heat sensors located across New Zealand's rail network on areas of known buckle risk where heat restrictions are put in place.

When the track temperature exceeds 40 degrees, a 40km/h speed restriction is imposed on trains to prevent the affected section of track from warping.

Once temperature drops below the 40-degree threshold, the restriction is lifted. This is a common occurrence over summer and restrictions can reach late into the evening during the hotter, mid-summer days. Heat related TSRs can cause delays, but these delays are rarely significant. However, we understand they are still an inconvenience for passengers. During this most recent period, services affected by heat restrictions were experiencing on average delays between 5 and 20 minutes.

Internationally it is common practice for tracks to be under heat restrictions, for example Melbourne Metropolitan network has a blanket restriction at a rail temp of 42 degrees, Perth's network starts at 37 degrees and Sydney Metro is also similar. The United Kingdom's rail services must slow the network down when rail temps exceed 36 degrees.

KiwiRail's tracks are designed to operate between -6 and +60 degrees; at the outer extremes speed restrictions are inevitable. The overhead lines also have similar operating limitations.

As steel tracks heat up, they begin to expand, and the rails become longer and start pushing against the pieces of track next to them. This expansion can potentially damage rail-side equipment such as sensors and in rare cases, cause the track to misalign. When a track misaligns, a small bend is formed in the tracks to accommodate for the expansion; usually, as the temperature decreases, the track will realign.

*(Continued next page)*

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**9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES**

When a misalignment occurs, it is inspected before any trains pass over it. Depending on the inspection, trains will either be able to pass over the misalignment at a normal or reduced speed. In rare cases trains will not be allowed to pass over a section of misaligned track.

When rail temperature exceeds 40 degrees, we start to apply speed restrictions on bespoke areas of known risk; these can be for many reasons such as when sites are under repair or awaiting maintenance. When rail temperature exceeds 50 degrees, we apply blanket speed restrictions. As noted above, this is comparable to other international railways.

**INTERISLANDER****Fleet Maintenance**

DNV (Det Norske Veritas) 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 is currently doing its initial audit of *Aratere*. Audits have already been done of *Kaiarahi* and *Kaitaki* and those recommendations are being implemented. A second piece of work looking at the longer-term requirements regarding fleet operations is also underway now the new ferries contract will be terminated.

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

Interisland and the iReX construction teams are working closely to ensure a smooth close off of early works and to ensure that the terminals are left safe, secure and without impact on ongoing operations. This is part of the wind down.

**Safety**

Interislander, as for all KiwiRail, has an active focus on safety and injury prevention. The rolling 3-month average total recordable injury frequency rate (TRIFR) now sits at 17.6 per cent, a significant drop compared to the last 3 months and the 12-month average.

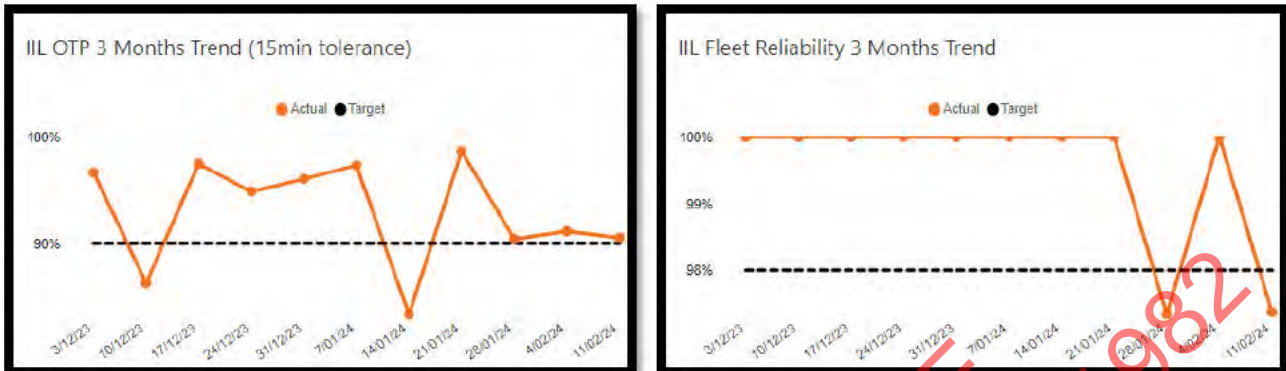
**Safe On-Time Performance and Reliability**

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)

The below shows the trend data for OTP and reliability:



- As noted above, reliability has been on target with few disruptions. However, this weekend saw weather related disruptions, causing the cancellation of *Kaitaki's* one return trip due to higher swell/significant wave heights above her threshold. This was due to a cold & strong southerly wind system in the Cook Strait which was then pushed off by high pressure later in the evening.
- OTP has been good over the summer period, however, the weather disruptions, stuck and delayed passenger vehicles, and some minor technical difficulties have seen a recent decrease in OTP.

#### RECENT AND UPCOMING MEETINGS/EVENTS

**Thursday 15 February 2024 – KiwiRail Annual Review hearing before the Transport and Infrastructure Select Committee.**

A three-hour session with KiwiRail's Chair and Chief Executive and other relevant senior managers attending. Responses to Select Committee written questions were due on Friday 9 February 2024.

**Late Feb – early March 2024 – small event to mark the completion of the Pimmerton 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 Pimmerton without affecting the operation of through services. It's supporting increased capacity on Wellington's metro network.

**Around mid-March 2024 – Auckland Train Control Centre opening event**

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.

We can hold an opening event which Ministers could speak at, followed by a tour of the centre (it has a large control room). Media would be invited.

*(Continued next page)*

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

**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.

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# Weekly Report to the Minister of Transport

For the week ending 23 February 2024

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# 1 Transport officials meeting agenda



## Agenda - Minister Brown officials' meeting

<b>Day   Date</b>	Monday 26 February 2024		
<b>Time</b>	1.00pm – 1.45pm		
<b>Venue</b>	Parliament – EW5.1R		
<b>Ministry of Transport (the Ministry) attendees</b>			
Audrey Sonerson, Chief Executive			
Brent Johnston, Chief of Staff			
David Wood, Deputy Chief Executive, Investment & Monitoring Group			
Richard Cross, Director, Investment & Monitoring Group			
Matthew Skinner, Manager, Revenue			
<b>New Zealand Transport Agency (NZTA) attendees</b>			
Chris Bunny, Group General Manager, Systems Leadership			
Brett Gliddon, Group General Manager, Transport Services			
Brent Alderton, Group General Manager, Regulatory & Director of Land Transport			
<b>Part 1</b>	<b>Ministry of Transport</b>	<b>Lead</b>	<b>Paper reference</b>
1.1	Weekly Report	Audrey Sonerson	
1.2	Budget 2024	David Wood	
1.3	Civil Aviation Authority Advice	David Wood	OC240143
1.4	Time and Use Charging	David Wood	
<b>Part 2</b>	<b>New Zealand Transport Agency</b>	<b>Lead</b>	<b>Paper reference</b>
2.1	Weekly Report	Chris Bunny	



2 ACTIONS FROM TRANSPORT OFFICIALS MEETING

2 Actions from transport officials meeting

Meeting with the Ministry – Monday 19 February 2024	Due date
<p><b>GPS</b></p> <ul style="list-style-type: none"> <li>Officials to update Cabinet paper to signal broader revenue system review work programme <sup>s 9(2)(f)(iv)</sup></li> </ul>	Completed.
<p><b>Auckland Light Rail</b></p> <ul style="list-style-type: none"> <li><sup>s 9(2)(f)(iv)</sup></li> </ul>	Week ending 1 March 2024.
<p><b>Oral Fluid Testing - Legislative change</b></p> <ul style="list-style-type: none"> <li>Officials to provide initial advice to confirm current policy direction.</li> </ul>	Week ending 8 March 2024.
<sup>s 9(2)(f)(iv)</sup>	Wednesday 27 March 2024.

Officials Meeting date	Action	Due date	Progress update
15 January 2024	<p><b>Revenue System</b></p> <p>Officials to develop advice and work programme <sup>s 9(2)(f)(iv)</sup></p>	Initial report back expected in 3 months.	We have provided you a briefing with options for committing to a fleet-wide transition to road user charges and reporting back to Cabinet on the revenue system.
5 February 2024	<p><b>Auckland Light Rail (ALR)</b></p> <p>Officials to provide weekly updates of expected wind-down costs of ALR</p>	Ongoing.	

### 3 Updates on 100-Day Plan

#### 100 Day Plan updates

##### Confirming investment priorities for GPS 2024

The draft GPS and Cabinet paper have now been provided to you and have been lodged for the Cabinet Economic Policy Committee (ECO) on Wednesday 28 February 2024, with public consultation to begin following Cabinet approval on Monday 4 March 2024. Officials will provide you with an updated public consultation plan on Friday 23 February 2024.

*Responsibility: Dan Jenkins, Acting DCE, Sector Strategy Group*

##### Cancel Auckland Light Rail

We are continuing to engage with your Office regarding the timing and scope of a proactive release of the business case documents associated with the project.

s 9(2)(f)(iv)

We also continue to work closely with the Company on its wind-up.

*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 approved for introduction by Cabinet on Monday 19 February 2024. The Bill is on track to be introduced in the first 100 days.

*Responsibility: David Wood, DCE, Investment & Monitoring Group*

##### Resetting approach to speed limits

Ministerial consultation has been completed for the draft Cabinet paper on the policy direction of the new Rule. The Cabinet paper has been lodged for ECO on Wednesday 28 February 2024. 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

4 Upcoming briefings

Briefings to Minister Brown – Other Priorities	Due date
<p><b>Road safety</b></p> <p>This briefing will provide initial advice on the development of a new Road Safety Objectives document to replace the current Road Safety Strategy for your consideration and direction.</p> <p><i>Comment on due date change:</i></p> <p>This briefing is delayed to allow consultation with NZTA.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 1 March 2024.</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 1 March 2024.</p>
<p><b>Air Navigation System Review</b></p> <p>This briefing responds to your request (following your meeting with New Zealand Airports) for background on the Air Navigation System Review and the Interim Aviation Council.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 1 March 2024.</p>
<p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 1 March 2024.</p>
<p><b>Budget 2024: Technical Budget initiatives</b></p> <p>This briefing will provide you with options to make technical adjustments to appropriations, s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 8 March 2024.</p>

Briefings to Minister Brown – Routine Matters	Due date
<p><b>Aviation New Zealand parliamentary function</b></p> <p>This briefing will provide you with background information to support a speech you are giving at the Aviation New Zealand parliamentary function.</p> <p><i>Comment on due date change:</i> Delayed by one week due to consultation with your Office.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 1 March 2024.</p>
<p><b>Establishing a Transport Revenue Expert Advisory Group</b></p> <p>This briefing will advise you on the establishment of 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. <sup>s 9(2)(f)(iv)</sup></p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 1 March 2024.</p>
<p><b>Meeting with the New Zealand Initiative on 29 February 2024</b></p> <p>This briefing will provide you with information and talking points for your meeting on road user charging and localism/decentralisation with the New Zealand Initiative.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 1 March 2024.</p>
<p><b>Aviation Security overview</b></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> 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>



## 4 UPCOMING BRIEFINGS

Briefings to Minister Brown – Routine Matters	Due date
<p><b>Release of the Road to Zero Annual Monitoring Report 2022</b></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>
Briefings to Minister Brown – OIA Briefings	Due date
<p><b>Official Information Act request from s 9(2)(a) for two briefings from December 2023</b></p> <p><i>Responsibility: Carmen Mak, Acting DCE, Corporate Services Group</i></p>	<p>Week ending 8 March 2024.</p>

## 5 Key updates

Minister Brown	
<b>Review of transport and urban development modelling capability</b>	
<p>As part of its obligations under the Emissions Reduction Plan, the Ministry has completed an internal review of tools that could enhance the integration of transport planning and urban development in New Zealand.</p> <p>The review includes an inventory of both operational and in-development tools, assessing their scope, scale and various capabilities. Its recommendations include enhancing the consistency of existing data and models, strengthening behavioural modelling, utilising agent-based microsimulation models such as Monty and exploring the feasibility of a national Land Use–Transport Interaction model.</p> <p><i>Responsibility: Dan Jenkins, Acting DCE, Sector Strategy Group</i></p>	<p><b>Next steps:</b></p> <p>The internal report will be shared with contributors and key stakeholders from transport agencies.</p>
Minister Brown	
<b>Industry body presenting preliminary finding from MoT research on heavy vehicles</b>	
<p>Dom Kalasih, Interim Chief Executive at Ia Ara Aotearoa Transporting New Zealand Inc. is presenting at the EROAD's Fleet Day on Thursday 29 February 2024 in Christchurch and will be showing a slide on one preliminary finding from the Heavy Road Vehicle Operator Decisions research.</p> <p>The slide will present a high level finding that shows that 96% of heavy vehicle operators surveyed said they were at least somewhat satisfied with their current fuel efficiency. The research aims to unpick heavy road vehicle operator decision making about purchasing and operating needs.</p> <p><i>Responsibility: Dan Jenkins, Acting DCE, Sector Strategy Group</i></p>	<p><b>Next steps:</b></p> <p>We will update you on the findings of this report once it is final.</p>

## 6 Cabinet papers

Committees	
<b>Cabinet</b>	
26 February 2024	<p><b>Approval to introduce: Road User Charges Amendment Bill</b></p> <p>This paper will seek approval to introduce primary legislation that will bring electric vehicles into the road user charges system. The timeframes will be very tight if we are to include two weeks for Select Committee consultation.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
<b>Executive Council</b>	
26 February 2024	None this week.
<b>100-Day Committee</b>	
26 March 2024 (or to relevant policy committee once established)	<p><b>Report back on disestablishment of Auckland Light Rail Ltd</b></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)(f)(iv)</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
<b>Cabinet Economic Policy Committee (ECO)</b>	
28 February 2024	<p><b>GPS 2024 – approval of funding and release of the GPS 2024 public consultation draft</b></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: Dan Jenkins, Acting DCE, Sector Strategy Group</i></p>
28 February 2024	<p><b>Update on the 100-day commitment to stop blanket speed limit reductions and replace the Rule</b></p> <p>This paper will provide 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>
April 2024 (TBC)	<p><b>Report back on the fleet-wide transition to road user charges</b></p> <p>This paper will advise on options to progress the fleet-wide transition to road user charges, as sought by Cabinet as part of the decisions to apply road user charges to electric vehicles (CAB-23-MIN-0494). Further information is included in OC240093.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>

Committees	
Cabinet Legislation Committee (LEG)	
29 February 2024	<p><b>Government response to the Report of the Petition Committee on making mobility parking enforceable on all public use property</b></p> <p>This paper will seek approval to submit the Government response to Parliament on the Petition Committee's recommendations related to a petition on 'making mobility parking enforceable on all public-use property and increase fines'. The proposed response generally agrees with the Committee's recommendations for improving mobility parking and suggests further work on these issues when resource is available.</p> <p>Parliamentary rules require the Minister to present the government response to Parliament no later than Wednesday 15 March 2024.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>
29 February 2024	<p><b>Government response to the Report of the Regulations Review Committee on the Complaints About the E-Scooters (Declaration Not to Be Motor Vehicles) Notice 2018</b></p> <p>This paper will seek agreement to a proposed Government Response to the Report of the Regulations Review Committee on the Complaints About the E-Scooters (Declaration Not to Be Motor Vehicles) Notice 2018. Subject to your expectations, the response accepts in principle the Committee's recommendation to improve the regulation of e-scooters.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory 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.*

No Cabinet papers led by other agencies this week.

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## 8 Associate Minister of Transport

### Actions from transport officials' meeting

Meeting with the Ministry – Monday 19 February 2024	Due date
<b>Overview of the role of Associate Minister of Transport</b> <ul style="list-style-type: none"> <li>Officials to provide a general briefing on the role and responsibilities as Associate Minister.</li> </ul>	Wednesday 28 February 2024.

### Upcoming briefings

Briefings to Minister Doocey – Other Priorities	Due date to Minister's Office
<b>Review of maritime legislation</b> 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. This briefing will provide background information on the issues with the current legislation and options around scope and timing of a review. <i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i>	Week ending 22 March 2024.
<b>Maritime Rule Amendments (International Omnibus)</b> This briefing will seek approval on a proposal for consultation on several amendments to maritime rules. <i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i>	TBC March 2024.

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<b>Overview of the role of Associate Minister of Transport</b> This briefing will provide a guide to the roles and responsibilities delegated to the Associate Minister of Transport. This will cover: <ul style="list-style-type: none"> <li>the scope of the role and responsibilities, and</li> <li>a summary of work currently underway and key upcoming decisions.</li> </ul> <i>Responsibility: Dan Jenkins, Acting DCE, Sector Strategy Group</i>	Wednesday 28 February 2024.

## 0 UPCOMING BRIEFINGS

Briefings to Minister Doocey – Routine Matters	Due date to Minister's Office
<p><b>Meeting with Chair of Maritime NZ Board</b></p> <p>This briefing will provide background and supporting information for the Associate Minister's meeting with the Maritime NZ Board Chair, Dame Jo Brosnahan, on Wednesday 28 February 2024.</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 1 March 2024.</p>
<p><b>Weather Forecasting System Review Update</b></p> <p>The Associate Minister will be receiving a joint briefing from MBIE and Treasury asking for progress to be noted on the Weather Forecasting System Review and proposed next steps.</p> <p>This briefing follows the receipt of the mid-point Interim Report, which has been reviewed by the Ministry, MBIE, and Treasury officials. The</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>Week ending 1 March 2024.</p>
<p><b>Event briefing to Open the NZ Trucking Association TMS Conference</b></p> <p>The Associate Minister has agreed to give a speech to open the NZ Trucking Association TMS 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>Week ending 8 March 2024.</p>
<p><b>Air New Zealand and Virgin Australia Airlines Code Share Agreement Authorisation</b></p> <p>Air New Zealand and Virgin Australia have lodged an application seeking authorisation to give effect to a Codeshare Agreement. The approach for briefing the Associate Minister is to be confirmed. We typically provide initial advice before providing a final recommendation and analysis on whether to authorise the agreement.</p> <p><i>Responsibility: Bronwyn Turley, DCE, Regulatory Group</i></p>	<p>TBC April or May 2024.</p>
<p><b>New Zealand's Search and Rescue System</b></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>

## Cabinet papers

Committees	
<b>Cabinet</b>	
26 February 2024	None this week.
<b>Cabinet Economic Policy Committee (ECO)</b>	
28 February 2024	<p><b>Approval of proposed increases to the Maritime and Oil Pollution Levies</b></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 &amp; Monitoring Group</i></p>

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## 9 Updates from transport Crown entities and SOEs



### 100 Day action plan progress

TITLE	UPDATE
<p><b>Withdrawing from Let's Get Wellington Moving</b></p>	<p>Councillors at Wellington City Council (WCC) have been briefed by WCC this week on the current status and future options for the Let's Get Wellington Moving (LGWM) projects which will become WCC's responsibility on Monday 11 March 2024 (Golden Mile Revitalisation, Thorndon Quay/Hutt Road, Central City Walking Improvements and Targeted Improvements).</p> <p>Following LGWM Partnership Board agreement of the importance of mana whenua relationships, a meeting was held with Te Piringa at which it was agreed how the relationships would be re-allocated, who would do what and how we would all continue to work together. Practices around the use of programme information were also discussed.</p> <p>s 9(2)(i)(iv)</p>
<p><b>Meet with councils and communities to establish regional requirements for recovery from Cyclone Gabrielle and other recent major flooding events</b></p>	<p><b>State Highway 1 Brynderwyn Hills</b></p> <p>We are on track to close this section of state highway on Monday 26 February 2024. Enabling works on site has begun, with large earth moving equipment arriving daily.</p> <p>The work on the three alternate routes is nearing completion, ensuring they are efficient and effective for the increase in travel demand. Our focus in the past week has been on wayfinding to ensure people can easily find where they need to go when travelling.</p> <p>The information detour campaign has commenced through radio, newspaper, digital and social media both in Northland and Auckland. In addition, the Northland tourism campaign has commenced, notifying people that Northland is 'open for business'. We continue to meet with senior leaders in Northland to update them on progress and address concerns as we head towards the closure.</p> <p><i>(Continued next page)</i></p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p><b>Gisborne District Council</b></p> <p>We held our second workshop with the Gisborne District Council. The purpose of this workshop was to resolve outstanding funding claims for response and recovery work, and it was positive and productive. Council roading contractors will now be able to increase activities across prioritised local road faults. In addition, we will be confirming short term support for Gisborne District Council process improvement and capability in this area. An approach to long term rebuild and resilience planning for local roads has also been agreed to.</p> <p><b>Transport Rebuild East Coast (TREC)</b></p> <p>Ngati Porou and TREC held a hui on Friday 16 February 2024 to discuss the rebuild work on Hikuwai Bridges No.1 and No.2. Ngati Porou representatives were happy for work at Hikuwai to proceed. Ngati Porou representatives will be engaged throughout the project.</p> <p>TREC attended the Wednesday 14 February 2024 Gisborne Regional Transport Committee to provide a recovery update and understand how they can work together to deliver for communities. Questions were raised about the need for work on State Highway 35, which is not one of the initial priority programmes of work seeking rebuild funding.</p>
<p><b>Repeal the Clean Car Discount scheme by 31 December 2023</b></p>	<p>Compliance monitoring and HR consultation processes for impacted staff continues. Nothing further to report this week.</p>

**Actions from officials meeting**

ACTIONS	UPDATE
<p>No actions required this week.</p>	

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

## Key updates

TITLE	UPDATE
<b>Exhaust Emissions Rule Amendment</b>	<p>While working on operationalising the December 2023 amendment to the 2007 Exhaust Emission Rule (Rule 33001/2007) a change in the drafting of the Rule has been discovered which was not expected or previously consulted on.</p> <p>From 30 April 2024, the Rule now requires vehicles that have been inspected at the border to be entered into service to the NZ Fleet within four months of that border inspection date, otherwise they will need to meet the higher standards that come into force. An example would be vehicles that were imported in 2022 will now need to meet the new standards from 30 April 2024 if they have not been entered into service to the NZ fleet before this date.</p> <p>The impact is still being assessed by NZTA and includes discussions with the Ministry around this new requirement. It has been agreed that this is not the intent of the clause and instead, it was to prevent stockpiling of vehicles overseas. However, it now has impacted vehicles that are currently on the shores in NZ that, for example, may need work completed before they are able to be entered into service.</p> <p>NZTA estimates that roughly 15,000 vehicles could be affected. Precise numbers are difficult to quantify and have been estimated using border inspection records. More accurate information is not recorded until vehicles are presented for entry certification.</p> <p>NZTA has been in communication with industry and stakeholders and will provide updates once a solution has been established. This is a priority for NZTA, and we are intending on implementing a solution before the change comes into effect on 30 April 2024 to avoid an impact to those vehicles currently in NZ.</p> <p>Further updates along with a solution once it has been established will be provided. Please be aware that you may receive queries around this, specifically from the used vehicle import industry. NZTA will provide communication material to your Office.</p>
<b>110 km/h speed reviews</b>	<p>We are reviewing some sections on the State Highway Network for possible 110 km/h speed limits.</p> <p>In the corridor north of Wellington, State Highway 1 Peka Peka to Ōtaki, State Highway 1 Mackays to Peka Peka and State Highway 1 Transmission Gully are built to high safety and operational standards.</p> <p><i>(Continued next page)</i></p>



9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p>s 9(2)(f)(iv)</p>
<p><b>Northland maintenance programme update</b></p>	<p>With good weather and continued delivery effort, Northland is now at 45% programme delivery as of Friday 16 February 2024. Additional resources are coming to Northland from Waikato in March 2024 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.</p>
<p><b>Airport to Botany Rapid Transit – next steps for designation</b></p>	<p>Following receipt of Auckland Council's recommendation from their independent hearings panel received in December 2023, NZTA and Auckland Transport have confirmed the designations with Auckland Council for the long-term project that will deliver a fast, frequent, high-capacity public transport route between Auckland Airport, Manukau and Botany. The project is part of the Southwest Gateway programme.</p> <p>(Continued next page)</p>



## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p>Auckland Council will inform submitters and other interested parties of the appeals process should they disagree with our decision. Submitters will have 15 working days to lodge an appeal once notified by Auckland Council. Te Tupu Ngātahi Supporting Growth Alliance will also inform local elected members and other stakeholders. Depending on the number of appeals, we anticipate the designation to be finalised by the end of 2024.</p>
<p><b>State Highway 1 Papakura north-bound off-ramp closure</b></p>	<p>The postponed closure planned for the State Highway 1 northbound off-ramp at Papakura has been rescheduled to commence on the evening of Wednesday 28 February 2024 for a four-week period, with works completed prior to Easter. The postponement was to allow additional time to work through and manage the likely impacts on the local street network which have now been resolved.</p>
<p><b>State Highway 1 Whirokino project works</b></p>	<p>As part of closing out the State Highway 1 Manawatū River Bridge and Whirokino Trestle Replacements project south of Foxton (opened to traffic in early 2020), NZTA's contractor, Brian Perry Civil (along with Higgins Contractors), is required to carry out remedial works due to quality issues, at no cost to NZTA.</p> <p>The remedial works comprise replacement of approximately 2,400m<sup>2</sup> (around 150 tonnes) of asphalt on the bridge decks that failed to meet the contract specifications. More specifically, the contractor is required to mill off the existing asphalt surface in the affected areas (around 30mm in depth) and replace with a compliant asphalt mix to the same depth.</p> <p>While the asphalt was compliant when it left the production plant, final quality can only be assessed following compaction once in place. This involves coring the asphalt and sending the samples to an independent laboratory to test for appropriate density. In this case, the asphalt failed to achieve the specified density, ultimately affecting the durability by up to 50 percent. We explored a number of remedial options with the contractor such as increased product warranties, but unfortunately in this case, removal was the only viable solution.</p> <p>The works are due to start Monday 26 February 2024 and are expected to be completed by Friday 1 March 2024 (weather permitting), with the hours of work between 7:00am and 5:00pm. Due to the restricted width of the two bridges and the need to work around the wire rope barrier, the works will involve restricting traffic flow to the northbound direction only with a detour of approximately 15km for southbound traffic.</p> <p><i>(Continued next page)</i></p>

9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p>Consideration was given to stop/go traffic management, but this was considered too disruptive to traffic flow due to the length of the closure. The proposed traffic management allows the works to be completed in the shortest timeframe and provides more certainty about travel times (albeit longer for southbound traffic).</p> <p>This traffic management is commonly used at this location for maintenance activities such as barrier repairs and is well understood by road users. Use of the detour route has been approved by Horowhenua District Council. Communications and engagement have taken place, including direct engagement with key stakeholders, such as heavy haulage operators, letter drops to directly impacted properties and the use of roadside mobile electronic message boards to inform road users of the upcoming works.</p>
<p><b>State Highway 16 Cleasby Hill Lookout works</b></p>	<p>The North Auckland recovery project (Dome Valley and State Highway 16) involves repairing significantly damaged areas between Warkworth and Wellsford and along State Highway 16 to keep the North Auckland lifelines open. Construction began in August 2023 and work has already been completed on multiple damaged sites, including critical repairs to keep State Highway 16 Dome Valley open. The full package of works is expected to be completed in late 2024.</p> <p>Two of the remaining slip sites are on State Highway 16 near Cleasby Hill Lookout (see map below). The work to repair this section of the road involves the construction of a retaining wall to repair the under slip on the northbound lane and a road realignment including change to the existing road levels on the southbound lane. Significant earthworks and pavement construction are required, which can only be completed during the drier summer months. If the work is not completed before winter, the site will remain at risk of further erosion of the slips, which would require an extended closure of the northbound lane until the work can be completed next summer.</p> <div data-bbox="577 1518 1077 2016"> <p><b>SH16 Cleasby Hill lookout works</b> From Monday 11 March to Friday 7 June 2024</p> <p><b>Key</b> Single lane closure (Kawhanga Road at 100m-150m and Cleasby Hill at 100m-150m)</p> <p><b>Location of slips area close to the road</b></p> </div>



9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p><i>(Continued)</i></p> <p>To complete the works, a 24/7 single lane closure is required for a 200m-300m section. This will be managed with a combination of stop-go and traffic light controls in place. The 24/7 single lane closure will be in place from 11 March 2024 until 7 June 2024. Modelling shows that the delay to journey times for road users will be less than 5 minutes.</p> <p>Given that this area of the road needs emergency work on both sides of the road and the corridor is very narrow, a 24/7 single lane closure is the only way a safe working width can be maintained to protect drivers, logging trucks and construction crews that will be in the road corridor. The 24/7 single lane closure is required as the closed lane road surface will not be able to be driven on while the works are in progress. Crews will be working a combination of day and night shifts to complete the works as efficiently as possible.</p> <p>Over Easter weekend (12:00pm Thursday 28 March 2024 to 11:59pm Monday 1 April 2024), the road is planned to be open to two lanes of traffic to minimise disruption as much as possible.</p> <p>State Highway 16 is a low-volume, rural state highway that has become considerably quieter since the State Highway 1 Puhoi to Warkworth motorway opened. State Highway 16 is an alternative route to State Highway 1 through Dome Valley. The majority of northbound traffic takes State Highway 1 through the Dome Valley (13,400 average daily traffic), compared to State Highway 16 (1,500 average daily traffic).</p> <p>We will notify emergency services and freight groups, including the New Zealand Heavy Haulage Association (NZHHA). Emergency services will be accommodated at all times. Early engagement with project neighbours has been ongoing since November 2023. There was a letter drop scheduled for the wider community on Friday 23 February 2024. Variable message boards will be in place two weeks in advance of the works to inform road users. Discussions we have had with affected landowners and the local community indicate support for the work as they understand that the highway is at risk of a prolonged closure if we do not initiate these measures now. A traffic bulletin will go out in the coming days.</p>

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

## Media updates

TITLE	UPDATE
<b>State Highway 3 roadworks, Te Kuiti</b>	A media statement is planned for release during the week beginning 26 February 2024 advising drivers on State Highway 3 to expect delays as work gets underway on building a retaining wall and culvert on a stretch of highway between Te Kuiti and the State Highway 3 and 4 junctions.
<b>State Highway 2 roadworks, Tauranga</b>	A media statement is planned for release during the week beginning 26 February 2024 advising of upcoming night works on State Highway 2 Takitimu Drive. Works to rebuild a section of the state highway will start on Sunday 17 March 2024 and run for eight nights (weather depending).
<b>Hikuwai Bridges</b>	A media statement is planned for release during the week beginning 26 February 2024 outlining Transport Rebuild East Coast (TREC) Alliance progress towards delivering the new permanent solution for the Hikuwai no.1 and 2 bridges and the expected timeframe for delivery.
<b>Te Ore Ore culvert work</b>	A media statement is planned for release during the week beginning 26 February 2024 to alert road users of upcoming road closures in late March 2024 in order to repair and replace culverts at the Te Ore Ore repair site on State Highway 4 between Raetihi and Whanganui.
<b>Mt Messenger court decision</b>	A media release is planned to coincide with the expected announcement during the week beginning 26 February 2024 of the Environment Court ruling into Mt Messenger land acquisition.
<b>Remutaka Hill night closures and safety improvements</b>	<i>The Post</i> and the <i>Wairarapa Times Age</i> will be attending a limited media event on Monday 26 February 2024 to be briefed about safety improvements planned on the route (e.g. motorcycle under barriers) during two weeks of planned night closures in March 2024. We will also use the event as an opportunity to highlight how the night closures are more efficient and less disruptive to traffic than the old method (up until 2019) which saw approximately 300 daytime stop/go roadworks on the route annually.
<b>Te Ara Tupua clubs room opening</b>	A statement will be sent to Nicholas Boyack at <i>The Post</i> on Monday 26 February 2024 to mark the weekend opening of the club/sports facilities for this project. Nicholas has followed the project closely but is unable to attend the opening event.
<b>Marlborough Grape Harvest safety warnings</b>	Communications will be sent to Top of the South media and stakeholders during the week beginning 26 February 2024 about the impact of the grape harvest on Marlborough highways. Road users need to be aware of agricultural vehicles and heavy trucks moving between vineyards and to take extra care in the region.



## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
<b>State Highway 1 turnaround bay, Cambridge</b>	A media statement is planned for release during the week beginning 26 February 2024 advising drivers that construction of a new turnaround bay will be getting underway on State Highway 1 in early March 2024, near Hickey Road, as part of the Cambridge to Piarere safety improvements.

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## Key priorities and highlights

### Port industry experts meet in Wellington to review and finalise ACOP submissions

Maritime NZ met with port industry experts on Tuesday 13 February 2024 to help review and finalise content for the Approved Code of Practice for Loading and Discharging of Cargo on Ports and on Ships (ACOP). The ACOP is a national code of practice for stevedoring in New Zealand. Maritime NZ received 34 submissions from industry to the draft ACOP through the consultation held late last year. Some submissions were group submissions.

This workshop with industry experts representing port companies, stevedoring firms, and unions helped to clarify the consultation feedback where necessary. The session further reflected the co-design and collaborative approach Maritime NZ has taken with industry to develop the ACOP from the beginning.

Next, Maritime NZ will provide the Port Health and Safety Leadership Group with an update on the draft ACOP consultation and the outcomes from this industry workshop. A final draft ACOP will be prepared for the Associate Minister of Transport to approve in early April 2024, in consultation with the Minister of Workplace Relations and Safety.

### Lookout and watchkeeping

Lookout and watchkeeping have been one of our key areas of focus in the commercial sector. Failure to keep a proper lookout or watch has been a major cause of maritime incidents, in particular collisions. It has been a particular focus of work with the fishing sector, where historical practices or light crewing often mean that smaller operators can face incentives not to make allowance for someone to keep a lookout. The health and safety risks that arise from practice in this area has been one of the factors that the Ministry for Primary Industries cite for not posting fisheries observers on vessels.

Given this, in 2023 we published guidance for fishing operators and crew on watch-keeping, as part of an ongoing engagement approach. Since publication of this guidance, we've had ongoing discussions with the sector about one specific aspect: the need for a continuous lookout at anchor. International and domestic law is not clear on the question of whether this is required. Smaller operators particularly struggle to meet requirements to post a lookout throughout the night, whilst also ensuring crew are not fatigued. However, there have been historical examples of incidents causing significant harm occurring whilst crew sleep at anchor.

We have considered the most effective way to address harm in this area: looking at the risks, how we're managing those risks, and international approaches. As a result, we have clarified our interpretation of the rules – that a continuous lookout is not required whilst at anchor (although an appropriate watch suitable for the conditions will still be needed). We have developed a position statement on this and communicated it at a high level to the fishing sector at the end of last year. This was well received by the sector, particularly as it demonstrated the fact we had listened to their concerns and attempted to address them while still delivering safety outcomes. Revised guidance on this will be prepared over the next few weeks.

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

**Disestablishment of Te Pūkenga – implications for maritime training**

The Government's 100-day plan includes beginning work to disestablish Te Pūkenga, the national tertiary education provider formed from the amalgamation of a number of polytechnics and other vocational education providers. <sup>s 9(2)(f)(iv)</sup>

Te Pūkenga currently incorporates New Zealand's main maritime schools which were previously embedded in a number of regional polytechnics. These schools are critical to ensuring the long-term supply of competent people in the maritime sector; training new entrants and ensuring that they meet core competency requirements. <sup>s 9(2)(g)(i)</sup>

<sup>s 9(2)(f)(iv)</sup>

**Operational updates****RCCNZ's ongoing preparedness work with the cruise ship industry through a busy cruising season**

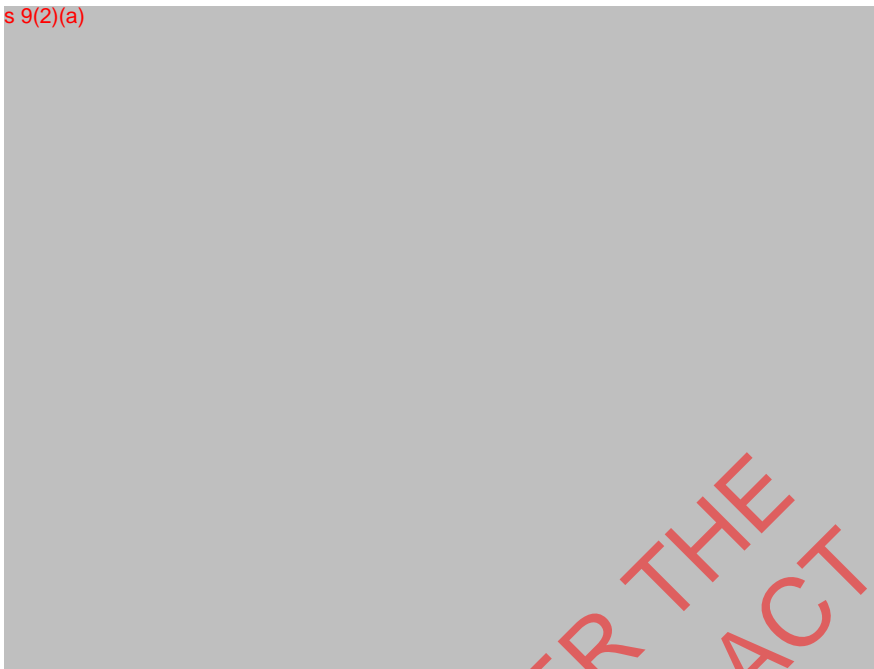
The 2024 summer cruise ship season concluding in April has set new records in terms of ship visits. The record-breaking numbers, and a recent incident of an emergency beacon initiating on-board the *Carnival Splendour*, has underscored the importance of preparedness and ongoing industry engagement. In response, Maritime New Zealand's Rescue Coordination Centre (RCCNZ) has been working on ensuring cruise ship incident readiness in line with our Safety of Life at Sea (SOLAS) responsibilities.

We have placed significant emphasis on improving communication protocols with cruise ships. We requested the Search and Rescue (SAR) plans for all 55 ships visiting New Zealand this season to ensure clarity in emergency response procedures and communication between cruise operators and RCCNZ.

(Continued next page)

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

s 9(2)(a)



Communication exercises were also conducted with a group of 14 cruise ships this season to improve industry familiarity with search and rescue systems and processes. RCCNZ staff also took an opportunity to visit the *Viking Orion* (pictured, left) and meet with the vessel's bridge team to familiarise themselves with vessel emergency procedures in person.

This work has helped to identify and address critical issues within cruise ship operators' SAR plans. We are also incorporating the lessons learned from this process into our regular engagement work.

These efforts will help the cruise ship industry be better prepared in an emergency which in turn will benefit response effectiveness for RCCs worldwide.

### Maritime in the media

On Tuesday 5 March 2024, the Lyttelton Port Company will be sentenced in the Christchurch District Court over a fatal incident that happened on Anzac Day in 2022 where stevedore Don Grant was crushed by coal while directing it into the hold of a vessel. The port is being sentenced after pleading guilty to one charge under the Health and Safety at Work Act 2015 in December 2023. As per our standard procedure, we are currently drafting a press release summarising the prosecution, proceedings, and saying where improvements can, and are, being made within the PCBU and the wider sector. We will be distributing the press release once the sentencing is completed.

We continue to pursue opportunities to promote recreational craft safety messages as people carry on enjoying summer on their recreational craft around New Zealand. We are looking into a recent incident in Wellington Harbour where an inflatable got caught in a current in the harbour. Those in the inflatable didn't understand the conditions out at sea or have two ways to call for help, and had to be towed back to shore by another water user. This is a good example to highlight our recreational craft safety messages.



## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES



**Aviation Security Service**  
*Kaiwhakamaru Rererangi*

### Key updates

#### Current Approach to Bulk Goods Screening at Auckland Airport

The Domestic Terminal Building at Auckland Airport has no dedicated bulk goods screening facility due to space restrictions. Space will not be available until the re-development of the airport is complete in 2028/29.

As a result, bulk goods currently must be processed for security screening through a passenger screening point. The Authority plans for this each day, to reduce the impact on passenger lanes as much as practicable.

On Monday 19 February 2024, significant queues formed at the passenger screening point. Four lanes had been allocated for passenger screening, with the fifth prepared for bulk screening. The fifth lane was reserved for bulk goods screening for 25 minutes and was actively used for this purpose for 7 minutes before being re-opened for passenger screening.

The current agreement between Auckland airport and the concessioners is that bulk goods screening must occur before 06:00. The Authority has been working to finish the screening earlier by rostering an Aviation Security Officer to complete the activity by 05:30. This activity incurs an additional cost for staffing.

Cost recovery for bulk goods screening is built into the passenger levy and is not recovered separately from airports.

#### MoU between CAA and European Union Aviation Safety Agency (EASA)

The Director of Civil Aviation, Keith Manch, and the Acting Executive Director of the EASA, Luc Tytgat, have signed a Memorandum of Understanding (MoU) to facilitate closer cooperation between the CAA and EASA. The MoU was signed on 19 February at the Changi Aviation Summit in Singapore and provides a high-level framework for the exchange of technical knowledge and safety information, and for the establishment of future technical arrangements. These activities have the potential to enable greater efficiencies, both internally within the CAA and for sector participants.

A small delegation from EASA is also currently in New Zealand to carry out audit activities on a number of New Zealand organisations that hold EASA approvals. While here, they will meet with CAA staff to discuss opportunities for future cooperation on audit and safety monitoring activities, as provided for by the MoU.

### Update on Authority staff exposure to unknown fumes

This follows our correspondence to you on Thursday 15 February 2024, where we reported that 16 Aviation Security Officers had fallen ill that day, requiring various levels of medical care after working at the Bulk Duty Free Screening (BDF) point at Auckland Airport (AIAL).

AIAL has offered its occupational specialist assistance to assess all staff impacted, free of charge. The Authority is facilitating this option for staff.

Until the cause of the issue is known, and there is confirmation it is safe for staff to work at the BDF screening point, bulk duty screening has been moved to one of the international screening lanes. This is causing an expected flow-on pressure for passenger screening queues.

The Authority is working closely with both AIAL and specialists to monitor air quality and check systems to determine the cause of the smells/fumes, and to then assess whether these are harmful to health. Early testing results suggest that the fumes could be aviation fuel, but they have been detected at very low levels of 6 parts per billion.

WorkSafe NZ has been notified. Each PCBU involved will undertake their initial investigations, coordinate all findings, and agree on corrective actions.

The Authority will continue to work closely with affected parties, including the relevant unions. This will be particularly important if tests confirm that fumes may be present as an odour but with no associated health risk. The BDF lane is located away from the passenger screening point, and this does not prevent a risk to passengers.

### Security Screening Queues Update

Passenger screening queues increased significantly over the last week, largely due to events such as the Taylor Swift concerts in Australia. Multiple flights in quick succession were at or over 90% flight passenger capacity, resulting in longer than normal queues.

The below table highlights the average processing time for the past 14 days at Wellington Southern Domestic screening point, which uses LIDar technology to monitor the time it takes to be processed through the screening point.

Week	5 – 11 Feb 2024	12 – 18 Feb 2024
Passengers processed in less than 5 minutes	92.9%	85.9%
Passengers processed in less than 10 minutes	97.1%	93.5%

Flight disruption was experienced nationwide on Monday 19 February 2024, which resulted in unexpected changes in passenger presentation, and occurrence of longer queues caused by factors beyond the Authority's control or ability to predict. As an example, in Dunedin, queue wait time averaged 19 minutes 30 seconds between the hours of 14:00 – 16:30 due to:

- NZ660 departed at 15:32 instead of scheduled time of 15:00 (delay due to network issues, not security)
- NZ686 departed at 15:30 instead of scheduled time of 06:25 (mechanical issues from early in the morning)
- JQ284 departed at 16:30 instead of scheduled time of 16:00 (delay due to network issues, not security)

*(Continued next page)*

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

561 passengers passed through the security screening point in that 2½ hour period, compared to the 400 scheduled.

During the coming week, no exceptionally long queues are currently predicted, apart from those at existing known busy periods where capacity of screening infrastructure is regularly exceeded for short periods of time.

### Communications and External Engagement

#### Media plan – 7 days from Wednesday 21 February 2024

Nil

#### Media mentions – 7 days to Tuesday 20 February 2024

Date	Activity	Channel
Sunday 18 February 2024	Port Hills fire and drone incidents Further coverage of drones being flown nearby the Port Hills in Canterbury which is impeding fire-fighting efforts.	NZ Herald, Newstalk ZB, 1 News
Sunday 18 February 2024	Glider accident in Nelson Lakes - pilot killed Multiple reports of a glider accident. The following statements have been provided to media:  The Civil Aviation Authority can confirm that a glider crashed at Lake Station airstrip, Nelson Lakes, on 18 February 2024 and that the sole occupant didn't survive. Our investigators are attending the scene, and the Transport Accident Investigation Commission has been notified in accordance with normal procedures. To ensure the integrity of the investigation, we're not able to share further details at this time. We extend our sincere condolences to the family of the victim.  Civil Aviation Authority investigators will likely be onsite for a couple of days, with a focus on securing evidence and interviewing witnesses so that we can understand exactly what happened and why. It's too early to comment on what may have caused the accident. If anyone has any video footage or information that might help our investigation please contact our investigations team on <a href="mailto:investigations@caa.govt.nz">investigations@caa.govt.nz</a> . We'd like to remind the public in the area and users of the airfield that the airfield is currently closed for use and the site is protected under the Civil Aviation Act.	Stuff, RNZ
Sunday 18 February 2024	"How Aviation Security screens information it doesn't want made public" Opinion piece relating to an OIA request that is in progress. Details were reported by email on 19 February 2024.	The Post (Stuff syndicated)

## 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
February/March 2024	How to be a pilot	GAP booklet (update)	BAU version update
February/March 2024	Wake turbulence	GAP booklet (update)	Revision to align with AIPNZ changes from 22 February 2024
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



9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES



No update this week.

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No update this week.

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# Weekly Report to the Minister of Transport

For the week ending 1 March 2024

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# 1 Transport officials meeting agenda



## Agenda - Minister Brown officials' meeting

<b>Day   Date</b>	Monday 4 March 2024		
<b>Time</b>	1.00pm – 1.45pm		
<b>Venue</b>	Parliament – EW5.1R		
<b>Ministry of Transport (the Ministry) attendees</b>			
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			
<b>New Zealand Transport Agency (NZTA) attendees</b>			
Nicole Rosie, Chief Executive			
Chris Bunny, Group General Manager, Systems Leadership			
Brett Gliddon, Group General Manager, Transport Services			
<b>Part 1</b>	<b>Ministry of Transport</b>	<b>Lead</b>	<b>Paper reference</b>
1.1	Weekly Report	Audrey Sonerson	
1.2	Air Chathams	David Wood	OC240086
1.3	Auckland Light Rail (ALR) land holdings	David Wood	OC240113
<b>Part 2</b>	<b>New Zealand Transport Agency</b>	<b>Lead</b>	<b>Paper reference</b>
2.1	Weekly Report	Nicole Rosie	

## 2 Actions from transport officials meeting

Meeting with the Ministry – Monday 26 February 2024	Due date
<p><b>Regional Fuel Tax</b></p> <ul style="list-style-type: none"> <li>Officials to provide package of advice to support introduction and passage of legislation.</li> </ul>	Completed.
<p><b>Budget</b></p> <ul style="list-style-type: none"> <li>Officials to provide a summary of Budget 2024 initiatives.</li> <li>s 9(2)(f)(iv)</li> </ul>	Completed. Friday 8 March 2024.
<p><b>CAA</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>s 9(2)(f)(iv)</li> <li>Officials to ensure funding review considers broad range of options, s 9(2)(f)(iv)</li> </ul>	<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><b>Time of use charging</b></p> <ul style="list-style-type: none"> <li>Office to schedule workshop with Ministry and NZTA officials to discuss key policy choices to inform legislation development.</li> <li>Officials to prepare supporting material that shows options/key decisions and implications for various parties (local government, NZTA, Crown).</li> </ul>	Pending workshop scheduled by your Office.

## 2 ACTIONS FROM TRANSPORT OFFICIALS MEETING

Officials Meeting date	Action	Due date	Progress update
15 January 2024	<b>Revenue System</b> Officials to develop advice and work programme s 9(2)(f)(iv)	Initial report back expected in 3 months.	Following decisions.
5 February 2024	<b>ALR</b> Officials to provide weekly updates of expected wind-down costs of ALR.	Ongoing.	
26 February 2024	<b>Oral Fluid Testing – Legislative Change</b> 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><b>Joint Venture Airports</b></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 &amp; Monitoring Group</i></p>	<p>Week ending 8 March 2024.</p>
<p><b>Budget 2024: technical Budget initiatives</b></p> <p>This briefing will provide you with options to make technical adjustments to appropriations <sup>s 9(2)(f)(iv)</sup></p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 8 March 2024.</p>
<p><b>Budget 2024 bilateral meeting advice</b></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 &amp; Monitoring Group</i></p>	<p>Week ending 8 March 2024.</p>
<p><b>Visit to Te Utanganui Central New Zealand Distribution Hub, 7 March 2024</b></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><b>Visit to Napier Port, 8 March 2024</b></p> <p>You are meeting Todd Dawson, CE of Napier Port. Mr Dawson would like to discuss:</p> <ul style="list-style-type: none"> <li>• infrastructure investment targeted to where the value is created,</li> <li>• investment in KiwiRail / Interislander ferries and Centreport – and alternative options from Napier Port's perspective, and</li> <li>• reform of the Port Industry Act.</li> </ul> <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><b>Update on issues related to the Clean Car Importer Standard</b></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><b>New Zealand Automobile Association annual conference</b></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><b>Aviation security overview</b></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> 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><b>Release of the Road to Zero Annual Monitoring Report 2022</b></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><b>Civil Aviation Act 2003 – Drug and Alcohol Management Plans – upcoming rules consultation</b></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><b>Establishing a Transport Revenue Expert Advisory Group</b></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. <sup>s 9(2)(f)(iv)</sup></p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 15 March 2024.</p>

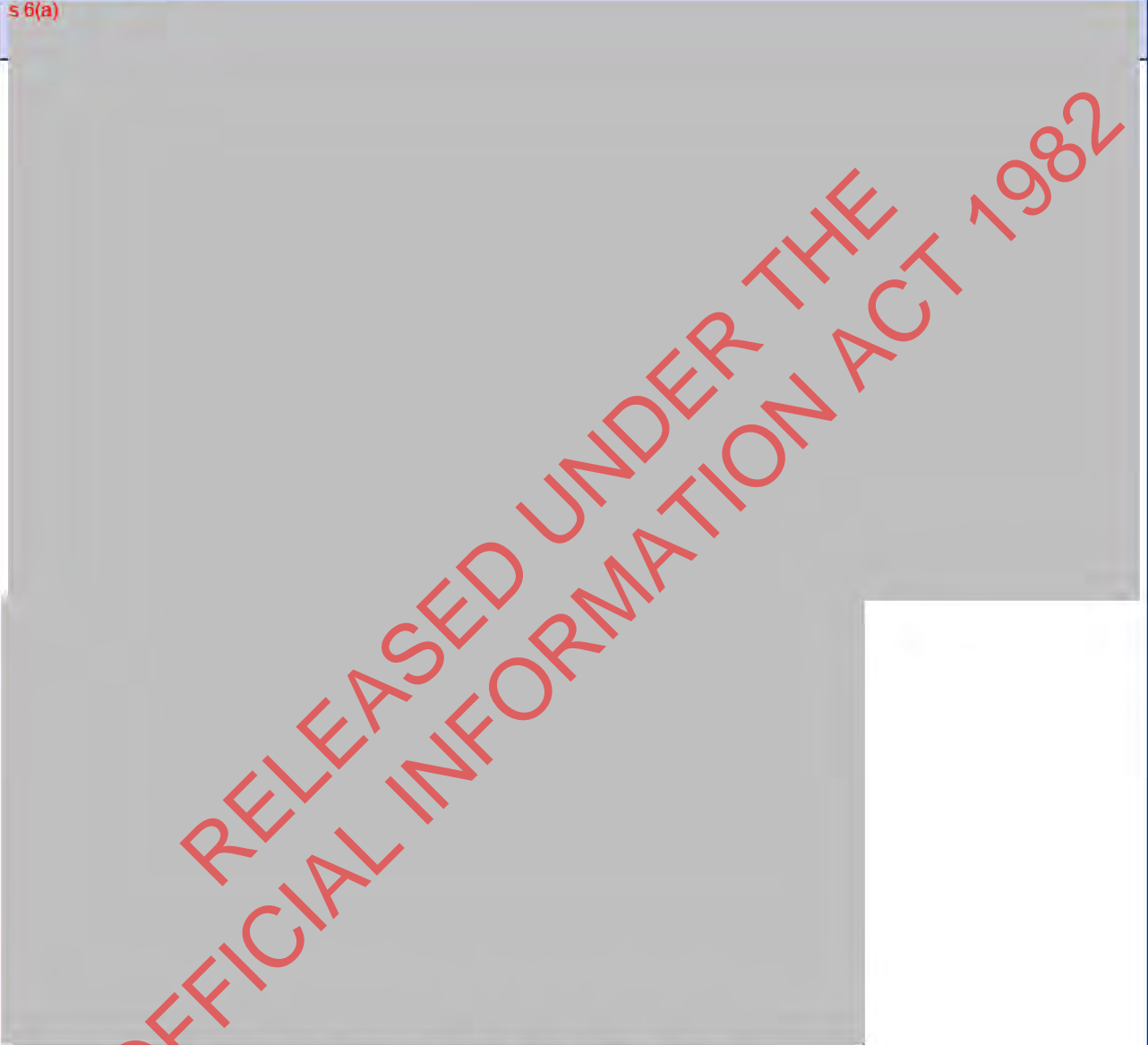
Briefings to Minister Brown – OIA Briefings	Due date
None this week.	



5 KEY UPDATES

## 5 Key updates

[RESTRICTED]

Minister Brown	
<p>s 6(a)</p> 	
<p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></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

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	
<b>Cabinet</b>	
4 March 2024	<p><b>GPS 2024 – approval of funding and release of the GPS 2024 public consultation draft</b></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 &amp; Monitoring Group</i></p>
4 March 2024	<p><b>Update on the 100-day commitment to stop blanket speed limit reductions and replace the Rule</b></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>
<b>Executive Council</b>	
4 March 2024	None this week.
<b>100-Day Committee</b>	
27 March 2024 (or to relevant policy committee once established)	<p><b>Report back on disestablishment of Auckland Light Rail Ltd</b></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 &amp; Monitoring Group</i></p>
<b>Cabinet Economic Policy Committee (ECO)</b>	
TBC April 2024	<p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
TBC May 2024	

Committees	
TBC June 2024	<p>s 9(2)(f)(iv)</p>  <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></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
s 9(2)(f)(iv)  OFFICIAL INFORMATION ACT 1982 RELEASED UNDER THE			
Responsibility: Siobhan Routledge, Acting DCE, Policy Group			

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><b>Comment</b></p>			
<p>s 9(2)(f)(iv)</p> <p style="text-align: center; color: red; font-size: 2em; opacity: 0.5;">RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982</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><b>Review of maritime legislation</b></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><b>Maritime Rule Amendments (International Omnibus)</b></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><b>Event briefing and speech to Open the NZ Trucking Association 'Technology, Maintenance, Safety' Conference</b></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 Doocey – Routine Matters	Due date to Minister's Office
<p><b>Air New Zealand and Virgin Australia Airlines Code Share Agreement Authorisation – initial advice</b></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><b>New Zealand's Search and Rescue System</b></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
<b>Let's Get Wellington Moving (LGWM)</b>	Please see attachment.
<b>Meet with councils and communities to establish regional requirements for recovery from Cyclone Gabrielle and other recent major flooding events</b>	<b>SH1 Brynderwyn Hills</b> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• We have carried out a review of the detour signage and made some improvements. Reviews will continue as we receive feedback from detour uses.</li> <li>• 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.</li> </ul>

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

TITLE	UPDATE
	<p><b>Gisborne</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>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</li> </ul> <p><b>Transport Rebuild East Coast (TREC)</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul> <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
<p><b>Repeal the Clean Car Discount scheme by 31 December 2023</b></p>	<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
<p>Provide statistics on how many vehicles have changed registered persons within 3 months and what, if any, action has been taken.</p>	<p>Information provided to the Office on Wednesday 28 February 2024.</p>
<p>Provide a A3 one pager regarding NZTAs proposal for NZUP.</p>	<p>Document emailed to the Office on Wednesday 28 February 2024.</p>
<p>Provide information on Dublin Street overbridge in Picton.</p>	<p>Information provided to the Office on Friday 1 March 2024.</p>
<p>Provide briefing on speed increases and SH58 speed limit issues.</p>	<p>Briefing to be provided by Friday 8 March 2024.</p>



## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

## Key updates

TITLE	UPDATE
<p><b>Road safety public sentiment monitor results: December 2023</b></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><b>Clean Car Discount Compliance</b></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><a href="https://www.rnz.co.nz/news/political/510159/car-yards-accused-of-cashing-in-on-ev-discount-as-scheme-wrapped-up">https://www.rnz.co.nz/news/political/510159/car-yards-accused-of-cashing-in-on-ev-discount-as-scheme-wrapped-up</a></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 dealership's 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><b>Exhaust Emissions Rule Amendment</b></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
<p><b>Road User Charges (RUC) on EVs</b></p>	<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>
<p><b>Progress on Speed and Red Light Cameras</b></p>	<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
<b>Sustainable funding of NZTA's rail regulatory function</b>	<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>
<b>SH29 Tauriko Enabling Works – contract award</b>	<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>
<b>Waikato Expressway – Rangiriri Section Surfacing Works</b>	<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
<b>Auckland/Northland - speed limit changes, SH1 Pukenui to Kaitaia</b>	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.
<b>Auckland/Northland - Northland Field Days:</b>	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.
<b>Central North Island- SH3 Mt Messenger surfacing work</b>	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.
<b>Central North Island: - Connecting Tairāwhiti works:</b>	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.
<b>Central North Island - SH4 Taumarunui works</b>	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%)



## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

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	% <sup>1</sup>
<b>Northland</b>	39	29%	3	53%	1	9%	0.4	5%	43	28% <sup>1</sup>
<b>Waikato + BoP</b>	257	41%	14	42%	8	28%	17	34%	297	40%
<b>Central North Island</b>	144	48%	3	32%	6	33%	18	66%	171	49%
<b>Wellington</b>	31	75%	30	57%	2	30%	3	32%	65	61%
<b>North Island TOTAL</b>	477	43%	102	50%	17	27%	38	41%	634	43%
<b>Upper South Island</b>	99	81%	5	72%	0	0%	2	49%	106	77%
<b>Canterbury + West Coast</b>	257	81%	4	40%	2	37%	7	29%	270	76%
<b>Otago + Southland</b>	217	67%	10	65%	0	0%	17	64%	244	66%
<b>South Island TOTAL</b>	573	75%	19	58%	2	16%	26	49%	620	72%
<b>Grand Total</b>	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)*

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

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**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.*



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**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.

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**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.

*(Continued next page)*



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 effect 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)

(Continued next page)

**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. <sup>s 9(2)(f)(iv)</sup>

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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.

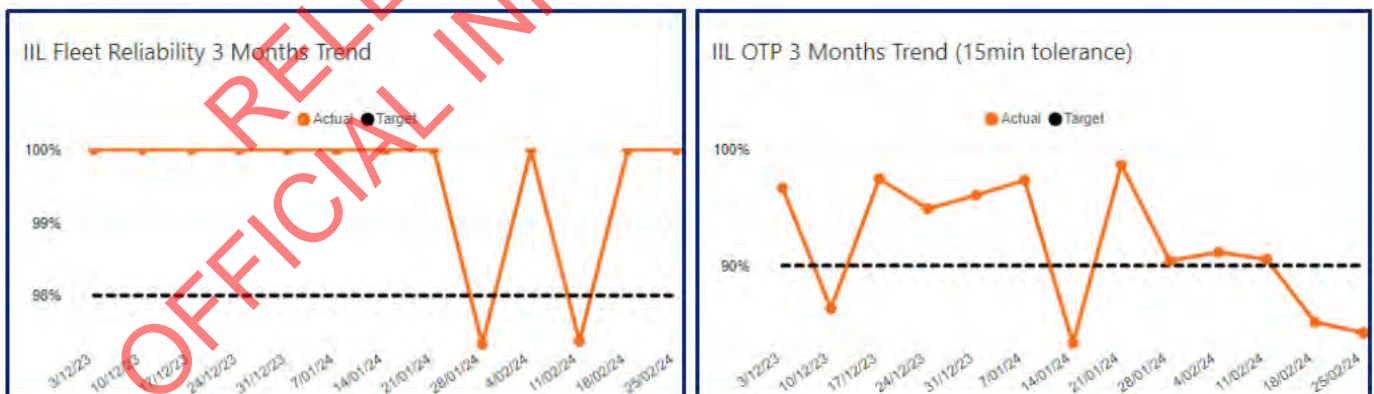
Interislander itself experienced a major outage on Sunday 28 January 2023 when *Kaitaki* lost power. This caused major disruptions through January and February until the vessel came back into service. The investment in reliability and asset management has resulted in good Safe On-Time Performance and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

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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

<b>Day   Date</b>	Monday 11 March 2024
<b>Time</b>	9.30am – 10.15am
<b>Venue</b>	Parliament – EW5.1R
<b>Ministry of Transport (the Ministry) attendees</b>	
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	
<b>New Zealand Transport Agency (NZTA) attendees</b>	
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><b>Revenue System</b></p> <ul style="list-style-type: none"> <li>Officials to provide advice on work programme for the June 2024 Cabinet report back on the revenue system work, <sup>s 9(2)(f)(iv)</sup> [REDACTED]</li> <li>Confirmation that the RUC report back signalled for April 2024 could be incorporated into the June 2024 report back.</li> <li>Office to arrange meeting to discuss Time of Use Charging.</li> </ul>	<p>Underway – initial advice on the report-back will be provided in April.</p> <p>Confirmed.</p> <p>Completed.</p>
<p><b>GPS</b></p> <ul style="list-style-type: none"> <li>Officials to provide GPS work programme overview that shows key programmes of work signalled in the GPS (e.g. performance and efficiency plan development).</li> <li>Officials to provide weekly updates on next steps across programmes of work signalled in the GPS.</li> </ul>	<p>Friday 15 March 2024.</p> <p>Ongoing.</p>
<p><b>Auckland Light Rail (ALR)</b></p> <ul style="list-style-type: none"> <li><sup>s 9(2)(f)(iv)</sup> [REDACTED]</li> <li>Office to provide signed joint ministerial paper once available.</li> </ul>	<p>Friday 15 March 2024.</p>
<p><b>Other</b></p> <ul style="list-style-type: none"> <li>Road safety objectives to be on agenda for next week.</li> </ul>	

2 ACTIONS FROM TRANSPORT OFFICIALS MEETING

Officials Meeting date	Action	Due date	Progress update
5 February 2024	<p><b>ALR</b> 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><b>Time of use charging</b> 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. <sup>s 9(2)(f)(iv)</sup>

*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><b>Joint Venture Airports</b></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 &amp; Monitoring Group</i></p>	<p>Week ending 15 March 2024.</p>
<p><b>Approach to the new Setting of Speed Limits Rule</b></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><b>Lower North Island Rail Integrated Mobility Programme (the Programme)</b></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><b>Drive Electric meeting advice</b></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><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p>Wednesday 13 March 2024.</p>
<p><b>Meeting with Irish Minister of State for Transport (hosted by the Irish Business Network at Beca's Auckland Office) – 15 March 2024</b></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><b>Establishing a Transport Revenue Expert Advisory Group</b></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><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>	<p>Week ending 15 March 2024.</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><b>Total Mobility Review</b> – s 9(2)(f)(iv)</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	Week ending 29 March 2024.
<p><b>Aviation Security Overview</b></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>	



5 KEY UPDATES

Minister Brown	
s 9(2)(f)(iv)	
[Redacted Content]	
Responsibility: Siobhan Routledge, Acting DCE, Policy Group	
s 9(2)(f)(iv)	
[Redacted Content]	
Responsibility: Siobhan Routledge, Acting DCE, Policy Group	

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<b>Minister Brown</b>	
<b>Senior transport leaders roundtable on the Second Emissions Reduction Plan (ERP 2)</b>	
<p>As part of early engagement on ERP 2, Audrey Sonerson and Sam Buckle (Deputy Secretary, Climate Mitigation &amp; 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 <sup>s 9(2)(f)(iv)</sup></p> <div style="background-color: #cccccc; height: 300px; width: 100%;"></div> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>	<p><b>Next steps:</b></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><sup>s 9(2)(f)(iv)</sup></p> <div style="background-color: #cccccc; height: 50px; width: 100%;"></div>
<b>Advice on potholes</b>	
<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><b>Next steps:</b></p> <p>Officials to provide an aide memoire with this information by Friday 15 March 2024.</p>

5 KEY UPDATES

<b>Minister Brown</b>	
<b>Energy efficiency requirements for coastal ships under MARPOL Annex VI</b>	
<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><b>Next steps:</b></p> <p>Indicate to officials if you would like further advice on this matter.</p>

## 6 Cabinet papers

Committees	
<b>Cabinet</b>	
11 March 2024	None this week. The NZTA Chair appointment will be confirmed at this meeting.
<b>Executive Council</b>	
11 March 2024	None this week.
<b>100-Day Committee</b>	
27 March 2024 (or to relevant policy committee once established)	<p><b>Report back on disestablishment of Auckland Light Rail Ltd</b></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>s 9(2)(f)(iv)</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
<b>Cabinet Economic Policy Committee (ECO)</b>	
TBC April 2024	<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
TBC May 2024	<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; Monitoring Group</i></p>
TBC June 2024	<p>s 9(2)(f)(iv)</p> <p><i>Responsibility: David Wood, DCE, Investment &amp; 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><b>Review of maritime legislation</b></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><b>Maritime Rule Amendments (International Omnibus)</b></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><b>Air New Zealand and Virgin Australia Airlines Code Share Agreement Authorisation – initial advice</b></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><b>New Zealand's Search and Rescue System</b></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	
<b>Annual update of household travel statistics on Ministry website</b>	
<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><b>Next steps:</b></p> <p>For your information only.</p>

## Cabinet papers

Committees	
<b>Cabinet</b>	
11 March 2024	None this week.
<b>Cabinet Economic Policy Committee (ECO)</b>	
13 March 2024	None this week.
<b>Cabinet Legislation Committee (LEG)</b>	
23 May 2024	<p><b>Approval of legislative changes required for Maritime and Oil Pollution Levies changes</b></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 &amp; 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
<b>Alternative Waitematā Crossing</b> <ul style="list-style-type: none"> <li>Provide a briefing on the alternative Waitematā crossing.</li> </ul>	15 March 2024
<b>Northwestern Busway</b> <ul style="list-style-type: none"> <li>Provide a briefing on the Northwestern Busway.</li> </ul>	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

##### State Highway 1 (SH1) Brynderwyn Hills

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.

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.

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 16,000m<sup>3</sup> 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.

##### Transport Rebuild East Coast (TREC)

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.

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).

*(Continued next page)*



## 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 m<sup>3</sup> 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><b>Tauriko Enabling Works start of earthworks site visit</b></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><b>Briefing Due:</b></p> <p>Sent to the Office on 29 February 2024</p> <p><b>Officials Attending:</b></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><b>Takitimu North Link site visit</b></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><b>Briefing Due:</b></p> <p>Sent to the Office on 29 February 2024</p> <p><b>Officials Attending:</b></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><b>Te Ara o Te Ata Mt Messenger site visit</b></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><b>Briefing Due:</b></p> <p>8 March 2024</p> <p><b>Officials Attending:</b></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><b>BRI-2998 Alternative Waitematā Crossing</b></p> <p>A briefing on the alternative Waitematā crossing following a meeting with NZTA officials.</p>
15 March 2024	<p><b>BRI-2999 Northwestern Busway</b></p> <p>A briefing on the Northwestern Busway following a meeting with NZTA officials.</p>



## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

## Upcoming media items

Date of release	Subject
13 March 2024	<b>Auckland/Northland - SH1 Brynderwyn Hills media visit</b> 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.
Week commencing 11 March 2024	<b>Waikato/Bay of Plenty – Cambridge Road overbridge, Takitimu North Link</b> 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).
Week commencing 11 March 2024	<b>Central North Island - Transport Rebuild East Coast (TREC) East Coast drop in sessions</b> 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.
Week commencing 11 March 2024	<b>Central North Island - Manawatū Gorge carpark</b> 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 Ashurst side of Te Āpiti - Manawatū Gorge as the construction requirements for Te Ahu a Turanga: Manawatū Tararua Highway shift.

## 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	Practical driver licence test wait times Community objection to the demolition of the Drury Lane shops.



## 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)*

## 9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES

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.

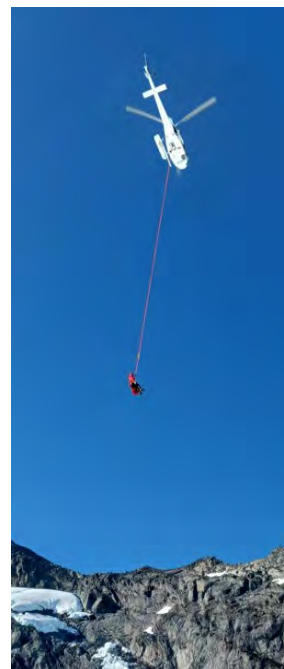
**RCCNZ coordinates complex Mt Aspiring rescues**

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**

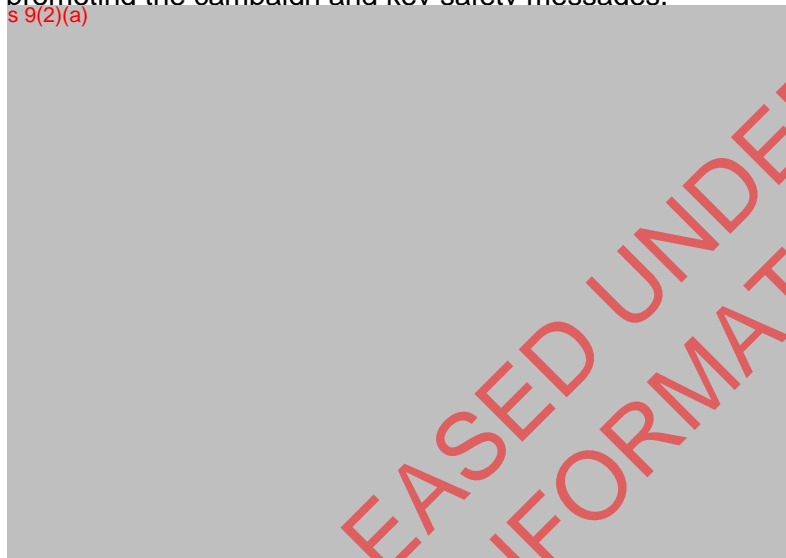
The PMSP recently concluded a successful two-week visit to Samoa, launching a crucial community education and awareness campaign in partnership with the Ministry of Works, Transport and Infrastructure.

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**

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**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



9 UPDATES FROM TRANSPORT CROWN ENTITIES AND SOES



No update this week.

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## Directory

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