

Proactive Release

This document is proactively released by Te Manatū Waka the Ministry of Transport.

Some information has been withheld on the basis that it would not, if requested under the Official Information Act 1982 (OIA), be released. Where that is the case, the relevant section of the OIA has been noted and no public interest has been identified that would outweigh the reasons for withholding it.

Listed below are the most commonly used grounds from the OIA.

| <u>Section</u> | <u>Description of ground</u> |
|----------------|---|
| 6(a) | as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government |
| 6(b) | as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> (i) the Government of any other country or any agency of such a Government; or (ii) any international organisation |
| 6(c) | prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial |
| 9(2)(a) | to protect the privacy of natural persons |
| 9(2)(b)(ii) | to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information |
| 9(2)(ba)(i) | to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public |
| 9(2)(ba)(ii) | to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest |
| 9(2)(f)(ii) | to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility |
| 9(2)(f)(iv) | to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials |
| 9(2)(g)(i) | to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty |
| 9(2)(h) | to maintain legal professional privilege |
| 9(2)(i) | to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities |
| 9(2)(j) | to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) |

Te ripoata o te wiki mō te Minita o Te
Manatū Waka |
Weekly Report to the Minister of
Transport

For the week ending 11 August 2023

PROACTIVELY RELEASED BY
TE MANATŪ WAKA MINISTRY OF TRANSPORT

Contents

| | | |
|---|--|----|
| 1 | Actions from transport officials’ meeting..... | 1 |
| 2 | Upcoming briefings..... | 2 |
| 3 | Key priorities..... | 5 |
| 4 | Cabinet papers | 18 |
| 5 | Cabinet papers led by other agencies | 21 |
| 6 | Transport Crown entity and state-owned entity (SOE) updates..... | 22 |

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1 **Actions from transport officials' meeting**

| Meeting with Te Manatū Waka Ministry of Transport (the Ministry) and Waka Kotahi NZ Transport Agency (Waka Kotahi) | Due date |
|--|----------|
| None this week. | Nil. |

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2 UPCOMING BRIEFINGS

2 Upcoming briefings

| Briefings to Minister Parker | Due date |
|---|--------------------------------|
| s 9(2)(f)(iv) <i>Responsibility: Chris Gulik, Acting Director, Auckland Light Rail</i> | Week ending 18 August 2023. |
| s 9(2)(f)(iv) <i>Responsibility: Chris Gulik, Acting Director, Auckland Light Rail</i> | Week ending 18 August 2023. |
| Budget 2024 Strategy for Vote Transport <i>Responsibility: Tim Herbert, Manager, Investment</i> | Week ending 18 August 2023. |
| Issue of consent under the Wildlife Act 1953 to Waka Kotahi for Mount Messenger Bypass <i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i> | Week ending 18 August 2023. |
| Advice on proposed changes to the Land Transport Rule: Vehicle Exhaust Emissions 2007 (to introduce Euro 6) and summary of submissions following consultation <i>Responsibility: Matt Skinner, Manager, Environment and Emissions Policy Design</i> | Week ending 18 August 2023. |
| Quarterly Report on Implementation Progress of the Emissions Reduction Plan Transport Chapter Actions: April-June 2023 <i>Responsibility: Genevieve Woodall, Manager, Emissions Programme Office</i> | Week ending 18 August 2023. |
| Vote Transport Contingent Assets and Liabilities sign-off as of 30 June 2023 <i>Responsibility: Paul Laplanche, Chief Financial Officer</i> | Week ending 18 August 2023. |
| s 9(2)(f)(iv) <i>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</i> | Week ending 18 August 2023. |
| Approval of the Land Transport (Road User) Amendment Rule 2023 <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i> | Week ending 18 August 2023. |
| Regulation of Public Transport Bill – Supplementary Order Paper <i>Responsibility: Helen White, Manager, Mobility and Safety</i> | Week ending 18 August 2023. |

| Briefings to Minister Parker | Due date |
|---|--|
| <p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Chris Gulik, Acting Director, Auckland Light Rail</i></p> | <p>Week ending 25 August 2023.</p> |
| <p>Official Information Act request from s 9(2)(a) RE: Auckland Hardstand or the Auckland Harbour Foreshore Grant Act 1875</p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i></p> | <p>Week ending 25 August 2023.</p> |
| <p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Helen White, Manager, Mobility and Safety</i></p> | <p>Week ending 25 August 2023.</p> |
| <p>Official Information Act request regarding the emerging preferred option for the Waitematā Harbour Connections project</p> <p><i>Responsibility: Karen Lyons, Auckland Director</i></p> | <p>Week ending 25 August 2023.</p> |
| <p>Draft Budget 2024 Strategy for Transport</p> <p><i>Responsibility: Tim Herbert, Manager, Investment</i></p> | <p>Week ending 1 September 2023.</p> |
| <p>Draft Transport Orders-in-Council to be submitted to Review Panel and Regulations Review Committee (Tranche 5B)</p> <p><i>Responsibility: Carmen Mak, Director, System and Regulatory Design</i></p> | <p>Week ending 1 September 2023.</p> |
| <p>New Zealand – Solomon Islands: Outcome of Air Services Negotiations</p> <p><i>Responsibility: Tom Forster, Manager, Economic Regulation</i></p> | <p>September TBC.</p> |

2 UPCOMING BRIEFINGS

| Briefings to Minister O'Connor | Due date |
|--|----------------------------------|
| Land Transport (Road Safety) Amendment Bill: Third Reading and Committee of the Whole <i>Responsibility: Megan Moffet, Manager, Regulatory Policy</i> | Week ending 18 August 2023. |
| Advice on Northport Dry Dock Business Case <i>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</i> | Week ending 18 August 2023. |
| Recreational Safety and Search and Rescue Review Report – Findings and Recommendations <i>Responsibility: Bev Driscoll, Director, Recreational Safety and Search and Rescue Review</i> | Week ending 1 September 2023. |

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3 Key priorities

Minister Parker

Background on the creation of six marine reserves in the southeast of the South Island under the Marine Reserves Act 1971

The Director-General of Conservation has notified your Office of a pending application under the Marine Reserves Act 1971 (The Act) to declare six areas of sea and foreshore as marine reserves.

The main aim of a marine reserve is to create an area free from alterations to marine habitats and life, providing a useful comparison for scientists to study.

The Minister of Conservation has been briefed by the Department of Conservation and a decision has been sought from the Minister of Conservation on granting these six areas the status of a marine reserve. If the Minister of Conservation is satisfied that the application meets relevant legislative requirements, then you and the Minister for Oceans and Fisheries will be asked to independently decide whether you concur with the Minister of Conservation's decision under s 5(9) of the Act.

You will be briefed, and a decision will be sought on whether you would like to concur. We will provide you with detailed advice on the considerations which are relevant to your role and functions as the Minister of Transport, when making your decision. Concurrence by you and the Minister for Oceans and Fisheries will likely result in the Minister of Conservation recommending the creation of the marine reserves through an Order-in-Council (subject to other procedural and approval requirements being met by the Minister of Conservation). Refusing to concur will prevent the creation of the marine reserves.

Concurrence

Concurrence allows you to safeguard your particular interests as the Minister of Transport, by making certain enquiries. At this stage, it is likely that our advice will include consideration of undue interference with any existing right of navigation under s 5(6)(b) of the Act, as well as your functions to promote safety in maritime transport and to ensure New Zealand's preparedness for, and ability to respond to, marine oil pollution spills under s 5(a) of the Maritime Transport Act 1994.

Responsibility: Jacob Ennis, Acting Manager, Supply Chain

Next steps:

If the Minister of Conservation seeks your concurrence, we will provide detailed advice.

3 KEY PRIORITIES

| Minister Parker | |
|---|--|
| The South Auckland Package (SAP) Business Case review | |
| <p>On 11 August, Waka Kotahi provided Te Manatū Waka with a final draft of the NZUP South Auckland Package Business Case for review. South Auckland is experiencing significant growth however it is predicated that there is an additional growth of people living in Takāanini, Opaheke, Drury, Paerāta and Pukekohe, Flat Bust and Manukau within 30 years.</p> <p style="color: red; font-size: small;">s 9(2)(g)(i)</p> <p style="background-color: #cccccc; height: 20px; margin-bottom: 5px;"></p> <p>To address these issues, the South Auckland Package Business Case proposes two components which support the long-term strategic transport strategy for the area and deliver on the investment outcomes; Drury – Waihoehoe Road and SH22 upgrades, and Manakau to Takāanini Access and Safety (formerly Mill Road).</p> <p>Te Manatū Waka has undertaken an independent review of the business case and supporting information. Te Manatū Waka have met with Waka Kotahi representatives to resolve and clarify any items of concern.</p> <p style="color: red; font-size: small;">s 9(2)(g)(i)</p> <p style="background-color: #cccccc; height: 20px; margin-bottom: 5px;"></p> <p>The business case has built on work previously completed in the 2021 Business Case and the recommended options appear to have been developed in a robust and logical manner. These options have been optimised to reflect the budget pressures and have been focussed on key outcomes. s 9(2)(g)(i)</p> <p style="background-color: #cccccc; height: 100px; margin-bottom: 5px;"></p> <p style="color: red; font-size: small;">s 9(2)(f)(iv)</p> <p style="background-color: #cccccc; height: 100px; margin-bottom: 5px;"></p> <p><i>Responsibility: Andrew Hicks, Acting Manager, Programme Assurance and Commercial.</i></p> | <p>Next steps</p> <p>Waka Kotahi plan to submit the South Auckland Package Business Case to you and the Minister of Finance this month.</p> |

Minister Parker and Minister O'Connor

ERP2 Cabinet paper: Scope, approach, timeframes and accountability for delivering the second emissions reduction plan in 2024

The second emissions reduction plan must be published by the end of 2024. Over the next 16 months, Ministers will need to make a range of critical decisions to develop a plan that will deliver the abatement needed to meet the second emissions budget and put Aotearoa New Zealand on track to meet future emissions budgets. It is imperative, given the scale and complexity of these decisions, that officials start this work now. A draft Cabinet paper seeking decisions on the scope, approach, timeframes, and accountabilities for second Emissions Reduction Plan (ERP2) is currently out for Ministerial consultation.

Members of the Climate Response Ministers Group (CRMG) agreed to the approach outlined in the draft paper on 26 July 2023. Transport officials consider this endorsement from CRMG provides sufficient direction for agencies to proceed with ERP2 development, without the need for Cabinet decisions at this stage.

The draft paper asks Ministers to commit to a systems approach to developing ERP2, as well as a specific list of priorities before most agencies have done detailed policy analysis. s 9(2)(g)(i)

If a Cabinet Paper does proceed, Transport officials suggest key recommendations, including draft recommendations 11 and 13 setting out proposed systems of work and focus topics, are downgraded to noting recommendations to ensure sufficient flexibility for agencies to update their strategic advice following more detailed analysis.

Transport officials have provided the following additional feedback on this draft paper:

Systems approach to developing ERP2

Transport officials support taking a systems approach to develop ERP2 that will require policy development to be integrated across multiple Ministerial portfolios. s 9(2)(g)(i)
 direction, lead agencies are at risk of defaulting to a sector-based approach, as per first Emissions Reduction Plan.

Next steps:

Ministerial consultation is taking place from 4 - 14 August 2023. The final paper will be lodged for Cabinet Economic Development Committee (DEV) 23 August, to be considered by Cabinet 28 August.

3 KEY PRIORITIES

| Minister Parker and Minister O'Connor | |
|---|--|
| <p><u>Planning and Infrastructure</u></p> <p>Current planning instruments (such as the National Policy Statement on Urban Development, Medium Density Rules, Government Policy Statement Housing and Urban Development) reference objectives around reducing emissions and well-functioning urban areas, however there is nothing imbedded in these planning instruments to resolve any tension between provision of more housing and the need to reduce transport emissions and light vehicle kilometres travelled in major urban areas. Ideally, multi-sector strategies would ensure different sectors share responsibility for delivering the same results. It is not clear that the current approach will enable this.</p> <p><u>Funding and financing</u></p> <p>We see access to the appropriate types of funding and finance as critical. Care will need to be taken to ensure individual transport investments are well connected to current and future ERPs to avoid funding ad-hoc and out of sequence activities that don't line up with sector plans. Transport officials would like more clarity on what kind of funding certainty (or financing facilitation) is envisaged for things in the investment pipeline envisaged for ERP2. This is important for significant investments that may be beyond a sector to fund as business as usual and could provide an element of long-term certainty to the supply chain.</p> <p><u>Nationally Determined Contributions</u></p> <p>Transport officials recommend the paper states the scale and scope of transformation required more strongly, especially for transport and energy. It is important that Ministers are fully aware of the challenge ahead to deliver emissions budgets 2 and 3, and what a significant jump these represent for transport in particular.</p> <p style="color: red; font-size: small;">s 9(2)(g)(i)</p> | |
| <p><u>Broader outcomes and equity</u></p> <p>There is limited consideration of broader outcomes and equity issues. For example, there is a need to consider employees and employers, and communities that are dependent on carbon-based industries. Transport officials believe more weight needs to be placed on co benefits and ensuring multiple outcomes are met through the transition to net zero.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p> | |

Ministers Parker and O'Connor

Cyclone Recovery

Policy function (excluding legislation)

The Cabinet paper on the transport rebuild following the severe weather events has been lodged for consideration at Extreme Weather Recovery Committee (EWR) on 16 August 2023.

Legislation function

Following your approval of the briefing submitted last week, we will undertake agency consultation on the draft Cabinet Legislation Committee (LEG) paper which seeks approval to submit the Order in Council (OiC) modifying the Land Transport Management Act (LTMA) 2003, to the Executive Council and Governor-General for enactment. We are intending for the LEG paper to be circulated for Ministerial consultation from 9 - 14 August 2023. The paper is due to be lodged on 17 August 2023, to be considered by LEG on 23 August 2023.

With respect to the other two OiCs (for Waka Kotahi and KiwiRail works) which are in Tranche 5B, the Ministry met with Hawkes Bay Iwi on Thursday to undertake further consultation on the OiCs. The Ministry is also organising further consultation with Tairāwhiti Iwi on the OiCs.

Investment function

s 9(2)(f)(iv)

| Initiative | Indicative funding (\$m) |
|---------------|--------------------------|
| Waka Kotahi | |
| s 9(2)(f)(iv) | |

3 KEY PRIORITIES

| Ministers Parker and O'Connor | |
|-------------------------------|--|
| Cyclone Recovery | |
| s 9(2)(f)(iv) | |
| <i>KiwiRail</i> | |
| s 9(2)(b)(ii), s 9(2)(f)(iv) | |
| s 9(2)(f)(iv) | |

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Ministers Parker and O'Connor**Cyclone Recovery****Finance function:**

As of 7 August 2023, Waka Kotahi has claimed a \$72m against Equity injection to Waka Kotahi NZTA appropriation. This was to reimburse it for additional NIWEs response costs incurred in FY22/23. This appropriation was provided through phase 1 of the NRP process.

Next steps:

The Cabinet paper on the transport rebuild following the severe weather events will be considered at EWR on 16 August 2023.

As above, we had provided you last week with the draft LEG paper which seeks approval to submit the OiC modifying the Land Transport Management Act (LTMA) 2003, to the Executive Council and Governor-General for enactment. The next step with this paper is to circulate it for Ministerial and agency consultation.

We will also provide you with a briefing to approve the other two OiCs for submission to the Review Panel and the Regulations Review Committee, as per the Tranche 5B timeframes.

Responsibility: Nick Paterson, Manager, Cyclone Recovery

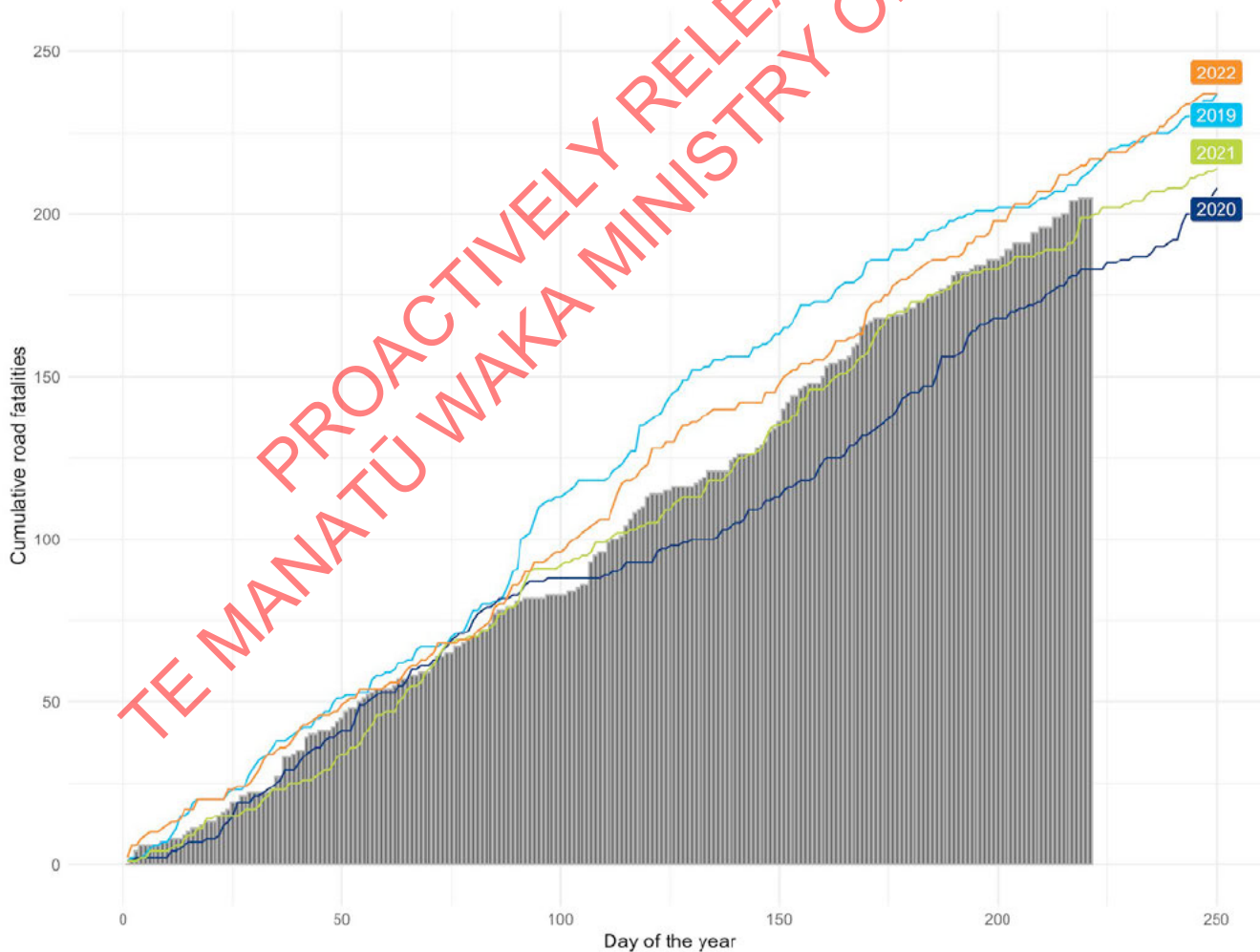
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3 KEY PRIORITIES

Year to date road fatalities

As at 09 Aug 2023 provisional road fatalities are 205 for the year, this is 10 fewer fatalities than the same date in 2022. A year-to-date comparison is shown in the table below:

| crash month | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------|------|------|------|------|------|
| Jan | 32 | 21 | 18 | 29 | 22 |
| Feb | 26 | 32 | 28 | 25 | 32 |
| Mar | 33 | 31 | 34 | 32 | 27 |
| Apr | 45 | 9 | 25 | 37 | 32 |
| May | 29 | 23 | 31 | 27 | 27 |
| Jun | 27 | 29 | 37 | 32 | 31 |
| Jul | 14 | 32 | 16 | 25 | 25 |
| Aug | 6 | 6 | 10 | 8 | 9 |
| Total | 212 | 183 | 199 | 215 | 205 |



Year to date road fatalities

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



Responsibility: Dan Jenkins, Manager, Analytics and Modelling

3 KEY PRIORITIES

Clean car and electric vehicle registrations

Summary of registrations by CCD Band for week ending 06 August, 2023

Total registrations

| total registrations this week | delta prev week | last full month (Jul) | delta prev month | year to date | delta prev year to date |
|-------------------------------|-----------------|-----------------------|------------------|--------------|-------------------------|
| 4412 | -149 | 13,844 | -28,208 | 169,499 | -14,217 |

This week's registrations by emissions band and vehicle type

| CCD.band | Heavy | Light | Motorcycle | Total | delta_prev_wk | Weekly trends this year | |
|-------------------------------|-------|-------|------------|-------|---------------|-------------------------|------|
| | | | | | | Low | High |
| Zero (0g/km) | 15 | 346 | 25 | 386 | -7 | 78 | 1317 |
| Very low (1-49g/km) | 0 | 122 | 0 | 122 | -20 | 7 | 607 |
| Low (50-99g/km) | 0 | 898 | 0 | 898 | -24 | 187 | 1759 |
| Moderate (100-149g/km) | 0 | 1050 | 0 | 1050 | -52 | 285 | 4210 |
| High (150-199g/km) | 0 | 695 | 0 | 695 | -56 | 204 | 6904 |
| Very high (200-249g/km) | 0 | 452 | 0 | 452 | 44 | 78 | 7220 |
| Extremely high (over 250g/km) | 0 | 381 | 0 | 381 | -65 | 49 | 3637 |
| Unknown | 218 | 10 | 200 | 428 | 31 | 107 | 933 |

This week's registrations for ZERO EMISSION BAND (0g/km) battery electric vehicles

| Vehicle type | New | Used | Total | delta_prev_wk | Weekly trends this year | |
|--------------|-----|------|-------|---------------|-------------------------|------|
| | | | | | Low | High |
| Car | 235 | 105 | 340 | -21 | 19 | 1195 |
| Bus | 15 | 0 | 15 | -1 | 1 | 20 |
| Van | 6 | 0 | 6 | 3 | 1 | 36 |
| Truck | 0 | 0 | 0 | 0 | 1 | 3 |
| Motorcycle | 25 | 0 | 25 | 13 | 1 | 46 |
| Other | 0 | 0 | 0 | -1 | 1 | 36 |

Clean car and electric vehicle registrations

EV (Battery electric) LIGHT vehicle Fleet (inc. motorcycles/ATV etc.)

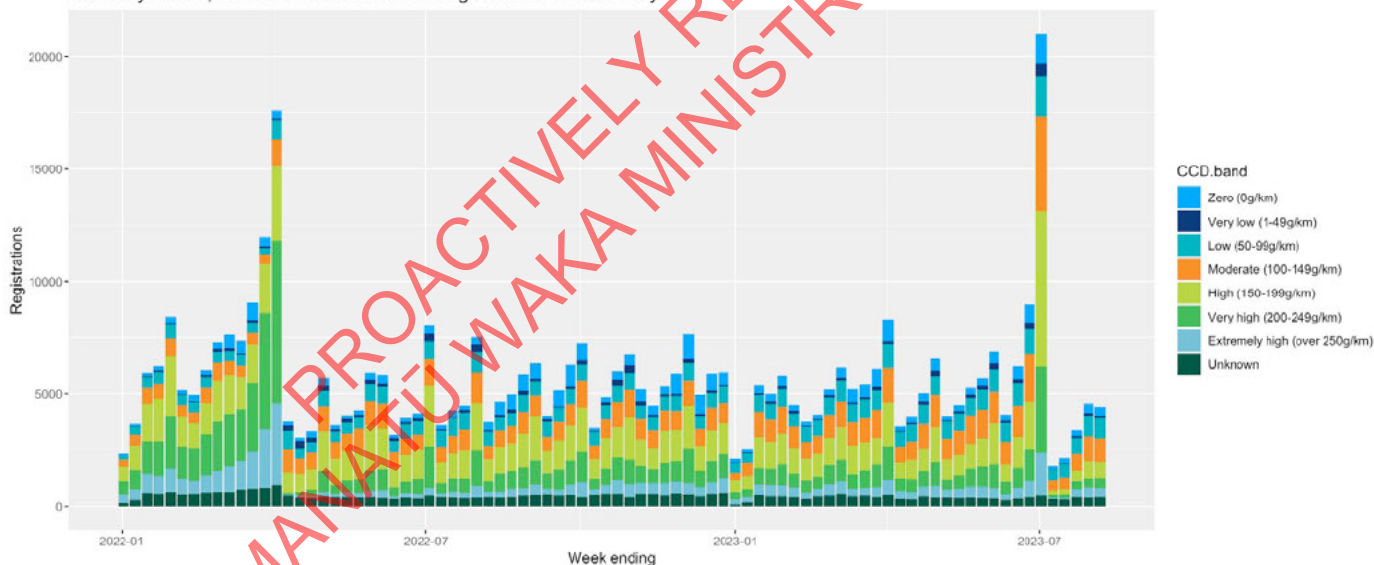
| CCD.band | Vehicle_gp | Fleet size 2018 | long-term trend | Fleet size today | % of total fleet |
|--------------|------------|-----------------|-----------------|------------------|------------------|
| Zero (0g/km) | Car | 3869 | | 57595 | 1.253 |
| Zero (0g/km) | Motorcycle | 336 | | 2677 | 0.058 |
| Zero (0g/km) | Other | 16 | | 178 | 0.004 |
| Zero (0g/km) | Van | 653 | | 1526 | 0.033 |

EV (Battery electric) HEAVY vehicle Fleet

| CCD.band | Vehicle_gp | Fleet size 2018 | long-term trend | Fleet size today | % of total fleet |
|--------------|------------|-----------------|-----------------|------------------|------------------|
| Zero (0g/km) | Bus | 11 | | 318 | 0 |
| Zero (0g/km) | Other | 2 | | 50 | 0 |
| Zero (0g/km) | Truck | 11 | | 142 | 0 |

Graphical summary of registrations:

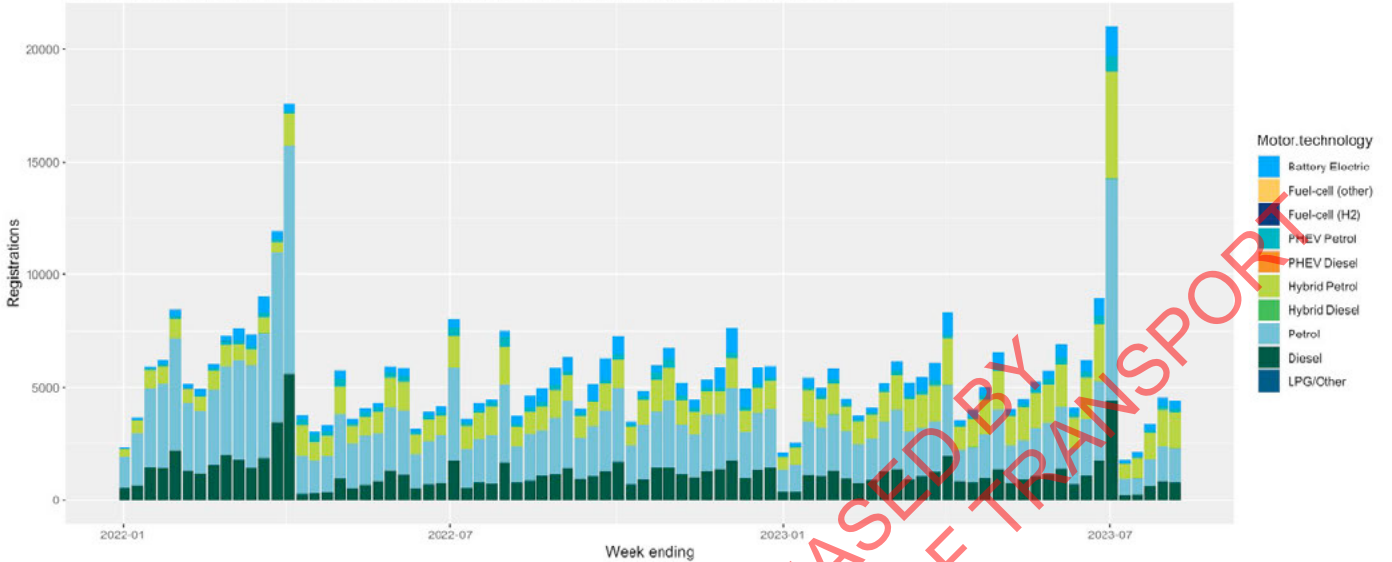
Summary of zero, low and moderate emission registrations since January 2022



3 KEY PRIORITIES

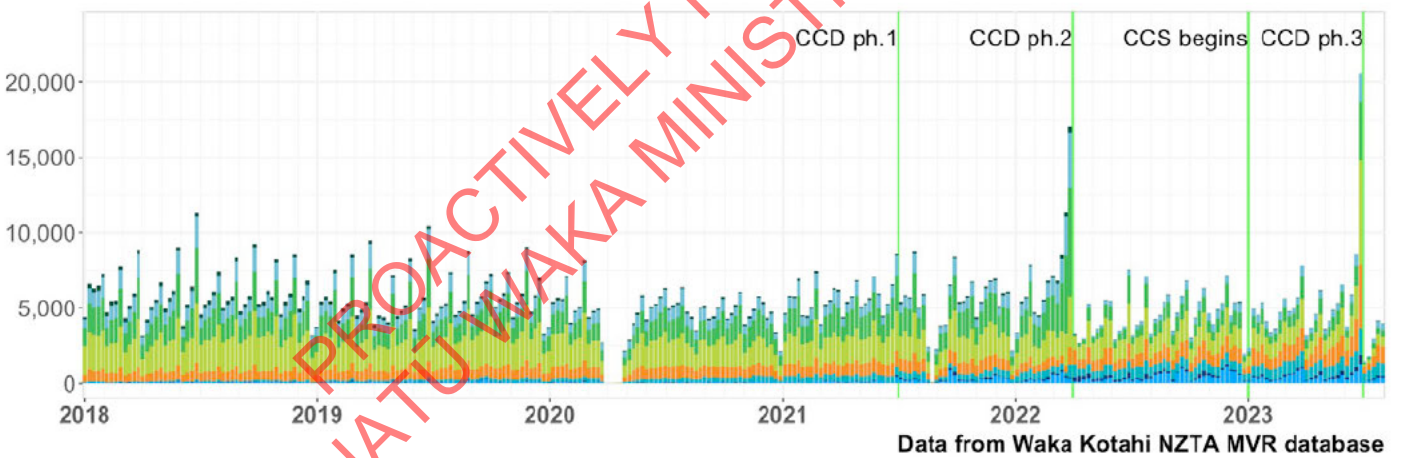
Clean car and electric vehicle registrations

Summary of zero, low and moderate emission registrations by propulsion type since January 2022



Weekly registrations of low-emissions motor vehicles

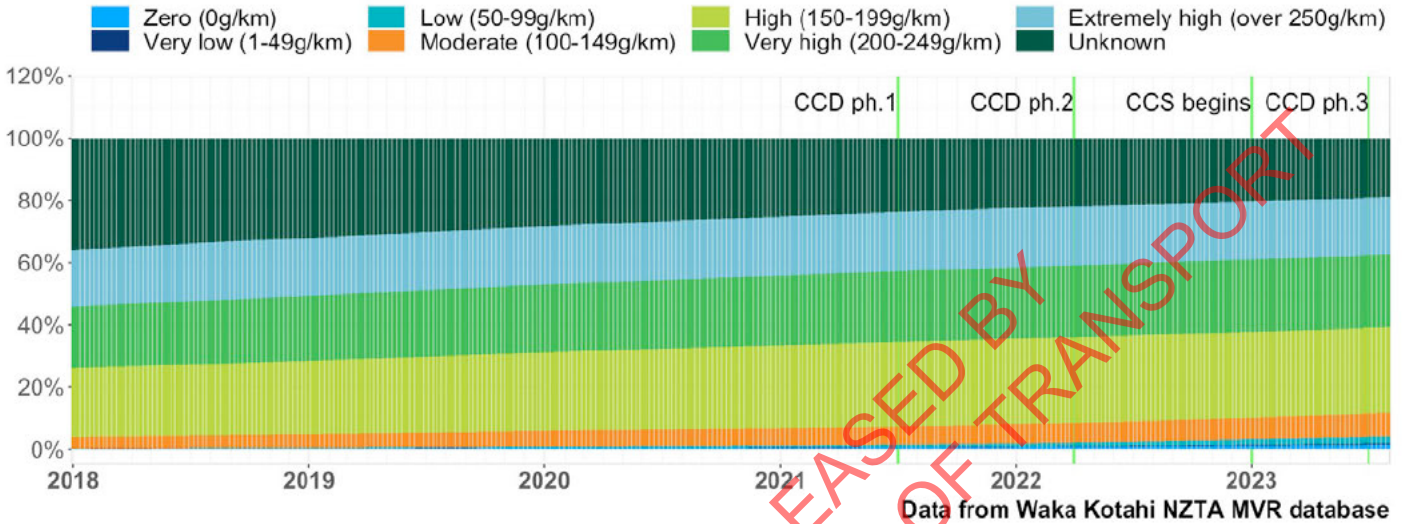
Legend for emission categories: Zero (0g/km), Very low (1-49g/km), Low (50-99g/km), Moderate (100-149g/km), High (150-199g/km), Very high (200-249g/km), Extremely high (over 250g/km), and Unknown.



Data from Waka Kotahi NZTA MVR database

Clean car and electric vehicle registrations

Low-emissions motor vehicle fleet
As a proportion of all light motor vehicles



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

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

Responsibility: Dan Jenkins, Manager, Analytics and Modelling.

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4 Cabinet papers

| Minister Parker | | |
|--|---|--|
| Paper | Committee | Status |
| <p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Marian Willberg, Manager, Demand Management and Revenue</i></p> | <p>Cabinet Economic Development Committee (DEV)</p> <p>16 August.</p> | Lodged. |
| <p>Order in Council for Modifications to the Land Transport Management Act 2003</p> <p>This paper seeks agreement to submit the Order in Council (OiC) to the Executive Council for approval. The timeline for this paper is consistent with the timeline for Tranche Four OiCs.</p> <p><i>Responsibility: Carmen Mak, Director, System and Regulatory Design</i></p> | <p>Cabinet Legislation Committee (LEG).</p> <p>24 August 2023.</p> | <p>We provided you with a draft LEG paper on 3 August 2023, ahead of departmental and Ministerial consultation.</p> |
| <p>Regulations implementing changes to Land Transport Regulatory Fees and Charges</p> <p>This paper seeks Cabinet approval to submit Regulations setting land transport fees and charges to the Executive Council.</p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i></p> | <p>Cabinet Legislation Committee (LEG).</p> <p>24 August 2023.</p> | <p>We provided a draft Cabinet paper to your Office on 19 July 2023 with a view to the paper being lodged on 10 August 2023. Proposed lodgement has now moved to 17 August 2023 after discussion with your Office.</p> |

| Minister Parker | | |
|--|---|---|
| Paper | Committee | Status |
| <p>s 9(2)(f)(iv)</p> <p><i>Responsibility: Jacob Ennis, Acting Manager, Supply Chain</i></p> | <p>Cabinet Economic Development Committee (DEV) 30 August 2023</p> | <p>The paper is currently being drafted by the Treasury and the Ministry of Transport.</p> |
| <p>Government response to the Inquiry into the Future of Inter-Regional Passenger Rail in New Zealand</p> <p><i>Responsibility: Nick Potter, Acting Manager, Placemaking and Urban Development</i></p> | <p>Cabinet Legislation Committee (LEG) 31 August 2023.</p> | <p>We provided you with a briefing and draft LEG paper on 10 August 2023.</p> |
| <p>Confirmation of Electric Vehicle Charging Strategy</p> <p>This paper seeks Cabinet approval to release the final Electric Vehicle Charging Strategy.</p> <p><i>Responsibility: Holly Walker, Manager, Environment and Emissions Strategy</i></p> | <p>Cabinet Economic Development Committee (DEV). Date to be advised by your Office.</p> | <p>We understand you spoke with Minister Woods on 7 August 2023 about this matter. We await further direction following this meeting.</p> |

| Minister O'Connor | | |
|--|---|---|
| Paper | Committee | Status |
| <p>Maritime Transport (Infringement Fees for Offences – Otago Regional Council Navigation Safety Bylaw 2020) Regulations 2023</p> <p>This paper seeks Cabinet approval to submit Regulations setting Infringement Fees for Offences for breaches of the Otago Regional Council Navigation Safety Bylaw 2020 to the Executive Council.</p> <p><i>Responsibility: Brendan Booth, Chief Legal Adviser and Manager, Procurement</i></p> | <p>Cabinet Legislation Committee (LEG). 24 August 2023.</p> | <p>We provided a draft Cabinet paper to Minister O'Connor's Office on 26 July 2023. Minister O'Connor's Office has informed us this paper is intended for LEG on 24 August 2023, with the paper being lodged on 17 August 2023.</p> |

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5 Cabinet papers led by other agencies

| Title | Lead agency | Minister and Committee | Estimated timing to Cabinet Committee |
|--|--|--------------------------------|--|
| s 9(2)(f)(iv) | Ministry of Business, Innovation and Employment (MBIE) | Minister of Immigration DEV | 30 August 2023 |
| Comment | | | |
| s 9(2)(f)(iv) | | | Next steps: MBIE advises ministerial consultation to run from 11 August 2023–18 August 2023. |
| <i>Responsibility: Helen White, Manager, Mobility and Safety</i> | | | |

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



Aviation Security Service
Kaiwhakamaru Rererangi

Key Updates

Dangerous goods incident on 10 July

A single round of live ammunition was found on an aircraft on 10 July. The ammunition, a shotgun cartridge, was found in the overhead baggage area in Auckland after the flight had arrived. The ammunition was identified by a member of Air New Zealand cabin crew in the process of checking the overhead lockers and was promptly reported to the Aviation Security Service (AvSec). After the report was received, the aircraft was searched by an AvSec explosive detection dog, and nothing further was detected. The ammunition was seized and handed over to NZ Police.

As per standard AvSec procedure this incident has been investigated but it has not been determined whether the round was introduced into the aircraft by a passenger, how long it had been on the aircraft, nor whether it passed through an AvSec screening point.

Carriage of ammunition is not permitted in carry-on luggage. AvSec uses x-ray imaging to screen carry-on baggage and our people are highly specialised at assessing the images and identifying restricted items. If an item is missed, and if we can identify when and by whom, that officer is given additional training.

Every year thousands of prohibited items are seized by AvSec. Ammunition is not uncommon due to hunters travelling by air. If it is believed that ammunition is being deliberately concealed the matter is referred to NZ Police for investigation. In the 12 months to 7 August 2023 there have been 3678 instances where live rounds of ammunition have been removed from bags at screening points and none of these were determined to be deliberately concealed.

Sixth Pacific Meteorological Council meeting and 3rd Pacific Ministerial Meeting

The Authority's Chief Meteorological Officer will be attending the 6th Pacific Meteorological Council meeting, followed by the 3rd Pacific Ministerial Meeting (PMMM-3) on Meteorology. Both meetings will be hosted by the Government of Fiji in Nadi from 14-18 August. Also expected to attend PMMM-3 are the Prime Ministers of Fiji and Tonga, along with the ministers responsible for meteorology in the Pacific region. Delegates from MFAT, MetService and NIWA, will be attending from New Zealand.

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

Aviation Security Queues Taskforce

As previously reported, the Authority established a Queues Taskforce on 16 June 2023 to support a specific focus on how the Authority can address “unacceptable” queues at Aviation Security screening points.

The work of the Taskforce continues with regular (weekly updates) provided to stakeholders. The Taskforce has spurred the establishment of an industry group – the Aviation Security Stewardship Group (SSG) – which will have a focus on identifying, discussing, and collaborating on system-wide security issues, including but not limited to issues such as queues. The SSG terms of reference have been worked through with key stakeholders (Board of Airlines Representatives NZ - BARNZ, and the NZ Airports Association. The intention is to have the first meeting of the SSG early in September.

In the meantime, on 31 August 2023, the Authority will host a broader industry meeting with operational representatives of organisations with an interest in, and responsibility for aviation security. This is part of a series of meetings that started late in 2022 to support the overall operation of the aviation security system.

Communications and External Engagement 7 August 2023**Media plan – 7 days from Sunday 13 August 2023**

Nil

Media mentions – 7 days to Wednesday 9 August 2023

| Date | Activity | Channel |
|---------------|---|---------|
| 4 August 2023 | Breakfast at 6:08 am featuring David Harrison Deputy Chief Executive Aviation Safety David Harrison appeared on TVNZ Breakfast to discuss pilot licensing and training requirements, and to explain that they are determined for safety reasons. This was in response to a piece that aired on 25 July featuring Ant Sproull from Air Milford and Irene King of Ardmore Flying School, lamenting a commercial pilot shortage and claiming that our standards are too high and a barrier for the industry. David made it clear that our role as a regulator is to uphold safety standards, not to bend to commercial or economic pressures. | TVNZ |
| 8 August 2023 | FIFA players skip queues Enquiry received about why FIFA WWC players are permitted to jump security screening queues, in response to a specific case. Statements were provided. The article describes a negative reaction from other passengers and questions why this service is offered. | Stuff |

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

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|---------------|---|---------------------------------------|
| 8 August 2023 | Talkback radio also covered the FIFA Women's World Cup players being permitted to skip the queue. Radio host was firmly against the practice; callers were of mixed opinions. | Newstalk ZB Christchurch morning show |
|---------------|---|---------------------------------------|

Upcoming communications and engagement

| Planned release/publish | What | Type | Why |
|-------------------------------------|---|-------------------------------------|---|
| July-August | Make time to make it in time | Digital campaign - social | Educate passengers about what to expect at airport security, including allowing enough time to avoid queues. |
| July-August | Make time to make it in time | Digital campaign - advertising | Display and search advertising to educate passengers about what to expect at airport security, including allowing enough time to avoid queues. Targeting will include FIFA world cup spectators. |
| August | How to be a pilot - junior | GAP booklet | BAU version update |
| Aug-September | Becoming a licensed aircraft maintenance engineer | GAP booklet | Minor update and then reprint |
| July-September (multiple dates) | Airworthiness and maintenance | Face-to-face workshop with industry | Education for owners and operators to increase their understanding of the requirements for maintaining their aircraft |
| September | Vector Spring Issue | Aviation industry magazine | A way of getting relevant information to industry in an easy-to-read format |
| September-November (multiple dates) | Plane Talking | Face-to-face workshop | This series of seminars, as part of the Work Together, Stay Apart campaign, serves the aerodrome communities and will be held in aero clubs and flying schools throughout New Zealand. There are 21 dates in total. |

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

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| September | Plane Talking | GAP video | To educate the aerodrome community about standard radio calls. This video is the first educational product to be released as part of the Work Together, Stay Apart campaign. |
| July-December (multiple dates) | Dangerous Goods | Face-to-face course for industry | To provide training and qualification for the carriage of DG |
| October | Weight and balance | GAP booklet | BAU version update |
| October | Vector special issue: accidents that have common causes | Aviation industry magazine | To highlight the most common causes of fatal accidents that safety investigators go to. |
| TBC | In, Out and Around Queenstown. | GAP booklet | BAU version update |
| TBC | In, Out and Around Christchurch | GAP booklet | BAU version update |
| TBC | In, Out and Around Manawatu | GAP booklet | BAU version update |

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Maritime incident response On-Scene Commander training

Maritime NZ has conducted the annual, week-long Regional On-Scene Commander Assessment Course at our Marine Pollution Response Service facility in Te Atatu. Ten candidates from councils around New Zealand and a port company attended; five were new to the role and five were completing their periodic revalidation. Classroom sessions were followed by exercises, leading teams of peers. Maritime NZ CEO, Kirstie Hewlett, visited during the course and was able to view one of the exercises in progress. The last day included a prolonged exercise during which the candidates moved through different leadership roles, and final assessment by National On-Scene Commanders and members of Maritime NZ's incident management team. The course is intense and exhausting for all involved and aims to produce response leaders who can work in any region of the country and can support a national response if necessary.

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Regional On-Scene Commanders (ROSC), their assessors and course leaders from the five-day ROSC assessment course

Achilles Bulker update

The offshore tug *MMA Vision* was engaged by the owners of **Achilles Bulker** to help return the ship from anchorage back into the Port of Tauranga. The tow was executed without any incident on Tuesday and the ship now sits safely alongside in the port. The ship will begin discharge of its cargo once a plan has been formalised and agreed upon between parties, including insurers. The ship's owners have engaged a further sea-going tug, which is in transit from Singapore, to support the voyage to a foreign port for dry docking. This is not anticipated to occur until sometime in September. Maritime NZ will lift the detention order it imposed preventing the ship sailing when we are satisfied with the towage arrangements. Our investigation into the circumstances and conditions that may have led to the ship's rudder detaching is continuing.

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

MT Golden Unity detention

The **Golden Unity** underwent a routine Port State Control (PSC) inspection at Port Taranaki on 31 July*. It was found to be operating at a substandard level and resulted in 14 deficiencies being raised and a detention noticed being issued. The reason for detention was the number of deficiencies and their potential cumulative effect on the safety of the vessel – no one deficiency on its own was a serious risk. The following day the vessel met the conditions for release from detention and departed to an overseas port.

* The port state is the country visited by a ship that is not registered (“flagged”) in that country. The flag state is where the ship is registered. PSC is used to inspect foreign-flagged ships under international maritime conventions.

Rangitata audit and detention

On 04 April, Maritime NZ conducted an initial verification audit of the New Zealand-flagged general cargo ship, **Rangitata**. It became apparent that the approved safety management system had not been adequately implemented on the vessel. The audit was suspended, and a short-term safety management certificate was issued for three months, with conditions to manage safety and requiring remedial work to be carried out.

On 26 June, Maritime NZ auditors returned to complete the audit and found that the vessel had incorrectly piped, and non-approved modifications made to the bilge pumping arrangements, which directly affected the safety of the vessel. The vessel was detained and prevented from sailing until it was made safe, and the remedial work carried out was approved by its classification society, Norwegian-based DNV (formerly, Det Norske Veritas) *. The auditor then extended the short-term certificate for a further six months.

On 27 July, Maritime NZ was satisfied **Rangitata** had met the necessary requirements, released it from detention and allowed it to sail. Maritime NZ is currently developing a plan for increased oversight of the vessel, which will likely include more frequent safety inspections until the operator can demonstrate this approach is no longer necessary.

* Classification societies are recognised organisations which develop and apply technical standards for the design, construction and survey of ships and which carry out surveys and inspections on board ships.

Tokyo MOU PSC exchange

Maritime NZ will be hosting a PSC Officer from the Incheon regional Office of South Korea’s Ministry of Oceans and Fisheries from 14-25 August. His trip will include visits to the Auckland, Tauranga and Wellington Offices of Maritime NZ, port facilities in these cities, and the Rescue Coordination Centre NZ. He will also accompany Maritime NZ inspectors on PSC inspections.

New Zealand is a signatory and active member of the Asia Pacific Memorandum of Understanding on Port State Control (Tokyo MOU) which consists of 21 member authorities. This visit is part of the Tokyo MOU’s port state control exchange programme which aims to achieve harmonized PSC inspection procedures among the Tokyo MOU member authorities.

6 TRANSPORT CROWN ENTITY AND STATE-OWNED ENTITY (SOE) UPDATES**Maritime in the media**

Following TAIC's release of its recommendations into the capsizing of the *i-Catcher*, which sunk near Kaikoura last September claiming the lives of five of its passengers, Maritime NZ proactively issued a media release outlining its response. TAIC's report and Maritime NZ's release were widely reported.

The Post is following up its previous reporting and requested an update on the advice being provide to the Associate Minister of Transport around emergency towage vessels. This request was handled by the Associate Minister of Transport, Damian O'Connor.

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



No update this week.



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