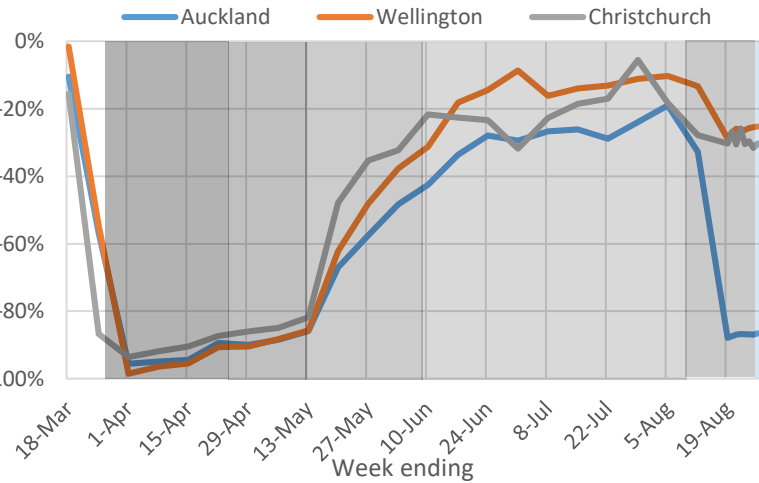


# COVID-19 TRANSPORT SECTOR KEY INDICATORS – 31 August 2020

The transport dashboard contains primarily key lag indicators. Therefore, the impact of COVID-19 may not necessarily be evident immediately in the graphs. This will be updated regularly and will focus on those indicators (or components of indicators) showing an increase or decrease, when compared to the previous year. The transport dashboard is supplementary to indicators captured in other COVID-19 dashboards, such as economic indicators.

## Public Transport

Public Transport (Bus) Patronage vs equivalent week in 2019



Change in public transport (bus) patronage week ending 26 August 2020 compared to last week (19 August 2020)

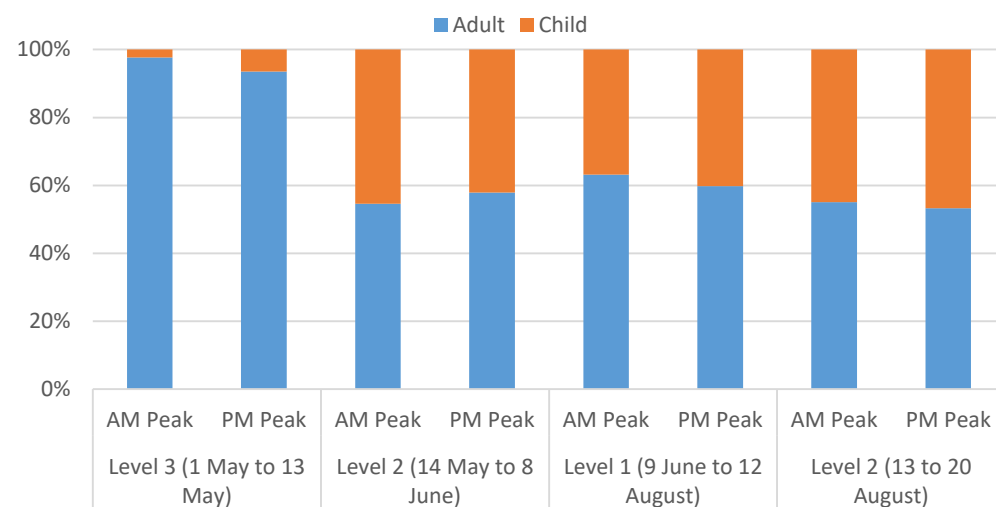


### Summary of impacts to the transport system:

- Comparisons to 2019** – The week ending 26 April 2019 had **two public holidays** (Easter Monday and Anzac Day) and the week ending 7 June 2020 was the **Queen's Birthday**. This resulted in a significant change in travel patterns for those weeks (e.g. fewer people travelling for work, fewer services operating).
- Public transport** – For the week ending 26 August, *combined* bus patronage for *Wellington* and *Christchurch* was **28% lower** compared to the equivalent week last year and **2% lower** compared to the previous week this year (19 August 2020). *Auckland* bus patronage was **87% lower** compared to the equivalent week last year and **9% lower** compared to the previous week this year. *Auckland* train patronage was **91% lower** compared to the equivalent week last year and **4% lower** compared to the previous week this year. *Auckland* ferry patronage was **94% lower** in the week ending 26 August compared to the equivalent week last year and **6% lower** compared to the previous week this year.
- Road traffic** – For the week ending 21 August, average speeds were somewhat higher for most cities compared to the equivalent week last year, especially for *Auckland*. Traffic count data for the week ending 26 August supports this. *Christchurch* appears an exception as it has had no significant change in average speeds and traffic counts. *Auckland* average speeds were **62% higher** and traffic counts were **39% lower** compared to the equivalent week last year. *Auckland* average speeds were **20% higher** and traffic counts were **37% lower** compared to the previous week this year.
- Air travel** – For the week ending 26 August, international passenger arrivals were **98% lower** compared to the equivalent week last year. International arrivals were **no different** compared to the previous week (ending 19 August).
- Rail freight** – For the week ending 23 August, KiwiRail's freight was **2% lower** compared to the equivalent week last year and **10% higher** compared to the previous week this year (16 August). [Note the apparent spike for 2 August 2020 is because of a significant drop in freight during the comparison week last year, 2019.]
- Cook Strait** – For the week ending 26 August 2020, truck boardings on the Interislander **increased 6%** compared to the previous week (ending 19 August) but passenger boardings were **1% higher** compared to the previous week this year.
- Imports and Exports: Sea** – Imports were **8% lower** and exports were **7% lower** in June 2020 compared to June 2019. Fish exports seemed to have recovered to previous year levels in June 2020. Data is being processed for July.
- Motor Vehicle Registrations** – The total new and NZ-new registrations for the week ending August the 26th were **67%** of the equivalent week in 2019; for EVs the equivalent percentage is **86%**.
- Road fatalities** – As at midnight 30 August there were **202** road fatalities year to date, this is **28** fewer road fatalities than the same time last year.
- Self-reported behaviours and attitudes** – Since early April attitudinal surveys were conducted as part of Waka Kotahi's Sector Research Programme:
  - The return to Alert Level 3/2 has seen a reduction in reported use for almost all transport modes, notably only **10%** of respondents said they used a bus last week compared to an average of **16%** during Alert Level 1. As expected, most of these changes relate to Auckland, such as:
    - During the last week of Alert Level 1 **27%** of Auckland respondents said they used a bus – this is now down to just **10%**.
    - Likewise, during the last week of Alert Level 1 **17%** of Auckland respondents said they used a taxi/Uber – this is now down to just **8%**.
  - When asked why they had decreased their public transport usage, during Alert Level 1 on average **34%** of Auckland respondents cited concerns about COVID-19 transmission – this is now up to **51%** (which is even more than during Alert Level 4 where it averaged **49%**).

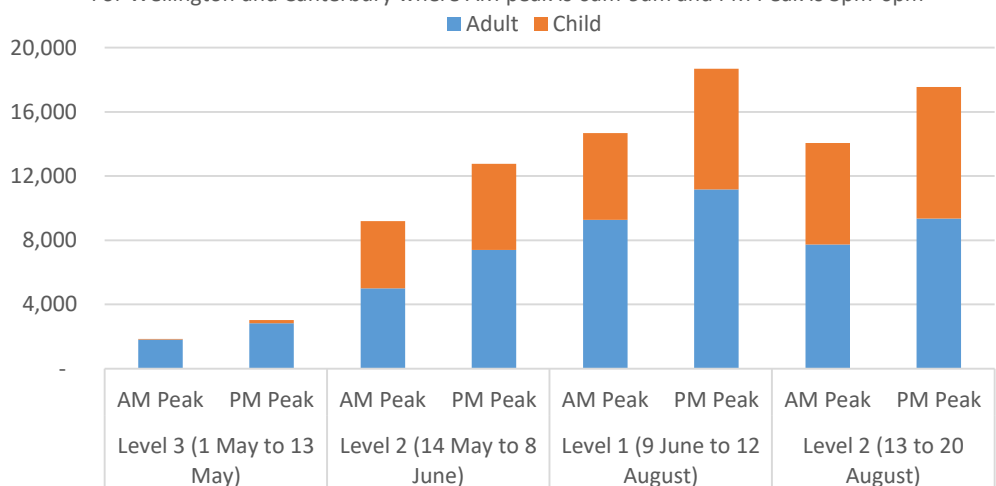
### Average bus patronage by peak time and proportion of users

For Wellington and Canterbury where AM peak is 6am-9am and PM Peak is 3pm-6pm



### Average bus patronage by peak time and user

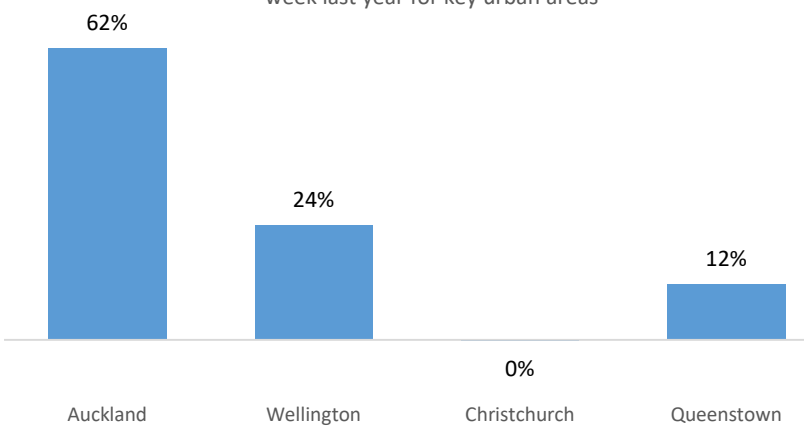
For Wellington and Canterbury where AM peak is 6am-9am and PM Peak is 3pm-6pm



## Road Traffic and Speed

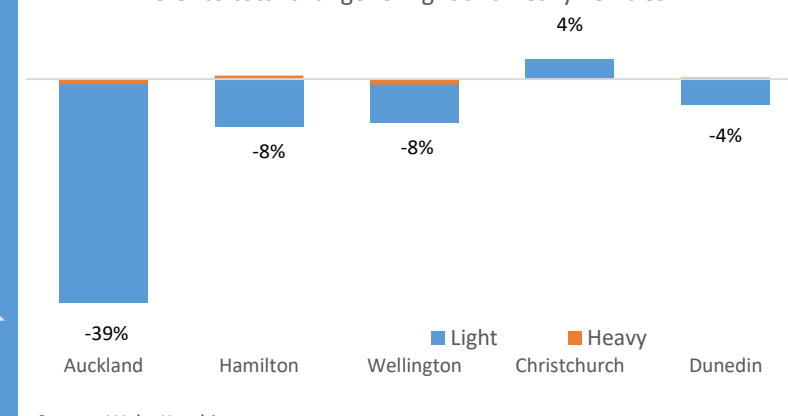
### Change in speed of Traffic Flowing Through Urban Areas

The change in the average travel speeds as of 21 August compared to the same week last year for key urban areas

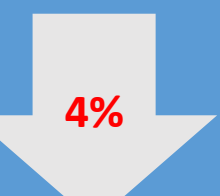


### Total traffic count flowing through key urban areas

Week ending 26 August compared to same week last year. Labels refer to total change for light and heavy vehicles

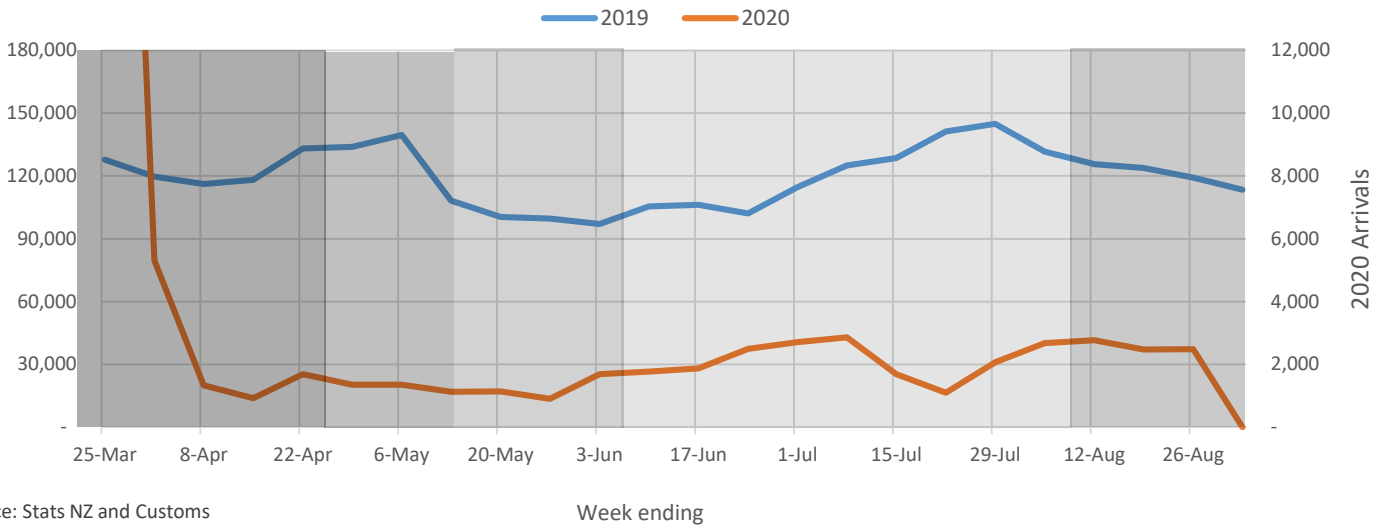


Change in overall traffic counts for week ending 26 August compared to previous week (19 August 2020)



## Air Travel

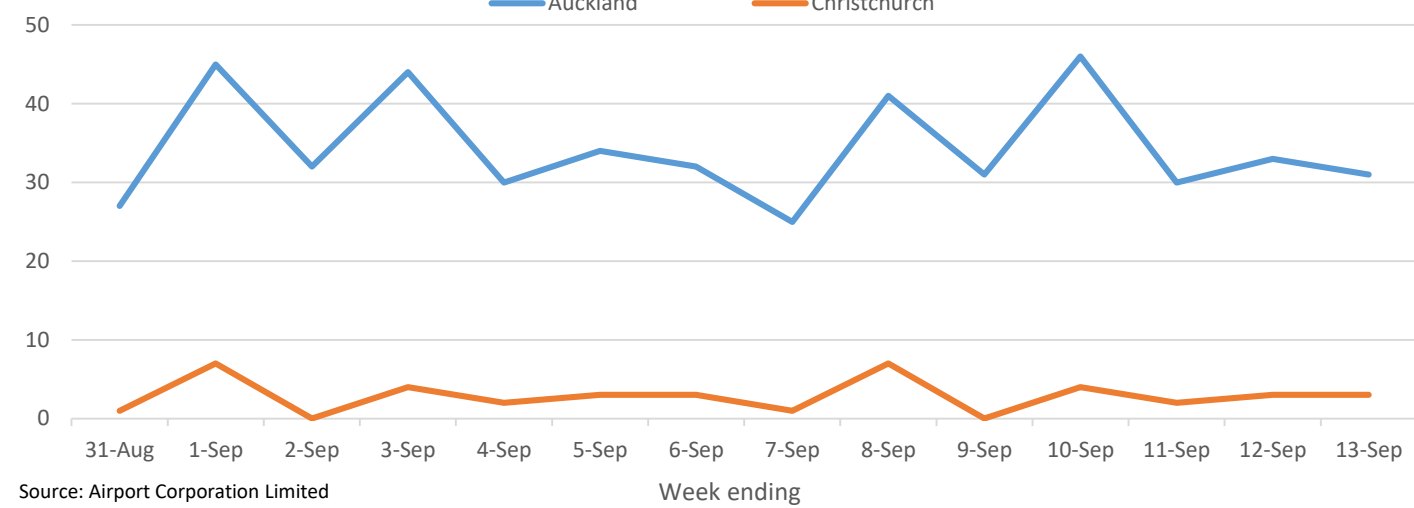
### International passenger arrivals



Change in international arrivals for the week ending 26 August compared to last week (19 August 2020)

**0%**

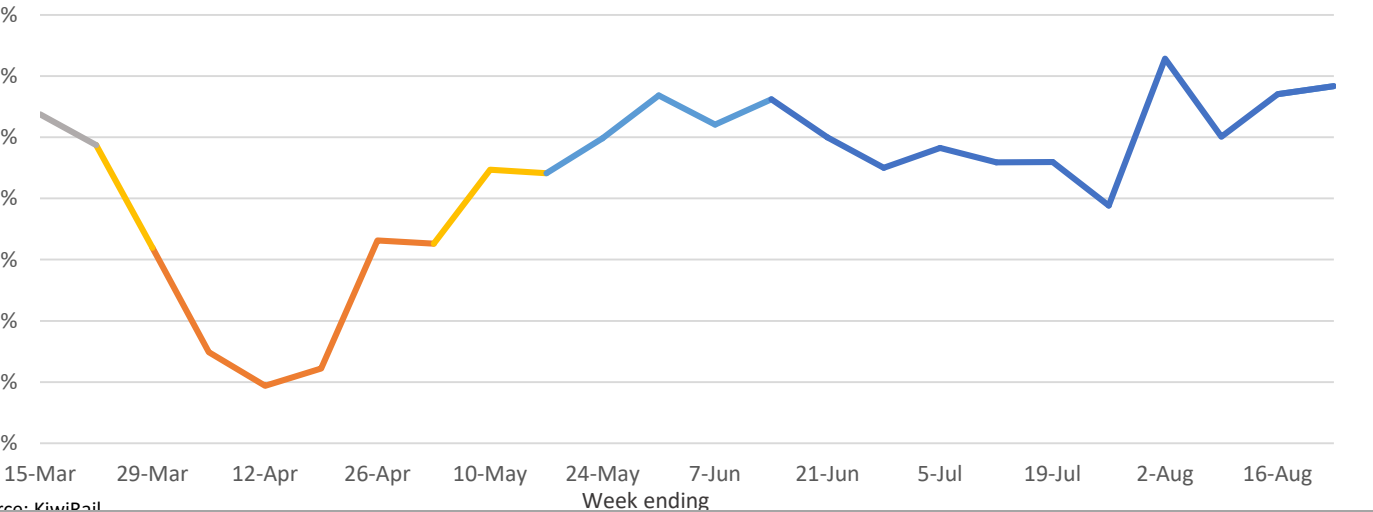
### International Scheduled Flight Arrivals



## Rail Freight

### Change in rail freight compared to same week last year

No alert level : Level 1 : Level 2 : Level 3 : Level 4

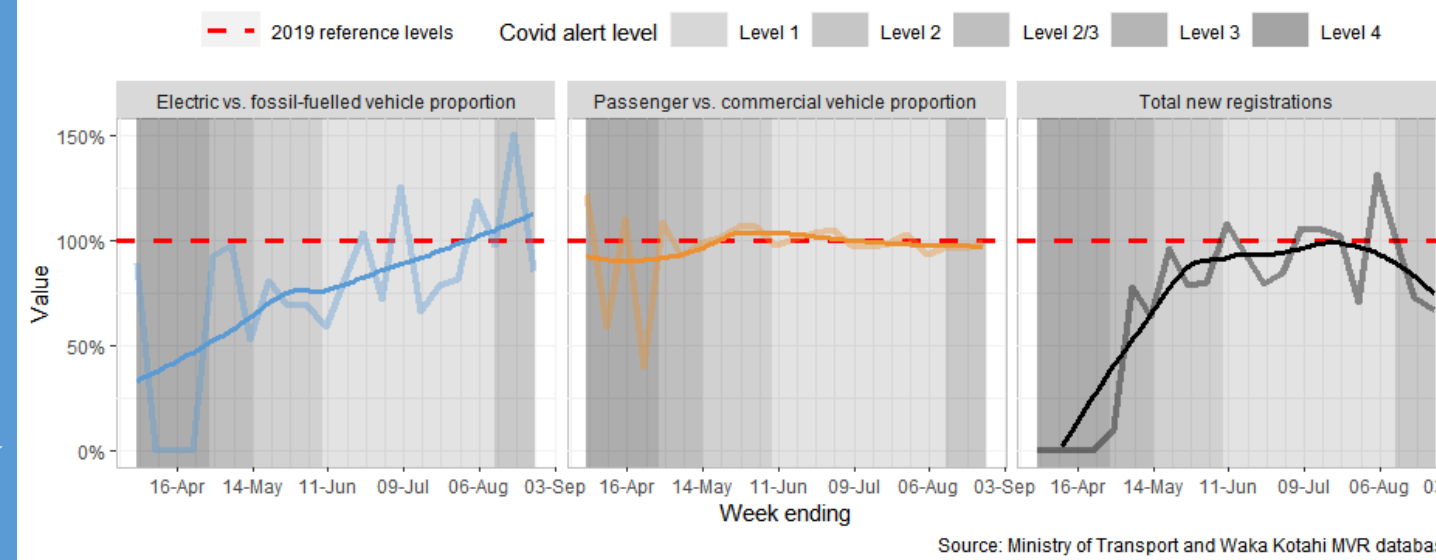


Rail freight compared to last week (16 August 2020)

**10%**

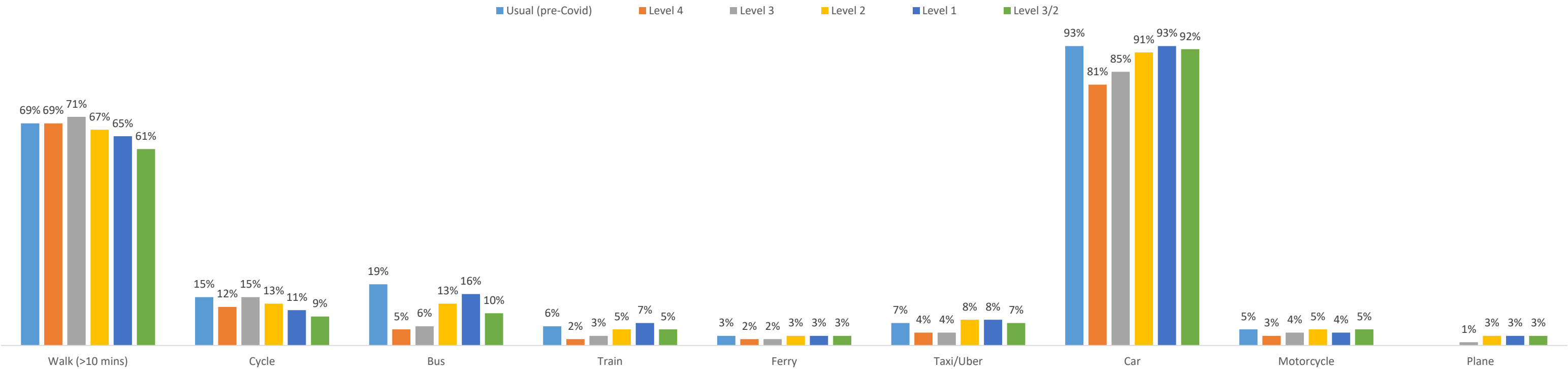
## Motor Vehicle Registrations

### Weekly new light-vehicle registrations (new & used imports)



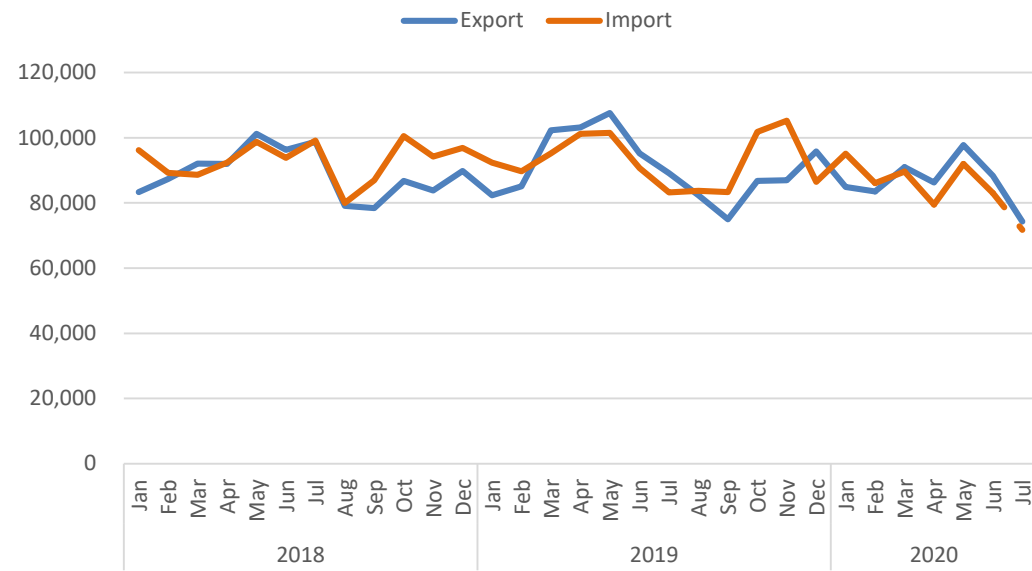
## Attitudinal survey results

### Mode usage by % of respondents



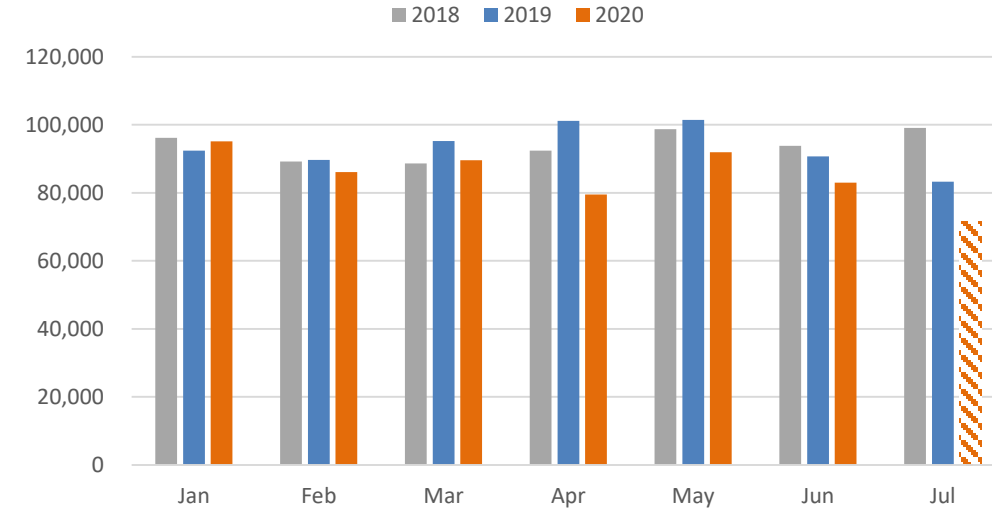
# Imports and Exports - Sea

## Imports & Exports - Containers (TEU)



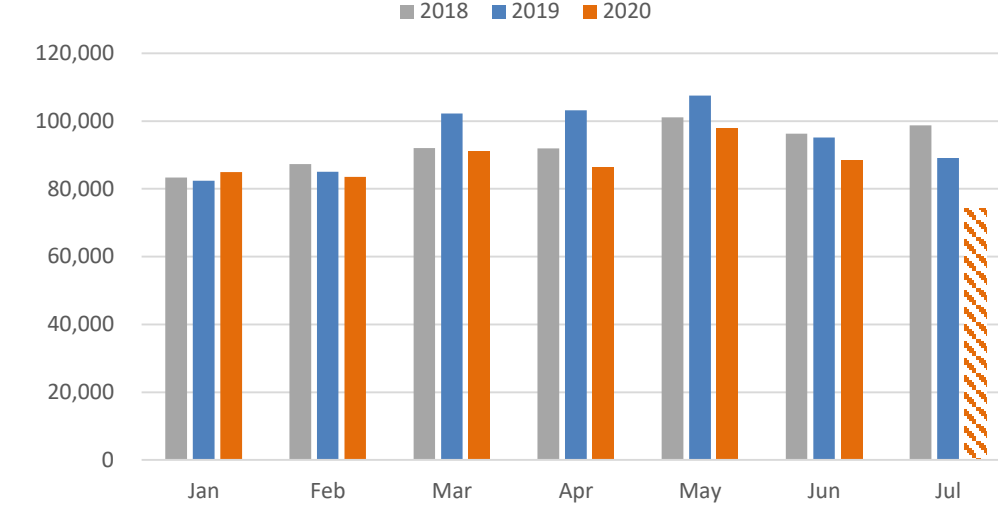
Source: Ministry of Transport

## Imports - Containers (TEU)



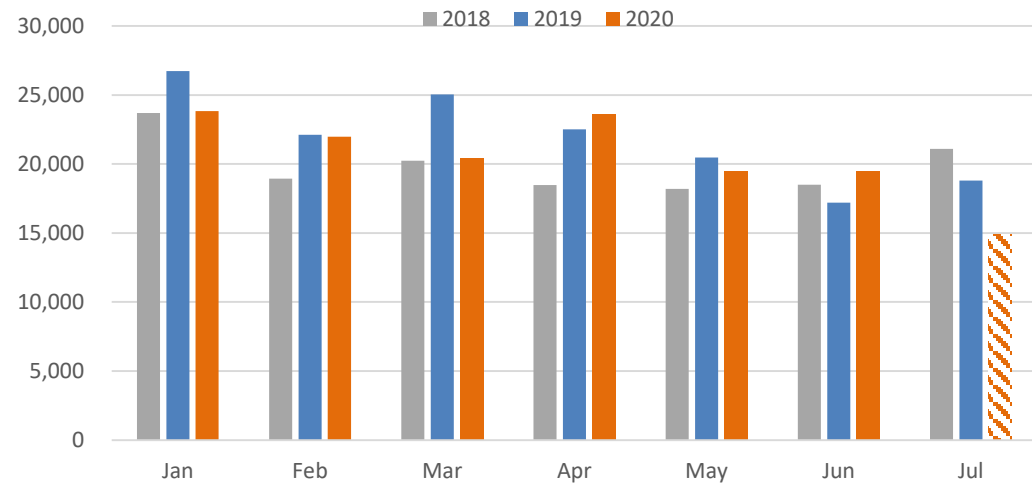
Source: Ministry of Transport

## Exports - Containers (TEU)



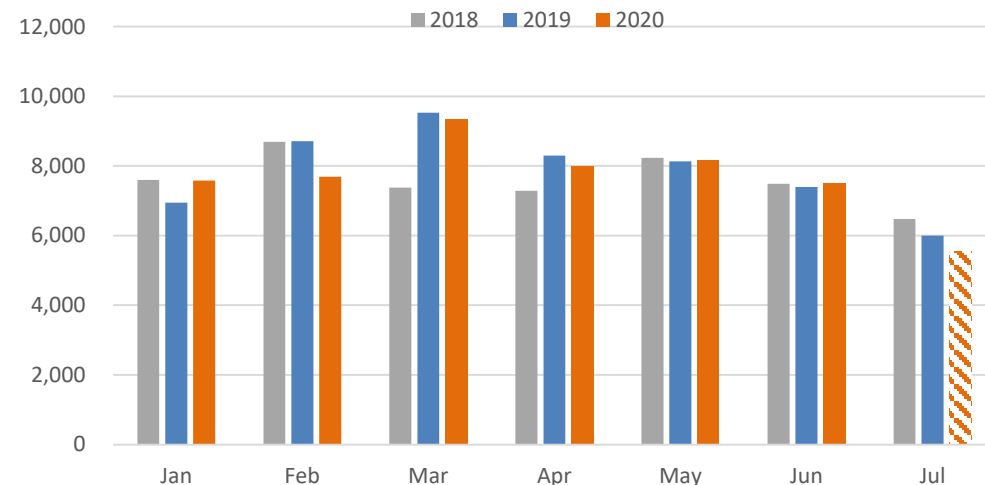
Source: Ministry of Transport

## Dairy Exports - Containers (TEU)



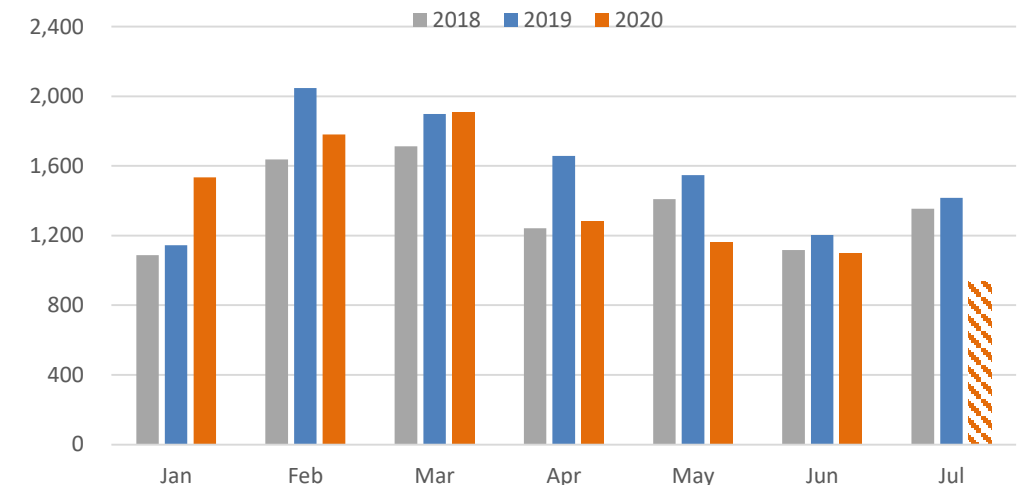
Source: Ministry of Transport

## Meat Exports - Containers (TEU)



Source: Ministry of Transport

## Fish Exports - Containers (TEU)



Source: Ministry of Transport

### Data enquiries:

Please refer all enquiries relating to ACL data to the Ministry of Transport in the first instance. For all other enquiries, please contact data source organisation relating to data used to generate graphs in this dashboard. Please note: We are not responsible for the quality or accuracy of data from external sources.

Ministry of Transport Freight Information Gathering System (FIGS) data presented in the graphs in this dashboard are provisional only. This data can be found within a detailed quarterly update that will be published on the ministry website: <https://www.transport.govt.nz/mot-resources/freight-resources/figs/>

## Key events:

- **28 February 2020** – First case of COVID-19 in NZ.
- **16 March 2020** – The New Zealand Government has announced temporary restrictions on travellers arriving in New Zealand from mainland China or Iran as a precautionary measure to protect against the spread of COVID-19. The restrictions prevent foreign nationals travelling from or transiting through mainland China or Iran from entering New Zealand. Cruise ships banned from entering until at least 30 June 2020.
- **20 March 2020** – The New Zealand border is closed to anyone who is not a New Zealand citizen or permanent resident.
- **21 March 2020** – Government announces COVID-19 alert system, and the country is initially set at Alert Level 2.
- **23 March** – Government moves country to Alert Level 3. Surge in demand for domestic air and inter-island services.
- **25 March** – A State of National Emergency is declared. At 11.59pm the country moves to Alert Level 4 and will remain at this level for at least four weeks.
- **26 March** – Public transport becomes free but can only be used by essential workers or for essential trips. Shared e-scooter services suspended.
- **27 March** – Domestic air travel and Cook Strait passenger services restricted to essential workers only.
- **3 April** – Foreign nationals returning home will be deemed “essential travel” and will be allowed to travel domestically (by air or land). Foreign governments can arrange charter flights to repatriate their citizens currently in New Zealand.
- **10 April** – Every Kiwi boarding a flight to return home will have to go into mandatory quarantine for 14 days, at least. This requirement, in a government facility, is a prerequisite for anyone entering the country.
- **16 April** – To support the movement of essential freight, non-essential freight that is already in the transport system can now be distributed and received, including de-vanning and delivery to businesses and customers. All freight can also enter and leave the country. The intention of the refinement is to clear the system so essential freight can move as freely as possible. This does not change the restrictions on non-essential businesses, who remain unable to trade under Alert Level 4, except to receive goods.
- **27 April 11.59pm** – New Zealand moves country to Alert Level 3.
- **13 May 11.59pm** – New Zealand moves to Alert Level 2.
- **8 June 11:59pm** – New Zealand moves to Alert Level 1, with no social distancing requirements on public transport.
- **12 August 12 noon** – Auckland moves to level 3 while the rest of New Zealand moves to Level 2
- 31 August 11.59pm – Auckland moves to level 2.5 while the rest of New Zealand remains at Level 2