Te Kāwanatanga o Aotearoa
New Zealand Government

Enhancing the cyber security of New Zealand's critical infrastructure system

Digitally resilient critical infrastructure services to power New Zealand's economy and protect our communities

February 2026 | Supplementary Document 2 | Defining critical infrastructure

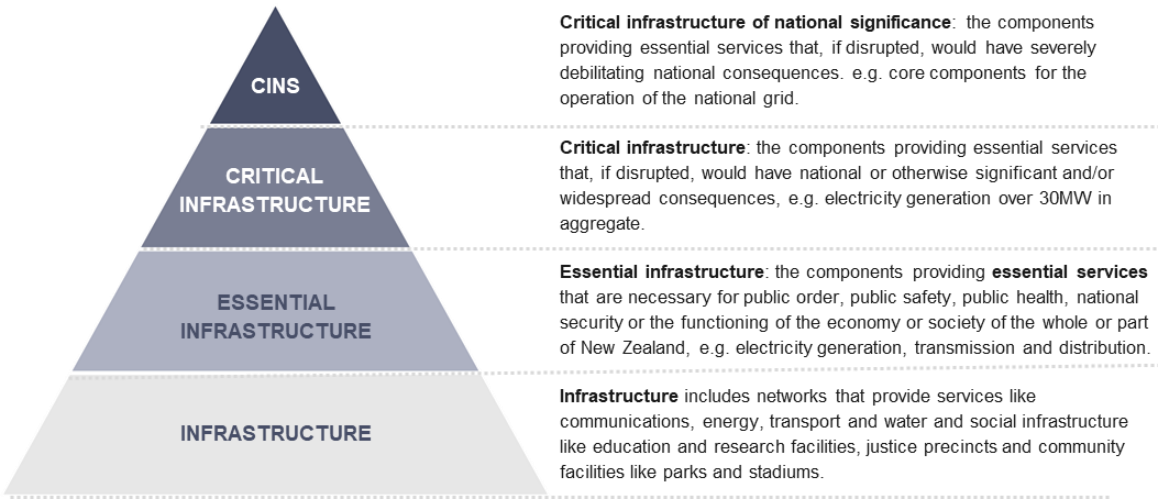
Defining critical infrastructure and critical infrastructure of national significance

A principles-based approach to defining New Zealand's most critical infrastructure would ensure any new requirements are targeted and proportionate.

1. As set out in the main discussion document[1], two new categories of infrastructure are proposed (Figure 1):
   - **Critical infrastructure**, which could be subject to mandatory minimum requirements to enhance cyber security.
   - **Critical infrastructure of national significance (CINS)**, which could have additional obligations beyond the minimum requirements, reflecting the importance of the services they provide to New Zealand.

   These definitions leverage the principles-based definition of essential services included in the Emergency Management Bill.[2]

Figure 1: Defining critical infrastructure and critical infrastructure of national significance



[1] See https://www.dpmc.govt.nz/publications/discussion-document-enhancing-cyber-security-new-zealands-critical-infrastructure-system

[2] See Emergency Management Bill » National Emergency Management Agency

2. Thresholds will be used to give effect to the definition of critical infrastructure. Draft thresholds are set out in Table 1. CINS would be determined in confidence based on the dependencies and interdependencies with other critical infrastructure.

Table 1: Draft thresholds for defining critical infrastructure

Essential Services	Draft critical infrastructure thresholds
Communications and data services	
Provision of telecommunications services	Provision of retail telecommunications services by a network operator (as defined in section 3 of the Telecommunications (Interception Capability and Security) Act 2013) to at least 10,000 customers or provision of wholesale network services (also defined in section 3 of the Act) by a network operator maintaining at least 10,000 wholesale connections.
	Connection of domestic and international submarine cables (as defined in section 2 of the Submarine Cables and Pipelines Protection Act 1996) to land-based telecommunications networks.
	Submarine cables in New Zealand waters (as defined in section 2 of the Submarine Cables and Pipelines Protection Act 1996) for the purposes of telecommunications connectivity and the connection of such cables to land-based telecommunications networks.
Operation of domain name system (DNS) service	Management of New Zealand's country code top-level domain.
Provision of data storage or processing services	A data centre facility or data services provider that stores or processes data that is integral to the delivery of essential services by a critical infrastructure entity.
Provision of managed services	Management of IT infrastructure, devices, systems, networks or applications where the IT is integral to the delivery of essential services by a specified number of critical infrastructure entities.
Provision of cloud computing services	Provision of on-demand computing services that are integral to the delivery of essential services by a specified number of critical infrastructure entities.
Provision of emergency broadcasting services	Provision of Radio New Zealand and Television New Zealand broadcasting (as defined in section 2 of the Broadcasting Act

Essential Services	Draft critical infrastructure thresholds
	1989) in an emergency (as defined in section 4 of the Civil Defence and Emergency Management Act 2002).
Provision of positioning, navigation and timing (PNT) services	Ground-based PNT infrastructure, where PNT services are integral to the delivery of essential services by a critical infrastructure entity.
Defence services	
Delivery of Defence outputs	Infrastructure that the NZDF has defined as time-critical to the delivery of Defence outputs (as defined in the most recent NZDF Output Plan).
Liquid fuel services	
Production, processing, transmission, distribution and storage of petroleum products	Operation of bulk storage facilities (as defined in section 4 of the Fuel Industry Act 2020) with aggregate storage capacity of more than 50 million litres.
	Transmission of petroleum through pipelines (as defined in section 2 of the Health and Safety in Employment (Pipelines) Regulations 1999).
Electricity services	
Generation, transmission and distribution of electricity	Electricity generators (including stations, batteries and other storage) with generation capacity greater than or equal to 30 megawatts and connected to a wholesale electricity market.
	Operation of the national grid (as defined in section 5 of the Electricity Industry Act 2010).
	Coordination of electricity supply and demand by the system operator (as defined in section 5 of the Electricity Industry Act 2010).
	Operation of New Zealand's wholesale trading and information system for spot market electricity.
	Electricity distribution services (as defined in section 54C of the Commerce Act 1986) with greater than 25,000 installation control points (ICPs).
Gas services	

Essential Services	Draft critical infrastructure thresholds
Production, transmission, distribution and storage of gas	Natural gas producer (as defined in section 2 of the Gas Act 1992).
	Natural gas pipeline services (as defined in section 55A of the Commerce Act, 1986) that convey gas at a volume greater than 500,000 gigajoules per annum.
Financial services	
Taking deposits and processing domestic payments	Registered banks (as defined in section 2(1) of the Banking (Prudential Supervision) Act 1989) that have been identified as domestic systemically important banks by the Reserve Bank of New Zealand.
Operation of financial market infrastructures	Domestic financial market infrastructure designated as systemically important under section 20 of the Financial Market Infrastructures Act 2021.
Operation of a securities market	The NZX, as the primary domestic licensed market operator (as defined under section 6 of the Financial Markets Conduct Act 2013).
Health services	
Provision of human health services	Operation of a hospital care institution (as defined in section 58(4) of the Health and Disability Services (Safety) Act 2001) with an intensive care unit.
Land transport services	
Roading	National and high-volume roads as classified under the One Network Road Classification.
	M1 and M2 roads as classified under the One Network Framework.
Rail	Management, operation and maintenance of priority and secondary rail freight lines (as defined by KiwiRail) and rail corridors that carry MetroPort services.

Essential Services	Draft critical infrastructure thresholds
Aviation services	
Aviation	Management, operation and maintenance of specific airport companies and airport services (as defined in section 56A of the Commerce Act 1986).
	Air traffic control services (as defined in section 5 of the Civil Aviation Act 2023) at the designated airports.
Maritime services	
Maritime	Management, operation and maintenance of a maritime port (as defined in section 2 of the Port Companies Act 1988) that handles more than 4 million tonnes of combined import and export freight per annum, averaged over five years, excluding outlier years linked to global trade shocks.
	Management, operation and maintenance of major inland ports, currently South Auckland Freight Hub and Ruakura Inland Port.
	Management, operation and maintenance of ports that facilitate Cook Strait freight connectivity.
	Operation of interisland freight ferry services.
	Maintenance of New Zealand Distress and Safety Radio Service NAVAREA XIV.
	Maritime navigational aids provided for the operation of any port (as defined in section 200(2) of the Maritime Transport Act 1994) meeting the definition of critical infrastructure.
Potable water and wastewater services	
Provision of drinking water services (water treatment plants, reservoirs, distribution systems, pump stations and trunk water mains)	Networks that supply drinking water to at least 25,000 connections, plus the drinking water schemes operated by Queenstown Lakes District Council (which would be designated by the Minister).
Collection, treatment and disposal of wastewater (wastewater treatment plants, pump stations, trunk sewers, wastewater pipes and pipe bridges)	Networks that collect and treat wastewater to at least 25,000 connections, plus the reticulated wastewater service operated by Queenstown Lakes District Council (which would be designated by the Minister).

3. The following sections provide an overview of the essential services that are proposed to be designated as critical infrastructure initially, including a summary of how entities are currently regulated, and the rationale for the draft thresholds. This material draws heavily on work completed by the New Zealand Infrastructure Commission in its sector States of Play.[3] It is not intended to comprehensively describe the operation of each essential service or the regulatory requirements they are subject to, but to give an overview of the system.

The communications and data system

4. The connectivity of ideas and information provided by the communications and data sector is essential for our society, culture and economic growth. It links families and communities across the country, connects New Zealand businesses domestically and to international markets and provides a vast number of other services including the frictionless movement of data across sectors like transport and agriculture. These networks also facilitate connections to emergency services at the individual and community level, and enable emergency communications at the national level.

5. For some of these services (e.g. connection of submarine cables), it is proposed that all entities providing such services are designated as critical infrastructure. This reflects that these services are foundational to the operation of the telecommunications network.

6. For other types of communications and data infrastructure, thresholds have been determined based on the scale of the service provided (e.g. the number of customers served) or the importance of their customers (e.g. whether services are provided to another critical infrastructure entity). Thresholds for services like data storage, cloud computing and managed services are intended to prevent a disproportionately large number of smaller entities being designated as critical infrastructure.

[3] See https://tewaihanga.govt.nz/our-work/research-insights?q=state+of+play

Figure 2: Depiction of New Zealand's communications and data system

MBIE: telecommunications and ground-based space infrastructure policy

Department of Internal Affairs: data policy

Ministry of Transport: manages submarine cables protection legislation

Ministry for Culture and Heritage: broadcasting policy

Commerce Commission: regulates for price, quality and access terms for wholesale fixed line and mobile service providers and sets information disclosure regulation

Government Communications Security Bureau: regulates to ensure telecommunications network security

Maritime New Zealand: regulates maritime activities near submarine cables

TELECOMMUNICATIONS SERVICES	DATA STORAGE, PROCESSING, CLOUD AND OTHER MANAGED SERVICES	BROADCASTING SERVICES	POSITIONING, NAVIGATION AND TIMING (PNT) SERVICES
Submarine cables	**Domain name system**	**Emergency broadcast services**	**Ground-based PNT infrastructure integral to critical infrastructure**
Fire cables	**Data storage, processing, cloud computing or managed services provided to critical infrastructure**	Other broadcast services	Other ground-based space infrastructure
Other telecommunications services to at least 10,000 customers	Other data storage, processing, cloud computing or managed services		High altitude or outer space infrastructure
Other telecommunications services to fewer than 10,000 customers			

Designated as critical infrastructure

Defence

7. The New Zealand Defence Force (NZDF) includes the New Zealand Army, the Royal New Zealand Navy and the Royal New Zealand Air Force. The NZDF is responsible for delivering a range of military response options, focussed on the Defence of New Zealand and its interests both domestically and internationally, across the spectrum of operations from those requiring the application of force through close combat to those requiring the application of military aid to civil society during emergencies, in some cases within a matter of hours.

8. Defence Output Plans, agreed annually between the Minister of Defence and the Chief of Defence Force, set out how NZDF will implement the government's requirements, and the outputs to be delivered within prescribed fiscal appropriations.

9. Given the wide range of outputs the Defence Force provides, some outputs are considered to be time-critical, and others are not. Time critical assets are generally those upon which the NZDF relies upon to perform operational functions and maintain the readiness to respond immediately.

10. This approach to prioritisation is proposed to be leveraged in defining critical defence infrastructure.

The energy system

11. New Zealand's energy system is comprised of three major parts: liquid fuels, electricity and natural gas. These collectively power our homes, businesses and manufacturing, agriculture, logistics and broader transport system. This section provides an overview of each of these essential services.

Liquid fuels

12. Liquid fuels are particularly important for the transportation (dominated by on-road use but also including aviation), industrial (including construction), commercial and agricultural sectors.[4] New Zealand's domestic liquid fuel demand is met by imported refined fuel shipped to ports around New Zealand. While the country does produce some liquid fuels as a by-product of the Taranaki gas production process, these are exported.

13. Once onshore, there are a complex set of assets and entities required to ensure that the right fuel gets to the right customer when it is required. This includes offloading facilities at a range of New Zealand ports, bulk storage and temporary storage facilities, and pipelines and trucks.

14. The parts of the import and distribution network that are least substitutable (i.e. bulk storage facilities and distribution pipelines) are proposed to be designated as critical infrastructure. This reflects that their disruption would have national or otherwise significant or widespread consequences. In other parts of the network, impacts are more localised, and alternative distribution mechanisms can be more rapidly established.

[4] Ministry of Economic Development. (2008). *Liquid fuel use in New Zealand*. https://www.mbie.govt.nz/assets/27925fb9a7/liquid-fuel-use-in-new-zealand.pdf

Figure 3: Depiction of New Zealand's liquid fuel system

MBIE: policy oversight and regulatory functions (Part 4 of the Fuel Industry Act 2020 and Engine Fuel Specifications Regulations 2011

Commerce Commission: regulates for competition

WorkSafe: regulation of major hazard facilities

IMPORTING	STORAGE & TRANSMISSION	DISTRIBUTION	RETAIL
Wharf offloading facilities (seaports)*	**Fuel tank storage at terminals**	**Major road networks***	Major fuel companies, distributors, independent retailers
Fuel importers: Z Energy, BP, Mobil, Gull and Tasman Fuels	**Major pipelines, including in Northland, Auckland, Wellington and Christchurch**	Fuel company contractors (e.g. Allied)	
		Trucks, temporary storage facilities	

Designated as critical infrastructure

* Note that infrastructure with dependencies will likely be deemed critical under the thresholds for seaports and roads.

Electricity

15. Electricity supply underpins the economy. Disruption to electricity supply can have significant cascading consequences for the operation of the rest of New Zealand's critical infrastructure system. New Zealand's electricity network comprises generation, transmission and distribution assets as well as retail business and, increasingly, distributed assets. The assets and components that underpin the network are widely distributed geographically across New Zealand.

16. Generation companies oversee the quality and capacity of generation assets connected to the national grid. It is proposed that generators with generation capacity (in isolation or aggregate) of 30 MW or greater would be defined as critical infrastructure.[5] This would include the entities responsible for the vast majority of New Zealand's total generation capacity.

17. Transpower manages the national transmission grid, which moves bulk electricity from generation sources to large consumers and distribution networks. It is also the system operator, balancing demand and supply to achieve a stable national electricity network. These services are proposed to qualify as critical infrastructure.

[5] Requirements would only apply to electricity generation. Retail functions would not be defined as infrastructure that provides essential services or critical infrastructure.

18. Electricity distribution businesses take supply from the national grid at grid exit points and distribute to customers in their area through their distribution networks. It is proposed that electricity distribution businesses servicing at least 25,000 connections would be designated as critical infrastructure.

19. Imposing requirements on all electricity distribution networks could exacerbate energy poverty by imposing costs that would be recouped across a relatively small population. However, electricity distribution businesses servicing fewer than 25,000 connections are still defined as essential infrastructure.

Figure 4: Depiction of New Zealand's electricity system

MBIE: policy oversight

Commerce Commission: regulates transmission and distribution price and quality and sets information disclosure regulation

Electricity Authority: governance and regulation (outside the scope of the Commerce Commission)

WorkSafe: regulation of major hazard facilities

GENERATION	TRANSMISSION	DISTRIBUTION	RETAIL	OPERATIONS
Generators with capacity greater than or equal to 30 MW	**National grid**	**Electricity distribution businesses with more than 25,000 ICPs**	Gentailers, independent retailers	**System operator**
Distributed generation and small generators		Electricity distribution businesses with fewer than 25,000 ICPs		**Wholesale information and trading system (WITS) manager**
				Clearing manager
				Electricity registry manager
				Financial transmission rights (FTR) manager
				Reconciliation manager

Designated as critical infrastructure

Natural gas

20. Gas supply remains important to industry and households, and the gas network has important dependencies with other essential infrastructure providers, including electricity generators and hospitals. The natural gas used by consumers in New Zealand is often referred to as piped gas or mains gas and is supplied through reticulated systems in parts of the North Island.

Figure 5: Depiction of New Zealand's natural gas system

MBIE: policy oversight and regulatory functions

Commerce Commission: regulates transmission and distribution price and quality and sets information disclosure regulation.

Gas Industry Company: co-regulator, gas governance, facilitates markets

WorkSafe: regulation of major hazard facilities

GENERATION	TRANSMISSION	DISTRIBUTION	RETAIL
Gas producers: production fields and processing	**Transmission pipeline that conveys greater than 500,000 GJ/y**	**Distribution pipeline that conveys greater than 500,000 GJ/y**	Gentailers, independent retailers
	Transmission pipeline that conveys less than 500,000 GJ/y	Distribution pipeline that conveys less than 500,000 GJ/y	

Designated as critical infrastructure

21. Natural gas is produced from gas fields in Taranaki, with almost all the gas coming from six main fields – Pohokura, Mangahewa, Maui, Kupe, Kapuni and Turangi/Kowhai.

22. Gas production is owned and operated by four main organisations – OMV, Todd Energy, Greymouth Petroleum and Beach Energy – that own both onshore and offshore assets. Given their centrality to the rest of the gas system, all gas producers are proposed to be designated as critical infrastructure.

23. First Gas manages the gas transmission network, piping gas from production facilities in Taranaki to demand points across the North Island, as well as being a gas distributor to some areas. Gas distribution companies (many of which are also electricity distribution businesses) pipe gas from the transmission network to retail customers. Natural gas distributors, whether First Gas or a gas distribution company, are proposed to be designated as critical infrastructure and subject to regulatory requirements if they convey a volume of gas greater than 500,000 gigajoules per annum.

24. There are also several gas retail businesses. Gas retailers are not proposed to be defined as critical infrastructure.

25. The critical contingency operator (CCO), a role performed by the Gas Industry Company, manages major disruptions to the gas demand-supply balance to maintain a stable gas network. The CCO is not proposed to be defined as critical infrastructure.

The finance system

26. A well-functioning and resilient financial system underpins almost all economic activity in New Zealand. It connects borrowers with lenders and investors with investment opportunities, facilitates risk management and ensures that the millions of electronic financial transactions that happen each day are successfully delivered.

Figure 6: Depiction of New Zealand's finance system

Reserve Bank of New Zealand: prudential regulator

Financial Markets Authority: conduct regulator

DEPOSIT TAKING AND DOMESTIC PAYMENT PROCESSING	INSURANCE	FUNDS MANAGEMENT	FINANCIAL MARKET INFRASTRUCTURES	SECURITIES MARKETS
Domestic systemically important banks	Reinsurers	KiwiSaver funds	**Systemically important financial market infrastructures**	**Material domestic securities markets**
Other registered banks	Insurers	Other fund managers	Other financial market infrastructures	Other securities markets
Non-bank deposit takers				

Designated as critical infrastructure

27. The banking sector is the largest part of the New Zealand financial system by asset value (around $667 billion as of March 2022). It is proposed that the four domestic systemically important banks (ANZ, ASB, BNZ and Westpac), which collectively own almost 90 percent of the assets of all banks in New Zealand, would be designated as critical infrastructure. This reflects the significant consequences for financial stability and the broader economy that disruption of their services would cause.

28. The insurance industry is significantly smaller than the banking sector, with assets of around $83 billion as of June 2020. Retail insurers, those with which most New Zealanders interact, provide products like home, contents, life and health insurance. Given the industry's relatively small size, no insurance companies are proposed for designation as critical infrastructure at this time.

29. The managed funds industry (including KiwiSaver) is also relatively small compared to the banking sector, with around $200 billion of assets under management. Managed funds pool contributions to invest in a diversified suite of assets. Given this sector's relatively small size, no managed funds are proposed to be designated as critical infrastructure at this time.

30. Financial market infrastructures (FMIs) provide channels through which payments, securities, derivatives or other financial transactions are cleared, settled or recorded. A stable financial system depends on careful management and mitigation of risks for FMIs. There are five FMIs designated as systemically important in

New Zealand.[6] The New Zealand-based components of these entities are proposed to be designated as critical infrastructure.

31. Securities markets are facilities where financial products are bought and sold or where offers or invitations to buy or sell financial products are made. This includes, but is not limited to, bonds, equities and derivatives. As the key New Zealand-based security market, the NZX is proposed to be designated as critical infrastructure. This reflects the economic activity the markets underpin and the significant national consequences associated with disruption. These consequences would be material in both the short term (e.g. transactions that could not be completed) and long term (e.g. a loss of confidence in New Zealand's capital markets that could dissuade issuers and investors from participating).

The health system

32. The ongoing functioning of the health system directly underpins New Zealanders' ability to have fulfilling lives and livelihoods.

33. New Zealanders receive healthcare from a mixture of public and privately funded services. The physical infrastructure underpinning the health system includes community-based facilities, aged residential care facilities, hospitals and privately funded healthcare facilities. The major elements of the public health system are shown in Figure 7. While presented as discrete entities, these are sometimes overlapping. For example, a specialist hospital may also have an intensive care unit (ICU).

34. It is proposed that hospitals with intensive care units (ICUs) would be designated as critical infrastructure. This reflects that these hospitals often serve as the most important nodes in the health system for complex and/or urgent care. Any requirements established for critical infrastructure would apply to the critical components for all healthcare services delivered by these hospitals, not just the critical components that underpin the services delivered by the ICU.

[6] ASX Clear (Futures), CLS System, RBNZ Exchange Settlement Account System, NZClear settlement system and NZCDC settlement system.

Figure 7: Depiction of New Zealand's health system

Ministry of Health: health policy, regulation, funding and performance frameworks

TE WHATU ORA	SECONDARY HEALTHCARE	PRIMARY HEALTHCARE
Hospitals with intensive care units	Community health	General practitioners
Commissioning arm funds primary and secondary health	Specialist services	Pharmacies and allied health
Specialist hospitals		Whānau Ora
Generalist hospitals		
Rural hospitals and community centres		
Mental health facilities		

Designated as critical infrastructure

The transport system

35. New Zealand's interconnected transport systems are New Zealand's connections to the world. As a small trading nation, these services are essential to New Zealanders' lives and livelihoods. Disruption to our ability to import or export goods efficiently would have significant economic costs and would also impact other critical infrastructure entities (e.g. through losing access to critical components) and the health system (e.g. access to pharmaceuticals and medical equipment).

Land transport

36. New Zealand's land transport system is made up of roads and rail. Both systems feature major trunk lines (state highways and priority freight lines) that branch off to serve communities and other infrastructure.

Figure 8: Depiction of New Zealand's land transport system

Ministry of Transport: policy oversight and funding

New Zealand Transport Agency: state highway service delivery, investment management and maintenance

KiwiRail: rail network delivery and maintenance

ROADING	RAIL
M1 and M2 roads	**Priority rail freight lines***
State highways	**Secondary rail freight lines***
Local roads	**MetroPort service lines***
	Passenger service lines (metropolitan and interregional)
	Rolling stock

Designated as critical infrastructure

* Note there are interdependencies with seaports and inland ports, some of which will be deemed critical infrastructure.

37. It is proposed that national and high-volume roads as well as major regional connectors (designated as M1 and M2 roads) as classified under the One Network Framework would be designated as critical infrastructure. This recognises that there are fewer alternative routes to these roads (that do not take considerably longer to navigate) and therefore their importance to the overall roading network is higher.

38. Roading networks and connections with lower volumes of road users would be defined as essential infrastructure. Not imposing requirements on these smaller networks is designed to avoid an unjustified increase in rates and/or user charges (if implemented in the future) relative to the importance of these parts of the network.

39. It is proposed that the management, operation and maintenance of major freight lines are designated as critical infrastructure. These are the priority and secondary rail freight lines (as defined by KiwiRail, but in general terms the main trunk lines and key connectors) as well as the rail corridors that carry MetroPort services. While it would be for the managers and operators of those lines to determine the critical components, in addition to the rail lines themselves, these components are likely to include the rolling stock (i.e. trains and carriages).

40. Metropolitan mass rail transit systems are not proposed to be defined as a critical infrastructure at this time.

Aviation

41. The network of airports across major urban centres and regional areas forms an integral part of the national economic infrastructure and is important for connecting communities and enhancing broader economic performance.

42. It is proposed that only Auckland, Wellington and Christchurch International Airports would be designated as critical infrastructure. Auckland and Christchurch are the largest and most important airports for the North Island and South Island respectively, and are able to accommodate wide-body aircraft such as the Airbus A380. These flights cannot be redirected elsewhere in New Zealand, meaning these airports have fewer substitutes and are therefore more important for New Zealand's international connections. Wellington Airport services the capital and is therefore particularly important for the operation of central government.

Figure 9: Depiction of New Zealand's aviation system

Ministry of Transport: policy oversight and funding

Civil Aviation Authority: airport and vessel safety and security regulations

Commerce Commission: sets information disclosure regulation for Auckland, Christchurch and Wellington international airports

AIRPORTS	AERODROMES	AIR NAVIGATION
Major airports and services	**Specific aerodromes at designated airports**	**Air traffic control services at designated airports**
Small regional airports	Other aerodromes	National air traffic control services
Joint border services*		
Baggage handling*		
Aviation security services*		

Designated as critical infrastructure

* Examples of services that may be deemed to be critical components by designated airport companies.

43. Because of the nature of airport operations and their interface with immigration and border control, there are components that may be critical to an airport's operation that the airport company does not have operational control of (e.g. aviation security, border control and baggage handling). To fulfil any requirements established for critical infrastructure, airport companies may choose to develop specific agreements with these third parties to ensure that they operate in a way that is consistent with any such requirements.

44. It is not proposed that airlines with operations in New Zealand are included as critical infrastructure at this time.

Maritime transport

45. Maritime transport fulfils an important role in New Zealand's freight and supply chain system in terms of value and volume – transporting bulk products to and from New Zealand as well as between domestic ports (coastal shipping). Inland ports have also become a feature of the New Zealand freight system, providing staging points for fuel and goods to be transported to and from seaports and airports as well as around the country.

Figure 10: Depiction of New Zealand's maritime transport system

Ministry of Transport: policy oversight and funding

Maritime New Zealand: port and vessel safety and security regulations

PORTS	MARITIME SAFETY	MARITIME VESSELS
Major seaports handling more than 4 million tonnes of freight per annum†	**Distress and safety services**	**Interisland freight and ferry services**
Cook Strait freight seaports	**Navigation aids**	Commercial vessels
Major inland ports*		
Wharves and seaports handling less than 4 million tonnes of freight per annum		

Designated as critical infrastructure

† Anticipated to be Northport, Port of Auckland, Port of Tauranga, Napier Port, Port Taranaki and Lyttleton Port.

* Initially South Auckland Freight Hub and Ruakura Inland Port. Additional inland ports may be deemed critical components of port companies designated as critical infrastructure.

46. Seaports are proposed to be defined as critical infrastructure if they process more than 4 million tonnes of combined import and export freight per annum (averaged over five years excluding outlier years linked to global trade shocks). At present, it is anticipated that this would include Northport, Port of Auckland, Port of Tauranga, Naper Port, Port of Taranaki and Lyttleton Port.

47. Some inland ports may be considered a critical component by port companies that are defined as critical infrastructure. Other major inland ports however are proposed to be included as critical infrastructure due to their increasing strategic importance and the interdependencies created by them for other systems, such as fuel. .At this stage, this includes South Auckland Freight Hub and Ruakura Inland Port are proposed to be critical infrastructure.

48. Port infrastructure in Wellington and Picton is essential to the operation of Cook Strait connection services. At present, Cook Strait freight services are provided by two companies – Interislander, operated by KiwiRail, and the privately held Bluebridge. Given their importance to interisland connectivity, the freight services provided by these companies are included in the proposed thresholds for critical infrastructure.

49. Finally, there are a number of systems with associated physical infrastructure that enable the safe operating of the maritime port system. Of particular significance and proposed to be included as critical infrastructure and subject to regulatory requirements are:
    - the New Zealand Distress and Safety Radio Service used for communications
    - navigational aids used for the operation of major New Zealand ports.

The drinking water and wastewater sector

50. Reliable and safe drinking water and wastewater services underpin New Zealanders' health and New Zealand's economy. These services are primarily owned and managed by local government (either directly or through council-controlled organisations such as Watercare and Wellington Water). However, some central government agencies also provide services (e.g. the Department of Conservation as part of its activity and asset base).

Figure 11: Depiction of New Zealand's drinking water and wastewater system

Department of Internal Affairs: policy oversight and funding

Water Services Authority Taumata Arowai: the drinking water regulator with a role in relation to the environmental performance of wastewater and stormwater networks

Commerce Commission: proposed as economic regulator for water services under Government's Local Water Done Well regime

DRINKING WATER	WASTEWATER
Drinking water networks supplying at least 25,000 connections and Queenstown's drinking water network	**Wastewater networks servicing at least 25,000 connections and Queenstown's wastewater network**
Drinking water networks supplying fewer than 25,000 connections	Wastewater networks supplying fewer than 25,000 connections

Designated as critical infrastructure

51. Drinking water networks include water treatment plants, reservoirs, distribution systems, pump stations and trunk water mains. Wastewater networks include wastewater treatment plants, pump stations, trunk sewers, wastewater pipes and pipe bridges.

52. Drinking water and wastewater networks servicing at least 25,000 connections would be designated as critical infrastructure and subject to regulatory requirements. This would mean a water network servicing approximately 66,000 people would qualify as critical infrastructure, capturing water networks in Auckland, Christchurch, Dunedin, Hamilton, New Plymouth, Palmerston North, Tauranga and Greater Wellington. Queenstown's drinking water and wastewater networks are also proposed to be designated as critical infrastructure (using the Minister's regulation-making power), despite the district not meeting the threshold of 25,000 connections. This reflects the high number of tourists present during peak seasons and the significant value this tourism brings to the economy.

53. Drinking water and wastewater networks servicing fewer than 25,000 connections would be defined as essential infrastructure providers, supported by non-regulatory measures. By not imposing mandatory requirements on these smaller networks, the regime aims to avoid a potentially material increase in rates and/or water charges (if introduced in the future) due to the costs of compliance being spread across a relatively small population.