

26 August 2013

Owen Williams
fyi-request-1004-2aa14ff1@requests.fyi.org.nz

Dear Owen

Thank you for your email of 18 July 2013 requesting, under the Official Information Act 1982, information on vehicle licence plate tracking in New Zealand. I have outlined each of your questions and our responses below.

At the current time the NZ Transport Agency uses Automatic Number Plate Recognition (ANPR) technology as described below. We also understand that other agencies, including the New Zealand Police, may also use ANPR technology. As you were previously advised, we transferred Question 4 of your request to the Police. We are not in a position to respond to the remainder of your questions so far as they relate to other agencies.

- 1. Please provide information on whether licence plate tracking in New Zealand is actively used. I request all documents that the NZTA currently holds on the implementation and policies around licence plate tracking and ANPR technology in New Zealand.**

The only technology within the scope of 'licence plate tracking' used by the Transport Agency is ANPR technology. Specifically, we use ANPR technology for:

- The detection and identification of overweight or speeding heavy vehicles at three locations, in conjunction with weigh-in-motion (WiM) scales installed in roadways. As well as the safety benefits from being able to identify overweight or speeding heavy vehicles, these cameras assist us to protect our infrastructure assets from damage and excessive wear and tear.
- The detection and identification of heavy vehicles using engine braking, in conjunction with noise detecting equipment. This is to manage the noise impact of engine braking on nearby residents, particularly at night. Only one such camera is currently in use.
- The operation of the Northern Gateway Toll Road to facilitate the collection and enforcement of tolls.
- The collection of vehicle data for research and statistical purposes to help us perform our function of optimising the state highway network. This data is collected as part of traffic surveys and is used to inform our investment and design decisions.

We consider our use of ANPR technology to be compliant with the requirements of relevant legislation. The principal relevant legislation that guides our use of ANPR technology is the Privacy Act 1993.

Our in-house counsel has provided legal opinions on particular uses of ANPR technology. As the legal opinions are subject to legal professional privilege, and as I do not consider in the circumstances of

this case that legal professional privilege is outweighed by other public interest considerations, I have withheld the legal opinions pursuant to section 9(2)(h) of the Official Information Act 1982.

Under section 28(3) of the Official Information Act 1982, you have the right to apply to an Ombudsman for an investigation and review of the decision to withhold this information. The address is:

Office of the Ombudsmen
PO Box 10152
Wellington

- 2. In Wellington specifically, please provide information on whether or not the stationary cameras in use on the urban motorway are equipped with licence plate reading technology.**

None of the cameras in use on the urban motorway in Wellington is equipped with ANPR or any other kind of licence plate reading technology.

- 3. Please provide documentation related to the data retention policies for licence plate tracking data and how/when the data will be destroyed? Also, any documentation around controls exist around which agencies can access this data.**

The Transport Agency complies with Information Privacy Principle 9 of the Privacy Act 1993, which provides that agencies may not keep personal information for longer than is required for the purposes for which it may lawfully be used.

The Transport Agency only discloses personal information collected through the use of ANPR technology where the information can be disclosed under the Privacy Act 1993 or the Official Information Act 1982. For example, exception (e) of Information Privacy Principle 11 allows personal information to be disclosed to avoid prejudice to the maintenance of the law, for the enforcement of the law, for the protection of public revenue, or for the conduct of proceedings. Any disclosure of information is considered on a case-by-case basis.

- 4. In regards to the new speed camera that was installed in the Ngauranga Gorge please provide documentation that indicates the capability of this device.**

This camera is operated by the Police. As noted, this question has been transferred to them for a direct response.

- 5. Please provide the locations (either co-ordinates or approximate) of all cameras that are equipped with licence plate tracking technology in New Zealand.**

As noted above, the Transport Agency can only provide information relating to cameras it uses. The current WiM sites fitted with ANPR cameras are as follows:

- State Highway 1 (Auckland Harbour Bridge): two cameras situated approximately 200m north of the bridge on the southbound lanes.
- State Highway 5 (Hawkes Bay on Eskdale Drive): two cameras at Telemetry Site 101, NZMG_East 2841975.0, NZMG_North 6193622.0
- State Highway 35 (Gisborne near Hamanatua Bridge): one camera at Telemetry Site 108, NZMG_East 2951783.0, NZMG_North 6268132.0

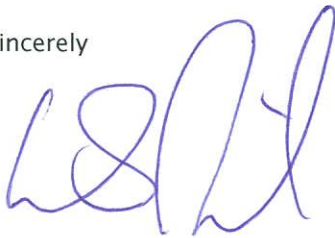
The engine braking noise camera is located on State Highway 2 Takitimu Drive, Tauranga near the Elizabeth Street roundabout.

The Northern Gateway Toll Road cameras are located approximately 400 metres north of the Grand Drive interchange on State Highway 1.

At the time of writing there are no ANPR cameras operating for the collection of vehicle data for research and statistical purposes.

If you would like to discuss this reply with the NZTA, please contact me at kevin.reid@nzta.govt.nz or by phone on (04) 894 5400.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'K Reid', with a stylized flourish at the end.

Kevin Reid
National Manager Network Outcomes

