

## Andrew Thompson

---

**From:** Andrew Thompson  
**Sent:** Thursday, 6 October 2011 11:54 a.m.  
**To:** 'Sarah Adams-Linton'  
**Subject:** RE: Newmarket viaduct cameras - some follow-up questions

Hi Sarah

I likewise look forward to catching up.

So you know, I have just returned to NZTA full time (after 5½ years as a Disputes Tribunal Referee) and have just been appointed to a new role. Part of that role includes being a privacy officer and I should now be able to devote more time to matters of privacy.

I look forward to working closely with the Office of the Privacy Commissioner to ensure we are singing from the same hymn-sheet and we don't get surprised by things.

I'll get answers ready for the questions below, and be in contact over the next few days. Hopefully sooner rather than later, but there's a bit on at the moment.

Cheers

---

**Andrew Thompson**  
Managing Counsel (Regulatory and Commercial)  
NZ Transport Agency  
DDI 64 3 951 3004  
M 021 976 913  
E [andrew.thompson@nzta.govt.nz](mailto:andrew.thompson@nzta.govt.nz)

---

Please consider the environment before printing this email

---

**From:** Sarah Adams-Linton [<mailto:Sarah.Adams-Linton@privacy.org.nz>]  
**Sent:** Thursday, 6 October 2011 11:04 a.m.  
**To:** Tony Fisher (AMA); Andrew Thompson  
**Subject:** RE: Newmarket viaduct cameras - some follow-up questions

Thanks again Tony, and "Hello Andrew" ... I'll look forward to touching base in the near future.

Best regards

Sarah

Dr Sarah Adams-Linton | Senior Policy Adviser (Legal) | Office of the Privacy Commissioner | Te Mana Matapono Matatapu  
Tel. 04 474 7590 | DD. 04 474 7596

---

**From:** Tony Fisher [<mailto:Tony.Fisher@ama.nzta.govt.nz>]  
**Sent:** Thursday, 6 October 2011 9:21 a.m.  
**To:** Sarah Adams-Linton  
**Cc:** [andrew.thompson@nzta.govt.nz](mailto:andrew.thompson@nzta.govt.nz)  
**Subject:** Re: Newmarket viaduct cameras - some follow-up questions

Sarah

Further to our telephone conversation, through this email I put you in touch with Andrew, who is our Privacy Officer.

Regards

Tony Fisher  
Auckland Motorway Alliance  
Ph. 021 578 460

On 4/10/2011, at 9:46 AM, "Sarah Adams-Linton" <[Sarah.Adams-Linton@privacy.org.nz](mailto:Sarah.Adams-Linton@privacy.org.nz)> wrote:

Good morning Tony

**Re: Newmarket Viaduct cameras**

Further to our earlier discussions, I was wondering if we could get some 'sound bites' from NZTA to assist our communications team in case we get any further media enquiries regarding use of the cameras at the Viaduct construction zone.

In summary, I understand the data collected is anonymised and used purely for statistical analyses of general driver behaviour, and that it will only be retained until the end of the traffic safety initiative early next year, although the project as a whole isn't due for completion until December 2012.

However, rather than paraphrasing my notes, it would be good for our people to have some simple "NZTA advises us ..." comments to hand so they can provide a ready and consistent response to any queries.

It would therefore be really helpful if you could provide us with some wording we can use in response to the following questions:

- Where are the cameras and how long will they be used?
- Is there any signage or other information provided to inform drivers that cameras are being used?
- What information is being recorded and what is it being used for?
- Who has access to the information recorded and how long will it be kept?
- What information is being given to the police to assist enforcement?

Thanks a bundle in advance for your time.

Best regards

Sarah

**Dr Sarah Adams-Linton | Senior Policy Adviser (Legal) | Office of the Privacy Commissioner | Te Mana Matapono Matatapu**  
Level 4, gen-i Tower, 109-111 Featherston Street | PO Box 10094 The Terrace | Wellington 6143 | New Zealand  
Tel. 04 474 7590 | DD. 04 474 7596 | [www.privacy.org.nz](http://www.privacy.org.nz)

Caution: if you have received this message in error please notify the sender immediately and then delete this message along with any attachments. Please treat the contents of this message as private and confidential.

CREATING TRANSPORT SOLUTIONS

## Andrew Thompson

---

**From:** Sarah Adams-Linton [Sarah.Adams-Linton@privacy.org.nz]  
**Sent:** Wednesday, 26 October 2011 12:15 p.m.  
**To:** Andrew Thompson  
**Subject:** RE: NZTA CAMERAS

Hello Andrew

Thank you so much for providing us with further information regarding the Auckland cameras. I will be in touch should we have any questions or thoughts to relay. Thanks also for indicating your interest in working with us on future matters.

Best regards in the interim

Sarah

**Dr Sarah Adams-Linton | Senior Policy Adviser (Legal) | Office of the Privacy Commissioner | Te Mana Matapono Matatapu**  
Tel. 04 474 7590 | DD 04 474 7596

---

**From:** Andrew Thompson [mailto:Andrew.Thompson@nzta.govt.nz]  
**Sent:** Wednesday, 26 October 2011 11:30 a.m.  
**To:** Sarah Adams-Linton  
**Subject:** NZTA CAMERAS

Hi Sarah

As discussed, I have spoken with the relevant staff here and obtained information about the Automatic Number Plate Recognition cameras in use in Auckland. I have put the information, along with a brief discussion about the IPPs, in a letter to you, which is attached. The original is in the mail.

I'd be grateful if you could let me know any comments you or your colleagues may have about the use of these cameras.

I also look forward to working closely with the Commission on any other matters involving our agencies.

Kind regards,

---

**Andrew Thompson**  
Managing Counsel (Regulatory and Commercial) / Privacy Officer  
DDI 64 3 951 3004  
M 021 976 913  
E [andrew.thompson@nzta.govt.nz](mailto:andrew.thompson@nzta.govt.nz)

---

**NZ Transport Agency**  
Level 1, AA Centre  
450 Moray Place  
PO Box 5245, Moray Place  
Dunedin 9058  
New Zealand  
T 64 3 951 3009  
F 64 3 951 3013  
[www.nzta.govt.nz](http://www.nzta.govt.nz)



NZ TRANSPORT AGENCY  
WAKA KOTAHI

Level 2, AA Centre  
450 Moray Place  
PO Box 5245  
Moray Place  
Dunedin 9058  
New Zealand  
T 64 3 951 3009  
F 64 3 951 3013  
[www.nzta.govt.nz](http://www.nzta.govt.nz)

25 October 2011

The Office of the Privacy Commissioner  
PO Box 10094  
The Terrace  
WELLINGTON 6143

ATTN: Dr Sarah Adams-Linton

Dear Sarah

## I INTRODUCTION

As you are aware the NZ Transport Agency (NZTA) is currently operating Automatic Number Plate Recognition (ANPR) cameras in Auckland.

The operation came to your attention following a recent NZ Herald article about a speed monitoring system on the Newmarket Viaduct.

Following the media attention NZTA staff were in contact with staff in your office and it was agreed, on the information then available, that it was likely that the operation of the Newmarket cameras was compliant with the Privacy Act 1993. Your office sought some further information from the Agency.

The NZTA is keen to ensure that its activities which may have privacy impacts are known to your office and that all requirements of the relevant privacy laws are complied with.

This letter is intended to:

- Answer the questions posed by your office in relation to the Newmarket cameras;
- Discuss the operation of another ANPR camera system that has been operating on the Auckland Harbour Bridge; and
- Assure your office that the NZTA intends to actively engage with your office to ensure a 'no-surprises' relationship, to facilitate inter-agency co-operation and NZTA compliance with privacy rules.

## II THE NZTA AND THE AUCKLAND MOTORWAY ALLIANCE

The NZTA leads the Auckland Motorway Alliance ('AMA'). Other members of the alliance are Fulton Hogan, Opus International Consultants, Beca Infrastructure, Resolve Group and Armitage Systems Limited. The AMA is an 'agency' for the purposes of the Privacy Act 1993 to the extent that it is an unincorporated group of statutory and incorporated persons.

The AMA is an alliance established by the NZTA to manage the state highway network in and around Auckland. More information about it can be found at the following website:

<http://www.aucklandmotorways.com/>

### III THE NEWMARKET VIADUCT CAMERAS - SUMMARY

Significant road works are being carried out around the Newmarket Viaduct. The physical attributes of the area mean that substantial traffic flows pass within metres of construction zones and workers. For obvious public safety reasons a temporary 70km/h speed limit is in place for the duration of the works.

The NZTA is aware that the 70km/h speed limit is not adhered to by all drivers and has installed ANPR cameras at either end of the works to monitor the speed of traffic. The cameras capture an image of the vehicle, including the number plate, at the point of entry and the point of exit and the speed of the relevant vehicle is calculated by dividing the distance travelled by the time taken. Information on a vehicle is sent to the server only if the calculation shows that the vehicle is travelling at 85km/h or more (that is 15km/h or more over the posted speed limit). In the period of operation of the cameras over 1,000 vehicles per day have been detected exceeding 85km/h.

There is currently no signage indicating the presence of the cameras.

The information is obtained for statistical and research purposes only and no information identifying any individual is released outside the AMA or NZTA.

The information collected is accessible only to selected NZTA and AMA staff.

The NZTA intends to retain the information collected until the completion of the construction project which is estimated to occur around February 2012.

All members of the AMA have consented to being informed if any vehicle owned by a member of the alliance is detected exceeding 85km/h.

### IV AUCKLAND HARBOUR BRIDGE CAMERAS - SUMMARY

Overweight vehicles present a significant safety hazard on the Auckland Harbour Bridge and result in excessive damage requiring continual maintenance and repair.

In late 2010 the NZTA announced to the heavy transport industry, by way of a presentation at the Heavy Haulage Conference, that it would be monitoring the weights of heavy motor vehicles on the Auckland Harbour Bridge using a 'weigh-in-motion' system linked to ANPR cameras. The industry was further informed by way of communications to the industry in the Full Throttle and Trucking Brief publications. These publications reach the National Road Carriers Association, the Heavy Haulage Association and the Road Transport Forum. The cameras were also the subject of an article in the New Zealand Herald (attached as Appendix 1).

For road safety reasons there is no signage indicating the presence of the scales and cameras.

The cameras capture an image of the vehicle, including the number plates, only for any vehicle exceeding the weight limit in the southbound lanes 1 and 2.

At present information is being retained for statistical and research purposes only, but the NZTA intends to use the information itself to target its enforcement activities to repeat offenders and also to release certain information to the NZ Police to allow targeted enforcement against repeat offenders.

Importantly, before any information is released to the NZ Police the NZTA will first notify the owner of any offending vehicle by way of a letter informing the vehicle owner: (i) that the system has detected an overweight vehicle being operated on the bridge (including time/date/vehicle details); and (ii) that a repeat overweight vehicle event involving a vehicle owned by the same person may result in information being passed on to the NZ Police for law enforcement purposes. A copy of the warning letter to be sent is attached as Appendix 2.

The information so passed on cannot be used directly for prosecutorial purposes, but will be used by the Police to target operators and vehicles for on-road enforcement.

At this stage the AMA and NZTA intend to retain the information for a maximum period of 5 years or until any enforcement processes are completed, whichever occurs last.

## V APPLICATION OF INFORMATION PRIVACY PRINCIPLES

### IPP 1

All information being collected is being collected in public places. The NZTA considers that the information is being collected for lawful purposes connected with the functions and activities of both the NZTA alone and also the AMA. The collection of the information is necessary for purposes including: (i) maintenance of the NZ highway network; and (ii) enforcement of the laws relating to overweight vehicles using the bridge.

### IPP 2

The personal information being collected is limited to number plate information. That information is then used to identify the owner of the vehicle at issue. The NZTA considers that collection directly from the individuals concerned is not reasonably practicable in the circumstances of these particular cases. Further, in relation to information that the NZTA/AMA intends to disclose to the NZ Police, such information is collected for the maintenance of the law and enforcement of the law imposing a pecuniary penalty.

### IPP 3

The NZTA considers that it is not collecting personal information directly from the individual concerned.

However, in relation to the Newmarket Viaduct cameras, other than information relating to AMA vehicles (for which authorisation has been given), the information will be used for statistical and research purposes only and will not be used or published in a form that could reasonably be expected to identify the individuals concerned.

In relation to the Auckland Harbour Bridge cameras, the NZTA considers that any non-compliance with IPP 3 is necessary to avoid prejudice to the maintenance of the law, for the enforcement of a law imposing a pecuniary penalty, and for the protection of the public revenue.

**IPP 4**

The NZTA considers that the manner of collection is both lawful and fair. As the information is being collected in public places the NZTA does not consider that the means intrude to an unreasonable extent upon the personal affairs of the individuals concerned.

**IPP 5**

The information is stored on password protected computer systems accessible only to AMA/NZTA employees.

**IPP 6**

The NZTA will consider any request for personal information in accordance with the requirements of IPP 6 and the other relevant provisions of the Privacy Act 1993.

**IPP 7**

The NZTA will comply with IPP 7 when and if required.

**IPP 8**

The information obtained is in the form of photographs of vehicles and electronic systems to calculate weight and speed. The NZTA is aware of variable tolerances in any system and ensures that any information is accurate, up to date, complete and relevant to the extent allowed by the systems used. In relation to the information collected by the WIM system, the information cannot be used for prosecutorial purposes, but may be used by the NZ Police to target roadside enforcement activities.

**IPP 9**

The NZTA considers that maintaining the Newmarket Viaduct speed information until the completion of the works is required.

In relation to the Harbour Bridge cameras, the information collected is required to be held for longer in order for the NZTA to carry out its lawful functions in relation to: (i) maintenance of the bridge (which requires extensive statistical information in order to forecast maintenance); and (ii) enforcement of the law relating to overweight vehicles using the bridge. The information will be kept for 5 years, or until the completion of any related enforcement proceedings, whichever occurs last.

**IPP 10**

In summary, the information collected by the cameras is to be used for two purposes: (i) for statistical and research purposes; and (ii) in relation to the Auckland Harbour Bridge weigh-in-motion system only, for law enforcement purposes, including providing the information to enforcement staff of the NZTA and the New

Zealand Police. The NZTA considers that the 'enforcement of law imposing a pecuniary penalty' and 'avoid prejudice to the maintenance of the law by a public sector agency' exceptions both apply in this case.

IPP 11

The information is being collected by the AMA, of which the NZTA is a part. The only disclosure of information outside the AMA/NZTA will be in respect of the Auckland Harbour Bridge weigh-in-motion system. The NZTA considers that passing on the information is one of the purposes in connection with which the information is obtained or is, at the least, a directly related purpose. Further the 'enforcement of law imposing a pecuniary penalty' and 'avoid prejudice to the maintenance of the law by a public sector agency' exceptions both apply in this case.

IPP 12

Both systems at issue rely on vehicle registration numbers being linked to persons registered as vehicle owners. The fundamental reasons for maintaining a register of vehicles and owners include facilitating law enforcement activities and allowing research and statistical analysis.

VI CONCLUSION

Please do not hesitate to contact me should you wish to discuss these matters or any other matter relating to the NZTA that is of interest to your office.

Yours faithfully

  
**Andrew Thompson**  
Managing Counsel (Regulatory and Commercial) / Privacy Officer  
NZ Transport Agency  
Dunedin Regional Office  
PO Box 5245  
DUNEDIN

DDI 64 3 951 3004  
M 021 976 913  
E [andrew.thompson@nzta.govt.nz](mailto:andrew.thompson@nzta.govt.nz)



nzherald.co.nz

APPENDIX 1

## Bridges' heavy vehicle ban to lift – under surveillance

By Mathew Dearnaley

5:30 AM Friday Oct 15, 2010

Restrictions on most trucks using Auckland Harbour Bridge's newly bolstered clip-on lanes will be lifted before Christmas, but the Transport Agency says it will get tough on over-weight vehicles.

It will fit number-plate recognition cameras to spot trucks with loads of more than 44 tonnes on the clip-ons.

Although it will not be able to use these to prosecute, it will send warning letters and pass details of frequent offenders to the police, so trucks can be pulled over and weighed at other locations.

The weight limit has been imposed to extend the economic life of the clip-ons beyond 20 years.

Vehicles weighing 13 tonnes or more have been banned from the outside lane of each clip-on since mid-2007, after engineers warned of a potential for "catastrophic failure" in a worst-case scenario of an end-to-end early morning traffic jam of trucks carrying containers from the port.

The warning sparked a structural strengthening project in which 920 tonnes of extra steel have been welded into the hollow box girder clip-ons at a cost of \$86 million, up from an initial estimate of \$45 million.

With the project drawing to a close, the agency says it is prepared to allow trucks of up to 44 tonnes full use of the clip-ons from early December, subject to annual reviews of the bridge's loading capacity.

Although permits can be obtained for over-weight loads, these are restricted to the main bridge, and then only at certain times.

Freight operators have also offered to ensure trucks keep 20m apart to spread their weight, putting off the day when the clip-ons reach their "critical live load capacity".

The agency indicated last year that heavy trucks would be unlikely to be allowed back on the outer clip-on lanes, despite the extra steel being welded to the girders, which were joined to the main bridge in 1969.

But northern highways manager Tommy Parker said yesterday that engineers had decided an even distribution of trucks across both lanes of each clip-on would minimise metal fatigue, as well as making it safer for them to get into the lane needed to leave the motorway at Onewa Rd.

While the ban has been in force, northbound trucks have had little room after crossing the bridge to



Auckland Harbour Bridge. Photo / Richard Robinson.

manoeuvre into the exit lane.

Agency traffic and safety manager Kathryn Musgrave said that by introducing "soft" measures to delay the point at which the bridge reached its capacity load, the organisation hoped to avoid later restrictions later which would reduce its economic use.

By Mathew Deaneley

Copyright ©2011 APN Holdings NZ Limited

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT

Date

ADDRESS  
ADDRESS  
ADDRESS  
ADDRESS

Dear Heavy Vehicle Operator

The NZTA actively monitors driver behaviour across the Auckland motorway network and has recently installed Automatic Number Plate Recognition (ANPR) cameras on the Auckland Harbour Bridge.

The ANPR cameras are linked to weigh-in-motion (WIM) sites located on the approaches to the Auckland Harbour Bridge. The cameras are activated when vehicles weighing more than 44,000kg are detected crossing the WIM sensors. It is an offence to operate a vehicle weighing more than 44,000kg without a permit. It is also an offence for any vehicle over 44,000kg to cross the Auckland Harbour Bridge using the extension (clip-on) lanes.

*On the [insert date] of [insert month] [insert year] at [insert time] a vehicle registered to you / or your company, [insert vehicle registration number], activated the ANPR cameras with a recorded weight of [insert recorded weight].*

*A copy of the ANPR image and WIM records are attached to this letter for your reference.*

One of the purposes for operating the cameras and collecting information is to detect repeat overweight-vehicle offending. Heavy vehicle owners / operators who continue to carry unpermitted overweight loads may have their details passed to the NZ Police for further action and the information may be used by the NZTA in carrying out its functions. Information may be passed on without any further notice to you.

We would also like to take this opportunity to remind you that under the Road User Charges Act 1977 you are required to purchase a Road User Charges Licence sufficient to cover the maximum gross weight of the vehicle at any given time throughout the duration of that licence. Failure to do so may leave you liable to prosecution and subject to further investigation.

The Auckland Harbour Bridge is a key link in the national transport network carrying an average of xxxx vehicles per day. The NZ Transport Agency (NZTA) is committed to proactively managing the bridge to ensure safe and efficient travel for all users.

The NZTA appreciates the support of heavy vehicle operators and your help as we manage the Auckland Harbour Bridge - a vital transport asset for Auckland and New Zealand.

If you would like more information about the ANPR initiative please don't hesitate to contact NZTA Auckland Motorways on 09 5200 200 or [help@ama.nzta.govt.nz](mailto:help@ama.nzta.govt.nz), or check our website [www.nzta.govt.nz](http://www.nzta.govt.nz)

Yours sincerely,

The team at NZTA Auckland Motorways

## Andrew Thompson

---

**From:** Sarah Adams-Linton [Sarah.Adams-Linton@privacy.org.nz]  
**Sent:** Thursday, 27 October 2011 5:22 p.m.  
**To:** Andrew Thompson  
**Subject:** RE: NZTA CAMERAS

Hello Andrew

Thank you for that full and detailed response. Your analysis against the information privacy principles is particularly clear and helpful.

It provides a good overview for us of what is happening in Auckland re the roading CCTV cameras and will help us greatly if we get any further media enquiries.

I've only a couple of further queries at this point.

The first relates to the agreement with the alliance members that they be informed regarding vehicles owned by members of the alliance that exceed the 85 kph threshold.

1. Does this extend purely to vehicles registered to the businesses (e.g. Fulton Hogan trucks) or does it extend also to private staff vehicles?
2. Are you aware of any possible adverse effect impacts that any such errant driver might be subject to? e.g. is there any possible disciplinary actions depending on terms of employment?
3. Are you notified of the drivers of such vehicles are advised of (1) or (2) above.

The second question relates to enforcement and is outside of privacy issues per se, but the information you've provided is extremely interesting more generally.

You indicated when we last spoke that the Police were engaged and aware that speeding within the construction zone is an issue. But you noted they were somewhat resource limited in the increased presence they could assign to the area.

From the information you have provided it would appear that NZTA's use of CCTV has shown there is a significant safety risk (\*/- 1000 vehicles per day recorded as exceeding 85 in the 70 restriction is one heck of a lot of traffic, and I would assume there is considerably more travelling in the 75-85 range on top of that).

I appreciate it may not be feasible or practicable to man the route 24/7 with patrol cars, however, I would have thought your data would provide ample justification for the Police to ramp up enforcement and install speed cameras. It would be awful if there was an accident given that there's knowledge to hand showing there's such a high risk.

Can you provide any clarification on whether they have considered such a move?

In the meantime, thanks again for all the information provided

Best regards

Sarah

Dr Sarah Adams-Linton | Senior Policy Adviser (Legal) | Office of the Privacy Commissioner | Te Mana Matapono Matatapu  
Tel. 04 474 7590 | DD. 04 474 7596

## Andrew Thompson

---

**From:** Sarah Adams-Linton [Sarah.Adams-Linton@privacy.org.nz]  
**Sent:** Friday, 25 November 2011 7:47 a.m.  
**To:** Andrew Thompson  
**Subject:** RE: NZTA CAMERAS

Thanks a bundle Andrew, that looks like just the sort of info I needed.

Best regards

Sarah

---

Dr Sarah Adams-Linton | Senior Policy Adviser (Legal) | Office of the Privacy Commissioner | Te Mana Matapono Matatapu  
Tel. 04 474 7590 | DD. 04 474 7596

---

**From:** Andrew Thompson [mailto:Andrew.Thompson@nzta.govt.nz]  
**Sent:** Thursday, 24 November 2011 2:21 p.m.  
**To:** Sarah Adams-Linton  
**Subject:** NZTA CAMERAS

Dear Sarah

Apologies again for the delay in responding - although requests for further information went out on 31 October the replies have been sporadic and incomplete.

The answers below are quoted from the responses received.

*Question one: Does this extend purely to vehicles registered to the businesses (eg. Fulton Hogan trucks) or does it also extend to private staff vehicles?*

*Answer: Only vehicles registered to the businesses. No private staff vehicles are registered.*

*Question two: Are you aware of any possible adverse effect impacts that any such errant driver might be subject to? Eg. Is there any possible disciplinary actions depending on terms of employment?*

*Answers:*

*NZTA vehicles: No adverse action would be taken. If the staff member can be identified there would be an 'off the record' discussion about the speed recorded.*

*Fulton Hogan vehicles: Some staff have received letters advising them of 'unsafe behaviour' inconsistent with Fulton Hogan standards but no disciplinary action has been forthcoming. Repeated breaches would have resulted in disciplinary action.*

*Beca NZ's vehicles: No disciplinary actions have been taken with respect to the individual's employment. We have however spoken to those individuals who were driving Beca company cars at excessive speeds and asked that they slow down. We similarly discuss with our employees when they receive traffic tickets for excessive [speed] and request that they slow down.*

*Armitage Systems Limited: If anyone is found to be exceeding the speed limit in a company vehicle they can expect not only to pay any fines but will be spoken to by the company's operations manager over the company's safety expectations.*

*Opus vehicles: Opus have not responded to this question.*

*Newmarket project vehicles: A quite word initially followed by 'name and shame' within the project team.*

*Question three: Are you notified if the drivers of such vehicles are advised of (1) or (2) above?*

*NZTA vehicles: No - as no "action" would be taken against them.*

*Fulton Hogan vehicles: There has been no formal advice.*

*Beca NZ's vehicles: Beca's employees were advised in advance via [a] weekly Monday morning communiqué that [Beca] would be providing the number plates of our Beca work vehicles to the alliance*

and thus presumably the NZTA for the purposes of recording which Beca vehicles were travelling over the Newmarket Viaduct at excessive speeds.

**Armitage Systems Limited:** The staff have been informed about the trial.

**Opus vehicles:** All drivers of Opus company vehicles have been advised of the following: Please note that as part of a safety campaign regarding driving speeds at roadworks, Auckland Motorways have advised us that they are monitoring the vehicle speeds of cars owned by members of the AMA alliance on the Newmarket viaduct. They will inform the parent companies of vehicles which exceed the thresholds, so we ask that all drivers please adhere to the posted speed limits in this area.

**Newmarket project vehicles:** Yes they are all aware.

Finally, it seems to me that it would be preferable for a common approach to be taken in relation to informing all driving staff of the AMA members about the trial and I will work with the relevant NZTA staff to achieve that.

Kind regards,

---

**Andrew Thompson**  
Managing Counsel (Regulatory and Commercial)  
DDI 64 3 951 3004  
M 021 976 913  
E [andrew.thompson@nzta.govt.nz](mailto:andrew.thompson@nzta.govt.nz)

---

**NZ Transport Agency**  
Level 1, AA Centre  
450 Moray Place  
PO Box 5245, Moray Place  
Dunedin 9058  
New Zealand  
T 64 3 951 3009  
F 64 3 951 3013  
[www.nzta.govt.nz](http://www.nzta.govt.nz)

Please consider the environment before printing this email

Find the latest transport news, information, and advice on our website:  
[www.nzta.govt.nz](http://www.nzta.govt.nz)

---

This email is only intended to be read by the named recipient. It may contain information which is confidential, proprietary or the subject of legal privilege. If you are not the intended recipient you must delete this email and may not use any information contained in it. Legal privilege is not waived because you have read this email.

---

**Andrew Thompson**

---

**From:** Andrew Thompson  
**Sent:** Friday, 25 November 2011 2:16 p.m.  
**To:** 'Sarah Adams-Linton'  
**Subject:** NZTA Cameras

Hi Sarah

One more response from Opus about 'adverse' action. I quote:

[Opus] would have a quiet word with the people involved, no disciplinary action would be taken,

Kind regards,

---

**Andrew Thompson**  
Managing Counsel (Regulatory and Commercial)  
DDI 64 3 951 3004  
M 021 976 913  
E [andrew.thompson@nzta.govt.nz](mailto:andrew.thompson@nzta.govt.nz)

---

**NZ Transport Agency**  
Level 1, AA Centre  
450 Moray Place  
PO Box 5245, Moray Place  
Dunedin 9058  
New Zealand  
T 64 3 951 3009  
F 64 3 951 3013  
[www.nzta.govt.nz](http://www.nzta.govt.nz)

Please consider the environment before printing this email

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT