



MINUTES OF THE NZ TRANSPORT AGENCY BOARD MEETING

HELD ON FRIDAY 4 NOVEMBER 2011 AT 8.30am

Chateau on the Park Hotel, 189 Deans Street, Christchurch

Approved by the Chair	_____
Date	___/___/___

PRESENT: Chris Moller *Chair*
Adrienne Young-Cooper
Alick Shaw
Bryan Jackson
Gill Cox
Jerry Rickman
Patsy Reddy
Tony Lanigan

APOLOGIES: None

IN ATTENDANCE: Geoff Dangerfield *Chief Executive*
Ernst Zöllner *Board Secretary & GM Strategy & Performance*
Allan Frost *GM Organisational Support*
Dave Brash *GM Planning & Investment*
Colin Crampton *GM Highways & Network Operations*
Liz Huckerby *GM People & Capability*
Stephen Town *Regional Director Auckland & Northland*

1. Introduction and governance matters

1.1 Apologies

There were no apologies.

1.2 Confirmation and overview of the agenda

The agenda was confirmed as circulated. In his introduction to the meeting the Chair thanked Jim Harland (Regional Director, Southern) and his team for arranging the very informative Board visit to Christchurch the day before. This included a bus tour of the Southern Motorway RoNS project, Lyttleton tunnel and Christchurch CDB. In the afternoon the Board held successful meetings with key regional stakeholders, followed by a Board-hosted social function which a wide range of Canterbury leaders and stakeholders with an interest in transport attended.

1.3 Declarations of conflicts of interest

The updated Schedule of Board Member Interests was tabled. In relation to agenda item 8.1 Chris Moller reminded the meeting of his governance roles with Rugby NZ 2011 Ltd.

1.4 Draft minutes from the 1 September 2011 Board meeting

The draft minutes were accepted as a true and accurate record of the meeting without any amendments.

Resolved:

That the NZ Transport Agency Board confirms the minutes of its 1 September 2011 meeting.

1.5 Draft minutes from the special Board meeting on 20 September 2011

The draft minutes were accepted as a true and accurate record of the meeting without any amendments.

Resolved:

That the NZ Transport Agency Board confirms the minutes of its 20 September 2011 meeting.

1.6 Draft record of Board resolution re delegation of registrar functions

The resolution re delegation of registrar functions was confirmed without any amendments.

Resolved:

That the NZ Transport Agency Board confirms the record of its Board resolution of 23 September via email.

1.7 Progress on actions requested at previous meetings

The progress on all requested actions was noted, and the Chair provided a report back from the meeting with the Board and Chief Executive of Christchurch International Airport Limited on 19 October 2011.

1.8 Draft minutes from the 1 September 2011 Investment & Operations Board Committee meeting

The draft minutes were noted; these are for the Committee to consider at its 30 November 2011 meeting.

1.9 Publication of Board meeting agendas, papers and minutes

Board paper 11/11/0584

The purpose of the item was to outline, for review and confirmation, the current NZTA practice for the publication of Board meeting agendas and minutes. At its February 2011 governance review workshop the Board agreed a number of changes to governance processes and practices at the NZTA. Attendance at Board and Board Committee meetings is by invitation only, and the minutes of Board meetings are published on the NZTA website.

While the publication of minutes is not the common practice among Crown Entities, the Board felt that the current NZTA practice strikes an appropriate and cost effective balance between transparency and effective Crown Entity governance. The Board furthermore noted that irrespective of whether meetings are 'open' or 'closed', or whether agenda items and minutes are published, nearly everything that a Crown Entity or local government Board considers and records can be obtained under the relevant official information Act.

Resolved:

That the NZ Transport Agency Board continue its current practice of 'invitation only' meeting attendance, and publishing only the minutes from Board meetings on the NZTA website, once these have been confirmed as a true and accurate record.

1.10 Proposed amendment to Board delegations and amendment to power of Attorney deed

Board paper 11/11/0581

The purpose of this item was to seek the Board's agreement to an amendment to the Board delegation and to the Power of Attorney deed from the Board to the Group Manager Organisational Support. Previous delegations reserved the power to approve leases for premises that are more than 15 years in duration, *including renewals*. The practical effect of this arrangement was that most of the Agency's leases for premises require Board approval. The Board considered that such decisions are operational matters that do not attract a high level of risk, and that the

proposed amendments to delegations and the deed would result in more efficient management and governance practice.

Resolved:

That the New Zealand Transport Agency Board:

- a. agrees to amend the Board delegation to enable the Chief Executive to approve leases for premises that are no more than \$2 million (excluding GST) per annum in rent or with an initial term no more than 15 years in duration; and*
- b. agrees to amend the Power of Attorney deed from the Board to the Group Manager Organisational Support, so that the Group Manager Organisational Support is authorised to execute deeds of lease where the terms and conditions have been approved by the Board, the Chief Executive or the Chief Executive's delegate.*

1.11 Draft agendas for December 2011 Board meetings

Board members noted the draft agendas for the Board Committee meetings and Board meeting on 30 November and 1 December respectively. Board members requested two additions to the draft agendas, as noted below.

Requested Actions:

That the Chief Executive updates the Board on progress to resolve the ongoing closure of the Manawatu Gorge in his report to the Board on 1 December 2011, and through regular email updates.

That the Chief Executive includes an update on the new strategic direction for the Road Safety Trust on the agenda for the 1 December Board meeting.

2. Chief Executive's matters

2.1 Chief Executive's report

Board paper 11/11/0582

This agenda item is used to highlight key matters relating to the management and operations of the NZ Transport Agency with the Board. The two key themes from the conversation between the Chief Executive and Board members were the current uncertain macroeconomic situation, its impact on the transport and construction sectors and the NZTA's medium term objectives; and progress on the resolution of several transport issues in Auckland and Christchurch.

In terms of economic conditions, the Board remains very concerned about the state of the civil construction industry, as the low level of demand risks undermining future capacity and capability in the sector. The current conditions are a result of ongoing weak demand from the private sector and funding constraints in the public sector.

Board members explored possible mitigation measures such as greater use of vendor financing, but noted that most options would require legislative or policy changes.

Supporting export-led growth remains a key priority for the NZTA, and in response to the progress update on the Upper North Island Freight Plan the Board explored what practical steps the NZTA can take to unlock economic potential by investing in network improvements that will allow for heavier truck loads (or high productivity vehicles). It was also noted that local authorities are concerned about the increased pavement and structure maintenance costs from heavier loads – this will be one of the key issues for the 2012-15 NLTP to address.

In relation to Auckland, the Board sought further information on the key issues for transport and the NZTA that are emerging from the draft Auckland Plan. The Board noted that the public discourse around the plan is raising several matters of national significance, such as the feasibility and desirability of some form of network access charging.

Board members sought assurance that the planned investment in the rebuilding of Canterbury will deliver value for money. This will remain an ongoing challenge that will require close involvement, and for that reason Dave Brash (GM Planning & Investment) is on the recovery funding board, and Colin Crampton (GM State Highways) is on the construction or delivery alliance board. Board members noted with some concern that the overall funding package for the rebuild is still to be finalised, which means the implication for the future NLTP's is not yet certain.

In the context of the rebuild, progressing the Canterbury RoNS projects remain an imperative. Resolving the western alignment is a key objective and the Board received an update from the Chair and Chief Executive on the outcome of the recent meeting with Christchurch International Airport.

Shifting its focus on internal management practices, the Board again stressed the importance of active management of the NZTA property holdings. The Chief Executive reported on the more active approach being taken on property disposal and on ensuring that current holdings are optimised for both commercial return and amenity value.

In relation to road safety, the Board noted that the NZTA now receives the revenue from the sale of personalised number plates that formerly went to the Road Safety Trust. The Board briefly discussed the new strategic direction of the Road Safety Trust and the implications for the NZTA in taking on the new activity disbursing the personalised number plate revenue to community based road safety initiatives. This new task will be discussed further at the 1 December Board meeting. In this context Board members expressed concern about the worsening road safety behaviour of road users in Canterbury.

Resolved:

That the NZ Transport Agency receives the Chief Executive's Report for November 2011.

2.2 Tabling of the 2010/11 NZTA and NLTF annual reports

The Chief Executive confirmed that the two annual reports were tabled in Parliament in accordance with the requirements of the Land Transport Management and Crown Entities Acts.

3. Influencing sector direction

3.1 Transport sector legislative and policy programme update

Board paper 11/11/0583

The functions undertaken by the NZTA are shaped by legislation, government policy settings and sector plans. The purpose of this agenda item was to provide a year end review of policy and legislative changes, including work in progress, and describe potential opportunities and risks going forward. At the national level the paper discusses ten areas of policy and legislative reform, and at a regional level is focussed on emerging directions for growing Auckland and rebuilding Canterbury.

Board members noted the significance of the Road User Charges Bill, and the importance of ensuring that all remaining issues are addressed in a way that meets the expectations of the freight sector. Looking forward, the LTMA review proposals will create significant savings through the elimination of some transport planning processes thereby providing direct and indirect cost savings to transport users and ratepayers.

The Board noted the recent announcement of a combined review of the RMA, LGA and LTMA with great interest. Much of the cost, delay and uncertainty associated with resource consenting is arguably endemic in a complex, multi-level and highly politicised operating environment. This review has significant potential to improve transport results while reducing compliance costs.

3.2 Public transport operating model update

Board paper 11/11/0572

At its previous meeting the Board requested an update on the Government's recent policy decisions about the new Public Transport Operating Model (PTOM) and the implementation by Auckland Transport, Greater Wellington, Environment Canterbury and NZTA. PTOM is essentially a combination of planning, funding and procurement tools that encourage the increasing commerciality of services (i.e. less reliance on subsidy to cover costs) and value for money from public expenditure. The model seeks to build more of a public-private partnership and improve the relationship between regional councils and operators.

In its discussion, the Board focussed on how cost benchmarking (based on bids provided during competitive tender rounds) will be used to inform both direct negotiation with an incumbent, and gross cost resets during the contract term of tendered units. This is a critical component of the model that will require adequate resourcing.

Services that do not form part of a region's urban public transport network will be exempt from operating as a unit under contract and will not have exclusive operating rights. Board members explored how the NZTA will most effectively provide support and assurance on this challenging aspect of the model.

4. Setting organisational direction

4.1 2012-15 NLTP progress update

In his verbal update Dave Brash (GM Planning & Investment) highlighted key milestones and emerging issues. Overall, the 2012-15 NLTP development is on track: the State highway plan has been submitted to all 16 Regional Transport Committees, and some of the regions have already lodged their draft programmes.

It was noted that there are different reactions to the State highway plan, with some concern that smaller projects may not be funded. Other issues include concerns from some approved organisations around the impact of heavier vehicles on roading maintenance (refer item 2.1 above); the 'flat lining' of road maintenance and renewal expenditure funding ranges; the changes to the FAR and 'base FAR' ratios; and some divergence on views on the intermediate goals for investment in public transport (simple volume growth versus increased effectiveness of spend).

The discussion focussed on the public transport issue, and in particular on what is the most appropriate direction for (and level of investment in) in Christchurch, Auckland and Greater Wellington. In these three metropolitan areas there are notable differences on the proposed levels of investment in transformation and efficiency gain; as a partner to all three networks the NZTA has an opportunity to share best practice but also to bring a national perspective.

4.2 Proposed 2012-15 NLTP delegations policy

Board paper 11/11/0580

This agenda item sought the Board's agreement to extend funding delegations to approved organisations for small improvement projects. Empowering approved organisations by extending delegations increases their accountability for delivering their programmes, moving the relationship with the NZTA to more of a genuine partnership.

The Board noted that the success of such delegations will depend on the capability of approved organisations to manage its programmes competently. It is also critical that local or regional priorities are in line with national priorities, i.e. that the mutually

agreed strategic direction for a region or locality is adhered to. Board members sought assurance that delegations will be revoked if it is shown that an approved organisation is not able to deliver the required results against the agreed direction. In response to this concern Resolution b. has been added to the decision below.

Overall the Board strongly supported this approach to streamlined investment decision-making and to foster strong and meaningful partnerships for approved organisations, who collectively invest more than 40% of the annual public sector expenditure on land transport.

Resolved:

That the NZ Transport Agency Board:

- a. agrees with the principle of extending delegations for making funding decisions to approved organisations for small improvement projects (of up to \$5 million construction cost per activity for the 2012-15 NLTP) as part of the NZTA's streamlined approach to planning and investing for outcomes;*
- b. requests the Chief Executive to regularly report the success of such delegations to the Board and to ensure that approved organisation appreciate that such delegations will be withdrawn if they do not invest in accordance with the agreed strategic direction;*
- c. requests the Chair to execute an instrument of delegation to provide the authority to the Chief Executive to extend delegations for funding decisions to approved organisations within parameters set by the Board (to be tabled at the meeting); and*
- d. agrees that the Chief Executive may extend delegations under the instrument for funding decisions for small improvement projects (of up to \$5 million construction cost for the 2012-15 NLTP), subject to the Chief Executive:*
 - i confirming that each approved organisation proposed to receive extended delegations demonstrates that it has the required capability, processes and systems to exercise the delegations competently before they are extended;*
 - ii monitoring and reporting the performance of approved organisations to ensure they are exercising their extended delegations competently;*
 - iii ensuring that the NZTA's ability to manage the NLTP and its cash-flows is not significantly impaired by the extension of delegations to approved organisations; and*
 - iv requiring that NZTA Regional Planning and Investment Managers take full accountability for the sustained performance of approved organisations that they have assessed and recommended as being capable of exercising extended delegations and for taking appropriate action to improve performance or remove delegations where this is required.*

4.3 2012–15 Funding assistance rates (FAR): proposed regional land transport planning management rate

Board paper 11/11/0571

At its 5 August 2011 meeting the Board considered several proposed changes to Funding Assistance Rates (FAR) for the 2012/15 NLTP. While the Board agreed that the current grant of 0.15% of the total RLTP is not consistent with the NZTA's investment strategy, it deferred a decision on this regional land transport management administration grant (of 0.15% of the total regional land transport program for W/C 001) in order to allow management more time to discuss implications with affected parties and to explore a consensus solution.

Following the meeting management held extensive discussions, including two workshops, with regional council managers. All participants accepted that there was a need for the NZTA to review the scope and funding for W/C 001, but expressed strong concern at the proposal to eliminate it completely. An alternative approach was agreed to retain work category 001 but to significantly refine its scope and the funding formula. Funding assistance is to be based on the actual costs, including overheads, required to carry out the activities referred to above.

The Board accepted the solution agreed with the regional councils after receiving assurances that it will not negatively impact the quality of regional transport planning (which is predominantly funded from a different activity class).

Resolved:

That the NZ Transport Agency Board:

- a. confirms that the scope of activities eligible for funding from W/C 001: Regional land transport planning management be limited to the actual costs, including overheads, associated with:*
 - regional land transport programme (RLTP) preparation, including consultation, approval, variation and management; and*
 - regional land transport strategy (RLTS) preparation and management, including consultation, approval, variation, monitoring and reporting;*
- b. agrees that the costs not eligible include those for expenses associated with members of the Regional Transport Committee (each organisation to carry its own costs), preparation of regional public transport plans or planning and modelling for strategies or studies which may be funded from other work categories;*
- c. agrees to the removal of the regional land transport management administration grant of 0.15% of the total regional land transport program for W/C 001; and*
- d. agrees that the funding assistance rate for W/C 001: Regional land transport planning management is to be the construction funding assistance rate for*

unitary authorities, Auckland Council and Auckland Transport, and the weighted average construction funding assistance rate for regional councils.

4.4 Proposed 2012–15 Road policing investment framework

Board paper 11/11/0575

As a result of the Road Policing Activity Class review, an outcome investment approach is being used to develop the 2012-15 Road Policing Programme (RPP). This approach ensures that the RPP is evaluated in the same way as other programmes in the National Land Transport Programme (NLTP). The purpose of this agenda item was to seek endorsement for the NZTA's 2012-15 Road Policing Investment Framework, which starts the development of the 2012-15 RPP. The Investment Framework sets out what road policing investment outcomes the NZTA, on behalf of the Minister of Transport, would like Police to contribute to when delivering the 2012-15 RPP.

The Board strongly supported the overall direction being taken on setting stronger direction (and expectations) for the NLTF investment in road policing, and the objectives for the 2012-15 programme as set out in the resolution below (after noting that the priorities given to the objectives reflect the priorities from the 2012/15 GPS and the *Safer Journeys* strategy). However, Board members requested that an additional objective around the collection of Road User Charges (RUC) be added to stress the importance of this road policing activity.

Resolved:

That the NZ Transport Agency Board endorse the following investment, and the associated key performance indicators, for the 2012-15 Road Policing Programme:

- a. *High priority objectives that will contribute to the priority of economic growth and productivity in a manner that delivers optimal value for money:*
 - *Respond in a more timely manner to incidents and emergencies notified to Police;*
 - *Take a broader network management and optimisation approach to road policing, with a focus on congestion relief in Auckland;*
 - *Increase the percentage of forecast RUC that is collected from transport operators;*
 - *Support transport operator and industry initiatives to increase the efficiency of the freight supply chain; and*
 - *Support initiatives that aim to improve the efficiency of the vehicle fleet.*

- b. *High priority objectives that aim reduce road deaths and serious injuries in a manner that delivers optimal value for money through a safe system approach:*
 - *Increase the share of young people that are driving within their licence conditions;*
 - *Reduce the number of people driving under the influence of alcohol and drugs;*
 - *Reduce the risks for motorcyclists and risks taken by motorcyclists; and*
 - *Increase the share of drivers travelling at the right speeds;*

- c. *Medium priority objectives that aim to reduce road deaths and serious injuries in a manner that delivers optimal value for money through a safe system approach:*
- *Reduce the number of high risk drivers;*
 - *Encourage good transport operator safety practices;*
 - *Foster driver understanding of road and roadside conditions;*
 - *Reduce risks for pedestrians and cyclists;*
 - *Increase the use of restraints;*
 - *Support initiatives that aim to improve the safety of the vehicle fleet; and*
 - *Support initiatives that aim to increase driver awareness of the risks of driving while fatigued or distracted.*

5. Reviewing performance against plans and targets

5.1 Progress against the 2011–14 Statement of Intent: quarterly report for the period ended 30 September 2011

Board paper 11/11/0585

The organisation's report for the first quarter of the 2011/12 records show particularly good progress across all metrics. The Board noted its appreciation for the efforts of management and staff, and its satisfaction with the format and style of the report itself. In its discussion the Board in particular focussed on the NZTA's operating environment, and again emphasised its concern around the state of the civil construction industry. This discussion extended to financial pressures being experienced by sections of the freight transport sector, and the importance of resolving the outstanding RUC review issues in order to provide greater certainty to this sector. The Board also questioned the assumptions behind the NLTF revenue forecasts and sought further information at the meeting on progress to establish NZ Transport Ticketing Ltd.

Resolved:

That the NZ Transport Agency Board:

- receives the progress report against the 2011-14 Statement of Intent for the quarter to 30 September 2011; and*
- agrees that the conditions of the NZTA revolving loan facility have been complied with for the quarter ended September 2011, and that the Chair accordingly signs a letter of assurance to the Minister of Transport.*

5.2 Better Administration and Support Services (BASS): results from the 2011 survey

Board paper 11/11/0573

In December 2009 Cabinet approved an Administrative and Support Service Programme to reduce the cost and improve the effectiveness and efficiency of five key functions – Human Resources, Corporate and Executive Services, Information Communication and Technology ("ICT"), Finance and Procurement. This agenda item informed the Board of the benchmarking results for the 2010/11 year.

The Board expressed its appreciation of (and congratulations) to all staff who contributed to the good performance of the NZTA across most of the cost and quality metrics, and in particular the improvements that have been made to the cost of payroll processing and legal services; in the efficiency of office space use; and in the quality practice score of ICT services. Board members questioned the cost of HR services per employee are higher than the peer organisation average, and the Chief Executive explained the current focus of management on building organisational capability around leadership and workforce planning.

6. Quality assurance of key organisational systems, policies and processes

6.1 Organisational health and safety reporting

Board paper 11/11/0574

The purpose of this paper was to assure the Board that the NZTA has sound health and safety management systems and procedures in place, and to confirm that (in response to Board member requests) staff and contractor health and safety data will be reported in quarterly reports from the end of Quarter 2 of this financial year. The Board also noted that the corporate health, safety and wellness plan is currently being scoped and is due to be completed by the end of the calendar year. It is anticipated that the key strands of this plan will include embedding a culture of wellness in NZTA.

The Board focussed its discussion on the latter point around culture and the need to understand the systems and values that lie behind any incidents. The challenge for any reporting will therefore be how to look beyond the quantitative measures and incorporate the more complex assurance that our lead contractors have the appropriate culture and management practices to ensure workplace safety and wellbeing. It was noted that the NZTA can use its investment and procurement practices to foster both culture and management practices.

6.2 State highway network incident management

Board paper 11/11/0576

This assurance item also resulted from earlier Board member requests to better understand state highway network incident management and what actions are taken to ensure network reliability (which is one of the NZTA key result areas). The Board noted the extensive approach being taken at present, but that there are some ongoing and emerging challenges, which include issues that could further challenge our approach to incident management into the future including 'climate change' leading to more extreme weather events; matching levels of service to rising customer expectations.

In its discussion the Board drew a strong link between this activity and the reputation of the NZTA with road users and broader communities, with the ongoing closure of the Manawatu Gorge as an example of how communication and technical challenges can be addressed at the same time. Some Board members were not satisfied with the timeliness and presentation of incident and closure on the NZTA website, and sought assurance that this will be addressed through ongoing improvements to the website. The opportunity to utilise GPS technology to improve customer service was also mentioned in the discussion.

7. Significant planning, investment and operational matters

7.1 Tauranga roading network rationalisation

Board paper 11/11/0578

In this agenda item the Board was asked to make an in principle agreement to declare Route K a state highway in Tauranga and to turn SH2a into a local road. This proposed solution has been the outcome of several months of exploration and negotiation with Tauranga City Council as part of a package that aims to rationalise the Tauranga roading network. The Board expressed its strong support for the recommendations, but noted that the final decision lies with the Minister of Transport and on the strength of the business case.

Resolved:

The NZ Transport Agency Board:

- a. *agrees in principle to recommend to the Ministry of Transport the declaration of Route K as a State Highway and revocation of SH2a to local road status at the same time, subject to the Tauranga City Council agreeing to do the same; and*
- b. *requests the Chief Executive to begin building a commercial business case around the principles of this paper and keep the Board informed of progress.*

7.2 Auckland metro rail electric multiple (EMU) purchase and loan funding update

Board paper 11/11/0578

As requested at its last meeting, this item provided an opportunity for the Board to assess progress on Auckland Transport's purchase of new EMUs and their depot, and to consider the implication of changes to the way the Crown loan is made (to Auckland Council rather than Auckland Transport). The Board was satisfied with the progress being made.

Previously it had been understood that the supporting Treasury loan would be made to *Auckland Transport*, however it has now been decided by the Government and Auckland Council that the \$500 million loan will be to Auckland Council, which has a low credit risk and a large portfolio of other loans. The Board expressed its comfort with this change, and notes that the resolutions below conclude (and draw to and end) the previous Board discussions around the purchase (refer Board paper 11/06/0539

which delegated the Chair, Chief Executive and Regional Director to decide on the best approach for the purchase).

Resolved:

That the NZ Transport Agency Board:

- a. supports for the purchase by Auckland Transport of 57 three-car Auckland Electric Multiple Units (EMUs), including the EMU depot, to replace the ageing diesel engines, carriages, and railcar fleets;*
- b. agrees that servicing and repayment of the loans made by Auckland Council to Auckland Transport to finance the purchase of the EMUs and depot would be assisted by the NZTA from the National Land Transport Fund at a Funding Assistance Rate of 59% in 2012/13 (moving to 50% in 1% annual decrements) and notes that this is affordable within the Public Transport Services activity class; and*
- c. agrees that it will consider the inclusion of an activity in the 2012-15 NLTP, with subsequent commitments, involving the funding necessary for repaying the NZTA share of principal and interest on an approximately \$540 million loan from Auckland Council to Auckland Transport to fund the purchase of the EMUs and depot subject to:*
 - (i) Auckland Transport's inclusion of the activity in its 2012-15 Regional Land Transport Programme;*
 - (ii) NZTA receiving a funding application from Auckland Transport which includes its acceptance of funding obligations for loans raised by Auckland Council for the EMUs and the depot;*
 - (iii) NZTA and Auckland Transport entering into an agreement which covers the repayment and servicing of such loans.*

8. Updates and general business

8.1 Operational and communication updates

Board paper 11/11/0570

The general business agenda item included the regular media engagement, integrated ticketing and Rugby World Cup updates, plus specific items around urban bus standards and the all-of-government ICT council. In relation to the Rugby World Cup, the Board expressed its appreciation to all staff who contributed to making the event (and in particular the transport aspects thereof) a success.

8.2 General business

Under general business the Board requested an update from Colin Crampton (GM State Highways) on the actions that are being taken to re-open SH2 through the Manawatu Gorge. Colin was able to inform the Board that a technical solution to clearing the slip has been agreed, and that this most likely will be a long term solution. It was agreed that the Chief Executive would provide further updates to the Board via email.

The meeting concluded at 12.30pm