



Board Meeting Minutes

Date & time	18 March 2019, 9:00am – 3:30pm
Location	NZ Transport Agency Boardroom, Level 2, 50 Victoria Street, Wellington
Board Membership	Michael Stiassny (Chair), Nick Rogers, Leo Lonergan, Mark Darrow, Vanessa van Uden, David Smol and Sheridan Broadbent
Apologies	None
NZTA staff in attendance	Mark Ratcliffe (Interim Chief Executive) Howard Cattermole (General Manager Investment and Finance), Brett Gliddon (General Manager System Design & Delivery), Brett Aldridge (Acting General Manager, Regulatory), Carl Devlin (Head of Light Rail), Tara Macmillan (Senior Manager – Procurement) and Richard May (Senior Manager, Government & Governance)
External attendee(s)	Steve Haszard, Meredith Connell

1. Introduction and governance matters

1.1 Apologies and welcome

The Chair welcomed Board Members to the meeting.

1.2 Confirmation and overview of the agenda

The agenda was accepted as circulated.

1.3 Declarations of conflicts of interests of Board Members

The schedule of Board Members' interests was noted as tabled.

Nick Rogers noted his standing interest in Tonkin and Taylor.

1.4 Declarations of conflicts of interests of Executive Leadership Team Members

The schedule of Executive Leadership Team Members' interests was noted as tabled.

1.5 Draft minutes of the 14 December 2018 and 7 February 2019 Board meeting and Ratification of Board Decisions by circulation

Resolution 1	<p><i>The NZ Transport Agency Board confirmed the draft Minutes of the following meetings as true and accurate records of those meetings:</i></p> <ul style="list-style-type: none"><i>• 14 December 2018 Board meeting; and</i><i>• 7 February 2019 Board meeting.</i>
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Out- of- cycle Board Decisions

Urgent need to enable specific new speed limits to be put in place

At its 14 December 2018 meeting, the Board advised that it is to approve all speed limit review decisions from now on. As certain emergency speed limits in place were due to expire on 25 January 2019, an out-of-cycle decision on this matter, by the Board, was sought to enable the steps necessary to be taken to ensure new speed limits are in place on or before expiry of the emergency speed limits.

A Memorandum was circulated by email to Board Members on 10 January 2019, with a request for response by close of play, Friday 11 January 2019.

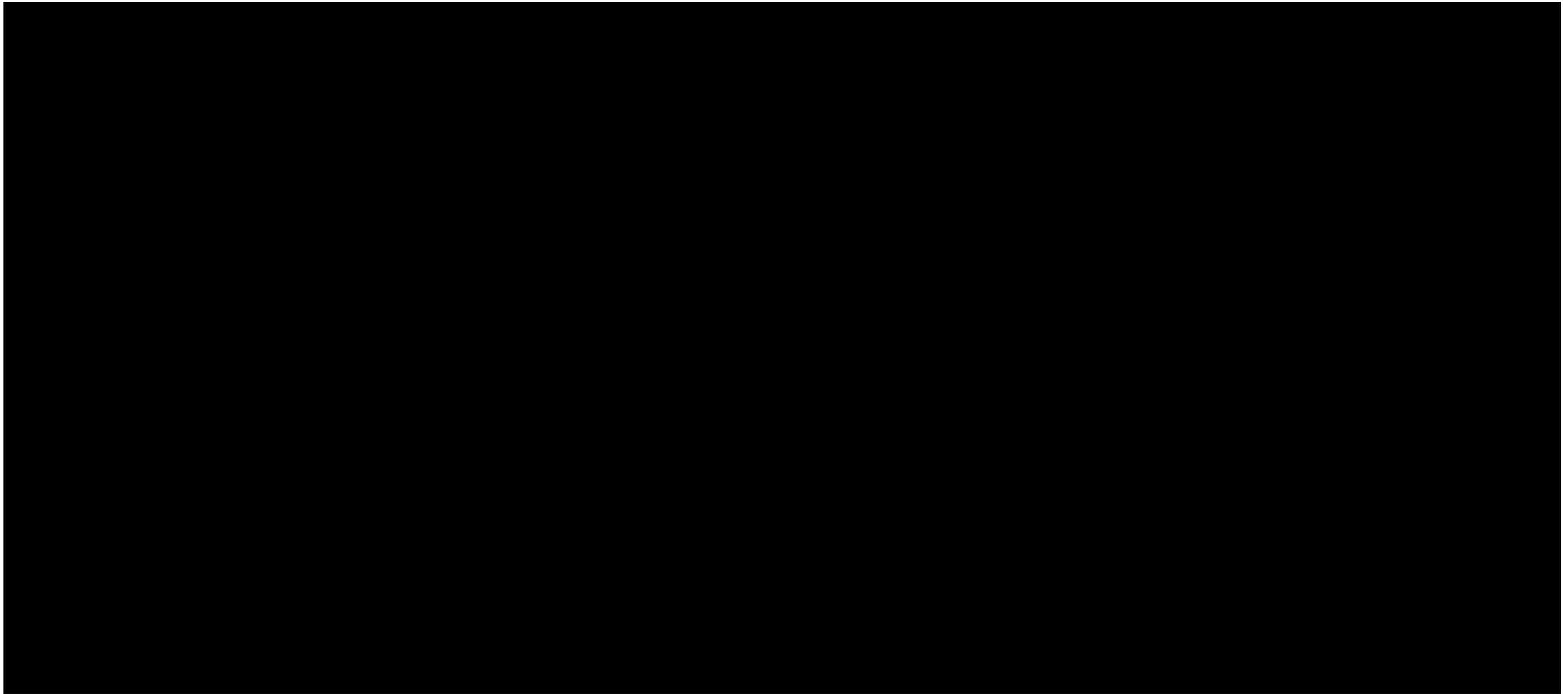
In addition to seeking and being given further detail around certain aspects of the new speed limits, Board Members provided feedback and supported the Board recommendations as proposed.

The inclusion of the following resolution enables this Board decision, following receipt of the noted Memorandum by circulation, to be ratified and recorded within the Minutes of a Board meeting, being this Board meeting.

Resolution 2	<p><i>The NZ Transport Agency Board:</i></p> <p>a) Noted the NZ Transport Agency's intention, in its capacity as a Regulator, to progress action under clause 2.10 of the Rule to set, subject to consultation, permanent speed limits on Saddle Road, Oxford Road and Woodlands Road of 80km/h for 3 kilometres on the flat at the eastern end, and 60km/h for 10 kilometres across the hill, to replace the 80km/h and 60km/h emergency speed limits, on or before the date the emergency speed limits in place expire, being 25 January 2019.</p>
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b) **Agreed** to and approve the NZ Transport Agency, in its capacity as a Road Controlling Authority, to set, subject to consultation, a permanent speed limit of 80km/h for approximately 2 kilometres of SH3, between Woodlands Road and the Woodville urban area.

This section and the section on the next page of the Minutes of the 18 March 2019 Board Meeting are withheld under section 9(2)(g)(i) of the Official Information Act 1982 (“OIA”), as there is a need to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members of an organisation or officers and employees of any Department or organisation in the course of their duty. The NZ Transport Agency has determined that the interests being maintained outweigh any public interest in making the information available.



Impact of changes to criteria for Public Works Act 1982

On 27 February 2019, a briefing on the impact of Ministerial changes to criteria for approval of Public Works Act 1982 compulsory acquisition actions was circulated to the Board. Board Members' approved the Chief Executive writing to the Minister of Transport regarding the issue.

The inclusion of the following resolution enables this Board decision to be ratified and recorded within the Minutes of a Board meeting, being this Board meeting.

Resolution 4

*The NZ Transport Agency Board **approved** the NZ Transport Agency Chief Executive writing to the Minister of Transport on the impact of Ministerial changes to criteria for approval of Public Works Act 1982 compulsory acquisition actions.*

Transmission Gully [REDACTED]

Board Members gave feedback and supported the Board recommendations as proposed.

The inclusion of the resolution below enables this Board decision to be ratified and recorded within the Minutes of a Board meeting, being this Board meeting.

Resolution 5

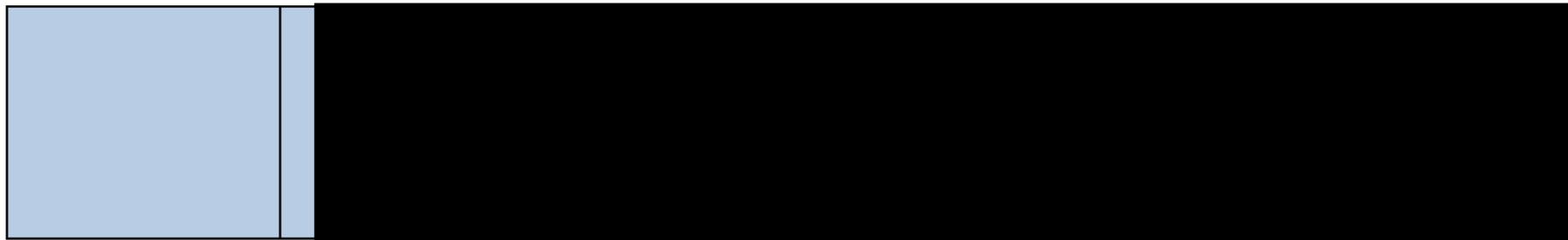
The NZ Transport Agency Board:

*a) **Noted** the contents of this paper;*

This section and other sections on this page and the following page of the Minutes of the 18 March 2019 Board meeting are withheld under one or more of the following sections of the OIA:

- section 9(2)(b)(ii) as there is a need to protect information where the making available of information would be likely to unreasonably prejudice the commercial position of the person who supplied, or who is the subject of, the information;
- section 9(2)(g)9i) as there is a need to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members of an organisation or officers and employees of any Department or organisation in the course of their duty;
- section 9(2)(h) as there is a need to maintain legal professional privilege; and/or
- section 9(2)(j) as there is a need to enable any Department or organisation holding the information to carry on, without prejudice or disadvantage, negotiations.

The Transport Agency has determined that the interests being maintained outweigh any public interest in making the information available.



Provision of Quarter 2 Report to Minister

On 14 March 2019, Board paper 2019/03/1365 *Quarterly Results and Assurance Report for the period ending 31 December 2018 (Quarter 2)* was circulated to the Board to seek agreement that a copy of the Quarter 2 Report be released to the Minister.

The report had been well canvassed by the Audit, Risk and Assurance Committee at its meeting on 21 February 2019, which was also attended by David Smol. A copy of the table outlining the responses to the changes requested to the initial draft of the report was included as Attachment Two.

Board Members confirmed support of the Board recommendations as proposed at this Board meeting. A change to the proposed covering letter to accompany a copy of the Quarter 2 report was requested.

The inclusion of the following resolution enables this Board decision to be ratified and recorded within the Minutes of a Board meeting, being this Board meeting.

Resolution 6	<i>The NZ Transport Agency Board:</i> <i>a) Received the NZ Transport Agency’s quarterly results and assurance report for the period ended 31 December 2018 (Quarter 2 Report), following incorporation of changes requested by Audit, Risk and Assurance (ARA)</i>
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	<p><i>Board Committee Members as part of this Board Committee assurance process and other Board Members who provided comment.</i></p> <p><i>b) Noted that the Quarter 2 Report reflects the financial and non-financial performance expectations in the NZ Transport Agency’s amended statement of performance for 2018/19, including formal progress reporting on significant activities for the new position statements.</i></p> <p><i>c) Agreed the Quarter 2 Report can now be provided to the Minister of Transport immediately.</i></p>
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1.6 Audit, Risk and Assurance (ARA) Board Committee Report: Draft Minutes of the 8 March 2019 ARA Board Committee meeting

Mark Darrow outlined the matters considered at the ARA Board Committee meeting on 8 March 2019. In particular, the meeting covered setting of audit fees, State Highway valuations, Connected Journey Solutions, Executive expenses, conflicts of interest issues, payday filing and Holidays Act compliance, a new open investigations report (including an amnesty to get everything up to date), and the Southern Corridor Improvements Project. The Board Committee only sessions held included a meeting with a representative from the Office of the Auditor-General.

Board Members acknowledged the breadth of issues – as well as advice that a review of the approach to the matters arising out of the Southern Corridor Improvements Project is to occur shortly. The Board is to be kept apprised of the outcome of this review.

1.7 Investment and Operations (I&O) Board Committee Report: 12 March 2019 I&O Board Committee meeting

Nick Rogers provided an overview of the matters considered by the I&O Board Committee meeting on 12 March 2019. This included a rundown of the investment decision making framework review, the business case approach review and the new dashboard.

1.8 Progress on actions requested at previous meetings

Progress on all actions arising was noted.

2. Health, Safety and Wellness matters

2.1 Health, Safety and Wellness Update

Board paper 2019/03/1336

The Board acknowledged receipt of the paper and Dashboards for November and December 2018.

Any confirmation or decision concerning matters contained in the update provided (including support of any approach outlined) is deferred.

Resolution 7	<i>The NZ Transport Agency Board noted the March 2019 Health and Safety Update.</i>
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2.2 Board Health, Safety and Wellbeing Charter

Board paper 2019/03/1337

The Board noted the paper and supporting documentation.

This item was deferred by the Board until the new General Manager, Safety, Health and Environment is in place.

Resolution 8

*The NZ Transport Agency Board **noted** the contents of this paper.*

2.3 Health and Safety Duties owed by the NZ Transport Agency for Various Counterparty Arrangements

Board paper 2019/03/1338

The Board acknowledged receipt of the paper and supporting documentation.

Any confirmation or decision concerning matters contained in the paper and advice provided (including support of any approach outlined) is deferred.

This section of the Minutes of the 18 March 2019 Board meeting is withheld under section 9(2)(h) of the OIA as there is a need to maintain legal professional privilege. The Transport Agency has determined that the interests being maintained outweigh any public interest in making the information available.

3. Chief Executive's Report

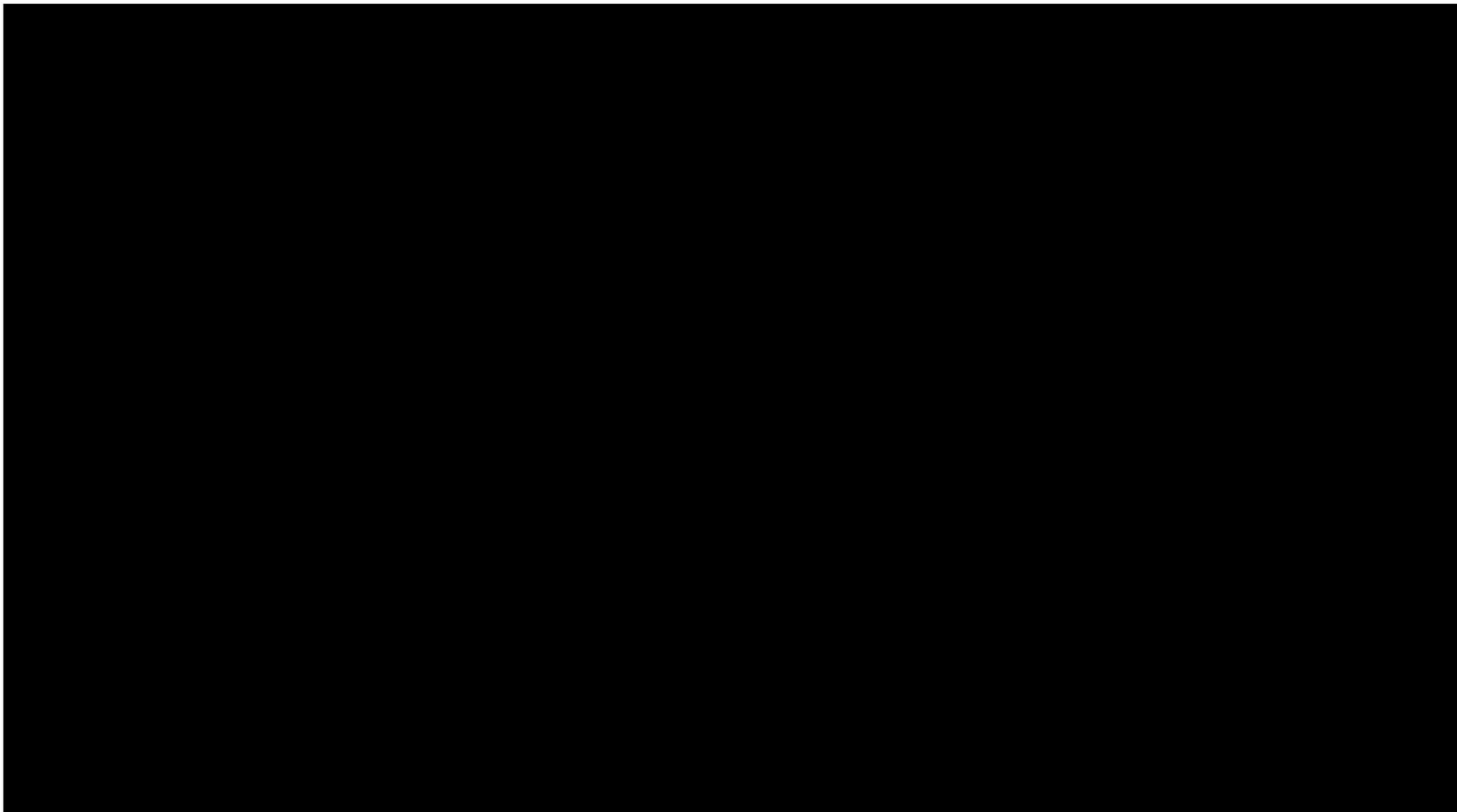
3.1 Chief Executive's Report

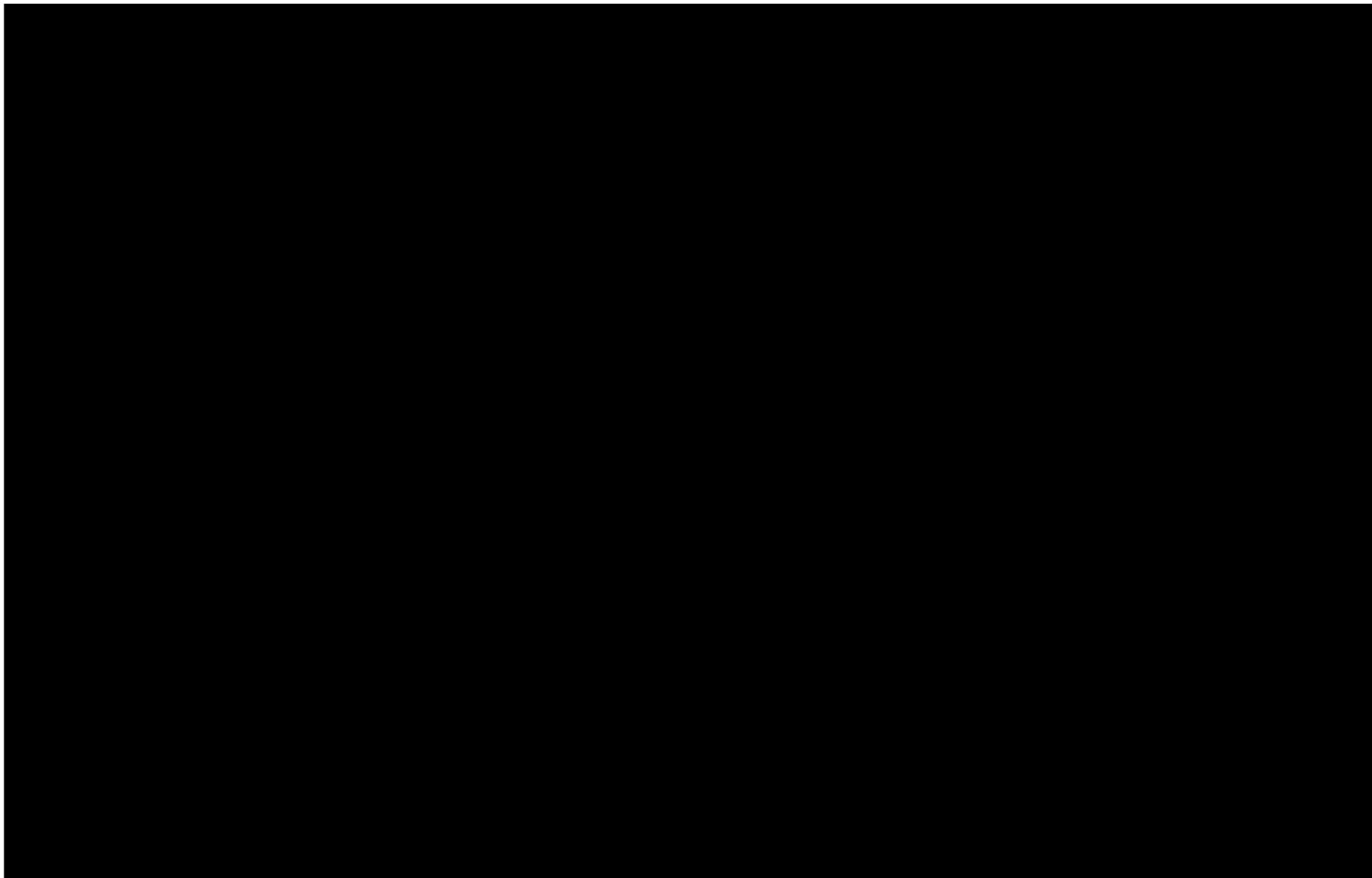
Board paper 2019/03/1362

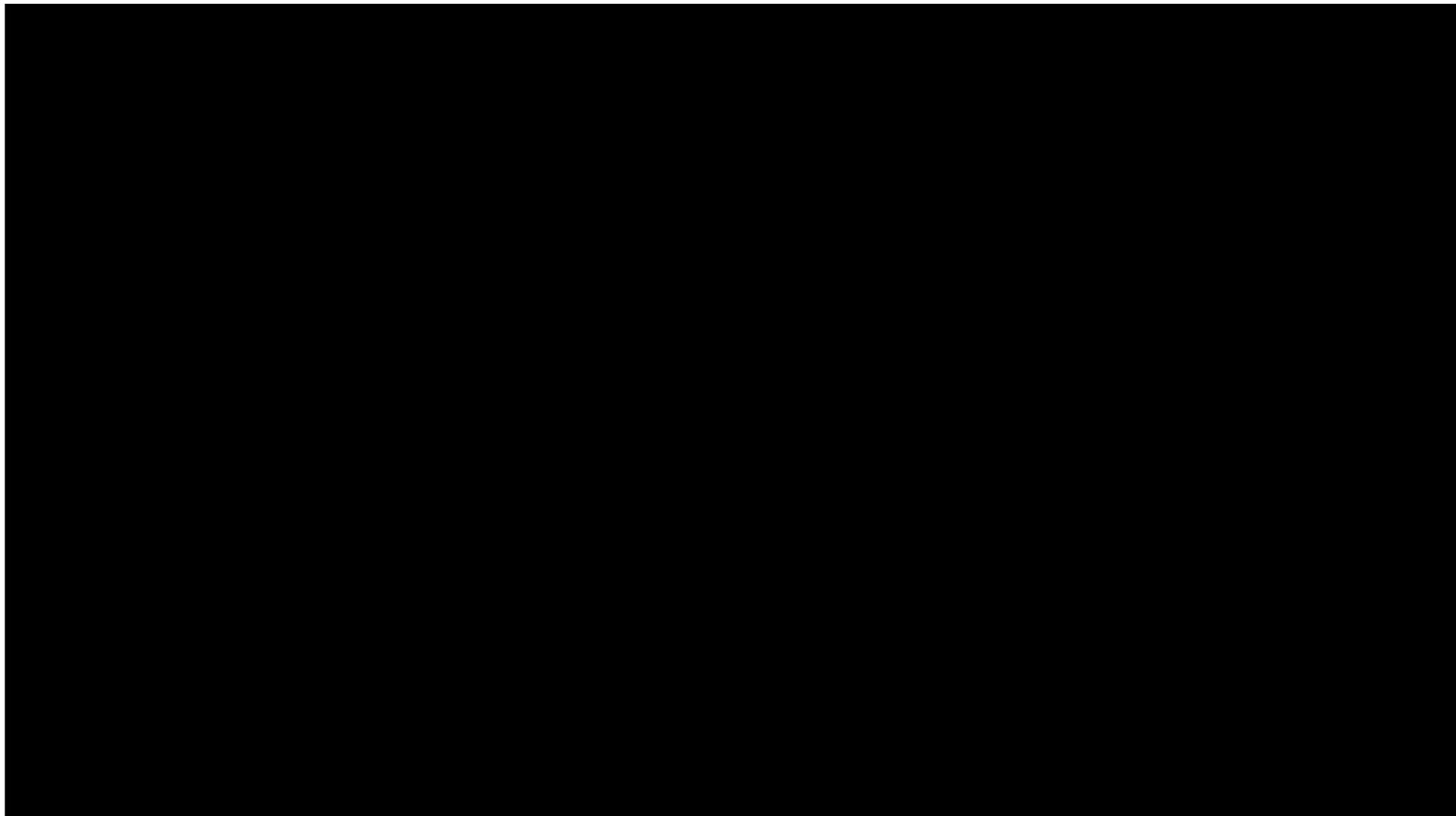
Nick Rogers noted an interest in this Agenda item as it includes an update concerning the Mt Messenger project and his daughter undertakes bird conservation work for Ngati Tama.

Board Members acknowledged the overview provided by Mark Ratcliffe.

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Resolution 10

The NZ Transport Agency Board:

a) ***Received*** the Chief Executive's Report; [REDACTED]

[REDACTED]

[REDACTED]

4. Regulatory matters

4.1 Regulatory Non- Compliance Project Update

Board paper 2019/03/1363

Following discussion of various aspects of the update provided, the Board agreed the future state work will better position the Transport Agency long term.

The potential for notification of further revocations of certifications was acknowledged – as was the need to position the Transport Agency to be able to recoup costs where possible. Proactive releases are to be prepared in advance. It was noted that some parties that have been identified as non-compliant with Transport Agency regulatory requirements are also being investigated for serious compliance failures by other agencies.

A proper process to review certifiers and ensure they are compliant with the terms of their appointments is required (and will be developed) – including ensuring that appropriate insurance and an acceptable approach to certifications are maintained.

Further matters raised included issues with certain holders of classes of drivers licence that may lead to revocation of licences; revocations affecting certain freight companies; and the need to be able to issue infringement notices for non-compliance with road user charges.

Resolution 11	<i>The NZ Transport Agency Board noted the update on the Regulatory Non-Compliance work programme being led by Meredith Connell.</i>
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4.2 Regulatory Non- Compliance Project Cost Update

Board paper 2019/03/1339

Board Members noted the paper and the matters outlined.

Resolution 12	<p><i>The NZ Transport Agency Board noted:</i></p> <ul style="list-style-type: none"><i>a) the updated estimate of costs of the regulatory non-compliance project.</i><i>b) the recent decision from the Minister of Transport on deficit recovery from the rail funding review and the potential impact this decision has on the funding of the regulatory non-compliance project.</i><i>c) the updated status of engagement with the NZ Transport Agency’s insurers.</i>
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4.3 Update on Ministry of Transport Regulatory System Improvement Project and Transport Rules Programme 2019/20

Board paper 2019/03/1340

Board Members noted the paper and agreed with the recommendations sought.

Resolution 13	<p><i>The NZ Transport Agency Board:</i></p> <ul style="list-style-type: none"><i>a) Endorsed the initiatives the NZ Transport Agency is advocating for in the 2019/20 Transport Rules Programme development process.</i><i>b) Noted the Ministry of Transport led Regulatory System Improvement Project scope and the opportunity this provides to improve the Transport Agency’s regulatory powers and tools.</i><i>c) Noted the need to add the banning of the importation of written-off vehicles to the list of Regulatory System Improvement Project items should the Board approve this work to be progressed [refer to Board paper 2019/03/1355 Banning the importation of written-off vehicles].</i>
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5. Setting sector and organisational direction

5.1 Considerations related to Statement of Performance Expectations 2019/20 and amended Statement of Intent 2018- 2022

Board paper 2019/03/1341

Board Members noted the paper and agreed with the recommendations sought.

Resolution 14	<p><i>The NZ Transport Agency Board:</i></p> <ul style="list-style-type: none">a) Endorsed amending the NZ Transport Agency’s Statement of Intent (SOI) to reflect performance measures approved by the Board in December 2018.b) Approved the non-financial performance measures and targets that need to be provided to the Ministry of Transport for the Estimates of Appropriations for Vote Transport by 22 March 2019 (and will form part of the Statement of Performance Expectations (SPE)).c) Noted the proposed change in approach to defining and presenting the Transport Agency operational budget to improve transparency of financial reporting (as part of SPE development).d) Endorsed changes to the structure of the Transport Agency’s regulatory output classes to provide greater transparency and more meaningful performance reporting (noting that these changes may need revising following the review of the Transport Agency’s regulatory performance), that will form part of the SPE.
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5.2 Living Wage Cost Impact

Board paper 2019/03/1342

Board Members noted the paper and the information outlined. They agreed that clarity is required, and endorsed engagement to obtain this.

Once the clarification is received, this information is to be provided to the Board who can then determine the next steps in the process – including reviewing the estimates and identifying risks and implications of adoption of the living wage across the Transport Agency’s supply chain.

Resolution 15	<i>The NZ Transport Agency Board:</i> <ul style="list-style-type: none">a) Noted the estimated annual cost impact resulting from Living Wage implementation for the NZ Transport Agency’s suppliers of direct services.b) Endorsed the NZ Transport Agency’s engagement of the Minister for Transport to seek clarity around Government’s position on the adoption of the Living Wage by the Transport Agency.
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5.3 Sustainability Strategy

Board paper 2019/03/1343

The Board noted the paper and the issues outlined.

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6. Confirming service and financial performance targets

6.1 2018/19 Budget Update

Board paper 2019/03/1344

The information and data supporting this request and the qualifications specific to the estimates were noted. The increase sought is agreed and approved by the Board.

Resolution 16	<p><i>The NZ Transport Agency Board:</i></p> <ul style="list-style-type: none">a) Approved an increase in the Transport Agency operating expenditure for 2018/19 to \$369 million, an increase of \$13 million (3.7%).b) Noted that this forecast includes estimates for regulatory response of \$9 million and costs relating to regulatory non-compliance in excess of this amount may require the approval of a further increase in operating spend.
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7. Assessing progress against strategy and plans

7.1 Financial Performance and National Land Transport Fund Summary for the seven months ended 31 January 2019

Board paper 2019/03/1345

The Board noted the paper and agreed with the need to more transparently communicate to stakeholders the funding pressure on anticipated projects.

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The Board asked that a letter be written detailing what has occurred and for matters to be reconsidered before the Transport Agency needs to re-do part of the consultation process before Cabinet will consider agreeing to the recommendations that have been proposed.

Resolution 17	<p><i>The NZ Transport Agency Board noted:</i></p> <ul style="list-style-type: none"><i>a) the Financial Performance Summary for the NZ Transport Agency and the National Land Transport Fund for the seven months ended 31 January 2019;</i><i>b) the funding pressures on the state highways, local roads and public transport activity classes; and</i><i>c) the need to more transparently communicate to stakeholders the impact of National Land Transport Programme funding pressure on anticipated projects.</i>
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8. Quality assurance of key organisational systems, policies and processes

8.1 Internal Policy Project Update

Board paper 2019/03/1346

In due course, with a permanent Chief Executive in place, a debate concerning the internal policies and processes can be had; but in the interim the various policies making up the internal policy project are coming to the Board for visibility.

The Board asked for current evidence to assist with the mobile phone policy.

In terms of the drug policy, Board Members agree to random testing (at any level, including the Board) at any site and/or premises.

Sensitive expenditure reporting is to go beyond the executive. As per discussions at the Audit, Risk and Assurance Board Committee meeting on 8 March 2019, the scope of who is included in this extended reporting is to be at least the top 50 or 100 employees. The best way to present this information is to be left up to management. If this is to include contractors, the definition of contractor needs to be tightened up.

With respect to alcohol, the key aspect is that no tax payers money is to be used to pay for alcohol. There is room to make specific exceptions – such as when the Transport Agency hosts certain functions. Further work required with respect to this policy.

The policy connected to mobile phones and their use needs to make it clear what has to be paid by staff as the plans are unlimited. Certain exceptions would include calling home if overseas for work.

The Protected Disclosures policy should also list the Board Chair, Audit, Risk and Assurance Board Committee Chair and the Chief Executive.

Management is to check that it is clear staff should not be using work email signatures when corresponding on private matters.

With the Media policy, to put in 'honest' and replace "we aim" with "we are".

The policy specific to koha needs to align with the position taken by the State Services Commission (such as the public service standard) and the Ministry of Transport – but making sure that it is up-to-date.

In terms of travelling, accommodation may be shared with family members if there is no added cost to the Transport Agency. In instances where flights will be over five hours, then it may be appropriate for premium economy or business class to be used. Need to remove reference to managing risk.

Within the policy related to fleet vehicles, the Transport Agency should reference the use of the safest vehicles – so, for example, buses with seatbelts.

A form of alarm (such as inaudible duress) that alerts the business, but does not put the person pushing it at harm is important with regard to workplace security.

The policy presented concerning conflict of interest does not cover the Board and needs to do so.

Board Members noted that the drug and alcohol policies apply to everyone, including contractors. They questioned what provision has been made if a staff member or contractor is required on an urgent basis outside normal hours and when contacted has had at least one drink. Further detail was also requested from management regarding the obligations on duty managers connected to System Design and Delivery.

Resolution 18

The NZ Transport Agency Board:

- a) **Approved**, subject to amendments requested being incorporated, the *Sensitive Expenditure and Raising Issues and Making Protected Disclosures* policies that have been updated, following Board feedback in December 2018.
- b) **Approved**, subject to amendments requested being incorporated, the following proposed policies:
 - *Social media*
 - *Representing the Transport Agency in the media*
 - *Koha and payments for advice and cultural services*
 - *Travelling for work*
 - *Using fleet vehicles and driving for work*

	<ul style="list-style-type: none">• <i>Workplace security</i>• <i>Conflict of interest</i> <p>c) Endorsed the draft <i>Management of Drugs and Alcohol in the Workplace Policy, subject to amendments requested and/or discussed being incorporated, for consultation with trade unions and staff</i></p> <p>d) Reserved to the Board the power to approve, make major amendments to or retire internal policies.</p>
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9. Significant planning, investment and operational matters

9.1 Light Rail

Board paper 2019/03/1364

Board Members noted the four areas for which updates related to light rail had been supplied.

Carl Devlin spoke to the next steps required. The Board agreed with the matters that can be discussed with the Minister of Transport – namely, timing (including staging and further assessment), technology, options Minister presently has available, funding, route preferences and first stage options

Before engaging further with key stakeholders and the public, the Transport Agency needs to develop the business plan(s) further.

Resolution 19	<i>The NZ Transport Agency Board noted the update provided on the Gateway process.</i>
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9.2 Re- evaluation Findings: East West Link

[Board paper 2019/03/1347](#)

Board Members noted the paper and agreed more work required – noting that the further work last requested has been beneficial.

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9.3 Hamilton to Auckland Start- up Passenger Rail Service

Board paper 2019/03/1348

The paper was taken as read. Board Members agreed to the additional recommendations.

Resolution 21	<p><i>Further to Board Paper 2018/12/1315 Hamilton to Auckland Passenger Rail Start Up Service – Business case Approval and Funding of Transitional Rail and Public Transport Activity, the NZ Transport Agency Board:</i></p> <ul style="list-style-type: none"><i>a) Approved up to \$12.1 million pre-implementation funding, to be allocated as agreed between Waikato Regional Council, Hamilton City Council and Waikato District Council, from the Public Transport infrastructure activity class, at their relevant Targeted Enhanced Funding Assistance Rate, for work associated with design of ‘above-track’ facilities, including station access and property purchase for park and ride facilities at the Base Station, subject to a condition precedent where the NZ Transport Agency Chief Executive reviews and approves the proposed level of funding.</i><i>b) Agreed that funding to Waikato Regional Council for operational maintenance of rolling stock from the Public Transport services activity class be approved at a Targeted Enhanced Funding Assistance Rate of 75.5%; subject to a condition precedent where the NZ Transport Agency Chief Executive reviews and approves the proposed level of funding.</i><i>c) Note the Transport Agency will notify all partner councils of the above resolutions of the Board, shortly after the 18 March 2019 Board meeting.</i>
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9.4 Manawatu Gorge Alternate Route Implementation Funding

Board paper 2019/03/1349

The paper outlining updates concerning the project, refinement of the scope of the project and increases in funding required was taken as read. The fact of very engaged communities connected to this project was noted.

Resolution 22	<i>The NZ Transport Agency Board approved the funding of the Implementation Phase of Te Ahu a Turanga; Manawatu Tararua Highway Project at the Percentile 50 estimate of \$568 million (with a Percentile 95 estimate of \$638 million), subject to funding requirements being within the total funding range for state highway investment approved by the Board.</i>
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9.5 Council Procurement Strategies: Auckland Council (Auckland Transport) Extension and Christchurch City Council Endorsement

Board paper 2019/03/1350

Tara Macmillan spoke to this paper, outlining the various issues and steps being taken to address them.

The Board, however, requires steps to be taken concurrently – not consecutively. This means that the Transport Agency will go out and require approved organisations to fix and/or update their respective procurement strategies at the same time as the Transport Agency is rectifying this issue per the procurement strategy (or strategies) for which it is responsible.

As an initial step, the Board requires a high level summary of current status of approved organisations and their procurement strategies and one specifically for the Transport Agency specific to what it is responsible for in terms of such strategies. As well, a summary of the next steps (again high-level) is to be provided (that is, what is the Transport Agency going to do and when). Important to ensure new General Manager, Safety, Health and Environment is brought up to speed and involved once on board.

One matter for immediate follow up is to seek a change to the Christchurch procurement strategy to the extent that it indicates that health and safety is not a mandatory feature of procurement.

Resolution 23	<p><i>The NZ Transport Agency Board:</i></p> <p><i>a) Approved:</i></p> <ul style="list-style-type: none"><i>i. an amendment to Auckland Transport’s Procurement Strategy, to extend the term to 30 June 2019.</i><i>ii. endorsement of Christchurch City Council’s revised Procurement Strategy, subject to the change noted concerning health and safety.</i> <p><i>b) Noted a new Procurement Strategy for Auckland Transport (AT) will be submitted to the NZ Transport Agency Board for endorsement in June 2019, following review by the AT Board.</i></p>
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9.6 National Land Transport Programme Procurement Strategy

[Board paper 2019/03/1351](#)

Key matters outlined in this paper were canvassed during discussion about the procurement strategies for Auckland Transport and Christchurch City Council.

The Board noted that it will not agree to a further amendment or extension to the current National Land Transport Programme's Procurement Strategy beyond 31 July 2019.

Resolution 24	<i>The NZ Transport Agency Board: a) Noted the contents of the paper; and b) Approved an amendment to the current National Land Transport Programme (NLTP) Procurement Strategy to extend the term to 31 July 2019.</i>
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9.7 Transmission Gully Tolling Proposal

[Board paper 2019/03/1352](#)

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Clear and sufficient details are to be immediately provided to the Board regarding what is required to implement tolling in respect of this project. These details are to specifically include costs; timing to get tolling implemented; and technology on demand-based management for this project.

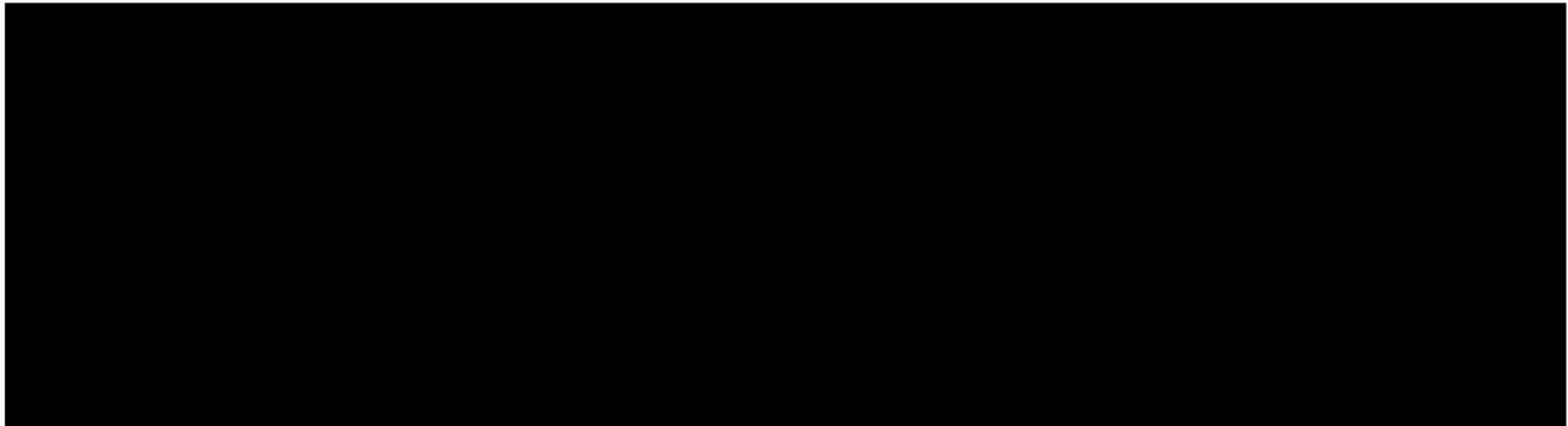
Resolution 25	<i>The NZ Transport Agency Board:</i> <i>a) Note the proposed approach to complete a review of tolling and support the Ministry of Transport in its work on the future of revenue.</i> <i>b) Note that tolling needs to be considered alongside other funding options, such as Public Private Partnerships, as espoused by the Auckland Business Forum.</i>
Requested Action(s)	Details regarding what is required to implement tolling in respect of the Transmission Gully project are to be provided to the Board as soon as possible. These details are to specifically include costs; timing to get tolling implemented; and technology on demand-based management for this project.

9.8 Provincial Growth Fund – Hawke’s Bay Transport Package

Board paper 2019/03/1353

The Board noted the paper and the activities included in the package.

This section and the section on the following page of the Minutes of the 18 March 2019 Board Meeting are withheld under section 9(2)(f)(iv) of the OIA, as there is a need to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials in the course of their duty. The Transport Agency has determined that the interests being maintained outweigh any public interest in making the information available.



9.9 Electric Vehicle Charging Infrastructure

Board paper 2019/03/1354

Board Members noted the work completed and the work that is underway or proposed. In light of the review of the electric vehicle public charging infrastructure coverage vision, the Board asked whether it is worth aspiring to greater coverage considering what has been achieved to date.

The need to link this workstream with the sustainability strategy was noted.

Resolution 27	<i>The NZ Transport Agency Board:</i> <i>a) Noted the current electric vehicle public charging infrastructure coverage vision is one fast charger every 75 kilometres on national, regional and arterial state highways, and as at February 2019 coverage of electric</i>
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	<p><i>vehicle public charging infrastructure, is one fast charger every 75 kilometres on 94% on these state highways (by distance).</i></p> <p>b) Noted, in conjunction with other agencies, a review of the electric vehicle public charging infrastructure coverage vision is underway, and the Board will be informed of the findings of this review in June 2019.</p> <p>c) Noted that the NZ Transport Agency is exploring which activity class this will fall under in the Government Policy Statement on Land Transport (GPS).</p> <p>d) Agreed that the Transport Agency explore with the Ministry of Transport the role of the National Land Transport Programme (NLTP) in funding public electric vehicle charging infrastructure, as part of the development of the GPS 2021-2024.</p>
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9.10 Banning the importation of written- off vehicles

Board paper 2019/03/1355

In light of the advice provided, the Board agreed with the course of action proposed.

Board Members requested that a letter be sent to both the Minister and Ministry of Transport pressing for regulatory change to ban importation of written-off vehicles and seeking inclusion of an item to effect this change into the 2019/20 Transport Rules Programme.

Resolution 28	<p><i>The NZ Transport Agency Board:</i></p> <p>a) Endorsed management's recommendations not to progress with any of the following intervention options, noting the associated risks and recommendations outlined in this paper:</p>
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	<ul style="list-style-type: none"> <i>i. Impose a ban on imported written-off vehicles by providing instruction in the Vehicle Inspection Requirements Manual;</i> <i>ii. Impose a ban on imported written-off vehicles by introducing an emergency rule;</i> <i>iii. Impose a ban on imported written-off vehicles that are water damaged, by prescribing standards as empowered by the Vehicle Standards Compliance Rule;</i> <p><i>b) Approved management adding the strong desire to make regulatory change to impose a ban on written-off vehicles from being imported into New Zealand with the Ministry of Transport to the list of Regulatory System Improvement Project items (refer to Board paper 2019/03/1340 2019/20 Transport Rules Programme and Ministry of Transport Regulatory System Improvement Project for details of items on the list).</i></p> <p><i>c) Noted that the NZ Transport Agency will implement initiatives to better inform the public of written-off and damaged vehicles.</i></p>
<p>Requested Action(s)</p>	<p>A letter is to be written to the Minister and Ministry of Transport pressing for regulatory change to impose a ban on written-off vehicles from being imported into New Zealand and seeking inclusion of this item into the 2019/20 Transport Rules Programme (and where applicable, within the Ministry of Transport Regulatory System Improvement Project) to effect this change.</p>

9.1.1 Improving the Safety of the Vehicle Fleet by Dealing with 1 and 2 Star Safety Rated Vehicles – Overview of work in progress

Board paper 2019/03/1356

Board Members noted the paper and the steps proposed in dealing with 1 and 2 star safety rated vehicles. One additional suggestion by the Board was that the Motor Industry Association and Independent Verification Services Limited could be approached to adopt a voluntary standard to not import 1 and 2 star safety rated vehicles.

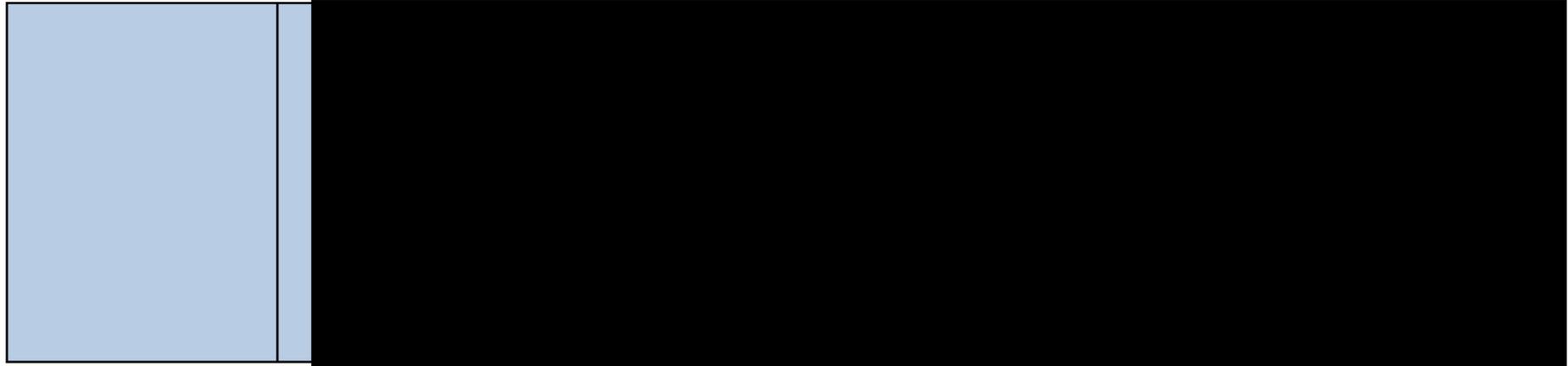
The importance of ensuring the right data and sources of information are used in ultimately developing and maintaining a regulatory standard was emphasised.

Resolution 29

The NZ Transport Agency Board:

This section on this page and sections on the next page of the Minutes of the 18 March 2019 Board meeting are withheld under section 9(2)(h) of the OIA as there is a need to maintain legal professional privilege. The Transport Agency has determined that the interests being maintained outweigh any public interest in making the information available.

- b) **Endorsed** the Transport Agency supporting and influencing Ministry of Transport-led work on regulatory change to improve the safety of the light vehicle fleet, with a focus on restricting the entry into the vehicle fleet of 1- and 2-star safety rated vehicles.
- c) **Endorsed** the Transport Agency expediting the Ministry of Transport's work on regulatory change by commissioning and funding a cost benefit analysis and developing a proposed regulatory standard based on evidential safety attributes, such as a star safety rating or similar.

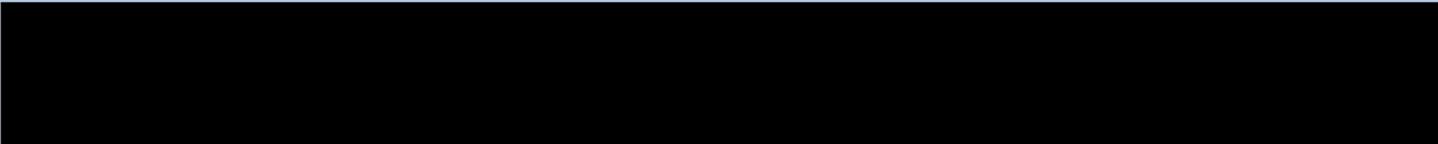


9.12 Organ Donation

Board paper 2019/03/1357

The Board Chair noted the introduction of an omnibus bill *Organ Donors and Related Matters Bill* on 13 March 2019, that will enable the implementation of recommendations from the Increasing Deceased Organ Donation and Transplantation: A national strategy (2017) aimed at increasing New Zealand's deceased organ donation and transplantation rates.

The Board requested that a letter be sent to the Minister of Health, Hon Dr David Clark, outlining what is proposed by the Transport Agency and identifying how it will positively influence work being undertaken generally to increase organ donation in New Zealand.

Resolution 30	<i>The NZ Transport Agency Board:</i> 
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	<p>b) Endorsed the NZ Transport Agency’s proposal to meet the legislative requirements for informed consent for organ donation by increasing the level of information provided to inform a driver licence applicant’s consent and increasing the specificity of information collected from the applicant.</p> <p>c) Endorsed that the new process for obtaining informed consent will apply to new driver licence applicants and that existing drivers will be transitioned to the new informed consent process at the point of renewal of their licence.</p> <p>d) Noted that there will need to be work undertaken with Ministry of Health to improve access to the organ donation information by health professionals.</p>
<p>Requested Action(s)</p>	<p>A letter is to be sent to the Minister of Health, Hon Dr David Clark, outlining what is proposed by the Transport Agency in terms of strengthening the nature and extent of organ donor consent obtained through the driver licensing process and identifying how these steps will positively influence work being undertaken generally to increase organ donation in New Zealand.</p>

9.13 Delegation to Territorial Authorities (Various)

[Board paper 2019/03/1358](#)

The paper outlining the proposed approach to certain delegations and the authorisation and delegation sought were agreed to by the Board.

<p>Resolution 31</p>	<p><i>The NZ Transport Agency Board:</i></p> <p>a) Endorsed the proposed approach to delegation of special vehicle lanes, stock control, roadside vendors and road closures for planned events.</p>
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	<p>b) Delegated, pursuant to section 62(1) and 63(1) of the Government Roading Powers Act 1989, the specified powers of control on areas of the state highway.</p> <p>c) Authorised the NZ Transport Agency Board Chair the power to sign the Instrument of Board Delegation pursuant to this resolution.</p> <p>d) Delegated to the Transport Agency Chief Executive the power to sign Instruments of Delegation to individual territorial authorities who wish to accept the delegation where the Instrument is in substantially similar terms to the Template Instrument annexed to the Instrument of Delegation.</p> <p>e) Delegated to Auckland Council the specified functions in the form prescribed and authorised Auckland Council to sub-delegate those functions within the scope of the Template Instrument to Auckland Transport.</p>
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9.14 Speed Management Reviews

Board paper 2019/03/1359

The Board agreed to support work connected with the speed reviews with noted community support and to support and promote the change to speed limits at the noted Safe Intersection Speed Zones.

In terms of the remaining speed reviews for which approval to engage and consult was sought, Board Members requested that this workstream be put on hold pending receipt by the Transport Agency of advice on safety following a (peer) review.

The Board requested information and advice concerning the Auckland Transport speed review presently underway.

Resolution 32

The NZ Transport Agency Board:

a) **Approved** *public and stakeholder engagement and consultation for the following state highway corridors:*

SH10 Awanui to Pukewhai Road (Northland)

SH1N Moerewa to Kawakawa (Northland)

SH2 Katikati to Tauranga corridor (Bay of Plenty)

SH5/SH30 Old Taupo Road/Hemo Roundabout (Bay of Plenty)

SH30/33 Rotorua to Paengaroa (Bay of Plenty)

SH35 Gisborne to Opotiki (Gisborne)

SH3 Bell Block to Waitara (Taranaki)

SH3 Whanganui to Westmere (Whanganui – Manawatu)

SH3 Palmerston North to Whakarongo (Whanganui – Manawatu)

SH1/SH3 Bulls to Sanson (Whanganui – Manawatu)

SH8 Tekapo Township (Canterbury)

SH88 Port Chalmers Township (Otago)

SH1 Waiholā Township (Otago)

SH6 Luggate Township (Otago)

SH6/SH94 Lumsden Township (Southland)

SH94 Homer Tunnel and Milford Sound (Southland)

	<p>b) Approved the change to speed limits at the following Safe Intersection Speed Zones:</p> <ul style="list-style-type: none"> SH1N/Shoemaker Rd (Northland) SH1N/Mangapai Rd (Northland) SH29/SH27 (Waikato) SH1B/Gordonton Rd/Taylor Rd (Waikato) SH29/Hopkins Rd (Waikato) SH1N/SH29 (Waikato) SH25/Hauraki Rd (Waikato) SH27/Horrell Rd (Waikato) SH1S/SH 79 (Canterbury) SH6/SH8A (Otago)
<p>Requested Action(s)</p>	<p>Information and advice concerning the Auckland Transport speed review presently underway is to be provided to the Board.</p>

9.15 Vision Zero

Board paper 2019/03/1360

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This section of the Minutes of the 18 March 2019 Board Meeting is withheld under section 9(2)(g)(i) of the OIA, as there is a need to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members of an organisation or officers and employees of any Department or organisation in the course of their duty. The Transport Agency has determined that the interests being maintained outweigh any public interest in making the information available.

10. Other updates and general business

10.1 Other updates

No separate update papers were provided at this meeting to the Board.

10.2 Draft agendas for 16 April 2019 Audit, Risk and Assurance Board Committee meeting and 18 April 2019 Board meeting

Resolution 33	<i>The NZ Transport Agency Board noted the draft agendas for the 16 April 2019 Audit, Risk and Assurance Board Committee meeting and 18 April 2019 Board meeting.</i>
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10.3 Schedule of Board Correspondence and requests for Board documents

Board paper 2019/03/1361

Resolution 34	<i>The NZ Transport Agency Board received the March 2019 report on:</i> <ul style="list-style-type: none"><i>Recent correspondence received, and sent, by the NZ Transport Agency Board Chair; and</i><i>Transport Agency Board documents requested and released under the Official Information Act 1982.</i>
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10.4 General business

The following items of general business were raised or discussed:

- **Membership of the Remuneration and Human Resources (Rem & HR) Board Committee**
Vanessa van Uden and the Board Chair, Michael Staissny, will be the Board Members on the Rem & HR Board Committee. Vanessa van Uden will be the Chair of this Board Committee.
- **Further Board meeting**
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This section of the Minutes of the 18 March 2019 Board Meeting is withheld under sections 9(2)(g)(i) and 9(2)(f)(iv) of the OIA, as there is a need to maintain, in the course of their duty, both the effective conduct of public affairs through the free and frank expression of opinions by or between or to members of an organisation or officers and employees of any Department or organisation and the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials. The Transport Agency has determined that the interests being maintained outweigh any public interest in making the information available.
- **Upcoming Health & Safety forum/meeting(s)**
Sheridan Broadbent will be the Board's representative.

11. Board only session

A Board only session was held.

The Board Meeting closed at 4:28pm.

Minutes approved by the Chair	_____
Date	____/____/____