



Special Board Meeting Minutes	
<b>Date &amp; time</b>	13 March 2013, 10.06am – 12.00pm
<b>Location</b>	NZTA Board Room, Level 2, 50 Victoria Street, Wellington
<b>Attendance</b>	Chris Moller (Chair), Patsy Reddy, Tony Lanigan, Jerry Rickman, Adrienne Young-Cooper (by phone) and Gill Cox (by phone)
<b>Apologies</b>	Alick Shaw
<b>NZTA staff in attendance</b>	<p>Geoff Dangerfield (Chief Executive)</p> <p>Colin Crampton (GM Highways and Network Operations), Ernst Zöllner (GM Strategy &amp; Performance &amp; Board Secretary) and Jenny Chetwynd (Regional Director, Central)</p> <p>Rod James (State Highway Manager Central Region), Kevin Doherty (Project Director Transmission Gully), Selwyn Blackmore (Principal Project Manager RoNS Development) and Bob Alkema (National Manager Investment)</p>

## **1. Apologies**

The Chair accepted the apology of Alick Shaw, who was attending a Parole Board hearing in Napier.

## **2. Confirmation and overview of the agenda**

The agenda was accepted as circulated.

## **3. Declarations of conflicts of interest**

The schedule of Board members' interests was noted as tabled, and in relation to Item 5 Chris Moller again highlighted his role as Chair of NZ Cricket Inc.

## **4. Draft minutes from the 28 February 2013 Board meeting**

The draft minutes from the previous meeting were considered and feedback provided. A revised draft will be tabled for adoption at the 3 May 2013 Board meeting.

## 5. Basin Bridge – update on mitigation measures

Board paper 13/03/0714

The Board discussed the additional mitigation measures for the Basin Bridge recommended in the Wellington City Council’s alternatives assessment report (1 March 2013). In particular, the Board discussed the additional landscaping measures, and the wider strategic transport network issues recommended and/or identified in the report.

The Board agreed to continue to engage with the Council on the additional landscaping measures as part of the development of the Basin Bridge mitigation package, and on the wider strategic transport issues, but the latter would be only as part of long-term transport planning processes.

The Board further noted that the Council would be considering the report’s recommendations on 21 March 2013, and agreed to continue to engage with the Council on the mitigation package for the Basin Bridge.

<b>Resolution 1</b>	<i>The New Zealand Transport Agency Board <b>supports</b> continuing to engage with the Wellington City Council on the proposed mitigation package for the Basin Bridge.</i>
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## 6. Update of the State Highway Toll Policy

Board paper 13/03/0713

The Board considered a proposal to expand the existing NZTA operational policy position for tolling new state highway roading links from ‘advancing a project through toll-funded borrowing’ to also include ‘raising additional land transport revenue’.

<b>Resolution 2</b>	<p><i>The New Zealand Transport Agency Board <b>agreed</b> that:</i></p> <ol style="list-style-type: none"><li data-bbox="562 550 2103 678"><i>i. the purpose of tolling suitable state highway links can be either to advance the project through toll-funded borrowing and/or to raise additional land transport revenue; and</i></li><li data-bbox="562 694 2103 1396"><i>ii. from 1 January 2013 all state highway improvements that create new roading links will be evaluated against the following criteria to determine their suitability for tolling, and if suitable, will be recommended for tolling:</i><ul style="list-style-type: none"><li data-bbox="660 853 2103 997">• <i>toll revenue must be used to contribute to the cost of planning, design, supervision, construction, maintenance, or operation of new roads (LTMA section 46(1)); this can include part or all of an existing road if it meets the requirements of LTMA section 48 (2);</i></li><li data-bbox="660 1013 2103 1093">• <i>there must be a feasible, un-tolled, alternative route (LTMA section 48(1)(e)(ii)) available to road users;</i></li><li data-bbox="660 1109 2103 1189">• <i>there is likely to be an acceptable degree of support for a tolled road from affected communities (LTMA section 48(1)(d));</i></li><li data-bbox="660 1204 2103 1244">• <i>the application of tolling has to be consistent with key project outcomes;</i></li><li data-bbox="660 1260 2103 1340">• <i>tolling should be able to provide net financial benefits and not result in the project’s benefit-cost ratio falling below 1; and</i></li><li data-bbox="660 1356 2103 1396">• <i>tolling must be implemented in a cost-effective manner that is convenient to users.</i></li></ul></li></ol>
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## **7. Workshop: Wellington Northern Corridor Road of National Significance - Transmission Gully**

The purpose of this Board workshop was to provide the Board with additional background information on the key issues around the Transmission Gully project, including the key decisions required, the decision-making timetable and processes.

During the discussion the Board outlined its requirements for the comprehensive evaluation report. In summary, the analysis should clearly set out the frameworks used and the peer review processes followed. Specifically the evaluation should include:

- Track, record and capability of debt/equity partners
- Sufficient due diligence
- An assessment of how well the teams will work together
- Assurance on the contractual framework safeguards

The Board furthermore discussed the need for a communication plan that explains the PPP payment profile and value for money rationale in simple language.

## 8. General business

Board members discussed the agenda for the special 11 April Board meeting, and agreed that a decision will be made in a fortnight as to whether it will be a teleconference or a meeting in Wellington. In the interim Board members will attempt to hold the day for travel to Wellington, noting that at least two Board members will be overseas on the day and will join the meeting by phone in any event.

<b>Minutes approved by the Chair</b>	<hr/>
<b>Date</b>	----/----/----