



Board Meeting Minutes

Date & time	12 December 2014, 8.30am – 12.15pm
Location	Novotel Auckland Airport Hotel, Ray Emery Drive, Auckland
Board Membership	Chris Moller (Chair), Dame Patsy Reddy (Deputy Chair), Adrienne Young-Cooper, Gill Cox, Jerry Rickman, Nick Rogers, Tony Lanigan and Mark Oldfield
Apologies	None
NZTA staff in attendance	<p>Geoff Dangerfield (Chief Executive)</p> <p>Dave Brash (GM Planning & Investment), Jim Harland (Regional Director, Southern), Tommy Parker (GM State Highways and Network Operations), Ernst Zöllner (Regional Director Auckland and Northland) and Jenny Chetwynd (GM Strategy, Communications & Performance and Board Secretary) plus Allan Frost (GM Organisational Support) and Sara Broadhurst (GM People and Capability) for parts of the meeting.</p> <p>Brandon Mainwaring (National Manager, Trends & Performance), Peter Casey (Regional Manager Auckland Northland and National Manager, Investment Development), for specific items.</p> <p>Shane Avers and Tony Fisher joined the meeting for Item 5.2.</p>

1. Introduction and governance matters

1.1 Apologies and welcome

All Board members attended the meeting.

1.2 Confirmation and overview of the agenda

The agenda items were accepted as circulated with some changes to the order of items.

1.3 Declarations of interest

Nick Rogers noted his standing declaration of interest in Tonkin and Taylor.

No additional conflicts of interest were identified by Board members.

1.4 Draft minutes from the 31 October 2014 Board meeting

The minutes of the 31 October 2014 meeting were confirmed.

Resolution 1	<i>The draft minutes of the 31 October 2014 Board meeting are a true and accurate record of the meeting.</i>
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1.5 Progress on actions requested at previous meetings

Progress on all the actions was noted.

2. Chief Executive's report & progress against plan

2.1 Chief Executive's report

Board paper 14/12/0880

As part of the regular CE briefing, Board members noted and discussed particularly:

- The positive feedback from local government about the process and outcomes of the FAR review and local government's changing focus towards effective and efficient asset management within the context of one transport network.
- Progress made with state highway projects. Board members discussed the recent fire incident on the Tauranga Eastern Link, noting what had been learnt around levels of site security and that an agreement had been reached with the Transport Agency's insurers. Board members also discussed the upcoming dates associated with the appeal on the Basin Reserve decision, noting the date for the preliminary hearing on the 18th February 2015.
- The impacts and implications of the accident on the Auckland Harbour Bridge on Saturday 6 December, noting particularly the length of time it can take for the Police to complete their evidence collection processes and that whilst important, the impact this has in delays on the network. Board members explored ways in which the Transport Agency could further assist the Police in moving through this important task as efficiently as possible and what can be done to assist our customers on the network when caught in lengthy delays.
- The Transport Agency's increased focus of activity on rail safety with KiwiRail.
- The Christchurch horizontal infrastructure rebuild, noting that good progress is being made. Board members discussed the issues around the review of the cost share agreement and implications for the Transport Agency. Board members also discussed one of the key challenges

around managing public perception of the level of service being delivered, noting that what is being established is fit for purpose and aligns well to the One Network Road Classification.

- The discussions between the Ministry of Business and Innovation and Employment and the Transport Agency on the Government Rules of Sourcing. The Transport Agency’s procurement procedures are consistent with the Rules but there is further discussion on clarifying the broader NLTP expenditure with the WTO Government procurement agreement and potential bilateral trade agreements.

Resolution 2	<i>The New Zealand Transport Agency Board received the Chief Executive’s Report.</i>
Requested action	<i>To provide the Transport Agency Board with possible actions to address the impacts on our customers of significant delays caused by accidents on the network, including how the Agency can assist the Police in efficiently completing their evidence collection processes.</i>

2.2 Financial Reports for the Transport Agency and NLTF to the end of October 2014, covering four months of 2014-15

Board papers 14/12/0873

Allan Frost updated the Board on the finances of the Transport Agency and the National Land Transport Fund for the four months ended 31 October 2014. Board members discussed the continuing underspend trend that is evident in local government expenditure, noting that it is

difficult to discern a regular pattern as local government expenditure is driven by individual circumstances. Board members noted this as an issue to keep under review.

2.3 Confirming the Role of the Investment and Operations Committee

Board papers 14/12/0882

Geoff Dangerfield outlined the proposed role of the Investment and Operations Committee, noting that the Committee's role is in understanding and assisting effective Board decision making. Clarification was provided around the need, in some cases, for decisions to be considered by the I&O Committee and full Board on the same meeting day and that a pragmatic approach would be taken to expedite decision making whilst ensuring full consideration of the issues.

Resolution 3	<p><i>The New Zealand Transport Agency Board:</i></p> <ul style="list-style-type: none"><i>a. Approved the revised role and charter for the Investment and Operations Committee;</i><i>b. Agreed to amend the charter for the Investment and Operations Committee to reflect a quorum of two members rather than three.</i>
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3. Setting sector and organisational direction

3.1 Developing the Statement of Intent 2015-19 and Statement of Performance Expectations 2015/16

Board paper 14/12/0878

Brandon Mainwaring outlined the drivers of key content change for the Statement of Intent 2015-19 (SOI) and annual Statement of Performance Expectations (SPE) 2015/16, and outlined the SOI/SPE development timeline. Board members noted that this is the first of three scheduled papers on developing these statements.

Board members discussed how the Transport Agency's effectiveness in delivering its regulatory roles is reflected in the SOI and SPE. They discussed the long term goal of Shaping Smart Choices as the primary anchor for this work and noted the work underway to develop a specific indicator from an outcome perspective rather than a regulatory tool perspective. Board members also noted their upcoming discussion on the refresh of the Agency's priorities.

Board members reflected on the importance of these documents in telling the Agency's strategic direction, and that much of the Agency's performance is achieved in partnership with other agencies and organisations.

Resolution 4	<i>The New Zealand Transport Agency Board: a) Agreed to retain the existing long term goals of: Integrate one network for customers; Shape smart transport choices; Deliver highway solutions for</i>
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- customers; and Maximise returns for New Zealand;*
- b) **Agreed** to retain the existing medium term objectives, with objectives 10 reworded to ‘Improve value for money in all we invest in and deliver’ and 11 reworded to ‘Align investment to agreed national, regional and local outcomes and ensure effective and efficient co-investment with our partners’;*
 - c) **Supports** the inclusion of annual milestones in the SPE rather than the SOI to enable an enduring 3 year SOI;*
 - d) **Agreed** the following goal progress indicators:*
 - i. **Integrate one network for customers:** % network productivity; % mode share – public transport, road transport, cycling; Perception of current state of cycling in Auckland; Number of km delivered for the High Productivity Freight Network (up to 58 tonnes);*
 - ii. **Shape Smart Transport Choices:** Deaths or serious injuries in all open road crashes (80 – 100 km/h); % of new vehicles with a 5 star safety rating; % vehicles in fatal/serious crashes with non-current WOFS (or similar); Average petrol and diesel consumption – litres per 100 vehicle KM travelled; % of travel by high productivity motor vehicles (HPMVs) of total heavy vehicle kilometres;*
 - iii. **Deliver highway solutions for customers:** Number of resolved state highway closures with a duration of: 12 hours or more outside of Wellington & Auckland, 2 hours or more in Wellington and Auckland; Deaths or serious injuries in head on and run off road crashes on State Highways; % of full compliance with State highway resource consent conditions; % of capital improvements completed according to milestones;*

	<p>iv. Maximise Returns for New Zealand: % of activities that meet funding priority thresholds for: Public Transport, Road (Improvements); Road (Maintenance), Cycling, and all other;</p> <p>e) Noted that recommendations are being developed for ‘results by 2019’ and priorities 2015-19;</p> <p>f) Noted the mandatory changes to output class composition for the Statement of Performance Expectation 2015/16 to ensure alignment with the Government Policy Statement on Land transport 2015-25;</p>
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3.2 Changing Gear in Cycling – delivering more through leadership, innovation and partnerships

Board paper 14/12/0881

Dave Brash outlined the evolution of the Transport Agency’s role in the planning, investment and delivery in cycle networks, and how cycle safety is evolving. He also provided Board members with an update on key existing cycle projects underway across the country. Ernst Zöllner outlined the current state of the Cycle Safety Panel’s work, noting to the Board that its final report and recommendations had recently been presented to the Associate Minister of Transport.

Board members noted their strong support for the Transport Agency’s role in cycling and how it is developing, and the important implications for how the Agency works with its partners. They also observed that the Transport Agency’s standing with the cycle community is improving as the Agency takes a leadership role and is actively involved.

Board members discussed how the funds available across the NLTF, the additional \$100m Urban Cycleway Fund and from local government investment could be leveraged and optimised. Board members noted that within this optimisation, it is important to ensure the Agency’s investment

partners understand the Agency’s focus on improving urban cycleway from the perspective of reducing network congestion.

Resolution 5	<i>The New Zealand Transport Agency Board endorsed the new approach to cycling, noting the reputational, resourcing and financial implications of this approach.</i>
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3.3 Road and Rail interface – an update

Board paper 14/12/0871

Geoff Dangerfield updated Board members on KiwiRail’s Commercial Review, noting the challenges KiwiRail faces in meeting the Government’s objective of being a sustainable freight business from 2020.

Board members discussed the importance of the rail network in an integrated transport system for New Zealand. Members specifically discussed the public value of rail and the benefits to the road network, and the efficiency and effectiveness opportunities of looking at road and rail investment through a whole of transport network investment lens.

Resolution 6	<i>The New Zealand Transport Agency Board noted this report.</i>
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3.4 Maintenance and Operations – overview of market competitiveness

Board paper 14/12/0870

Tommy Parker provided an update on progress in the roll-out of the network outcome contracts for state highway maintenance and operations; how the market is shaping up from the results of tender processes; and confirms the finalisation of the procurement review project and the key improvement initiatives now in place.

Board members noted the good progress being made. They also discussed and received assurance on managing the risks of a concentration of providers on the market for capital works.

Resolution 7	<i>The New Zealand Transport Agency Board noted the progress made in the roll out of the new network outcomes contracts and that the procurement review project is now substantially complete.</i>
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3.5 Sector Legislative and Policy Programme update

Board paper 14/12/0876

Jenny Chetwynd updated Board members on changes in the Transport Agency’s external policy and legislative operating context, and how it is shaping its development and responding to key changes.

Resolution 8	<i>The New Zealand Transport Agency Board received the update on policy and legislative changes and noted their implications for the Transport Agency’s direction.</i>
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3.6 Regulatory Change Programme – progress report

Board paper 14/12/0877

Leigh Mitchell updated the Board on progress against the 2014/15 regulatory change programme.

Board members noted potential initiatives for the 2015/16 programme. Members also noted the importance of the strategic focus, particularly as the Transport Agency moves to develop further tools to assess and monitor the effectiveness of current regulatory activities.

Board members discussed and explored the current issues around managing the Uber taxi mobile phone app, its relationship with taxi regulation more generally and implications for the rest of the taxi industry.

Resolution 9	<i>The New Zealand Transport Agency Board: a) Noted the progress made on the 2014/15 regulatory change programme; b) Noted potential initiatives for the 2015/16 programme.</i>
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3.7 Health and Safety – due diligence

Board paper 14/12/0884

Sara Broadhurst recapped the Transport Agency Board members' and officers' roles and responsibilities under the Health and Safety Reform Bill 2014 due to come into effect around 1 October 2015. She also discussed the Board's visit to the Waterview project the previous day, exploring with Board members any observations on the project's health and safety activities.

Board members noted the professionalism of the health and safety practices at Waterview. They received assurance that the Transport Agency is taking steps to share best practice amongst all operators, and to assist smaller operators to value the benefits of investing in health and safety practices and procedures. They also noted that sharing best practice is core to the Transport Agency's Health and Safety Strategy.

Members noted the good feedback from industry on the Agency taking a lead in setting appropriate health and safety standards, and commended Martin McMullan for his effective work.

Resolution 10	<i>The New Zealand Transport Agency Board noted the report.</i>
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3.8 Finalising the Investment Assessment Framework

Board paper 14/12/0890

Dave Brash outlined the recent key changes to the Government Policy Statement on Land Transport and provided assurance that the Investment Assessment Framework for the development of the 2015-18 NLTP has been amended to give effect to these changes.

Board members noted the importance of ensuring that the Agency’s stakeholders understand the rigour around the investment decision making process and the key role of benefit cost appraisal within the four stage business case approach. Board members noted the Transport Agency’s work on further development of the Investment Assessment Framework to ensure it is consistent with world best practice and that the Treasury, the Ministry of Transport and the Agency’s local government partners are involved in this project.

Resolution 11	<i>The New Zealand Transport Agency Board :</i> <i>a) Received assurance that the Investment Assessment Framework is fit for purpose and will position the Agency to give effect to the GPS through the national Land Transport Programme;</i> <i>b) Approved the Transport Agency’s Investment Assessment Framework.</i>
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4. Quality assurance of key organisational systems, policies and processes

4.1 Transmission Gully PPP – lessons learnt

Board paper 14/12/0885

Tommy Parker outlined the lessons learnt from the procurement of the Transmission Gully project, New Zealand’s first transport public private partnership (PPP) and how these lessons will shape future PPP processes.

Board members noted the importance of this review and how the recommendations will assist in the upcoming consideration of using a PPP approach for the Puhoi to Warkworth project.

Resolution 11	<i>The NZ Transport Agency Board noted the lessons identified through a review of the procurement of the Transmission Gully project; notes that these lessons are reflected in the Puhoi to Warkworth detailed business case; and that they will be incorporated into the procurement process and contractual design for future PPPs.</i>
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5. Significant planning, investment and operational matters

5.1 East West Connections – recommended approach

Board paper 14/12/0887

Tommy Parker provided an outline of the work underway to develop the preferred long-term option for the East West Connections project.

Board members discussed the key problems to be addressed in this area. Members noted the industry and business feedback they had received on the site visit the previous day, particularly around impacts on existing industrial land and timing of project delivery. They also noted an opportunity to ensure stakeholder and Transport Agency's expectations around project solution and timing/staging of delivery are well aligned.

Board members expressed support for a long term solution for a complete link between State Highway 1 and State Highway 20, their expectation that this solution would be staged, and a desire for further consultation and refinement of options before a preferred solution is determined.

Resolution 12	<i>The New Zealand Transport Agency Board noted that the emerging long term solution to improve access in and out of the Onehunga-Penrose industrial area is the staged development of a complete link between State Highway 1 and State Highway 20 East West connection; however further consultation on and refinement of options is required before a Board decision on the preferred option is made.</i>
Requested action	<i>To provide the Transport Agency Board with more information on the wider perspective and context within which this project is being considered.</i>

5.2 Ara Tuhono Puhoi to Warkworth Project – recommendation for procurement as a public private partnership

Board paper 14/12/0888

Dave Brash outlined the detailed business case for implementation for the Puhoi to Warkworth section of the Ara Tuhono Puhoi to Wellsford Road of National Significance, and the rationale for using the public private partnership (PPP) model to procure the motorway.

Board members noted that the application of the lessons learnt from the Transmission Gully PPP implementation provides them with comfort around the use of the PPP model in these circumstances. Clarification was sought on the application of the public sector comparator in cases such as this where there was no specimen design used for consenting. Clarification was also sought and provided that tolling is likely to be applied to this route, noting that tolling is a separate consideration from the PPP model.

Members asked what assumptions had been made on land use changes that were likely to accompany this project and received assurance that appropriate zoning changes had been included

in the proposed Unitary Plan. Members also discussed the issue of proposed improvements needed for the whole corridor through to Whangarei, and noted that the Transport Agency is currently developing a business case for this corridor.

Resolution 13	<p><i>The NZ Transport Agency Board:</i></p> <p>a) Agreed that Ara Tuhono Puhoi to Warkworth demonstrates all the necessary requirements and potential to be procured as a public private partnership in accordance with the Treasury guidelines;</p> <p>b) Approved the initiation of the process to procure Puhoi to Warkworth as a public private partnership.</p>
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5.3 Puhoi to Warkworth project– value for money procurement and property investment approval

Board paper 14/12/0883

Tommy Parker outlined the issues surrounding advance property acquisition and preliminary procurement work for the Puhoi to Warkworth section of the Ara Tuhono Puhoi to Wellsford Road of National Significance.

Board members specifically discussed the value for money case presented and, given the estimated cost ranges, were comfortable that the project can be accommodated within the forthcoming National Land Transport Programme.

Resolution 14

The New Zealand Transport Agency Board:

- a) **Noted** the current investment profile for the Puhoi to Warkworth project is high strategic fit, high effectiveness, and has a BCR of 1.1 to 1.2;*
- b) **Agreed** that, given the estimated cost ranges for the project and the Agency's ability to leverage the National Land Transport Fund revenue flow, this project can be accommodated within the forthcoming programme;*
- c) **Approved** funding of up to \$48 million for procurement, geotechnical investigations and advisory services needed during the procurement, design and construct phases of the Puhoi to Warkworth project;*
- d) **Approved** a funding increase of \$20 million, in addition to the previous \$33 million, for property purchase associated with the Puhoi to Warkworth project;*
- e) **Noted** that the project's detailed business case value for money assessment is largely complete, but cannot be approved by the Board until the value for money proposition is finalised;*
- f) **Noted** that prior to considering this major financial commitment, key Board decisions will include:*
 - April 2015 – advice on potential changes in the timing of repayments to minimise financing costs;*
 - July 2015 – approval of the value for money case for the project;*
 - September 2015 – approval to issue the request for proposal (RFP);*
 - July 2016 – approval to appoint the preferred bidder;*
 - October 2016 – approval to execute the contract.*

5.4 Western Ring Route – final design and cost adjustments

Board paper 14/12/0889

Nick Rogers noted his interest in this issue as Tonkin and Taylor are part of the Alliance delivering this project, and that he would abstain from consideration of the recommendations.

Dave Brash outlined the development of the package of projects that constitute the Western Ring Route. At the time of the initial funding approval by the Board in June 2010 final design was not complete for the SH16 works, and the resource consents for the SH20 packages were still under consideration by the Board of Inquiry.

The total package has now matured to a stage where final costs can be estimated more confidently than when the project was originally funded. Design and cost adjustments remain well within the original 95th percentile funding envelope and is a good result for a project of this size and complexity. The cost changes do not change the initial investment assessment profile or the overall scope of the WRR approved by the Board at the time of the initial construction approval.

This price level adjustment has been anticipated within the draft State Highway Activity management Plan for 2015-18 and the NLTF expenditure forecast.

Board members discussed the importance of communicating this issue well to our stakeholders.

Resolution 15	<p><i>The New Zealand Transport Agency Board:</i></p> <ul style="list-style-type: none">• Approved the adjustments in design and forecast construction costs of SH16 and SH20 projects of the Western Ring Route, as outlined in Appendix 2;• Noted that the property, design and construction cost for the SH16 and SH20, Western Ring Route, is estimated at \$2.278 billion. The 95th percentile cost was
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	<p><i>originally estimated at \$2.55 billion;</i></p> <ul style="list-style-type: none"> • Noted the reasons for this decision are set out in the ‘Reasons for recommendation’ section in Attachment 1.
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5.5 SH20A to Airport Project – contract award and funding for property, design and construction

Board paper 14/12/0886

Tony Lanigan declared his interest in this project as a Director of Watercare Services Limited.

Tommy Parker updated the Board on the State Highway 20A (SH20A) to Airport project, outlining the project delivery strategy and issues around the property, design and construction funding.

Board members discussed the risks associated with procuring the project through an alliance, the necessity for alignment with Watercare Services to ensure disruption to road users will be minimised, and the provision of a future rail line to the airport. Board members also sought and received assurance that the option proposed was the best option for both traffic management and urban design outcomes at this location and that the Transport Agency is engaging with Auckland Airport and integrating the project with their network.

Resolution 16	<p><i>1. In relation to project delivery, the New Zealand Transport Agency Board:</i></p> <p>a) Noted</p> <ul style="list-style-type: none"> <i>i. the current Transport Agency’s project scheme for the State Highway 20A to Airport project;</i> <i>ii. that the final State Highway 20A to Airport project scheme will</i>
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	<p><i>integrate with Auckland Transport’s future Southwestern Multi-modal Airport Rapid Transit Project (SMART) within the State Highway 20A corridor through future-proofing of rail options;</i></p> <p><i>b) Endorsed the project delivery strategy for the State Highway 20A to Airport project with SMART integration;</i></p> <p><i>2. In relation to project funding and investment, the New Zealand Transport Agency Board:</i></p> <p><i>c) Noted the total project cost is estimated at up to \$157 million (including net property and escalation) and is within the 95th percentile at \$180 million;</i></p> <p><i>d) Noted the National Land Transport Fund funding is to be supported by an interest-free Crown loan;</i></p> <p><i>e) Noted the reasons for this decision;</i></p> <p><i>f) Approved up to \$157 million for the property, design and construction of the State Highway 20A to Airport project;</i></p> <p><i>g) Noted that this project cost of \$157 million does not include the additional \$30 million required for a widened trench for SMART light rail.</i></p>
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5.6 Administration Agreement and Delegations to New Zealand Transport Ticketing Limited

Board paper 14/12/0879

Geoff Dangerfield outlined the reasons for seeking the Board’s approval of the Administration Agreement between the NZ Transport Agency and New Zealand Transport Ticketing Limited (NZTTL) for the nationwide processing of public transport ticketing transactions.

Resolution 17	<i>The New Zealand Transport Agency Board:</i> <i>a) Approved the Administration Agreement;</i> <i>b) Authorised the Chair of the Board to sign the Administration Agreement;</i> <i>c) Authorised the Chair of the Board to sign the Instrument of Board Delegation set out in Schedule 5 of Attachment 1.</i>
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5.7 Instrument of Board Delegation – ‘Tairawhiti Roads’ Joint Roding Management Business Unit

Board paper 14/12/0874

Tommy Parker outlined the rationale for approving the Instrument of Board Delegation to enable Gisborne District Council staff to exercise some Transport Agency powers and functions for the purposes of joint roading network management.

Resolution 18	<i>The New Zealand Transport Agency Board approved the Instrument of Board Delegation – Operation of ‘Tairawhiti Roads’ Joint Roding Management Business Unit, and authorised the Chair to sign this delegation.</i>
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5.8 LicenSys NZ Holdings Ltd – Contract to Manufacture Number Plates

Board paper 14/12/0872

Leigh Mitchell outlined the key issues associated with the negotiation of the new contract for provision of registration plate manufacture, distribution and Agency services.

Board members sought clarification that the two year right of renewal was a right of renewal by LicenSys, and sought this to be reflected in the resolution.

Resolution 19	<p><i>The New Zealand Transport Agency Board:</i></p> <p>a) Agreed the following parameters for the contract for provision of registration plate manufacture, distribution and agency services:</p> <ul style="list-style-type: none">i. a maximum contract tenure of five years plus a two-year right of renewal by LicenSys NZ Holdings Ltd;ii. exclusion of CPI as a basis of price review, with consideration only given to actual cost increases in excess of three percent;iii. inclusion of a provision that standard and personalised registration plates supplied under the contract are guaranteed for ten years; <p>b) Delegated to the Chief Executive of the NZ Transport Agency the power to approve and sign the contract for provision of registration plate manufacture, distribution and agency services, provided the contract falls within the agreed parameters.</p>
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6. Other updates and general business

6.1 Media and Communications updates

Board paper 14/12/0869

Jenny Chetwynd provided Board members with the regular update on media events.

6.2 Board Member Skill and Competency Assessment

Board paper 14/12/0875

The Chair provided an outline of the proposed competencies for the members of the NZ Transport Agency Board.

Resolution 20	<i>The New Zealand Transport Agency Board agreed to the set of proposed competencies for members of the Board, to review their own competencies against the competency set and to discuss current competencies and gaps at the March 2015 meeting.</i>
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6.3 Draft agendas for 5 February 2015 Special Board meeting and 5 March 2015 Board meeting

The Board noted the planned agendas for the February and March Board meetings.

6.4 General business

Contract for the Provision of Driver Testing Services

Geoff Dangerfield advised the Board that he would seek approval to a minor change in the parameters for the new contract for the provision of practical driver testing services (that the Board approved on the 31st October 2014) by round robin.

Board Stakeholder Visits

Waterview and Onehunga-Penrose Industrial Area

Board members expressed their thanks to stakeholders and staff for their visit to the Onehunga-Penrose industrial area and the Waterview Connection site. Board members noted the value of discussing and experiencing freight distribution issues with the operators and the valuable insights it provided in their understanding of the businesses issues and challenges. Board members expressed particular thanks to Chris Carr and David Aitken.

The Board also noted the importance of visiting Transport Agency construction sites so that they can understand the nature of the business and the risks involved particularly from a health and safety perspective. Members requested additional guidance to be provided to them on these visits in the future on the types of safety issues they need to look for and discuss.

Northland Stakeholders

Board members expressed their thanks to the Northland mayoral forum for meeting with them and discussing Northland transport issues.

Members discussed the nature of the Northland region's reliance on the roading network for access to markets, supplies and critical services and the need for a stronger focus on general network resilience through restoration and rehabilitation, mitigation, preparedness and prevention. Board members requested additional information on the relative level of investment the Transport Agency makes in Northland compared to the rest of New Zealand.

The Board also discussed the issues around the Mangakahia Road inland freight route, and the request for it to be declared a State Highway, and requested a paper be prepared outlining the issues to be considered.

Board members expressed their thanks for Northland community leader’s support for the Puhoi to Warkworth section of the Puhoi to Wellsford Road of National Significance, and concurred that developing a longer term plan for the entire corridor would be an appropriate step.

Requested actions	<p><i>To provide the Transport Agency Board additional guidance on the types of health and safety issues they need to look for and discuss when carrying out site visits.</i></p> <p><i>To provide the Transport Agency Board with additional information on general network resilience for the Northland region and the level of investment the Transport Agency makes in Northland compared to the rest of New Zealand.</i></p> <p><i>To provide the Transport Agency Board with a paper outlining a recommended option for the future management of the Mangakahia Road.</i></p>
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The meeting ended at 12.15pm.

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