

| Waka Kotahi NZ Transport Agency Board Minutes | |
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| Date & time | 19 August 2021, 9.00am – 2.00pm |
| Location | Via Teams |
| Board members in attendance* | Sir Brian Roche (Chair), Cassandra Crowley (Deputy Chair), Catherine Taylor, David Smol, John Bridgman, Ken Rintoul, Patrick Reynolds, Victoria Carter |
| NZTA staff in attendance | <p>Nicole Rosie (Chief Executive)* Richard May (Acting Director, Office of the Chief Executive)* Greg Lazzaro (General Manager Safety, Health & Environment) Matthew Walker (General Manager Corporate Support) Howard Cattermole (Chief Financial Officer) James McHardy (Senior Manager Funding and Finance) Brett Gliddon (General Manager Transport Services) Neil Walker (National Manager Maintenance and Operations) Todd Webb (Assessment and Prioritisation Lead) Ben White (Manager Programme and Performance) David Darwin (Lead Advisor Investment Planning) Mike Birchler (General Counsel Governance) Lucy Riddiford (Workstream Lead, Governance and Policy) Kane Patena (General Manager Regulatory Services and Director of Land Transport) Brett Aldridge (Chief Operating Officer, Regulatory Services) Gini Welch (Senior Manager Safer Rail) Neil Cook (Deputy General Manager Regulatory Services and Deputy Director of Land Transport) Fabian Marsh (Senior Manager Road Safety) Richard Stewart (Programme Director Automated Compliance) Karen Jones (General Manager Engagement & Partnerships) Lauren Cooke (Senior Manager Education and Advertising) Yogesh Anand (Chief Technology Officer) Anna Moodie (Group General Counsel & Senior Manager Risk & Assurance)*</p> <p><i>*Present from start of meeting</i></p> |
| External attendees | s 9(2)(a) Chapman Tripp |
| Apologies | None |

Introduction and governance matters

1. Apologies, Minutes & Actions

Ken Rintoul was travelling back from Wellington following the lockdown announcement, and would join the meeting once he arrived home.

Draft Minutes

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| Resolutions | The Board confirmed the minutes of the 24 June 2021 Board meeting. |
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Actions Arising

The current actions list was noted.

2. Interests Register

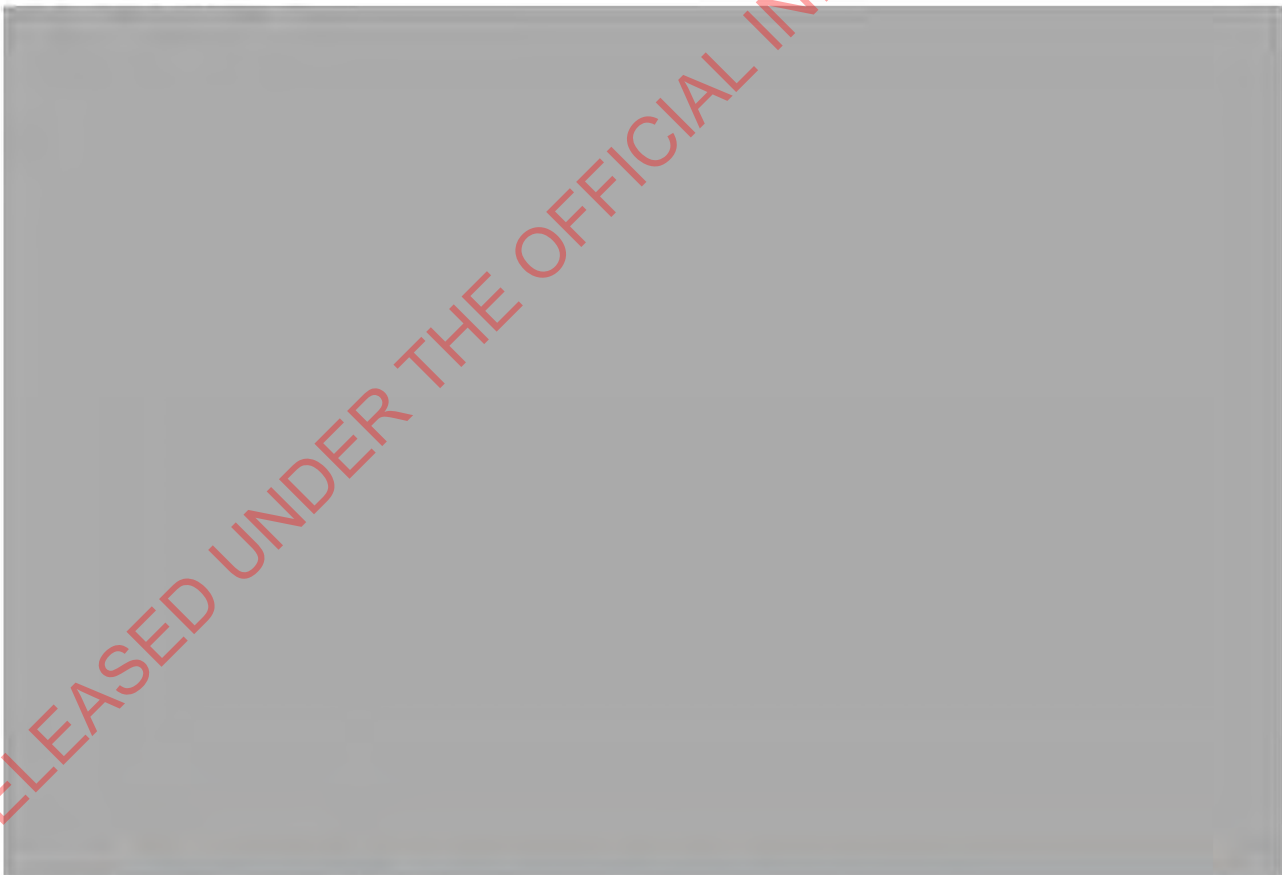
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| Resolutions | The Board noted the Interests Register. |
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Strategic

3. Board and Chief Executive Only Session

A Board only session was not held.

4. CE Report



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| Resolutions | The Board noted the Chief Executive's report. |
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| Actions | s 9(2)(g)(i) |
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5. Climate Change Update

The General Manager Safety, Health and Environment joined the meeting and provided an overview of the work underway on the Waka Kotahi response to climate change. Waka Kotahi is still waiting for confirmation of carbon reduction targets for the transport sector s 9(2)(g)(i)

Amongst other things, the Board noted and discussed:

- The modelling being developed that will help guide decisions on carbon emission reductions.
- The balance between our role in implementing reductions plans and the planning itself. The Board will be looking for Government to be clear on what Waka Kotahi is accountable for.
- The challenge that will arise if the Government requires a carbon neutral government by 2025, including supply chains.

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| Resolutions | <p>The Board:</p> <ul style="list-style-type: none"> • Agreed to the direction of travel and approach for climate response supporting the establishment of a climate change programme that is charged with working on priority areas of focus whilst defining options for Waka Kotahi to implement its emissions reduction and adaptation role in the system; • Noted the establishment of a Climate Change Executive Sub Committee that will be given options to accelerate, slow down or pause/stop current activities and develop a strategy for climate change outcomes for Waka Kotahi; • Supported Toitū te Taiao being refreshed, expanded and confirmed as the enterprise lens of the climate change framework with work to transition this over the next six months; • Supported Waka Kotahi working closely with MoT, Ministry for the Environment and other government agencies in support of a co-ordinated approach to the transport system emissions and adaptation challenges. |
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| Actions | Include Climate Change as a regular item on the Board agenda |
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6. Green Financing

The General Manager Corporate Support, Chief Financial Officer, and Senior Manger Funding and Finance joined the meeting.

The Chair introduced the paper, noting the ongoing tension between available funding and ambition for infrastructure in New Zealand. There has been good engagement with Treasury, who is open to providing additional debt funding of around \$2bn, some of which may come from green bonds managed by Treasury. s 9(2)(g)(i)

This will essentially be a top up to the NLTP. The final decision on the debt funding sits with the Ministers of Finance and Transport. A decision is expected shortly.

Treasury also recognise that any debt funding needs to be able to be repaid with revenue, and that the current revenue model needs to be revisited. They have committed to undertaking a review over the next 12 months.

s 9(2)(h)

| Resolutions | The Board: |
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| | <ul style="list-style-type: none"> • Approved Waka Kotahi establishing a \$2 billion borrowing facility with the Crown or third parties subject to: <ul style="list-style-type: none"> ○ Approval by the Ministers of Transport and Finance for Waka Kotahi to borrow under the facility ○ Approval by the Chair that sufficient assurance has been provided by the Ministers of Transport and Finance to support future NLTF revenue; and ○ Approval by the Board of the final terms of the facility. • Noted discussions are ongoing with Ministers and officials in respect of additional borrowing. |

The General Manager Safety Health and Environment and Senior Manager Funding and Finance left the meeting.

7. NLTP Adoption

The General Manager Transport Services, National Manager Maintenance and Operations, Assessment and Prioritisation Lead, Manager Programme and Performance and Lead Advisor Investment Planning, General Counsel Governance joined the meeting. s 9(2)(a) Chapman Tripp also joined the meeting.

s 9(2)(h)

s 9(2)(h)

The Chief Executive provided an overview of the approach taken to the NLTP, including an analysis as to how the four strategic priorities have been balanced and the extent of delivery of government commitments. Despite the level of ambition in the GPS, there is only sufficient revenue to meet the bottom of the activity classes in most cases.

While some discretionary funding has been allocated to road maintenance and renewals, this level of funding is not at a level that will allow the local road and state highway networks to be maintained to current levels.

The NLTP includes projects that are likely to be funded (called the probables) and projects that may be funded if more funding was available (called the possibles). If Treasury approves additional funding of \$2bn, we may be able to do more of the possibles. However, the NLTP itself is not a commitment to fund these projects, and all projects will be considered against section 20 of the Act (which includes among others a requirement to be satisfied they are consistent with the GPS) before funding is approved.

Amongst other things, the Board noted and discussed:

- The requirements of the Act and how the NLTP had been assessed as giving effect to the GPS, the GPS strategic priorities of safety, better travel options, climate change and improved freight connections, and the government commitments. The approach for developing the NLTP is consistent with previous NLTP periods, taking into account the requirements of the current GPS.
- The spread of funding across New Zealand – both in the major cities and in the regions. While the NLTP is a 3 year plan, some regions may have had higher levels of funding in previous periods, so taking a longer term view supported a more equitable level of funding across the country.
- The need to ensure that funding was aligned to the capability and capacity to deliver in any given region.
- Waka Kotahi has been signalling to its funding partners that funding will be constrained. s 9(2)(g)(i)

A letter of comfort on the availability of the additional \$2bn of funding and the revenue review is expected from the Minister of Finance around 24 August 2021. The Board agreed to wait until it had received the letter of comfort and the additional \$2bn of funding had been incorporated into the NLTP before approving the NLTP. A further Board meeting will be set up for the Board to discuss and adopt the NLTP.

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| Resolutions | <p>The Board:</p> <ul style="list-style-type: none"> • Discussed the draft 2021-24 National Land Transport Programme (NLTP) set out in the Resource Centre • Discussed the requirements of sections 19B and 19C of the Land Transport Management Act 2003, including how the draft NLTP contributes to an effective, efficient and safe land transport system in the public interest and gives effect to the GPS on land transport, having had regard to all mandatory considerations. |
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7.1 Maintenance and Renewals Discussion

Amongst other things, the Board noted and discussed their concern about the continuing deterioration of the state highway network, which in turn raises safety concerns. This should be raised with Treasury and addressed as part of the revenue review.

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| Resolutions | The Board noted the paper. |
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The Assessment and Prioritisation Lead, Manager Programme and Performance and Lead Advisor Investment Planning, General Counsel Governance, General Manager Corporate Support, Chief Finance Officer and Tim Smith left the meeting.

8. Auckland Harbour Bridge Update

Amongst other things, the Board noted and discussed that a decision is pending from the Minister on the future of the Auckland Harbour Bridge crossing. While the Northern Pathway as currently planned may be stopped, an alternative form of crossing (such as barge or ferry) may be implemented in the interim. Alternatives such as allocating lanes for walking and cycling have been ruled out over safety concerns.

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| Resolutions | The Board noted the paper. |
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The General Manager Transport Services and National Manager Maintenance and Operations left the meeting.

9. Auckland Light Rail Update

The General Manager Corporate Support and the Workstream Lead, Governance and Policy joined the meeting.

Amongst other things, the Board noted discussed progress on the Auckland Light Rail project. While on track, the timeframes are tight. A paper will come to the September Board meeting regarding the delivery entity.

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| Resolutions | The Board noted the paper. |
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The General Manager Corporate Support and Workstream Lead, Governance and Policy left the meeting.

10. Otira Rail Tunnel

The General Manager Regulatory Services, Chief Operating Officer and Senior Manager Safer Rail joined the meeting.

10.1 Safer Rail – Otira Tunnel



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| Resolutions | s 9(2)(g)(i) |
| Actions | |

10.2 Safer Rail – Track Maintenance

The General Manager provided an overview of the paper. Amongst other things, the Board discussed the actions that had been taken in response to the special safety assessment.

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| Resolutions | <p>The Board:</p> <ul style="list-style-type: none"> • Noted the recent completion of the special safety assessment (SSA) on the risk management of track maintenance on the NRS; • Noted Waka Kotahi, as the rail regulator (prior to 1 April 2021), has imposed statutory notices on KiwiRail to improve governance oversight, ensure critical risks are elevated to an appropriate level of accountability, and that maintenance is carried out to documented and approved standards; |
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| | <ul style="list-style-type: none"> • Noted KiwiRail has immediately applied temporary speed restrictions to mitigate risk associated with track maintenance but with potential impacts on wider Government objectives concerning mode shift to public transport; • Noted Waka Kotahi's issuing of statutory notices, KiwiRail's speed restrictions, along with the Rail Network Investment Programme's (RNIP) increased investment in maintenance of the NRS, is expected to adequately mitigate risk in the short term and improve safety issues over time; |
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§ 9(2)(g)(i)

The Senior Manager Safer Rail left the meeting.

11. Regulatory Fees and Funding

The Deputy General Manager Regulatory Services joined the meeting.

Amongst other things, the Board noted and discussed:

- The fees and funding review was in response to recommendations from the MartinJenkins review.
- The Ministry of Transport's support for the review, and the need to test it with Treasury. § 9(2)(g)(i)
- The trade-offs that will need to be made if the Minister of Transport does not support the review, including scaling back work and/or alternative funding sources. Some service levels will likely decline if funding is not approved.
- The importance of outlining the consequences if the funding is not approved and that the proposal is that those who benefit from services will pay for them under the proposal.

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| Resolutions | <p>The Board:</p> <ul style="list-style-type: none"> • Noted that in April 2021, the Waka Kotahi Board and Minister of Transport requested that Waka Kotahi examine scaling and phasing options for the Funding and Fee Review proposal, which has been done and fed into the attached consultation document. • Noted the review has resulted in a \$20m (approx.) reduction in the initial proposed costs. |
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| | <ul style="list-style-type: none"> • Endorsed the attached consultation document and supports Waka Kotahi's funding and fee proposal going out to public consultation. • Noted we are now on the critical pathway to submit the consultation document for Minister and Cabinet approval by 6 September 2021 in order to commence consultation in November 2021. • Delegated responsibility for sign out of the final public consultation document to the Chair of the Regulatory Committee. |
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12. Safety Camera System PBC

The General Manager Safety Health and Environment, Senior Manager Road Safety and the Programme Director Automated Compliance joined the meeting.

Amongst other things, the Board discussed the Ministry of Transport's support for the programme, while noting potential capacity concerns. There may be opportunities to gain support from stakeholders such as the Ministry of Education, ACC and Rural Women.

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| Resolutions | <p>The Board:</p> <ul style="list-style-type: none"> • Endorsed the Tackling Unsafe Speeds Programme Business Case. • Approved funding to Waka Kotahi for the Speed Management 2021–24 programme for implementation at a total cost of up to \$18.5 million (NLTF share at \$18.5 million) at a normal financial assistance rate (FAR) from the Road to Zero activity class. • Approved funding to Waka Kotahi for the Safer Speeds Around Schools 2021–24 programme for implementation at a total cost of up to \$50.1 million (NLTF share estimated at \$30.1 million at a normal FAR rate and up to \$50.1 million at an enhanced FAR rate) from the Road to Zero activity class. <p style="color: red;">§ 9(2)(b)(ii)</p> <div style="background-color: #cccccc; height: 150px; width: 100%;"></div> <ul style="list-style-type: none"> • Approved interim funding to Waka Kotahi for the detailed business case and pre-implementation phase of the Safety Camera System programme to finalise costs and design of the Safety Camera System 2021–24 programme and carry out procurement at a total cost of \$10.7 million (NLTF |
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| | <p>share at \$10.7 million) at a normal FAR from the Road to Zero activity class.</p> <ul style="list-style-type: none"> • Noted the Safety Camera System programme is proceeding with formal procurement processes for a safety camera management system and an offence processing system s 9(2)(g)(i) and that when the detailed business case is presented approval will be sought for funding and to enter into contracts with the preferred vendor(s). • Delegated to the Chief Executive to negotiate and enter into an agreement between Waka Kotahi and New Zealand Police to transfer the safety cameras, enforcement responsibility, and a portion of the NLTF funding that was applied to the Road Safety Partnership Programme for Waka Kotahi to manage for the remaining part of the 2021–24 period. • Noted that the initiatives within the TUS programme have been included as nationally delivered activities (NDAs) in the National Land Transport Plan 2021-24 with a total value of \$192.8 million. |
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The General Manager Safety Health and Environment, Senior Manager Road Safety and the Programme Director Automated Compliance, General Manager Regulatory Services, Deputy General Manager Regulatory Services and Chief Operating Officer left the meeting.

Ken Rintoul joined the meeting.

Additional paper – Waka Kotahi Special Leave Provision

The General Manager People and Culture joined the meeting and introduced the paper, noting that the proposal was consistent with what had been put in place for the previous lockdown.

The Board discussed how the leave was used during the last lockdown, and the importance of people using sick leave (rather than special leave) if staff are sick.

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| Resolutions | <p>The Board:</p> <ul style="list-style-type: none"> • Approved that should we return to Alert Level Three or Four (or any situation where our people are not able to work in their usual place), Special Leave will be applied in the following ways, in line with guidance from Te Kawa Mataaho (Public Service Commission): <ul style="list-style-type: none"> ○ employees will be encouraged to work remotely where this is possible. Where it is not possible for them to work remotely for work related reasons, COVID vaccination symptoms, personal reasons directly related to COVID 19 they will receive special leave. ○ where an employee is unable to work due to illness (themselves or their dependant), sick leave entitlement should be used in the first instance. Where they have exhausted their paid sick leave and are prevented from working due to COVID-19 illness |
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| | <p>(themselves or their dependant), self-isolation due to COVID-19 symptoms, or close contact with someone who tests positive for COVID-19, then special leave will be provided.</p> <ul style="list-style-type: none"> ○ Where an employee is required to self-isolate or quarantine following travel for non-work reasons, the employee should work remotely as far as possible then apply annual leave or leave without pay. ● Approved that under Alert level Two employees should generally work in the workplace or usual place of work where it is safe to do so and follow safety guidelines. People Leaders will work with medically vulnerable employees and those feeling unable to attend work to come up with suitable arrangements. ● Noted that, based on previous experience, the primary use case for special leave during a lockdown is likely to be where our people need to care for dependents such as children. ● Noted that certain scenarios will require additional consideration, which will be managed on a case-by-case basis by the relevant General Manager and People Partner. The People Group will also monitor for excessive usage. |
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Additional paper – Attraction and Retention Risk

The General Manager People and Culture introduced the paper, noting the environmental factors that are leading to higher turnover and challenges attracting staff.

s 9(2)(b)(iii), s 9(2)(b)(ii)

Amongst other things, the Board noted and discussed:

- The possible responses to the challenge of attracting and retaining staff.
- The potential considerations if work is done off shore, including tax and international pay rates.
- The need to start scaling down on some work in response to resource constraints.
- Potential concerns from the Public Services Commission with some of the possible responses, s 9(2)(b)(ii)

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| Resolutions | <p>The Board:</p> <ul style="list-style-type: none"> ● Approved Management taking targeted steps s 9(2)(b)(ii) ● Noted that a broader retention strategy would be brought to the Board in September. |
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| | <ul style="list-style-type: none"> • Delegated to the Chair and Chair of the People and Culture Committee any individual cases that may be outside policy in the interim. |
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13. Investment & Delivery Committee Report Back

The Investment & Delivery Committee Chair provided an overview of the Investment & Delivery Committee meeting, and the Board discussed the recommendations.

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| Resolutions | <p>The Board:</p> <p><i>Transmission Gully Road Opening Update</i></p> <ul style="list-style-type: none"> • Noted that management continue to contract manage delivery to the revised PPP Project Agreement, monitoring Wellington Group Partnership (WGP) and the Builder's performance in achieving Road Opening Commencement (ROC). • Noted the management update on three critical aspects of the Project ^{s 9(2)(b)(ii)} [REDACTED] <p><i>Transmission Gully and Pūhoi to Warkworth Master Reimbursement and Management Agreement Reporting</i></p> <ul style="list-style-type: none"> • Authorised the Waka Kotahi Chief Executive to execute the Master RAMA Report and Annual Compliance Certificate on the Transmission Gully and Pūhoi to Warkworth projects. <p><i>NZUP Governance Group Chair Update</i></p> <ul style="list-style-type: none"> • Noted there are some significant resourcing constraints that are likely to be exacerbated by a general shortage of skills across the sector. • Agreed to seek approval to use the Joint Ministers' NZUP Tagged Contingency to fund appropriate close-down costs, including any re-design required as a result of the Cabinet decision, for the projects not proceeding to delivery in the NZUP. • Noted the challenges with delivering integrated, multi-modal solutions in the current South Auckland context. • Noted the NZUP team is working with MoT, Treasury and KiwiRail to confirm approval processes for detailed business cases and escalation thresholds, with Joint Ministers decisions and Cabinet approval expected by early September 2021. • Noted the assurance programme in place to provide internal and external stakeholders with confidence identified outcomes will be delivered. |
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- **Noted** NZUP is working closely with procurement to embed delivery improvements into procurement processes and outcomes.

s 9(2)(g)(i)

New Procurement Approaches Update

- **Noted** that the New Procurement Approach change project is being placed on hold, due to procurement improvement not being included within the Waka Kotahi three-year business plan. Business as usual procurement foundation improvement will continue where feasible.
- **Noted** that Waka Kotahi intends to apply components of the New Procurement Approach to the Waka Kotahi capital programme, specifically within the Speed and Infrastructure Programme and NZ Upgrade Programme. Opportunities for Waka Kotahi to play a more active role in strategic supply chain may also be considered.
- **Noted** that a long-term contracting model may be best supported by a long-term funding commitment across multiple NLTP periods.

Hutt City Council Cross Valley Connections Programme Business Case and Cycling and Micromobility Single Stage Business Case

- **Endorsed** Hutt City Council's Cross Valley Connections PBC, which proposes a 10-15 year programme to address resilience and mode shift and improve access in southern Lower Hutt, with a total investment of \$100m.
- **Endorsed** Management working with Hutt City Council to identify opportunities to accelerate delivery of the Cross Valley Connections programme.
- **Noted** that business case development for Stage 1 of the Cross Valley Connections PBC, is currently determined as 'probable' in the NLTP 2021-24, with total funding of \$200,000 (\$102,000 NLTF from the Local Road Improvements activity class in 2021/22).
- **Endorsed** Hutt City Council's Cycling and Micromobility SSBC, which proposes a 15 year work programme to promote mode shift, and improve health outcomes in Lower Hutt with a total investment of \$88m.
- **Noted** that funding approval for the next phase of the Cycling and Micromobility project is subject to inclusion in the NLTP 2021-24 Walking and Cycling Activity Class and is currently classed as 'possible'. Currently there is limited

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| | <p>funding available in the 2021-24 period for new walking and cycling projects.</p> <p><i>Other</i></p> <ul style="list-style-type: none"> • Noted the papers below supplied to the Investment & Delivery Committee on 18 August 2021: <ul style="list-style-type: none"> ○ Transport Services Report ○ Transmission Gully Operational Readiness |
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14. Risk and Assurance Committee Report Back

The Risk and Assurance Committee Chair provided an overview of the Risk and Assurance Committee meeting, noting the amendment to the state highway valuation in the paper from \$6,913 million to \$6,884 million and noting that no KPMG only session was held. The Board discussed the recommendations.

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| Resolutions | <p>The Board:</p> <p><i>Draft 2021/22 Financial Results (Waka Kotahi and NLTF)</i></p> <ul style="list-style-type: none"> • Approved the valuation increases of \$6,884 million to the state highway network. • Approved releasing a copy of this paper to the Ministry of Transport for the purpose of Crown Monitoring. • Noted the letter of confirmation of the National Land Transport Fund (NLTF) cash balance (notional bank account) of \$287 million as at 30 June 2021 from the Ministry of Transport. <p><i>Climate Related Disclosures Reporting</i></p> <ul style="list-style-type: none"> • Noted the Committee provided feedback on the draft annual report content including the potential 'future priorities'. • Noted we will continue to refine the content prior to Board sign-off in September. <p><i>End of Year Performance Report</i></p> <ul style="list-style-type: none"> • Approved the report and cover letter for submission to the Minister of Transport. <p><i>CFIS Submission</i></p> <ul style="list-style-type: none"> • Noted the Committee approved the Crown Financial and Information System submission (Attachment One) and related Letter of Representation to the Crown (Attachment Two). • Delegated authority to sign-off the Letter of Representation to KPMG (Attachment Three), on behalf of the Board, to the Board Chair and Risk and Assurance Board Committee Chair. |
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| | <p>Digital Risk Update</p> <ul style="list-style-type: none"> • Noted: <ul style="list-style-type: none"> ○ the current digital risk and impact assessments to Waka Kotahi, s 9(2)(b)(ii) ○ the controls that are currently in place and those that are being proposed to further mitigate the risks and their impact; ○ that ongoing risk remediation activities have been prioritised as part of Waka Kotahi business planning process. <p>HRIS/Payroll Update</p> <ul style="list-style-type: none"> • Noted the project is currently two weeks behind the original schedule. The delay is being actively managed with a reforecast indicating that we can comfortably maintain a pre-Christmas go-live. <p>Quarterly Te Hau Ora Update</p> <ul style="list-style-type: none"> • Noted the key issues and planned actions around portfolio maturity, s 9(2)(g)(i) prioritisation and assurance. • Noted the current status and delivery timeline of Waka Kotahi Digital Strategy, Roadmap and Blueprint. • Noted the performance of the Te Hau Ora portfolio <p>Other</p> <ul style="list-style-type: none"> • Noted the papers below supplied to the Risk & Assurance Committee on 18 August 2021: <ul style="list-style-type: none"> ○ GM Overview ○ Insurance Update ○ Litigation and Open Investigations Report • Noted a Committee-only session was held with KPMG. |
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14. National Education and Advertising PBC for the 2021-2024 NLTP Period

The General Manager Engagement and Partnerships and the Senior Manager Education and Advertising joined the meeting and introduced the paper.

The Board discussed the proposed business case.

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| Resolutions | <p>The Board:</p> <ul style="list-style-type: none"> • Approved \$102.2 million to deliver the ongoing National Road Safety Education and Advertising Programme (this is a continuous programme) for the three-year NLTP period 2021-2024. • Noted the Education and Advertising investment falls within the indicative funding allocated for Road Safety Promotion approved by the Board on 27 May 2021 (\$109 million in |
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| | <p>National Land Transport Fund share for the National Road Safety Education and Advertising component).</p> <ul style="list-style-type: none"> • Approved s 9(2)(b)(ii) new funding for the Road to Zero Public Awareness Campaign for the three-year NLTP period 2021-2024. • Noted a condition precedent to funding the Public Awareness Campaign is the activity must be assessed and included in the 2021-2024 NLTP as a prioritised activity. |
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Item 16 was dealt with next.

16. Road to Zero Public Awareness Campaign

The General Manager Engagement and Partnerships introduced the paper, noting that the campaign is designed to disrupt while also giving hope. There is a working group including NZ Police, ACC, Auckland Transport, the Ministry of Transport, WorkSafe, AA and other local government partners who have been involved with the development of the campaign.

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| Resolutions | The Board noted the paper. |
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The General Manager Engagement and Partnerships and the Senior Manager Education and Advertising left the meeting.

15. Safety, Health & Environment Dashboard (for noting only)

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| Resolutions | The Board noted the update. |
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17. Quarterly Digital Dashboard

The Chief Technology Officer joined the meeting and provided an overview of the paper.

The Board discussed responsibilities of the different Board committees in relation to digital matters. Quarterly risk reporting will continue to be provided to the Risk & Assurance Committee. Te Hau Ora reporting goes to the Investment & Delivery Committee. Any new initiatives that need endorsement by the Board will go to the Board, along with the regular dashboard.

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| Resolutions | <p>The Board:</p> <ul style="list-style-type: none"> • Noted the Digital Performance dashboard and provided feedback. • Endorsed the proposed reporting on Digital activities and provided feedback. |
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18. Unisys Contract Extension

The Chief Technology Officer introduced the paper.

Amongst other things, the Board noted and discussed:

§ 9(2)(b)(ii), § 9(2)(j)

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| Resolutions | <p>The Board:</p> <ul style="list-style-type: none"> • Approved the overall commercial arrangements § 9(2)(b)(ii) • Approved the delegated authority being given to the Chief Technology Officer to execute the Master Services Agreement and specific Statements of Work for the on-going support, maintenance, and services (subject to accompanying risk assessment, legal, and financial reviews). § 9(2)(b)(ii) <p>§ 9(2)(b)(ii), § 9(2)(j)</p> |
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The Chief Technology Officer left the meeting.

19. 2020/21 Q4 Financial Update

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| Resolutions | The Board noted the paper. |
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General Business


19. Board Correspondence

The Board **noted** the correspondence.

20. General Business

There was no other business.

The meeting concluded at 2.00pm.



Minutes approved by the Board Chair

Brian Roche 23/09/2021

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