

**Auckland Light Rail Advisory Group
Meeting Minutes**

Chairperson	Peter Mersi, Ministry of Transport – Wellington half Bryn Gandy, Ministry of Transport – Auckland half
Date/Time	Thursday 18 July 2019 from 12.00pm – 1.00pm
Location	Due to video conference facility failure, Auckland and Wellington attendees held two separate meetings.
Attendees	<p>NZTA Office – Level 11 - HSBC 11.18 Kauri, Auckland Shane Ellison – Auckland Transport Stephen Town – Auckland Council Greg Miller – KiwiRail Bryn Gandy, Karen Lyons, [REDACTED], Jo Mackay – Ministry of Transport Ben Wells – The Treasury</p> <p>Wellington NZTA Office – Level 5 CL 5.07 Peter Mersi, Siobhan Routledge – Ministry of Transport Mark Ratcliffe – New Zealand Transport Agency Brad Ward – Ministry of Housing and Urban Development Jo Gascoigne – Ministry for the Environment Matthew Gilbert – The Treasury</p>
Apologies	Lewis Holden – State Services Commission Jon Grayson – The Treasury Vicky Robertson – Ministry for the Environment Andrew Crisp – Ministry of Housing and Urban Development

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Agenda

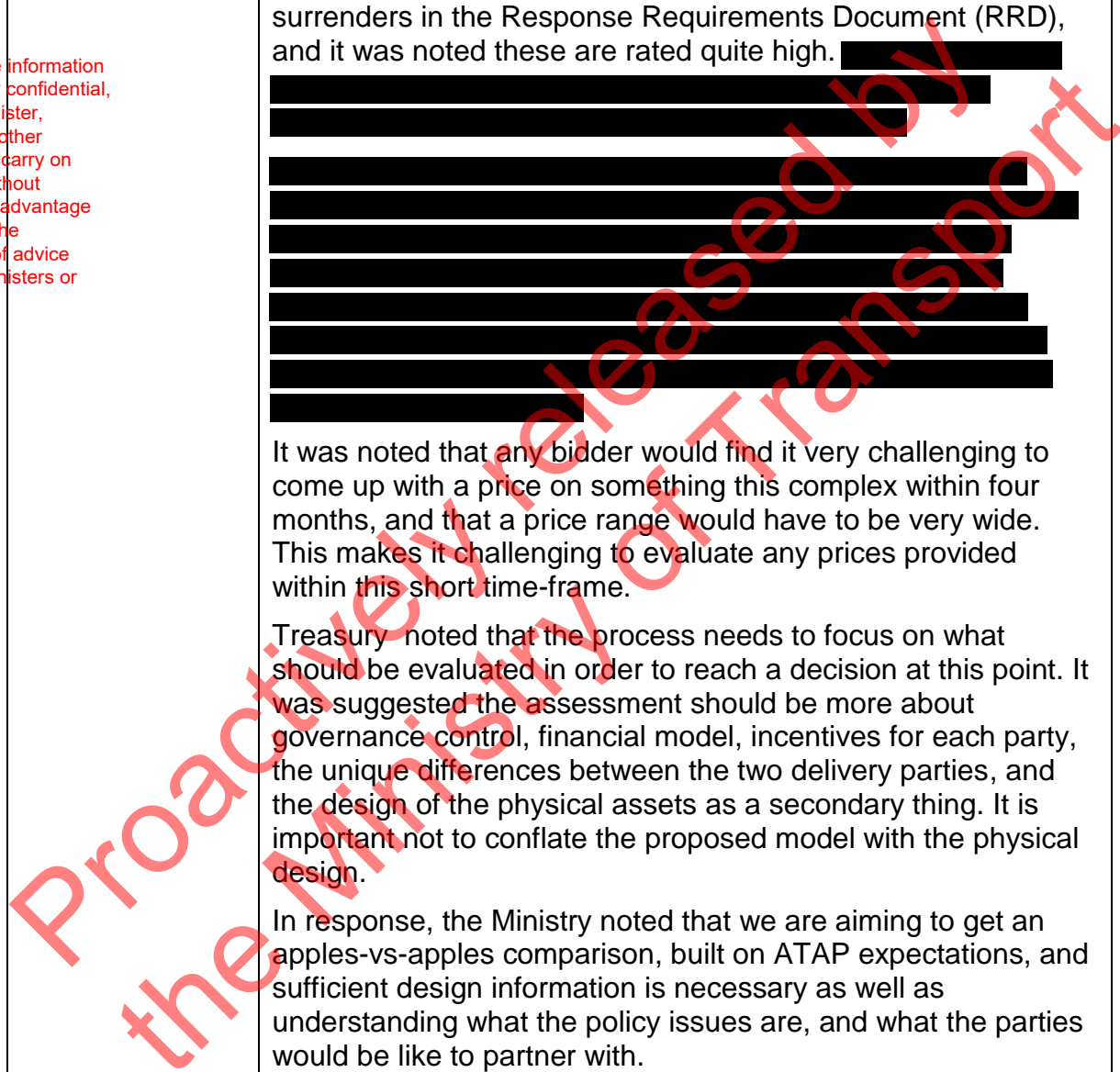
1. Draft minutes of 21 June 2019 meeting
2. Objectives for Auckland Light Rail
3. Response Requirements Document (RRD)
4. Final Terms of Reference (TOR) – ALR Governance Group

	Auckland
1. Minutes	Agreed with no changes.



<p>2. Objectives framework</p>	<p>A question was raised about the objective weightings and it was suggested that the Ministry hold a workshop with partner agencies to determine and document a rationale for the weightings.</p> <ul style="list-style-type: none"> Action on MOT to hold a session with Auckland Light Rail steering group and nominee representatives on the weightings, early next week (before Ministerial group meeting)
<p>3. RRD</p>	<p>A question was raised as to the weightings for concessionary surrenders in the Response Requirements Document (RRD), and it was noted these are rated quite high. [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>It was noted that any bidder would find it very challenging to come up with a price on something this complex within four months, and that a price range would have to be very wide. This makes it challenging to evaluate any prices provided within this short time-frame.</p> <p>Treasury noted that the process needs to focus on what should be evaluated in order to reach a decision at this point. It was suggested the assessment should be more about governance control, financial model, incentives for each party, the unique differences between the two delivery parties, and the design of the physical assets as a secondary thing. It is important not to conflate the proposed model with the physical design.</p> <p>In response, the Ministry noted that we are aiming to get an apples-vs-apples comparison, built on ATAP expectations, and sufficient design information is necessary as well as understanding what the policy issues are, and what the parties would be like to partner with.</p> <p>Attendees were advised that the data room will start to be set up next week.</p> <p>Respondents will not be allowed to talk directly to elected members, nor any stakeholders. Access will be facilitated. The</p>

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	<p>Ministry will prepare a stakeholder plan and communicate with the appropriate parties.</p> <p>It was asked whether this group has any visibility on the probity deed.</p> <ul style="list-style-type: none"> Action on MOT to circulate the probity deeds.
4. TOR	<p>Support for the advisory nature of the group, it aligns better with what the group is able to do, and leaves individual members free to look after their interests.</p> <p>Noted that the group will not have a role in evaluation of the bids.</p> <p>The advisory nature involves public policy advice, what happens next, help to the Secretary of Transport to capture the full range of perspectives when giving advice.</p> <p>Treasury noted that it has requirements to report to Ministers also.</p>

	Wellington
5. Minutes	Agreed with no changes.
6. Objectives framework	<p>It was noted that the Government is likely to have multiple objectives for the project, including for example, value for money. As this framework captures the enduring impacts of the light rail line, it could be better described as outcomes framework.</p> <ul style="list-style-type: none"> Action on MOT to change the language from objectives framework to outcomes framework. <p>A number of specific questions were raised about additional items that could be included, including for example, travel time, capacity, scalability and expansion. It was noted that these more specific issues which are relevant to design and technical specification are addressed in the Response Requirements Document.</p> <p>Agreed that the outcomes framework, Response Requirements Document and any further technical requirements should align with each other.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>

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<p>7. RRD</p>	<p>Key points discussed:</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Noted that further feedback to come from MfE, including ensuring that the parties should articulate their RMA and consenting strategies.</p> <p>Noted Treasury’s feedback on the appropriate level of detail that this document should seek from the two parties. Treasury queried whether this document represents a departure from the requirements of the Cabinet paper. The Ministry noted that Ministers are seeking a structured decision making process, to enable a like-for-like comparison of the two proposals, and that a document of this nature is needed to achieve that. The outcomes framework also ensures that both parties are working from a common understanding of the desired impacts of light rail. The Ministry’s intent is to seek only that information which is necessary to inform a decision. The Ministry also noted that a level of detail on the design is necessary, so that cost and value for money can be better understood.</p>
<p>8. TOR</p>	<p>Noted that MHUD has recently received the delegations for the housing portfolio, and consider that Minister Twyford remains the lead minister from a housing perspective. MHUD will advise if further information comes to hand.</p> <p>Support for the direction of the changes, and members considered that the advisory role is appropriate. Central government members noted that they will have an opportunity, via normal cross departmental consultation processes, to contribute to the advice to Ministers, and will be able to provide advice directly to their Ministers. The Ministry intends to ensure that the other members of the Group have similar opportunities to contribute and as necessary to ensure that their views are fairly reflected.</p> <p>Some changes to the TOR were requested, and will be made. These include clarifying that the Group will not receive nor evaluate the proposals.</p>