

OC240852

2 September 2024



Tēnā koe 

I refer to your email dated 22 July 2024, requesting copies of the following briefings under the Official Information Act 1982 (the Act):

*“Brown OC240520 4/06/2024 Options for Electric Vehicle Charging CoInvestment Model*

*Luxon, cc Brown, Doocey, Christine Stevenson OC240394 5/06/2024 Maritime Security Core Issue Brief to Minister National Security and Intelligence*

*Brown, Willis, cc Doocey OC240557 6/06/2024 Section 9 Funding: Approval of Funding*

*Brown OC240547 20/06/2024 Cook Strait Resilience Phase Two Report: Options Assessment*

*Brown OC240505 19/06/2024 Lower North Island Rail Integrated Mobility Programme Funding Package*

*Brown OC240719 26/06/2024 Meeting with Centreport*

*Brown OC240696 23/06/2024 MV Aratere Update and Next Steps - Speaking Points*

*Brown OC240695 22/06/2024 Aide Memoire: MV Aratere Grounding - Bullet Points for Picton 1400 22 June*

*Brown OC240554 7/06/2024 [Withheld]*

*Brown OC240591 11/06/2024 [Withheld]*

*Brown OC240630 11/06/2024 [Withheld]*

*Brown OC240634 12/06/2024 [Withheld]*

*Doocey, cc Brown OC240641 12/06/2024 [Withheld]*

*Brown OC240683 20/06/2024 [Withheld]*

*Brown OC240687 20/06/2024 [Withheld]*

*Brown OC240660 19/06/2024 [Withheld]*

*Doocey OC240598 17/06/2024 [Withheld]*

*Doocey OC240647 14/06/2024 [Withheld]*

*Brown OC240649 19/06/2024 [Withheld]”*

On 13 August 2024, we advised you of an extension to the time period for responding to your request. The extension was due to consultations necessary to make a decision on your request being such that a proper response could not reasonably be made within the original time limit. We have now completed the necessary consultations.

Of 19 briefings requested, four are released with some information withheld or refused, eight are withheld and seven are refused.

The document schedule attached as Annex 1 outlines how the documents you requested have been treated under the Act. Certain information or full documents are withheld or refused under the following sections of the Act:

6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
9(2)(a)	to protect the privacy of natural persons
9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
18(d)	the information requested is or will soon be publicly available

With regard to the information that has been withheld under section 9 of the Act, I am satisfied that the reasons for withholding the information at this time are not outweighed by public interest considerations that would make it desirable to make the information available.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz)

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Hilary Penman  
**Manager, Accountability and Correspondence**

## Annex 1: Document Schedule

Doc #	Reference number	Title Of Document	Decision On Request
1	OC240520	Options for Electric Vehicle Charging Co-Investment Model	Withheld in full under section 9(2)(f)(iv).
2	OC240394	Maritime Security Core Issue Brief to Minister National Security and Intelligence	Released with some information withheld under sections 6(a), 9(2)(a), 9(2)(f)(iv) and 9(2)(i).
3	OC240557	Section 9 Funding: Approval of Funding	Withheld in full under section 9(2)(f)(iv).
4	OC240547	Cook Strait Resilience Phase Two Report: Options Assessment	Refused under section 18(d). Once published, it will be available here: <a href="https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm">https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm</a>
5	OC240505	Lower North Island Rail Integrated Mobility Programme Funding Package	Released with some information withheld under sections 9(2)(a) and 9(2)(b)(ii). Annex 2 is refused under section 18(d) as its publicly available. <a href="https://www.gw.govt.nz/assets/Documents/2024/08/Response-to-Minister-of-Transport-7-June-2024-Redacted.pdf">https://www.gw.govt.nz/assets/Documents/2024/08/Response-to-Minister-of-Transport-7-June-2024-Redacted.pdf</a>
6	OC240719	Meeting With Centreport	Released with some information withheld under sections 9(2)(a), 9(2)(b)(ii) and 9(2)(f)(iv).
7	OC240696	MV Aratere Update and Next Steps - Speaking Points	Refused under section 18(d). Once published, it will be available here: <a href="https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm">https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm</a>
8	OC240695	Aide Memoire: MV Aratere Grounding - Bullet Points for Picton 1400 22 June	Refused under section 18(d). Once published, it will be available here: <a href="https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm">https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm</a>
9	OC240554	Total Mobility Scheme Review - Next Steps	Released with some information withheld under sections 9(2)(a), 9(2)(ba)(i), 9(2)(f)(iv) and 9(2)(g)(i).
10	OC240591	Title withheld	Withheld the document including title under section 9(2)(f)(iv).
11	OC240630	Title withheld	Withheld the document including title under section 9(2)(f)(iv).
12	OC240634	Title withheld	Withheld the document including title under section 9(2)(f)(iv).

Doc #	Reference number	Title Of Document	Decision On Request
13	OC240641	Section 9 Funding: Associate Minister's Responsibilities and Maritime NZ's Sar Funding Requests	Refused under section 18(d). Once published, it will be available here: <a href="https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm">https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm</a>
14	OC240683	Title withheld	Withheld the document including title under section 9(2)(f)(iv).
15	OC240687	Title withheld	Withheld the document including title under section 9(2)(f)(iv).
16	OC240660	Title withheld	Withheld the document including title under section 9(2)(f)(iv).
17	OC240598	Priorities for Associate Transport Delegation	Withheld in full under sections 9(2)(f)(iv) and 9(2)(g)(i).
18	OC240647	Cabinet Paper: Reform of the Design, Construction and Equipment Maritime Rules for the Domestic Commercial Fleet	Refused under section 18(d). Once published, it will be available here: <a href="https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm">https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm</a>
19	OC240649	Approval of Consultation Material on Reform of the Design, Construction and Equipment Maritime Rules for the Domestic Commercial Fleet	Refused under section 18(d). Once published, it will be available here: <a href="https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm">https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm</a>





28 May 2024

**Rt Hon Christopher Luxon**

**Minister for National Security and Intelligence**

cc Hon Simeon Brown

Minister of Transport

Hon Matt Doocey

Associate Minister of Transport

Christine Stevenson

Chief Executive and Comptroller, New Zealand Customs Service

## **MARITIME SECURITY CORE ISSUE BRIEF TO MINISTER NATIONAL SECURITY AND INTELLIGENCE**

### **Purpose**

Brief you on the key sector priorities under the Maritime Security core issue.

### **Key Points**

- The Maritime Security Strategy sets expectations for a sector that works together to counter growing challenges
- s 6(a)
- The sector is proposing legislative and policy reforms to support maritime security agencies' ability to manage these threats.
- Budget 24 has funded the sector's System investment priority addressing a longstanding capability gap in the detection of maritime threats.
- The sector's focus is now shifting to its Tools investment (surveillance and response capabilities), including innovating at speed with partners to overcome capability gaps.

## Recommendations

We recommend you:

1

s 9(2)(f)(iv)

Yes / No

2

**note** that the sector is making a case for legislative reform to help close capability gaps.



Audrey Sonerson  
**Secretary for Transport and Chair  
 Maritime Security Oversight Committee**

28 / 05 / 2024

Rt Hon Christopher Luxon  
**Minister for National Security and  
 Intelligence**

..... / ..... / .....

**Minister's office to complete:**

☐ Approved

☐ Declined

☐ Seen by Minister

☐ Not seen by Minister

☐ Overtaken by events

**Comments**

## Contacts

Name	Telephone	First contact
Audrey Sonerson, Secretary for Transport and Chair Maritime Security Oversight Committee	s 9(2)(a)	✓
Gavin Birrell, National Strategic Coordinator for Maritime Security		
Josh Bullivant, Policy Lead Maritime Security		

## Background

- 1 New Zealand is an island nation, and the sea is important culturally to New Zealanders, holding a central place in the history of our arrival here, our way of life and sense of identity. As a trading nation with a significant maritime economy, New Zealand is reliant on the connectivity the sea provides; with 99 percent of our freight carried by sea and 99 percent of our international internet traffic travelling by cable, our prosperity depends on effective maritime security. Our maritime area covers 1/12<sup>th</sup> of the globe's surface (depicted in Annex A), making this a significant challenge.
- 2 The Maritime Security Strategy (the Strategy; see summary in Annex B) was developed in 2019 in response to that challenge. It articulates how New Zealand delivers maritime security through the right people, capabilities, processes, policies, systems, and laws to prevent and reduce harm from threats. The Maritime Security Oversight Committee (the Committee) is responsible for implementing the Strategy and ensuring the system is convened and working effectively together.

## We have refreshed the Strategy

- 3 The Committee has recently refreshed the Strategy in-house to align with the new National Security Strategy. It aims to deliver a common approach, coordinated investment and effective resource prioritisation to deliver a whole greater than the sum of its parts. The International Maritime Organisation has adopted the Strategy as a global exemplar for whole-of-government maritime security.

s 6(a)

### *The sector works across the national security system*

- 5 Due to the breadth of key threats, risks, and issues affecting maritime security, there is overlap with all national security core issues, but particularly with Transnational Organised Crime, Border Security, and Pacific Resilience and Security. s 6(a)

### *The sector has policy and legislative reform underway*

- 6 To deliver the Strategy's *right policies, systems, and laws*, the sector is working to fill policy and legislation gaps. Specifically:

s 6(a)



- 6.1 *Radio frequency review:* Radio frequency (RF) is a particularly useful technology for surveillance because it is inexpensive and commonly used by mariners. <sup>s 9(2)(f)(iv)</sup>

- 6.2 *Maritime review:* The Ministry of Transport and Maritime New Zealand are working together to improve maritime legislation by seeking approval from the Associate Minister of Transport to undertake targeted amendments to the Maritime Transport and Maritime Security Acts. Approval to undertake the amendments would improve our ability to deliver security outcomes. <sup>s 9(2)(f)(iv)</sup>

Amending legislation will allow us to be more efficient and cost effective in meeting our search and rescue obligations for these vessels, as well as providing benefits for the wider regulatory system including border security.

#### *Engaging with overseas partners*

- 7 With maritime threats emanating beyond New Zealand's borders, engaging with maritime security partners is critical to the Strategy. Whilst the focus of our engagement remains the Five Eyes because of our access to their intelligence feeds, advice and capabilities, engagement with the Pacific is rapidly becoming an area of focus. This cooperation supports efforts to take appropriate action before threats can impact New Zealand.

#### *Engaging with New Zealanders*

- 8 To support the National Security Strategy's priority *Working Together*, which recognises the importance of the public contributing to national security, the sector engages with the New Zealand public. This occurs through single-agency engagement programmes and sector-wide activity. That activity includes the publication of the Guide to New Zealand's Maritime Security Arrangements<sup>4</sup> this year, and the triennial Maritime Security Symposium (13 June).

#### *Measuring Strategy Implementation*

- 9 To support accountability, we are measuring the Strategy's implementation, as depicted at Annex D. <sup>s 6(a)</sup>

### **The Maritime Security Strategy in action**

- 10 The Strategy identified three investments. The **People** investment was funded by Budget 23, so we now have a three-person secretariat<sup>5</sup> based at the Ministry of Transport and a ten-person<sup>6</sup> National Maritime Coordination Centre<sup>7</sup> based at Headquarters Joint Forces New Zealand in Trentham.
- 11 Budget 24 funded the **Systems** investment to improve our maritime domain awareness through Starboard, a world-leading application. Created for the New Zealand context with

<sup>s 6(a)</sup>

<sup>4</sup> Available here: <https://www.transport.govt.nz/assets/Uploads/Guide-to-NZ-Maritime-Security-Arrangements.pdf>

<sup>5</sup> Provides the National Strategic Coordinator, governance support, implementation of the Strategy and policy development.

<sup>6</sup> Plus a further two FTE funded through Budget 2023.

<sup>7</sup> Responsible for provision of All-of-Government Maritime Domain Awareness and coordination of capabilities.



maritime security agencies, it harnesses machine learning and artificial intelligence to compensate for limited numbers of people. This system will help achieve the key outcomes under the Strategy's *Understand* pillar: understanding of our extensive maritime area, ensuring that New Zealand agencies are well placed to prevent or respond to threats that could impact our security.

- 12 At the same time, we have renegotiated the All of Government contract with Kordia (a New Zealand State-Owned Enterprise) for the coastal receivers that detect the globally mandated Automatic Identification System which provides accurate location data for most vessels off our coast. s 9(2)(i) replaces the life expired equipment and future proofs the service by upgrading to a transmit capability allow agencies to issue tailored, local, safety and security messages. s 9(2)(i) s 9(2)(i)

#### Tools investment

- 13 The sector's next focus is developing options for the **Tools** investment which are the surveillance and response capabilities required to deliver effective governance of our area, and to bolster our role in our region's maritime security.
- 14 The sector has been working since the Strategy's publication to explore the role of technology in delivering surveillance and response capabilities. See Annex E.

- 15 s 9(2)(f)(iv)  
s 6(a)

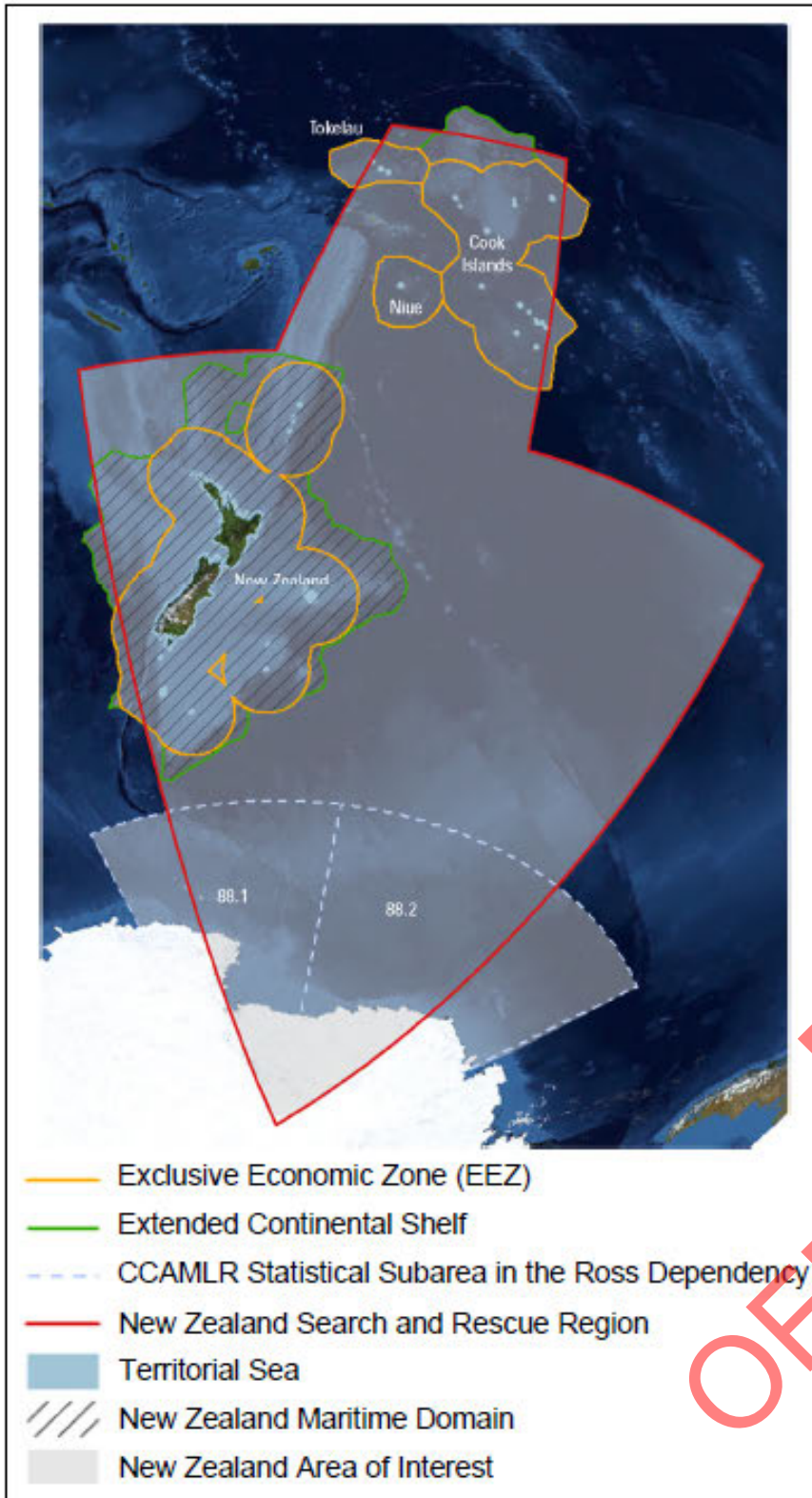
- 16 s 9(2)(f)(iv)
- 17

#### Next Steps

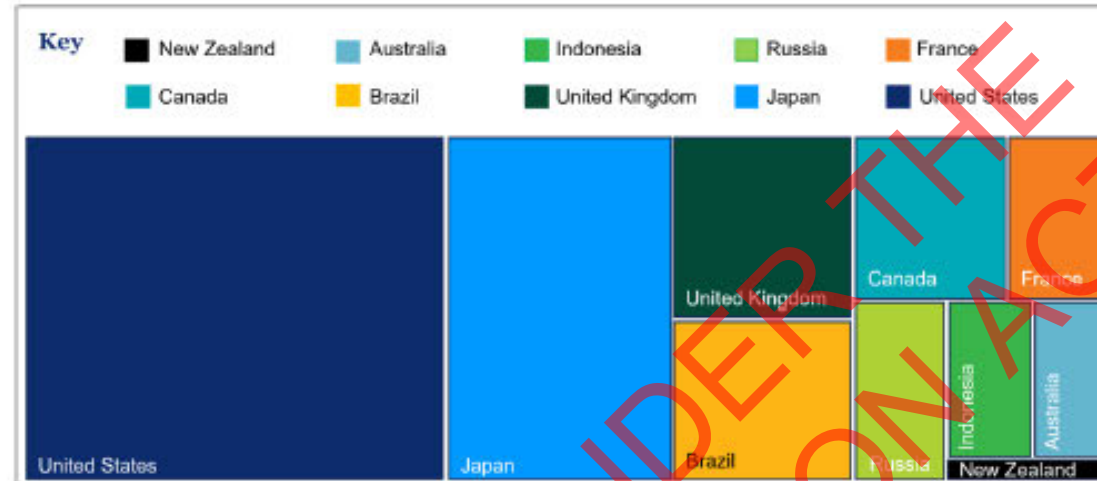
- 18 s 9(2)(f)(iv)

## Annex A: Understanding the New Zealand Maritime Domain and Area of Interest

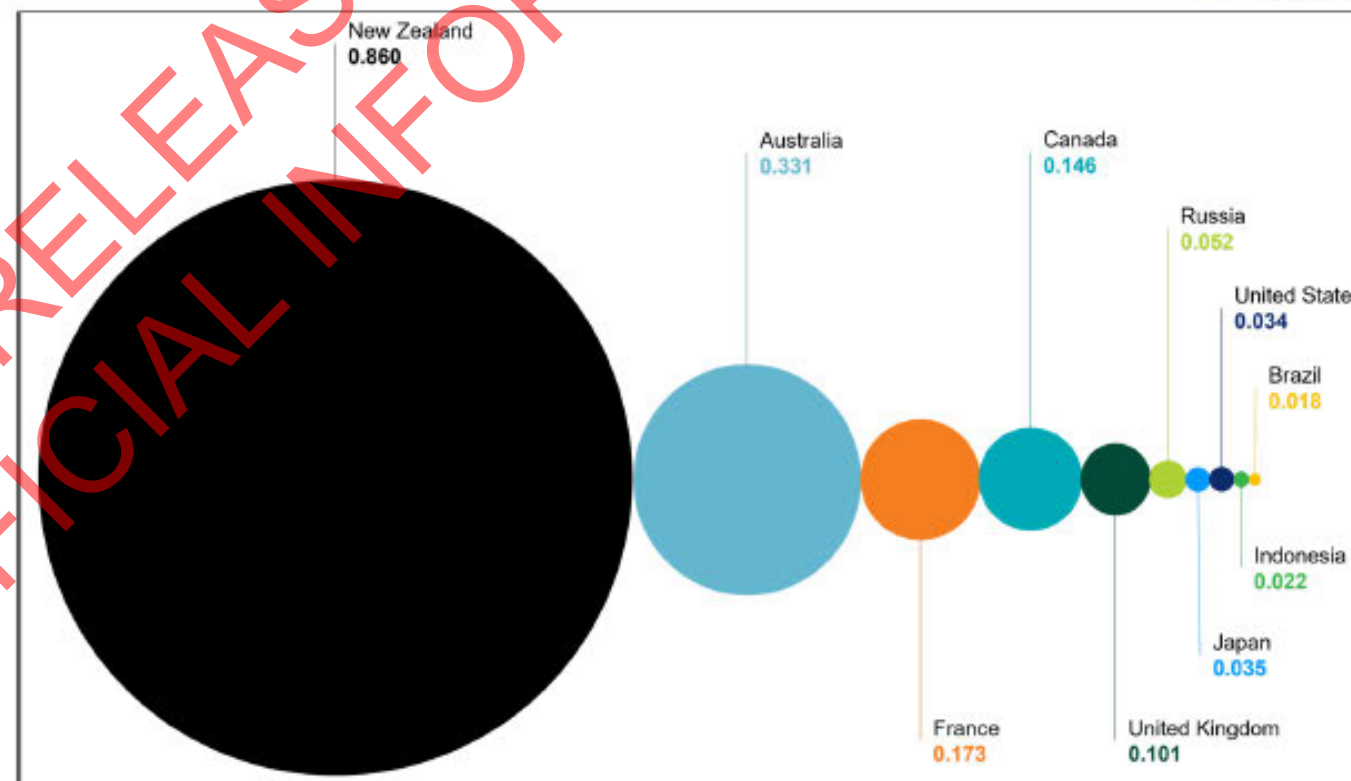
Our area of interest covers over 40,000,000km<sup>2</sup>. This is 1/12<sup>th</sup> of the globe and is 10 times the size of the South China Sea.



Compared to other nations with large maritime areas, we have the lowest GDP per square kilometre of EEZ.



Using the same countries, we also have the lowest population density per square kilometre of EEZ, where there is one New Zealander per 0.860km<sup>2</sup>.



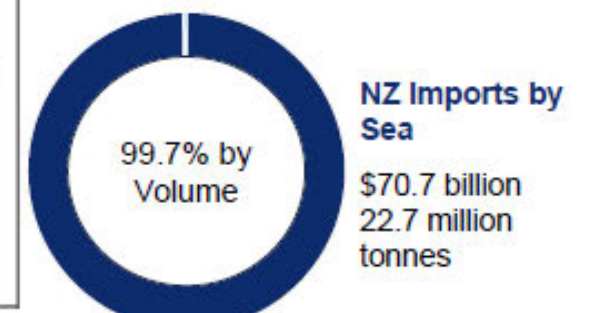
Total Maritime Economic value = \$7 Billion

- This includes 38,646 wage and salary earners.
- \$2.8 billion is indirectly contributed to the New Zealand Economy



- Shipping (\$2.08B – 49.6%)
- Fisheries and Aquaculture (\$1.02B – 24.2%)
- Offshore Minerals (\$660M – 15.8%)
- Marine Services (\$300M – 7.2%)
- Marine Tourism and Recreation (\$120M – 2.9%)
- Government and Defence (\$12.6M – 0.3%)

New Zealand relies on the sea to trade

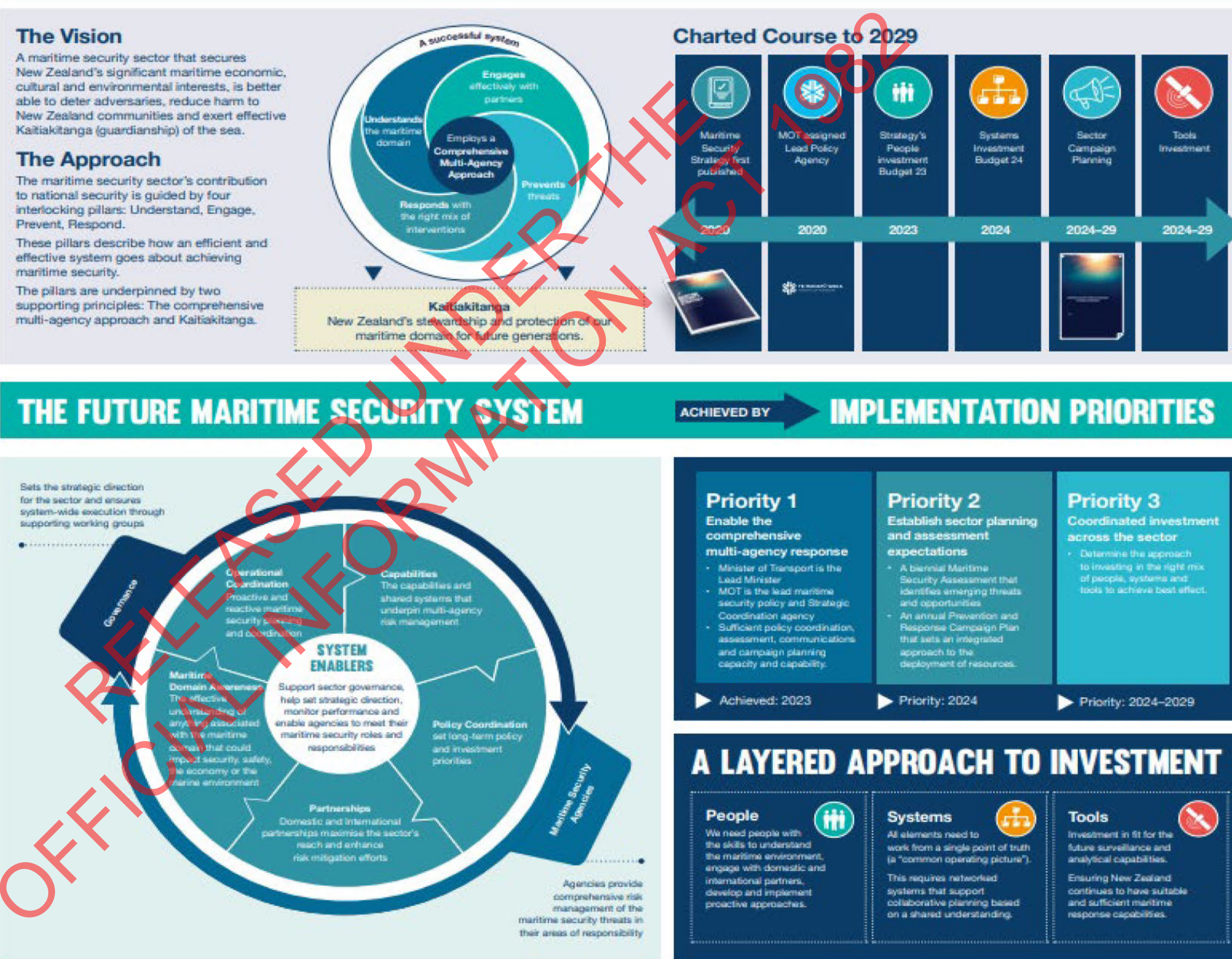


Intentionally Left Blank

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982



## Annex B: Overview of the Maritime Security Strategy





# ROLES AND RESPONSIBILITIES

This table is provided as a guide and is likely to evolve as lessons are identified during real world issues and government sponsored exercises. Suggestions for amendment will be considered by MSOC for occasional Strategy amendments.

	THREAT / INTEREST	POLICY / STRATEGY		INTELLIGENCE		OPERATIONAL DELIVERY	
		LEAD	SUPPORT	LEAD	SUPPORT	LEAD	SUPPORT
SECTOR GOVERNANCE AND COORDINATION	Maritime Security	Ministry of Transport	MSOC Agencies	NMCC	MSOC Agencies	Maritime Security Agencies	NMCC
MARITIME SECURITY THREATS AND INTERESTS	Prohibited Imports and Exports	NZ Customs	NZ Police, NZIC, MFAT, DPMC, MOD	NZ Customs	NZIC, NZ Police, NDIB, MBIE, NZDF, MNZ, GNZ, NMCC, ITOC	NZ Customs	NZ Police, NMCC, MNZ, ITOC
	Prevention of a maritime mass arrival	MBIE (INZ)	DPMC, MOD, NZDF, MFAT, NZ Customs, NZIC, Police, MOH	MBIE	NZIC, MFAT, NZ Police, NZ Customs, NZDF, GNZ, NMCC, MOH	MBIE (INZ)	MFAT, NZDF, NZ Customs, NZ Police, NMCC, RCCNZ, MNZ
	Response to a maritime mass arrival in New Zealand	MBIE (INZ)	DPMC, MOD, NZDF, MFAT, NZ Customs, NZIC, MOH	MBIE	NZIC, MFAT, NZ Police, NZ Customs, NZDF, GNZ, NMCC, MOH	MBIE (INZ)	NZDF, NZ Customs, NZ Police, NMCC, RCCNZ, MOD; Health, MPI, MOJ, Corrections, MSD, Oranga Tamariki, MFAT, MNZ
	Biosecurity	MPI	DPMC, MOD, MFAT, MFE, MNZ	MPI	NZIC, NZ Police, NZ Customs, NZDF, GNZ, NMCC, MNZ	MPI	NZDF, NZ Police, EPA, MNZ, NMCC, MNZ
	Illegal, Unregulated and Unreported fishing	MPI	DPMC, MOD, MFAT, MFE	MPI	NZIC, NZ Police, NZ Customs, NZDF, GNZ	MPI	NZDF, MNZ, NMCC
	Illegal or poorly regulated exploitation of non-living resources	MFE	MBIE, MFAT, MOD, EPA, NZ Police, MNZ	EPA	NMCC, MFAT, MBIE, GNZ, NZ Police	EPA	NMCC, NZ Police, NZDF, MNZ, local authorities
	Threats to protected species	DOC	NZ Police, MFAT, MFE, MOD	DOC	NMCC, MFAT, NZ Police, MPI	DOC	NMCC, NZ Police, NZDF
	Illegal activity in protected areas	DOC	NZ Police, MFAT, MFE, MOD, MPI, MOT	DOC	NMCC, MFAT, NZ Police, MPI, MNZ	DOC	NMCC, NZDF, NZ Police, MPI, MNZ
	Illegal interference of Maritime Infrastructure	MBIE	NZ Police, MFE, MFAT, DPMC, MOD, MNZ	NZ Police	NMCC, NZIC, MNZ, MBIE	NZ Police	NMCC, NZDF, NZ Police, MNZ, NZ Customs
	Piracy, robbery, violence in international waters	MOT	MFAT, NZ Police, NZDF, MOD, MNZ	NZIC	NZ Police, DPMC, NZ Customs, NZDF, MPI	NZDF	NZ Police, NMCC
	Crime in territorial waters	MOJ	NZDF, DPMC, MFAT, MOD, MNZ, NZ Police	NZ Police	NZ Police, DPMC, NZ Customs, MPI	NZ Police	NZDF, NZ Customs, NMCC
	Security threats to Ports or NZ Flagged Vessels	MOT	MNZ, NZ Police, NZDF, NZIC, DPMC, MOD	MNZ	NZ Police, NZIC, NZDF, NZ Police, NMCC	MNZ	NZDF, NZ Police, NZ Customs, NMCC
	Illegal marine pollution	MOT	MNZ, MBIE, DOC, MPI, NZ Police, MFE	MNZ	EPA, NMCC, NZ Police, NZDF, DOC, MPI	MNZ	EPA, NMCC, NZ Police, NZDF, DOC, MPI, local authorities
	Maritime Safety and Emergencies (including oil response)	MOT	DPMC, NEMA, MOD, NZDF, MFAT, MFE, FENZ, MBIE	MNZ	MPI, MBIE, EPA, RCCNZ, NMCC, GNZ, FENZ	MNZ	NZDF, EPA, RCCNZ, MPI, NEMA, Emergency Task-Force (MFAT), local authorities, FENZ
	Maritime Search and Rescue	MOT	NZSAR Secretariat, MNZ, NZ SAR Council, NZDF, MFAT, MFE, NZ Police, MOD	MNZ	RCCNZ, NMCC, NZDF	RCCNZ	NZDF, NZ Police, MNZ, NMCC, local authorities
	Defence of New Zealand's sovereignty and territorial integrity	MOD	NZ Police, NZDF, NZIC, DPMC, MFAT, MOD	NZDF	NZIC, DPMC, MFAT, GNZ	NZDF	NZ Customs, NMCC, NZ Police
	Promotion and Support of the Maritime Rules Based Order	MFAT	DPMC, MOD, MFE, MPI, NZ Customs, MNZ	NZIC	NZDF, MFAT, DPMC, NZ Customs, MNZ, NMCC	Maritime Security Agencies	NMCC, HQJFNZ
	South Pacific	MFAT	DPMC, MOD, MFE, MPI, NZ Customs, NZ Police, MOT	NZIC	NZDF, NZ Police, DPMC, MPI, NZ Customs, NMCC	Maritime Security Agencies	RCCNZ, HQJFNZ, Emergency Task-Force (MFAT), NMCC
	Southern Ocean	MFAT	DPMC, MOD, MFE, MPI, NZ Customs, Antarctic NZ, NZ Police	NZIC	MPI, NZDF, Antarctic NZ, NMCC	Maritime Security Agencies	RCCNZ, HQJFNZ, NMCC

## POLICY LEAD

The Agency responsible for administering the most relevant legislation and providing policy advice to the Executive Branch.

## INTELLIGENCE LEAD

The Agency responsible for ensuring that the National Security System and lead policy agency is across relevant threats, hazards and levels of risk.

## OPERATIONAL LEAD

The main agency responsible for leading and coordinating the operational (on the ground action) response.

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982



Annex D: Measuring the Maritime Security Strategy

Measuring the Maritime Security Strategy

s 6(a)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

## Annex E: Examples of Maritime Sector Innovation and Technology

s 6(a)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982



Document 5

12 June 2024

OC240505

**Hon Simeon Brown**

**Action required by:**

**Minister of Transport**

Friday, 21 June 2024

cc Hon Nicola Willis

Minister of Finance

## **LOWER NORTH ISLAND RAIL INTEGRATED MOBILITY PROGRAMME FUNDING PACKAGE**

### **Purpose**

This briefing seeks:

- your approval, along with that of the Minister of Finance, to drawdown the tagged operating contingency of \$455.4 million for the Lower North Island Rail Integrated Mobility Programme (Programme)
- your approval of the attached Programme funding agreement.

### **Key points**

- In Budget 2023, the previous Government established a tagged operating contingency of \$455.4 million for the Programme. Alongside the tagged contingency funding, the New Zealand Transport Agency (NZTA) has agreed to contribute a further \$347.5 million from the National Land Transport Fund. Greater Wellington Regional Council (GWRC), and Horizons Regional Council (Horizons) will fund the remaining \$71 million.
- There are steps that you and the Minister of Finance must undertake to release the tagged contingency and to establish a Vote Transport multi-year appropriation. The funding agreement can not be signed until this has occurred.
- We have developed a funding agreement that sets out the terms by which the Government and NZTA will provide funding to GWRC and KiwiRail for the purposes of delivering the Programme.
- We have updated the funding agreement to reflect your expectations the Programme has a strong value for money focus. The Parties involved in the Programme have agreed in-principle to the updated funding agreement. GWRC has also signalled that we will be able to review the Request for Proposal to ensure that it meets your additional value for money and train technology expectations.



## Recommendations

We recommend you:

Minister of Transport    Minister of Finance

### *Funding Agreement*

- 1 **note** the Parties involved in the Lower North Island Rail Integrated Mobility Programme (Greater Wellington Regional Council, Horizons Regional Council, Ministry of Transport, the New Zealand Transport Agency and KiwiRail) have agreed in-principle to the funding agreement, pending your approval as the Minister of Transport;
- 2 **approve** the funding agreement for the Lower North Island Rail Integrated Mobility Programme subject to the Minister of Finance's approval of the recommendations below to draw down the contingency; Yes / No

### *Tagged contingency*

- 3 **forward** this briefing to the Minister of Finance seeking her agreement to the recommendations below; Yes / No
- 4 **note** that in Budget 2023, Cabinet established a tagged operating contingency of \$455.4 million for the Lower North Island Rail Integrated Mobility Programme (Programme); that is contingent on Greater Wellington Regional Council and Horizons Regional Council demonstrating their ability to pay their local share of the Programme and other associated metropolitan rail costs, and contingent on a process established to manage potential cost overruns;
- 5 **note** that Greater Wellington Regional Council and Horizons Regional Council have demonstrated their ability to pay their respective local shares through reflecting their contributions in their 2024-2034 Long Term Plans;
- 6 **note** that the Funding Agreement specifies the process for releasing funding to Councils and the processes for managing cost overruns;
- 7 **agree** that the conditions of the tagged contingency noted in recommendation 4 above have been met, the contingency to be drawn down; Yes / No    Yes / No
- 8 **agree** to draw down the tagged operating contingency for the Programme into Vote Transport; Yes / No    Yes / No
- 9 **note** that in Budget 2023 Cabinet agreed that, when drawing down the tagged contingency noted in recommendation 4 above, the Minister of Transport and Minister of Finance may establish new appropriations as necessary;
- 10 **agree** to establish the following new multi-year appropriation in Vote Transport, to run from 2024/25 to 2028/29; Yes / No    Yes / No

Vote	Appropriations Minister	Title	Appropriations Administrator	Type	Scope
Transport	Minister of Transport	Lower North Island Rail Passenger Rail Network Improvements - Local Council Grant MYA	Ministry of Transport	Non-Departmental other expense	The appropriation is limited to expenditure on the lower North Island passenger rail network for activities carried out by the Greater Wellington Regional Council and Horizons Regional Council.

- 11 **approve** the following changes to appropriations to give effect to recommendation 7 above with the corresponding impact on the operating balance and net core Crown debt; Yes / No Yes / No

Vote Transport Minister of Transport	\$m (increase/(decrease))	
	2024/25 -2027/28	2028/29
Non-Departmental Output Expense: Rail - Maintenance and Renewal of the Rail Network (2024-27) (MYA).	s.9(2)(b)(ii)	
Non-Departmental Output Expense: Lower North Island Rail Passenger Rail Network Improvements – Local Council Grant MYA		
<b>Total Operating</b>		

- 12 **agree** that the expenses incurred in recommendation 8 above be charged against the tagged operating contingency described in recommendation 4 above; Yes / No Yes / No
- 13 **note** that, following the adjustment detailed in recommendation 8 the tagged operating contingency described in recommendation 4 above will be exhausted and therefore closed;
- 14 **note** that the indicative spending profile for the new multi-year appropriation described in recommendation 8 above is as follows:

Indicative annual spending profile	\$m (increase/(decrease))				
	2024/25	2025/26	2026/27	2027/28	2028/29
Rail - Maintenance and Renewal of the Rail Network (2024-27) MYA	s 9(2)(b)(ii)				
Lower North Island Rail Passenger Rail Network Improvements – Local Council Grant MYA					

- 15 **agree** that the proposed change to appropriations above be included in the 2024/25 Supplementary Estimates and that, in the interim, the increase be met from Imprest Supply. Yes / No Yes / No
- 16 **note** that the Chief Executive of the Ministry of Transport will sign the funding agreement for the Lower North Island Rail Integrated Mobility Programme under delegated authority once all of the recommendations above have been approved.

Hon Nicola Willis  
Minister of Finance

..... / ..... / .....



David Wood  
Deputy Chief Executive, Investment and Monitoring

..... / ..... / .....

Hon Simeon Brown  
Minister of Transport

..... / ..... / .....



**Minister's office to complete:**☐ Approved☐ Declined☐ Seen by Minister☐ Not seen by Minister☐ Overtaken by events**Comments****Contacts**

Name	Telephone	First contact
David Wood, Deputy Chief Executive, Investment and Monitoring	s 9(2)(a)	✓
Bev Driscoll, Manager, Rail		
Alex Voutratzis, Principal Adviser, Rail		



## LOWER NORTH ISLAND RAIL INTEGRATED MOBILITY PROGRAMME FUNDING PACKAGE

### Background: seeking further assurance from the Programme

#### *Engagement with officials*

- 1 You have sought further assurance from the Ministry of Transport (Ministry) and Greater Wellington Regional Council (GWRC) about the value for money of the train technology associated with the Lower North Island Rail Integrated Mobility Programme (the Programme).
- 2 You have also sought to make changes to the Request for Proposal (RFP) process for the new trains, and to strengthen the role the Ministry will have in the process.
- 3 We have previously provided you advice on these issues and other policy considerations [OC240523, OC240505, and OC240137 refers].

#### *Meeting with the Chair of Greater Wellington Regional Council and subsequent communications*

- 4 On 9 May 2024, you met with the Chair of GWRC, Daran Ponter [OC240446 refers]. The meeting enabled you to seek assurances on the proposed RFP process from GWRC and Horizons.
- 5 s 9(2)(b)(ii) 
- 6 The meeting also provided you an opportunity to stress test the patronage forecasts on both the Manawatū and Wairarapa Lines, and by extension the farebox recovery on these services (particularly on the Manawatū Line). Chair Ponter emphasised his support for the patronage forecasts in the Detailed Business Case (DBC) that provide the basis for the proposed increase in service levels.
- 7 On 10 May Chair Ponter wrote to you, seeking to address your concerns about the s 9(2)(b)(ii) .
- 8 On 31 May 2024, you responded in writing to Chair Ponter, advising that before you sign the funding agreement, you need written assurance from GWRC that it:

8.1 s 9(2)(b)(ii) 

8.2 

8.3 s 9(2)(b)(ii)

- 9 Chair Ponter wrote to you again on 7 June 2024, and noted his commitment to confirm that in his view, the Programme delivers on the points outlined in 8.1-8.3. The Chair, as requested by you, also outlined the expected travel time savings of:

9.1 a 15-minute saving on the Wairarapa line (giving an 89 min total journey time)

9.2 no travel time savings on the Manawatū line – but noting the increased service levels.

- 10 A copy of Chair Ponter's 7 June letter is attached as Annex 2.

### Updating the funding agreement

- 11 We have made changes to the funding agreement (see Annex 1) to hold GWRC to account on the undertakings provided in Chair Ponter's letters. We have designed these changes to:

11.1 s 9(2)(b)(ii)

11.2 ensure GWRC will prepare a Programme benefit realisation evaluation report within three years of the new services commencing

11.3 s 9(2)(b)(ii)

### *Strengthening the role of the Ministry in the RFP process*

- 12 Your 31 May letter to Chair Ponter, set out your directive that GWRC can only release the RFP once there is mutual agreement between the Ministry, Horizons and GWRC on its content.
- 13 We are meeting with GWRC to review the RFP on Thursday, 20 June. As part of this review process, we will utilise the procurement expertise of NZTA to assist us. We are conscious of the RFP timeframes and the need for GWRC to go to market within the next two months.

### *Ensuring ongoing value for money*

- 14 We note your concerns about whether the proposed increase in the level of service that the DBC outlines will eventuate. We share your concerns, particularly in relation to the Manawatū Line, and whether there is robust justification for the proposed fivefold increase in services a week [OC240446 refers].
- 15 To partly address these concerns, we have amended the funding agreement to ensure that the Programme benefit realisation evaluation report includes a demand and utilisation analysis for each line [clause 8.6 refers]. This will validate the value for money from the Programme and inform future changes to levels of service, within

three years of the new trains commencing services to the public. GWRC will lead the development of this report.

- 16 If patronage growth is low, GWRC will have the option to redeploy the new trains to the wider Wellington metro network. This option reinforces your key priority that the Programme must deliver value for money.
- 17 The new clause, outlined in paragraph 15 above, is in addition to existing clause 6.4a that requires a cost and scope review by the Parties of the Programme (the Ministry, NZTA, KiwiRail, GWRC and Horizons) prior to the signing of the RFP. s 9(2)(b)(ii)

s 9(2)(b)(ii)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

s 9(2)(b)(ii)



## Releasing the tagged contingency

- 25 Budget 2023 established the process where the Minister of Transport and the Minister of Finance can draw down the tagged contingency, subject to their joint satisfaction that:
- 25.1 GWRC and Horizons can demonstrate their ability to pay their local share of the Programme and other associated metropolitan rail costs
- 25.2 there is a process established to manage potential cost overruns.
- 26 Both GWRC and Horizons identified through their draft 2024-2034 Long-term Plans that the Programme is a high priority. Through this signalling, we believe that both councils have demonstrated their ability to pay their local share of the Programme and other associated rail costs.
- 27 Clauses 6.4 a-c of the funding agreement sets out clear processes and expectations to rescope the Programme in the event of cost overruns. This approach is to ensure every effort is made to mitigate any call for additional Crown funding over and above the tagged contingency. The Ministry will also be active participants in the LNIRIM Governance Group and will push for any potential cost overruns to be effectively managed by rescoping the Programme.
- 28 The Treasury is satisfied that the conditions of the drawdown have been met.

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

## **ANNEX 1- FUNDING AGREEMENT**

## **ANNEX 2 JUNE 7, 2024, LETTER FROM CHAIR PONTER**

Annex 1 is withheld under section 9(2)(b)(ii)

Annex 2 is refused under section 18(d) as it is available online: <https://www.gw.govt.nz/assets/Documents/2024/08/Response-to-Minister-of-Transport-7-June-2024-Redacted.pdf>

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

26 June 2024

OC240719

**Hon Simeon Brown**  
**Minister of Transport**

## MEETING WITH CENTREPORT

### Snapshot

CentrePort has asked to meet with you to discuss New Zealand's freight and supply chain, energy provision/consumption, the Cook Strait ferries, and the linkages between these three areas.

<b>Time and date</b>	4.50 – 5.20pm, 27 June 2024
<b>Venue</b>	EW 5.1
<b>Attendees</b>	Anthony Delaney, CentrePort Chief Executive
<b>Officials attending</b>	Rory Sedgley, Principal Advisor Freight and Supply Chain.
<b>Agenda</b>	<ul style="list-style-type: none"> <li>• New Zealand's freight and supply chain</li> <li>• Energy provision/consumption</li> <li>• The Cook Strait ferries</li> <li>• The linkages between the above three areas.</li> </ul>
<b>Talking points</b>	Talking points are provided in Annex 1.

### Contacts

Name	Telephone	First contact
Siobhan Routledge, Acting Deputy Chief Executive	s 9(2)(a)	
Marian Willberg, Manager Freight and Supply Chain		✓

## Meeting with CentrePort

### Key points

CentrePort has requested to meet with you to discuss New Zealand's freight and supply chain, energy provision/consumption, the Cook Strait ferries, and the linkages between these three areas.

Officials do not know whether CentrePort has a more specific connection or proposal to discuss with you in relation to these topics. Background on each point is provided below and suggested talking points are provided in Annex 1. Officials anticipate that the Cook Strait connection will be CentrePort's priority area for discussion.

### Background

- 1 CentrePort is jointly owned by Greater Wellington Regional Council (77%) and Horizons Regional Council (23%). In addition to CentrePort's key role in the national freight system as the North Island terminus for the Cook Strait ferries, it also operates as a container port, a log export port, and a vehicle import port, and plays an important role in fuel distribution for the lower North Island.

### Cook Strait

- 2 CentrePort is aware that the Ministerial Advisory Group (MAG) has recently provided its advice to Ministers on key matters related to Ministers' choices for potential replacement Cook Strait ferries and transitioning replacement ferries into service.
- 3 The MAG recommended that the Government s 9(2)(f)(iv)  
[REDACTED]  
[REDACTED] as a result of receiving advice from the MAG and the Ministry of Transport.
- 4 In a submission to the MAG, CentrePort noted that in order for it s 9(2)(b)(ii)  
[REDACTED]

s 9(2)(b)(ii)  
[REDACTED]



s 9(2)(b)(ii)

- 5 It is clear from the above request that CentrePort's preference is to s 9(2)(b)(ii)
- 6 CentrePort has also advised that it would work to provide port and landside infrastructure for a single user RoPax ferry operator based at Kaiwharawhara as an immediate focus and in parallel, with stakeholders, plan and deliver a multi-user ferry terminal facility as a long-term solution. CentrePort has been a long standing proponent of a multi-user ferry terminal and will likely raise this with you.
- 7 We recommend you note that the priority for the Government is replacing the current aging vessels and that Cabinet is unlikely to support a multi-user ferry terminal in the short to medium term.
- 8 CentrePort will likely also raise that s 9(2)(b)(ii)
- CentrePort may want to understand how long you expect the existing infrastructure will be required for. You could note that recent advice from a third party (Det Norske Veritas) suggested that the existing ferries could continue to safely operate until 2029 and your expectation is that KiwiRail will continue to maintain the ferries to a safe level until then.
- 9 CentrePort is also aware that the Ministry was tasked with reviewing the conditions that need to be in place to ensure a resilient Cook Strait connection and identifying significant impediments to a market response in the hypothetical event that KiwiRail decide to exit the market. Ministry officials met with and toured CentrePort in preparation of its advice.
- 10 s 9(2)(f)(iv)
- . We recently provided you with our concluding advice on what options are available to the Government to maintain a resilient Cook Strait connection.
- 11 You could note to CentrePort that the Ministry's advice will be released to the public in due course, but Cabinet must first consider it and take decisions.

### ***Energy Provision/consumption***

- 12 CentrePort has positioned itself as an industry-leader in lowering emissions. Recent projects include:

- 12.1 Introduction of fully electric container movement vehicles in 2020, drawing on a \$15 million green credit facility from New Zealand Green Investment Finance
- 12.2 A \$5 million investment (including \$0.5 million support from the Energy Efficiency and Conservation Authority (EECA)) to trial shore power at CentrePort. This was originally intended to enable StraitNZ Bluebridge ferries to connect to shore-power at Kings Wharf. StraitNZ has since cancelled its project to hybridise its ferries, so EECA and CentrePort are rescoping the project to allow trialling the shore power facility with CentrePort's Kōkako refuelling vessel. <sup>s 9(2)(b)(ii)</sup>
- 12.3 A \$3 million project (including \$0.5 million support from EECA) to demonstrate the ability for the largest heavy electric vehicles to operate a closed loop supply chain, transporting 40-foot containers between Whanganui and Wellington. The project is progressing well.
- 13 Officials understand that CentrePort may be interested in wider opportunities for electrification and improved energy efficiency at the port and in the wider port area, including via electrical connections between the CentrePort facility and the Kaiwharawhara substation. CentrePort may highlight some of the co-ordination challenges involved given the parties involved sit across the maritime, freight and energy sectors.

### ***Freight and Supply Chain***

- 14 CentrePort operates a network of hubs in New Plymouth, Whanganui, Palmerston North, Wairarapa and Marlborough for various sectors (including container and bulk cargo and logging) with operations connecting markets by road and rail.
- 15 CentrePort has been generally supportive of the strategic priorities in the draft Government Policy Statement on land transport 2024 (draft GPS), while emphasising the need for a multi modal transport network that provides transport users and operators with choice in the supply chain. CentrePort's submission on the draft GPS expressed support for:
- 15.1 growing coastal shipping to add diversity to the New Zealand supply chain
- 15.2 Roads of National Significance (RoNS) in the Lower North Island to improve the efficiency of freight and passenger transport through central New Zealand, including between islands
- 15.3 investment in passenger rail including to provide benefits for rail freight capacity as part of a multi modal system that is more resilient and efficient.
- 16 CentrePort also submitted that investment in RoNS should realise the higher payloads of modern trucks, to improve cargo utilisation and reduce carbon emissions.
- 17 CentrePort may ask about the Freight and Supply Chain Strategy released by the previous government in August 2023. There was extensive stakeholder engagement throughout the Strategy's development and the research and analysis of the long-term challenges to New Zealand's freight and supply chain system has provided

helpful insights. Specific actions and priorities to support the sector are still to be clarified.

- 18 CentrePort may have insights to share about current challenges facing New Zealand's freight and supply chain sector. Although exports are flat and imports are down, productivity at some ports continues to be a challenge. Officials understand that impacts from disruption in the Red Sea are becoming more apparent globally, with overseas ports experiencing congestion. New Zealand ports can struggle to have the flexibility and capacity to accommodate ships arriving outside of berthing windows, with the effect that ships are losing further time in New Zealand ports. CentrePort has more capacity than most New Zealand ports, and has a reputation for good productivity performance, but delays at one port can cascade through the wider supply chain.

## Biographies

### Anthony Delaney, Chief Executive, CentrePort



Anthony was appointed CentrePort CE in May 2022, having previously held the roles of General Manager Regeneration and General Manager Infrastructure and Environment since joining CentrePort in 2016. He has acted as a Project Director on major infrastructure projects in both Australia and New Zealand. Anthony is experienced in the planning and delivery of projects, and the asset management of large-scale infrastructure businesses. He has a civil engineering degree, and a Bachelor of Commerce, from the University of Wollongong.

## Annex 1: Talking Points

### Cook Strait

- The Ministerial Advisory Group (MAG) recently provided its advice to Ministers on key matters related to Ministers' choices for potential replacement ferries and transitioning replacement ferries into service.
- The details of infrastructure investment to support replacement ferries are under active consideration, but we want to take a collaborative approach to working with the ports. I appreciate that a no-surprises approach will greatly benefit the port when it comes time to construct new terminals.
- Cabinet will consider what options are available to the Government to maintain a resilient Cook Strait connection in the long term.
- The Government's priority is to replace the current aging vessels. It is unlikely that we would financially support a multi-user ferry terminal in the short to medium term.

### *In case you are asked about emergency response capability*

- Budget 2024 provided funding for the Ministry of Transport and Maritime NZ to progress the completion of a Business Case and Cabinet paper by December 2024 looking at emergency ocean response capability options.
- Budget 2024 also included a tagged operating contingency for implementing the preferred option of the emergency ocean response capability business case s 9(2)(f)(iv)

### Energy Provision/consumption

- **Questions:** How have CentrePort's decarbonisation plans been affected by the cancellation of IReX? From your perspective, what is the role for Government?

### Freight and Supply Chain

- The GPS is currently being finalised and will be released before 1 July 2024. Rail investment remains within the GPS but will no longer be cross subsidised with revenue from road users. Investment in rail is outlined in the draft GPS, and additional funding for the rail network has been secured through Budget 2024 for this purpose. Through Budget and GPS 2024 rail will be receiving \$3 billion of funding over the next four years.
- The focus of this Government is on supporting businesses to be productive.
- **Question:** Outside of funding and the actions in the GPS, what do you think government should or could be doing to improve the productivity of our freight and supply chain systems?





Document 9

7 June 2024

OC240554

Hon Simeon Brown

Action required by:

Minister of Transport

Friday, 14 June 2024

## TOTAL MOBILITY SCHEME REVIEW - NEXT STEPS

### Purpose

Update you on progress with reviewing the Total Mobility scheme, s 9(2)(f)(iv)

### Key points

s 9(2)(f)(iv) and s9(2)(g)(i)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

s 9(2)(f)(iv) and s9(2)(g)(i)

**Recommendations**

We recommend you:

9(2)(f)(iv)

*Siobhan Routledge***Siobhan Routledge  
Acting DCE, Policy Group**

7 / 6 / 24

**Hon Simeon Brown  
Minister of Transport**

..... / 05 / 24

**Minister's office to complete:**☐ Approved☐ Declined☐ Seen by Minister☐ Not seen by Minister☐ Overtaken by events**Comments****Contacts**

Name	Telephone	First contact
Jessica Ranger, Manager, Urban Development and Public Transport	9(2)(a)	✓
Whitney Adam, Senior Advisor, Urban Development and Public Transport		

## TOTAL MOBILITY SCHEME REVIEW - NEXT STEPS

**The purpose of Total Mobility is to ensure disabled people can meet their daily needs and to enhance their community participation**

- 1 Funded in partnership by central and local government, Total Mobility assists eligible people with long-term impairments to access subsidised door-to-door transport services wherever Total Mobility providers operate. Its origins date back to 1981.
- 2 Total Mobility is managed and operated by regional councils and Auckland Transport, within parameters set by central government. There are substantial regional variations in how the scheme is operated. Eligible Total Mobility users currently receive a 75 per cent subsidy on transport fares up to a maximum fare that is set by each region. This cap ranges from a maximum fare of \$7.50 in parts of Rangitikei to \$80 in Auckland and Wellington.

### **Total Mobility was last reviewed almost twenty years ago**

- 3 The Total Mobility Scheme was last reviewed from 2002 to 2005 with the intention of identifying key barriers in the scheme and recommending actions to enable better access and services. This review did not result in meaningful improvements as only a small number of the recommendations were implemented.
- 4 It is timely to look at Total Mobility for several reasons:
  - 4.1 substantial technological and societal changes have occurred since 2005
  - 4.2 New Zealand ratified the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) in 2008, which guarantees disabled people full participation in society and Article 9 includes accessible transport
  - 4.3 research published by NZTA in 2022 found Total Mobility is highly valued by users, but is sometimes an unreliable or unavailable transport option.<sup>1</sup>
- 5 The Ministry committed to review the scheme as an action in the Disability Action Plan 2019–2023. The previous Minister of Transport agreed to Terms of Reference for this review in July 2023.
- 6 The purpose of the review is to *‘investigate how this scheme operates and how it can be improved to create better outcomes for disabled people’*. The scope covers four main areas:
  - the purpose of Total Mobility
  - how Total Mobility can be more accessible for disabled people
  - how aspects of Total Mobility’s operations can be improved
  - funding mechanisms for Total Mobility.

---

<sup>1</sup> <https://www.nzta.govt.nz/assets/resources/research/reports/690/690-Transport-experiences-of-disabled-people-in-Aotearoa-New-Zealand.pdf>

s 9(2)(f)(iv)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982



s 9(2)(f)(iv)

9

## **The funding situation for Total Mobility is becoming more complex**

*Total Mobility is funded via a combination of central and local government funding*

- 10 As noted above, Total Mobility provides eligible people with a 75 percent discount on taxi rides up to a regionally adjusted cap. The 75 percent discount is made up of two separate portions:
  - 10.1 50 percent of each fare is subsidised through a combination of the National Land Transport Fund (NLTF) and local government's regional rates. Of this 50 percent, 60 percent comes from the NLTF and 40 percent via local share.
  - 10.2 25 percent of each fare is subsidised by the Crown via the Community Connect package, which is currently funded through Budget 2024/25 to 2026/27 and outyears.
- 11 The NLTF funds grants for vehicle operators to cover 60 percent of the cost to install wheelchair hoists or ramps. This increases the number of accessible vehicles for the scheme. It also provides a \$10 fee every time the hoist is used to help compensate the driver for the additional time taken to load and unload the vehicle and any assistance required.
- 12 The total amount of funding for Total Mobility for the 2023/24 financial year provided from central government was \$21.7 million via the NLTF and \$12 million via Community Connect. The local share for the 2023/24 financial year was \$12 million.

s 9(2)(f)(iv)

s 9(2)(f)(iv)

*Whaikaha has also made recent clarifications to how it funds disability support services that are likely to shift demand from services it previously funded into Total Mobility*

- 22 Whaikaha provides government disability support funding to make disabled people's lives easier and/or better. Disabled people can make choices about how they use their funding, and this is referred to as 'flexible funding'. Purchasing Rules inform what people can claim for, guided by four criteria that must be met to use funding to help buy a disability support.
- 23 In March 2024, Whaikaha made urgent changes to its Purchasing Rules to address shortfalls in disability support funding. Clarifications to the Purchasing Rules were published in April 2024, one of which allowed that *"ride and driver services can be used to support a disabled person to access services or engage with the community, where this is a reasonable and cost-effective option"*.

s 9(2)(ba)(i)

s 9(2)(ba)(i)

s 9(2)(f)(iv)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

33

s 9(2)(f)(iv)

### We can complete the review by early 2025

- 34 The current Terms of Reference set out a timeline for completing the review by late 2024, with the following milestones:

**Table 1 Milestones in the current Terms of Reference**

Action	Timing
Development of draft discussion papers with input from stakeholders	August 2023 – January 2024
First draft of discussion papers due	January 2024
Engagement with stakeholders on draft discussion papers	February – May 2024
Summary of feedback prepared and key themes shared with the Minister of Transport	June – July 2024
Final recommendations and review completed	Late 2024

- 35 The Terms of Reference also state that *“the anticipated timeframes may change throughout the course of the scheme review and any substantial changes will be communicated to stakeholders”*.

36

s 9(2)(f)(iv)

37

- 38 Table 2 outlines our proposed updated timeline for the review, subject to your agreement. This timeline will still enable us to meet the initial deadline for completing the review by the end of 2024.

**Table 2 Proposed timeline for the Total Mobility review**

Action	Proposed timing
Provide an update on proposed approach for engaging on Terms of Reference in Weekly Report	Week commencing 17 June 2024
Share refocused Terms of Reference and revised timeline for feedback with targeted stakeholders	Week commencing 24 June 2024
Final Terms of Reference for your review	Week commencing 22 July 2024



9(2)(f)(iv)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

9(2)(f)(iv)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

9(2)(f)(iv)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

9(2)(f)(iv)



RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982