



AGENDA

KiwiRail & Minister of Transport

Tuesday, 16 August 2022

2:00pm – 2:30pm

Zoom

KiwiRail Attendees:

David McLean, KiwiRail Chair
Peter Reidy, Chief Executive
David Gordon, Chief Operating Officer – Capital Projects
Helen Rogers, Group General Manager – Transformation
Angus Hodgson, Manager – Policy and Shareholder

Agenda Items		Lead
Out of Scope		
C.	Auckland Metro Programme Update	David Gordon
Out of Scope		



Ministerial Briefing

COMMERCIAL-IN-CONFIDENCE | BUDGET-SENSITIVE

To	Hon Michael Wood, Minister of Transport	11 August 2022
Cc	Hon Grant Robertson, Minister of Finance Hon Dr David Clark, Minister for State Owned Enterprises David McLean, KiwiRail Chair	
From	Peter Reidy, KiwiRail Chief Executive	

KIWIRAIL & MINISTER OF TRANSPORT MEETING – 16 AUGUST 2022

Out of Scope



C. AUCKLAND METRO PROGRAMME UPDATE

36. The Auckland Metro Joint Governance Group (AT and KiwiRail) has developed an approach to deliver the Rail Network Growth Impact Management (RNGIM) renewals. The work will require sections of the Auckland Metro Network to be sequentially closed to metro commuter services over the next two years, with the focus on completing the majority of the necessary work by the end of 2024. This timing is critical to support the forecast demand on the network following the conclusion of the CRL.
37. The approach will be recommended to the AT Board jointly by the Governance Group – meaning KiwiRail and AT executives will jointly present the option. This is expected to occur at the end of August 2022, with communications commencing to the public in the following months. The programme of extended blocks of line will not begin until late December 2022.
38. Line closures is the most efficient means of completing the majority of the work. It is a necessary component to unlock the post-CRL benefits of more frequent services, faster journey times, and more convenient service routes for Aucklanders.
39. The diagram in Appendix A provides a network map of the proposed RNGIM stages. The sequence will see the Westfield to Newmarket section addressed first, followed by the Ōtāhuhu to Britomart eastern line, and then the Papakura to Pukekohe line. The order of the following stages will be determined at a later date, and progressed in stages in 2024.
40. The line closures will impact metro commuter services. AT are currently designing alternate commuter options for the first two stages, including understanding the levels of commuter disruption.
41. Freight services will continue in and out of South Auckland, given this is the highest volume freight section in New Zealand. The cost to customers, the supply chain, and to the Auckland road network of closing the rail freight route would be prohibitive.
42. Te Huia and the Northern Explorer will continue to access The Strand during the 2023 programme of work (at least), as these services can utilise the open route without disruption to its users.
43. KiwiRail and AT are developing a detailed communications plan to ensure stakeholders understand the importance of the RNGIM work in enabling the benefits of CRL, and ensuring commuters receive timely information on disruption/alternate transport options.
44. We will provide you with a full briefing on the project, impacts and the communications approach immediately following the AT Board decision.