



AGENDA

KiwiRail & Minister of Transport

Wednesday, 20 April 2022

8:30am – 9:00am

Zoom

KiwiRail Attendees:

David McLean, Chair  
David Gordon, Acting Chief Executive  
Helen Rogers, Acting Deputy Chief Executive  
Angus Hodgson, Manager Policy and Shareholder

Agenda Items	Lead
<b>Out of Scope</b>	
B.	Auckland metro infrastructure programme
David Gordon	
<b>Out of Scope</b>	



Ministerial Briefing  
*COMMERCIAL-IN-CONFIDENCE*

To	Hon Michael Wood, Minister of Transport	14 April 2022
Cc	Hon Grant Robertson, Minister of Finance Hon Dr David Clark, Minister for State Owned Enterprises David McLean, Chair	
From	David Gordon, Acting Chief Executive Helen Rogers, Acting Deputy Chief Executive	

KIWI RAIL AND MINISTER OF TRANSPORT – 20 APRIL 2022

Out of Scope



## B. AUCKLAND METRO INFRASTRUCTURE PROGRAMME

32. KiwiRail and Auckland Transport (AT) are nearing agreement on the increased track access required for KiwiRail to deliver the Rail Network Growth Impact Management (RNGIM) catch-up renewals programme on the Auckland Metro Network. The work will require the equivalent of building 30 kilometres of new railway within an operating network.
33. **KiwiRail's proposes a significant increase in access to undertake the work, which will create disruption to commuter services.** AT management recognises this and are on board with the balance **we've** struck between service continuity and access.
34. The initial focus is on upgrading the core of the network first, which will support commissioning and the start of CRL operations. The proposed work programme will require rolling closures on parts of the network during 2023, it will:
  - a. Start at the end of 2022 during the usual Christmas/New Year block of line.
  - b. Result in a full closure on a section of the Southern Line (Westfield to Newmarket, including the Onehunga Branch Line) through to March 2023, with a mix of bus replacement and services diverted around the Eastern Line.
  - c. Move the focus to the Eastern Line for the rest of 2023 (Westfield to Quay Park), which will have single line peak services in the peak direction.
  - d. Mean KiwiRail will continue with the existing access regime for 2022, focusing on weekends and public holidays.
35. This work can be seen in Figure 3 overleaf.
36. KiwiRail and AT want to put the proposal to the AT Board in May. We also anticipate that this work will be largely completed by early 2024, before moving to the western and southern parts of the network.
37. We are taking the same collaborative approach with AT to determine the subsequent programme of work (post mid-2024). This is a concurrent focus for KiwiRail and AT over the next three months.

### *Communication*

38. KiwiRail is responsive to the shareholder expectation that we work closely with AT to remain aligned on the access required to address remedial work, and that we speak with one voice when communicating disruptions to commuters.
39. KiwiRail and AT will continue to work together on a joined-up communications approach, to ensure that passengers and the public are kept informed of disruption and that the benefits of the work - such as enabling CRL and increased train frequency - are promoted.
40. Access to the network for the NZUP Papakura to Pukekohe Electrification and the Wiri-Quay Park/Third Main projects is expected to have only minimal impact on commuter services. This is due to the planned bus replacement of the Papakura to Pukekohe diesel shuttle and the fact that the new Third Main Line between Middlemore and Wiri is being built alongside the operating rail lines. The most complex area will be around Middlemore Station and KiwiRail will work closely with AT and Middlemore Hospital to manage this.

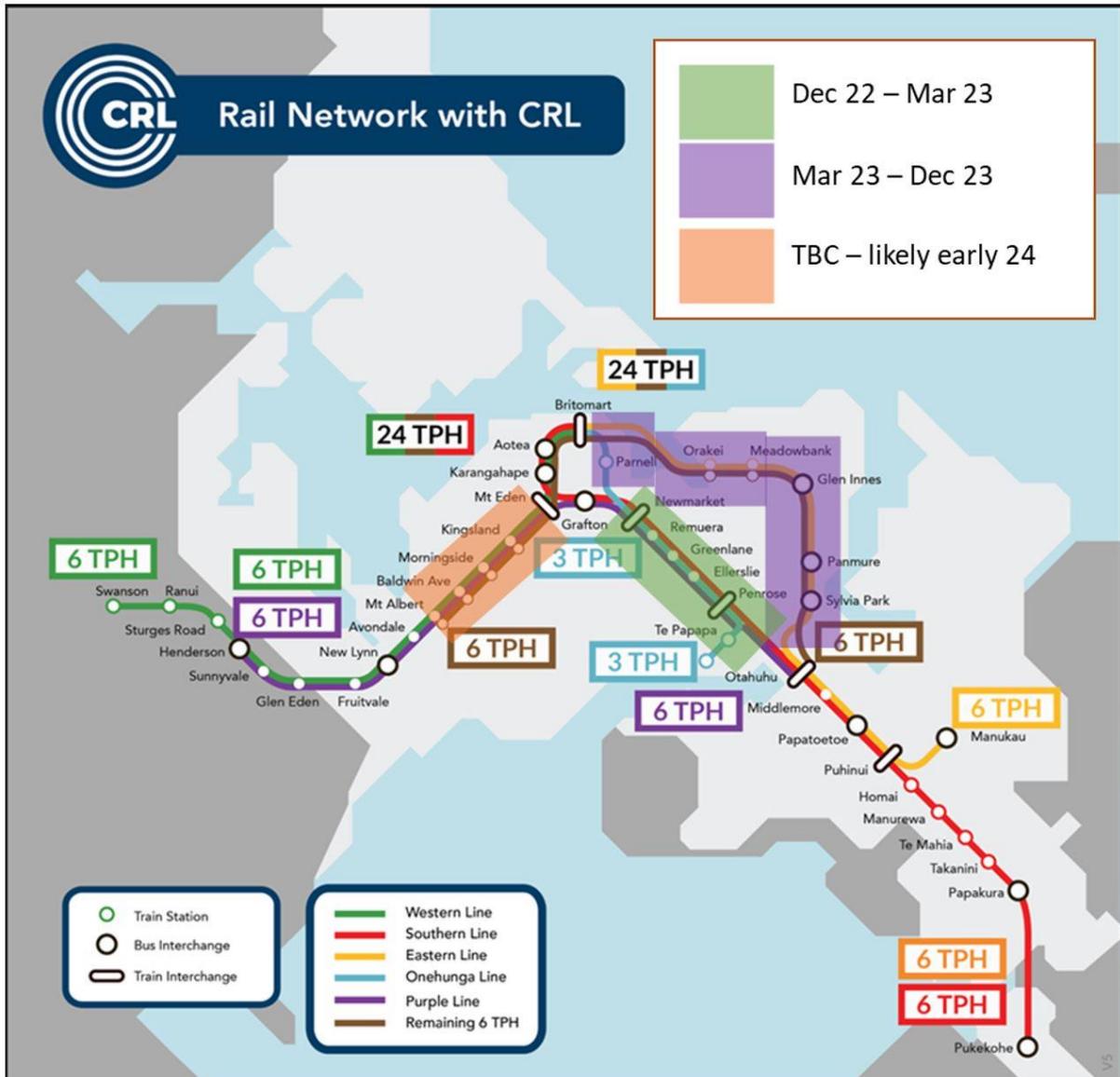


Figure 3: Auckland metro rail network illustrating sequence of works.