



20 Viaduct Harbour Avenue, Auckland 1010
 Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 **Website** www.AT.govt.nz

9 March 2021

Nicole Rosie
 Chief Executive
 Waka Kotahi NZ Transport Agency

William Rainger
 Director and Medical Officer of Health
 Auckland Regional Public Health Service

Peter Mersi
 Chief Executive
 Ministry of Transport

Tena koutou e nga rangatira

Covid-19 Vaccine Prioritisation

Auckland Transport’s (AT’s) overall purpose is to deliver ‘Easy Journeys’ which connect people and communities. Over the past 12 months it’s been a pleasure to work with Waka Kotahi, Ministry of Transport, the Auckland Regional Public Health Service and our supply chain partners to play our part in minimising the health risk to Aucklanders, keep Auckland moving through lockdowns and alert level changes, support our supply chain partners, and provide essential services.

We could not have played the role we have without the work of many, including those defined as essential workers at Alert Level 4, from public transport operators and their staff such as bus drivers, project managers, maintenance contractors, parking and transport officers, along with the back-office support to keep the cogs turning, to keep people safe and to protect jobs.

As we have seen recently, Auckland is facing greater restrictions in 2021 as regional level changes take force. In recognition of the key role Auckland Transport and our supply chain partners plays in keeping New Zealand’s most at risk and most populous region moving I would like to see our people prioritised in the next roll out of the Covid-19 vaccine.

I understand that you are already advocating on behalf of these people across Aotearoa on the basis of the rationale I have set out above. We want to encourage you and we support this position.

We have completed a risk-based assessment of our work force, identifying how we would want to see the vaccination rolling out when it becomes available. That assessment has been based on the following table.

Priority Ranking	Interaction with public	Criticality	Exposure
1	Interacting directly with public	Business Critical	High exposure
2	Interacting directly with public	Non-Business Critical	High exposure
	No interaction directly with public	Business Critical	Low exposure
3	No interaction directly with public	Non-Business critical	Low exposure





Preliminary numbers based on this risk assessment approach indicates the following numbers of people would be categorised as priority 1, 2 and 3.

AT Staff

Priority 1 (Includes 'at risk' people based on age):	604
Priority 2:	299
Priority 3:	1123
Total:	2026

Public Transport Facilities & Frontline Staff E.g. Bus Drivers

Priority 1:	3747
Priority 2:	463
Total:	4210

A full list of these people can be provided to health authorities should it be required.

I do want to note four particular categories of employees which are in addition, to those on the frontline delivering public transport services. They are our Transport Officers, Parking Officers, those at the Auckland Transport Operations Centre (ATOC) and those working in the Auckland Harbourmasters Office who have gone beyond the call of duty over the past 12 months.

The Transport Officers have continued their front-line enforcement and safety role on the public transport network, ensuring the safety of PT operators and other essential workers. These officers have been at a high of exposure due to continuous interactions with members of the public.

The Parking Officers have continued to respond to the requests for service from the community attending hundreds of complaints and providing essential enforcement where needed. These officers have also been deployed across DHB testing centres and provided constant logistical support for the DHB's, AT staff, AC staff and community testing centre establishment.

Waka Kotahi and Auckland Transport staff in the Auckland Transport Operations Centre, while not public facing, are critical to keeping the transport system moving on minute by minute basis between Taupo and Cape Reinga – without them (and there is no alternative workforce) our transport system would grind to a halt.

Those in the Harbourmasters Office work in the same facility as maritime Police, and Coastguard staff and have been supporting the border effort over the past year.

We support the prioritisation decisions taken to date on vaccine rollout, but we want to ensure that the people who have been key to New Zealand's fight against Covid-19 are recognised both for the Covid-19 risk exposure they have in their roles and the role they have played over the last 12 months.

Should you need support in your discussions with those making vaccine prioritisation decisions then please contact me – Auckland Transport would gladly lend any weight it can to your advocacy.

Once again, thank you for your support in dealing with the Covid-19 pandemic.

Naku iti, noa na

Shane Ellison
Te Tumu Whakarae/Chief Executive



20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

25 March 2021

Minister Michael Wood
Ministry of Transport
By email: Michael.Wood@parliament.govt.nz

Dear Michael,

Prioritisation for Vaccine

We recently heard as a country the important thinking the Government has done to prioritise the roll out of vaccination for Covid19 based on risk. We support this work. We have made representations to the Ministry of Health and Transport to address prioritising frontline transport workers in the Auckland public transport system. I attach that letter.

We are asking that those workers we have identified as Priority 1 in the attached letter are included in Group 2 of the nationwide vaccination roll out.

These are truly courageous workers who keep our public transport and transport system going in the face of significant ongoing daily risk. The CTU have advised us they support our position.

I have also spoken to the managing directors of NZ Bus and GoBus and both think early vaccination of their front line staff would be a fitting recognition of the daily risk they have run and still run as a part of their jobs to keep Auckland moving.

Nga Mihi



Adrienne Young-Cooper
Chair, Auckland Transport Board

Copied to Shane Ellison, Auckland Transport; Barry Hinkley, NZ Bus; Calum Haslop, Go Bus; Richard Wagstaff, CTU

Enclosure: Letter dated 9 March 2021 addressed to Nicole Rosie, William Rainger and Peter Mersi



Hon Michael Wood

MP for Mt Roskill

Minister of Transport

Minister for Workplace Relations and Safety

Deputy Leader of the House



31 March 2021

Adrienne Young-Cooper
Chair, Auckland Transport Board
adrienne.young-cooper@at.govt.nz

Dear Adrienne

NEXT STEPS FOR CITY CENTRE TO MĀNGERE LIGHT RAIL PROJECT

Earlier this week, Cabinet met to agree how to progress the next steps for the City Centre to Māngere light rail project (CC2M) through a public service delivery approach. I will make public announcements in relation to this decision this afternoon.

In advance of these public announcements, I wanted to make sure you heard about Cabinet's decisions on this project directly from me, as I know you and Auckland Transport are important partners for this project.

CC2M is vital to addressing transport congestion and allowing Aucklanders to move more freely around their growing city. It is needed to increase public transport capacity, unlock the potential for Auckland to grow and its inner city to intensify, enable mode shift and reduce carbon emissions from transport. Ensuring that the project achieves these outcomes will rely on us working together, and on alignment between central and local government generally.

Setting up a CC2M Establishment Unit

Cabinet's decision reflects the Government's commitment to deliver the project through a public service approach. To give effect to this, Cabinet has directed that an Establishment Unit is set up to provide the visible face of the project, undertake stakeholder and community engagement, and take forward work to resolve key outstanding questions in relation to project scope and delivery entity.

A key output of the Unit will be to develop a business case, over approximately a 6 month period, which will look at the available options. This will allow us to make enduring decisions, with confidence, on key matters such as mode, route alignment and delivery, based on evidence.

The work of the Unit will be guided by an inclusive governance structure made up of representatives of central and local government, Treaty Partners and an independent chairperson. This inclusive approach allows for a strong focus on engagement, which is necessary to build social license and to ensure that the approach we adopt is the right one for Auckland and New Zealand.

I have written to the Auckland Mayor and Deputy Mayor inviting them to join the Minister of Finance Hon Grant Robertson and I as sponsors of this project. This sponsors group will play an important function in ensuring political alignment on the project between central and local government, and setting strategic direction.

The Unit will be hosted within Waka Kotahi New Zealand Transport Agency (Waka Kotahi) but I would like to encourage Auckland Transport and Waka Kotahi to work together to explore opportunities for it to be set up as some form of a joint endeavour. More broadly, I

would like the Unit to be a genuine collaboration between central and local government – drawing off and bringing in the expertise from a range of agencies including Auckland Transport, Auckland Council, Waka Kotahi, the Ministry of Transport, Kāinga Ora and others. Having a ‘one team’ culture is critical, within an environment that allows parties to work towards a set of common objectives.

Cabinet has given the Unit a mandate to:

- Progress a business case that will enable decisions to be made on mode and route, refine our understanding of projects costs and consider funding and financing options
- Consider the best form for the entity that will deliver the project - with a focus on joint venture arrangements including consideration of CRLL as a delivery entity
- Work with Treaty Partners to deliver positive outcomes for Māori
- Engage with stakeholders and communities to build social licence

The work of the Unit will be time-limited. The majority of its work is expected to take place over approximately 6 months. However, it will need to remain in place until such time as it can either transition or handover responsibility for the next phase of the project to the permanent delivery entity.

In the coming weeks I will make a further announcement with more detail about the Establishment Unit Board, including the appointment of an independent chair. The Secretary for Transport, Peter Mersi, will shortly be writing to Auckland Transport Chief Executive, Shane Ellison, inviting him to participate in the set up of the Unit, and informing him of the proposed representation on the Board. The Chief Executives of Auckland Council and Waka Kotahi will also be invited to participate in these discussions.

Close alignment between central and local government is critical to the success of CC2M. I therefore look forward to working with you to progress this vital project over the coming months.

Yours sincerely,



Hon Michael Wood
Minister of Transport

Copy to Hon Grant Robertson, Minister of Finance
 Hon Phil Goff, Mayor of Auckland
 Shane Ellison, Chief Executive, Auckland Transport