



Fortnightly Report to the Minister for Auckland

For the period Monday 27 January to 9 February 2025

Date:	5 February 2025	Priority:	Medium
Security classification:	In confidence	Tracking number:	BRIEFING-REQ-0008482

Ministers	Action sought	Deadline
Hon Simeon Brown Minister for Auckland	Note the contents of this briefing and discuss at the next officials meeting	N/A

Contact for telephone discussion (if required)			
Name	Position	Telephone	1st contact
Michael Quinn	Head of the Auckland Policy Office	Privacy of natural persons	
Andy Hill	Director Auckland	Privacy of natural persons	✓

The following departments/agencies have contributed content
Ministry of Transport

Minister's office to complete:

☐ Approved

☐ Declined

☐ Noted

☐ Needs change

☐ Seen

☐ Overtaken by Events

☐ See Minister's Notes

☐ Withdrawn

Comments



BRIEFING

Fortnightly Report to the Minister for Auckland For the period Monday 27 January to 9 February 2025

Date:	5 February 2025	Priority:	Medium
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Purpose

To provide you with a fortnightly report for the Auckland Portfolio for the period Monday 27 January to 9 February 2025.

Recommended action

The Ministry of Business, Innovation and Employment (MBIE) recommends that you:

Note the contents of this briefing and discuss at the next officials meeting.

Noted

Michael Quinn
Head of the Auckland Policy Office
05/ 02 /2025

Hon Simeon Brown
Minister for Auckland
..... / /



1. General Auckland updates

Topic/ Contact person	Comment
General Transport News	
Karen Lyons Auckland Director, Ministry of Transport <small>Privacy of natural persons</small>	Rail Closures and Maintenance <p>KiwiRail have reported a successful work programme over Auckland's four-week summer rail closure. This work included key upgrade projects necessary for the City Rail Link, as well as formation and track work to remove significant speed restrictions in multiple areas of the network. The Papakura to Pukekohe electrification has also been completed.</p> <p>The full daytime Auckland metro timetable returned on Monday 3 February 2025.</p> Homai Station <p>During the rail closure, Homai Station was upgraded, with two pedestrian level crossings removed and replaced with a new ramp. It is now ready for more frequent train services when the City Rail Link opens in 2026, with safer access to the station as well as improvements for the local blind and low vision community.</p> Public Transport Fare Changes <p>From the 2 February 2025, Auckland Transport has implemented new public transport fares and zones.</p> <p>The annual public transport fare adjustment means there will be an increase in many fares, ranging between 15 and 25 cents for each bus and train journey, or between 20 cents to \$1.40 for ferry journeys. However, there are now fewer zones, which will result in fare decreases for some passengers, especially those travelling the longest distances.</p>
New Zealand Infrastructure Commission Te Waihanga Report on Auckland's Infrastructure	
Karen Lyons Auckland Director, Ministry of Transport <small>Privacy of natural persons</small>	<p>The Infrastructure Commission released a report this month that compared infrastructure in Auckland to the rest of New Zealand.</p> <p>They identified three main ways that Auckland differed:</p> <ul style="list-style-type: none">• Auckland is cheaper to service with network infrastructure as costs are spread over more people, but new projects can be more expensive due to the complexities of an urban environment and higher land prices;• Aucklanders spend a smaller share of their income on infrastructure services; and• Aucklanders have slightly different views about the fairness of some options for pricing infrastructure. <p>From a transport perspective:</p> <ul style="list-style-type: none">• Aucklanders drive less and use public transport more than the rest of the country. Auckland accounts for 55% of the country's total public transport boardings;



- Roads are more expensive to build, but road maintenance per capita or by traffic volume is cheaper;
- Aucklanders spend slightly less on private transport, and more on public transport than the rest of the country;
- In 2023/24 Auckland had 79% fewer lane km of local roads per 1,000 people, 88% fewer state highways and 101% more public transport services than the rest of New Zealand; and
- Aucklanders are more likely to think road pricing is fair than the rest of the country, with 38% of Aucklanders thinking it is fair for those who drive more to pay more, and 31% thinking it is fair to pay for time of use. The report puts this down to more experience with volumetric charging for water and more exposure to congestion.

Auckland Economic Update- February 2025

Andy Hill

Director Auckland,
MBIE

Privacy of natural persons

Auckland Council has published its monthly economic update for Auckland as at the start of February. The full report is attached at **Annex Two**.

Highlights this month include:

- **average weekly rent** for the month of November 2024 was \$668 (in real* dollars: similar to October (\$666); 1% lower than a year ago; below most of the last eight years). For the rest of New Zealand, the figure was \$591 (2% above October (\$580); 1% higher than a year ago, following over three years of minimal increases).
- **real* value of imports** by Auckland seaports for the year ended December 2024 was \$29.8 billion, which was 4% lower than the year ended December 2023, but 4% higher than 5 years ago. For the rest of New Zealand, the figure was \$30.3 billion (11% lower than a year ago, and 1% lower than 5 years ago). Results for 2024 years ended September, October and November were very similar to December, for both Auckland and the rest of New Zealand.
- **number of houses sold** for the year ended December 2024 was 21,592 (similar to the last nine months; 18% above May 2023's trough; 41% below July 2021 peak; below most of 2012-2022).
- **median house price** for the month of December 2024 was \$1,000,000 (in real* dollars: similar to nine years ago (2015); 6% lower than a year ago; 3% below November (\$1.03 million); 34% below the 2021 peak).
- **number of new dwellings consented** in the year ended November 2024 was 13,905 (37% lower than the September 2022 peak; slightly above the July 2024 trough; similar to five years ago).
- **real* value of new non-residential buildings** consented in the year ended November 2024 was \$2,592 million (11% below a year earlier; below nearly all of the last four years, and 24% below the November 2022 peak, but 15% above the 2020 trough).
- **consumer confidence** (Westpac McDermott Miller Index) for the December 2024 quarter was 106.5, the highest-equal since 2021, but below 2013 to 2018.



- **business confidence** (NZIER QSBO) Auckland for the December 2024 quarter showed a net 27% of businesses expecting the general business situation to improve over the next three months – the highest quarter since 2016, and the highest December since 2014.

*real dollars are after adjusting for the effects of inflation each quarter.

Economic Growth Business Visits

Andy Hill

Director Auckland,
MBIE

Privacy of natural persons

The Minister for Economic Growth has asked MBIE to facilitate a series of visits to businesses across the country. The purpose of the visits is to hear directly from the business community about the challenges and opportunities for economic growth. Minister Willis is particularly interested to understand what the government can do to support business growth.

Given Auckland's significant contribution to the national economy, hearing from Auckland businesses will be an important component of the visit series. MBIE is working with Tātaki Auckland Unlimited, Auckland's Economic Development Agency, to collate a list of businesses likely to provide valuable insights and will share this list with the office of the Minister for Economic Growth.

The first of the visits were undertaken the week commencing 27 January 2025, and included a visit to Fisher & Paykel Healthcare (F&PH) at its East Tamaki campus. Minister Willis was accompanied by the Prime Minister and met with the CEO, Lewis Gradon, and members of his leadership team. Media were also in attendance.

The meeting commenced with a free and frank discussion (media excluded), followed by a visit to a demonstration lab and production facility and concluding with a media standup.

Confidential advice to Government



2. Ministerial items on hand

2.1 Upcoming significant meetings

Date and venue	Meeting and info
None	

2.2 Other Ministerial engagements related to Auckland

Date and venue	Minister	Meeting and Info
31 January 2025 Fisher & Paykel Healthcare	Minister for Economic Growth; Prime Minister	Part of a series of business meetings to discuss challenges and opportunities for economic growth.
21 February 2025 Committee for Auckland	Minister for Infrastructure	To discuss government progress dealing with Auckland's housing and infrastructure challenges. To be held at Simpson Grierson for about 100 Auckland leaders.

2.3 Upcoming significant media and announcements

Timing	Announcement
None	

2.4 Upcoming briefings and aide memoire

Title	Date to Minister	Action for Minister	Key contact	Summary of paper/comment
None				

2.5 Upcoming Cabinet papers

Title	Committee	Expected committee date	Key contact	Summary of paper/comment
Confidential advice to Government		tbc	Andy Hill <small>Privacy of natural persons</small>	Confidential advice to Government
Confidential advice to Government		tbc	Andy Hill <small>Privacy of natural persons</small>	Confidential advice to Government



2.6 Official Information Act requests (Ministerial and Departmental for consultation)

Due to Minister's office	Statutory due date to requester	Ref	Requester	Organisation	Summary of request
5 March 2025		DOIA-REQ-0009066	Privacy of natural persons	N/A	Please explain the basis for the statement "The Auckland portfolio has no legislative responsibilities." in paragraph 13 on page 4 of MBIE's November 2023 briefing document for the incoming Minister for Auckland (published at https://www.mbie.govt.nz/dms/document/28005-briefing-for-the-incoming-minister-for-auckland-proactiverelease-pdf).
5 March 2025		DOIA-REQ-0009059	Privacy of natural persons	N/A	Please provide MBIE's Departmental Advice about the inter-relationship of 1) the Constitution that was registered by MBIE on 24 September 2024 for AUCKLAND FUTURE FUND TRUSTEE LIMITED (NZBN 9429052370014), a Registered NZ Limited Company; 2) the proposed Auckland Council (Auckland Future Fund) Bill that was introduced to the House of Representatives on 28 January 2025; and related laws administered by MBIE (eg. Companies Act 1993).

2.7 Ministerial correspondence

Due to Minister's office	Ref	Correspondent	Organisation	Summary of Correspondence
None				



2.8 Proactive release

Date	Title	Comment
MBIE will provide your office titles for review.	Proactive release of December 2024 and January 2025 titles	



3 Auckland dashboards

Transport environmental scan

Karen Lyons

Auckland Director,
Ministry of Transport

Privacy of natural persons

Public transport patronage update

For the fortnight 06 – 19 January 2025, public transport patronage totalled 2,388,753 million boardings across the city's public transport network.

Patronage decreased for this fortnight compared to the same period last year, driven largely by a longer than usual rail closure. Bus patronage was similar to the same period in 2024, while ferry patronage increased by 13%.

Public transport patronage for the year to December 2024 is 89.4 million boardings, which has increased on the previous year's total of 79.4 million boardings. Across all modes, rail patronage saw the largest annual increase of 15.9%, whereas ferry patronage has had the smallest annual increase, at 7.6%.

At 89.4 million boardings, current annual patronage reaches 93% of Auckland Transport's latest SOI target of 95.9 million annual PT trips for 2024/2025. It is 86% of the pre-COVID (February 2020) patronage of 103.54 million trips.

Weekend ridership overall is slightly up on pre-COVID levels, while weekday numbers are down. On weekdays, there has been a larger drop-off of ridership on Mondays and Fridays, compared to the middle of the week. This is likely due to increases in working from home.

PT fortnightly patronage

Mode	06 – 19 January 2025	06 – 19 January 2024
Bus	2,130,485	2,129,314
Rail	129,918	191,280
Ferry	128,350	113,246
Total	2,388,753	2,433,840

Data: AT Metro daily patronage report.

PT monthly patronage

Mode	Dec 2024	Dec 2023
Bus	4,733,500	4,568,800
Rail	947,000	850,800
Ferry	496,000	470,800
Total	6,176,500	5,890,400

Data: AT Metro monthly patronage report.

PT annual patronage

Mode	Year to Dec 2024	Year to Dec 2023
Bus	70,022,000	62,400,300
Rail	14,396,200	12,424,800
Ferry	4,959,000	4,607,300
Total	89,377,200	79,432,400

Data: AT Metro monthly patronage report



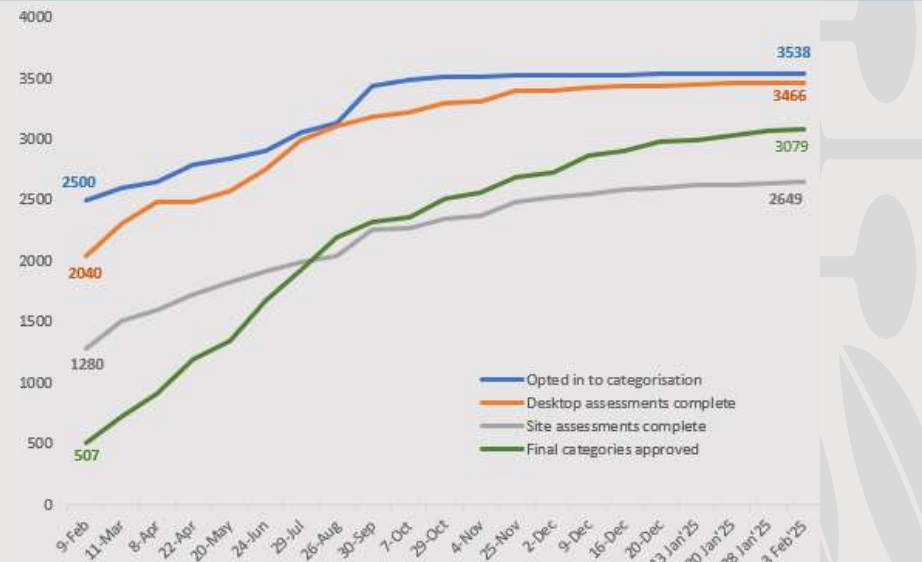
Annexes

Annex One: Auckland Council Recovery Weekly Report

Annex Two: Auckland Economic Update – February 2025

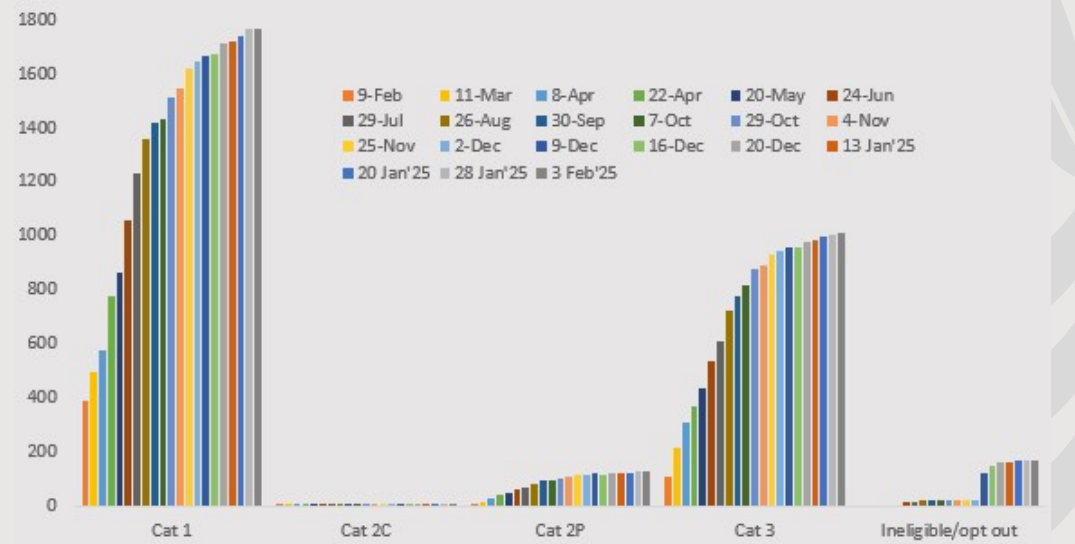
Categorisation Stages

Stages	Initial Impacted properties	Opted in to Categorisation	Desktop Assessments Complete	Site Assessments Complete
Number of properties	7,389	3,538	3,466	2,649
Change from last week	no change	no change	2	8



Summary of Categorisation Progress

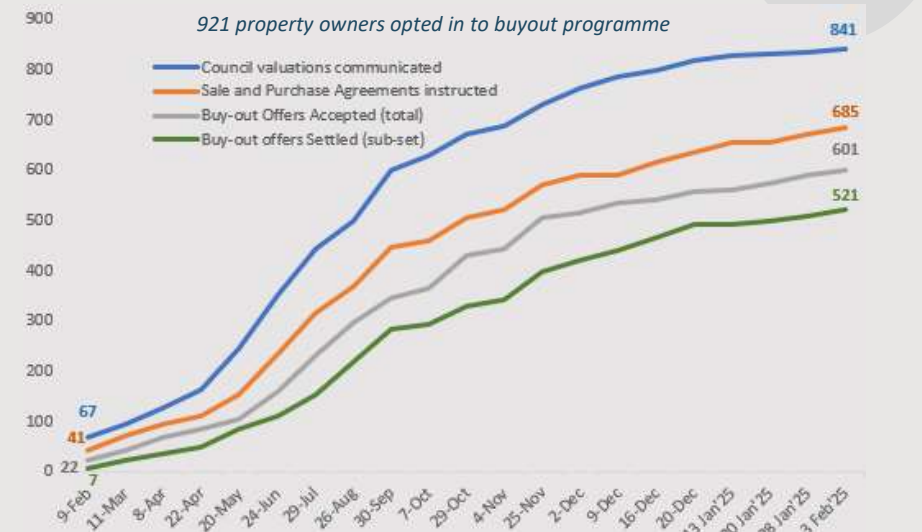
Final Categories 3,079 properties	Category 1	Category 2C	Category 2P	Category 3 Eligible for buyout	Ineligible/opt out
Number of properties categorised	1,765	11	126	1,008	169
Change from last week	2	0	0	3	1
Estimated Final Categories 3,538	1,975	38	141	1,215	169
% Decisions to date (87%)	89%	29%	89%	83%	



NB: Forecast as at 24 January 2025

Category 3 Buy-outs in Progress

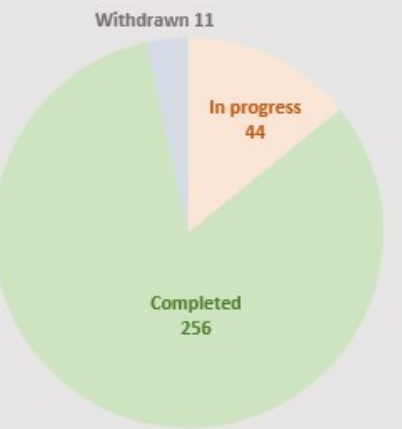
Stages	Council valuations communicated	Sale and Purchase Agreements instructed	Buy-out Offers Accepted	Buy-out Offers Settled
Number of properties	841	685	601	521
Change from last week	8	14	10	12
Buyout offers % based on 1,215 category 3 properties	69%	56%	49%	43%



NB: % based on revised Category 3 forecast number of 1,215 properties

Special circumstances applications, Disputes / Category reviews

Case status – 311 total requests (vs 306 last week)

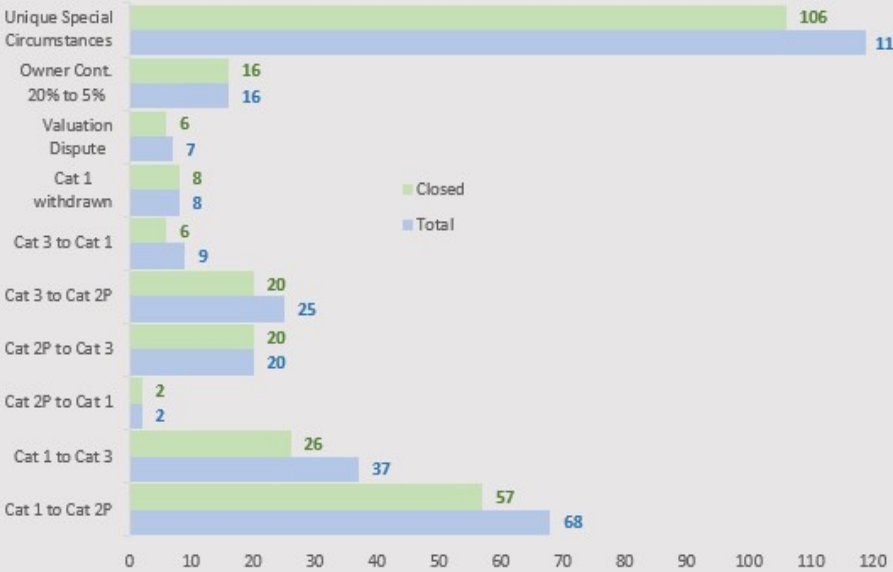


NB: Ineligible disputes removed from reporting

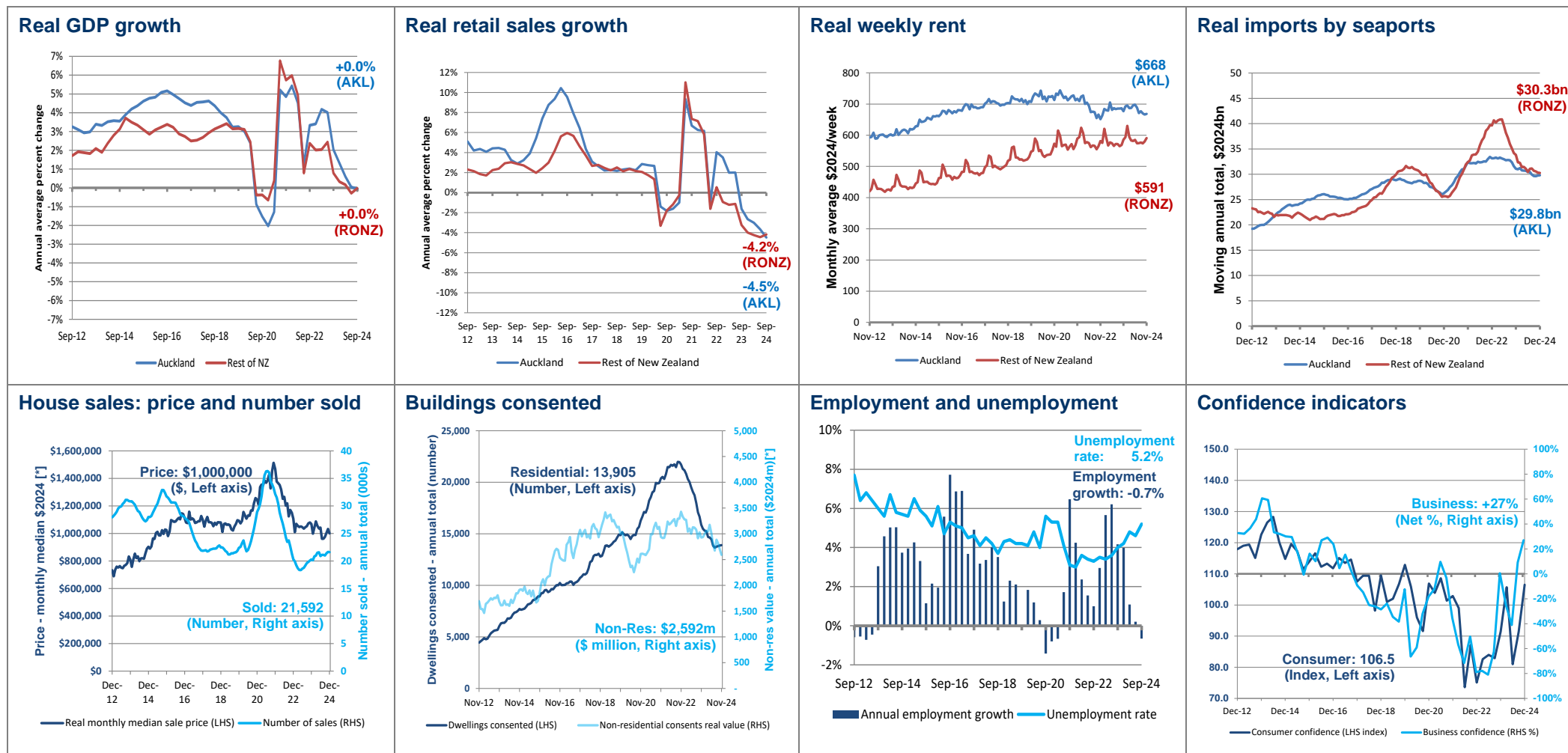
Monthly – total vs open and closed cases



Total vs closed cases – 311 requests breakdown to date



Auckland Economic Update – February 2025

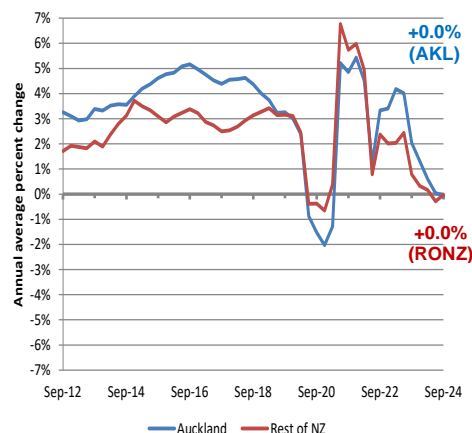


Note: Data is the latest available as at the start of the month, and is for the Auckland region, unless otherwise stated. This is a summary page only. All data sources and technical notes are provided on the next two pages.

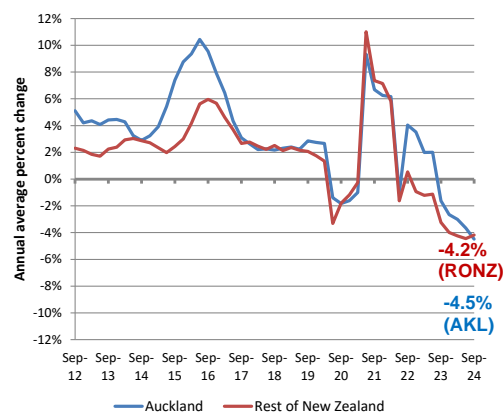
Disclaimer: The information in this document is provided in good faith, however, Auckland Council disclaims any liability whatsoever in connection with any action taken in reliance of this document, for any error, deficiency, flaw or omission contained in it.

All enquiries please contact the author Ross Wilson, Economic Analyst, Strategic Advice and Research Unit: Ross.wilson@aucklandcouncil.govt.nz

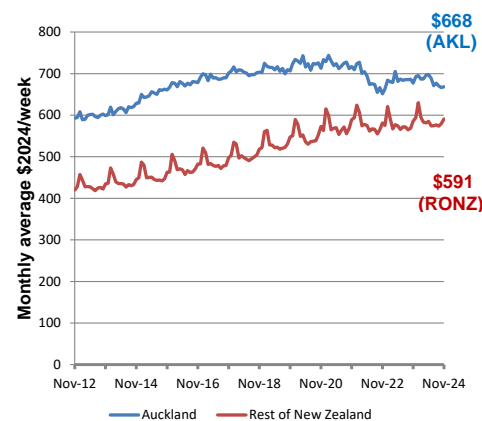
Real GDP growth



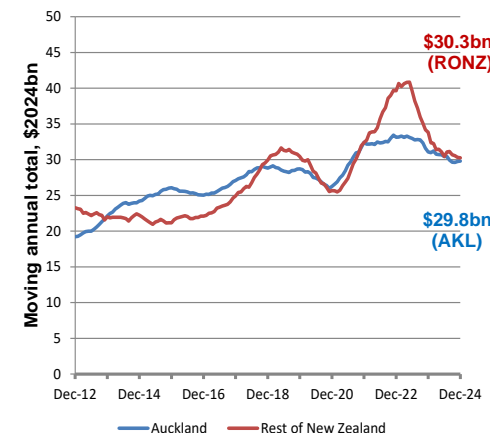
Real retail sales growth



Real weekly rent



Real imports by seaports



Auckland's real* Gross Domestic Product (GDP) for the year ended September 2024 was the same as for the year ended September 2023; in the rest of New Zealand, the annual change was also no change (see notes). Both growth rates were below most periods since 2010, and falling since mid-2023, and lower than recent population growth, but still above the Covid trough of 2020 (and above the GFC trough of 2009).

Real* retail sales for the year ended September 2024 were 4.5% lower than for the year ended September 2023; in the rest of New Zealand, the annual change was a 4.2% fall. Both growth rates were the worst (or near-worst) since 2009 (just after the Global Financial Crisis), even including the 2020 Covid lockdowns. Both growth rates have been falling since late 2022, although rest of New Zealand rate of fall has flattened in 2024.

The average weekly rent for the month of November 2024 was \$668 (in real* dollars: similar to October (\$666); 1% lower than a year ago; below most of the last eight years). For the rest of New Zealand, the figure was \$591 (2% above October (\$580); 1% higher than a year ago, following over three years of minimal increases. "Real rent" changes are relative to CPI inflation, so a similar "real" level means rents rose at a similar rate to inflation.

The real* value of imports by Auckland seaports for the year ended December 2024 was \$29.8 billion, which was 4% lower than the year ended December 2023, but 4% higher than 5 years ago. For the rest of New Zealand, the figure was \$30.3 billion (11% lower than a year ago, and 1% lower than 5 years ago). Results for 2024 years ended September, October and November were very similar to December, for both Auckland and the rest of New Zealand.

* Real GDP refers to GDP in constant 2022 dollars, to remove inflation.

Lockdowns due to Covid-19 affect results for 2020 onwards. Covid-19 lockdown level 3 began on 23 March 2020.

Latest and historical real GDP figures are modelled estimates, and subject to revision.

Source: Infometrics, Regional Economic Profile/Quarterly Economic Monitor.

* Real retail sales have been calculated by converting previous quarters' dollars to the latest quarter's equivalent dollars using the quarterly consumer price index (CPI), to remove inflation.

Note: These figures exclude non-retail activity captured elsewhere in the retail sales survey.

Source: Stats NZ, Retail Sales (quarterly); Stats NZ, CPI (quarterly); Auckland Council calculations.

* Real rents have been calculated by converting previous quarters' dollars to the latest quarter's equivalent dollars using the quarterly consumer price index (CPI), to remove inflation.

Note: Dwelling size and quality may vary over time. Rent is for new rental bonds lodged each month with Ministry of Business, Innovation and Employment, for housing tenancies with private sector landlords (so excludes state housing). Data covers only new bonds, so excludes existing leases from earlier periods whose rent has not changed, or has changed but with no revision to the bond. It also excludes new leases where no bond is lodged. Data is subject to minor revisions.

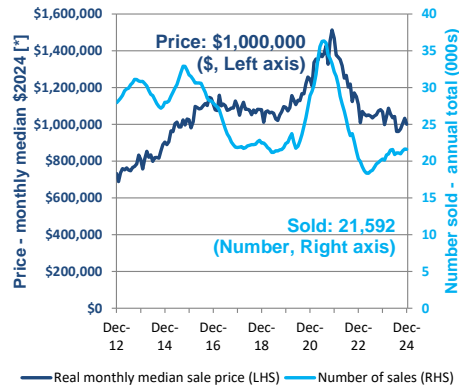
Source: Ministry of Business, Innovation and Employment, Regional Rental Prices (monthly); Stats NZ, CPI (quarterly); Auckland Council calculations.

* Real import values have been calculated by converting previous quarters' dollars to the latest quarter's equivalent dollars using the quarterly consumer price index (CPI) for tradables, to remove inflation

Note: Import values are cost including freight (CIF). Auckland seaports consist of Port of Auckland on the Waitemata Harbour near the CBD, and Port of Onehunga on the Manukau Harbour (domestic only, no imports); both are owned by Ports of Auckland Limited (POAL).

Source: Stats NZ, Overseas Cargo Statistics-imports-value \$ CIF (monthly); Stats NZ, CPI Tradables (quarterly); Auckland Council calculations.

House sales: price and number sold



The median (not average) sale price of houses sold in Auckland in the month of December 2024 was \$1,000,000 (in real* dollars: similar to nine years ago (2015); 6% lower than a year ago; 3% below November (\$1.03 million); 34% below the 2021 peak).

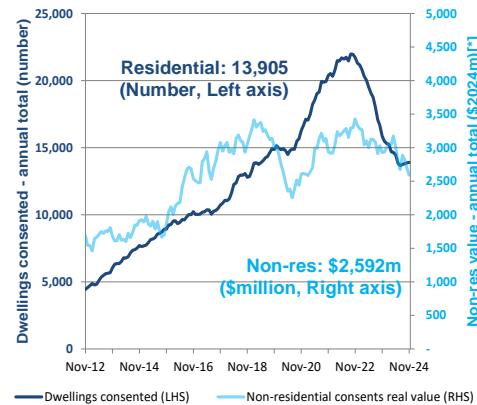
The total number of houses sold in Auckland in the year ended December 2024 was 21,592 (similar to the last nine months; 18% above May 2023's trough; 41% below July 2021 peak; below most of 2012-2022).

* 'Real' prices for previous months are calculated by inflating previous quarters' dollars to the latest quarter's equivalent dollars, using the quarterly consumer price index (CPI).

Notes: The data for 'houses' covers actual sales during the period. Size and quality may vary over time. 'Houses' includes all dwelling types (eg apartments and flats), not just free-standing houses, but excludes sales of undeveloped land. 'Price' is real* actual sale price (not just listed). REINZ revises recent data each month for numbers sold (usually slightly upwards) and prices.

Source: Real Estate Institute of New Zealand (REINZ), Monthly Property Report (monthly – from website); Stats NZ, CPI (quarterly); Auckland Council calculations.

Buildings consented



The total number of new dwellings consented in Auckland in the year ended November 2024 was 13,905 (37% lower than the September 2022 peak; slightly above the July 2024 trough; similar to five years ago).

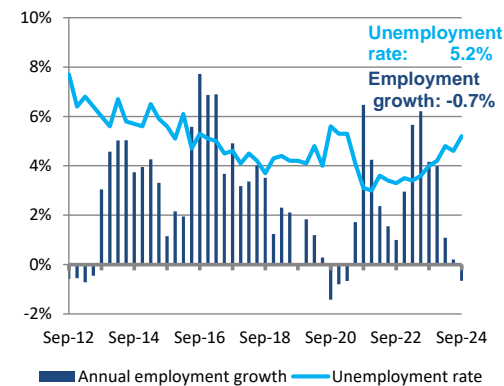
The real* value of new non-residential buildings consented in Auckland in the year ended November 2024 was \$2,592 million (11% below a year earlier; below nearly all of the last four years, and 24% below the November 2022 peak, but 15% above the 2020 trough).

* 'Real' values for previous months have been calculated by inflating previous quarters' dollars to the latest quarter's equivalent dollars, using the capital goods price index (CGPI) for non-residential buildings

Note: Projects consented are not necessarily commenced or completed. "New" refers to new buildings (i.e. excludes alterations and additions). Residential number is new dwellings consented, which will exceed new residential buildings as some buildings have multiple dwellings; similarly, it will differ from new residential building consents issued, as some consents are for multiple buildings.

Source: Stats NZ, Building Consents (monthly); Stats NZ, CGPI (quarterly); Auckland Council calculations.

Employment and unemployment



The number of people employed in Auckland in the quarter ended September 2024 was 0.7% lower than in September 2023 quarter, with higher unemployment and lower labour force participation rate offsetting population growth.

The unemployment rate in Auckland in the quarter ended September 2024 was 5.2%, the highest quarter since March 2021, and above most of 2017 to 2024, but still lower than 2009 to 2015 and late 2020.

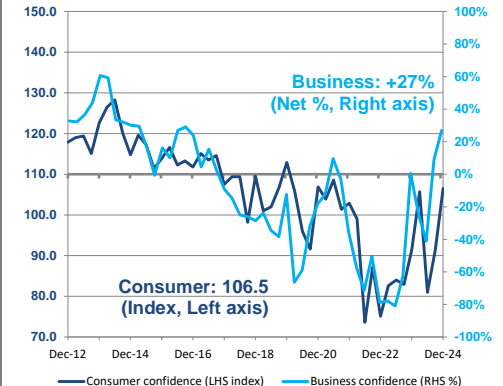
Note: Covid-19 lockdowns began on 23 March 2020, plus wage subsidies, which both affect official unemployment.

Employment data is rebased by Stats NZ each quarter to match latest revisions of historic population estimates.

Both datasets are from a survey (HLFS) so are subject to error margins. Respondents define their own employment status. The survey covers all people aged 15+, so includes school pupils 15+ and people over 65, who might or might not have - or be actively seeking - a job.

Source: Stats NZ, Household Labour Force Survey (HLFS) (quarterly).

Confidence indicators



In Auckland, the Westpac McDermott Miller Consumer Confidence Index (CCI) for the December 2024 quarter was 106.5: the highest-equal since 2021, but below 2013 to 2018.

The NZIER QSBO in Auckland for the December 2024 quarter showed a net 27% of businesses expecting the general business situation to improve over the next three months – the highest quarter since 2016, and the highest December since 2014.

Note: Left axis is for CCI (consumers: index). For the CCI, a score of greater than 100 shows more optimism than pessimism. Re-scaled 18/9/2024.

Right axis is for QSBO (businesses: net %). The QSBO calculates a net figure as (% of businesses expecting an improvement) minus (% expecting a worsening). QSBO data used here is not the seasonally adjusted version.

Source: Westpac McDermott Miller, Regional Consumer Confidence Index (CCI) (quarterly – published, but proprietary); New Zealand Institute of Economic Research (NZIER), Quarterly Survey of Business Opinion (QSBO) (quarterly – by subscription).



AIDE MEMOIRE

Queen Anne cruise ship event

Date:	21 February 2025	Priority:	Medium
Security classification:	In Confidence	Tracking number:	BRIEFING-REQ-0010009

Information for Minister(s)

Hon Simeon Brown
Minister for Auckland

Contact for telephone discussion (if required)

Name	Position	Telephone	1st contact
Andy Hill	Director Auckland	Privacy of natural persons	✓

The following departments/agencies have been consulted

MBIE Tourism

Minister's office to complete:

☐ Approved

☐ Declined

☐ Noted

☐ Needs change

☐ Seen

☐ Overtaken by Events

☐ See Minister's Notes

☐ Withdrawn

Comments



AIDE MEMOIRE

Queen Anne cruise ship event

Date:	21 February 2025	Priority:	Medium
Security classification:	In Confidence	Tracking number:	BRIEFING-REQ-0010009

Purpose

To provide you with background information and talking points for your visit to the Queen Anne cruise ship on Saturday 22 February 2025.

Andy Hill
Director Auckland

21 / 02 / 2025

Logistics

1. You are attending an event to celebrate the inaugural arrival of the Queen Anne cruise ship to Auckland's Princess Wharf on Saturday 22 February 2025.
2. You will be met by Shelley Ashdown, Communications Specialist, Port of Auckland and any logistical queries on the day can be directed to her on Privacy of natural persons.
3. You have been invited to make a short speech and to talk to tourism media who will be in attendance. Suggested talking points for the event are attached at **Annex One** and reactive Q&A are attached at **Annex Two**.
4. The runsheet for the event is attached at **Annex Three**.
5. Biographies of key attendees are attached at **Annex Four** and a full list of attendees is attached at **Annex Five**.

Background

The Queen Anne

6. The Queen Anne is a Pinnacle-class cruise ship operated by Cunard Line. She is currently the second largest ship in Cunard's fleet, after the Queen Mary 2, and the 249th ship to sail under the Cunard flag. The Queen Anne sailed from her homeport of Southampton on 3 May 2024 for her maiden voyage. The vessel is 322m long and can carry 3,000 passengers.
7. On 9 March 2022, Inger Klein Thorhauge was named the first Captain of the Queen Anne. She is Cunard's first female Captain.

Cunard

8. The Cunard Line is a British shipping and cruise line based at Southampton, England. It is owned by Carnival Corporation & plc (Carnival Corporation) which provides high value cruise vacations through a portfolio of cruise lines. It has a global fleet of more than 90 ships that visit over 800 ports and destinations around the world.
9. Cunard's fleet comprises four ships: Queen Mary 2, Queen Elizabeth, Queen Victoria, and Queen Anne.

The value of the cruise sector to Auckland

10. Auckland is the main gateway for cruise in New Zealand, with almost all cruise voyages visiting Auckland, or using port facilities for passenger embarkation or disembarkation. In 2023/24, Auckland had 131 cruise visits, enjoyed by over 300,000 passengers.
11. Cruise passengers often stay overnight in Auckland and visit local attractions and hospitality businesses pre- or post-voyage. As a result, cruise passengers spend more in Auckland, per day, compared to other New Zealand ports. Recent research produced by Cruise Lines International Association Australasia and the New Zealand Cruise Association, the industry bodies for the cruise industry, estimated that cruise

passengers spend \$713.47 per day in Auckland in 2023/24, compared to under \$300 per day in other New Zealand locations.¹

Key issues facing the cruise sector

Cruise visitation

Confidential advice to Government

Changes to the management of biofouling

13. Biofouling is the growth of marine organisms, like barnacles and shellfish, on the hulls of ships. Biofouling is the primary way marine organisms from other parts of the world have been introduced to New Zealand waters. Managing biosecurity risks from biofouling on all marine vessels that arrive in New Zealand is the responsibility of Biosecurity New Zealand, a business unit of the Ministry for Primary Industries.
14. Cruise ships have a different operating profile to other vessels arriving in New Zealand, and this can make it more difficult to comply with New Zealand's biofouling rules. Cruise operators consider the regulations to be too stringent.
15. Ministry for Primary Industries is currently consulting on changes to the rules that manage the removal of biofouling. Public consultation closed on 13 December. Travel and shipping industry responses opposed the proposed changes. The timeline for final policy advice is yet to be determined by the Minister for Biosecurity.

¹ Cruise Lines International Association Australasia and New Zealand Cruise Association, *The Value of Cruise Tourism*, November 2024, available from: <https://newzealandcruiseassociation.com/wp-content/uploads/2024/11/CLIA-NZ-Cruise-EIA-2023-24-FINAL.pdf>.

² Cruise Lines International Association Australasia and New Zealand Cruise Association, *The Value of Cruise Tourism*, November 2024, available from: <https://newzealandcruiseassociation.com/wp-content/uploads/2024/11/CLIA-NZ-Cruise-EIA-2023-24-FINAL.pdf>

Free and frank opinions



Annex Three: Runsheet

Saturday 22 February 2025 – Auckland

Start time	Details
9:15am	Arrive at Princess Wharf check-in counter to meet invited guests (Shelley and Julie will also be there)
9:30am	Roger Gray to meet Minister Brown and his two children who will arrive by ministerial car at Prince's Wharf check-in counter.
9:30am	Meet and greet invited guests as they arrive and check-in.
10:00am	Hanako Ozaki, Queen Anne events manager, will escort the group to the lounge.
10:10am	Welcome drinks to be served
10:15am	<p>Formalities start</p> <ul style="list-style-type: none">• MC to welcome guests and thank them for attending• MC to introduce the Honourable Simeon Brown, the Minister of Health, Minister for State Owned Enterprises and Minister for Auckland to speak• Minister Brown speaks (3mins)• MC thanks Minister Brown and introduces James Larsson, Director Government and Stakeholder Relations for Carnival Corporation & plc to speak• James speaks (2mins)• MC thanks James and introduces Roger Gray, Port of Auckland CEO, to speak• Roger speaks and finishes by asking the Captain of Queen Anne, Inger Thorhauge to come forward for him to present her a plaque as a commemoration of Queen Anne's inaugural visit to Auckland (2mins)• Roger and Inger shake hands and Inger accepts the plaque (Photographer to take photos) (1min)• After photos Captain Inger to say a speech and to conclude by presenting Roger Gray a Queen Anne plaque (3mins)• ED thanks Captain and all speakers and invites guests to continue to enjoy the F&B and mentions two ship crew will be taking them on a ship tour in 15 minutes.• At the end of speeches, if requested by media, Julian will set-up interviews with the Captain, Minister and Port of Auckland CEO
10:30am	Formalities finish
10:45am	Ship tours start
12:30pm	Disembark ship

Annex Four: Biographies of key attendees



Roger Gray, CEO Ports of Auckland

Roger has been Chief Executive Officer since March 2022.

Before joining the Port of Auckland, Roger was the CEO of Lyttleton Port Company for two years. Prior to that he worked for Air NZ for 6.5 years with his last role being Group General Manager Airports. He has held several senior leadership roles with Goodman Fielder and earlier in his working life Roger served for 20 years in the Australian Army, retiring as a Lieutenant Colonel.

Roger joined the Board of NZ Post in July 2024.



James Larsson, Director Government and Stakeholder Relations for Carnival Corporation

James has been Director of Government and Stakeholder Relations at Carnival Australia since 2023. Carnival Corporation is largest cruise operator in Australasia and one of the world's leading cruise companies.

James has over 17 years of experience in providing strategic communications, policy and political advice to some of Australia's most high-profile companies and government.



Shelley Ashdown, Communications Specialist, Port of Auckland

Shelley is an experienced communications manager with a strong background in media and public relations.

She has worked as a Communications Specialist at Port for Auckland since 2023 and prior to that held communications roles at Tataki Auckland Unlimited, the Waitemata District Health Board and Coastguard New Zealand.

From 2013-2017 she was Owner/director of Bloom PR, a consumer and lifestyle public relations company.



Inger Klein Thorhauge, Captain Queen Anne

At the helm of Queen Anne will be Captain Inger Klein Thorhauge, Cunard's first ever female captain. She recently celebrated 25 years of service and has also been Captain of Queen Victoria and Queen Elizabeth.

Inger Klein Thorhauge is a Faroese cruise ship captain for Cunard Lines. When she was named Captain of MS Queen Victoria in 2010, she became the first female captain of a large cruise ship in history. She has since become captain of MS Queen Elizabeth, and in 2022 was named as the first captain of MS Queen Anne.

Annex Five: Attendee list

Last Name:	First Name:	Company/Organisation	Position/Title
Privacy of natural persons			
Brown	Simeon	New Zealand Government	Minister for Auckland
Privacy of natural persons			



Fortnightly Report to the Minister for Auckland

For the period Monday 10 February to Sunday 2 March 2025

Date:	28 February 2025	Priority:	Medium
Security classification:	In confidence	Tracking number:	BRIEFING-REQ-0009495

Ministers	Action sought	Deadline
Hon Simeon Brown Minister for Auckland	Note the contents of this briefing and discuss at the next officials meeting	N/A

Contact for telephone discussion (if required)

Name	Position	Telephone	1st contact
Michael Quinn	Head of the Auckland Policy Office	Privacy of natural persons	
Andy Hill	Director Auckland		✓

The following departments/agencies have contributed content

Ministry of Transport and Ministry of Housing and Urban Development

Minister's office to complete:

☐ Approved

☐ Declined

☐ Noted

☐ Needs change

☐ Seen

☐ Overtaken by Events

☐ See Minister's Notes

☐ Withdrawn

Comments



BRIEFING

Fortnightly Report to the Minister for Auckland For the period Monday 10 February to Sunday 2 March 2025

Date:	27 February 2025	Priority:	Medium
Security classification:	In Confidence	Tracking number:	BRIEFING-REQ-0009495

Purpose

To provide you with a fortnightly report for the Auckland Portfolio for the period Monday 10 February to Sunday 2 March 2025.

Recommended action

The Ministry of Business, Innovation and Employment (MBIE) recommends that you:

Note the contents of this briefing and discuss at the next officials meeting.

Noted

Michael Quinn
Head of the Auckland Policy Office
28 / 02 /2025

Hon Simeon Brown
Minister for Auckland
..... / /



1. Auckland Portfolio Priorities

Topic/ Contact person	Comment																												
Auckland Recovery																													
<div>Michael Quinn</div> <div>Head of the APO</div> <div>Privacy of natural persons</div>	<p>In the previous Auckland Officials’ meeting you sought information about Auckland’s recovery programme. The following information relates to the most recent recovery update to the Auckland Council Transport, Resilience and Infrastructure Committee; information from the Cyclone Recovery Unit (CRU) on the most recent funding request to support an increase in Category 3 properties; and answers to your query on the rate of Category 3 settlements.</p> <p>Transport, Resilience and Infrastructure Committee</p> <p>Auckland Council staff provided an update to the council’s Transport, Resilience and Infrastructure Committee on 13 February 2025 regarding the progress of the recovery programme, revised property categorisation, and updated buyout cost forecasts. The meeting took place between the two-year anniversaries of the Auckland Anniversary Weekend floods and Cyclone Gabrielle.</p> <p>Council officers reported that the final forecast for Category 3 properties has increased to 1,215, up from the previous estimate of 904. The number of Category 2P and 2C properties has decreased, as some properties were reclassified as Category 3 to accelerate remediation for owners. Officers noted that further shifts between categories may occur due to disputes or the feasibility of risk mitigation measures, with categorisation expected to be completed by March 2025.</p> <table><tr><th>Categories</th><th>LTP 2025-34</th><th>Forecast Nov 2024</th><th>Forecast Jan 2025</th></tr><tr><td>Category 1</td><td>1,994</td><td>2,034</td><td>1,976</td></tr><tr><td>Category 2P</td><td>175</td><td>163</td><td>141</td></tr><tr><td>Category 2C</td><td>77</td><td>69</td><td>38</td></tr><tr><td>Category 3</td><td>904</td><td>1,230</td><td>1,215</td></tr><tr><td>Ineligible / opted out</td><td>-</td><td>22</td><td>168</td></tr><tr><td>Totals</td><td>3,150</td><td>3,518</td><td>3,538</td></tr></table> <p>The increase in Category 3 properties has led to a corresponding rise in buyout costs, now estimated at \$1.249 billion, an increase of \$352 million. The average purchase price per property is \$1.014 million, after homeowner and insurance contributions. The committee approved a request for the Auckland Council Chief Executive to formally seek an additional \$176 million from the Crown to fund its 50 percent share of these additional costs, with the council funding the</p>	Categories	LTP 2025-34	Forecast Nov 2024	Forecast Jan 2025	Category 1	1,994	2,034	1,976	Category 2P	175	163	141	Category 2C	77	69	38	Category 3	904	1,230	1,215	Ineligible / opted out	-	22	168	Totals	3,150	3,518	3,538
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Category 3	904	1,230	1,215																										
Ineligible / opted out	-	22	168																										
Totals	3,150	3,518	3,538																										



remaining half.

If the Crown declines the request, the council will seek agreement to reallocate \$176 million from the Crown's Category 2 funding, which would reduce the funding available for Category 2 projects, including the council's Blue-Green Network.

The committee report notes that the buyout programme will continue through to March 2026, and planning is underway for the Storm Affected Land Use programme, which will determine the long-term use of purchased Category 3 properties.

At the same meeting, council officers provided an update on the Blue-Green Network. The committee was asked to approve prioritisation of work in the Clover Drive area, with a total cost of up to \$90 million. Other priority areas include Wairua, Te Auaunga Stage 2 and Whangapouri, which remain at early design and modelling stages.

Confidential advice to Government



Confidential advice to Government

Overview of buyout process

While all regions designed their processes so that a property owner could theoretically progress to settlement within a month of a valuation being confirmed, multiple steps allow property owners to seek independent advice or take additional time to consider the information provided. In practice, this has resulted in overall timeframes of between one and four months before offers are agreed.

Auckland Council completes due diligence before confirming a property as Category 3, allowing valuations to take place immediately upon categorisation. Once a property is confirmed, a Property Adviser is assigned and contacts the owner to seek written consent for a valuation. Owners have up to three months to agree to this step and can challenge the categorisation decision.

A valuer from the provider panel is assigned, and the valuation report is completed within two to four weeks. Property owners can also seek a private valuation, which often adds two and a half to three months to the process. Private valuations typically take six to eight weeks, after which valuers must meet to agree on a final valuation. Owners then have an additional month to dispute the final valuation.

Once valuations are finalised, offers are prepared and approved within a few days before being presented to owners, who have three months to accept. Settlement is set for four weeks following acceptance by default, unless otherwise requested.

A schematic of the buyout process is attached at Annex 4.

Confidential advice to Government



	Confidential advice to Government
Auckland Regional Deal	
<p>Michael Quinn Head of the APO</p> <p>Privacy of natural persons</p>	<p>We previously sought your agreement to provide ongoing updates on the development of an Auckland Regional Deal, in addition to any material you may receive from the Department of Internal Affairs, which leads the Regional Deals programme.</p> <p>The Council's proposal was approved by the Governing Body for submission to Government. The full report has been uploaded to the Council's website and is publicly available.</p> <p>As previously advised, Auckland Council convened an external expert advisory group to support the development of a proposal. The group, which met in confidence, consists of:</p> <ul style="list-style-type: none">• Carrie Hurihanganui (Auckland Airport)• John Fraser-MacKenzie (EMA)• Marama Royal (Ngāti Whātua)• Mark Thomas (Committee for Auckland)• Nick Hill (Tātaki Auckland Unlimited)• Peter Gluckman (Koi Tū)• Rupert Hodson (BECA)• Sarah Sinclair (Minters)• Simon Bridges (Auckland Chamber) <p>The group was chaired by Auckland Council Chief Executive Phil Wilson and included council staff and Mayoral Office representatives. It did not include elected officials.</p> <p>The advisory group met for the third time on 12 February 2025 to review a revised proposal outline. Their work has helped Auckland Council officers prepare a proposal that was considered by a Political Reference Group before it was presented to the Governing Body.</p> <p>The Council's proposal is centred on economic growth and productivity, with an emphasis on benefits for the wider New Zealand economy. It currently identifies five priority areas:</p> <ul style="list-style-type: none">• Gateway to the world – enhancing Auckland's role in trade, investment, immigration, and tourism.• Environment and harbours – strengthening environmental protections.• Housing – enabling abundant housing alongside transport, business, and industry.• Transport – improving efficiency and reducing emissions in the movement of people and freight.• Innovation – supporting the innovation and technology sectors. <p>The advisory group has encouraged the Council to focus on a small number of tangibles, achievable initiatives for the Auckland Deal. With this in mind, the Council is seeking:</p>



	<ul style="list-style-type: none">• A funded major events strategy, leveraging an accommodation levy.• New partnership powers for a Clean-Hull Plan to protect Auckland's marine environment.• The creation of an Auckland Urban Development Office, integrating functions from Panuku, Tātaki Auckland Unlimited and other Council business units to coordinate urban development in priority areas. The Council may seek Urban Development Act powers to strengthen this unit's impact.• Improvements to transport effectiveness, through an accelerated rail crossing removal programme and time-of-use charging.• Supporting the establishment of the Advanced Technology PRO in Auckland, leveraging the region's academic, business and international connections. <p>While we have not pre-empted the Council's proposal with an analysis, the content appears broadly aligned with the objectives of the Regional Deal Framework.</p>
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Auckland Council Transport, Resilience and Infrastructure Committee (TRIC) Meeting
13 February 2025

Karen Lyons

Auckland Director
Ministry of Transport

Privacy of natural persons

The first TRIC meeting of the year was held, with key transport items being the rail and Auckland Transport updates, as well as Auckland Council's letter of expectation to Auckland Transport.

City Rail Link Network Readiness

More work was achieved in the summer shut down than planned and staff highlighted the total shutdown as being key for the faster work. They also noted that the benefits of the forward planning and the operation of the Rail Operations Centre allowed for more efficient and effective problem solving.

Key achievements over the summer include:

- Full completion of the electrified 19 km of rail line between Papakura and Pukekohe
- Track laid with overhead line and signalling system testing completed for the Third Main Line
- 14.3 kms of rail 'destressed' to minimise potential speed restrictions caused by temperature changes
- 17.5 kms of rail 'stabilised' by pressurising and vibrating the ballast (rocks beneath the sleepers) to lock everything into place; and
- Completion of a new pedestrian overbridge at Middlemore Station.

The presentation detailed progress on major rail projects as follows:

- Rail Network Rebuild – 75%
- CRL – Britomart Upgrades – 95%
- CRL – Henderson Upgrades – 20%
- Wiri to Quay Park Third Main – 95%
- Drury Railway Stations – Paerātā Station – 20%

Auckland Transport Update

Key highlights addressed in the Auckland Transport update included:



	<ul style="list-style-type: none">• Significant progress has been made on flood recovery, with 80% of the 800 roading slips from across the region repaired under budget and almost 12 months ahead of programme.• Over 1 million trips on public transport have been made with the new ways to pay since its November 2024 launch.• Completion of 225 km of road rehabilitation and repairs by the end of December, 20% higher than the same time last year. <p>Progress also continues to be made on the network optimisation work, including:</p> <ul style="list-style-type: none">• 125 of 250 traffic signal improvements have been completed. This optimises wait times across intersections.• The addition of advanced detection CCTV cameras at 10 intersections last month has reduced delays. For example, at the intersection of Ti Rākau Drive and Trugood Drive, right turning drivers now have an average reduction in delay of up to two minutes.• Work on dynamic lanes is progressing, with three expected to be implemented this year and 10 next year. Work is scheduled to begin on the Maoro Road dynamic bus lane on 23 February. <p>Letter of Expectation to Auckland Transport</p> <p>The Committee approved content for inclusion in the 2025/2026 letter of expectation to Auckland Transport. The letter will contain general expectations for all council-controlled organisations (CCOs) as well as those specific to Auckland Transport including:</p> <ul style="list-style-type: none">• Working closely with Auckland Council on the transport governance reforms. Auckland Council will lead engagement with central government.• Providing support to the Chief Executive of Auckland Council who has been asked to undertake work on how transport functions could be delivered, and a proposed approach to implementation.• Seeking local board engagement and involving elected members on matters of high public interest early in processes.• Making agendas publicly available for Auckland Transport Board Committee meetings, and where possible, reports for these meetings.• Progressing Auckland Council priorities including:<ul style="list-style-type: none">○ Changing how Auckland Transport interact with Aucklanders○ Getting the most out of the existing network○ Improving temporary traffic management○ Reducing delays incurred by utilities and developers; and○ Implementing low-cost opportunities to complete the cycle network.
Law and Order	
<p>Michael Quinn Head of the APO</p> <div>Privacy of natural persons</div>	<p>Confidential advice to Government</p>



	Confidential advice to Government
Water Reform	
	No updates available for this report

2. General Auckland Updates

Topic/ Contact person	Comment
Fast-track Approvals Act	
Andy Hill Director Auckland MBIE <small>Privacy of natural persons</small>	<p>The Fast-track Approvals Act process went live on 7 February 2025. Applications for infrastructure and development projects that are considered to have significant regional or national benefits can apply for fast-track consent. The Bill establishes a 'one-stop-shop' for several approvals under different legislation.</p> <p>To access the fast-track approvals process, project owners need to lodge a 'referral application' with Ministry for Environment (MfE), which is checked for completeness before being passed to the Minister for Infrastructure.</p> <p>The Minister of Infrastructure determines whether referrals should be granted or declined. The Minister can invite comments before making a decision on the referral application.</p> <p>Following successful referral, a project can then be lodged to the EPA. An expert panel assesses the project and issues a decision (ie. approval, approval with conditions, declined). During this process, the panel may request information from third parties, including other 'relevant portfolio Ministers'.</p> <p>The 149 projects that went through the original process and were recommended by the independent Advisory Group, can apply directly to the expert panel, skipping the referral process. There are 28 Auckland based applications that can apply directly to the expert panel. (Annex 8)</p>
General Transport News	
Karen Lyons Auckland Director Ministry of Transport <small>Privacy of natural persons</small>	Overnight City Centre Parking <p>Auckland Transport has announced that free overnight parking will remain in Auckland's city centre for another year. The hourly on-street overnight charge will be introduced in March 2026, and set at \$1-\$2 per hour.</p>



	<p>These charges have been delayed allowing for further economic recovery in the city centre before implementation.</p> <p>First train through the City Rail Link Tunnels</p> <p>On 12 February, a test train made its first trip through the full length of the City Rail Link (CRL) tunnels.</p> <p>The 3.45-kilometre-long inaugural journey took two and a half hours to complete. The speed of around five kilometres an hour allowed technicians to complete their first round of underground checks and balances relating to tunnel clearance, power supply and signalling. Further tests will continue at progressively higher speeds.</p>
Infrastructure to enable growth in Drury	
<p>Natasha Tod</p> <p>Director, Auckland, Ministry of Housing and Urban Development</p> <p>Privacy of natural persons</p>	<p>Update:</p> <p>Drury in southern Auckland is one of NZ's largest urban development areas, with expected future population of 65,000 and the Government is significantly investing in road, rail, and education. It is a joint priority development area for the Government and Auckland Council.</p> <p>Officials have been progressing discussions with key parties on realising the potential of this investment and related growth in Drury and wider Franklin. Further infrastructure investment is needed but there is a timing gap between intended provision of infrastructure and developer building aspirations.</p> <p>On 19 February 2025, a workshop was held with representatives from Franklin Economic Development Area (FEDA) group, Auckland Council, and government officials. The workshop was to discuss key infrastructure priorities to support growth in Drury (and wider Franklin) over the next 5-10 years.</p> <p>At the workshop, all parties indicated a willingness to work collaboratively together to agree infrastructure priorities and explore the use of alternative funding and financing models that could enable investment to be brought forward (e.g. a levy under the Infrastructure Funding and Financing Act).</p> <p>Next steps:</p> <p>A Memorandum of Understanding is being drafted to support collaboration through the next phase of work.</p> <p>Infrastructure priorities will be consolidated and matched with potential funding and financing options.</p> <p>HUD will provide an update on the next phase of work following a workshop in April/May 2025.</p>
<div>Confidential advice to Government</div>	
<p>Kylie Hawker-Green</p> <p>Manager, New Zealand Major Events</p> <p>MBIE</p>	<div>Confidential advice to Government</div>



Privacy of natural persons	Confidential advice to Government
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3. Ministerial items on hand

3.1 Upcoming significant meetings

Date and venue	Meeting and info
6 March 2025, 11:30am – 12:00pm 6.3 EW	Auckland Transport Reform with Hon Chris Bishop
11 March 2025, 5:30pm – 6:00pm 6.3 EW	Maritime Policy and Growth Opportunities with Hon James Meager
17 March 2025, 4:30pm Microsoft Teams	Auckland Officials Meeting

3.2 Other Ministerial engagements related to Auckland

Date and venue	Minister	Meeting Info
21 February 2025 11:40am-1:00pm Simpson Grierson Offices	Hon Chris Bishop Minister of Housing, Infrastructure and Transport	Organized by Committee for Auckland, the Minister will outline priority areas for the government this year in Auckland
25 February 2025 1:00 pm- 1:45 pm	Hon Chris Penk	Introductory meeting to be attended by EMA's CE and Head of Advocacy, Finance and Strategy



Employers and Manufacturers Association Office	Minister for Small Business and Manufacturing	
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3.3 Upcoming significant media and announcements

Timing	Announcement
None	

3.4 Upcoming briefings and aide memoire

Title	Date to Minister	Action for Minister	Key contact	Summary of paper/comment
None				

3.5 Upcoming Cabinet papers

Title	Committee	Expected committee date	Key contact	Summary of paper/comment
Confidential advice to Government	ECO	tbc	Andy Hill <small>Privacy of natural persons</small>	Confidential advice to Government

3.6 Official Information Act requests (Ministerial and Departmental for consultation)

Due to Minister's office	Statutory due date to requester	Ref	Requester	Organisation	Summary of request
26 February 2025		MOIA-REQ-0009271	Privacy of natural	Labour's Leaders Office	Any and all written documents (including, but not limited to, briefings, reports, aide-memoires) provided to the minister in their capacity as Minister for Auckland during the week of 27 January 2025.



Due to Minister's office	Statutory due date to requester	Ref	Requester	Organisation	Summary of request
5 March 2025		DOIA-REQ-0009066	Privacy of natural persons	N/A	Please explain the basis for the statement "The Auckland portfolio has no legislative responsibilities." in paragraph 13 on page 4 of MBIE's November 2023 briefing document for the incoming Minister for Auckland (published at https://www.mbie.govt.nz/dms/document/28005-briefing-for-the-incoming-minister-for-auckland-proactiverelease-pdf).
5 March 2025		DOIA-REQ-0009059	Privacy of natural persons	N/A	Please provide MBIE's Departmental Advice about the inter-relationship of 1) the Constitution that was registered by MBIE on 24 September 2024 for AUCKLAND FUTURE FUND TRUSTEE LIMITED (NZBN 9429052370014), a Registered NZ Limited Company; 2) the proposed Auckland Council (Auckland Future Fund) Bill that was introduced to the House of Representatives on 28 January 2025; and related laws administered by MBIE (eg. Companies Act 1993).
6 March 2025		MOIA-REQ-0010144	Privacy of natural persons	Labour's Leaders Office	Any written advice (including, but not limited to, reports, aide-memoires, briefings) provided to the Minister during the week of February 3rd, 2025, in his capacity as Minister for Auckland.



Due to Minister's office	Statutory due date to requester	Ref	Requester	Organisation	Summary of request
17 March 2025		MOIA-REQ-0010167	Privacy of natural persons	Labour's Leaders Office	Any written advice (including, but not limited to, reports, aide-memoires, briefings) provided to the Minister during the week of February 17th 2025 in his capacity as Minister for Auckland.

3.7 Ministerial correspondence

Due to Minister's office	Ref	Correspondent	Organisation	Summary of Correspondence
None				

3.8 Proactive release

Date	Title	Comment
	Proactive release all fortnightly reports and event briefings starting 27 January 2025	Your office has requested the proactive release all fortnightly reports and event briefings starting 27 January 2025
Confidential advice to Government		



4 Auckland dashboards

Transport environmental scan

Karen Lyons

Director, Auckland,
Ministry of Transport

Privacy of natural persons

Public transport patronage update

For the fortnight 20 January – 2 February 2025, public transport patronage totalled 2,699,120 boardings across the city's public transport network.

Patronage decreased for this fortnight compared to the same period last year, driven by the rail closure and the use of replacement services. Bus patronage declined by 1% compared to the same period in 2024, while ferry patronage increased by 3%.

Public transport patronage for the year to February 2025 is 89.3 million boardings, which has increased on the previous year's total of 80.9 million boardings. Across all modes, rail patronage saw the largest annual increase of 12.5%, whereas ferry patronage has had the smallest annual increase, at 5.7%.

At 89.3 million boardings, current annual patronage reaches 93% of Auckland Transport's latest SOI target of 95.9 million annual PT trips for 2024/2025. It is 86% of the pre-COVID (February 2020) patronage of 103.54 million trips.

Note: Rail numbers for January are the rail bus replacement numbers

PT fortnightly patronage

Mode	20 Jan – 02 Feb 2025	20 Jan – 02 Feb 2024
Bus	2,332,787	2,360,228
Rail	244,892	446,158
Ferry	121,441	117,869
Total	2,699,120	2,924,255

Data: AT Metro daily patronage report.

PT monthly patronage

Mode	Jan 2025	Jan 2024
Bus	4,712,200	4,539,400
Rail	375,300	600,800
Ferry	525,000	506,700
Total	5,612,500	5,646,900

Data: AT Metro monthly patronage report.

PT annual patronage

Mode	Year to Feb 2025	Year to Feb 2024
Bus	70,194,800	63,610,100
Rail	14,170,700	12,593,500
Ferry	4,977,200	4,710,800
Total	89,342,700	80,914,400

Data: AT Metro monthly patronage report



Auckland housing update

Natasha Tod

Director, Auckland,
Ministry of Housing
and Urban
Development

Privacy of natural persons

House price index and median house price (REINZ)

- The House price index shows a slight movement (down 1.9% on December 2023)
- Number of sales is down 3.0% since December 2023.
- Median House Price is \$1 million which is down 2.6% in the month of December 2024, and down 4.3% since December 2023.

HUD commentary:

Auckland house prices fell slightly during 2024, in line with the national trend of no growth. Much of the price drop was in the first half of the year, with prices showing more variability in recent months as declining lending rates attract some buyers back into the market.

Nationally, house prices are now around the same level as they were at the start of last year.

The available inventory of houses for sale remains high, so buyers can afford to be more selective. This will counter the expected growth in house prices that accompanies interest rate cuts and limit the rate of house price growth through 2025.

New dwelling building consents (Stats NZ)

- New dwelling consents are up 3.7% compared to December 2023.
- Total new dwellings consented annually since December 2023 is 13,939, which is down 10.0% compared to previous year.

HUD commentary:

New dwelling building consents in Auckland remained largely stable through 2024, but significantly lower than the 2021/22 boom.

While build intentions are stable, construction activity is yet to rebound, and construction employment in Auckland and nationally continues to decline.

Optimism in the sector is mounting, with an anticipated resurgence in building intentions and activity, the speed of which will depend on how far interest rates fall and existing new build stock clears.

Dwelling completions and new land parcels (Auckland Council)

- 17,477 dwellings received code compliance certificates (CCC) annually since November 2023.
- 609 new residential land parcels (under 5000m²) were created in December 2024 (down 56.4% compared to December 2023)

HUD commentary:

In recent years there has been a decrease in the percentage of dwellings receiving CCC's, which had building consents issued in the last 2 years. This decrease could be a sign that projects previously delayed or put on hold are being completed.



	<p>Previously when consent issuance was high, and builders had long pipelines of work, this decrease may have been due to their heavy workloads, meaning projects took longer to complete.</p> <p>Over the short-term, building activity is expected to tighten further as existing projects are being completed faster than new projects are starting, and construction employment continues to fall. This will be exacerbated by the lag between consenting, financing and getting new projects underway.</p> <p>Rental price index</p> <ul style="list-style-type: none">• 0.6% decrease annually since November 2023 <p>HUD commentary:</p> <p>The overall rate of growth continues to slow as declining net migration reduces demand for rental properties. This is particularly prevalent in Auckland.</p> <p>Some short-term growth is expected as tertiary study resumes and international students return to study.</p>
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Annexes

Annex One: Auckland Council Recovery Weekly Report

Annex Two: Auckland NIWE original Auckland Funding Agreement and subsequent changes

Annex Three: Auckland NIWE summary of projects approved by Cabinet June 2024

Annex Four: Overview of the Category 3 buy-out process

Annex Five: Confidential advice to Government

Annex Six: Confidential advice to Government

Annex Seven: Confidential advice to Government

Annex Eight: Fast Track Schedule 2 Projects for Auckland

Annex One: Auckland Council Recovery Weekly Report



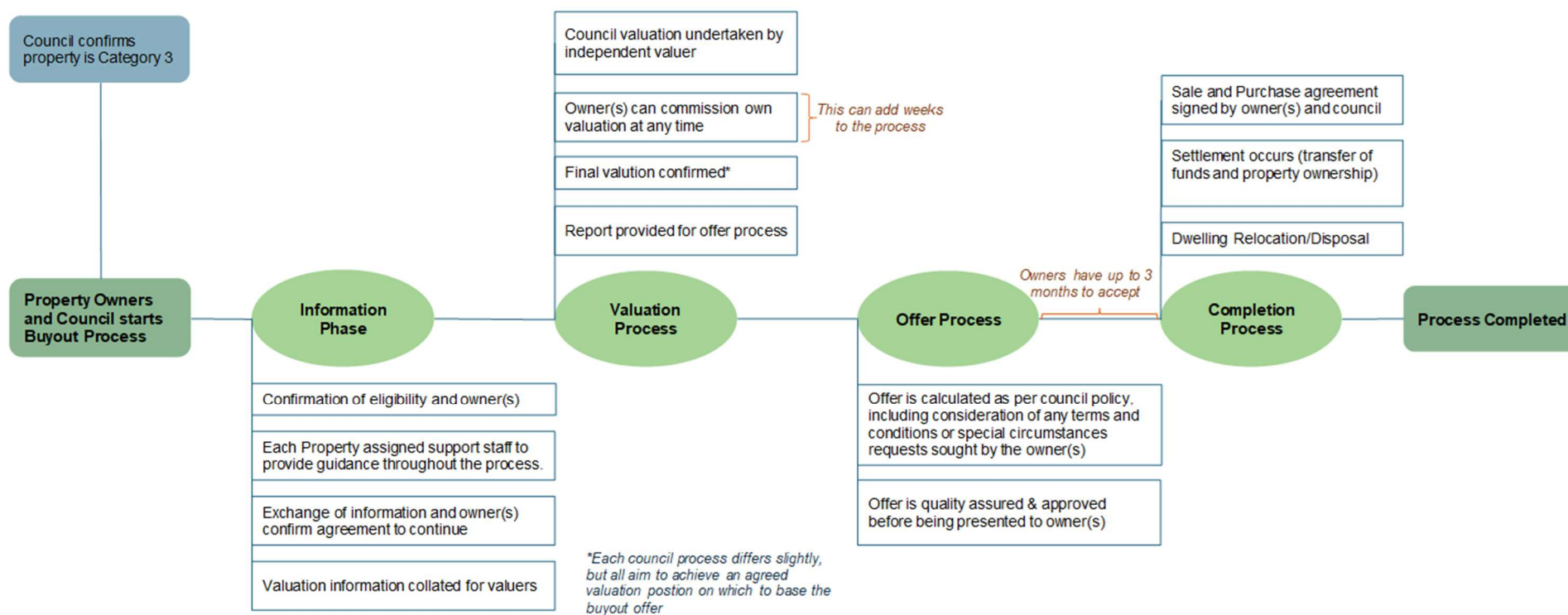
Annex Two: Auckland NIWE original Auckland Funding Agreement and subsequent changes

Funding Category \$m	Original Crown share October 2023	Current Crown share June 2024	Confidential advice to Government
Category 3	387.00	447.35 (+60.35)	
Category 2 Risk Mitigation	380.00	319.65 (-60.35)	
Local Transport	110.00	110.00 (No change)	
Total	877.00	877.00	

Annex Three: Auckland NIWE summary of projects approved by Cabinet June 2024

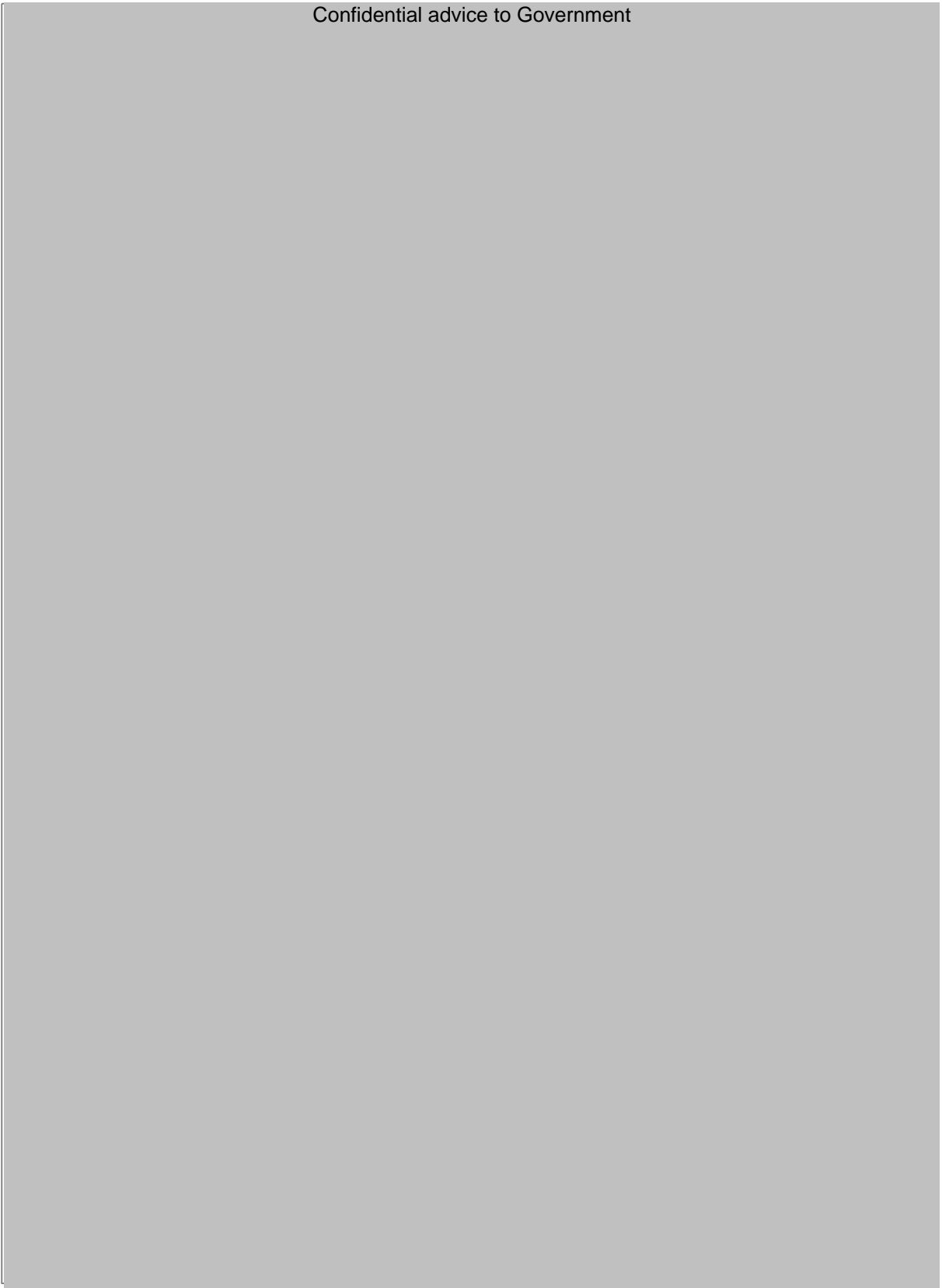
\$m	Current Crown share June 2024	Confidential advice to Government
Approved Category 2 Risk Mitigation Projects:	70.81	
Harania, Mangere - Flood Risk Resilience	18.15	
Te Ararata, Mangere - Flood Risk Resilience	14.93	
Category 2P properties region wide locations (Fewer Category 2P properties)	35.36	
Muriwai Landslip and Stormwater Resilience (project discontinued and 4 properties reclassified as Category 3)	2.37	
Not yet approved Category 2 Risk Mitigation Projects:	248.84	
Clover Drive	53.30	
Wairau	57.70	
Te Auaunga Stage 2 *	37.20	
Whangapouri *	9.90	
Kumeu *	34.70	
Minor blue-green networks, and other Making Space for Water initiatives *	56.04	
Total Funding for Category 2 Risk Mitigation Projects	319.65	
Approved Local Transport Projects:	110.00	
Mill Flat Road Bridge and Manukau Heads Road	25.00	
Road Network Reinstatement Programme	85.00	
Confidential advice to Government		

Annex Four: Overview of the Category 3 buy-out process



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[Redacted content]


Confidential advice to Government

Annex Seven:

Confidential advice to Government

Confidential advice to Government

Confidential advice to Government



Annex Eight: Fast Track Schedule 2 Projects for Auckland

Projects to be included in Schedule 2 of Fast-track Approvals Bill

Applicant	Project Name	Region	Sector	Project Description
Auckland Region (28 projects)				
Ministry of Housing and Urban Development and Rōpū of Nga Mana Whenua o Tamaki Makaurau	Carrington Residential Development	Auckland	Housing and Land Development	The project is a large-scale residential development on 39.7 hectares of Crown owned land in Mt Albert, Auckland delivering approximately 4,000 - 4,500 homes over 10 - 15+ years in a mix of typologies.
Fulton Hogan Land Development Ltd	Milldale Stages 4C and 10-13	Auckland	Housing and Land Development	To undertake earthworks and civil works to create sites for over 1,100 residential sites.
Vineway Limited	Delmore	Auckland	Housing and Land Development	The project is to subdivide a 109-hectare site in Orewa, Auckland and construct a master-planned residential development providing a complete urban outcome of approximately 1250 homes complete with parks, river-side walkways, and supporting infrastructure.
Winton Land Limited	Sunfield	Auckland	Housing and Land Development	The project is a master planned community in Ardmore, Auckland which provides for 460,000 square metres of employment, retail, healthcare and education buildings, a 7.6-hectare town centre, a school, 3400 houses, 3 retirement villages consisting of approximately 600 independent living units and care beds and 27.7 hectares of open spaces, green links, recreation parks and reserves and ecological offsets.
The Eden Park Trust	Eden Park 2.1.	Auckland	Housing and Land Development	The project is the redevelopment of the existing Eden Park facility in Auckland to deliver a world class hybrid, multi-purpose 50,000+ capacity stadium with a retractable roof to enable the delivery of a greater number and range of events and content, increasing the utilisation and optimisation of the facility.
Rangitōopuni Developments Limited Partnership	Rangitōopuni	Auckland	Housing and Land Development	The project is to develop a 210 lot residential subdivision and 350 unit retirement village on the southern portion of the 3,275 hectares of Rangitōopuni-Riverhead.
Classic Group	Warkworth South (Waimanawa)	Auckland	Housing and Land Development	The Warkworth South (Waimanawa) project will create a new township (including 1200 residential units) to the south of Warkworth.
Kiwi Property Holdings No. 2 Ltd	Drury Metropolitan Centre - Consolidated Stage 1 and 2	Auckland	Housing and Land Development	The project is to subdivide 53.2 hectares land and develop these sites for a commercial retail centre (including 10,000m2 commercial, 56,000m2 retail and 2,000m2 community activities) and future residential activities in accordance with the underlying Metropolitan Centre and Mixed-Use zones.
Beachlands South Limited Partnership	Beachlands South	Auckland	Housing and Land Development	The project is to construct approximately 2,700 homes; two schools; and commercial activities.
Ngāti Manuhiri Settlement Trust and Te Arai South Holdings Limited or Nominees representing the Te Arai South Joint Venture	Integrated Development Plan for Te Arai South Precinct and Regional Park	Auckland	Housing and Land Development	The project is an integrated development of the Te Arai Precinct, including 420 residential units.
Precinct Properties New Zealand Limited	The Downtown Carpark Redevelopment - Te Pūmanawa o Tāmaki	Auckland	Housing and Land Development	The Project comprises the demolition of the existing Downtown Carpark Building and the subsequent construction of two towers closer to Lower Hobson Road on the western side of the site. Three podium buildings will be built, together with a significant new public realm including an extensive new laneway network and civic space.
North Eastern Investments Limited	NEIL Fairview Heights Development	Auckland	Housing and Land Development	The project is an 1800-unit intensive residential and 3100m2 commercial multilevel development with basement parking on an arterial road in Albany, within walking distance of the Albany Metropolitan Centre and the Albany Bus Station.
New Zealand Transport Agency Waka Kotahi	North West Rapid Transit	Auckland	Infrastructure	To develop a rapid transit link between Brigham Creek and Auckland City Centre, including local road links and connections to other existing rapid transit infrastructure and a bi-directional offline busway. This will provide public transport choices to safely and efficiently meet demands for moving people, freight and services along SH16, the main corridor between the NW and Auckland CBD.

New Zealand Transport Agency Waka Kotahi (NZTA)	Mill Road	Auckland	Infrastructure	To change 21km of road between the Redoubt Road interchange on SH1 in Manukau to the proposed Drury South Interchange on SH1 in Drury. It involves a new corridor which will be a mix of new road and upgrades of existing roads. There will be upgrades to numerous existing intersections and potentially works to existing local roads which will intersect with the new corridor.
New Zealand Transport Agency Waka Kotahi	SH16 North West Alternative State Highway	Auckland	Infrastructure	To construct a new four-laned dual carriageway motorway and the upgrade of Brigham Creek Interchange on SH16, to provide a connection for interregional and freight trips between Redhills North and SH16 west of Kumeū-Huapai, as an alternative to the existing SH16.
Ministry of Justice	Papakura District Courthouse (New) Project	Auckland	Infrastructure	The project is for a Notice of Requirement to designate the site for the following purposes: "Judicial, court, tribunal and related purposes including collection of fines and reparation, administration, support, custodial services, and ancillary activities.
KiwiRail Holdings Limited	Crosstown (Avondale - Southdown) Corridor	Auckland	Infrastructure	The Avondale-Southdown Railway will complete a long planned cross-isthmus rail corridor connecting east-west via Onehunga, creating significant new connectivity, capacity and network resilience. It will provide a new public transport corridor and freight bypass from the inner-city Isthmus and complete the missing limb to Auckland's heavy rail network.
Auckland Transport	Papakura to Pukekohe Route Protection - Four-tracking and Active Mode Corridor	Auckland	Infrastructure	The Papakura to Pukekohe Route Protection – Four-tracking and Active Mode Corridor project will remove six level crossings and associated crossing interventions while establishing an active mode corridor to facilitate and support KiwiRail's four tracking transport project. The active mode corridor will start at Pukekohe and terminate at Drury Railway Station.
Port of Auckland Limited	Bledisloe North Wharf and Fergusson North Berth Extension	Auckland	Infrastructure	The project is to construct: a new 330m long x 34m wide reinforced concrete piled wharf structure to the northern edge of the Bledisloe Terminal for roll-on/roll-off and large cruise ships; a 45m long x 34m wide reinforced concrete piled extension to the length of the existing Fergusson North Berth to accommodate larger container ships; related to the above, POAL will establish a new cruise passenger terminal within the ground floor of the of the existing vehicle handling facility on the Bledisloe Terminal; fendering (and other ancillary structures, as required) will be provided around both wharf structures, in a similar manner to that which exists for the balance of the wharves within the Port of Auckland.
Auckland Transport	Airport to Botany Bus Rapid Transit	Auckland	Infrastructure	The project is the construction and operation of approximately 15km Bus Rapid Transit facility and walking and cycling facilities, connecting the Auckland International Airport Precinct to Botany Town Centre through Manukau Central.
KiwiRail Holdings Limited	Four Tracking Westfield to Pukekohe	Auckland	Infrastructure	The project involves widening the existing rail corridor and undertaking works to expand the North Island Main Trunk (NIMT) between Westfield Junction (Newmarket) and Pukekohe (38km) from the current two tracks railway to a four track railway including grade-separating Westfield Junction where the NIMT meets the North Auckland Line (NAL) and in future the Crosstown (Avondale-Southdown) Corridor.
Auckland Transport	Auckland Level Crossings Removals	Auckland	Infrastructure	The project comprises the removal of 42 Level Crossings across the Auckland Region to address growing safety, severance and accessibility issues while enabling higher train frequencies and many of the benefits from recent, current and planned investments in Auckland's transport system, including the City Rail Link project.
Ara Poutama Aotearoa the Department of Corrections	Auckland Prison Capacity Increase	Auckland	Infrastructure	The project is to alter Auckland Prison's designation conditions under the Auckland Unitary Plan via a Notice of Requirement to enable the current limit on prisoner numbers to increase from 681 to 1,200.
Kings Quarry Limited	Kings Quarry Expansion – Stage 2 and 3	Auckland	Mining and Quarrying	The Kings Quarry Expansion – Stage 2 and 3 project is to expand the existing quarrying activities. The project area will occupy 60-hectares of the 152-hectares of total site area.
Winstone Aggregates (a Division of Fletcher Concrete & Infrastructure Ltd)	Flat Top Quarry Development	Auckland	Mining and Quarrying	The Flat Top Quarry project is to expand the existing Flat Top Quarry.
Fletcher Concrete & Infrastructure Ltd	Hunua Quarry Development	Auckland	Mining and Quarrying	The Hunua Quarry Development project is to expand the existing Quarry.
Stevenson Aggregates Limited	Drury Quarry Expansion – Sutton Block	Auckland	Mining and Quarrying	The Drury Quarry Expansion – Sutton Block project seeks to expand the current quarry and supplier of greywacke aggregate for concrete, asphalt and roading to the Auckland market. The Sutton Block Quarry will be located southeast of Drury and developed in stages over 50 years.

Energy Farms Limited

Wellsford Solar Farm

Auckland

Renewable Energy

The Wellsford Solar Farm project is to construct and operate a solar farm on an approximately 219-hectare site.