

# Myth Busting Schedule: Stakeholder Summary

6<sup>th</sup> June 2023

This is a standalone campaign designed to build towards discussions at the Future is Rail conference. We will publish one myth per day and share a schedule with all active stakeholders and ask them to participate in the discussion. We will publish every morning at 6.30am.

The table below provides details and publication dates of each myth post from 7<sup>th</sup> – 12<sup>th</sup> June. The table will be updated with myths for the latter two weeks by the Friday before the week commences.

No	Myth	Reality	Hashtags	Date	Day
1	New Zealand's population density is too low for passenger trains.	<ol style="list-style-type: none"> <li>This may be true for some areas of the country but not in the Golden Triangle, which contains three of Aotearoa New Zealand's fastest growing cities and accounts for more than half of its overall GDP.</li> <li>If you want to identify high density areas that are potential destinations for inter-regional passenger rail, then you just have to wait until its dark and people turn on lights.</li> <li>Map of New Zealand at night.</li> <li>The economic strategy behind this approach is based on enhancing existing economic centres by linking them together.</li> <li>The economic centres chosen for in between main stops will benefit from the halo effect of consolidated growth, which also reduces the need for urban sprawl.</li> <li>Map of GT train line.</li> <li>End slide</li> </ol>	#Density #Population #EconomicStrategy	7 Jun	Wed



2	<p>Politicians change too often for us to be able to deliver inter-regional passenger rail.</p>	<ol style="list-style-type: none"> <li>1. Aotearoa New Zealand is not alone in facing the challenges created by election cycles, especially when it comes to delivering complex and multi-policy capital projects.</li> <li>2. Other countries use Development Corporations as delivery vehicles because they are protected from interference by political parties.</li> <li>3. An example of this is in the delivery of the London Olympic Park. (pic of stadium)</li> <li>4. Development Corporations unify regional strategies and attract new money and opportunities into the country through inward investors.</li> <li>5. The downside is that the public is often left out of the decision-making process. This creates upset and delays delivery.</li> <li>6. We would overcome this issue by using a co-operative business model to administer the Development Corporation, creating the world's first Development Co-operative.</li> <li>7. End slide</li> </ol>	<p>#Cooperatives #CapitalProjects #ComplexDelivery</p>	8 Jun	Thu
3	<p>Trains are unreliable, often late or cancelled. Trains never run when I want them to.</p>	<ol style="list-style-type: none"> <li>1. This happens when lines are outdated, under-resourced, poorly managed and not well maintained.</li> <li>2. This also happens when stations are not properly integrated into urban planning processes.</li> <li>3. Routine and consistency are essential for rail operates to manage the expectations of their staff and passengers.</li> <li>4. Dissatisfaction with train times can be mitigated by engaging passengers and staff as well as retailers and employers in the community in the design of the timetable.</li> </ol>	<p>#Reliability #PlanningProcess #ParticipationDemocracy</p>	9 Jun	Fri



		<ol style="list-style-type: none"> <li>5. Making Rail Work's Development Cooperative model allows for these discussions to take place in the planning stages of the delivery process.</li> <li>6. Technology can help to manage expectations by providing arrival times and data on carriage capacity through phone alerts.</li> <li>7. End slide</li> </ol>			
4	Buses are just as capable as trains. Rail will make bus and coach services unviable.	<ol style="list-style-type: none"> <li>1. A country with a healthy population and economy is one where everyone in society is able to move around affordably and by the method of their choosing.</li> <li>2. Buses and coaches are just as important as trains, planes, cars, bikes, scooters and feet.</li> <li>3. There are plenty of examples of integrated transport systems that allow passengers to move between transport modes with ease.</li> <li>4. Inter-regional passenger rail will be designed around line capacity after freight services have been catered for.</li> <li>5. The viability of all modes can be ensured by aligning bus, coach and rail strategies under a single schedule of pricing and timetabling.</li> <li>6. Those wishing to go slower at awkward times of the day can save on cost, and those wishing to go faster at a more convenient time will pay a bit more.</li> <li>7. End slide</li> </ol>	#Mobility #HealthOutcomes #EconomicStrategy	10 Jun	Sat
5	Inter-regional passenger rail will compromise ability to move freight.	<ol style="list-style-type: none"> <li>1. Early discussions with freight organisations and KiwiRail suggest that passenger rail can coexist on the line without too much disruption.</li> <li>2. While some sections may need minor upgrades or schedule revisions, the existing Golden Triangle line is fully capable of running inter-regional passenger trains.</li> </ol>	#InlandPort #FreightRail #EconomicStrategy	11 Jun	Sun



		<ol style="list-style-type: none"> <li>3. Freight services in the Golden Triangle will be connecting the network of ports that includes the new inland port in Kirikiriroa Hamilton.</li> <li>4. Pic of map with port symbols on it.</li> <li>5. We can use inter-regional passenger rail on this line to connect potential port employees with their place of work, which would benefit the country as a whole.</li> <li>6. Upgrades to the Kaimai Tunnel would be required to ensure airflow within the tunnel is consistent; this could be done as part of earthquake strengthening.</li> <li>7. End slide</li> </ol>			
6	<p>Car-free living is unfeasible, and providing people with trains will not help.</p>	<ol style="list-style-type: none"> <li>1. In Aotearoa New Zealand, this used to be true. But COVID lockdowns taught us to adapt to working from home.</li> <li>2. Globally, our attitudes toward needing to work from 9-5 in an office are changing. With this comes the potential for living with less or even no reliance on cars.</li> <li>3. Productivity can be enabled by the availability of Wi-Fi on trains, and homeward journeys can be catalysed by integrating public transport beyond the station stop.</li> <li>4. What this means is that a household may be able to reduce its car dependence to just one, especially if trains and stations are bike-friendly.</li> <li>5. This integrated process would allow households to transition to a new way of living, much like the way Zoom did for work during COVID.</li> <li>6. Those who live in mixed-use developments near to stations would additionally benefit from lower house prices and cost of living.</li> </ol>	<p>#MixedUse #NewNormal #PublicTransport</p>	12 Jun	Mon



		7. End slide			
7	More people are buying and driving electric cars. And diesel trains are polluting and inefficient. It is better for the planet if we just wait for electric vehicles to replace petrol and diesel.	<ol style="list-style-type: none"> <li>1. The impact that transport has on the planet goes beyond the energy used to power a journey. We have to consider the footprint created by roads, tracks, runways and ports.</li> <li>2. When we consider the planetary impacts of any transport mode, our judgement should be based on the cost per person per kilometre travelled.</li> <li>3. We also need to count how we generate our electrical energy. Just because you plugged it into a wall, doesn't make it carbon-neutral.</li> <li>4. Electricity generation from coal-burning power stations obviously come with problems. But solar, wind and tidal power have environmental impacts as well.</li> <li>5. Embracing new green technology in cars is important but it is not a panacea. It's more important to minimise single occupancy journeys.</li> <li>6. The NZ Government's announcement to fund a detailed business plan into the electrification of the Golden Triangle is a positive step for enabling inter-regional mass transit passenger options.</li> <li>7. End slide</li> </ol>	#BatteryCars #DieselTrains #ClimateChange	12Jun	Mon
8	Inter-regional passenger rail will be a preserve of the rich. Normal working-class people will not be able to afford tickets.	<ol style="list-style-type: none"> <li>1. Trains are known globally and historically for being the one mode of public transport used by people from all socio-economic backgrounds.</li> <li>2. Passenger rail enables those with physical and mental health challenges to travel independently. Importantly, this includes our aging population.</li> <li>3. Children prefer travelling by train because they share their journey with a carer who doesn't have to focus on driving.</li> <li>4. Enabling those who don't, or can't, drive to be able to move around our country freely will naturally increase spending and improving our micro-economic situation.</li> </ol>	#SocialEquity #Affordability #EconomicStrategy	13 Jun	Tue



		<ol style="list-style-type: none"> <li>5. Removing the need for Kiwis to own a car before they can gain employment is the first step towards reducing the number of Kiwis dependent on government subsidies.</li> <li>6. Inviting local residents to be part of the owner-member Development Co-operative model will go far to encourage civic and community engagement.</li> <li>7. And embracing mixed-use development around station hubs would enable first-time home buyers to prioritise saving for a home over car-related spending.</li> <li>8. End slide</li> </ol>			
9	<p>Getting taxpayers to pay for and subsidize trains that many will not use is wrong.</p> <p>Passenger rail is unaffordable.</p>	<ol style="list-style-type: none"> <li>1. The incremental cost of introducing passenger rail should not be considered in isolation. We must consider how rail can help our communities make themselves more resilient.</li> <li>2. Our roads have evolved over the years; they tend to be re-enforced tracks that have been in use for centuries. They haven't necessarily been designed for modern-day living.</li> <li>3. A robust transport strategy includes options because it reduces our dependency on a single road or a single mode and the risks dependency brings.</li> <li>4. The advantage of rail lines is they are designed to carry the weight of heavy freight, which makes them more resilient to weather conditions as well.</li> <li>5. This also means that power and digital infrastructure can be safely run underground beneath rail. Maintenance is easier to manage because train timetables are predictable and easy to work around.</li> </ol>	<p>#NZInc #Affordability #InwardInvestment</p>	14 Jun	Wed



		<ol style="list-style-type: none"> <li>6. Passenger rail stations are attractive to investment from domestic and global communities, which helps align public and private sector spending, which saves taxpayer money.</li> <li>7. End slide</li> </ol>			
10	New Zealand's mountainous and hilly terrain is unsuitable for rail.	<ol style="list-style-type: none"> <li>1. Most of the rail corridors that have already been defined and laid in Aotearoa New Zealand are good for our current and future needs.</li> <li>2. The existing lines may need enhancement but at present we don't need to go through, under or over anything that would affect our beautiful landscape.</li> <li>3. Pic of landscape</li> <li>4. In fact, the tracks that we currently have are perfectly placed to showcase the wondrous place that we call home.</li> <li>5. Pic of landscape</li> <li>6. If future network expansions necessitate carving or tunnelling, their effects would be considered in accordance with Te Tiriti o Waitangi and local community opinion.</li> <li>7. End slide</li> </ol>	#Tourism #Landscape #RailCorridors	15 Jun	Thu
11	Creating a new Development Co-operative will mean local authorities lose talented staff, who are already in short supply.	<ol style="list-style-type: none"> <li>1. We have a finite amount of talent in Aotearoa New Zealand and we already spread it thin. The Development Co-operative would seek to employ staff on secondment, as opposed to Full Time Employees (FTEs).</li> <li>2. This means our team would be formed of people already employed in all parts of government. Their organisations would be subsidised for their time.</li> <li>3. As such, the teams in the Development Co-operative would be like a 'government hive mind', bringing together experts from each Ministry and local authority.</li> </ol>	#Recruitment #EconomicStrategy #DevelopmentCooperative	16 Jun	Fri



		<ol style="list-style-type: none"> <li>4. This saves the taxpayer money that would be spent on recruitment, and would enhance the skills of, and opportunities for, government staff.</li> <li>5. This method of team integration has a knock-on effect in other policy areas. Rather than working in siloes, government officials will feel safe and supported to discuss cross-policy solutions in other areas of government business.</li> <li>6. This process will not only enhance the skillsets of those in the Development Co-operative, but also attract new talent from overseas and reassure global investors.</li> <li>7. End slide</li> </ol>			
12	<p>New Zealanders prefer cars and they are unlikely to switch to rail.</p> <p>We stopped having passenger trains in New Zealand because no one was using them.</p>	<ol style="list-style-type: none"> <li>1. Not all Kiwis prefer cars. And those who do don't like bumpy roads, congestion or long, boredom- and fatigue-inducing journeys.</li> <li>2. Embracing second-hand cars, from countries like Japan, was a short-term solution to the problem of enabling a country of only a few million people to travel across a broad expanse.</li> <li>3. The necessary maintenance and disposal of those cars count towards our country's carbon footprint after we accept them.</li> <li>4. Pic of car graveyard</li> <li>5. Our population can justify inter-regional passenger rail with today's urban densities. And our population is likely to grow in the next decade, so we need to be prepared.</li> <li>6. Our rangatahi are calling for climate-friendly homes and transport. That means mass-transit commuter lifestyles.</li> <li>7. End slide</li> </ol>	<p>#Mobility #SustainedUsage #BehaviouralChange</p>	17 Jun	Sat





# Template Text for Social Media

The text below will be used for each of the posts. The hashtags used will change based on the post. In later weeks we may change the posts to reflect comments we have received earlier in the campaign. We will also tag stakeholders where appropriate

Platform	Template text
LinkedIn	Do you agree with Making Rail Work's perspective on this issue? Do you have evidence that provides another perspective, or some that backs up what we're suggesting? Tell us about it in the comments below, or share and give us your opinion.
Facebook	This daily campaign is running for three weeks in the build up to The Future is Rail Conference. If you haven't already then please register for the event and join the discussion in person.
Instagram	<p>We are capturing all of the data, comments and evidence that is posted in response to this myth-busting campaign. The information will be used to create a briefing document for Incoming Ministers that will accompany our forthcoming report: Beyond the Tracks.</p> <p>#X #Y #Z #PassengerRail #FutureIsRail</p> <p>📌 Follow #MakingRailWork to keep up with our Myth Busting campaign</p> <p>Or DM us if you want a schedule of the forthcoming myths so you can plan your responses in advance.</p>
Twitter	<p>Do you agree with our perspective on this issue? This daily campaign is running for three weeks in the build up to The Future is Rail Conference. We are capturing all of the data for our forthcoming report: Beyond the Tracks. DM us if you want a schedule of the forthcoming myths.</p> <p>#X #Y #Z #PassengerRail #FutureIsRail</p>

