

Reference: 20190632



TE TAI ŌHANGA  
THE TREASURY

20 November 2019

Barry Garrick  
fyi-request-11171-e0ba771f@requests.fyi.org.nz

Dear Barry Garrick

Thank you for your Official Information Act request, received on 8 September 2019.  
You requested:

*On the advice referred to in this story  
(<https://www.stuff.co.nz/national/politics/115195602/the-35-billion-brake-on-the-economy>)*

*What is Treasury's definition of "market ready"?  
What are the 12 large roading projects which Treasury says are "market-ready"?  
What makes each of the 12 market ready? Happy for this and the answer to the  
previous questions to be provided in a single table.*

*Can I also please have all correspondence and communications between  
Treasury and NZTA had about this advice? Both in the formulation and any  
correspondence/communications about it after it was sent to the Minister's office  
1 Feb 2019 to today.*

*In addition, can I please have all correspondence and communications between  
Treasury and the Ministry of Transport about this advice? Both in the formulation  
and any correspondence/communications about it after it was sent to the  
Minister's office from 1 Feb 2019 to today.*

*And finally the same as above but between Treasury and any private sector  
infrastructure consultants.*

*Correspondence and communications includes but is not limited to letters,  
emails, text messages, messages through messaging apps (e.g. Whatsapp).*

We clarified with you that your request referred to our 8 April 2019 advice "Treasury Report T2019/862: Publication of Infrastructure Pipeline". This advice related to the first iteration of the New Zealand Infrastructure Pipeline. The Infrastructure Pipeline is available here: <https://infracom.govt.nz/projects/pipeline/>. This advice was prepared by the Infrastructure Transactions Unit, which has now been shifted to the New Zealand Infrastructure Commission.

We have also clarified your request for communications to include communications between the Treasury and the New Zealand Transport Agency (NZTA), Ministry of Transport, and private sector infrastructure consultants on the 12 large road projects referred to in our advice to Ministers on 8 April 2019. As per our clarification emails

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with you, we have limited our response to substantive communications between 1 February and 8 April 2019.

*Response to your questions*

“Treasury Report T2019/862: Publication of Infrastructure Pipeline” provided Ministers with detail on the intended publication of an industry facing pipeline of government infrastructure projects (the Infrastructure Pipeline).

The Infrastructure Pipeline is an industry facing pipeline of infrastructure projects that are relatively certain and committed and are due to come to “market”.

The Infrastructure Transactions Unit defines “market ready” as ready to engage with the market with an intent to procure all or part of the project via a competitive tender process ahead of selecting a preferred contractor and negotiating a contract, prior to construction commencing.

“Market ready” may mean that a business case has been approved, or is near being approved, the project has been consented, acquisition of land has commenced (where required), and details of the procurement method may be known. 48% of the projects in the Infrastructure Pipeline’s first iteration were in business case development.

“Market ready” is different to “construction ready” or “shovel ready”, where a project has reached an advanced staged of planning, consenting and land acquisition that construction could commence in the short term.

Our advice described the NZTA pipeline of projects for inclusion in the first iteration of the pipeline. At the time, based on data supplied by the NZTA, 41 transport projects had been identified for inclusion in the Infrastructure Pipeline.

Our advice also noted that NZTA was undertaking a re-evaluation of 12 major roading projects for alignment with the Government Policy Statement on land transport in 2018. Information on these projects can be found by following this link: <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/project-re-evaluations/>. The project re-evaluations were also noted in the analysis accompanying the first iteration of the Infrastructure Pipeline, which is available here: <https://infracom.govt.nz/projects/pipeline-analysis/analysis-by-sector/>.

Our advice noted that the 12 major roading projects were not included in the Infrastructure Pipeline, or were to be included with reduced scope. Our advice noted that many of these projects were “market ready”. From the individual project pages on the NZTA website, we have compiled an overview of the status of these projects at the time they were re-evaluated.

<b>Project</b>	<b>Key work undertaken at time of re-evaluation.</b>	<b>Status</b>
Whangarei to Te Hana	Community feedback received. Recommended programme of works developed	Investigation
East West Link	Community feedback received. Preferred route confirmed. Progressed design.	Design
SH1 Cambridge to Piarere	Recommended programme of works developed	Investigation
SH2 Pokeno to Mangatarata	Recommended programme of works developed. Environment and archaeological investigations complete	Design
SH29 Piarere to Tauriko	Recommended programme of works developed	Investigation
SH2 Waihi to Omokoroa	Business case approved. Tender for works.	Construction
Tauranga Northern Link	Recommended programme of works developed	Design
SH29 Tauriko West	Programme business case	Investigation
Otaki to North of Levin	Corridor selection	Investigation
Petone to Grenada Link	Option assessment	Investigation
SH2 Melling upgrade	Funding approved for consents	Investigation
SH2 Katikati Urban	Recommended programme of works developed, preferred route selected	Investigation

### **Information being released**

We have identified several communications between the Treasury and the NZTA, as well as infrastructure consultants Advisian, as being within scope. The Treasury engaged Advisian to assist in the development of the first iteration of the Infrastructure Pipeline. We have not identified any substantive communications over this period between the Treasury and the Ministry of Transport relating to our 8 April 2019 advice. The Ministry of Transport was not a contributor to the infrastructure pipeline. All data on roading projects was supplied by the NZTA.

Please find enclosed the following documents:

<b>Item</b>	<b>Date</b>	<b>Document Description</b>	<b>Decision</b>
1.	4 February 2019	Email 4066993 – Attachment: ITU Infrastructure Project Pipeline  Email from Advisian to the Treasury. The attachment is a paper updating the Expert Review Panel on the Infrastructure Transaction Unit's preparation for publication of the Infrastructure Pipeline	Release in part
2.	13 February 2019	RE: Infrastructure Project Pipeline for publication by the Infrastructure Transactions Unit (please respond by 11 Feb) Attachment: ITU – NZTA – Infrastructure Pipeline as at 123022019  This series of emails includes mention of the 12 re-evaluated roading projects and includes the NZTA's first data submission for the Infrastructure Pipeline as an attachment	Release in part
3.	13 February 2019	RE: Infrastructure Project Pipeline for publication by the Infrastructure Transactions Unit (please respond by 11 Feb)  This series of emails includes Advisian's feedback to Item 2	Release in part
4.	24 February 2019	Slide for Ministers Meeting with Minister Jones  Email from Advisian to the Treasury. The attachment mentions the 12 re-evaluated projects	Release in part
5.	11 March 2019	14 NZTA Projects being re-evaluated  This series of emails between Advisian, the Treasury and the NZTA contains mention the 12 re-evaluated projects	Release in part
6.	21 March 2019	Draft Pipeline Test – ITU Infrastructure Pipeline  Email from Advisian to the Treasury. Attachment contains proposed wording for the public commentary on the Infrastructure Pipeline	Release in part

I have decided to release the documents listed above, subject to information being withheld under one or more of the following sections of the Official Information Act, as applicable:

- personal contact details of officials, under section 9(2)(a) – to protect the privacy of natural persons, including that of deceased natural persons, and
- direct dial phone numbers of officials, under section 9(2)(k) – to prevent the disclosure of information for improper gain or improper advantage.

Direct dial phone numbers of officials have been redacted under section 9(2)(k) to reduce the possibility of staff being exposed to phishing and other scams. This is because information released under the OIA may end up in the public domain, for example, on websites including Treasury's website.

Some information has been removed as it falls outside the scope of your request.

In making my decision, I have considered the public interest considerations in section 9(1) of the Official Information Act.

Please note that this letter (with your personal details removed) and enclosed documents may be published on the Treasury website.

This reply addresses the information you requested. You have the right to ask the Ombudsman to investigate and review my decision.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D. Taylor', written in a cursive style.

David Taylor  
**Manager, National Infrastructure Unit**