

ANZIP AUSTRALIA NEW ZEALAND INFRASTRUCTURE PIPELINE

The Australia & New Zealand Infrastructure Pipeline (ANZIP) provides a forward view of public infrastructure activity across Australia and New Zealand, providing certainty of the forward work programme to investors, constructors, governments and other agencies. ANZIP informs industry of where and what infrastructure opportunities are available, and when they come to market by tracking greenfield and brownfield transactions from when they are proposed, until they reach contractual and financial close.

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STATUS DEFINITIONS

Prospective pipeline

Greenfield (construction) or brownfield (government asset divestment) projects needed or likely to occur within the next five years, but is not formally proposed by a state, territory or major local government.

Credibly Proposed

The project or divestment is supported by a state, territory or major local government, is subject to studies or other processes (such as pre-feasibility or scoping studies or business case development), and is likely to proceed to formal announcement

Announced

The project has a firm commitment and timeline from a state, territory or major local government, but has not yet entered the market.

Under procurement

The project or transaction is under procurement (such as a call for Expressions of Interest, requests for tender, or another offer to the market).

Preferred bidder announced

A preferred bidder has been selected and is in exclusive negotiations.

Recently closed

Projects that have progressed to contractual close remain on ANZIP for 12 months.

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SUPPORTING AGENCIES



EAST WEST LINK

PROJECT PIPELINE STATUS



STATUS: Credibly proposed

VALUE: \$1.72bn AUD | \$1.85bn NZD

SECTOR: Road

JURISDICTION: New Zealand

PROCUREMENT APPROACH: Unknown

TYPE: Greenfield

The East West Link, part of the NZ\$10.5 billion Roads of National Significance (RoNS) programme, will provide a new link on the north side of the Mangere Inlet between State Highway 20 (SH20) at Onehunga and State Highway 1 (SH1) at Mount Wellington in Auckland.

It is expected to include improvements on SH1 through to Princes Street in Otahuhu. The project is the main part of the broader East West Connections programme.

The Link and broader programme are also featured in the "Auckland Plan" which sets out how Auckland will change and grow over the next 30 years.

However in late 2017, the newly elected NZ Government announced a NZ\$1 billion reduction in scale of the project by adopting an alternate option to that proposed by the previous NZ Government. It is unclear what the claimed reduced scale of works will comprise.

The circa NZ\$1.85 billion option chosen by the previous NZ Government was based on the findings of the 2014 Indicative Business Case prepared by the New Zealand Transport Agency (NZTA) and Auckland Transport Authority (ATA).

The option proposed comprised:

- a new four lane arterial road between SH20 at Onehunga and the SH1 at Mt Wellington Highway;
- widening of SH1 between Mt Wellington Highway and Princes Street;
- free flow ramp connections at the Neilson Street Interchange;
- a grade separated for the Great South Road and Sylvia Park Road intersection;
- pedestrian and cycling link between Mangere Bridge and Onehunga through to Sylvia Park Town Centre; and
- local road, landscape and drainage improvements.

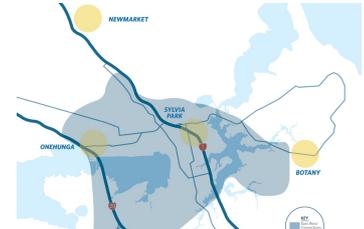
Planning applications for this option were lodged to the Environmental Protection Authority in December 2016 to begin the Board of Inquiry (BOI) process. In November 2017 the BOI handed down its draft decision, approving the planning applications for the project.

On 23 January 2018, BOI issued its final decision confirming the designations and granting the resource consents for the East West Link project.

Under the original timeline, construction was expected to commence in 2018, with the project completed by 2025.

In April 2018, the project was included in the Auckland Transport Alignment Project's (ATAP) investment priorities, for the 2018-2028 decade.

The ATAP reports the Government is reviewing East West Link. While the exact form of this investment



RELATED RESOURCES

[Project website](#)

[The Auckland Plan](#)

[2014 Indicative Business Case](#)

[East West Link EPA Application](#)

[EPA Board of Inquiry Draft Report and Decision - November 2017](#)

[NZ Labour - Make Auckland a world-class city](#)

[Auckland Transport Alignment Project - 2018](#)

[2018 draft Auckland Regional Land Transport Plan](#)

[Draft Transport Agency Investment Proposal 2018-27](#)

[National Land Transport Programme 2018-21](#)

[GPS on Land Transport 2018](#)

is not yet known, it will generally focus on addressing the most significant congestion and freight access problems in the area in a way that better optimises existing infrastructure. The ATAP has assumed approximately \$800 million will be invested in this corridor, representing a reduction of around \$950 million from the earlier proposal.

The Draft Transport Agency Investment Priorities (TAIP) confirms NZTA is reviewing the project to align it with the new priorities set out in the Government Policy Statement (GPS) on Land Transport. Notably as a result, the project is not included in the National Land Transport Programme 2018-21, which outlines the NZTA's planned activities over the three year period.

Last reviewed: 09/10/2018