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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The City Rail Link (CRL) project involves the construction of a new 3.4 kilometre double-track rail tunnel underneath Auckland’s city centre, extending the city’s passenger rail system through the Britomart Transport Centre in the CBD and connecting to the existing regional rail network at Mt Eden in the city’s inner south.

The project is split into five principal packages. The C1, C2 and DSC principal package has already been awarded and are expected to be complete in 2019. The remaining four principal contracts are:

- C9 - Britomart East (<$100 million);
- C3 - Stations and Tunnels;
- C7 - Systems Integration, Testing and Commissioning; and
- C5 - Western Line at Mt Eden Station.

The scope of works for the C9 Britomart East package has been re-allocated to the C7 package.

The project also has two secondary packages, the C6 - Mt Eden Stormwater Main Relocation and the C8 - Wider Network Improvements. C6 was awarded to the March/Bessac Joint Venture in December 2017. C8 has been partially re-allocated to the C7 package, with the remainder to be delivered by KiwiRail and Auckland Transport. It was previously expected to be put to tender.

The C7 package main works have subsequently been re-allocated to the C3 Stations and Tunnels alliance contract. The C5 Western Line works are also expected to be re-allocated to the C3 alliance contract.

The project is being co-funded on a 50-50 basis by Auckland Council and the New Zealand Government.

In April 2019, CRL Limited announced that the CRL project cost envelope had been revised upwards NZ$1 billion to NZ$4.4 billion (A$4.2 billion). This reflects higher costs across four areas: contingency and escalation costs, construction costs, accommodation of longer nine-car trains and non-direct costs. The Auckland Council approved the cost revision on May 2, providing its $500 million share of additional funding. The NZ Government has also approved the cost revision allocating their share of additional funding through the 2019 NZ Budget.

In September 2019, construction commenced on the C3 contract for the project.

The NZ Government started allocating its NZ$1.7 billion (AU$1.6 billion) share of funding in the 2017-18 Budget with funds to be provided progressively through 2017-20. A total of NZ$893 million (AU$791 million) has been allocated across the 2017-18 and 2018-19 Budgets.
In May 2019, Turner & Townsend was appointed to provide cost management advisory services to the project.

On 30 June 2017, the NZ Government and Auckland Council jointly established the crown entity City Rail Link Limited (CRL) to deliver the project. As of 1 July procurement responsibilities were transferred from Auckland Transport to CRL.

Last reviewed: 01/10/2019

**CITY RAIL LINK - STATIONS AND TUNNELS**

The City Rail Link (CRL) project involves the construction of a new 3.4 kilometre double-track rail tunnel underneath Auckland’s city centre. The Stations and Tunnels component, the largest of the packages, comprises:

**Aotea Station:**
- construction of a new 15 metre deep, 300 metre long cut-and-cover station under Albert Street between Wellesley and Victoria Streets,
- possible future connections from concourse level to Sky City and the future NDG building on the south-east corner of Albert and Victoria Streets.

**Karangahape Station:**
- construction of a new 32-metre deep mined station, with platform tunnels that will cater for nine-car trains,
- entrances at Mercury Lane and Beresford Square,
- inclined escalator shafts and lifts access.

**Mt Eden Station:**
- construction of a new station to provide an interchange with City Rail Link and the existing Western Line.

**Tunnels:**
twin-bore tunnels (circa 7-metre diameter) between Mt Eden station on the Western Line and the new Karangahape and Aotea stations.

Additional works comprising:

- station group control centre, tunnel ventilation system and fire engineering design and construction for the stations and tunnels, and
- station architectural finishes and building services.

The contract also involves provision of maintenance services for the three new stations.

In December 2018, City Rail Link Limited (CRLL) announced the successful tenderer would also undertake construction works for the C7 Rail systems contract. Design of the rail systems would still be undertaken by the RCR Tomlinson Opus Joint Venture - known as the SITC Alliance, who were awarded the interim project alliance contract for the works in October 2018. The C3 Western Line civil works contract is also expected to be incorporated into the C3 contract. The civil works comprise construction of the connection between CRL and the Western Line along with associated road, rail and pedestrian infrastructure.

Auckland Transport released pre-qualification documents in February 2017 and are expected to seek Expressions of Interest (EOIs) during Q1 2017. Ten companies from Europe, China, Australia and New Zealand participated in the pre-qualification phase.

In April 2017, eight companies were approved to move to the next phase - Expression of Interest (EOI) - which closed in July 2017.

The companies include:

- Acciona Infrastructure New Zealand
- Bam International Australia
- China Machinery Engineering Corporation (CMEC) JV
- CPB Contractors
- Ferrovial Agroman (New Zealand)
- Salini Impreglio S.p.A.
- The Fletcher Construction Company, and
- Vinci Construction Grands Projects S.A.S (VCGP) JV.

Two respondents were selected to proceed to the Stations and Tunnel Request for Tender (RFT) phase. The RFT was expected to be released in March 2018, however the release of tender documents was delayed until June 2018 due to the withdrawal of a shortlisted bidder from the process. CRLL announced in June that it would progress tendering with two bidders. The bidders include:

- Link Alliance, a Downer led consortium, comprising Vinci Construction Grands Projets, Soletanche Bachy, AECOM, Tonkin & Taylor and WSP Opus and a CPB Contractors led consortium, comprising UGL, Beeca, McMillen Jacobs, Associates and Jacobs.
The RFT was released in September 2018. In April 2019, the Link Alliance was announced as the preferred bidder. The Link Alliance was subsequently awarded the NZ$75 million (A$70.2 million) Early Works package in preparation for construction. The Early Works comprises work relating to design, consents, permitting, utilities and mobilisation.

In July 2019, the Project Alliance Agreement between CRLL and the Link Alliance was signed, resulting in contractual close being reached on the works package.

In April 2019, CRLL also announced an upwards revision of the CRL project cost envelope to NZ$4.4 billion (A$4.2 billion). The revised cost was endorsed by the NZ Government and Auckland Council in May 2019.

Construction on the project started in September 2019, with works due to be completed in 2024.