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 Auckland Airport expansion and redevelopment will deliver a new second runway as well as combine the currently separated international and domestic terminals.

The infrastructure programme is based on Auckland Airport’s 30-year masterplan, which was released in 2014. According to the masterplan, the expansion will be undertaken in four key phases.

In 2017 Auckland Airport announced NZ$1.8 billion (A$1.68 billion) will be invested over 2018-2022 on projects across various phases to accommodate growing passenger and flight demand.

Key projects forming the phase 1 infrastructure programme between 2018-2022 include:

- construction of a new domestic jet terminal connected to the existing international terminal (NZ$401.5 million);
- expansion of the international check-in, public dwelling, and border processing facilities (NZ$292.7 million);
- taxiway, stands and aprons (NZ$376.3 million);
- pier building and connections (NZ$153.1 million); and
- roads and transport facilities (NZ$131.3 million).

Phase 2 of the plan up to 2030 includes:

- a new 2.15 kilometre long northern runway operational by 2028 (NZ$202 million); and
- the extension of the terminal forecourt, which is expected to be completed by 2030.

A consortium comprising Mott MacDonald, Holmes Consulting, Architectus and Grimshaw was selected in May 2017 to design and develop a combined domestic and international terminal, which covers building works over the next 10 years. This comprises the new integrated domestic terminal, border processing expansion and transport and car parking facilities.

In December 2019 works began on laying a new fuel pipeline below the airfield. This will support airfield works and any future development works undertaken to support anticipated growth.

In May 2019, CPB Contractors was selected as the preferred contractor to convert more than 250,000sqm of land into new airfield space and to deliver an additional taxiway, extension of an existing taxiway and development of six remote stands for parking and servicing of aircraft. Construction will begin in mid-2019 with expected completion by late-2021.

This project is one of eight anchor projects that are the foundation to the overall Auckland Airport Expansion project.

The eight anchor projects are the merging of phase 1 and 2 of the expansion programme from 2018 to
The eight anchor projects are:

- the taxiway and remote stand airfield development
- the second runway
- a new cargo facility
- a new international arrivals' area
- rejuvenation of the current domestic terminal
- the new domestic jet terminal
- reconfiguration of the international forecourt drop-off and pick up facility, and
- further development of the road network north of the terminals.

Phase 3 of the plan includes the expansion of the international and domestic terminal piers. This is expected to be completed by 2044. Auckland Airport believes the new northern runway will need to be extended by approximately 890 metres to improve its efficiency and meet the requirements of larger aircraft.

Phase 4 will be undertaken beyond 2044, for a possible runway extension to its full length as well as for further road network development outside the terminal.

In February 2020, works began to redevelop and widen Laurence Stevens Drive. The project is being undertaken by Fulton Hogan and is expected to be complete by the end of 2020.

In March 2020, Auckland Airport announced that it has decided to suspend selected capital expenditure projects with a completed value of more than NZ$2 billion until there is more certainty about the impact on the aviation sector following the spread of COVID-19. While some smaller projects are still under review, the suspended projects include the second runway, Domestic Jet Hub, a multi-storey car park and Park-and-Ride South.

Last reviewed: 24/05/2019

AUCKLAND AIRPORT EXPANSION - CARGO FACILITY

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**STATUS:** Announced

**VALUE:** $144M AUD | $153.1m NZD

The Auckland Airport - Cargo Facility project will deliver a new cargo facility as part of the overall expansion plan.

This project is one of eight anchor projects that are the foundation to the overall Auckland Airport.
The eight anchor projects are:
- the taxiway and remote stand airfield development
- the second runway
- a new cargo facility
- a new international arrivals’ area
- rejuvenation of the current domestic terminal
- the new domestic jet terminal
- reconfiguration of the international forecourt drop-off and pick up facility, and
- further development of the road network north of the terminals.

**AUCKLAND AIRPORT EXPANSION - DOMESTIC JET HUB**

The Auckland Airport - Domestic Jet Hub project will deliver a new domestic jet terminal connected to the existing international terminal. The new NZ$1 billion plus Hub will provide direct access between domestic and international travel and reduced connection times.

An interim project alliance agreement has been reached between Auckland Airport, Hawkins, Fletcher Construction, and Mott Macdonald, with the agreement to be finalised once financial issues are agreed upon by the alliance parties. The project alliance with design consultants and contractors represents a shift away from traditional procurement practices to a vertical construction alliance, creates a team with joint accountability and aligned incentives, and provides capacity in a constrained construction market.

Construction of the project is expected to begin in late 2020, with the first stage due for completion in 2023.

**AUCKLAND AIRPORT EXPANSION - INTERNATIONAL TAXIWAY AND REMOTE STANDS**
The Auckland Airport Expansion - International Taxiway and Remote Stands project will deliver an additional taxiway, extension of an existing taxiway and development of six remote stands for the parking and servicing of aircraft.

Specifically, the project will include 900,000 cubic metres of earthworks, laying 130,000 cubic metres of aggregate basecourse, construction of a 3.2 kilometre stormwater drainage system and runoff and treatment lagoon, and a 2.2 kilometre in-ground jet fuel network.

More than 250,000 square metres of land will be converted into new airfield space at the western end of the airport. The taxiways are designed to improve aircraft movement around the airfield and eventually provide a "link between the current runway and the future second runway to be delivered under the broader expansion.

In May 2019, CPB Contractors was selected as the preferred contractor. Contractual close was reached in August 2019.

Construction will begin in mid-2019, with expected completion by October 2021.

This project is one of eight anchor projects that are the foundation to the overall Auckland Airport Expansion project.

The eight anchor projects are:
- the taxiway and remote stand airfield development
- the second runway
- a new cargo facility
- a new international arrivals' area
- rejuvenation of the current domestic terminal
- the new domestic jet terminal
- reconfiguration of the international forecourt drop-off and pick up facility, and
- further development of the road network north of the terminals.

Last reviewed: 02/03/2020
The Auckland Airport - New International Arrivals Area project will deliver a new international check-in, public dwelling, and border processing facilities. The contract for construction of the international arrivals has been awarded to Hawkins. Enabling works commenced in September 2019, with vertical construction commencing mid-2020.

Last reviewed: 02/03/2020

The Auckland Airport Expansion - Second Runway will deliver an additional runway located to the north of the new combined domestic and international terminal and will run parallel with the existing southern runway. Auckland Airport lodged two Notice of Requirement (NoR) applications with Auckland Council in February 2018 to revise the dimensions of the new runway. The NoR applications seek to extend the runway length from 2150 metres to 2983 metres and move it 72 metres north of the originally approved location. The new runway will primarily support aircraft such as the Airbus A320 and Boeing 777 and 787.

In December 2018, Auckland Council recommended that the NoRs be confirmed subject to conditions with the Airport deciding to accept the majority of what was recommended.

The second runway is expected to be operational around 2028.

This project is one of eight anchor projects that are the foundation to the overall Auckland Airport Expansion project.

The eight anchor projects are:

- the taxiway and remote stand airfield development
- the second runway
- a new cargo facility
- a new international arrivals’ area
- rejuvenation of the current domestic terminal
- the new domestic jet terminal
- reconfiguration of the international forecourt drop-off and pick up facility, and
- further development of the road network north of the terminals.

Last reviewed: 24/05/2019