

City Rail Link

Industry Briefing

November 2016

□ ■ Part Sections 1 & 2



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Core Project Scope **Separate Document**

Foreword



The City Rail Link (CRL) has been a long time coming; it's been contemplated since the 1920s.

Almost a century later, I welcome you to this opportunity to be part of our city's and our nation's history.

The CRL is the largest single transport infrastructure project in New Zealand's history. It will change the way Aucklanders use their city and will shape Auckland in much the same way as the iconic Auckland Harbour Bridge did in the 1950s. It will shape the look of our city, it will shape the way people travel around and enjoy their city and it will shape the economic opportunities that Auckland has to offer.

For those of us working on the CRL project over the last five years, it's been a dream that has now become a reality through the power of conviction and hard work.

A year ago, a dawn blessing on a city centre street corner marked the start of works on the first stages of the CRL. As the karanga sounded and words of prayer echoed, momentum was gathering. A year on, here we are, with the CRL funded and ready to engage with the market.

Agreement has now been reached between the Government and Auckland Council to jointly fund the CRL. That visionary thinking of the 1920s will now, at last, become reality.

The CRL is a key part of a much bigger plan to develop a transport system that suits the needs of a growing Auckland, future-proofing us for the challenges such growth will bring.

A hand-picked team, with national and international experience, has got us this far and we are looking to you to bring your expertise to the table so we can share what is going to be an amazing journey; one that people will look back on with pride and a huge sense of achievement.

Team work over the last five years has made the dream work. Come and share the dream.

No reira, nau mai, haere mai. Kua takoto te manuka. Tangohia!
(Therefore, welcome. The challenge has been presented. Take it up!)

Chris Meale

CRL Project Director

Introduction

The CRL is a 3.45km twin-tunnel underground rail link transforming the downtown Britomart Transport Centre into a two-way through-station that better connects the Auckland rail network. It includes a redeveloped Mount Eden Station, where the CRL connects with the North Auckland (Western) Line, and two new underground stations (provisionally named 'Aotea' and 'Karangahape'), located mid-town and uptown respectively.

The CRL is part of an integrated transport and land-use plan for Auckland that includes major investments in motorway, arterial roads and rail upgrades. Rail investments, such as double-tracking, network electrification and new electric trains, have resulted in rapid rail patronage increases of 18-20 per cent per year for more than a decade.

With Auckland's population expected to grow rapidly from about 1.57 to 2.5 million people over the next 30 years, the CRL will provide the means to move a much larger volume of passengers more quickly and frequently. This will make public transport a more attractive travel option and help free up Auckland's roads for those who need to use them.

The CRL will allow trains to run in both directions through Britomart, doubling the number of trains on the network, doubling the capacity of people on trains to 30,000-plus an hour at peak times and doubling the number of people living within 30 minutes travel of the city.

In this way, the CRL will provide a massive step-change in the rail system and close a significant gap in customer service levels, better matching public transport demand and supply.

By doubling rail capacity into the city centre and providing two new stations in the heart of Auckland's commercial hub, the CRL will also expand the economic potential of the city and drive needed productivity increases by enhancing access to businesses and jobs.

The mid-town station near Aotea will generate increased activity in that area, much like Britomart Transport Centre has closer to the waterfront, and the new and redeveloped stations at Karangahape Road and Mt Eden will support the economic and land-use changes planned in those areas. Significant development is expected in all the station precincts in addition to the enhanced transport provision.

The CRL will also help government and council objectives for the economy, including housing provision, by enhancing access to Special Housing Areas and making affordable housing in outer areas more viable through effective transport access.

In May 2014, Auckland Council authorised Auckland Transport (AT) to procure three early works contracts (C1, C2 and DSC) to reduce conflict with other major construction projects planned in the CBD and minimise associated traffic disruption.

In December 2015, C2 works began to relocate a large stormwater pipe under Albert Street. In May 2016, work began on building cut and cover tunnels to the edge of the Aotea station box.

In mid-2016, C1 works also began to build replacement station facilities at Britomart prior to the tunnels being extended under Lower Queen Street. Private development company Precinct Properties Ltd also started work to demolish the former Downtown Shopping Centre, under which the CRL tunnels will be built. A new commercial tower and retail complex will eventually be built on this site.

In early 2017, the project will call for Expressions of Interest and short-list tenders for the remaining CRL contract packages.

Section 1

Overview - Project Context





CRL Funding and Governance



In September 2016, Auckland Council and the New Zealand Government signed a Heads of Agreement to jointly fund the CRL.

This historic milestone signalled that both central and local government were in agreement that building the CRL is a priority to deal with Auckland's population and transport patronage growth and help move its economy forward.

The agreement paves the way for the "main works" tendering process to begin and for specialist contractors to make available the people and machinery needed to build the CRL.

The government and council are now establishing the company City Rail Link Limited (CRL) to undertake the delivery of the project.

KiwiRail, the state-owned enterprise responsible for rail operations, has a formal role in ensuring the CRL's interoperability with the wider rail network and the services, such as freight, that it provides.

AT and KiwiRail will be engaged by CRL to provide technical and operational support services.



Hon. Simon Bridges, Minister of Transport, being interviewed by the media after the signing of the Heads of Agreement.

Strategic Context



The CRL has been included in Auckland’s strategic plans for many years.

Repeated analyses have shown that an effective metro rail system is an essential component of Auckland’s transport system and that a rail link that removes the ‘dead-end’ at Britomart Station is the best way to provide the necessary step-change in capacity that caters for population growth and increasing demand for commuter rail services.

The route and design have been progressively refined to enhance value-for-money, while maintaining a customer focus.

The CRL is the highest priority project within AT’s Integrated Transport Plan and rated ‘High’ for strategic fit and effectiveness under the New Zealand Government’s rating system.

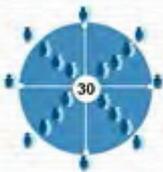
Benefits for Auckland



An essential component of Auckland's transport network (7% of the planned \$40 billion spend to 2040).



Aligns rail capacity with SHAs, a catalyst for integrated land use development around the stations.



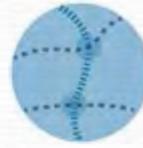
Doubles the number of people within 30 minutes travel of the City Centre.



Greater access to a wider range of higher paying jobs, and for employers a greater pool of talent.



Creates a better connected City Centre, fringe and region.



Unlocks rail network – 30% more capacity across the region and more than double at Britomart.



Complements new train/bus interchanges across Auckland for easier connections.



Reliable and efficient public transport provides a real choice for commuters.

CRL and the Economy

A SUCCESSFUL AUCKLAND IS PIVOTAL TO NEW ZEALAND'S FUTURE ECONOMIC DEVELOPMENT, WITH GDP PER CAPITA 30 TO 50 PER CENT HIGHER THAN OTHER PARTS OF THE COUNTRY.

Auckland provides one-third of the country's GDP and is home to more than 60 per cent of the top 200 companies. The city accounts for over 34 per cent of New Zealand jobs, most in the urban areas, while Wellington, Hamilton and Tauranga combined account for 13 per cent of jobs.

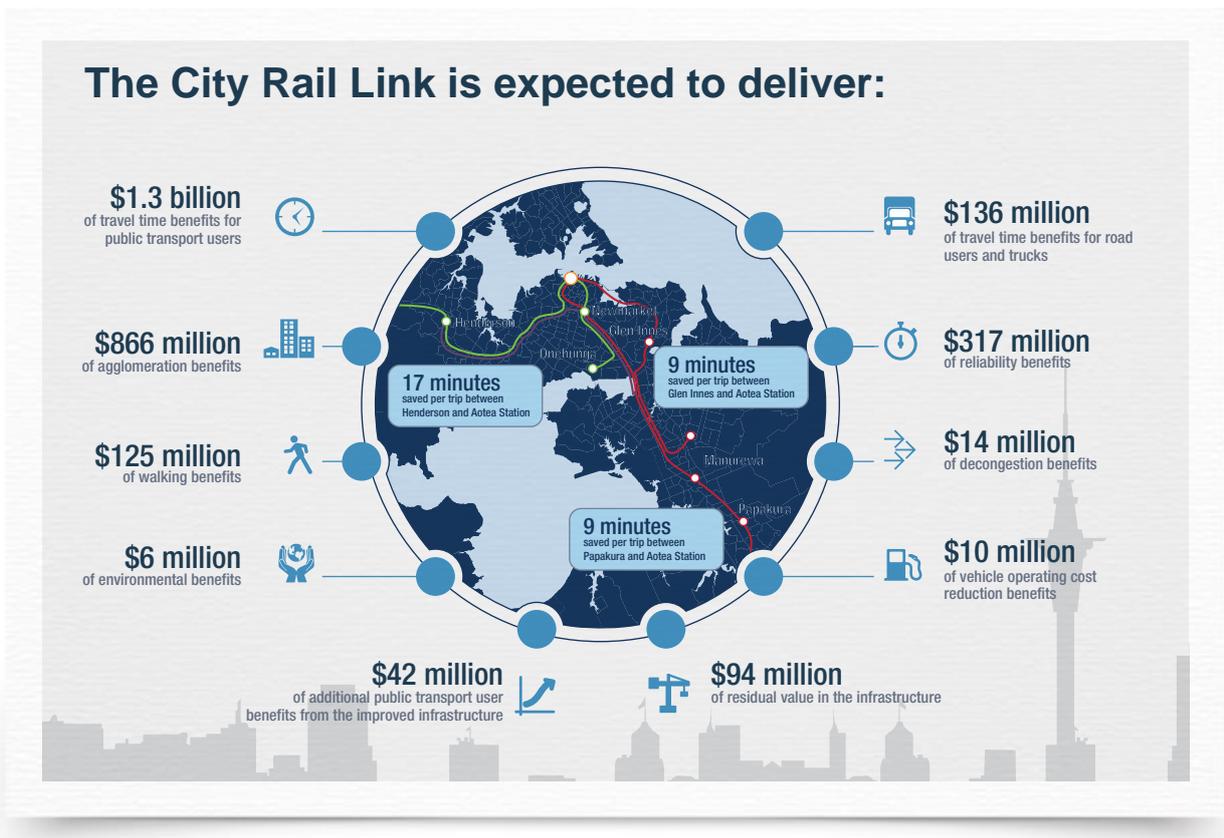
The city centre is the hub of Auckland's economy with one in six employees working here and up to 16,000 employees per square km. City centre workers earn 27 per cent more than the average for Auckland.

Improved accessibility, particularly to the city centre, is key to Auckland's economic growth. By 2041, the city centre will account for 30 per cent of the Auckland region's GDP.

Transport is critical to shape urban form and lead economic development. Cities with efficient transport systems are more productive than dispersed places. Significant economic gains can be made from transport investment that improves access for people into areas of high employment density. In this way, the CRL will contribute to improving productivity growth through enhancing access to central city businesses by skilled workers throughout the region.

As a major construction project, the CRL will increase economic benefits through employment and spending.

The project is also expected to catalyse economic development at sites adjacent to the stations, in the same way that the Britomart Transport Centre has already transformed its neighbouring area.



Auckland's Transport Challenge



DESPITE A SIGNIFICANT GROWTH IN RAIL PATRONAGE AND A MUCH IMPROVED SERVICE DELIVERED BY NEW ELECTRIC TRAINS, AUCKLAND'S CURRENT PUBLIC TRANSPORT NETWORK HAS SUBSTANTIAL SHORTCOMINGS.

With only two lines feeding the five platforms in Britomart, a terminal station, the maximum capacity that can be reliably delivered is 20 trains per hour. With six trains per hour on each of the main lines in the peak (southern, eastern and western) and two trains per hour on the Onehunga line, Britomart at peak periods is already at maximum capacity.

Auckland's travel demands are growing rapidly. They will continue to do so with projected increases in population and employment. By 2041, city centre access will be dominated by public transport. There will be more people coming to the city centre on trains and buses and by walking and cycling.

Rail patronage has been growing consistently at about 18-20 per cent a year for the past decade. Transport models estimate that in a two-hour peak period in 2046 there would be 50,000 rail passengers on the network with CRL in place, compared to 32,000 without it. The mid-town station will be the busiest on the network.



CRL Vital to Improving Service Levels

Once built, the CRL will allow a significantly improved service pattern – enhancing service levels to the city centre and across the entire network.

Without the CRL, higher frequency services cannot operate, as the number of trains is limited by the terminus at Britomart.

Travel times

The CRL will have a radical effect on public transport travel times. The current times below are based on taking a train to Britomart and then walking to mid-town or taking a bus to Karangahape Road.

TRAVEL TIME TO CRL STATION

From	To	Travel by train/bus (minutes) -current	Travel by train/bus (minutes) -future	Travel by train/bus (minutes) -difference	% Improvement in travel time
Papakura	Aotea Station	66	54	12	18%
Manurewa	Aotea Station	57	47	10	18%
Papatoetoe	Karangahape Station	52	32	20	38%
Swanson	Karangahape Station	74	40	34	46%
Henderson	Aotea Station	59	35	24	41%
New Lynn	Britomart Station	35	27	8	23%
Kingsland	Karangahape Station	38	6	32	84%
Manukau	Karangahape Station	55	43	12	22%
Panmure	Karangahape Station	35	21	14	40%
Glen Innes	Aotea Station	25	15	10	40%
Onehunga	Aotea Station	40	31	9	23%
Ellerslie	Karangahape Station	36	17	19	53%
Newmarket	Aotea Station	20	11	9	45%
Karangahape Station	Britomart	18	6	12	67%

Development Opportunities



TRANSPORT ORIENTED DEVELOPMENT (TOD), WHEN INTEGRATED WITH CRL INFRASTRUCTURE AND THE SURROUNDING URBAN FABRIC, WILL SUPPORT AN INCREASE IN PATRONAGE AND DELIVER THE OUTCOMES SOUGHT IN VARIOUS AUCKLAND STRATEGIC PLANS.

As well as the opportunities directly adjacent to the CRL, it is expected that the market will respond to the improved accessibility across the network, as well as to the Special Housing Areas that the Government and Auckland Council have identified.

The CRL will improve access to most parts of the city centre and major employment areas. It will double the number of people that can access the city within 30 minutes by train. This creates targeted connections and accessibility and will promote substantial redevelopment in the zones of influence around station precincts.

Investment in well-designed quality rail infrastructure has been shown to accelerate private investment and broader regeneration projects. TOD will provide the opportunity for the ratepayer and taxpayer to capture and leverage value from public investment. This additional revenue may assist funding for either CRL or other council projects.

The Karangahape Station and Mt Eden Station redevelopments will unlock additional high-density residential capacity and generate urban renewal within the inner-city fringe catchment. This will provide housing stock to help reduce Auckland's housing shortage over time.

Research has identified significant TOD potential within the CRL project footprint. This includes 4.9 hectares of developable land, and between 200,000sqm to 250,000sqm of potential gross floor area development, which has the potential to provide for 3,000 additional workers, 3,700 – 4,700 additional residents and 1,800 – 2,300 additional dwellings. This scale of development, if fully realised, will unlock a total end real estate developed value estimated to be between \$1.2 and \$1.4b.

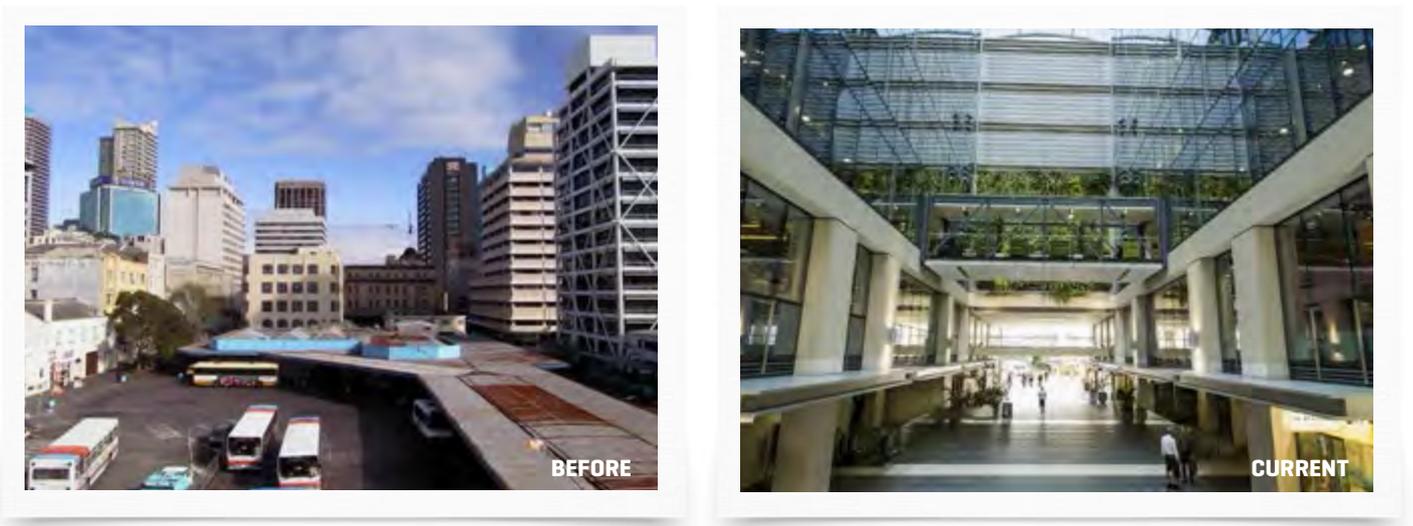


Indicative development potential adjacent to a redeveloped Mt Eden Station.

Development Opportunities

BRITOMART PRECINCT BEFORE AND AFTER STATION DEVELOPMENT

These images show the Britomart area before the Britomart train station was established in 2003 and how it attracted investment that has transformed the downtown area.





BEFORE AND AFTER THE UPTOWN STATION DEVELOPMENT NEAR KARANGAHAPE ROAD

Mercury Lane will provide the entranceway to the uptown station. These images show the current Mercury Lane and its potential once the new station is built.



Special Housing Areas



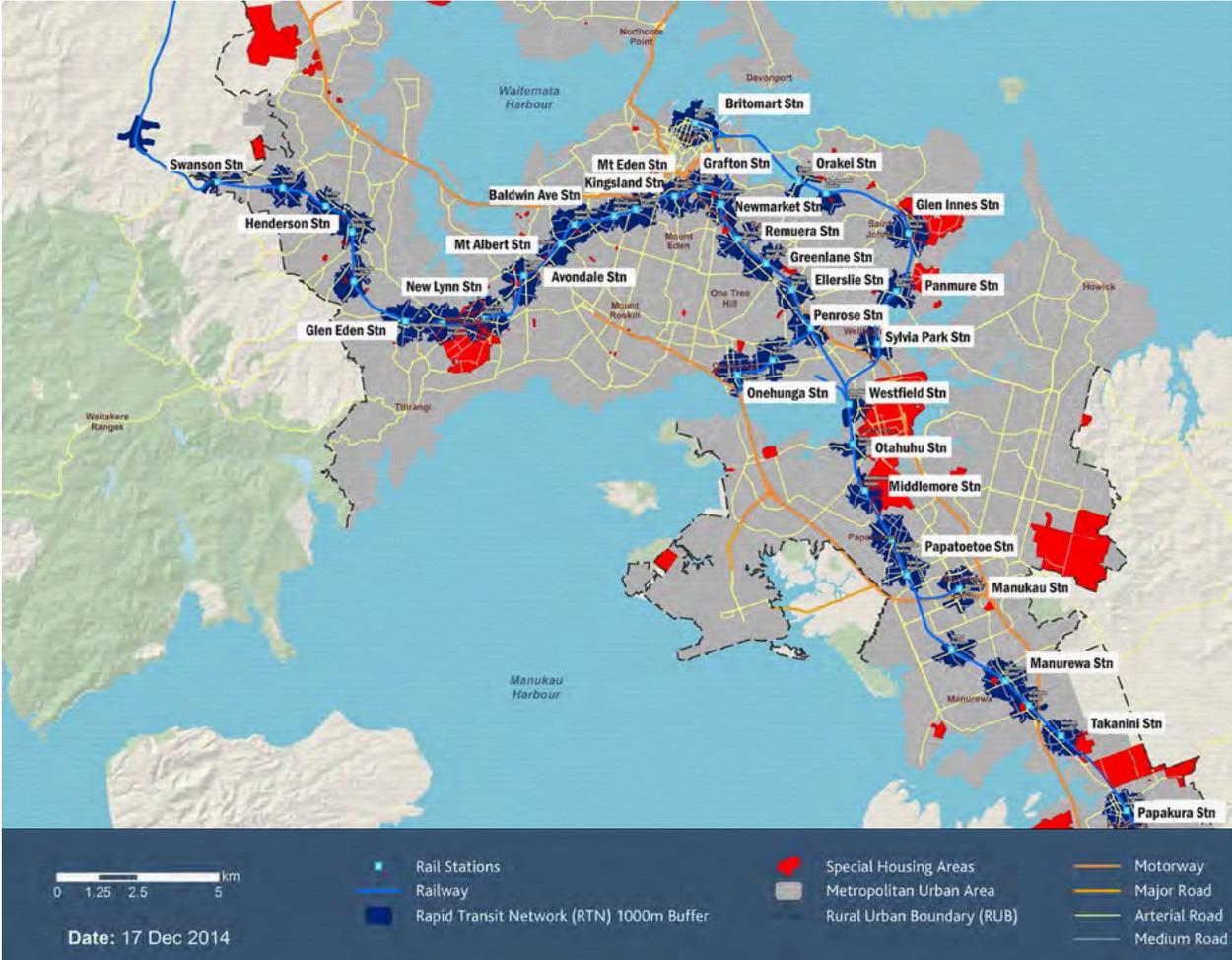
AUCKLAND COUNCIL AND THE NEW ZEALAND GOVERNMENT HAVE WORKED TOGETHER TO ADVANCE THE AVAILABILITY OF HOUSING IN AUCKLAND. THE SPECIAL HOUSING AREAS INCLUDE SOME 14,000 POTENTIAL SITES THAT ARE ADJACENT TO THE RAIL NETWORK [EITHER IN WALKABLE DISTANCE OR WITH CONVENIENT PARK-AND-RIDE], AND FOR WHICH THE CRL WILL ALLOW ENHANCED SERVICE.

Special housing legislation (Housing Accords and Special Housing Areas Act) allowed the Council to identify Special Housing Areas (SHAs) to quickly free up land in existing urban areas and new areas for homes. Development of new sites and homes in these areas was 'fast-tracked' through the planning process.

Special Housing Areas:

- ensure that critical infrastructure, such as water, storm water, wastewater and transport, is planned and delivered in the same place at the same time
- deliver more homes and require more affordable homes for Auckland families and first-time buyers without compromising quality
- fast-track consents and plan changes
- contribute to achieving the target of 39,000 new homes or new sites to be consented over the next three years

Enhanced post-CRL rail services will directly support many of the strategic Special Housing Areas at locations such as New Lynn and Ōtāhuhu, while other areas will also benefit from the integrated approach to transport and land-use of which CRL is a part.



Sustainability

FOR CRL, SUSTAINABILITY IS ABOUT MORE THAN JUST RECYCLING CONSTRUCTION WASTE. IT UNDERPINS THE ENTIRE CRL PROJECT FROM CONCEPTION, DESIGN, PLANNING AND CONSTRUCTION TO OPERATIONAL LIFETIME.

Although the completed CRL will help to reduce Auckland's carbon footprint by enabling more Aucklanders to get out of their cars, its construction and operation will consume significant resources. The project aims to reduce these impacts as much as possible in order to contribute to regional and national greenhouse gas emission reduction targets.

It is the first public transport project in New Zealand to measure carbon emissions associated with the construction and operation of the stations and tunnels, collecting data on energy, material and water use as well as waste generated.

The CRL's sustainability focus will be on minimising the use of materials, energy and water, striving for zero waste to landfill and providing a skills legacy, through encouragement of apprenticeships and new jobs for the unemployed.

The project is also mindful of other social and cultural benefits it can provide, with new stations being designed not only to enhance their urban settings but to reflect cultural contexts.

Evaluating our sustainability performance

The CRL project has adopted the Infrastructure Sustainability Council of Australasia (ISCA) Infrastructure Sustainability (IS) rating framework to evaluate its sustainability performance.

The IS framework is a comprehensive rating and certification tool for evaluating sustainability across project design, construction and operation.

From innovation and the efficient use of resources to the impact on community values, the IS framework allows a holistic and structured approach to achieving high sustainability standards for AT's biggest-ever project.

The CRL project will need to meet criteria across the framework's six themes:

- Management and Governance
- Using Resources
- Emissions, Pollution and Waste
- Ecology
- People and Place
- Innovation

Setting the standard

The CRL will be designed, constructed and operated to the highest sustainability standards and aims to set the benchmark for delivering sustainable infrastructure in New Zealand.

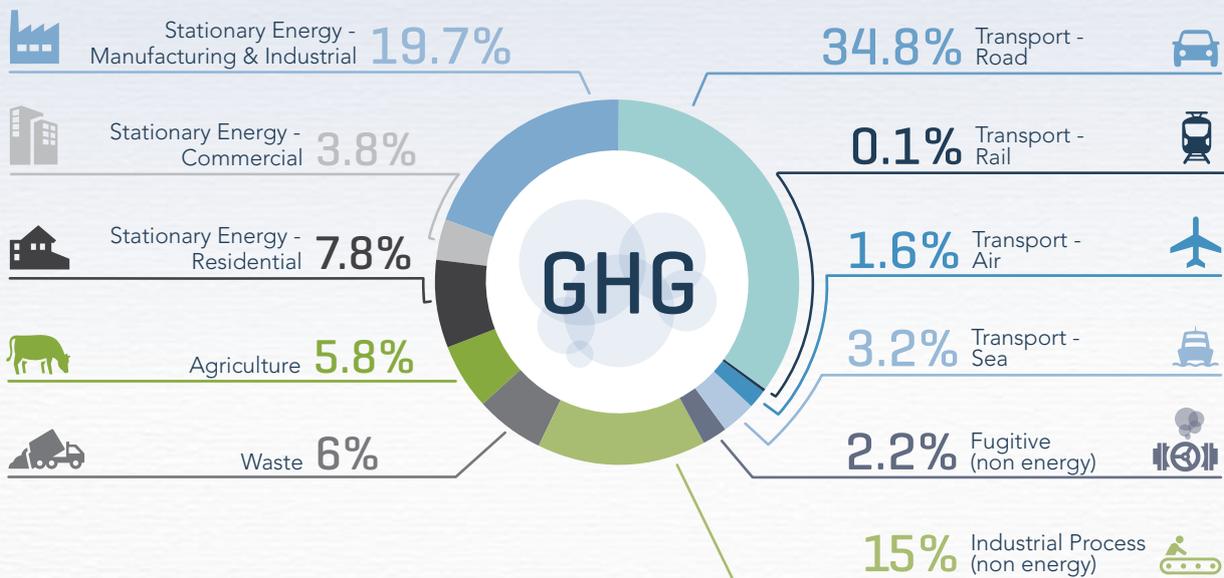
ISCA has already awarded the CRL a 'Leading' IS design rating for Contract 2 – Albert St Tunnels. 'Leading' is the highest possible rating achievement within the IS scheme.

The CRL project has also been awarded a 'world first' for the integration of cultural values into the IS framework.

AT will be looking for support from all future contracting partners to gain a similarly high rating for other CRL contracts.

In Auckland, transport is responsible for about 40 per cent of greenhouse gas emissions, with the majority from road transport. CRL will double the peak capacity of the rail network and significantly reduce travel times, giving more vehicle commuters the choice of travelling by train instead. This will reduce our city's carbon footprint and help New Zealand meet its international commitments on climate change.

GREENHOUSE GAS (GHG) EMISSIONS FROM AUCKLAND PLAN



Stakeholder Engagement



QUALITY COMMUNICATION AND STAKEHOLDER ENGAGEMENT IS RECOGNISED AS BEING VITAL TO THE SUCCESS OF THIS PROJECT.

The CRL project team has been working with stakeholders for the past five years and has established positive working relationships which need to be supported through the life of the project. These relationships are wide-ranging and both informal and formal as confirmed by designation conditions.

Community Liaison Groups

As part of CRL designation conditions, AT has established local Community Liaison Groups (CLGs) representative of the residents, property owners and businesses directly affected by CRL construction.

The groups will meet regularly throughout the CRL's construction, with the purpose of:

- receiving regular updates on project progress
- monitoring the effects of construction on the community and giving feedback to AT, who will respond to any concerns and issues
- providing feedback on the development of CEMPs and DWPs
- proposing potential joint initiatives regarding the interim use of properties, including vacant land acquired for construction
- being consulted on the preparation of the pre-construction communication and consultation plan.

CLG members have made a time commitment to the groups, which will meet regularly over several years, to allow for an accumulation of knowledge about the project.

Mana Whenua



THE PROJECT TEAM ESTABLISHED A FORUM WITH MANA WHENUA (MAORI TRIBAL GROUPS) IN 2012 TO PROVIDE FOR AN ON-GOING ROLE IN THE DESIGN AND CONSTRUCTION OF THE CRL PROJECT.

Eight Mana Whenua groups expressed a desire to be involved in the project and meet with the team at least once a month.

The role of the forum includes:

- Developing practical measures to give effect to the principles in the Urban Design Delivery Work Plan (DWP)
- Input into, where practicable, the design of the stations
- Input into the preparation of the Construction Environmental Management Plans (CEMPs) and DWPs
- Working collaboratively around built heritage and archaeological matters
- Undertaking kaitiakitanga (guardianship) responsibilities associated with the CRL project, including monitoring, assisting with discovery procedures and providing input of Maori mātauranga (knowledge) in relevant stages of the project
- Providing a forum for consultation with Mana Whenua regarding the names for the CRL stations.



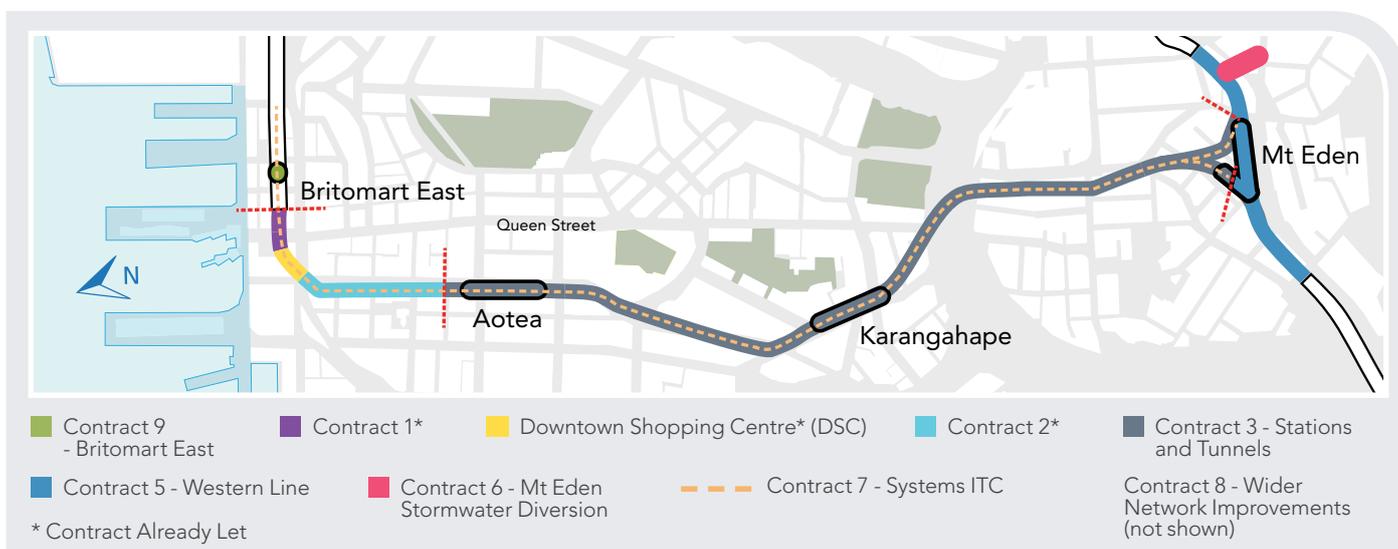
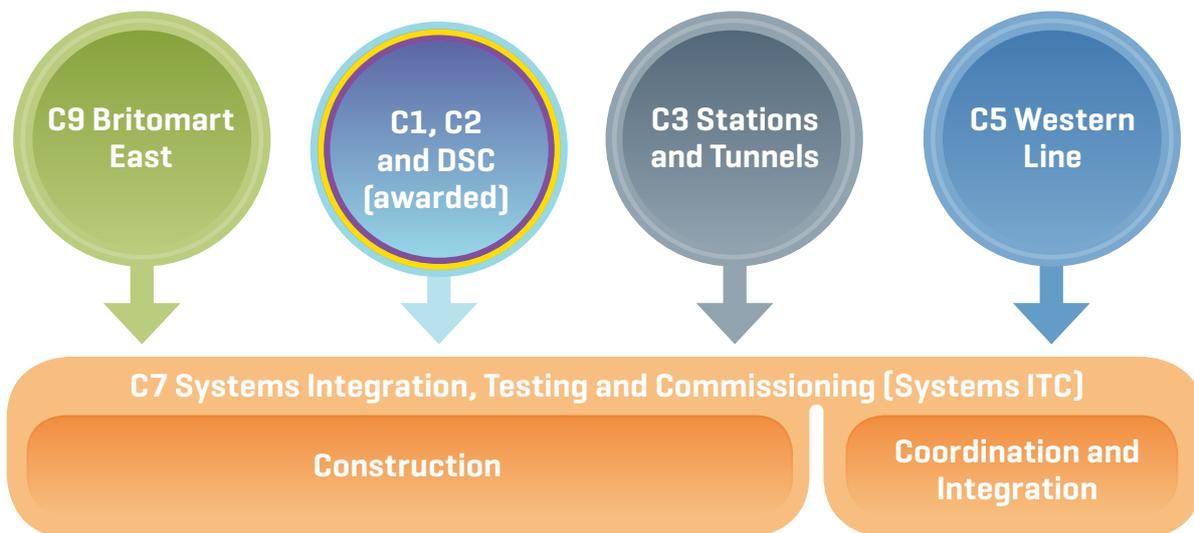
Section 2

Packaging and Contract Models



Contracts

The CRL will be delivered in the following principal packages:



The most important driver of the procurement packaging is the need to manage the integration of the rail systems installation with the tunnel and station construction throughout the entire length of the CRL works, and with existing railway operating systems on the wider network.

Another driver is to separate out the brownfield works packages at the Western Line and Britomart East (C5 and C9), as these are more suited to contractors with experience of localised conditions and working in a live/operational rail corridor.

There is benefit in procuring the Systems Integration, Testing and Commissioning (C7) contractor early, and in a form that allows review of the reference design, input into the Stations and Tunnels (C3) tender documentation and interaction with the proponents bidding for the C3 contract.

Awarded Contracts



Contract 1 (C1): Britomart – Construction of tunnels under the Chief Post Office (CPO) and Lower Queen Street, and works within the CPO to increase vertical circulation for future passenger growth. Relocation of equipment rooms and reconfiguration of the western concourse and entrance.

Contract 2 (C2): Lower Albert Street – Civil works only; cut and cover tunnel from Lower Albert Street to Wyndham Street, including advanced stormwater diversion and strengthening of a trunk sewer line.

Downtown Shopping Centre (DSC): Development agreement with Precinct Properties Ltd for the design and construction of tunnels only under the site of the former DSC in the area between C1 and C2.



Proposed precinct area in front of Britomart Station (CPO)

Contract Models

C3 - Stations and Tunnels CONTRACT MODEL: DESIGN AND CONSTRUCT (D&C)

C3 will be procured using a Design and Construct model with a lump sum price based on a bespoke contract. A portion of the bid costs for any unsuccessful short-listed C3 bidder will be paid in return for any intellectual property rights and effort expended.

AOTEA STATION:

Cut and cover construction of a 15m-deep, 300m long underground station and plant room box, including:

- Platforms, lifts and escalators to street level, plant rooms housing station and tunnel equipment as well as full station fit-out
- Entrances at either end at Victoria and Wellesley Streets.
- Future-proofing for North Shore Line.

KARANGAHAPE RD STATION:

Mined construction of a 32m-deep underground station, including:

- Platform tubes and 150m-long platforms, lifts and inclined escalators to street level, plant rooms housing station and tunnel equipment within two shafts, and full station fit-out
- Entrance at Mercury Lane and provision for future entrance at Beresford Square.



Contract Models



C3 - Stations and Tunnels CONTRACT MODEL: DESIGN AND CONSTRUCT (D&C)

TUNNELS:

- Twin-bored tunnel construction (circa 7m diameter), assuming a launch chamber at Mt Eden and reception chamber at the southern end of Aotea Station.



NEWTON JUNCTION TO WESTERN LINE:

- A grade-separated junction between the east and west facing connections, with mined caverns for the turnouts, and cut and cover tunnels
- Construction of a new platform for the CRL line in a 7m-deep open trench linked via escalator, stairs and lifts to the Mt Eden station platform on the Western Line; grade separated junctions, construction of a station group control centre above the station entrance and associated MEP and fit-out.

ASSET MANAGEMENT:

The proposals for the three new stations will incorporate the provision of maintenance services.



Proposed Karangahape Station

Contract Models

C5 - Western Line CONTRACT MODEL: COLLABORATIVE CONTRACT MODEL

Works within the North Auckland (Western) Line boundary are the key considerations for the procurement model selection. Construction works in the live rail corridor require multiple blocks of line. Works include:

- Track realignment in multiple stages with associated overhead line and signalling plant and equipment relocations
- Rebuilding the existing Mt Eden station platform, including egress footbridges
- Building two new public pedestrian footbridges
- Construction of a new road bridge, heavy retaining structures and earthworks associated with the grade-separated tracks.

Each stage of major construction within a block of line also requires testing and commissioning prior to completion and re-opening.





C7 - Systems Integration, Testing And Commissioning (Systems ITC)

CONTRACT MODEL: ECI THEN D&C

- Converting the current five platform terminus configuration into a 'through' station with two through tracks and two terminating tracks
- Provision of trackslab, track, overhead line, signalling*, control systems, tunnel ventilation, fire strategy and communications systems, control room fit-out and building work, and trackside auxiliaries
- Rail systems to be installed from existing operational railway to the east of Britomart, through Britomart Station, C1, C2 and DSC, the new Station and Tunnels (C3), and the Western Line (C5)
- Testing & Commissioning and Operational Readiness: Once construction work has been completed and individual systems have been tested and commissioned, the system then needs to be commissioned into service. This will include a trial running period, equipment testing and commissioning, driver training, test train running and operating/maintenance manual updating. Key stakeholders will include construction contractors, the train operator (currently Transdev), KiwiRail as owner and network operator, AT and CAF (the train supplier).

C7 will be procured using an Early Contractor Involvement (ECI) model engagement through a bespoke ECI agreement, with the majority of installation work carried out under a form of D&C contract.

Early selection of contractor to enter ECI agreement will provide a specialist review of the current reference design and input to tender documentation of the C3 procurement. The contractor will then assist CRL through the C3 interactive tender phase, leading to a final offer for the C7 D&C contract.

CRL recognises the benefit gained by commencing the earliest practicable call for Expressions of Interest (EOI) for the procurement of the ECI package, due to the significant interaction between the C3 and C7 packages.

* Control software and systems and interlockings to be provided by CRL Ltd.

Contract Models

C9 - Britomart East CONTRACT MODEL: TBC

Modification of the existing station, including:

- An extension of the eastern concourse over the tracks
- Additional vertical access at the eastern end of the station.

C9 works include civil and building works. Construction is in a brownfield area. Procurement of the C9 package will occur later than the other packages, as work will not occur until after the commencement of rail service operations through CRL.



Location of future modification to the eastern Britomart station concourse.

Conflict of Interest Management



The EOI for the C7 contract and the pre-qualification for the C3 contract require bidders to propose a conflict of interest management plan where consultants may form part of both consortia. Future procurement stages will require bidders to prove that consultants in a C7 consortium, who may be proposed for participation in any C3 consortium, have agreed satisfactory information barriers. In general, current CRL consultant organisations will not be permitted to be part of contractor consortia.

Tender interaction between C3 and C7

The preferred C7 contractor will be appointed prior to the issue of Request for Proposals (RFP) for the C3 contract. The contract model for the C7 contract is a two-phase ECI model followed by a D&C contract.

STAGE 1 OF ECI SERVICES – INPUT TO C3 TENDER

The first stage of the ECI services involves the C7 contractor assisting CRL with the finalisation of the tender documents for the C3 package to adequately set out the project requirements in relation to C7.

As part of the first stage of the ECI services, the C7 contractor will check that requirements are appropriately specified in the:

- principal's requirements
- project programme for C3 and C7 (including long lead, possessions and design deliverables)
- resolution of key design and physical works interface.

STAGE 2 OF ECI SERVICES – SUPPORT DURING C3 INTERACTIVE TENDER INTERACTIONS

The second stage of the ECI services involves the C7 contractor interacting (through CRL) with each of the C3 bidders during the RFP phase for that package. The project envisages an extensive C3 tender period that resembles collaborative models rather than traditional D&C RFP processes.

From an interactive perspective, this approach to procurement will enable the development of, and agreement to, interface control documents and scope allocation by the C7 contractor, and the C3 bidders, prior to awarding the C3 contract. Through this process, both the C7 and C3 contractors take full responsibility for the interface risk and development of a consistent programme for C3 and C7 that addresses all interfaces, access, possessions, design, construction, commissioning and deliverables.

Next steps

In early 2017, the project will call for Expressions of Interest and short-list tenders for the remaining CRL contract packages.

Key Procurement Dates*	EOI	RFP
Contract 3 - Stations and Tunnels	Prequal - January 2017 / EOI - April 2017	Q4 2017
Contract 5 - Western Line	Q2 2017	Q1 2018
Contract 6 - Mt Eden Stormwater Diversion		TBA
Contract 7 - Systems Integration, Testing & Commissioning	January 2017	April 2017
Contract 8 - Wider Network Improvements	TBA	TBA
Contract 9 - Britomart East	TBA: post construction of main works	

