

Hon Grant Robertson

MP for Wellington Central
Deputy Prime Minister
Minister of Finance
Minister for Infrastructure
Minister for Sport and Recreation



12 December 2022

Dave Fermah

By email: fyi-request-19067-d99a77f8@requests.fyi.org.nz

Dear Mr Fermah

I refer to your request under the Official Information Act 1982 (**OIA**) and my response dated 4 May 2022.

Due to the passage of time, documents relevant to your request are now able to be released. I therefore enclose copies of the following:

- Briefing – ‘Shovel Ready’ Infrastructure Projects approval – tranche seven
- Briefing – ‘Shovel Ready’ Infrastructure Projects approval – tranche seven
- Correspondence regarding press releases

We advise that, in accordance with sections 9(2)(a), 9(2)(f)(iv) and 9(2)(j), certain information has been redacted from the documents. The basis for the redactions has been noted in each document. Please note that we also removed information outside the scope of your request.

I note that you are entitled to make a complaint to the Office of the Ombudsman under section 28(3) of the OIA.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Grant Robertson'.

Hon Grant Robertson
Minister for Infrastructure

Briefing – ‘Shovel Ready’ Infrastructure Projects approval – tranche seven

Date:	26 November 2020	Priority:	High
Security classification:	In Confidence		

Actions		
	Action sought	Deadline
Hon Grant Robertson Minister of Finance Minister for Infrastructure	1. Note the contents of this briefing. 2. Agree to the recommendations of this briefing.	3 December 2020
Hon Dr Megan Woods Associate Minister of Finance		
Hon David Parker Associate Minister of Finance		

Contact for telephone discussion (if required)			
Name	Position	Telephone	1st contact
Mark Binns	Chair (CIP)	[s9(2)(a)]	
Graham Mitchell	CEO (CIP)	[s9(2)(a)]	✓
Nick Manning	GM Government and Industry Affairs (CIP)	[s9(2)(a)]	

Consulted agencies:

The Treasury, the Ministry of Justice, Ōtākaro Ltd, the Provincial Development Unit and other agencies (if any) as noted in the project summary reports.

Briefing – ‘Shovel Ready’ Infrastructure Projects approval – tranche seven

Purpose of briefing

To seek Infrastructure Reference Group (**IRG**) Ministers’ approval to release Crown funds to Crown Infrastructure Partners (**CIP**) and other agencies as set out in this briefing to fund the projects described in this briefing and the schedules, for the purpose of CIP and other agencies implementing the projects covered in this briefing which form part of the \$3 billion tagged contingency for infrastructure in the COVID Response and Recovery Fund.

Recommended Action

It is recommended that you:

1. **Note** that the letter from the Minister for Infrastructure of 23 July 2020 set out the mandate for Crown Infrastructure Partners’ (**CIP**) implementation of Infrastructure Reference Group (**IRG**) projects, and this briefing seeks Ministers’ approval to release Crown funds to CIP and other agencies to fund the transactions described in this briefing and the schedules, for the purpose of CIP and other agencies implementing their part of the \$3 billion infrastructure fund in the COVID Response and Recovery Fund;

Noted

2. **Note** that this briefing covers 6 projects with total Government funding of \$64.3m, total project value of \$94.6m and total employment expected of approximately 515 full time equivalent employees;

Noted

3. **Note** that if Ministers approve the projects in this briefing, in total to date there will be 216 IRG projects approved, with total Government funding of \$2,229.5m, and total employment expected of approximately 12,532 full time equivalent employees;

Noted

Project approvals and publication matters - CIP

4. **Note** that CIP recommends that IRG Ministers note and approve recommendations 5 – 19;

Noted

5. **Note** that the Crown has a grant funding agreement with CIP, and under this agreement funding is released on direction from the IRG Ministers;

Noted

6. **Note** that CIP has reached agreement with one project owner for a ‘shovel ready’ project for Government funding and CIP is also seeking advance release of some funding for a scoping report on another project;

Noted

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15. **Note** that, in relation to the East Coast Marine Infrastructure project, officials will work with local iwi, local businesses, Gisborne District Council, coastal shipping operators to determine if a proposal can be economically viable and sustainable, have broad community and local and wider iwi support and create hundreds of jobs for locals. CIP will report back in May 2021 with the outcome of this process;

Noted

16. **Agree** to authorise the release of up to \$300,000 for CIP to develop a report on the East Coast Marine Infrastructure project;

Agree / Disagree

17. **Note** that, subject to IRG Ministers' prior approval, certain information about the IRG programme will be made publicly available (as noted below) as this is consistent with open government protocols that there should be reporting to the public on the progress of the IRG programme;

Noted

18. **Agree** to publish high-level information on the IRG projects to the Infrastructure Commission for inclusion in the Infrastructure Pipeline;

Agree / Disagree

19. **Agree** to publish a quarterly report, approved by IRG Ministers, on progress on IRG projects and outcomes achieved;

Agree / Disagree

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Hon. Grant Robertson
Minister of Finance
Minister for Infrastructure

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Hon. Dr Megan Woods
Associate Minister of Finance

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Hon. David Parker
Associate Minister of Finance

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Background

1. On 23 July 2020, the Minister for Infrastructure wrote to relevant portfolio Ministers and their respective agencies to set out IRG Ministers' instructions and expectations for agencies delivering on IRG projects.
2. IRG Ministers have allocated responsibility to CIP for delivery of 42 projects, with a total project value (including Government, project owner, and third-party funding) of over \$3 billion. Government funding of approximately \$1.3 billion in these projects is expected to create approximately 11,000 jobs. CIP also has responsibility for delivering the \$50 million IRG digital package.
3. This briefing also covers projects from the Provincial Development Unit (**PDU**), the Ministry of Justice, Ōtākaro and seeks feedback on an EECA project. Of these entities, IRG Ministers have allocated the PDU 105 projects with \$737.5m of Government funding, the Ministry of Justice one project with \$14.1m of Government funding, Ōtākaro 11 projects with \$139.3m of Government funding and EECA 5 projects with total Government funding of \$90.6m.
4. This briefing sets out the steps CIP and other agencies have taken to deliver against the Minister for Infrastructure's instructions in contracting and reviewing their allocated shortlisted projects.

Projects being considered

5. This seventh briefing covers 6 projects (with total Government funding of \$64.3m, total project value of \$94.6m and total employment expected of approximately 515 full time equivalent employees) being considered for funding approval.
6. In this briefing there are 2 CIP projects, 1 Ministry of Justice project, 1 Ōtākaro project and 2 projects being recommended by the Provincial Development Unit (**PDU**).
7. If IRG Ministers approve the projects in this briefing, in total to date there will be 216 IRG projects approved, with total Government funding of \$2,229.5m, and total employment expected of approximately 12,532 full time equivalent employees.
8. The projects being considered for approval are summarised briefly in the table below, and each have a Project Summary attached to this briefing in the Annexes. Those summaries cover the following items (where relevant):
 - 8.1. **Project Details** summary of scope, benefits, funding rationale, project owner background, workers to be employed on the project, construction commencement date and completion dates and highlighting where these may vary from what was previously considered by Government in the IRG process;
 - 8.2. **Project Funding** including project government funding approved by Cabinet/IRG Ministers, any co-funding, estimated total project cost (noting and variances from these metrics from what was previous considered by Government in the IRG process) and the payment regime;
 - 8.3. **Project Summary** including project owner assessment, project confirmation of scope, project benefits, project costs, recipient's management and delivery capability, financial capacity and co-funding assessment, project milestones, employment creation, conflicts of interest, value for money, legal review of the agreement with a status assessment of these indicating if there are no issues (green), some issues but are capable of resolution (orange) and material issues unlikely to be addressed (red);

- 8.4. **Key Terms of Funding Agreement** including project commencement, any funding before project commencement, funding type (milestone versus progress payments), co-funding arrangements, cost overrun liability to project owner, procurement approaches (i.e. to take account of the construction accord), use of fast-track RMA consenting, reporting, assurances on completions, benefits, scope changes, termination and payment suspension rights, compliance with laws and special clauses for higher risk projects (*this is covered for all CIP projects in a note at the beginning of Annex 1, with any exceptions to this then included in the individual Project Summaries*); and
- 8.5. **Project Risks** including overall project risk, project and other risks assessed as no issues (green), some issues but are capable of resolution (orange) and material issues unlikely to be addressed (red) and mitigations.

Risks

9. We draw Ministers' attention to the following risk areas highlighted (as orange (mostly) or red – which are specifically highlighted) in the project summaries for each agency:

- CIP notes the following risks, and notes that mitigation measures are in place as relevant:
 -
 - **East Coast Marine Infrastructure:** there is a risk that, as a result of feasibility studies and consultation that a marine infrastructure project is not viable. The maximum exposure is \$300,000 being the cost of the report, and if this is the case then alternative infrastructure options for the East Coast will be proposed (see pages 31-33);
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Information disclosure

10. We recommend that CIP publishes information on the IRG projects in the Infrastructure Commission's Infrastructure Pipeline. This would include project starts and completions by quarter, total value, procurement stage and procurement start and end dates. This information would be checked with officials and Ministers' offices prior to its public release.
11. We also recommend that CIP publishes a public quarterly report on the progress of IRG infrastructure deployment. We recommend the first report would be for the period ending 31 March 2021. The report would include:
 - a regional summary of progress (including Projects that have started, FTEs and other metrics of physical works) and funding provided (including co-funding); and
 - by region, examples of infrastructure being deployed and the benefits of that infrastructure to local communities.
12. CIP would prepare the report based on the quarterly reports provided by IRG project owners and agencies. The general format would be similar to the Quarterly Broadband Infrastructure report currently released by CIP, on behalf of the Government. Again, this information would be checked with officials and Ministers' offices prior to its public release. The likely timing would be the middle of the second month following the end of the quarter (i.e., mid-May for March quarter).

East Coast Marine Infrastructure: IRG drawdown to progress project

13. CIP is seeking Ministerial approval of up to \$300,000 of IRG funding for CIP to progress the East Coast Marine Infrastructure project.
14. IRG Ministers announced an investment of up to \$45m in East Coast marine infrastructure in September 2020. In making this investment, Ministers acknowledged that this part of New Zealand is among the most isolated and economically and socially deprived regions in the country with a median income of \$18,500 and only a third of people in fulltime employment.
15. The Ministerial announcement stated that officials would work with local iwi, local businesses, coastal shipping operators to develop a proposal that was economically viable and sustainable, had broad community and local and wider iwi support and would create hundreds of jobs for locals. The scope and shape of the proposal was to be managed by CIP, which would provide IRG Ministers with a finalised proposal. Ministers noted that it was unlikely the project's construction would be underway within 12 months.
16. CIP, with assistance from PDU (who had previously considered marine infrastructure options for this area) have been engaging with Ngati Porou and some local stakeholders. It is apparent, given the economic value of such a project to the region moderated with local hapu interests, that a fuller feasibility study and local consultation should be undertaken to inform the Government on the optimal outcomes for the area. This study will seek to understand if a balance between the economic benefits with local hapu interests can be achieved. The scope of the report is outlined in Annex 1 with a report back in May 2021.

Recommendations

17. It is recommended that IRG Ministers agree to fund up to \$300,000 for CIP to progress the East Coast Marine Infrastructure project.

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PAGES 13 - 19 REMOVED [RELATE TO OTHER IRG PROJECTS]

Projects being recommended

74. There are 2 projects which CIP is recommending, 1 project being recommended by the Ministry of Justice, 1 project being recommended by Ōtākaro and 2 projects being recommended by PDU, for Ministers to approve the release of funding to CIP and the other agencies to enter into transactions and implement projects, as follows.
75. Note that more information on each project is in **Annex 1** (CIP Project Summary Reports), **Annex 2** (Ministry of Justice Briefing and Project Summary Reports), **Annex 3** (Ōtākaro Briefing and Summary Reports), **Annex 4** (Provincial Development Unit Project Summary Reports). **Please note that the recommendations in the Annex briefings do not need to be noted or approved (they remain for completeness) – they are all covered in the main recommendations at the front of this briefing.**

Crown Infrastructure Partners projects

Crown Infrastructure Partners									
Project Name	Project Owner	Project Total Capex (\$m)	Govt Funding (\$m)	FTE	Date of Expected Execution	Date of Expected Project Start	Date of Expected First Payment	Completion date	Project Description
East Cape Marine Infrastructure	Terrafermah Ltd	\$45m	\$300,000	135	TBC	TBC	TBC	TBC	For a consultation/feasibility study of the construction of deep water marine infrastructure which would form part of the regional and inter-regional transport network. It would provide particular support to the forestry sector and relieving some of the logging transport that currently takes place on SH35 and will connect in with neighbouring East Coast ports in Gisborne and Tauranga and potentially with the upcoming wharf facility at Opotiki.
Total									

¹ East Cape Marine Infrastructure FTE not included in total because a consultation/feasibility study is being recommended. FTE will be confirmed after that.

Ministry of Justice project

76. There is one project which the Ministry of Justice recommends Ministers approve for release of funding to the Ministry of Justice, as follows.

Ōtākaro project

77. There is one project which Ōtākaro Ltd recommends Ministers approve for release of funding to Ōtākaro Ltd to enter into transactions, as follows.

Provincial Development Unit projects

78. There are 2 projects which the PDU recommends Ministers approve for release of funding to the PDU to enter into transactions, as follows.

Next steps

79. Next steps are:

- upon Ministers' approval to release funding for individual projects, CIP will advise other agencies of their project funding approvals;
- CIP and PDU will finalise documentation and execute funding agreements with project owners;
- where the projects are already underway, initial payment claims will be processed in accordance with the terms of the funding agreements where relevant and other directly managed projects can commence;
- monthly reporting on these projects' progress will commence for the period ending 31 October and likely be available to Ministers by early December;
- CIP's website will be updated with project information as appropriate;
- the next fortnightly update will be provided on 2 December; and
- the next IRG project approvals briefing will be provided on 9 December.

INDEX OF ANNEXES

Annex 1 - Crown Infrastructure Partners

Note on key commercial terms (*this applies to all CIP projects in Annex 1*)

- 1.
2. More information on East Cape Marine Infrastructure consultation and feasibility study (pages 31-33)

Annex 2 – Ministry of Justice

- 1.
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Annex 3 – Ōtākaro

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Annex 4 - Provincial Development Unit

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[s9(2)(j)]

PAGES 27 - 30 REMOVED [RELATE TO OTHER IRG PROJECTS]

More information on East Cape Marine Infrastructure consultation and feasibility study

Scope

1. CIP will provide IRG Ministers with a report back by the end of April recommending that Ministers either sign off on the project proceeding to detailed design and consenting phase in one of the locations, or redeploy the funds to other IRG priorities. The issues to be covered off in the report back will include:
 - local community and Maori views on the marine infrastructure;
 - views of local business, council, transport providers on the marine infrastructure;
 - location for the infrastructure (Hicks Bay or Te Araroa or other options further south);
 - ownership arrangements;
 - regulatory and planning considerations;
 - transport considerations if the project does or does not proceed;
 - CIP assessment of whether the project will meet IRG objectives and can be delivered before September 2023;
 - next steps to accelerate the start of construction;
 - likelihood of Resource Management Act and other consents being obtained without appeal; and
 - alternative infrastructure proposals.

Community support

2. The priority activity for this work will be engagement with the local community – particularly iwi and hapū. This will canvas the nature and degree of support for and opposition to new marine infrastructure, the reasons behind this and the likelihood and means of achieving community endorsement for the project. An initial Cultural Values/Impact Assessment or Assessments may need to be compiled through this process, including assessment of the impact of the facility on places and species of historical and cultural significance.
3. In addition, the perspectives of local businesses (such as forestry and farming), coastal shipping operators, transport agencies and local council will be canvassed.

Location and ownership

4. It is anticipated that social license is likely to be the greatest determinant of location. Both projects have been through a degree of feasibility testing and development of business cases and it is expected that both are achievable within the \$45m envelope.
5. This project will inform Ministers on ownership considerations and who would receive the benefits of the investment.

Regulatory and planning considerations

6. The work will advise Ministers on any regulatory and planning considerations and actions that need to be undertaken. This will involve confirming the potential impact of the Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act, engagement with the council on inclusion in the long term plan, determination of whether the project could take advantage of the RMA fast-tracking process and identification of any other factors or actions that could impede or accelerate regulatory processes.

Transport considerations

7. The infrastructure would form part of the regional and inter-regional transport network. It would provide particular support to the forestry sector and relieving some of the logging transport that currently takes place on SH35. It will connect in with neighbouring East Coast ports in Gisborne and Tauranga and potentially with the upcoming wharf facility at Opotiki. The marine infrastructure has the potential to address a long-term transport infrastructure deficit that road and rail are not able to fill in such a cost effective manner.
8. This project will assess the impact of the marine infrastructure will have on the transport network and suggest alternative transport solutions if the project does not proceed.

CIP assessment

9. CIP will provide Ministers with a view on the viability of the project and the support it will require to be successful.

Next steps

10. As the project moves towards construction there will be activities associated with consenting and planning, geotechnical assessments and infrastructure design. The next steps involve undertaking environmental and cultural impact assessments, geotechnical testing and tendering for detailed design work.
11. CIP's work will position the marine infrastructure project to proceed quickly to the next steps and move at pace towards construction. Where possible, work will be prepared through this process to contribute to the needs of those next stages, such as applying for resource consents.

Resources

12. The project costs include \$250,000 for a core project team plus up to \$50,000 for disbursements.
13. The project team will consist of three core team members with the following skillsets:
 - representative of the Crown who is highly experienced in working with iwi and hapū on infrastructure projects (project lead);
 - representative of the Crown who is conversant with the Crown approach to Crown-Maori relations and has sufficient mana and cultural confidence to work effectively with Ngāti Porou and local hapu; and

- senior analytical person to engage with government agencies, business and council, prepare advice to Ministers and to provide material to support other team members in local discussions.

14. In addition, the project will require disbursements of up to \$50,000 for:

- travel, accommodation, meeting room costs and koha, printing and provision on materials for engagement;
- high level legal advice on any regulatory and planning issues;
- preparation of an initial cultural values assessment or assessments;
- assessment of the impact of the marine infrastructure on the regional transport and distribution network (and the impact of alternative transport options).

Briefing – ‘Shovel Ready’ Infrastructure projects approval – tranche twelve

Date:	18 August 2021	Priority:	High
Security classification:	In Confidence		

Actions		
	Action sought	Deadline
Hon Grant Robertson Minister of Finance Minister for Infrastructure	1. Note the contents of this briefing. 2. Agree to the recommendations of this briefing.	1 September 2021
Hon Dr Megan Woods Associate Minister of Finance		
Hon David Parker Associate Minister of Finance		

Contact for telephone discussion (if required)			
Name	Position	Telephone	1st contact
Mark Binns	Chair (CIP)	[s9(2)(a)]	
Graham Mitchell	CEO (CIP)	[s9(2)(a)]	✓
Nick Manning	GM Government and Industry Affairs (CIP)	[s9(2)(a)]	

Consulted agencies:

The Treasury, EECA and Kānoa.

Briefing – ‘Shovel Ready’ Infrastructure projects approval – tranche twelve

Purpose of briefing

To seek Infrastructure Reference Group (**IRG**) Ministers’ approval to release Crown funds, as set out in this briefing, to fund the projects described in this briefing and the schedules, and which form part of the \$3 billion tagged contingency for infrastructure in the COVID Response and Recovery Fund, and to inform and seek IRG Ministers’ feedback on certain projects.

COVID-19 level 4 impact on IRG programme

The recently announced level 4 lockdown has resulted in all construction activity being paused on IRG projects. Work can continue on non-construction activities such as design, engineering and procurement. Construction can begin under level 3 but will not be able to resume to full productivity until level 1 is restored.

As the length of time the country or regions are in lockdown is unknown, the overall impact on the programme cannot yet be fully known. In any case, a period of delay will result. CIP is in the process of asking project owners what the implications of the lockdown will be on timelines and potential costs, and will keep IRG Ministers informed as more information comes to hand.

Recommended action

It is recommended that you:

1. **Note** that this briefing seeks Infrastructure Reference Group (**IRG**) Ministers’ approval for the release of Crown funds to Crown Infrastructure Partners (**CIP**), EECA and Kānoa – Regional Economic Development & Investment Unit (**Kānoa**) to fund the two projects described in this briefing and the schedules, which form part of the \$3 billion tagged contingency for infrastructure in the COVID Response and Recovery Fund;

Noted

2. **Note** that this briefing covers 2 projects for approval with total Government funding of \$17m, total project value of approximately \$32.23m and which are expected to employ approximately 65 full time equivalent employees;

Noted

3. **Note** that if Ministers approve the projects in this briefing, in total to date there will be 240 IRG projects approved, with total Government funding of \$2,552m, and total employment expected of approximately 13,500.5 full time equivalent employees;

Noted

4. **Note** this briefing also covers the following matters:

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Noted

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CIP matters

8. **Note** that CIP recommends that IRG Ministers note and approve recommendations 9 – 31;

Noted

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PAGES 5 - 6 REMOVED [RELATE TO OTHER IRG PROJECTS]

30. **Note** that the East Cape Marine project was included in the shortlist for \$45m to establish marine infrastructure in the top of the East Cape to benefit local communities and economy development by enabling lower transport costs to export logs, and produce and provide for aquaculture and fisheries development by iwi. In approval briefing tranche 7 of 26 November 2020, Ministers approved \$300,000 for CIP to undertake work to establish the level of community/hapu support and environmental issues, which could be show-stoppers, and to report to Ministers in October on the status of this.

Noted

31. [s9(2)(f)(iv)]

PAGES 9 - 11 REMOVED [RELATE TO OTHER IRG PROJECTS]

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.....
Hon. Grant Robertson
Minister of Finance
Minister for Infrastructure

...../...../2021

.....
Hon. Dr Megan Woods
Associate Minister of Finance

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Hon. David Parker
Associate Minister of Finance

...../...../2021

Background

1. On 23 July 2020, the Minister for Infrastructure wrote to relevant portfolio Ministers and their respective agencies to set out IRG Ministers' instructions and expectations for agencies delivering on IRG projects.
2. This briefing seeks approval to release funding for two projects from EECA and Kānoa. In addition, the briefing covers the following matters:
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 - Updates on East Coast Marine Infrastructure;
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Projects being considered

3. This briefing covers 2 projects for approval with total Government funding of \$17m, total project value of approximately \$32.23m and which are expected to employ approximately 65 full time equivalent employees.
4. If Ministers approve the 2 projects in this briefing, in total to date there will be 240 IRG projects approved, with total Government funding of \$2,552m, and total employment expected of approximately 13,500.5 full time equivalent employees.
5. The projects being considered for approval are summarised in the table further below, and have project Summaries attached to this briefing in the relevant Annexes. These summaries cover the following items (where relevant):
 - **project details** summary of scope, benefits, funding rationale, project owner background, workers to be employed on the project, construction commencement date and completion dates and highlighting where these may vary from what was previously considered by Government in the IRG process;
 - **project funding** including project government funding approved by Cabinet/IRG Ministers, any co-funding, estimated total project cost (noting and variances from these metrics from what was previous considered by Government in the IRG process) and the payment regime;
 - **project summary** including project owner assessment, project confirmation of scope, project benefits, project costs, recipient's management and delivery capability, financial capacity and co-funding assessment, project milestones, employment creation, conflicts of interest, value for money, legal review of the agreement with a status assessment of these indicating if there are no issues (green), some issues but are capable of resolution (orange) and material issues unlikely to be addressed (red);
 - **key terms of funding agreement** including project commencement, any funding before project commencement, funding type (milestone versus progress payments), co-funding arrangements, cost overrun liability to project owner, procurement approaches (i.e. to take account of the construction accord), use of fast-track RMA consenting, reporting, assurances on completions, benefits, scope changes, termination and payment suspension rights, compliance with laws and special clauses for higher risk projects; and
 - **project risks** including overall project risk, project and other risks assessed as no issues (green), some issues but are capable of resolution (orange) and material issues unlikely to be addressed (red) and mitigations.

Risks

6. We draw Ministers' attention to the following risk areas highlighted in the project summaries for the relevant projects:

CIP projects

Monthly milestone payments

7. IRG policy doesn't allow for monthly payments for IRG projects unless they are transport projects or have Ministerial approval. CIP have one project with monthly milestones (Mawhitiwhiti Marae) to assist the project owner with their cashflow and need not to raise and maintain working capital.
8. CIP have two other non-transport projects that are starting construction shortly, and for the same reasons as Mawhitiwhiti Marae, the project owners would significantly benefit from being able to receive monthly milestone payments as they are charities and don't have access to working capital. The two projects are:
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 -
9. Administering monthly payments for these two projects would not be onerous for CIP and CIP recommends these two projects be able to make monthly milestone claims.

PAGES 18 - 19 REMOVED [RELATE TO OTHER IRG PROJECTS]

Other CIP projects

East Cape Marine

31. The East Cape Marine project was included in the shortlist for \$45m to establish marine infrastructure in the top of the East Cape to benefit local communities and economy development by enabling lower transport costs to export logs, and produce and provide for aquaculture and fisheries development by iwi. In approval briefing tranche 7 of 26 November 2020, Ministers approved \$300,000 for CIP to undertake work to establish the level of community/hapu support and environmental issues, which could be show stoppers, and to report to Ministers in October on the status of this.

32. [s9(2)(f)(iv)]

[s9(2)(f)(iv)]

33.

PAGES 22 - 30 REMOVED [RELATE TO OTHER IRG PROJECTS]

Remaining unapproved projects

100. If Ministers agree to the recommendations in this briefing, there will be four remaining IRG projects that are yet to be approved, as follows:

- East Cape Marine Infrastructure (\$44.7m) – CIP (targeting seeking Ministers direction on this project in October 2021);

101. All other agencies directly implementing projects (e.g. Heritage NZ, New Zealand Defence Force, NZ Police, Ministry of Justice, MBIE) have received project approvals and are under way with implementation.

INDEX OF ANNEXES

From: [Lucy Bennett](#)
To: [s9(2)(a)]
Cc: [Graham Mitchell \(Crown Infrastructure\)](#); [Mark Binns](#)
Subject: Draft PR for East Coast log port
Date: Tuesday, 8 September 2020 12:17:28 pm
Attachments: [image001.jpg](#)

Hi there,

Can you have a look at this please and give me any feedback on working and timing.

Thanks

Lucy

Hon Shane Jones

Minister for Infrastructure



MEDIA STATEMENT

XXX September 2020

Government backs East Coast log port

Infrastructure Minister Shane Jones has today announced the Government is supporting the creation of a new deep-water log port for the **North Island's East Coast**.

The Government has approved in principle an allocation of up to \$45 million to support the construction of a log port at **Hicks Bay or another suitable location in the area**.

While it is unlikely this project could be under way within 12 months, Ministers wanted the \$3 billion tagged contingency for infrastructure to support job creation in the immediate and longer term future.

“Our officials will now work behind the scenes to develop a proposal that is economically viable and sustainable, has broad community and iwi support and will create jobs for locals,” Shane Jones said.

“This part of New Zealand is among the most isolated and economically and socially deprived regions in the country and the idea to create a log-barging facility has been mooted many times over many years.

“**The Hicks Bay area** is halfway between the ports of Tauranga and Gisborne and creating a barging facility there could have significant benefits for local forestry landowners, predominately Māori. It would also result in reduced transport costs and get more logging trucks off the roads.

“The scope and shape of this proposal will be managed by Crown Infrastructure Partners on behalf of the Government. Infrastructure Reference Group (IRG) Ministers want to see a proposal developed that manages the interests of local stakeholders and is economically viable and sustainable.

An application from a private company was submitted to the IRG, in which both IRG and Treasury saw merit. However, further due diligence and engagement with locals

is required before IRG Ministers proceed with the proposal,” Shane Jones said.

The projects are being supported from the [\\$3 billion ‘shovel ready’](#) fund set aside in Budget 2020 to kick-start the post COVID-19 economic recovery.

Editors notes:

A list of the projects announced from the \$3 billion tagged contingency for infrastructure can be found [here](#).

All approvals are in principle and subject to contract negotiations. Investment values are also subject to change.

Media contact: Lucy Bennett – 021 822 435

From: [Graham Mitchell \(Crown Infrastructure\)](#)
To: [Lucy Bennett](#)
Cc: [Mark Binns; \[s9\(2\)\(a\)\]](#)
Subject: RE: Draft PR for East Coast log port
Date: Tuesday, 8 September 2020 7:43:00 pm
Attachments: [Government backs East Coast log port GM.docx](#)
[image002.jpg](#)
[image004.jpg](#)

Hi Lucy,

I have made some suggestions to the attached media release mainly to ensure we don't box ourselves in to one option, maintain strong negotiation leverage and paint a stronger picture for local hapu.

Hence removed reference to the proposal submitted, PGF also had two earlier proposals so a few options have been around.

I have a chatted to [s9(2)(a)] last week and he was to going to have a discussion with [s9(2)(a)] [s9(2)(a)] on how Ngati Porou could support such an announcement.

I have a call and text in to [s9(2)(a)] as a follow up – would be good to get their feed back before pushing go – I mentioned Government was keen to announce this week.

Regards

Graham

Graham Mitchell

Chief Executive Officer

Crown Infrastructure Partners Ltd

L10 PWC Tower | 188 Quay Street | Auckland

PO Box 105321 | Auckland 1143

Phone +64 9 912 1971 | Mob +64 21 451 216

xxxxxx.xxxxxxx@xxxxxxxxxxxxxxxxxxxxx.xxxx.xx



From: Lucy Bennett [s9(2)(a)]

Sent: Tuesday, 8 September 2020 12:17 PM

To: [s9(2)(a)]

Cc: Graham Mitchell (Crown Infrastructure) [s9(2)(a)]

Mark Binns [s9(2)(a)]

Subject: Draft PR for East Coast log port

Hi there,

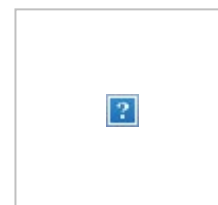
Can you have a look at this please and give me any feedback on working and timing.

Thanks

Lucy

Hon Shane Jones

Minister for Infrastructure



MEDIA STATEMENT

XXX September 2020

Government backs East Coast log port

Infrastructure Minister Shane Jones has today announced the Government is supporting the creation of a new deep-water log port for the **North Island's East Coast**.

The Government has approved in principle an allocation of up to \$45 million to support the construction of a log port at **Hicks Bay or another suitable location in the area**.

While it is unlikely this project could be under way within 12 months, Ministers wanted the \$3 billion tagged contingency for infrastructure to support job creation in the immediate and longer term future.

“Our officials will now work behind the scenes to develop a proposal that is economically viable and sustainable, has broad community and iwi support and will create jobs for locals,” Shane Jones said.

“This part of New Zealand is among the most isolated and economically and socially deprived regions in the country and the idea to create a log-barging facility has been mooted many times over many years.

“**The Hicks Bay area** is halfway between the ports of Tauranga and Gisborne and creating a barging facility there could have significant benefits for local forestry landowners, predominately Māori. It would also result in reduced transport costs and get more logging trucks off the roads.

“The scope and shape of this proposal will be managed by Crown Infrastructure Partners on behalf of the Government. Infrastructure Reference Group (IRG) Ministers want to see a proposal developed that manages the interests of local stakeholders and is economically viable and sustainable.

An application from a private company was submitted to the IRG, in which both IRG and Treasury saw merit. However, further due diligence and engagement with locals is required before IRG Ministers proceed with the proposal,” Shane Jones said.

The projects are being supported from the [\\$3 billion 'shovel ready'](#) fund set aside in Budget 2020 to kick-start the post COVID-19 economic recovery.

Editors notes:

A list of the projects announced from the \$3 billion tagged contingency for infrastructure can be found [here](#).

All approvals are in principle and subject to contract negotiations. Investment values are also subject to change.

Media contact: Lucy Bennett – 021 822 435

Government backs East Coast log port

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The Government has approved in principle an allocation of up to \$45 million to support the construction of marine infrastructure to support a log port at [a suitable bay in the area](#).

While it is unlikely this project could be under way within 12 months, Ministers wanted the \$3 billion tagged contingency for infrastructure to support job creation in the immediate and longer term future.

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“This part of New Zealand is among the most isolated and economically and socially deprived regions in the country and the idea to create a marine facility for logging has been mooted many times over many years.

“[The suitable bays in northern Te Tairāwhiti area](#) are halfway between the ports of Tauranga and Gisborne and creating a marine transportation facility there could have significant benefits for local forestry landowners, predominately Māori. It would also result in reduced transport costs and get more logging trucks off the roads. Future options for such marine infrastructure could include transport of bulk goods to the area, other export industries and possible tourism ventures. Jobs would be created not only in building and operating the marine infrastructure but also with local business supporting the increased economic activity in the area as a result.

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Media contact: Lucy Bennett – 021 822 435

| [Te Tairāwhiti is the first place in the world to see](#)

From: [Lucy Bennett](#)
To: [Graham Mitchell \(Crown Infrastructure\)](#)
Cc: [Mark Binns](#); [s9(2)(a)] [Daniel White](#); [Georgina Stylianou](#); [William Blackler](#)
Subject: RE: Draft PR for East Coast log port
Date: Wednesday, 9 September 2020 11:05:34 am
Attachments: [image001.jpg](#)
[image002.jpg](#)

Thanks Graham, I appreciate your input and obviously will go with your advice.
At this stage we are looking to put this out under embargo for Saturday media.
Thanks
Lucy
Lucy Bennett
021 822 435
[s9(2)(a)]

From: Graham Mitchell (Crown Infrastructure)
[mailto:[s9(2)(a)]]
Sent: Tuesday, 8 September 2020 7:44 PM
To: Lucy Bennett [s9(2)(a)]
Cc: Mark Binns [s9(2)(a)] [s9(2)(a)]
[s9(2)(a)] Daniel White [s9(2)(a)]
Subject: RE: Draft PR for East Coast log port

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Graham

Graham Mitchell
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Crown Infrastructure Partners Ltd
L10 PWC Tower | 188 Quay Street | Auckland
PO Box 105321 | Auckland 1143
[s9(2)(a)]



From: Lucy Bennett [s9(2)(a)]
Sent: Tuesday, 8 September 2020 12:17 PM
To: Dot Jones [s9(2)(a)]
Cc: Graham Mitchell (Crown Infrastructure) [s9(2)(a)]
Mark Binns [s9(2)(a)]
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Media contact: Lucy Bennett – 021 822 435

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From: [Lucy Bennett](#)
To: [#Press All](#); [Jon Johansson](#); [Raj Nahna](#); [Tory Whanau](#)
Subject: Going today, embargoed until 5am tomorrow. PR: Shane Jones - Government backs East Coast marine infrastructure
Date: Friday, 11 September 2020 9:52:31 am
Attachments: [image002.jpg](#)

Going to Gisborne Herald for first use in print tomorrow morning then wider distribution

Hon Shane Jones

Minister for Infrastructure



MEDIA STATEMENT

12 September 2020

Embargoed until 5am

Government backs East Coast marine infrastructure

Infrastructure Minister Shane Jones has today announced the Government is supporting the creation of new marine infrastructure in northern Te Tairāwhiti on the North Island's East Coast.

The Government has approved in principle an allocation of up to \$45 million to support the construction of a marine transport facility at a suitable bay to increase economic activity in the region and provide jobs in an area that has been long neglected.

While it is unlikely this project could be under way within 12 months, Ministers want the \$3 billion tagged contingency for infrastructure to support job creation in the immediate and longer term future.

“Our officials will now work with local iwi, local businesses, coastal shipping operators, to develop a proposal that is economically viable and sustainable, has broad community and local and wider iwi support and will create jobs for locals,” Shane Jones said.

“This part of New Zealand is among the most isolated, and economically and socially deprived regions in the country and the idea to create a marine facility for moving goods by sea has been mooted many times over many years.

“The suitable bays in northern Te Tairāwhiti area are halfway between the ports of Tauranga and Gisborne and creating a marine transport facility there could have significant benefits for local landowners, who are predominately Māori. It would also result in reduced transport costs for businesses and farmers and get more freight trucks off the roads.

“Future options for such marine infrastructure could include bulk transport of goods to the area, other export industries and possible tourism ventures. Jobs would be created not only in building and operating the marine infrastructure but also with local businesses supporting the increased economic activity in the area that would result.

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Media contact: Lucy Bennett – 021 822 435

From: [Lucy Bennett](#)
To: [Graham Mitchell \(Crown Infrastructure\)](#)
Subject: RE: Going today, embargoed until 5am tomorrow. PR: Shane Jones - Government backs East Coast marine infrastructure
Date: Friday, 11 September 2020 10:27:04 am
Attachments: [image001.jpg](#)
[image002.jpg](#)

I did indeed.
And the mayor.

Sent with BlackBerry Work
(www.blackberry.com)

From: Graham Mitchell (Crown Infrastructure) <[s9(2)(a)]>
Date: Friday, 11 Sep 2020, 10:20 AM
To: Lucy Bennett <[s9(2)(a)]>
Subject: RE: Going today, embargoed until 5am tomorrow. PR: Shane Jones - Government backs East Coast marine infrastructure

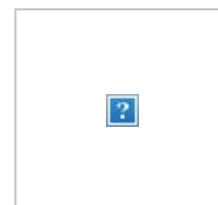
Thanks Lucy, did you send a copy to Ngati Porou Leadership ?
Graham

Graham Mitchell
Chief Executive Officer
Crown Infrastructure Partners Ltd
L10 PWC Tower | 188 Quay Street | Auckland
PO Box 105321 | Auckland 1143
[s9(2)(a)]



From: Lucy Bennett [s9(2)(a)]
Sent: Friday, 11 September 2020 9:52 AM
To: #Press All [s9(2)(a)]
[s9(2)(a)] Jon Johansson
[s9(2)(a)] Raj Nahna [s9(2)(a)] Tory
Whanau [s9(2)(a)]
Subject: Going today, embargoed until 5am tomorrow. PR: Shane Jones - Government backs East Coast marine infrastructure
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Media contact: Lucy Bennett – 021 822 435

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From: [Lucy Bennett](#)
To: [Georgina Stylianou](#); [Graham Mitchell \(Crown Infrastructure\)](#); [William Blackler](#)
Subject: RE: East coast marine infrastructure
Date: Friday, 11 September 2020 1:11:24 pm

Thanks

Sent with BlackBerry Work
(www.blackberry.com)

From: Georgina Stylianou [s9(2)(a)]
Date: Friday, 11 Sep 2020, 1:00 PM
To: Lucy Bennett [s9(2)(a)]
[s9(2)(a)]
[s9(2)(a)]
Subject: RE: East coast marine infrastructure

Graham Mitchell (Crown Infrastructure)
William Blackler

Hicks Bay? It was a private company called Terrafermah

From: Lucy Bennett
Sent: Friday, 11 September 2020 12:54 PM
To: Graham Mitchell (Crown Infrastructure) [s9(2)(a)] ;
Georgina Stylianou [s9(2)(a)] William Blackler
[s9(2)(a)]
Subject: East coast marine infrastructure

Hi,
Gisborne Herald wants to know who made the application.
Was there an application or was it put up by some other agency.
Thanks
Sent with BlackBerry Work
(www.blackberry.com)

From: [Lucy Bennett](#)
To: [Graham Mitchell \(Crown Infrastructure\)](#); [Georgina Stylianou](#); [William Blackler](#)
Cc: [Ngahuia Leighton \(Crown Infrastructure\)](#)
Subject: RE: East coast marine infrastructure
Date: Friday, 11 September 2020 1:37:53 pm
Attachments: [image001.jpg](#)

If the scope will change and the applicant will change, can we give an estimate of potential job numbers?

Sent with BlackBerry Work
(www.blackberry.com)

From: Graham Mitchell (Crown Infrastructure) <[s9(2)(a)]>
Date: Friday, 11 Sep 2020, 1:32 PM
To: Lucy Bennett [s9(2)(a)]
[s9(2)(a)]
Georgina Stylianou
William Blackler [s9(2)(a)]
Cc: Ngahuia Leighton (Crown Infrastructure) [s9(2)(a)]
Subject: RE: East coast marine infrastructure

Yes that's correct, although its unlikely we will commercially go with that party on the basis of what they proposed so if possible can we say ifs commercial in confidence ?

Graham

Graham Mitchell
Chief Executive Officer
Crown Infrastructure Partners Ltd
L10 PWC Tower | 188 Quay Street | Auckland
PO Box 105321 | Auckland 1143
[s9(2)(a)]



From: Lucy Bennett [s9(2)(a)]
Sent: Friday, 11 September 2020 1:11 PM
To: Georgina Stylianou [s9(2)(a)]
[s9(2)(a)]
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Subject: RE: East coast marine infrastructure
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To: Lucy Bennett [s9(2)(a)]
[s9(2)(a)]
Graham Mitchell (Crown Infrastructure)
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From: [Lucy Bennett](#)
To: [Graham Mitchell \(Crown Infrastructure\)](#); [Georgina Stylianou](#); [William Blackler](#)
Cc: [Ngahuia Leighton \(Crown Infrastructure\)](#)
Subject: RE: East coast marine infrastructure
Date: Friday, 11 September 2020 4:47:37 pm
Attachments: [image001.jpg](#)

Oops. Went with more than 130

Sent with BlackBerry Work
(www.blackberry.com)

From: Graham Mitchell (Crown Infrastructure) [s9(2)(a)]
Date: Friday, 11 Sep 2020, 4:19 PM
To: Lucy Bennett [s9(2)(a)]
Georgina Stylianou
William Blackler [s9(2)(a)]
Cc: Ngahuia Leighton (Crown Infrastructure) [s9(2)(a)]
Subject: RE: East coast marine infrastructure

Hi Lucy,
I would stay away from job numbers at this stage as the range could be fairly wide and most jobs come from downstream economic activity.
Cheers
Graham

Graham Mitchell
Chief Executive Officer
Crown Infrastructure Partners Ltd
L10 PWC Tower | 188 Quay Street | Auckland
PO Box 105321 | Auckland 1143
[s9(2)(a)]



From: Lucy Bennett [s9(2)(a)]
Sent: Friday, 11 September 2020 1:38 PM
To: Graham Mitchell (Crown Infrastructure) [s9(2)(a)]
Georgina Stylianou [s9(2)(a)]
William Blackler
[s9(2)(a)]
Cc: Ngahuia Leighton (Crown Infrastructure) [s9(2)(a)]
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Infrastructure) [s9(2)(a)]
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