

Proactive Release

This document is proactively released by Te Manatū Waka the Ministry of Transport.

Some information has been withheld on the basis that it would not, if requested under the Official Information Act 1982 (OIA), be released. Where that is the case, the relevant section of the OIA has been noted and no public interest has been identified that would outweigh the reasons for withholding it.

Listed below are the most commonly used grounds from the OIA.

<u>Section</u>	<u>Description of ground</u>
6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
6(b)	as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> (i) the Government of any other country or any agency of such a Government; or (ii) any international organisation
6(c)	prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
9(2)(a)	to protect the privacy of natural persons
9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public
9(2)(ba)(ii)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
9(2)(f)(ii)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
9(2)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
9(2)(j)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)



Update on the Roads of National Significance

22 July 2025

Context:

In May you commissioned the Ministry to work with NZTA to provide advice by August 20 on the RoNS, covering:

- An overview of the full RONS envelope (and current status quo commitments) and the recommended prioritisation and phasing;
- Cost for each RONS at the best estimate (P50 or P95). **s 9(2)(f)(iv)**
- Recommendations on the investment required to deliver on the RONS programme (full envelope and for each RONS) and the proposed funding mechanisms to meet the necessary forecast investment required. Including detail around sequencing and revenue levers (e.g. tolling concessions, FED/RUC, motor vehicle licensing), NZTA borrowing, and Crown capital grants.
- Overall readiness

Work to date

NZTA has been working to develop investment cases for the RoNS projects. The investment cases generally provide good information on the need for the project and the costs and benefits of the project, but there is still a risk that there will be information limitations with the August 20 advice given the speed at which they have been developed.

The Ministry has received the first 9 completed investment cases (including Takitimu North Link Stage 1 and Ōtaki to North Levin, which are currently in implementation). NZTA is working on the remaining investment cases, and by 1 August expect to be able to provide the Ministry a copy of all except for Hamilton Southern Links and Northwest Alternative State Highway.

Although there may be information limitations, we will work with NZTA to provide you with up-to-date information on the RoNS projects and will update it to reflect latest information as it becomes available, including any relevant Cabinet or NZTA Board decisions.

From an initial analysis, the Ministry has found that:

- The RoNS projects are large and complex, and could cost up to \$50 billion if delivered over 20-years (accounting for escalation but excluding maintenance costs)
- The RoNS projects are relatively low value for money with all BCRs below 3, and many below 1 (based on received investment cases)
- The investment cases have been developed in line with GPS 2024 specification (four lane, grade separated), which limits options to materially reduce scope and cost of the projects
- Funding the full RoNS programme will require significant additional revenue and trade offs, and will be difficult to deliver on time and on budget due to market capacity constraints

RoNS investment cases	BCR	P95 Cost	Status
Northland Expressway (Warkworth to Te Hana)	s 9(2)(b)(ii), s 9(2)(f), s 9(2)(j)		●
Mill Road Stage 1	s 9(2)(f)(iv) s 9(2)(b)(ii)		●
Tauriko West	1.7 – 1.9		●
Hawke's Bay Expressway (Stage 1)	0.4 – 0.5		●
Ōtaki to North Levin (in construction)	1.1 – 1.2		●
Belfast to Pegasus Motorway and Woodend Bypass	0.8 – 0.95		●
Takitimu North Link Stage One (in construction)	0.8 – 1.2		●
Takitimu North Link Stage Two	s 9(2)(b)(ii), s 9(2)(f)(iv)		▲
Cambridge to Piarere Expressway			▲
Northland Expressway (Whangārei to Port Marsden SH1)	s 9(2)(b)(ii)		●
Northland Expressway (SH1 Brynderwyn Hills)			●
East West Link			●
Hawke's Bay Expressway (full scope)			●
Petone to Grenada Link Road & Cross Valley Link			●
Wellington Tunnels & Basin Reserve upgrade			●
Hope Bypass			●
Hamilton Southern Links			●
North West Alternative SH16			●

Key:

- Investment case received
- ▲ Investment case received, awaiting additional information
- Expecting to receive investment case in the first week of August
- Investment case not expected until after August

s 9(2)(f)(iv)

NZTA will also provide you a briefing on the RoNS in August

This briefing will summarise what the NZTA Board was asked to consider, and their confirmed endorsement, of the remaining Investment Cases and their recommended RoNS programme prioritisation scenario.

The Ministry will continue to work closely with NZTA to ensure that the briefings align.

Note: BCRs above were based on draft figures and are indicative only. Some figures may have since changed.



Update on the Roads of National Significance

22 July 2025

Structure of the August advice:

The August advice will be made up of four parts;

- A summary of NZTA's investment cases and the process they have been through, including any external assurance processes and their compliance with the Treasury Investment Management and Gateway processes.
- Expenditure options to deliver the RoNS programme, s 9(2)(f)(iv)
- Revenue options to fund the RoNS programme, including a high-level breakdown of the different programme and project level funding tools that can be used to raise revenue.
- A preferred way forward with the RoNS programme, trading off the different revenue and expenditure options, and accounting for the wider land transport cost pressures s 9(2)(f)(iv)

For discussion:

We are intending to base our expenditure options on a 20-year delivery programme (in line with options developed for the NZTA Board). Would you like delivery to focus on a shorter time horizon, such as 10 years to align with GPS 2027 or a longer 30 year timeframe to align with the National Infrastructure Plan and Local Government's 30-year infrastructure strategy?

We are intending to present four revenue options: s 9(2)(f)(iv)

Please confirm

comfort with these options.

In August, we will provide you a prioritised list of RoNS projects...

The RoNS projects will be prioritised based on their BCR, and adjusted for any major delivery risks, and strategic fit. We will also outline how many RoNS projects will be delivered over a 20-year period at different funding levels and the estimated time to deliver the full RoNS programme.

The below table is an illustration of how the RoNS programme could be presented in the August advice. Noting that the additional funding is on top of the funding that is expected to be provided through the 12c/l, 6c/l and 4c/l increases to FED and RUC.

Project	BCR	Cost	Cumulative cost	Estimated delivery based on funding
AB	2.9	\$3.0b	\$3b	s 9(2)(f)(iv)
CD	2.4	\$1.5b	\$4.5b	
EF	1.8	\$4.0b	\$8.5b	
GH	1.4	\$4.5b	\$13.0b	
IJ	1.3	\$2.0b	\$15.0b	
KL	1.1	\$3.5b	\$18.5b	
MN	1.0	\$2.5b	\$21.0b	
OP	0.9	\$4.0b	\$25.0b	
QR	0.8	\$2.0b	\$26.0b	
ST	0.8	\$4.0b	\$30.0b	
UV	0.7	\$6.0b	\$36.0b	
WX	0.7	\$4.0b	\$40.0b	
YZ	0.6	\$4.0b	\$44.0b	
ZZ	0.5	\$1.0b	\$45.0b	
ABC	0.5	\$2.0b	\$47.0b	
DEF	0.5	\$3.0b	\$50.0b	

s 9(2)(f)(iv)

s 9(2)(f)(iv)

A recommended way forward for the RoNS programme

The Ministry will outline our first best advice on how to deliver the RoNS programme, including reference to the other major transport projects (e.g. Additional Waitemata Crossing and Northwest Rapid Transit), and the GPS 2027 process.