

24 June 2020

Anan Zaki  
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Radio New Zealand  
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REF: OIA-6709

Dear Anan

**Request made under the Official Information Act 1982**

Thank you for your emails of 26 May 2020 and 2 June 2020 requesting the following information under the Official Information Act 1982 (the Act):

Original request:

- *List of works that had to be redone on the Christchurch Southern Motorway Stage 2 project. i.e wrong seal applied and had to be redone.*
- *Provide the cost of each of those incidents, the cost of redoing them, and who paid for it. i.e the Agency or contractor?*
- *Provide the location of those incidents.*
- *Prior to the Covid-19 pandemic, completion was initially signalled for the end of 2019. Why was it extended to the first half of 2020?*
- *Please provide if prior to the Covid-19 pandemic, whether the project was on track for a first half of 2020 completion. If not for that timeframe, when was it expected to be completed? (prior to Covid-19).*
- *Aside from Covid-19, list the contributors of the delays for the project and the cost of each delay. State if the Agency paid for the cost of delays or whether the contractor paid for it.*
- *The cost of the project was initially estimated at \$195 million. Firstly, prior to the Covid-19 pandemic, what was the estimated completion cost likely to be, factoring in other delays/re-works?*
- *And finally, including the Covid-19 pandemic, what is the estimated cost of completing the project now?*

Clarification of scope:

- *We are happy to rescope the request. Would \$50k or more work?*

The following provides response to the above bullet points.

*List of works that had to be redone on the Christchurch Southern Motorway Stage 2 project. i.e wrong seal applied and had to be redone.*

The list below identifies the larger items of re-work carried out to date on the project (values >\$50,000):

- Manion Road – Surface out of tolerance.
- Halswell Junction Exit Ramp – Non-conforming foam bitumen stabilised (FBS) pavement.
- Main South Road Bridge Asphalt – Surface finish out of tolerance.
- Main South Road North bound lanes from Weedons Bridge – Non-conforming FBS pavement.
- Weedons Interchange – Removal and re-shaping of excess material.
- Median Island Concrete Thickness – Repair of isolated sections through Green Fields section.
- Main South Road to Trents Road Mainline Motorway – Surface damage to FBS pavement.
- Potholes and Temporary Road failures – Repairs throughout the site.

*Provide the cost of each of those incidents, the cost of redoing them, and who paid for it. i.e the Agency or contractor?*

The cost of re-work on the above items were paid for by the Joint Venture (JV) Contractor. These costs are commercially-sensitive and this information has been withheld under s9(2)(b)(ii).

*Provide the location of those incidents.*

The location of the re-work is noted above.

*Prior to the Covid-19 pandemic, completion was initially signalled for the end of 2019. Why was it extended to the first half of 2020?*

*Please provide if prior to the Covid-19 pandemic, whether the project was on track for a first half of 2020 completion. If not for that timeframe, when was it expected to be completed? (prior to Covid-19).*

*Aside from Covid-19, list the contributors of the delays for the project and the cost of each delay. State if the Agency paid for the cost of delays or whether the contractor paid for it.*

Prior to COVID-19, opening of the motorway was forecast by mid-2020 with final surfacing to be applied approximately six months after the motorway has been opened to traffic. Even with a five-week delay in the construction season due to COVID-19, the project is on track for opening the North Bound lanes of the motorway by mid-2020. Every effort is being made to also open the last section of the South Bound lanes before the end of July, however the weather will dictate whether this is possible. Completion of some minor local road works had to be re-prioritised after the COVID-19 delays, these will be completed later this year when weather permits.

The project has not been delayed significantly beyond the original contract completion date of February 2020. Those delays attributed to re-work have, in part, been due to very rigid and tight tolerances to ensure that the constructed work meets its intended design life thus reducing maintenance costs in the future. The contractor's quality assurance and control ensure that if work does not meet the required specification, then it is rectified at the contractor's expense, this includes cost of any delay resulting from the re-work. On a project of this size and complexity, there are often additional items of work added to the scope of the project that were either unforeseen during the design period or included later during the construction period. The cost for that additional scope, including any associated delay, is paid for by Waka Kotahi NZ Transport Agency.

*The cost of the project was initially estimated at \$195 million. Firstly, prior to the Covid-19 pandemic, what was the estimated completion cost likely to be, factoring in other delays/re-works?*

Prior to the COVID-19 pandemic the estimated completion cost was \$242 million.

*And finally, including the Covid-19 pandemic, what is the estimated cost of completing the project now?*

We do not have an estimated cost including the impact of the COVID-19 pandemic, this information is currently being collated and evaluated.

Certain information (i.e. the cost of repair of the defects) has been withheld under section 9(2)(b)(ii) of the Act. This section allows for the withholding of information 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

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold this information. The contact details for the Ombudsman can be located at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

If you would like to discuss this reply with Waka Kotahi NZ Transport Agency, please contact Geoff Griffiths, Principal Project Manager, by phone on (021) 593 182 or by email to [Geoff.griffiths@nzta.govt.nz](mailto:Geoff.griffiths@nzta.govt.nz) or.

Yours sincerely

A handwritten signature in black ink, appearing to read 'A. Thackwray', written in a cursive style.

**Andy Thackwray**  
Senior Manager, Project Delivery