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NZ Herald	newsdesk@nzherald.co.nz
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Stuff	aucklandnewsroom@stuff.co.nz
Mahurangi Matters	news@localmatters.co.nz
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Constellation Station and Pūhoi to Warkworth – Project Site Visit

EVENT RUN SHEET

Date of event: Tuesday 15 September 2020

Time of event: 10:00am - 12:30pm

Event location:

- 1) Constellation Bus Station, Parkway Drive, Rosedale
- 2) Site Access Point 9B (SAP9B), off SH1, Pūhoi (see directions below)

Dress code:

- 1) Constellation Bus Station – Business. Masks to be worn at the station.
- 2) Pūhoi to Warkworth – Please wear long-sleeved top and trousers (ankle to wrist cover), and sturdy, lace-up boots, preferably hard-capped. We have a limited supply of boots for those who do not have access to their own.

The following PPE will be provided on arrival:

PPE VEST

Compliant hard hat

Safety Glasses

Safety Gloves

Please note the Pūhoi site is muddy.

Travel time: 45 minutes from Auckland Airport to Rosedale, then 30 minutes to Pūhoi.

Car parking for Minister: Yes – reserved on site

Directions:

Constellation Bus Station

From the Northern Motorway exit at the SH1 Upper Harbour Highway/Constellation northbound off-ramp. Turn right into Constellation Drive and then right into Parkway Drive. At the intersection turn right into the Constellation Station Park and Ride. Parking is available at the drop off zone.



Pūhoi to Warkworth site


When coming from Auckland: Entry to Site Access Point 9b (SAP9b) will be on your left shortly after you pass Pūhoi Road. The site is sign-posted. Please be mindful when turning into the site access point. As you turn into site, drive straight UP the paved access road, on the right-hand side of the road. On arrival, please follow the direction of the project team representative to the car parking area.





Schedule:

Time	Task	Responsibility
9:50am	Arrival	
	Guests arrive and park at the carpark.	
10:00am	Visitor Induction	
	Guests gather for visitor/mask induction and sign in at the station entrance.	
10:10am	Site Visit	Steve Mutton
	Steve Mutton s9(2)(a) escort Minister Twyford and guests to station platforms to view the construction area.	
10:30am	Media	Darryl Walker
	Media interviews and photographs take place inside the bus station and on the platform.	
10:45am	Finish	
	Dignitaries and guests depart for Pūhoi.	
11:15am	Arrival	
	<p>Guests sign in at Gate House. Staff will provide directions to Te Arawhiti ki Pūhoi (Pūhoi Viaduct) viewing platform which is at the northern abutment of the viaduct looking back across the viaduct construction works.</p> <p>Please drive slowly as you enter and exit SH1 onto the site. You will be entering a working construction site, so please take care and be aware of your surroundings at all times.</p>	

Time	Task	Responsibility
11:30 am	Health and Safety Induction	
	Health and safety visitor induction at the northern abutment viewing platform parking area. Guests issued PPE kit.	
11:40 am	Site Visit s9(2)(a)	Brett Gliddon
	Brett Gliddon, s9(2)(a) welcome Minister Twyford and guests to Arawhiti ki Pūhoi – (Pūhoi Viaduct) to view the construction area.	
12:10pm	Media	Darryl Walker
	Media interviews and photographs take place near Arawhiti ki Pūhoi – (Pūhoi Viaduct).	
12:30pm	Finish	
	Dignitaries and guests depart. End of visit Note: When leaving site, turn left onto SH1, drive north 3km to Mahuranqi West Road, drive up Mahuranqi West Rd for 1km to turn around at Pukapuka Road, to turn safely in order to head back south on SH1 to Auckland.	
		

Key contacts:

- Steve Mutton
- Keelin Flynn
- Rachel Herron

Director Regional Relationships
Principal Advisor
Advisor

s9(2)(a)

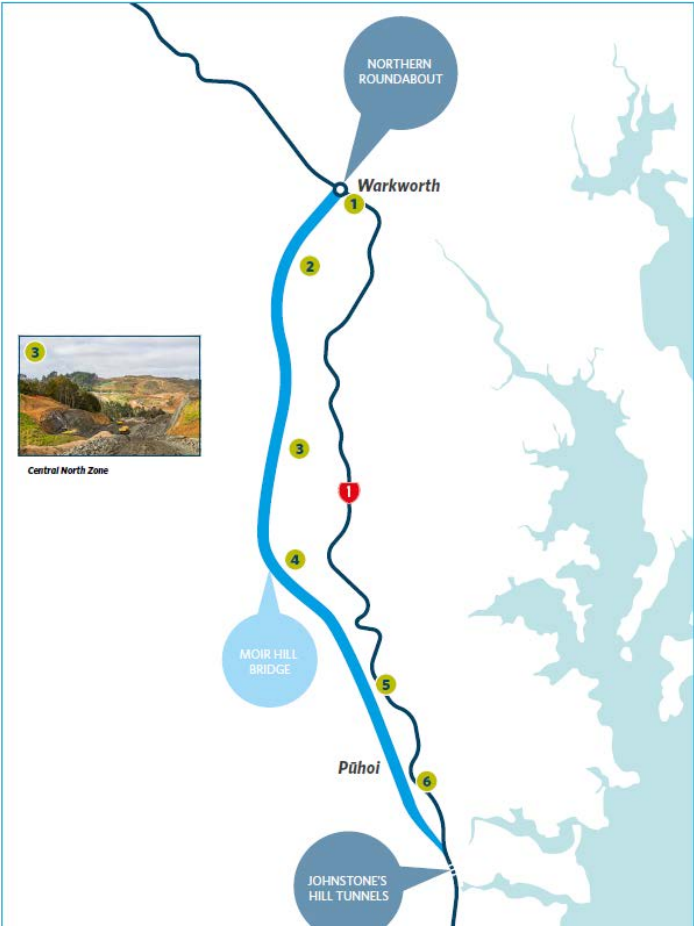
Media:

- Darryl Walker

Media Manager

EVENT PROPOSAL

PŪHOI TO WARKWORTH – CENTRAL NORTH CUT VISIT

Proposed date	<p>Date Range: August 2020</p> <p>Ara Tūhono – Pūhoi to Warkworth – Visit to Central North 5 (CN5) cut.</p>
Location	<p>Central North Area of the project (identified in the below map as number 3)</p> 
Type of event	<p>Site Visit – The opportunity to visit one of the most impressive fills of the project with sweeping views across the site. Visitors will get a sense of how much work has been completed – with so far more than 3 million cubic metres of fill and more than 6 million cubic metres of cut moved across the project. Please note that this event is weather dependent.</p>
Project costs	<p>The net cost for delivering the motorway through a Private – Public Partnership (PPP) at the time of award (2017) was \$709.5 million.</p> <p>Waka Kotahi has since made a payment of \$85m to Fletcher/ACCIONA, to cover the cost of the delays and other impacts resulting from the five-week COVID-19 shutdown.</p> <p>In addition to the \$85 million costs incurred as a result of the Covid-19 pandemic, a further \$83 million is also being paid to cover extra costs and delays to work at the northern end of the project. These extra costs were caused by land purchases taking longer than expected</p>

EVENT PROPOSAL

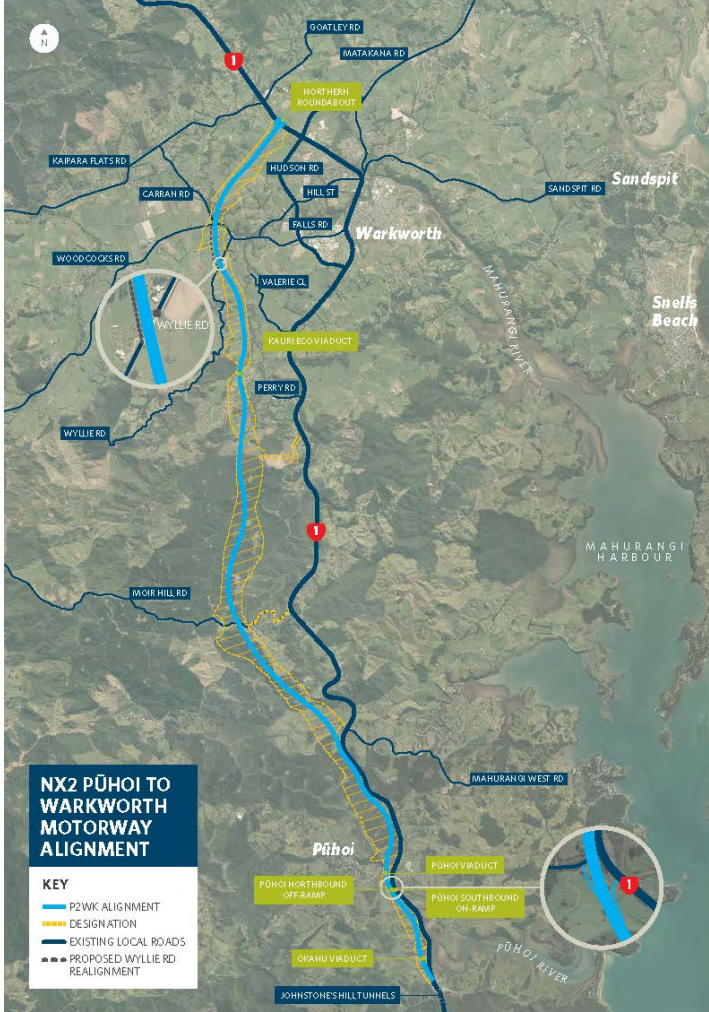
PŪHOI TO WARKWORTH – CENTRAL NORTH CUT VISIT



	<p>and appeals to the Environment Court. The \$83 million payment was agreed before COVID-19 and is not related to the pandemic.</p> <p>It brings the total estimated cost of the project to \$877.5 million.</p>
Project funding	<p>Under the PPP, NX2 will finance the design, construction, maintenance and management of the motorway. In return, the Transport Agency will commit to making debt payments for up to 25 years once the motorway is available to traffic and continues to meet the prescribed outcomes. These payments will be made through the National Land Transport Fund.</p>
Project summary	<p>Ara Tūhono - the Pūhoi to Warkworth Project will extend the four-lane Northern Motorway (SH1) 18.5km from the Johnstones Hill Tunnels to just north of Warkworth. It is the first stage of the Ara Tūhono – Pūhoi to Wellsford project.</p> <p>Construction began in late 2016 and the motorway is scheduled to open to traffic in late 2021 but this has been delayed by the response to the Covid-19 pandemic. The project is now scheduled to open mid-May 2022. It will provide safer, more consistent travel times, and create a more robust and reliable road between Auckland and Northland.</p> <p>Northern Express Group (NX2) is the consortium delivering the project under the PPP contract. Once the motorway is built, NX2 will maintain and manage it for 25-years. Full ownership of the motorway remains with the public sector at all times.</p>
Background	<p>This event will celebrate completion of the most impressive cuts on the project in the central north aspect of Ara Tūhono - the Pūhoi to Warkworth motorway. Visitors will experience sweeping views of the alignment and get a sense of the scale of the earthworks required.</p> <p>The Central North section of the project is one of around 39 fills across and 38 cuts across the alignment. Around 1.3 million cubic metres of earth has been moved this earthworks season (September 2019 to February 2020).</p> <p>Project benefits</p> <p>There will be a number of transport benefits as a result of the project, which include:</p> <ul style="list-style-type: none"> • provides more reliable travel times • supports economic and population growth • improves freight connection for Northland to the Upper North Island freight triangle (Auckland, Waikato, Tauranga); and • enhances safety and motorway resilience. <p>Logistics</p> <p>A full briefing of health and safety will be conducted at the site office. Personal Protective Equipment to be provided and worn at all times on site.</p>

EVENT PROPOSAL

PŪHOI TO WARKWORTH –ROAD SURFACING VISIT

Proposed date	Date range: September 2020.
Location	<p>North – Site Access Point (SAP) 1 – area near Pukerito (Northern Roundabout) where the motorway links to Warkworth. Project map attached</p> 
Type of event	<p>Site Visit – The opportunity to walk along the alignment and celebrate a major project milestone as the project transitions from enabling civil works to road surfacing works. Road surface works have started across the project. The final surface will be covered with a product called open grade porous asphalt (OGPA), which reduces road noise and helps water runoff.</p> <p>To be as efficient as possible, the project is establishing its own asphalt plant and there will be an opportunity to see the progress on the construction of the plant at the northern end of the project. Work to construct the plant will continue through the winter, with the asphalt ready to deliver to the project in early October.</p>

EVENT PROPOSAL

PŪHOI TO WARKWORTH –ROAD SURFACING VISIT



<p>Project costs</p>	<p>The net cost for delivering the motorway through a Private – Public Partnership (PPP) at the time of award was \$709.5 million. Waka Kotahi has since made a payment of \$85m to Fletcher/ACCIONA, to cover the cost of the delays and other impacts resulting from the five-week COVID-19 shutdown. In addition to the \$85 million costs incurred as a result of the Covid-19 pandemic, a further \$83 million is also being paid to cover extra costs and delays to work at the northern end of the project. These extra costs were caused by land purchases taking longer than expected and appeals to the Environment Court. The \$83 million payment was agreed before COVID-19 and is not related to the pandemic.</p> <p>It brings the total estimated cost of the project to \$877.5 million.</p>
<p>Project funding</p>	<p>Under the PPP, NX2 will finance the design, construction, maintenance and management of the motorway. In return, Waka Kotahi, the Transport Agency will commit to making debt payments for up to 25 years once the motorway is available to traffic and continues to meet the prescribed outcomes. These payments will be made through the National Land Transport Fund.</p>
<p>Project summary</p>	<p>Ara Tūhono - the Pūhoi to Warkworth Project will extend the four-lane Northern Motorway (SH1) 18.5km from the Johnstones Hill Tunnels to just north of Warkworth. It is the first stage of the Ara Tūhono – Pūhoi to Wellsford project.</p> <p>Construction began in late 2016 and the motorway is scheduled to open to traffic in late 2021 but this has been delayed by the response to the Covid-19 pandemic. The project is now scheduled to open mid-May 2022. It will provide safer, more consistent travel times, and create a more robust and reliable road between Auckland and Northland.</p> <p>Northern Express Group (NX2) is the consortium delivering the project under the PPP contract. Once the motorway is built, NX2 will maintain and manage it for 25-years. Full ownership of the motorway remains with the public sector at all times.</p>
<p>Background</p>	<p>This event will celebrate completion of the first kilometre of completed road surface located in the northern section of Ara Tūhono - the Pūhoi to Warkworth motorway.</p> <p>Project benefits:</p> <p>There will be a number of transport benefits as a result of the project, including:</p> <ul style="list-style-type: none"> • provides more reliable travel times • supports economic and population growth • improves freight connection for Northland to the Upper North Island freight triangle (Auckland, Waikato, Tauranga); and • enhances safety and motorway resilience. <p>Logistics</p> <p>Full health and safety briefing at the site office. Protective Personal Equipment to be provided and worn at all times on site.</p>

MINISTERIAL BRIEFING NOTE

Subject	Ara Tūhono – Pūhoi to Warkworth project site visit briefing
Date	Tuesday 8 September 2020
Briefing number	BRI-2027

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
Steve Mutton	Director Regional Relationships – Upper North Island		s9(2)(a)	✓

Action taken by Office of the Minister

- Noted
- Seen by Minister
- Agreed
- Feedback provided
- Forwarded to
- Needs change [please specify]
- Withdrawn
- Overtaken by events

Tuesday 8 September 2020

Minister of Transport

Ara Tūhono – Pūhoi to Warkworth project site visit

1. This briefing provides you with information about the Ara Tūhono – Pūhoi to Warkworth project, prior to the construction progress site visit event on Tuesday, 15 September 2020, from 11:15am - 12:30pm.

Project funding and costs

2. Pūhoi to Warkworth is being delivered through a Public Private Partnership (PPP)
3. The Northern Express Group (NX2) consortium will finance, design, construct, manage and maintain the motorway for the 25 years that will follow the expected five-year period to build the motorway. Full ownership of the highway will remain with the public sector.
4. In return, Waka Kotahi NZ Transport Agency is committed to making repayments for up to 25 years once the highway is safe and available to traffic.
5. NX2's equity investors are the Accident Compensation Corporation and Public Infrastructure Partners II LP (managed by Morrison & Co PIP Limited), ACCIONA Concesiones and Fletcher Building.
6. The current project cost comprises of three components being \$709.5 million (2016 Net Present Value to build, then operate and maintain Pūhoi to Warkworth for 25 years), plus two settlement packages which include \$85 million to cover the cost resulting from the COVID-19 shutdown and a further \$83 million which was agreed pre COVID-19 to cover some historic claims including extra costs to work at the northern end of the project.

Project features

7. Key features of the Pūhoi to Warkworth project include:
 - When it opens in mid-May 2022, the motorway will extend the four-lane Northern Motorway (SH1) another 18.5km to the north, from the Johnstones Hill tunnels to just past the town of Warkworth.
 - There are seven structures being built across the project, the largest of these are the Arawhiti ki Ōkahu (Ōkahu viaduct) and the Arawhiti ki Pūhoi (Pūhoi Viaduct). Arawhiti ki Ōkahu is the longest viaduct, measuring 330 metres in length, while the nearby Arawhiti ki Pūhoi is slightly shorter at 316 metres long.



Photo of Arawhiti ki Ōkahu (Ōkahu viaduct)

- Another key structure on the motorway is the Arawhiti Pua Ngahere (Kauri Eco Viaduct). This viaduct was designed to minimise the impact on an important forest of native Kauri trees
- There are 46 culverts across the alignment, including the 11-Barrel Culvert structure for flood relief at Carran Road. This will be the largest culvert in New Zealand on completion.

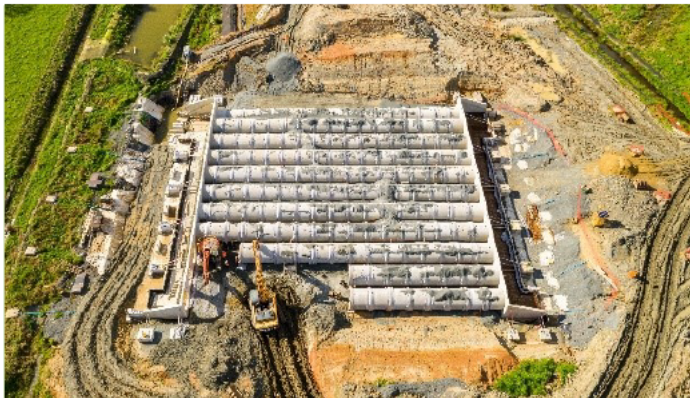


Photo of 11-Barrel Culvert

- Over 8.2 million cubic metres of cut and fill material has been moved so far and more than one million cubic metres is to be completed over the next earthwork seasons.
- Around 9000 plants are being planted per day (from late June), with a total of one million to be planted over 240ha by the end of the project.

Project benefits

8. The benefits of the new motorway are:
 - Improved safety and connectivity
 - Improved journey time reliability
 - Easier freight movements
 - Boosting the economic potential of the Northland region.

Project context

9. Construction began in late 2016 and the project is now scheduled to open mid-May 2022.
10. It is the first stage of the Ara Tūhono – Pūhoi to Wellsford project. Ara Tūhono means a connecting pathway. The name was gifted by our project treaty partners, Hōkai Nuku, who are the voice of four Iwi and Hapū mana whenua – Ngāti Manuhiri, Ngāti Mauku/Ngāti Kauae of Te Uri o Hau, Ngāti Rango of Kaipara and Ngāti Whātua.
11. The Pūhoi to Warkworth motorway will vastly improve the safety, connectivity and resilience of the network between Northland and Auckland, helping to boost the economic potential of the Northland region.
12. NX2 contracted the Construction Joint Venture, Fletcher/ACCIONA, to design and construct the motorway.
13. Work on the structures is progressing well and by January 2021 Waka Kotahi expects all of the bridges on the network to be largely complete.
14. Road widening work has commenced at the northern end of the project on SH1 as part of work to ensure a safe and efficient connection with the Matakana Link Road being built by Auckland Transport.
15. Road surface works have started across the project. The final surface will be covered with a product called open grade porous asphalt (OGPA), which improves safety, reduces road noise and helps water runoff.

Other matters

16. The COVID-19 lockdown had a knock-on effect for project timelines and Waka Kotahi negotiated a new planned opening date of mid-May 2022 – six and a half months later than originally scheduled - with Northern Express Group (NX2).
17. The agreement included a payment of \$85m to Fletcher/ACCIONA, to cover the cost of delays and other impacts resulting from the five-week COVID-19 shutdown. Similar payments were made to contractors affected by COVID-19 on other projects across the country.
18. A further \$83 million, which had been agreed prior to COVID-19, was also paid to cover some historic claims including extra costs and delays to work at the northern end of the project caused by land purchases taking longer than expected and appeals to the Environment Court. The extra payments are in addition to the project's net present contract price of \$709.5 million (2016 net present value).
19. Earlier this year Waka Kotahi and NX2 were separately approached by an individual employed by one of the consultants engaged on the project with concerns relating to the Ōkahu and Pūhoi Viaducts under construction on the project. These concerns related to the strength of the viaduct deck panels under construction loads whilst the viaducts are being built, and the durability of the viaducts over their expected design life.
20. Waka Kotahi had these concerns reviewed by independent specialist bridge engineer. The independent review found the design and construction was in accordance with standard international practice and fit for purpose for safely carrying temporary loads during construction. NX2 was approached separately by the same individual and undertook a separate review which

reached the same conclusions as the independent review commissioned by Waka Kotahi.

21. Following these concerns, Radio New Zealand requested information relating to the viaducts via media enquiries and under the Official Information Act (OIA). Several media articles were published about this in July and we expect further media coverage following the release of information under OIA on Friday 28 September 2020.
22. The Waka Kotahi Board recommended Pūhoi to Warkworth to you for tolling and, with your permission, completed public consultation from 15 May 2020 to 15 June 2020.

The tolling consultation report has now been provided to you.

You have received the following briefings on this subject:

- BRI-2007, “Pūhoi to Warkworth Tolling Consultation”, 3 September 2020
- BRI-1912, “Tolling”, 1 April 2020



Key attendees

23. The key attendees invited for the site visit include the following:

- Brett Gliddon, GM Transport Services, Waka Kotahi
- Steve Mutton, Director Regional Relationships, Waka Kotahi
- s9(2)(a) [REDACTED], NX2
- s9(2)(a) [REDACTED], Fletcher/ACCIONA.

Ministerial Site Visit

24. The visit will be located at S Site Access Point 9B (SAP9B), off SH1, Pūhoi). Following a health and safety briefing, visitors will be transported to site to view construction progress of one of the viaducts.

Media

25. Waka Kotahi expects local media may have an interest in the visit.

It is recommended that you:

1. **Note** the contents of this briefing.

.....
Steve Mutton

Director Regional Relationships – Upper North Island

.....
Hon Phil Twyford, Minister of Transport

Date: 2020

Regular Comms and Engagement meeting
11.30am Thursday 3 September 2020, Rimu Room

1. Actions from last meeting
2. Upcoming Stakeholder/comms activities
3. Ministers visit
4. Stakeholder survey
5. Comms plan requirements – notification of works to Waka Kotahi and stakeholders/customer response timeframes.
 - a. Review any outstanding queries and the reasons they have not been resolved yet.
6. Update on Open Day
7. AOB

Ara Tūhono – Pūhoi to Warkworth



Safe, resilient and reliable travel between Pūhoi and Warkworth

Facts and figures:

- The project has moved about 8.2 million cubic metres of cut and fill so far and more than one million cubic metres to go.
- Around 14,800 cubic metres of concrete has been poured to date, with up to 24,600 cubic metres remaining.
- 1370 tonnes of total reinforcement steel used on the project so far, with 830 tonnes to go.
- Landscaping has started with a goal of planting around 9000 plants every day this winter. Over one million native plants will be planted by the end of the project.
- Around 550 staff are currently working on the project.

Progress Update:

- We are pleased with how work on this important project is progressing, despite challenges presented by COVID-19.
- Work has started to tie in the Northern Connection and Southern Interchange to the existing SH1 network. Motorists will notice an increase in activity in those areas over the next 18 months.
- Road widening work has commenced at the northern end of the project on SH1 as part of work to ensure a safe and efficient connection with the Matakana Link Road

being built by Auckland Transport.

- To be as efficient as possible, the project is establishing its own asphalt plant. Work to construct this will continue through the winter, with the asphalt ready to deliver to the project in early October.
- Work on our structures is progressing well and by January we expect all of the bridges on the network to be largely complete.
- Improving the safety, connectivity and resilience of the network between Northland and Auckland will save lives and significantly help to boost the economic potential of the Northland region.

Arawhiti ki Pūhoi – Pūhoi Viaduct

- As earthworks across the project slow down over the winter months, the structures team are full steam ahead, no matter what the weather.
- Work on this viaduct is not without its challenges as the team are working with soft soils and must maintain access for river users and the Pūhoi community.
- The viaduct is a symmetrical span, steel girder bridge that spans Pūhoi Road and Te Awa Pūhoi Awa (Pūhoi River).
- For mana whenua, Te Awa Pūhoi Awa remains a food source and an important inland route connecting the Kaipara and Mahurangi tribes. The name Arawhiti Ki Pūhoi was gifted by the project treaty partners, Hōkai Nuku, to ensure the significance of the landscape to mana whenua is forever acknowledged
- Girder installation is currently underway on Arawhiti ki Pūhoi. Steel girders weighing up to 50 tonnes each are transported to site from Napier and lifted onto the viaduct using large crawler cranes.
- Arawhiti ki Pūhoi is one of the two largest viaducts on the project – shorter but wider than the nearby Arawhiti ki Ōkahu:
 - Length: 316m
 - Width: 27.5m
 - Max viaduct height: 21m

Rock cut CS16D (North of Pūhoi Viaduct)

- Approximately 466,000 cubic metres of rock and clay was removed to create this rock cut. This work started in November 2017 and was completed early last year (2019).
- The rock face on the western side is 20 metres high, and the total cut was 25 metres from the original ground height.

- Road surface works have started across the project. The final surface will be covered with a product called open grade porous asphalt (OGPA), which reduces road noise and helps water runoff.

KEY MESSAGES FOR ARA TŪHONO – PŪHOI TO WARKWORTH

Key Messages

Safe, resilient and reliable travel between Pūhoi and Warkworth

General

- The new Ara Tūhono – Pūhoi to Warkworth motorway will extend the Northern Motorway (SH1) from Johnstones Hill Tunnels to just north of Warkworth
- It will provide people travelling through this region with a separated motorway and vastly improve the safety, connectivity and resilience of the network between Northland and Auckland, helping to boost the economic potential of the Northland region.
- The motorway is being delivered through a Public Private Partnership (PPP). The Northern Express Group (NX2) consortium will finance, design, construct, manage and maintain the motorway for the 25 years that will follow the expected five-year period to build the motorway. Full ownership of the highway will remain with the public sector.
- In return, Waka Kotahi committed to making repayments for up to 25 years once the highway is safe and available to traffic.
- The benefits of the new motorway are:
 - improved safety and connectivity
 - improved journey time reliability
 - easier freight movements
 - boosting the economic potential of the Northland region

Completion date/COVID 19

- The COVID-19 Alert Level 4 lockdown in April meant nearly five weeks of the earthmoving season was lost. The resumption of work under Alert Level 3 with strict health and safety protocols also affected the work programme.
- We have agreed a new programme to get the project finished as quickly as possible while maintaining high standards and keeping health and safety as our top priority.
- A new safer, more resilient route between Pūhoi and Warkworth is now expected to be open to motorists in mid-May 2022.
- We know people have been looking forward to using this spectacular new motorway and while any delay is disappointing, we are pleased the progress that had been made prior to COVID-19.

COVID-19 payments

- The agreement includes a payment of \$85m to Fletcher/ACCIONA, to cover the cost of the delays and other impacts resulting from the five-week COVID-19 shutdown. This is similar to the payments being made to contractors affected by COVID-19 on projects across the country.

- In addition to the \$85 million costs incurred as a result of the Covid-19 pandemic, a further \$83 million is also being paid to cover extra costs and delays to work at the northern end of the project. These extra costs were caused by land purchases taking longer than expected and appeals to the Environment Court.
- The \$83 million payment was agreed before COVID-19 and is not related to the pandemic.
- The settlement packages are in addition to the \$709 million Net Present Value (2016) to build, then operate and maintain Pūhoi to Warkworth for 25 years.

Tolling

- Waka Kotahi is working hard to ensure safe, resilient and reliable travel between Pūhoi and Warkworth. Earlier this year, we carried out public consultation on the new Ara Tūhono – Pūhoi to Warkworth motorway tolling proposal. To ensure the alternative free route is safe, there was also formal consultation on proposed lower speed limits for the current State Highway 1.
- Our tolling assessment for the Ara Tūhono- Pūhoi to Warkworth motorway indicates it may be suitable for tolling. As such Waka Kotahi recommended the road for tolling, and permission was granted for public consultation to start.
- Consultation closed earlier this year (June 2020) and we had high response rate. The final consultation report will be made publicly available in due course.
- While every new state highway in New Zealand is assessed for tolling feasibility, not all progress to public consultation. This is because not all new roads are indicated during assessment as being suitable for tolling, and therefore do not advance through to being recommended to the Minister by the Waka Kotahi Board.

Tolling timing

- Because Cabinet holds the power to recommend the making of an Order in Council (that, is the lawful ability to toll) to the Governor-General, the process can be time intensive. These timings are constrained by the requirement for the Order in Council to be in force no later than the day the road is opened.

Viaducts Safety

- Safety is a top priority for Waka Kotahi so any safety issue raised is treated very seriously.
- The concerns related to the strength of the viaduct deck panels under construction loads while the viaducts are being built, and the durability of the viaducts over their expected design life.
- Waka Kotahi and NX2 had separate independent reviews which found the design and construction was in accordance with standard international practice and fit for purpose.
- Waka Kotahi is confident that NX2 is constructing the motorway to a high standard, with robust quality controls, which will ensure that the motorway and all of its structures are durable, safe and fit for purpose. NX2 has consistently demonstrated a high level of professionalism and a strong commitment to delivering a safe and resilient motorway north of Auckland.