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## Pūhoi to Warkworth PPP Update


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### Whāinga | Purpose: For noting

This paper updates the Board on the status of the Pūhoi to Warkworth (P2WK) Public Private Partnership Project as of early September 2022.

### Take matua | Key points

- The Project rolling 12-month Total Recordable Injury Frequency Rate (TRIFR) stands at 2.02 against a project target of four (4). NX2 and Waka Kotahi have recommenced Leadership Critical Risk Safety walks monthly to align with Project Governance meetings. The focus on High Potential Injury Frequency Rates (HPIFR) reporting and analysis by the CJV appears to be delivering results.
- s 9(2)(h)  

- Works Completion remains the key focus for successful delivery of the Project. Lessons learned from Transmission Gully have also been actively applied to the monitoring, management processes and reporting. s 9(2)(g)(i)  
s 9(2)(g)(i)
- Physical works comprise mainly finishing works, with barriers, roadside equipment and works on swales progressing well. There remains a significant amount of off alignment works which have been hampered by poor weather. These works will require access to the alignment to cart surplus spoil and materials. These works have delayed the final surfacing and line marking.

### He kōrero mō tēnei kaupapa | Background

s 9(2)(i)  


NX2 are reporting site workforce levels have largely recovered from the impact of Omicron. The Waka Kotahi site monitoring team continue to track site workforce levels daily but are still unable to reconcile the site workforce numbers tracked against the equivalent numbers NX2 is reporting in their monthly report.

The impacts of the Covid-19 Protection Framework (traffic lights) system continue to be assessed under the Project Agreement and discussed with NX2. The information provided to date by NX2 is

lacking the detail required to support the claimed impact of Covid, information provided is subject to ongoing assessment by external legal advisors and prolongation experts.

## Kia mōhio mai koe | What you need to know

### Physical Works Completion

The twelve-month rolling TRIFR of 2.02 against a project target of 4, is very pleasing. It has now been 210 days recorded since the last LTI. The CJV have ramped up their team Critical Risk inspections, meeting monthly targets and improving the focus on HPIFR reporting and analysis. Waka Kotahi and NX2 Project Leadership safety walks have recommenced and have been well attended. Rescheduling these safety walks to align with site project governance meetings has been beneficial and provides for good dialogue at the following project meeting.

Good progress is being made during the winter period with works continuing on both the Northern and Southern Connections. Traffic was switched onto the new northern connection round about on the 4<sup>th</sup> of September on schedule with no notable impact on traffic flows. This was a significant milestone for NX2. This switch from the old SH1 alignment onto the new roundabout will enable the widening of the old SH1 through to the Matakana Link road intersection.

s 9(2)(j)

s 9(2)(j)

. Works to finish off roadside swales and drainage structures are also progressing well. Geovert are finishing off soil / rock nails in several of the slip prone rock cut areas and should be finished their work in mid-September 2022.

Works on several off alignment large slips have been progressing during a window of fine weather. Off alignment works have also commenced, however it remains to be seen how much progress can be made considering the ground saturation levels. Some of these works must be completed prior to final surfacing and could further delay works if we have a wet spring.

CJV have informed NX2 and Waka Kotahi that the final surfacing (OGPA) will commence in October and finish prior to Christmas 2022.

### Covid-19 Implications - Site

NX2 continue to report low numbers of staff impacted directly from positive Covid infections. NX2 have started to report on staff isolating, and this shows a slight upward trend from mid-July onwards with 10-15 people isolating daily. Positive cases remain in single figures daily. This aligns with the observations from the Waka Kotahi site monitoring team. Whilst the direct impact on the site appears to be lessening, NX2 continue to report ongoing impacts to their broader supply chain.

Our site monitoring team continues to compile data on the effects of the delay including site records of plant, resources, activities, and anything else that could be important to substantiating or refuting any prolongation claim. These include recording of actual productivities achieved throughout the winter period.

s 9(2)(h)

s 9(2)(h)

s 9(2)(j)

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### Engineered slopes

CJV's geological engineer peer reviewers (PSM) visited site in late April 2022. This visit combined with CJV providing greater clarity around design queries and remedial actions taken has resulted in an updated peer review report in May 2022. This update has concluded that remedial designs are robust and remaining uncertainties are becoming less critical. This position is supported by NX2's peer reviewer. Our internal SME review also concur with this position and have noted confidence is improving as greater documentation is becoming available.

The next step is to seek the IRs position as to whether they are satisfied the design complies with works requirements and can meet the works completion test. Our internal SMEs are now focusing on the maintenance aspect of the engineered slopes to ensure Contractor has control in place to maintain the 100-year design life of the slopes and the long-term risk is managed during the Operating Term.

During the heavy rain events in July further slips have occurred. One on the shoulder of the alignment which slipped onto the carriageway shoulder. The most significant occurred in an engineered fill area off the alignment which will prove a substantial task to stabilise. The others are smaller but will require access along the main alignment to remove the slip material. NX2 are having to reopen some of the previously closed tip sites for disposal of the material.

§ 9(2)(j)

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## Operational Readiness

Stage 2 of operational readiness planning is ongoing with the detailed readiness report being prepared. That report will detail the impact of the new motorway on the local network operations and what we are likely to see once the road is opened.

Communications and media planning is in early stage of strategy development, along with discussions with Auckland Transport regarding revocation of the existing SH1 post road opening.

## He whakaaro anō | Other key considerations

### Hauora me te haumarū | Health, safety & wellbeing considerations

We remain concerned over the number of significant near misses/high potential events in recent months as what we believe to be completion fatigue takes hold of the site workforce. We have raised this at the PGG and at project level. A drive by Site Management has been instigated to help freshen the approach to H&S and keep it front of mind.

### Ngā tūraru matua | Key risks and how we will manage them

Key risk	Management
Failure to achieve Works Completion Certification	This remains management's number one key issue. Bolstering of the Waka Kotahi WC team combined with greater level of reporting (via the monitors dashboard and at PGG) have been implemented to look to manage this issue. s 9(2)(h)

## Ngā whakapiringa | Attachments

Attachment 1	Site Monitor Dashboard
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