

Schedule 9: Operative Documents

Part 1 – Works Provisioning Documentation

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
Works Project Management Plan	<p>The Works Project Management Plan must include:</p> <ul style="list-style-type: none"> • details of the methodology, procedures and processes for Works Provisioning, including procedures relating to issue and risk management and procedures for co-ordination with Sub-contractors; • details of the reporting systems, proposed format and content of reports, and its documentation and communication controls; • contingency measures to action in the event of delays to Works Provisioning; • the following sub-plans: <ul style="list-style-type: none"> ○ the Design Development Plan (as further described below); ○ the Construction Management Plan (as further described below); ○ the Construction Health and Safety Plan (as further described below); ○ the Works Completion Plan (as further described below); ○ the Close-out Plan (as further described below); and ○ Inspection and Test Plan (as further 	<ul style="list-style-type: none"> • First draft to be provided as part of the Contractor's Proposal. • Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted to Review Procedures by the date that is 40 Business Days after appointment as Preferred Bidder. 	<p>Plan to be Finalised under the Review Procedures by the date that is 20 Business Days after Financial Close.</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; • promptly on any material change to the plan; • as required to ensure the Works Provisioning is being implemented in accordance with this Agreement; and • as and when reasonably required by the Transport Agency: <ul style="list-style-type: none"> ○ to ensure the health and safety of persons; ○ to avoid or minimise unreasonable interference of the Works Provisioning with

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	<p>described below).</p> <ul style="list-style-type: none"> • the remaining sub-plans: <ul style="list-style-type: none"> ○ Works Quality Assurance Plan; and ○ Works Traffic Management Plan. 			<p>the passage of persons and vehicles or other operations being conducted on the P2Wk Project Site (as contemplated in the Works Requirements); or</p> <ul style="list-style-type: none"> ○ to ensure consistency with the terms of this Agreement, <p>by submission of the updated document to the Review Procedures.</p>
<p>Design Development Plan (part of the Works Project Management Plan)</p>	<p>The Design Development Plan must comply with the Review Procedures and must include:</p> <ul style="list-style-type: none"> • key design deliverables, Transport Agency review periods and decision milestones and any staged consent submissions; • strategy - the details of the Contractor's overall strategy and approach to each stage of the Design Development process including the Design Development objectives, risk management strategy and scope of Design Development activities; • resourcing - the management, organisational structure, level of commitment and specific roles and responsibilities of the design development team including the roles and responsibilities of the relevant Sub-contractors and consultants; 	<ul style="list-style-type: none"> • First draft to be provided as part of the Contractor's Proposal. • Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted to Review Procedures by the date that is 20 Business Days after appointment as Preferred Bidder. 	<p>Plan to be Finalised under the Review Procedures by the date that is 40 Business Days after appointment as Preferred Bidder.</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • promptly on any material change to the plan; • on any update of the Works Project Management Plan; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated document to</p>

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	<ul style="list-style-type: none"> • interface - the proposed methodology and approach to interfacing with the Transport Agency on issues relating to the Design Development process; • specific design process issues including: <ul style="list-style-type: none"> ○ identification of the various stages of the design process and the key considerations for each stage; ○ the proposed design submission, review and comment process and its management; ○ the proposed use of an appropriate web-based platform to be used to manage the Design Development process; ○ safety in design processes; ○ the proposed processes for undertaking Road Safety Audits and closing out issues raised; ○ quality assurance processes; ○ the process for managing Design Development, including: <ul style="list-style-type: none"> • changes from the concept design; • value optimisation; and • provision of designer and checker producer statements; ○ consultation with relevant parties, the proposed methodology and approach for liaising with those relevant parties, including: <ul style="list-style-type: none"> • a demonstrated understanding of the 			<p>the Review Procedures.</p>

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	<p>issues and complexities;</p> <ul style="list-style-type: none"> • the timing and nature of consultation meetings; and • the manner in which information flowing from the consultation will be incorporated into the Design Documentation; and ○ review requirements, including: <ul style="list-style-type: none"> • the process for the preparation and submission of the Design Documentation in a complete and concise form suitable for review; and • confirmation of the information to be supplied. 			
<p>Construction Management Plan (part of the Works Project Management Plan)</p>	<p>The Construction Management Plan must comprise a written description of the methodology the Contractor proposes to adopt in undertaking the construction and the systems to be established, including:</p> <ul style="list-style-type: none"> • details of the overall construction strategy and proposed construction project management regime, including construction objectives, organisational structure, specific senior roles and responsibilities and risk management strategy; • details of the overall approach to site constraints, including with respect to utilities and Deferred Acquisition Land; • sub-plans for significant construction elements, including: <ul style="list-style-type: none"> ○ earthworks; ○ structures (including Geotechnical 	<ul style="list-style-type: none"> • First draft to be provided as part of the Contractor's Proposal. • Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted to Review Procedures by the date that is 40 Business Days after appointment as Preferred Bidder. 	<p>Plan to be Finalised under the Review Procedures by the date that is 20 Business Days prior to any works commencing on the P2Wk Project Site.</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • promptly on any material change to the document; • on any update of the Works Project Management Plan; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>

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	<ul style="list-style-type: none"> Elements); o temporary works; o pavements; o surfacing; and o drainage; • the proposed process and methodology for the selection, use and monitoring of Sub-contractors; • the proposed process and methodology for the monitoring of third parties on the P2Wk Project Site that are not under the direct control of the Contractor; • the Contractor's methodology for managing issues relating to minimising disruption, such as: <ul style="list-style-type: none"> o minimising and avoiding disruptions to activities on operational sites and Adjoining Properties; o minimising traffic disruption during construction of the connections to existing roads and with respect to works on, and use of, existing roads; o arrangements for safe site entry and egress of construction traffic during construction; o maintaining access for emergency services at all times during construction; and o noise, dust and vibration, including monitoring and reporting processes; • specific process issues including: <ul style="list-style-type: none"> o understanding of, and compliance with, the 			

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	<ul style="list-style-type: none"> design intent; o quality assurance processes; and o the process for managing construction development and completion, including: <ul style="list-style-type: none"> • supervision; and • provision of producer statements; • the following information concerning work adjacent to the P2Wk Project Site: <ul style="list-style-type: none"> o schedules of conditions of adjacent roads, paths, paving and boundaries and other site features; o maintenance and repair of existing public and private roads, paths and pavings for the duration of construction; o maintenance of existing live services; o proposals to prevent mud, debris or rubbish of any kind being carried on to the roads, footpaths or paving; and o proposals to control noise and its impact on the surrounding areas; and • the following information concerning working on the P2Wk Project Site: <ul style="list-style-type: none"> o site nameboard; o route signage; o site access and parking; o deliveries; 			

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	<ul style="list-style-type: none"> ○ site security; ○ working hours; ○ site amenities; ○ authorities; ○ temporary services including managing any capacity constraints in relation to Utility Services during the construction phase; ○ dust; ○ debris; ○ process for obtaining Transport Agency approvals; and ○ a phased construction methodology (if relevant) explaining the manner in which any proposed staging of works will be integrated with the overall development. 			
<p>Construction Health and Safety Plan (part of the Works Project Management Plan)</p>	<p>The Construction Health and Safety Plan must comprise a written description of the methodology the Contractor proposes to adopt in undertaking the construction and the health and safety systems to be established, including:</p> <ul style="list-style-type: none"> ● the philosophy underlying the approach to health and safety; ● inductions; ● training; ● identity cards; ● personal protective equipment, as a minimum, complying with the NZTA Minimum Requirements - 	<ul style="list-style-type: none"> ● First draft to be provided as part of the Contractor's Proposal. ● Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted to Review Procedures by the date that is 30 Business Days before commencing any works on site. 	<p>Plan to be Finalised under the Review Procedures by the date that is 10 Business Days before commencing any works on site.</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> ● as the Contractor considers necessary; ● as required to ensure the works are being implemented in accordance with the Agreement; and ● as and when reasonably required by the Transport Agency,

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	<p>Workplace Personal Protective Equipment;</p> <ul style="list-style-type: none"> • site safety management; • hazards; • precautions including fire precautions; • specific provisions relating to Sub-contractors and others not under the direct control of the Contractor; • record keeping, monitoring and audit compliance; • emergency response and incident management; and • all other aspects required to be covered in accordance with industry best practice and the Contractor's health and safety procedures, certification and accreditation. 			<p>by submission of the updated document to the Review Procedures.</p>
<p>Inspection and Test Plan (part of the Works Project Management Plan)</p>	<p>The Inspection and Test Plan must set out in detail all inspections and testing that will be undertaken by the Contractor during Works Provisioning, including:</p> <ul style="list-style-type: none"> • a schedule of tests and inspections, which shall include as a minimum: <ul style="list-style-type: none"> ○ tests to evidence suitability of bulk earthworks; ○ tests to evidence suitability of imported earthworks material; ○ tests to evidence suitability of Geotechnical Elements; ○ tests to evidence suitability of subgrade formation; 	<ul style="list-style-type: none"> • First draft to be provided as part of the Contractor's Proposal. • Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted to Review Procedures by the date that is 30 Business Days before commencing any works on site. 	<p>Plan to be Finalised under the Review Procedures by the date that is 10 Business Days before commencing any works on site.</p>	

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	<ul style="list-style-type: none"> ○ tests to evidence suitability of subgrade improvement layers and that the Contractor has provided subgrade that provides, and will continue to provide, a minimum CBR value in accordance with the Final Design Documentation (Contractor Hold Point); ○ tests to evidence suitability of subbase layer and basecourse layer (Contractor Hold Point); ○ tests to evidence that the Contractor has achieved compaction during construction that is sufficient to ensure achievement of the properties specified for each layer in the Final Design Documentation (Contractor Hold Point); ○ tests to evidence suitability of surfacing (including bitumen, sealing chip and asphaltic concrete, as applicable) such that the Contractor has utilised suitable pavement materials and suitable pavement construction quality to meet the Project Agreement requirements (Contractor Hold Point); ○ tests to evidence suitability of drainage; ○ tests to evidence suitability of insitu concrete; ○ tests to evidence suitability of reinforcing steel; ○ tests to evidence suitability of precast members; ○ tests to evidence suitability of traffic management services; 			

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	<ul style="list-style-type: none"> ○ tests to evidence suitability of lighting; ○ tests to evidence suitability of electrical and ITS equipment and connections; ○ tests to evidence suitability of road safety barrier systems and guardrails; ○ tests to evidence suitability of landscaping; ○ inspections after installing measures to meet environmental requirements, before earthworks begin and as required thereafter; ○ inspections prior to beginning bulk filling operations; ○ inspections after laying, before backfilling, any drainage pipe (including Culverts); ○ inspections before placement of any geotextile; ○ inspections before laying of any pavement metal courses; ○ inspections before sealing, resealing and surfacing; and ○ inspections at such other appropriate points the Independent Reviewer may require throughout the Works Provisioning; ● testing and inspection quality assurance procedures; ● actions to be taken in the event of an unsatisfactory test result; ● the information management system proposed to manage test data including the provision of the 			

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	<p>Transport Agency’s access to that data;</p> <ul style="list-style-type: none"> • where tests will be undertaken, including information as to any laboratories where testing shall take place, with each such laboratory to be accredited by International Accreditation New Zealand (IANZ), or by a signatory to the International Laboratory Accreditation Cooperation (ILAC), for the specific tests or measurements concerned; and • all information regarding tests to be undertaken under load and tests to be undertaken to ascertain whether the design of any finished or partially finished work is appropriate for its purpose. <p>Contractor Hold Points</p> <p>(a) Where an inspection or test is described as a “Contractor Hold Point”, each instance of that inspection or test is a Hold Point Test, and the provisions of paragraphs (b), (c) and (d) shall apply with respect to each such inspection or test.</p> <p>(b) The Contractor must use reasonable endeavours to inform the Transport Agency and the Independent Reviewer of any material departures from the current Construction Programme to the extent they relate to the timing of any Hold Point Test as soon as reasonably practicable after the Contractor becomes aware of such material departures.</p> <p>(c) Where:</p> <ul style="list-style-type: none"> (i) the Contractor has provided not less than 24 hours’ prior written notice of the date, time and place at which the Contractor intends to conduct 			

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	<p>the relevant Hold Point Test, except where the Contractor intends to conduct the Hold Point Test outside normal business hours, in which case the Contractor will be required to provide prior written notice within a period agreed by the Independent Reviewer in consultation with the Transport Agency; and</p> <p>(ii) the Independent Reviewer has failed to attend and inspect that Hold Point Test at the date and time notified by the Contractor</p> <p>then:</p> <p>(iii) the Contractor must advise the Transport Agency that the circumstances set out in paragraphs (c)(i) and (c)(ii) have eventuated, then</p> <p>(iv) subject to paragraph (d), the Contractor Hold Point the subject of that Hold Point Test shall be waived and the Contractor shall be free to proceed.</p> <p>(d) In the event that a Contractor Hold Point is waived in accordance with paragraph (c), the Contractor must provide to the Independent Reviewer such documentary evidence (including photographic and videographic evidence, where appropriate) as the Contractor could reasonably expect the Independent Reviewer to require in order to satisfy itself that the requirements of the Final Inspection and Test Plan were adequately met prior to the</p>			

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	Contractor proceeding.			
<p>Works Completion Plan (part of the Works Project Management Plan)</p>	<p>The Works Completion Plan must set out in detail all activities that will be undertaken by the Contractor in order to achieve Completion, including:</p> <ul style="list-style-type: none"> • a master plan covering all the activities to be undertaken for the purposes of Completion; • a plan for the Completion, including details of how each of the applicable Acceptance Criteria will be achieved including a comprehensive methodology and details of the systems and parties involved in achieving the applicable Acceptance Criteria; • an overview of the role of the Transport Agency and the Contractor during Works Provisioning to enable achievement of Completion; • the proposed process for involving the Independent Reviewer and the Transport Agency in the Completion process; • a preliminary Completion testing programme covering all phases; • details of the proposed timing of all major activities including the date that the P2Wk Project will open and the impact of any phased construction; • a plan for the Completion of the Works Infrastructure; • a documented procedure for reporting all Works Completion Tests including parties present, details and responsibilities of witnesses and area systems 	<ul style="list-style-type: none"> • First draft to be provided as part of the Contractor's Proposal. • Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted to Review Procedures by 18 months prior to the Planned Service Commencement Date. 	<p>Plan to be Finalised under the Review Procedures by the date that is 12 months prior to the Planned Service Commencement Date.</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • promptly on any material change to the document; • on any update of the Works Project Management Plan; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>

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	<p>tested, including details to be included in the Completion reports and Works Completion Certificate;</p> <ul style="list-style-type: none"> • details of each Completion Test to be carried out, including a comprehensive methodology and details of the systems and parties involved and the specified target results, aims and outcomes sought in each test; • details of the staging of the Completion Tests, including staging on an area-by-area or aspect-by-aspect basis; • details of the standards to which each Completion Test is to be carried out (including details of all applicable Acceptance Criteria for those tests); • details of the remediation and rectification programme if any Completion Test does not present a result or outcome satisfactory to the Independent Reviewer; • a methodology for identifying and rectifying outstanding items and other Defects; • a methodology and timeframe for confirming that all warranties and guarantees relating to the P2Wk Project are in place; • the form of reports to be provided to the Transport Agency and/or the Independent Reviewer for the purposes of Completion; • a methodology and timeframe for confirming that all relevant documentation required to be provided as a condition precedent to Completion, have been completed and for agreeing such documents; 			

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	<ul style="list-style-type: none"> • a methodology and timeframe for confirming that all as-built drawings have been satisfactorily completed and are available for use by the relevant Sub-contractor; • a list of all certificates and permits required from all Governmental Entities, including details of which party is responsible for obtaining each in accordance with the terms of this Agreement and the time at which they are required; • a list of all Certificates of Compliance required and the time at which they are required; • a methodology and timeframe for operational readiness, including: <ul style="list-style-type: none"> ○ certification and completion of Equipment procurement and installation including dates of delivery and details of installation, calibration and testing; ○ developing, implementing and testing all operating policies and procedures; and ○ providing all induction and training that is required to be completed prior to and after the Planned Service Commencement Date, including induction and training of relevant employees and Sub-contractors; • details of post-Completion deliverables (e.g., Close-out Deliverables), and the proposed methodology and timeframe for completing those items; and • any other information required to be included by this Agreement or reasonably required by the 			

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	Transport Agency or Independent Reviewer.			
<p>Close-out Plan (part of the Works Project Management Plan)</p>	<p>The Close-out Plan must set out in detail all activities that will be undertaken by the Contractor in order to achieve Close-out, including:</p> <ul style="list-style-type: none"> • a master plan covering all the activities to be undertaken for the purposes of Close-out; • a plan for Close-out, including details of how each of the applicable Acceptance Criteria will be achieved including a comprehensive methodology and details of the systems and parties involved in achieving the applicable Acceptance Criteria; • the proposed process for involving the Independent Reviewer and the Transport Agency in the Close-out process; • details of the proposed timing of all Close-out activities; • a documented procedure for reporting all Close-out Tests including parties present, details and responsibilities of witnesses and area systems tested, including details to be included in the Close-out reports and Close-out Certificate; • details of each Close-out Test to be carried out, including a methodology and parties involved and the specified target results, aims and outcomes sought in each test; • details of the staging of the Close-out Tests; • details of the standards to which each Close-out Test is to be carried out (including details of all applicable Acceptance Criteria for those tests); • details of the remediation and rectification 	<ul style="list-style-type: none"> • First draft to be provided as part of the Contractor's Proposal. • Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted to Review Procedures by the date that is 18 months prior to the Planned Service Commencement Date. 	<p>Plan to be Finalised under the Review Procedures by the date that is 12 months prior to the Planned Service Commencement Date.</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • promptly on any material change to the document; • on any update of the Works Project Management Plan; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>

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	<p>programme if any Close-out Test does not present a result or outcome satisfactory to the Independent Reviewer;</p> <ul style="list-style-type: none"> • a methodology and timeframe for confirming that all relevant documentation required to be provided as a condition precedent to Close-out, have been completed and for agreeing such documents; • a list of all Certificates of Compliance required for Close-out Deliverables and the time at which they are required; and • any other information required to be included by this Agreement or reasonably required by the Transport Agency or Independent Reviewer. 			
<p>Construction Programme</p>	<p>The Construction Programme must be provided in a Gantt critical path format illustrating at a project level the overall activities and milestones for the delivery of the Project and be provided in PDF and P6/software format in a form that enables efficient and accurate assessment of actual against planned progress. It must allow identification of the overall impact of a delay in a particular element and must include:</p> <ul style="list-style-type: none"> • the Design Development Plan including key design deliverables, Transport Agency review periods and decision milestones and any staged consent submissions; • identifiable design packages and their duration for the purposes of determining final design deliverable dates, particularly prior to the Execution Date; • the dates on which plans required to ensure compliance with the RMA Conditions relating to the 	<ul style="list-style-type: none"> • First draft to be provided as part of the Contractor's Proposal. • Full draft (based on draft provided as part of Contractor's Proposal) to be submitted to Review Procedures by 40 Business Days after appointment as Preferred Bidder. 	<p>Programme to be Finalised under the Review Procedures by the date that is 10 Business Days after Financial Close.</p>	<p>Programme to be updated in both PDF and P6/software format:</p> <ul style="list-style-type: none"> • at least fortnightly to reflect any delays that have occurred in respect of the progress of the works; • immediately on any Extension Event; • to reflect the progress of Works Provisioning; and • as and when reasonably required by the Transport

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	<p>construction of the P2Wk Project are to be provided to the relevant consent authority;</p> <ul style="list-style-type: none"> • the date on which Works Provisioning is to commence, as a milestone; • the RMA Consent sub-programme, including details regarding the monitoring programme, compliance programme and application programme for any additional consents; • the design sub-programme; • the construction sub-programme, including any enabling and/or temporary works, earthworks, construction staging (including the impact of Deferred Acquisition Land, utilities) and Road Safety Audits; • the Completion sub-programme including milestones for commissioning and for Completion Tests, certifications and Independent Reviewer sign-offs; • the Close-out sub-programme including milestones for commissioning and for Close-out Tests, certifications and Independent Reviewer sign-offs; • the date on which Completion will be achieved and the expected date of issue of the Completion Certificate as milestones; and • the date on which Close-out will be achieved and the expected date of issue of the Close-out Certificate as milestones. 			<p>Agency, by submission of the updated document to the Review Procedures.</p>
Disengagement Plan	<p>The Disengagement Plan must:</p> <ul style="list-style-type: none"> • specify the processes and procedures to give effect to the seamless migration of responsibility 	First draft to be provided within 10 Business Days of a Transport Agency request	Document to be Finalised within 30 days of the	Plan to be updated and submitted to the Review Procedures

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	<p>for the provision of the Services in accordance with the terms of Schedule 19 (Disengagement);</p> <ul style="list-style-type: none"> • specify the tasks, the resources and the personnel to be used to effect Disengagement and ensure the making safe and handover of responsibility for Works Provisioning during the Disengagement Period; • specify the assets, Fitout, records, information, data and other tangible or intangible deliverables deliverable to the Transport Agency on or prior to the last day of the Disengagement Period; and • include a detailed description of the following: <ul style="list-style-type: none"> ○ key dependencies and risks; ○ demobilisation and handover of the P2Wk Project Site; ○ interim safety and access measures and restrictions pending completion of the Disengagement Services; ○ the process and approach for handover of all draft and completed documentation in its then-current state; ○ the roles and contractual arrangements relating to all Sub-contractors of any tier then-involved in performing the design and/or construction; and ○ the rights of access to, and use of, any premises owned or leased by the Contractor and used in the performance of the Works Provisioning by the Transport Agency or a New Contractor (together with the charges 	<p>(while a Contractor Default is subsisting or if a Termination Notice has been given).</p>	<p>Transport Agency request (while a Contractor Default is subsisting or if a Termination Notice has been given).</p>	<p>within five Business Days of any material change to the plan.</p>

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	payable (if any)).			
All Environmental Management Plans, which include:				
Ecology Strategy	<p>The Ecology Strategy must include:</p> <ul style="list-style-type: none"> • In relation to terrestrial ecology, the Contractor's overarching philosophy for: <ul style="list-style-type: none"> ○ minimising adverse effects on terrestrial ecology during the construction of the P2Wk Project; ○ ensuring compliance with Designation Conditions D2A, and D42D to D60; and ○ maximising the ecological benefits and ecosystem services of all mitigation planting and landscape planting, in terms of habitat creation, wildlife corridors and connectivity with existing indigenous Vegetation, wetlands and natural watercourses; • In relation to freshwater ecology, the Contractor's overarching philosophy for: <ul style="list-style-type: none"> ○ minimising adverse effects on freshwater ecology during the construction of the P2Wk Project; and ○ ensuring compliance with the Freshwater Ecology Conditions, being Resource Consent Conditions RC16A to RC16C, RC48(b), RC49AA, RC49A, RC49(b), RC50(c) and RC51 to RC60 ; • In relation to both terrestrial and freshwater ecology - the management, organisational structure, level of commitment and specific roles and responsibilities of the environmental 	First draft to be provided as part of the Contractor's Proposal.	To be finalised pursuant to the Review Procedures within 30 Business Days of Financial Close.	<p>To be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required by the Transport Agency; <p>and only with the written approval of the Transport Agency.</p>

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	<p>compliance team including the roles and responsibilities of the relevant Sub-contractors and consultants.</p>			
<p>Outline Plan (OPW)</p>	<p>An OPW must meet the requirements of section 176A of the RMA. It must also be consistent with the following documents that will be prepared by the Transport Agency:</p> <ul style="list-style-type: none"> • the Urban and Landscape Design Framework (ULDF); • the Cultural, Heritage and Archaeological Management Plan (CHAMP); and • the Pā Management Plan (PMP). 	<p>First draft to be provided as part of the Contractor's Proposal.</p> <p>Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted to the Transport Agency for approval, at least 30 Business Days prior to the date that the Contractor intends for the Transport Agency to submit the OPW to Auckland Council in accordance with section 176A of the RMA. The Contractor shall not lodge any OPW with Auckland Council without the prior written approval of the Transport Agency.</p> <p>If Auckland Council requests any changes (pursuant to section 176A(4) of the RMA) to an OPW lodged in relation to the P2Wk Project, the Contractor must submit a draft Transport Agency decision responding to Council's requested changes to the Transport Agency for approval, at least 10 working</p>	<p>OPW to be finalised pursuant to the Review Procedures prior to being finalised pursuant to section 176A of the RMA.</p>	<p>The Contractor shall not lodge any OPW with Auckland Council without the prior written approval of the Transport Agency.</p> <p>The Contractor shall not notify Auckland Council of a decision on Council's requested changes to an OPW.</p>

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		<p>days prior to the date that the Contractor intends for the Transport Agency to notify Council of the Transport Agency's decision on Council's requested changes.</p> <p>The Contractor shall not notify Auckland Council of any decision on Council's requested changes to an OPW.</p>		
<p>Erosion and Sediment Control Plan (ESCP)</p>	<p>In accordance with the requirements of the Resource Consent Conditions.</p>	<p>First draft to be provided as part of the Contractor's Proposal.</p> <p>Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted pursuant to the Review Procedures, at least 30 Business Days prior to submitting to Auckland Council for approval in accordance with Resource Consent Condition RC20A.</p>	<p>Plan to be finalised (and approved by Auckland Council pursuant to Resource Consent Condition RC20A) prior to the commencement of Construction Works.</p>	<p>Any amendments to be approved by the Transport Agency in writing, prior to such amendments being submitted to Auckland Council for approval in accordance with Resource Consent Condition RC40A.</p>
<p>Enabling Works Plan (EWP)</p>	<p>The draft Enabling Works Plan must describe:</p> <ul style="list-style-type: none"> • The scope of any works that the Contractor seeks to conduct as "Enabling Works" (as defined in the RMA Conditions); • The timeframe(s) over which the Contractor 	<p>First draft to be provided as part of the Contractor's Proposal.</p>	<p>Plan to be finalised pursuant to the Review Procedures prior to Financial Close.</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<p>proposes to carry out any works that it seeks to conduct as “Enabling Works”;</p> <ul style="list-style-type: none"> • The actual or potential adverse effects on the environment of any works that the Contractor seeks to conduct as “Enabling Works”; • How the Contractor proposes to avoid, remedy or mitigate any actual or potential effects on the environment of any works that it seeks to conduct as “Enabling Works”; and • A brief justification as to why the Contractor is proposing to conduct the relevant works as “Enabling Works”. 			<p>material change; or</p> <ul style="list-style-type: none"> • as and when reasonably required by the Transport Agency; <p>and only with the written approval of the Transport Agency.</p>
<p>Urban and Landscape Design Framework (ULDF)</p>	<p>In accordance with the requirements of the Designation Conditions.</p>	<p>Plan to be prepared by the Transport Agency.</p>	<p>Plan to be finalised by the Transport Agency prior to Financial Close.</p>	<p>Any amendments to be approved by the Transport Agency in writing, prior to such amendments being provided to stakeholders for comment in accordance with Designation Condition D30.</p>
<p>Cultural Heritage and Archaeological Management Plan (CHAMP)</p>	<p>In accordance with the requirements of the Designation Conditions.</p>	<p>Plan to be prepared by the Transport Agency.</p>	<p>Plan to be finalised by the Transport Agency prior to Financial Close.</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
				by the Transport Agency; and only with the written approval of the Transport Agency.
Pā Management Plan (PMP)	In accordance with the requirements of the Designation Conditions.	Plan to be prepared by the Transport Agency.	Plan to be finalised by the Transport Agency prior to Financial Close.	Plan to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required by the Transport Agency; and only with the written approval of the Transport Agency.
Environmental Management Strategy and Action Plan (EMSAP)	The EMSAP must include (but shall not be limited to): <ol style="list-style-type: none"> a) A detailed action plan and timeframe for implementing all obligations that the RMA Conditions place on the Requiring Authority / Consent Holder. For each obligation arising from the RMA Conditions, the EMSAP must specify (as relevant): <ol style="list-style-type: none"> i) the RMA Condition that triggers the obligation; ii) the timeframe over which the Contractor proposes to comply with the RMA Condition / obligation; 	First draft to be provided as part of the Contractor's Proposal. Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted pursuant to the Review Procedures, at least 40 Business Days after appointment as Preferred Bidder.	Plan to be finalised pursuant to the Review Procedures within 30 Business Days of Financial Close.	Plan to be updated: <ul style="list-style-type: none"> • at least fortnightly to reflect any delays or changes that have occurred in respect of the progress of works; and <ul style="list-style-type: none"> - as the Contractor considers necessary; or - promptly upon

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	<ul style="list-style-type: none"> iii) how the Contractor would demonstrate compliance with the RMA Condition / obligation, if Auckland Council or the Transport Agency were to request evidence of compliance; iv) the specific personnel responsible for overseeing compliance with the RMA Condition / obligation, with detail of their relevant experience and qualifications; v) any relevant details as to staging; vi) whether any further approvals are required to comply with the RMA Condition / obligation; and vii) if the Contractor intends to construct, design and / or maintain the P2Wk Project in such a way that the obligation is not triggered, a statement to this effect. <p>The EMSAP must integrate with the Contractor's Construction Programme required under this Schedule 9.</p>			<p>any material change; or</p> <ul style="list-style-type: none"> - as and when reasonably required by the Transport Agency; <p>by submission of the updated Plan pursuant to the Review Procedures.</p>
<p>Adaptive Monitoring Plan (AMP)</p>	<p>In accordance with the requirements of the Resource Consent Conditions.</p>	<p>First draft to be provided as part of the Contractor's Proposal.</p> <p>Full draft (based on draft provided as part of the Contractor's Proposal) to be submitted pursuant to the Review Procedures, at least 30 Business Days prior to submitting to Auckland</p>	<p>Plan to be finalised (and certified by Auckland Council pursuant to Resource Consent Condition RC35A) prior to the commencement of Construction</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required by the Transport Agency;

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		Council for certification in accordance with Resource Consent Condition RC35A.	Works.	by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to Auckland Council for certification in accordance with Resource Consent Condition RC40A.
Kauri Dieback Biosecurity Plan (KDBP)	In accordance with the requirements of the Designation Conditions.	First draft to be submitted pursuant to the Review Procedures, at least 30 Business Days prior to being submitted to Auckland Council for approval in accordance with Designation Condition D63.	Plan to be finalised (and approved by Auckland Council pursuant to Designation Condition D63) prior to the commencement of any works within 30 metres of any kauri.	Plan to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required by the Transport Agency; or by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to Auckland Council for approval in accordance with Designation Condition D63C.

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Construction Noise and Vibration Management Plan (CNVMP)	In accordance with the requirements of the Designation Conditions.	First draft to submitted pursuant to the Review Procedures, at least 30 Business Days prior to being submitted to Auckland Council for certification in accordance with Designation Condition D13.	Plan to be finalised (and certified by Auckland Council pursuant to Designation Condition D13): <ul style="list-style-type: none"> • prior to the commencement of any Enabling Works (as defined in the RMA Conditions) authorised under the Enabling Works Plan; or otherwise • prior to the commencement of Construction Works. 	Plan to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required by the Transport Agency; or by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to Auckland Council for approval in accordance with Designation Condition D13.
Construction Traffic Management Plan (CTMP)	In accordance with the requirements of the Designation Conditions.	First draft to be submitted pursuant to the Review Procedures, at the same time as the Contractor submits its draft CTMP to Auckland Transport for comment in accordance with Designation Condition D19.	Plan to be finalised (and provided to Auckland Council for comment in accordance with the requirements of Designation Condition D19A) prior to the	Plan to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required by the Transport

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			commencement of Construction Works.	Agency; or by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to Auckland Council for comment in accordance with Designation Condition D19A.
Urban and Landscape Design Sector Plans (ULDSPs)	In accordance with the requirements of the Designation Conditions.	First drafts of at least four ULDSPs to be provided as part of the Contractor's Proposal. Full draft ULDSP (being updated drafts in the case of those ULDSPs submitted as part of the Contractor's Proposal, and first drafts otherwise) to be submitted pursuant to the Review Procedures, at least 30 Business Days prior to submitting the relevant draft ULDSP to stakeholders for comment in accordance with Designation Condition D38B.	Plans to be finalised (and certified by Auckland Council pursuant to Designation Condition D38C), prior to the commencement of Construction in the relevant Sector.	Plans to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly on any material change; or • as and when reasonably required by the Transport Agency by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to stakeholders for comment in

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				accordance with Designation Condition D38B.
Construction Dust Management Plan (CDMP)	In accordance with the requirements of the Resource Consent Conditions.	First draft to be submitted pursuant to the Review Procedures at least 30 Business Days prior to being submitted to Auckland Council for Council's information, in accordance with Resource Consent Condition RC41A.	Plan to be finalised (and provided to Auckland Council for Council's information, in accordance with the requirements of Resource Consent Condition RC41A) at least 20 Business Days prior to the commencement of Construction Works.	Plan to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly on any material change; or • as and when reasonably required by the Transport Agency; by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being provided to Auckland Council for Council's information accordance with Resource Consent Condition RC41A.
Site Specific Construction Dust Management Plans	In accordance with the requirements of the Resource Consent Conditions.	First draft to be submitted pursuant to the Review Procedures at least 30 Business Days prior to being submitted to Auckland Council for Council's information, in accordance with Resource Consent	Plan to be finalised (and provided to Auckland Council for Council's information, in accordance with the requirements	Plan to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly on any material change; or

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		Condition RC41B.	of Resource Consent Condition RC41B) at least 20 Business Days prior to the commencement of Construction Works.	<ul style="list-style-type: none"> • as and when reasonably required by the Transport Agency; by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being provided to Auckland Council for Council's information accordance with Resource Consent Condition RC41B.
Site Specific Traffic Management Plans (SSTMPs)	In accordance with the requirements of the Designation Conditions.	In all instances where the Transport Agency is not the relevant Road Controlling Authority, the first draft is to be submitted pursuant to the Review Procedures at least 5 Business Days prior to being submitted to the relevant Road Controlling Authority for approval (in accordance with Designation Condition D23A). Where the Transport Agency is the Relevant Road Controlling Authority, no first draft is required.	Plans to be finalised (and provided to the relevant Road Controlling Authority for approval in accordance with the requirements of Designation Condition D23A), prior to the commencement of the construction traffic authorised by the Plan.	In all instances where the Transport Agency is not the relevant Road Controlling Authority, Plans to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly on any material change; or • as and when reasonably required by the Transport Agency; by submission of the updated Plan pursuant

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				<p>to the Review Procedures, prior to the updated Plan being submitted to the relevant Road Controlling Authority in accordance with the requirements of Designation Condition D23A.</p> <p>Where the Transport Agency is the relevant Road Controlling Authority, plans to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly on any material change; or • as and when reasonably required by the Transport Agency; or <p>by submission of the updated Plan to the Transport Agency (as the relevant Road Controlling Authority) for approval in accordance with the requirements of Designation Condition</p>

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				D23A.
Construction Environmental Management Plan (CEMP)	In accordance with the requirements of the Resource Consent Conditions.	First draft to be submitted pursuant to the Review Procedures, at least 30 Business Days prior to being submitted to Auckland Council for Council's information in accordance with Resource Consent Condition 10A.	Plan to be finalised (and provided to Auckland Council for Council's information in accordance with the requirements of Resource Consent Condition RC10A) at least 20 Business Days prior to the commencement of Construction Works.	Plan to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly on any material change; or • as and when reasonably required by the Transport Agency; by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to Auckland Council for Council's information in accordance with Resource Consent Condition RC10A.
Freshwater Monitoring Programme (FMP)	In accordance with the requirements of the Resource Consent Conditions.	Plan to be prepared by the Transport Agency.	Plan to be finalised by the Transport Agency prior to Financial Close.	Plan to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required

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				<p>by the Transport Agency;</p> <p>by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to Auckland Council for approval in accordance with Resource Consent Condition RC12.</p>
<p>Marine Monitoring Plan (MMP)</p>	<p>In accordance with the requirements of the Resource Consent Conditions.</p>	<p>Plan to be prepared by the Transport Agency.</p>	<p>Plan to be finalised by the Transport Agency prior to Financial Close.</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required by the Transport Agency; <p>by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to Auckland Council for approval in accordance with</p>

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				Resource Consent Condition RC16DA.
<p>Construction Erosion and Sediment Control Plans (CESCPs)</p>	<p>In accordance with the requirements of the Resource Consent Conditions.</p>	<p>First drafts to be submitted pursuant to the Review Procedures, at least 30 Business Days prior to being submitted to Auckland Council for certification in accordance with Resource Consent Condition RC29.</p>	<p>Plan to be finalised (approved by Auckland Council in accordance with the requirements of Resource Consent Condition RC29) prior to the commencement of works in the relevant Stage (as defined in the RMA Conditions).</p>	<p>Plans to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly on any material change; or • as and when reasonably required by the Transport Agency; <p>by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to Auckland Council for certification in accordance with Resource Consent Condition RC40A.</p>
<p>Construction Erosion and Sediment Control Plans (CESCPs) for Enabling Works</p>	<p>In accordance with the requirements of the Resource Consent Conditions.</p>	<p>First drafts to be submitted pursuant to the Review Procedures, at least 30 Business Days prior to being submitted to Auckland Council for certification in accordance with Resource Consent Condition RC40.</p>	<p>Plan to be finalised (approved by Auckland Council in accordance with the requirements of Resource</p>	<p>Plans to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly on any material change; or

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
			<p>Consent Condition RC40) prior to the commencement of the relevant Enabling Works (as defined in the RMA Conditions), being Enabling Works approved under the Enabling Works Plan.</p>	<ul style="list-style-type: none"> • as and when reasonably required by the Transport Agency; <p>by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to Auckland Council for certification in accordance with Resource Consent Condition RC40A.</p>
<p>Mitigation Works Plan (MWP)</p>	<p>In accordance with the requirements of the Resource Consent Conditions.</p>	<p>First draft submitted pursuant to the Review Procedures, at least 10 Business Days prior to being submitted to Auckland Council for approval in accordance with Resource Consent Conditions RC58(m) or RC58(o) (as relevant).</p>	<p>Plan to be finalised (and approved by Auckland Council in accordance with the requirements of Resource Consent Conditions RC58(m) or RC58(o) (as relevant)), prior to the relevant mitigation works being implemented.</p>	<p>Plans to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly on any material change; or • as and when reasonably required by the Transport Agency; <p>by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to</p>

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				Auckland Council in accordance with Resource Consent Condition RC58.
Rock Crusher Management Plan (RCMP)	In accordance with the requirements of the Resource Consent Conditions.	<p>The RCMP need only be prepared if the Contractor seeks to rely on Consent 33/017, as granted by a Board of Inquiry in the <i>Final Report and Decision for the Ara Tūhono – Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth Section (September 2014)</i>.</p> <p>First draft submitted pursuant to the Review Procedures, at least 30 Business Days prior to being submitted to Auckland Council for approval, in accordance with Resource Consent Condition RC85.</p>	<p>The RCMP need only be prepared if the Contractor seeks to rely on Consent 33/017, as granted by a Board of Inquiry in the <i>Final Report and Decision for the Ara Tūhono – Pūhoi to Wellsford Road of National Significance: Pūhoi to Warkworth Section (September 2014)</i>.</p> <p>Plan to be finalised (and approved by Auckland Council in accordance with the requirements of Resource Consent Condition RC85)</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly on any material change; or • as and when reasonably required by the Transport Agency; or <p>by submission of the updated Plan pursuant to the Review Procedures, prior to the updated Plan being submitted to Auckland Council in accordance with Resource Consent Condition RC85.</p>

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
			prior to the commencement of any mobile rock crushing works pursuant to Consent 33/017.	
Project Stakeholder and Communications Plan, which includes:				
<p>Pre-Construction Stakeholder and Communication Plan (PCSCP) (part of the Project Stakeholder and Communication Plan)</p>	<p>In accordance with the requirements of Schedule 20.</p>	<p>First draft to be provided as part of the Contractor's Proposal.</p>	<p>Plan to be finalised (and approved by the Transport Agency) prior to Financial Close, in accordance with the requirements of Schedule 20.</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required by the Transport Agency; <p>and only with the written approval of the Transport Agency, in accordance with the requirements of Schedule 20.</p>
<p>Construction Stakeholder and Communications Plan (CSCP) (part of the Project</p>	<p>In accordance with the requirements Designation Conditions D6 to D6D, and the additional requirements of Schedule 20.</p>	<p>First draft to be provided as part of the Contractor's Proposal.</p>	<p>Plan to be finalised (and approved by the Transport Agency) prior to Financial Close,</p>	<p>Plan to be updated:</p> <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any

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Stakeholder and Communication Plan)			in accordance with the requirements of Schedule 20.	material change; or <ul style="list-style-type: none"> • as and when reasonably required by the Transport Agency; and only with the written approval of the Transport Agency, in accordance with the requirements of Schedule 20.
Hōkai Nuku Partnership Plan	The purpose of the Hōkai Nuku Partnership Plan is to outline the Contractor’s strategy for conducting communications and building and maintaining effective relationships with Hōkai Nuku in respect of the P2Wk Project, including in respect of the Iwi Advisor as the advisor (or other nominated kaitiaki) appointed by Hōkai Nuku in accordance with Designation Condition D7.	First draft to be provided as part of the Contractor’s Proposal.	Plan to be finalised (and approved by the Transport Agency) prior to Financial Close.	Plan to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required by the Transport Agency; and only with the written approval of the Transport Agency, prior to the change being implemented.

Part 2 – Services Documentation

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
<p>Contract Plan</p>	<p>The Contract Plan is an all-encompassing contract plan to meet all statutory and contractual requirements, which must demonstrate an integrated working system and strategic level framework for the management, planning and delivery of the AMM Services and must include:</p> <ul style="list-style-type: none"> • purpose; • charter; • policy statements on health and safety, safe system, quality, risk, environment and User services; • a brief description of each item of the Services Documentation and how they will integrate across each work discipline within the AMM Services; • Contractor and supplier relationships, communication strategy and key accountabilities; • Sub-contractor management system, including information transfer and assurance of quality results; • organisational structure; and • succession planning methodology for key personnel, <p>and includes the following sub-plans:</p> <ul style="list-style-type: none"> • the Asset Register; • the Maintenance Management Plan; • the Forward Works Plan; • the Lane Closure Protocols; • the P2Wk Project Operations Plan; 	<p>First draft (based on draft provided as part of the Contractor's Proposal) to be provided six months prior to the Planned Service Commencement Date.</p>	<p>Plan to be Finalised three months prior to the Planned Service Commencement Date.</p>	<p>Document to be updated:</p> <ul style="list-style-type: none"> • annually (at least 30 Business Days before the end of the Contract Year); • upon any event requiring a material change to the document; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<ul style="list-style-type: none"> • the Emergency Procedures and Preparedness Plan; • the Environmental and Social Management Plan; • the Risk Management Plan; • the Health and Safety Management Plan; and • the Quality Assurance Management Plan, <p>each as further described below.</p>			
<p>Asset Register (part of the Contract Plan)</p>	<p>The Asset Register must:</p> <ul style="list-style-type: none"> • list all assets and plant and equipment in connection with or part of the P2Wk Project, including Fixtures and Fitout, together with details of all warranties and operations and maintenance requirements; and • for all such assets, plant and equipment, record the following information: <ul style="list-style-type: none"> ○ condition; ○ estimated base life; ○ estimated residual life; ○ construction year; ○ confidence grades; ○ criticality criteria; ○ actual life; and ○ replacement costs. • be consistent with the RAMM Tables specified in Appendix 1 of Schedule 12 (Service Requirements). 	<p>First draft to be provided six months prior to the Planned Service Commencement Date.</p>	<p>Plan to be Finalised three months prior to the Planned Service Commencement Date.</p>	<p>Document to be updated:</p> <ul style="list-style-type: none"> • annually (at least 30 Business Days before the end of the Contract Year); • on any disposal, acquisition, renewal or upgrade on any part of the P2Wk Project; • upon any event requiring a material change to the document; and • as and when reasonably required by the

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
				Transport Agency, by submission of the updated document to the Review Procedures.

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
<p>Maintenance Management Plan (part of the Contract Plan)</p>	<p>The Maintenance Management Plan must include, in relation to all physical assets within the P2WkProject (including the drainage system, fences, screens, environmental barriers, Geotechnical Elements, lighting, paved areas, pavement markings, raised pavement markers, road safety barrier systems, Signage, Vegetation, Structures, Bridges, gantries, graffiti coatings, maintenance access, treatment systems Culverts, tracks):</p> <ul style="list-style-type: none"> • asset management strategies that demonstrate compliance with the Service Requirements; • a whole of life asset management approach, including: <ul style="list-style-type: none"> ○ details of current and predicted future asset condition; ○ method of assessing the asset condition; and ○ an analysis of asset life cycles, including details of any changes from the previous plan (extended or reduced life) and the reasons for those changes; • a programme for preventative maintenance, reactive maintenance and renewals for all assets, including: <ul style="list-style-type: none"> ○ detail how the Service Requirements will be achieved with risk-based methodology to govern; ○ Defect remedy and management strategy; ○ a maintenance intervention strategy based on a methodology to determine the frequency of inspections appropriate to location, asset type, criticality of asset and condition to establish the condition of the assets and treatment; ○ corridor and environmental management; ○ pavement deterioration assessment model; ○ maintenance data management system, including records of all Defects and condition rating, costs and quantities of 	<p>Full draft (based on draft provided as part of the Contractor's Proposal and incorporating the matters set out in Appendix A) to be provided six months prior to the Planned Service Commencement Date.</p>	<p>Document to be Finalised three months prior to the Planned Service Commencement Date.</p>	<p>Document to be updated:</p> <ul style="list-style-type: none"> • annually (at least 30 Business Days before the end of the Contract Year); • upon any event requiring a material change, such as unexpected change in the asset condition, to the document; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<p style="margin-left: 40px;">maintenance activities ;</p> <ul style="list-style-type: none"> ○ Bridges, major retaining walls and drainage management plan; ○ detail of how the Lighting will be maintained to the appropriate level; and ○ the frequency of road lighting electrical testing intervals, structural inspection intervals and optical maintenance; ○ detail of how the retro-reflectivity of signs and delineations will be maintained to the appropriate level; ● a stormwater management asset schedule that: <ul style="list-style-type: none"> ○ includes an operational monitoring and maintenance overview for each drainage asset, including as a minimum the typical monitoring frequency, typical maintenance frequency, standards and guidelines that the asset is to be maintained in accordance with, and a general overview / description of the monitoring and maintenance works; ○ clearly identifies maintenance triggers (e.g. design depth of sediment deposits in wetlands before sediment removal triggered); ○ establishes a proactive and scheduled maintenance programme including cleaning/emptying solutions; ○ incorporates plans to address culvert access and blockage response; ● implementation and operation of road asset management systems; ● the safety management strategy, including: <ul style="list-style-type: none"> ○ a safety intervention strategy including safety improvements data base; 			

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<ul style="list-style-type: none"> ○ a safety projects programme; ○ safety certification; ○ maintenance and improvement of road safety through day-to-day activities; ○ crash site monitoring; ○ investigation of safety hazards and crash trends to understand problem locations and recurring factors and eliminate the risks; ○ the management of skid resistance policy; ○ targeted physical works to reduce the likelihood and severity of crashes; and ○ safety assessment and prioritisation, to be based on local knowledge, KiwiRAP, Safe System and crash data; ● all asset and property data relating to the P2Wk Project or the P2Wk Project Site required to be maintained by the Contractor in accordance with Schedule 12 (Service Requirements); ● the field data that will be collected, how it will be collected, how the data will be analysed to develop bespoke maintenance strategies or adjust existing maintenance strategies in order to improve facility operational performance; ● activity management plans, including: <ul style="list-style-type: none"> ○ preparation and update of road safety action plans; and ○ preparation and update of risk management strategies, including safety and environmental management strategies; ● the methodology for verifying accuracy of deterioration models and regular recalibrating where necessary; ● roughness and condition rating surveys; 			

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<ul style="list-style-type: none"> • Pavement condition data; • asset inspections and reporting to ensure the delivery of the Service Requirements; • a programme for building management services (as applicable); • risk assessments for the P2Wk Project; • the methodology for ensuring the Hand Back Requirements are met; and • an Annual Work Plan together with an analysis of historical and predicted future breakdown maintenance (as relevant) (as further described below). 			
<p>Annual Work Plan (part of the Maintenance Management Plan)</p>	<p>Each Annual Work Plan must be consistent with the Forward Works Plan and must include:</p> <ul style="list-style-type: none"> • the planned maintenance or renewals to be carried out and the proposed dates on which such planned maintenance or renewals will be carried out, together with particulars of its nature, type, scope and location; • the planned replacement programme for the P2Wk Project; • all scheduling for the planned maintenance, renewals and planned replacement programme having regard to the times at which the P2Wk Project is routinely used by the Users or the Transport Agency; and • any anticipated effects of the planned maintenance, renewals or planned replacement programme on the delivery of the AMM Services; • a summary of all maintenance (planned or otherwise) actually undertaken for the current calendar year to June 30 under the previous Annual Work Plan, noting any differences between the works undertaken and the works previously scheduled to be undertaken and, in relation to reactive maintenance, measures 	<p>First draft to be provided six months prior to the Planned Service Commencement Date.</p>	<p>Document to be Finalised three months prior to the Planned Service Commencement Date.</p>	<p>Document to be updated:</p> <ul style="list-style-type: none"> • annually (at least 10 Business Days before 30 June); • upon any event requiring a material change to the document; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated</p>

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<p>taken or intended to be taken to prevent reoccurrence; and</p> <ul style="list-style-type: none"> the Quarterly Maintenance Schedule. 			document to the Review Procedures.
<p>Quarterly Maintenance Schedule (part of the Annual Work Plan)</p>	<p>The Quarterly Maintenance Schedule must be consistent with the Maintenance Management Plan and the Annual Work Plan and must include:</p> <ul style="list-style-type: none"> any activities which may cause disruption to the Users or to the delivery of the AMM Services, the nature of any such disruption and the time and date of such disruption; how the Contractor intends to minimise or avoid disruption to the Users or to the delivery of the AMM Services; how the contractor plans to maintain access to the emergency services; how the disruption will be communicated to all Users; a report on any proposed testing to be undertaken; an update in relation to the maintenance requirements set out in the previous Quarterly Maintenance Schedule; a summary of all inspections and maintenance (planned or otherwise) actually undertaken in the previous Contract Quarter, noting any differences between the works undertaken and the works previously scheduled to be undertaken and, in relation to reactive maintenance, measures taken or intended to be taken to prevent reoccurrence; a summary of all inspections and maintenance undertaken in the previous Contract Quarter in response to any Incidents or investigations, including measures taken or intended to be taken to prevent reoccurrence of such Incidents; and a summary of all inspections and maintenance planned to be undertaken in the following Contract Quarter. 	<p>First draft to be provided six months prior to the Planned Service Commencement Date.</p>	<p>Document to be Finalised three months prior to the Planned Service Commencement Date.</p>	<p>Document to be updated:</p> <ul style="list-style-type: none"> no later than 10 Business Days before the commencement of each Contract Quarter; and upon any event requiring a change to the document, <p>by submission of the updated document to the Review Procedures.</p>

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
<p>Forward Works Plan (part of the Contract Plan)</p>	<p>The Forward Works Plan must adopt a whole of life asset management approach and must include:</p> <ul style="list-style-type: none"> • an indicative plan including the nature, scope and timing of planned maintenance, renewal, replacement and augmentation works during the Contract Term and for the expected life of the asset; and • an analysis of asset life cycles, including details of any changes from the previous plan or differences from the asset deterioration model (extended or reduced life) and the reasons for those changes. 	<p>Full draft (based on draft provided as part of the Contractor's Proposal and incorporating the matters set out in Appendix A) to be provided six months prior to the Planned Service Commencement Date.</p>	<p>Document to be Finalised three months prior to the Planned Service Commencement Date.</p>	<p>Document to be updated:</p> <ul style="list-style-type: none"> • annually (at least 30 Business Days before the end of the Contract Year); • upon any event requiring a material change to the document; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>
<p>P2WK Project Operations Plan (part of the Contract Plan)</p>	<p>The P2Wk Project Operations Plan must describe the processes for all operations required under Schedule 12 (Service Requirements), including in relation to:</p> <ul style="list-style-type: none"> • the process by which operational facility management including, scheduled, unscheduled and planned maintenance, will be undertaken; • the policies, procedures, work practices, liaison procedures and other operational matters in respect of the delivery of the AMM 	<p>Full draft (based on draft provided as part of the Contractor's Proposal and incorporating the matters set out in Appendix A) provided six months</p>	<p>Document Finalised three months prior to the Planned Service Commencement Date.</p>	<p>Document to be updated:</p> <ul style="list-style-type: none"> • annually (at least 30 Business Days before the end of the Contract Year);

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<p>Services;</p> <ul style="list-style-type: none"> • the procedures used for management of the P2Wk Project; • the procedures used for minimising disruption to the Users during servicing, repair, renewal and maintenance work; • the procedures for the use, storage and disposal of equipment, materials and consumables; • instructions for operating and maintaining all aspects of the P2Wk Project, including all information that would be expected to be included in a maintenance management manual for roads similar to the P2Wk Project; • the systems and processes, including IT systems, that will be used for managing scheduled maintenance, planned maintenance, unscheduled maintenance and operations; • the systems and processes for monitoring the network operations, including traffic flow, Incident management, Special Event management, User travel information, weather station monitoring, route performance monitoring, traffic management support and monitoring, traffic signal optimisation; • the processes in relation to the management of the passage of heavy, overweight, high-productivity and overdimension vehicles on the P2Wk Project; • the supervision of the movement of overweight or over-dimension vehicles; • the procedures for information management and ensuring data accuracy and integrity of data repositories, including in relation to all Transport Agency databases the Contractor is required to update; • the management, isolation and/or limitation of the risk and consequence of asset failure throughout the P2Wk Project, and 	<p>prior to the Planned Service Commencement Date.</p> <ul style="list-style-type: none"> • First draft to be provided as part of the Contractor's Proposal. • Full draft (based on draft provided as part of the Contractor's Proposal) provided six months prior to the Planned Service Commencement Date. 		<ul style="list-style-type: none"> • upon any event requiring a material change to the document; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<p>the management of any impact on the AMM Services;</p> <ul style="list-style-type: none"> • ensuring the statutory compliance of the P2Wk Project; • the qualifications and experience required for key personnel and how these requirements will contribute to the effective delivery of the Service Requirements; • the environmental compliance, sustainability and efficiency concepts that will be incorporated within the facility operations and maintenance function; • how whole of life cycle will be achieved when performing all planned and unscheduled tasks, how these tasks will be undertaken in an optimal manner, and how continuous improvement will be achieved; and • ensuring the backup and storage of all Background IP and other applicable records in accordance with Good Industry Practice. 			
<p>Emergency Procedures and Preparedness Plan (part of the Contract Plan)</p>	<p>The Emergency Procedures and Preparedness Plan must, in relation to any emergency event, or identified threat or risk to the P2Wk Project, include the following:</p> <ul style="list-style-type: none"> • specific procedures for the mitigation and management of any emergency event, threat or risk, including the actions and responsibilities of each party that may be involved in the event; • contingency plans associated with the partial or total closure of the P2Wk Project, the State highway network and/or adjoining roading networks for any reason, such contingency plans to include detailed procedures, detour plans, signage and communication protocols; • plans and maps providing an immediate list of the signs; including Variable Message Signs and road safety barrier systems, required and the locations at which they must be erected for detours; 	<p>Full draft (based on draft provided as part of the Contractor's Proposal) provided six months prior to the Planned Service Commencement Date.</p>	<p>Document Finalised three months prior to the Planned Service Commencement Date.</p>	<p>To be updated:</p> <ul style="list-style-type: none"> • annually (at least 30 Business Days before the end of the Contract Year); • upon any event requiring a material change to the document; and • as and when reasonably required by the Transport

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<ul style="list-style-type: none"> • an effective communication and recording system; • procedures for the provision of timely and accurate information updates to the Transport Agency, including integration with the Transport Agency’s call centre systems; • the name, contact number and specific duties of Contractor Personnel nominated to respond to an emergency event, threat or risk; • the nominated Incident manager; • the contact numbers of other parties required to be notified of the emergency event, threat or risk (including the Emergency Services); • pre and post seasonal Severe Weather Event planning and processes; • sustainability of resources (people and plant) during Severe Weather Events over an extended period and beyond the Contractor’s capability and contractor’s ability to access additional resources; • details of civil defence emergency management; • details of the facilities for both Users and Emergency Services in the event of an emergency; • details of how business continuity will be managed; and • any other requirements as set out in Schedule 12 (Service Requirements). 			<p>Agency, by submission of the updated document to the Review Procedures.</p>
<p>Environmental and Social Management Plan (part of the Contract Plan)</p>	<p>The Environmental and Social Management Plan must include:</p> <ul style="list-style-type: none"> • all obligations with respect to environmental matters including each specific consent requirement and conditions; • identification of the ongoing operations and maintenance 	<p>First draft to be provided six months prior to the Planned Service Commencement</p>	<p>Document to be Finalised three months prior to the Planned Service Commencement</p>	<p>Document to be updated:</p> <ul style="list-style-type: none"> • promptly on any material change to the

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<p>requirements relating to social and environmental aspects of the P2Wk Project, including:</p> <ul style="list-style-type: none"> ○ all statutory approvals, Consents and related requirements for monitoring, measurement and reporting; ○ ongoing liaison or consultation matters; and ○ maintenance regimes for featured environmental or social aspects of the P2Wk Project; ● sediment and stormwater control and treatment, noise control, pest control, pest plant management, maintenance of Vegetation, control of application of herbicides, storage of hazardous substances and refuelling of plant; ● systems, work practices and actions to manage environmental outcomes; ● the hazards to which the environment may be exposed in the process of carrying out work; ● activities for which permission must be obtained before undertaking any work; ● the appropriate protective measures to be used; ● any standard practices for environmental risk mitigation; ● consistency with the relevant regional pest management strategies, district plans, pest management plans and any other requirements of Local Authorities; ● air quality monitoring responsibilities as determined by the relevant Local Authorities; ● areas within the network with specific environmental issues to be addressed in any physical works appropriately in terms of environmental management best practice; ● an up-to-date schedule of no spray zones; and 	Date.	Date.	<p>document;</p> <ul style="list-style-type: none"> ● to ensure compliance with the mandatory content; and ● as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<ul style="list-style-type: none"> emergency procedures for dealing with accidental pollution, spillage, contamination or imminent danger. 			
Risk Management Plan (part of the Contract Plan)	<p>The Risk Management plan must include the following</p> <ul style="list-style-type: none"> a description of how the Contractor’s risk management will meet the needs of the Transport Agency’s risk management standard Z44; a description for the practice, procedures and controls for reporting the management of risk; and a demonstration of how the risk will be effectively managed 	First draft to be provided six months prior to the Planned Service Commencement Date.	Document Finalised three months prior to the Planned Service Commencement Date.	<p>To be updated:</p> <ul style="list-style-type: none"> annually (at least 30 Business Days before the end of the Contract Year); upon any event requiring a material change to the document; and as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>
Health and Safety Management Plan (part of the Contract Plan)	<p>The Health and Safety Management Plan must foster a responsible attitude towards occupational health and safety, comply with the Health and Safety in Employment Act 1992 and include the following detail:</p> <ul style="list-style-type: none"> hazard identification and management; personal protective equipment, as a minimum, complying with 	Full draft (based on draft provided as part of the Contractor’s Proposal) provided six months prior to the Planned Service	Document Finalised three months prior to the Planned Service Commencement Date.	<p>To be updated:</p> <ul style="list-style-type: none"> annually (at least 30 Business Days before the end of the Contract Year);

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<p>the Transport Agency Minimum Requirements - Workplace Personal Protective Equipment;</p> <ul style="list-style-type: none"> • management of Sub-contractors; • training and induction; • incident reporting; • site safety and safety management strategy; • safety audit and reporting; • safety of users and implementation of the Transport Agency's Code of Practice for Temporary Traffic Management; • precautions including fire precautions; and • all other aspects required to be covered in accordance with industry best practice and the Contractor's health and safety certification and accreditation. 	Commencement Date.		<ul style="list-style-type: none"> • upon any event requiring a material change to the document; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>
<p>Quality Assurance Management Plan (part of the Contract Plan)</p>	<p>The Quality Assurance Management Plan must include:</p> <ul style="list-style-type: none"> • the systems, procedures and methods that will be used to deliver and monitor the delivery of the AMM Services; • implementation of quality processes and internal audits; • organisational structure, roles and responsibilities; • quality recording and reporting; • the procedures for asset information management and ensuring data accuracy and integrity of data repositories, including in relation to all Transport Agency databases the Contractor is required to update and checking the accuracy of data in the repositories; • evidence of certification to AS/NZS ISO 9001:2008 or equivalent; and 	Full draft (based on draft provided as part of the Contractor's Proposal) provided six months prior to the Planned Service Commencement Date.	Document Finalised three months prior to the Planned Service Commencement Date.	<p>To be updated:</p> <ul style="list-style-type: none"> • annually (at least 30 Business Days before the end of the Contract Year); • upon any event requiring a material change to the document; and • as and when reasonably required by the

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<ul style="list-style-type: none"> • verification of audit and quality systems; and • the Annual Audit Plan. 			Transport Agency, by submission of the updated document to the Review Procedures.
Services Stakeholder and Communication Plan (SSCP) (part of the Project Stakeholder and Communication Plan)	In accordance with the requirements of Schedule 20.	First draft to be provided as part of the Contractor's Proposal, in accordance with the requirements of Schedule 20.	Plan to be finalised (and approved by the Transport Agency) at least six months prior to the Planned Service Commencement Date, in accordance with the requirements of Schedule 20.	Plan to be updated: <ul style="list-style-type: none"> • as the Contractor considers necessary; or • promptly upon any material change; or • as and when reasonably required by the Transport Agency; and only with the written approval of the Transport Agency, in accordance with the requirements of Schedule 20.
Handover Package	The Handover Package must assist the Transport Agency in ensuring that the AMM Services can continue if the Contractor ceases to provide (permanently or temporarily) some or all of the	First draft provided six months prior to the Planned	Document to be Finalised three months prior to the	Document to be updated: <ul style="list-style-type: none"> • promptly on

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	<p>AMM Services whether as a result of the Transport Agency exercising its Step-in Rights, termination or expiry of this Agreement, or for any other reason whatsoever, and must include:</p> <ul style="list-style-type: none"> • a list and copies of all agreements including any third party agreements, manuals and documents material to delivery of the AMM Services; • a list of systems and all other information key to the daily operation of the AMM Services; • detailed maintenance requirements, considerations and risks for the P2Wk Project, including the forward works annual requirements for each asset, with the level of detail necessary to enable the Transport Agency to develop its own plans and procedures to deliver the AMM Services; • user manuals, equipment, and any required training documentation for all assets, including those with unique/bespoke maintenance and operation requirements; • details of the employees of the Contractor and the Major Sub-contractor that are responsible for the delivery of the AMM Services for the time being; • records relating to the P2Wk Project, the Works Infrastructure and the External Infrastructure; • up-to-date copies of all planning and consent correspondence and documentation; • up-to-date copies of all Services Documentation; • up-to-date copies of all P2Wk Project plans, including as-built drawings, maintenance management plans and asset owner’s manual; • up-to-date programmes and asset information data including maintenance activity costs; and 	<p>Service Commencement Date.</p>	<p>Planned Service Commencement Date.</p>	<p>any material change to the document;</p> <ul style="list-style-type: none"> • to ensure compliance with the mandatory content; and • as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<ul style="list-style-type: none"> all records and correspondence relating to the management and maintenance of the P2Wk Project or the Works Infrastructure including without limitation any geotechnical data and assessments gathered during operation of the road that have not been provided to Transport Agency during the Works Provisioning phase e.g. investigation and assessment for repair of slope instability. Such geotechnical data must be provided in an electronic format as used by the industry at the time of handover. 			
Disengagement Plan	<p>The Disengagement Plan must:</p> <ul style="list-style-type: none"> specify the processes and procedures to give effect to the seamless migration of responsibility for the provision of the Services in accordance with the terms of Schedule 19 (Disengagement); specify the tasks, the resources and the personnel to be used to effect Disengagement and ensure the seamless migration of responsibility for the provision of the AMM Services during the Disengagement Period; specify the assets, Fitout, records, information, data and other tangible or intangible deliverables deliverable to the Transport Agency on or prior to the last day of the Disengagement Period; and include a detailed description of the following: <ul style="list-style-type: none"> the items that make up the Handover Package; the tasks to be performed to effect Disengagement, including the Disengagement Services; the Disengagement Deliverables to be delivered to the Transport Agency at the end of the Contract Term (which must include all Contractor Consents then-subsisting, to the extent held in the Contractor's name); 	<p>First draft to be provided either:</p> <ul style="list-style-type: none"> not less than 18 months prior to the Expiry Date; or within 10 Business Days of a Transport Agency request (while a Contractor Default is subsisting or if a Termination Notice has been given). 	<p>Document to be Finalised either:</p> <ul style="list-style-type: none"> not less than 12 months prior to the Expiry Date; or within 30 days of a Transport Agency request (while a Contractor Default is subsisting or if a Termination Notice has been given). 	<p>Document to be updated:</p> <ul style="list-style-type: none"> promptly on any material change to the document; to ensure compliance with the mandatory content; and as and when reasonably required by the Transport Agency, <p>by submission of the updated document to the Review Procedures.</p>

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	<ul style="list-style-type: none"> ○ the timing and methodology for undertaking a final survey of the P2Wk Project to ensure compliance with the Hand Back Requirements; ○ a timetable (based on the likely scenarios) incorporating staged handovers of different parts of the AMM Services; ○ key dependencies and risks; ○ risk mitigation planning including provision of the Services during the Disengagement Period; and ○ the rights of access to, and use of, any premises owned or leased by the Contractor and used in the provision of the AMM Services by the Transport Agency or a New Contractor (together with the charges payable (if any)). 			
<p>Key Road Controlling Authorities Communications Plan</p>	<p>The Key Road Controlling Authorities Communications Plan must include:</p> <ul style="list-style-type: none"> • the process for interface and communications between the Contractor, Contractor Related Persons and key road controlling authorities and other relevant parties; • process for providing updates in respect of AMM Incident Response; and • process for logging calls, incident completion and verifying compliance with response times. 	<p>Full draft (based on draft provided as part of the Contractor’s Proposal) provided six months prior to the Planned Service Commencement Date.</p>	<p>Document to be Finalised three months prior to the Planned Service Commencement Date.</p>	<p>Document to be updated:</p> <ul style="list-style-type: none"> • annually (at least 30 Business Days before the end of the Contract Year); • upon any event requiring a material change to the document; and • as and when reasonably required by the Transport Agency,

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
				by submission of the updated document to the Review Procedures.
<p>Lane Closure Protocols (part of the Contract Plan)</p>	<p>The Lane Closures Protocols must describe all operational procedures in respect of all Lane, Shoulders and/or Ramp closures, including:</p> <ul style="list-style-type: none"> • the process for the Contractor to request a Requested Closure; • a list of all relevant Lane Closing Authorities, including a list of the relevant representatives of each Lane Closing Authority that have delegated power or authority to close a road to traffic; • how the Contractor will verify that the party that has ordered a Required Closure is a Lane Closing Authority, and that the lane closure direction from that party constitutes a Required Closure Instruction; • how the Contractor will communicate Required Closures with the ATOC, Transport Agency and other interested parties, including the information to be provided, the form of communication, to whom the communication should be directed and the timing of the communication; • the actions that the Contractor will take in response to a Required Closure Instruction, including the process to confirm the specific lane closure requirements (where, how many lanes, length, Closure Period etc); • the actions that the Contractor will take to give effect to the Required Closure or Requested Closure, with appropriate linkage to the Contract Plan and any relevant traffic management plan (as applicable); • any other matters required to comply with Schedule 12 (Service 	<p>First draft to be provided six months prior to the Planned Service Commencement Date.</p>	<p>Document to be Finalised three months prior to the Planned Service Commencement Date.</p>	<p>Document to be updated:</p> <ul style="list-style-type: none"> • annually (at least 30 Business Days before the end of the Contract Year); • upon any event requiring a material change to the document; and • as and when reasonably required by the Transport Agency; <p>by submission of the updated document to the Review Procedures.</p>

Document name	Mandatory content	Date first draft must be provided	Date by which document must be Finalised	Updates
	Requirements) and Schedule 13 (Performance Regime).			
Location Supplement	The Location Supplement must include the finalised locations of the Fixed Zones, Demarcations and PJ Zones for the purposes of Schedule 13 (Performance Regime), in accordance with the document titled 'Location Supplement Principles', as initialled by the parties as at the Execution Date.	First draft to be provided twelve months prior to the Planned Service Commencement Date.	Document to be Finalised six months prior to the Planned Service Commencement Date.	Any update to the document will be dealt with in accordance with Part 12 (Changes) of the Base Agreement.

Appendix A: Agreed updates to draft Operative Documents

Draft Operative Document	Issue to be addressed in Finalised Operative Document	Required action
Contract Plan	Training of AMM Services personnel on the application of the “Key Outcomes”	Contract Plan to include a requirement for AMM Services personnel to be trained prior to Service Commencement on the application of the “Key Outcomes” as described in Volume One of the RFP for the Procurement of the Pūhoi to Warkworth Motorway Public Private Partnership issued by the Transport Agency on 25 August 2015. The Contractor will ensure that the Transport Agency is invited to attend all such training sessions.
P2Wk Project Operations Plan	The process for managing the variable speed corridor through variable speed messaging during holiday and wet weather periods.	<p>P2Wk Project Operations Plan to incorporate the following text: <i>“The geometric design for the P2Wk Motorway allows the necessary travel times to be achieved at safe speeds. However, parts may be subject to extreme weather events including high winds and potentially significant precipitation causing poor visibility.</i></p> <p><i>Typically, a variable speed limit system is deployed when traffic flows and density exceed design levels, and an element of management needs to be applied to the road. The speed limit may also be varied for environmental reasons, i.e., when safe stopping sight distances are reduced.</i></p> <p><i>The Variable Speed Limit Signs installed in the 4km leading up to the Northern Connection will be controlled by the ATOC and maintained by the Contractor’s AMM team”.</i></p>
	Monitoring of the CCTV feed from the depot as well as from ATOC.	P2Wk Project Operations Plan to provide for the establishment of a web feed from ATOC prior to Service Commencement.
	Delivery of the following aspects of the AMM services: <ul style="list-style-type: none"> • Special Event management; • User travel information; and 	<ul style="list-style-type: none"> • Section 9.3 of the draft P2Wk Project Operations Plan provided as part of the Contractor’s Proposal will be amended as follows: <p><i>“Our communications strategy will enable a ‘One Network’ approach to be taken through interactions with the ATOC and other road controlling authorities.</i></p>

Draft Operative Document	Issue to be addressed in Finalised Operative Document	Required action
	<ul style="list-style-type: none"> • Civil defence and emergency management. 	<p><i>The Contractor will undertake a traffic impact assessment in advance of any planned event. This will result in a traffic management plan for that event which will make full use of our operator resources and ITS tools.</i></p> <p><i>A crucial element of managing planned events on the P2WK Motorway will be pre-conditioning of drivers. This will be achieved through the use of VMS messaging to advise of upcoming events, and suggest alternative routes or encourage temporary changes in driving patterns. Advance warning of this nature will reduce the impact of planned events such as temporary traffic management, over-sized vehicles and local events creating a spike in demand. We have VMS located in advance of all decision points on the P2WK Motorway. This will contribute to the 'One Network' approach as the information displayed can and will be strategic in nature and will be relevant to wider network events.</i></p> <p><i>The Contractor will apply a similar approach during the planned events themselves. VMS will be used to maintain driver awareness of downstream changes in the road environment. The Contractor will work with the ATOC operators, continuously monitoring the motorway to ensure that any traffic impacts from a planned event are in accordance with the traffic management plan. Where possible, ITS will be used to address and supplement specific CoPTTM requirements with regard to signing and advance warning.</i></p> <p><i>The Contractor has previously proven the use of Bluetooth matching in live, planned event management in order to continuously assess the performance of diversion routes. Where appropriate, we will use these or equivalent methods to monitor journey times on routes during planned events and display these on VMS to provide guidance to drivers with regard to which route to take.</i></p> <p>Unplanned events</p> <p><i>As with congestion management, the Contractor will use the standard ITS methodology of monitor > detect > advise > manage to minimise any effects from unplanned events.</i></p>

Draft Operative Document	Issue to be addressed in Finalised Operative Document	Required action
		<p><i>Management of unplanned events will be crucial in meeting our obligations to the Key Outcomes of Safety and Predictable Journeys. In conjunction with ATOC, the Contractor's initial priority will be to use the ITS systems to provide the necessary monitoring and incident detection.</i></p> <p><i>Incidents in any part of the P2Wk Motorway will trigger a pre-planned intervention using the VMS to warn customers. Incidents will be monitored by ATOC operators using CCTV. This will ensure the optimum emergency response and on-going real-time updates to drivers upstream of the incident.</i></p> <p><i>Incidents or unplanned events regularly impact traffic on the opposite carriageway. To reduce the likelihood of secondary road crashes arising from 'rubbernecking', VMS will be used to manage the behaviour of drivers approaching the incident from the opposite direction"; and</i></p> <ul style="list-style-type: none"> The draft P2Wk Project Operations Plan will be revised to recognise and reflect Special Event Management to include sections from NC2 to boundaries north toward Wellsford and south toward Matakana and Warkworth.
	Frequency of periodic acoustic surveys.	P2Wk Project Operations Plan to provide that Acoustic Surveys will be carried out by the Contractor annually.
	Use of trailer-mounted VMS in addition to the standard VMS.	P2Wk Project Operations Plan to provide for the use of Speed Activated Warning Signs (SAWS) at major road works sites. The Contractor will provide 2 SAWS units.
	Contractor's commitment to respond to the findings of the regular Customer surveys and AMM sub-contractor's commitment to regular surveys over the Concession Period.	The Contractor's commitment to respond to the findings of the regular Customer surveys and the AMM sub-contractor's commitment to regular surveys over the Concession Period shall be provided for in the P2Wk Project Operations Plan.
	Partnering Charter between the AMM Subcontractor and ATOC to be in place prior to PSCD. Charter requires monthly meetings between the AMM	Execution of Partnering Charter to be provided for the P2Wk Project Operations Plan.

Draft Operative Document	Issue to be addressed in Finalised Operative Document	Required action
	Subcontractor and ATOC.	
	Working collaboratively with ATOC including phasing optimisation for Matakana Link Road and wider network VMS messaging to improve wider network route selection by Customers.	To be provided for in the P2Wk Project Operations Plan and include consideration of Hudson Road.
	The process for temporary traffic management restricting right turn movements at the Kaipara Flats Road and Goatley Road intersection is not sufficiently documented in the draft P2Wk Project Operations Plan.	<p>The draft P2Wk Project Operations Plan will be updated to reflect to NX2's commitment to provide an operational solution for the Kaipara Flats Road and Goatley Roads intersection that provides for:</p> <ul style="list-style-type: none"> • additional temporary traffic management islands using separated kerb delineators; • no right turn or straight through traffic from Kaipara Flats Road; • no right turn or straight through from Goatley Road; • additional advanced warning signage and communications to the affected land owners, TOC and stakeholders. <p>This operational solution will be required on long weekends, holidays etc where the queue length on SH1 turning into Goatley Road is less than 40 metres. In the cases where the queue length exceeds 40 metres traffic management (traffic lights triggered by loops on the right turning bay) will be utilised to allow the queue to dissipate.</p>
	Innovation	<p>The P2Wk Project Operations Plan is to incorporate the following text:</p> <p><i>“The Contractor is proposing to promote innovation during the concession period.</i></p> <p><i>Bi-annually the Board will meet to evaluate a list of potential innovations as well as to follow up the innovations previously adopted.</i></p>

Draft Operative Document	Issue to be addressed in Finalised Operative Document	Required action
		<p><i>A 5 year cycle is considered a minimum to develop, implement and assess the benefits of the item, after which, the Board can decide to keep it or if the results haven't been positive, uninstall the system. The 5 year cycle would consist in 1 year of analysing, contacting provider and installing, 3 years installed and last year for evaluation purposes, conclusions and lessons learnt. The results should transcend NX2 so a wider public can benefit from the outcome.</i></p> <p><i>The Contractor commits to implement at least 1 innovation in each 5 year cycle. Implementation would depend on the scope of the investment needed'.</i></p>
<p>Maintenance Management Plan (MMP)</p>	<p>Demonstration of how the Minimum Acceptable Asset Condition (MAAC) would be met on hand back.</p> <p>The Respondent proposes steel structures in some places. There is no discussion in the MMP or other documentation how residual life, of coatings in particular, and the structure in general will be achieved. Further there is no discussion on what conditions would likely be placed on the recoating either during Concession Period for the concessionaire or for the Transport Agency at the end of the Concession Period.</p>	<p>The full draft of the MMP will develop further the demonstration of how the MAAC would be met at hand back including but not limited to the issues raised below with respect to bridges and corrosion protection.</p> <p>The MMP will be updated and include the following as relevant to Bridges:</p> <ul style="list-style-type: none"> • Validation of design assumptions for fatigue. The Contractor will have traffic counting systems along the expressway. These can be used to estimate number of heavy vehicles travelling over the steel bridges in order to predict the final number of expected heavy vehicle cycles which will occur over the bridge design life. This result can then be compared to the number of cycles assumed in the design to confirm that the 100 year design life will be achieved. • Validation of corrosion protection. The Contractor will be carrying out bridge inspections in the same regime as the Transport Agency's Bridge Inspection and Maintenance Manual. Section 4.6 of this manual notes that a regular cleaning programme with minor spot painting will greatly increase the useful life of the protective coating. The Contractor will carry out a cleaning programme on the steel bridges during the 25 years, and the Transport Agency shall continue with this cleaning programme after handover to enhance the corrosion protection life. Prior to handover, corrosion protection thickness checks on the steel bridges can be measured by a coating specialist. The measured coating thickness will give an estimation of remaining life of the corrosion protection.

Draft Operative Document	Issue to be addressed in Finalised Operative Document	Required action
Forward Works Plan	<ul style="list-style-type: none"> • There is no information on the renewals of landscape and vegetation, graffiti coating. • The timing of interrelated activities are not consistent. • The plan must demonstrate that the painting life of 23 years is achievable. 	<p>The Forward Works Plan will provide for:</p> <ul style="list-style-type: none"> • Landscaping and vegetation, graffiti coatings. The Contractor will carry out annual maintenance and replacement of plantings and graffiti coatings. The frequency of these activities is such that the Contractor will provide for an amount of renewal work annually and therefore considered this more as maintenance rather than renewal. Graffiti coatings have a short life with sites subject to a lot of graffiti removal requiring renewal of the protective coating more frequently than other sites and probably bi-annually on average. The actual frequency will be determined based on the Contractor's inspection of these assets and understanding on rates of deterioration. A similar approach will be taken with landscape and vegetation. Renewal work is based on need and while we have allowed for an amount annually it is impossible to programme how much and where at this stage. • Timing of inter-related activities. The Contractor confirms that road markings and RRPM's will be renewed as part of the resurfacing activities as well as at intervals in-between. • Paint life. The Contractor will update the Forward Works Plan to demonstrate that a paint life of 23 years is achievable.