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Kia ora koutou

Welcome to June's InfraRead. This month's edition lands in the wake of Matariki, the Winter Solstice and Budget 2025, a Budget that was fiscally restrained and puts even greater emphasis on unlocking private capital to meet our infrastructure needs. In my column, I reflect on what the Budget means for our sector and why we must strike the right balance between public investment and private delivery if we're to lift our national performance.

Alongside the Budget, the Government released a draft National Policy Statement for Infrastructure. This is one of the most significant developments in infrastructure planning in a generation and is accompanied by new national direction instruments for natural hazards and quarrying. These provide much-needed clarity and consistency for councils and reinforce the importance of integrating infrastructure into land use and environmental decision-making.

This month's Advocacy and Engagement Update covers our submissions on emergency management reform, the next stage of the vocational education shake-up, and proposed changes to the Public Works Act. We've provided input on fast-track approvals, the National Infrastructure Plan, and through a joint project with Connexa highlighted the potential of foreign direct investment to enable the delivery of world-class infrastructure. We also provide a summary of the recent forum on local government, held alongside The Post and supported by Aurecon.

This month's guest article by Greg Preston of Digital Built Aotearoa explores how better digital collaboration and integrated end-to-end corridor management can improve efficiency and resilience across New Zealand's infrastructure network. This is a timely and practical piece, as we think harder about how we coordinate delivery in an era of constrained budgets and high expectations. Thank you to Deon Blomerus of TIC Auckland and Anneliese Sabrowski of WIN Northland for updates on the activities of their respective chapters.

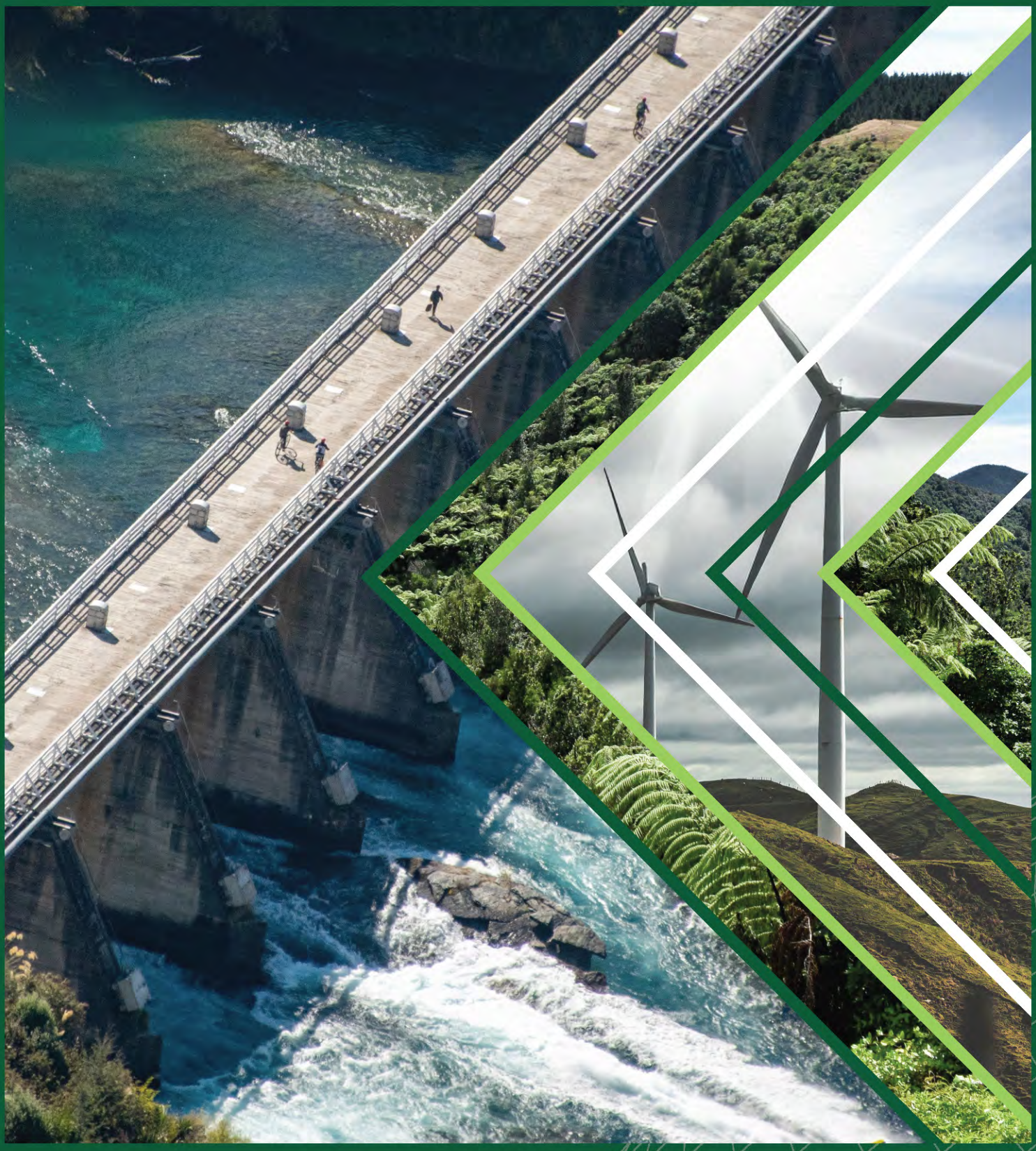
Ahead of a detailed report on our recent Canadian Delegation, we provide some high-level takeaways to consider. There is also a summary of other noteworthy announcements, including the list of significant infrastructure-related initiatives from the Budget and highlights from our two post-Budget breakfast events.

Finally, I want to acknowledge Infrastructure New Zealand's departing Board members Natalie McClew from PWC and Alayna Rā from WSP. Both Natalie and Alayna have made big contributions to the Board's work, and we thank them for their service.

As always, we welcome your feedback on InfraRead, and if you or your organisation would like to contribute, please get in touch with Michelle McCormick at michelle.mccormick@infrastructure.org.nz.

Ngā mihi nui

Nick Leggett
Chief Executive



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Budget Puts Onus on Private Capital

By Nick Leggett, Chief Executive, Infrastructure New Zealand

The 2025 Budget was delivered against a backdrop of global economic headwinds and a government that has tasked itself with eventually delivering a budget surplus. It was therefore never going to be a big-spending affair. Still, the infrastructure sector held out hope for a bold signal, some form of stimulus to mark a turning point in how we confront New Zealand's infrastructure deficit.

Budget 2025 was at its heart cautious when it came to infrastructure. There were some sensible, necessary investments in health, education and defence, but nothing transformational.

What Budget 2025 did do was shift the onus even more clearly to the private sector. Through measures like the Investment Boost tax incentive, which provides an immediate 20 percent tax deduction for the cost of new assets (with exceptions), the Government sent a clear message; it's now over to the private sector, both domestic and international, to supercharge New Zealand's infrastructure uplift.

The Government is not sitting on its hands. The enablers for engaging more private capital are being put in place. The establishment of Invest NZ as a central shopfront for attracting foreign direct investment, and tweaks to interest limitation rules to better enable foreign-owned firms to fund infrastructure through debt, are positive steps that will be welcomed by investors looking for stable policy settings and long-term opportunities.

However, I do not believe that private capital alone can deliver the uplift both our sector and the country requires. Infrastructure is a public good, its benefits extend far beyond balance sheets and economic growth. In some cases, when objectives align, that can be delivered through the private sector, but there will always be a fair proportion of infrastructure that requires significant public investment. The question is, are we getting that balance right?

Each quarter the Government releases an update on New Zealand's infrastructure pipeline and each update reflects further growth. However, only around half the $200 billion of projects in the pipeline have full or partial funding or a funding source confirmed. This proportion drops markedly when we consider larger projects greater than $100 million.

In this context, the Budget's lack of a headline infrastructure initiative is disappointing for the industry. Yes, $1 billion for health facilities, $219 million for local road recovery in cyclone-hit regions, funding for rail, and new school facilities are valuable, even necessary. But they are not game changers. They don't address the massive backlog across much of our public infrastructure.

That's not to say progress isn't happening elsewhere however, and the Government deserves to be commended for its ongoing system changes.

Immediately following Budget 2025, Infrastructure Minister Chris Bishop released a suite of national direction instruments under the Resource Management Act. This was underreported, coming as it did after the Budget, but it was perhaps the most significant advancement in infrastructure planning in a generation.

The first-ever National Policy Statement (NPS) for Infrastructure provides exactly what our sector has long called for; national consistency, clearer rules, and a recognition that infrastructure must be a core consideration in land use and environmental planning.

Councils can now feel confident that they have the tools to integrate infrastructure more effectively into their consenting processes without shouldering the burden of bespoke planning frameworks. The NPS gives them both direction and the means to make decisions that prioritise the delivery of infrastructure for their communities.

The Government also deserves credit for launching a new NPS for Natural Hazards, which helps standardise how councils assess climate and seismic risks, which is going to be critical for building resilient communities in a country second only to Bangladesh in terms of natural disaster-related economic losses.

Infrastructure New Zealand was also pleased to see changes to ease the consenting of quarries. Again, this didn't receive much fanfare but the situation when it comes to the supply of aggregates in New Zealand is pretty fragile and threatens to become a bottleneck in the delivery of roading and other important projects.

Together, these moves represent a further maturing of our planning framework and a long-overdue acknowledgment that infrastructure is not just the backdrop to economic activity, land use and environmental planning but right at the heart of all those things.

We now just require the investment, public and private, to allow us to get on and build it.

Guest Article: Integrated End-to-End Corridor Management: A Collaborative Approach to NZ's Infrastructure Challenges

By Greg Preston, Trust Secretary, Digital Built Aotearoa Foundation

New Zealand faces significant challenges over the next 30 years, with an estimated $1 trillion needed to address the current infrastructure deficit. Much of this, including our lifeline infrastructure, sits within our road corridors – those critical spaces that bring our communities light, heat, water, telecommunications, and transport options.

To tackle this deficit, we need to ensure that access to road corridors for infrastructure maintenance and renewals is well-coordinated. Fixing pipes shouldn't involve struggling to notify affected parties or identifying who needs to be involved. Yet, with 74 road controlling authorities across New Zealand and no standardised way to collaborate or share information, we would struggle, as a sector, to claim that we're doing this effectively or efficiently.

The consequences of the current fragmented approach are duplicated efforts, poorly sequenced projects leading to costly disruptions, and a higher risk of damage to underground assets. This waste impacts on our communities and economy. With urgent renewals needed, like water infrastructure, it's critical we take a more coordinated strategy. The solution lies in taking an integrated, end-to-end approach to corridor management — one that's prepared for disruptions, accounts for utility locations, and considers the broader impact of planned and unplanned changes.

Digital Collaboration for Smarter Corridor Management

Digital Built Aotearoa (DBAF) is a charitable foundation that stewards digital tools, like the National Forward Works Viewer (FWV) and NZ Underground Asset Register (UAR), to improve resilience and coordination in the infrastructure sector. DBAF, which traces its roots back to Christchurch's rebuild, acts as a neutral data trust for the public good. Importantly, DBAF doesn't own the data, but simply facilitates the standardising and sharing of data through tools that are common across New Zealand and the supply chain.

The FWV serves as a central, authoritative online map displaying planned infrastructure works from hundreds of organisations nationwide. Anyone planning to operate within a corridor can input project details such as dates, locations, contacts, and boundaries etc.; and generate lists of clashes or collaboration opportunities (e.g. shared traffic management or trenching). Geospatial layers can be added for context (e.g. freight routes, earthquake-prone buildings etc.), to provide a shared picture of projects and risks. This minimises disruption and improves coordination.

Complementing this, the UAR, developed with Wellington City Council, gives a central view of underground assets. Traditionally, asset data is scattered across multiple formats held by individual owners. UAR breaks down these silos with an intuitive map-based interface, helping users to identify asset locations, types, and ownership. And its available instantly, at any time – 24/7. It also streamlines reporting of damaged or misplaced assets, improving records and reducing excavation risks.

Bridging the Information Gap

While there's many powerful tools for infrastructure planning, they're often focused on internal functionality, or one part of delivery rather than end-to-end, sector-wide collaboration. Tools like the FWV and UAR help bridge these gaps by creating vendor-neutral, secure, open platforms where infrastructure professionals can upload and view project and asset data. Both tools federate vast datasets into a single layer for easy querying.

This technology-led approach hold potential for real-time visibility into corridor activities — who's working where, and when, and associated risks and disruptions. By allowing collaboration across all stakeholders, there's benefits across the entire infrastructure management lifecycle – from project prioritisation to maintenance, and asset management. The management of things like Corridor Access Requests (CARs) gets more efficient when you have easy access to the relevant data needed to decide who should have access, and when.

A big part of DBAF's charitable purpose lies in improving our business-as-usual (BAU) practices so we're ready in times of response and recovery. With New Zealand in an almost constant state of recovery from natural disasters, we have a unique responsibility to our communities to share what we learn. And we've found that, ultimately, we ask the same questions in recovery as we do in BAU – who's doing what, where are our assets, and what are the risks? Having data readily available in shared platforms hugely improves our response times, removing the need to build systems and processes from scratch, train teams, and find essential information.

Shaping the Future of Corridor Management

New Zealand's journey toward integrated end-to-end corridor management is ongoing, but tools like the FWV and UAR represent a huge shift in the dial. By embracing collaborative digital solutions, owned by a purpose-focused charitable trust, the country can manage its vital infrastructure networks as the interconnected systems that they are – ensuring a safer and more resilient future for infrastructure in New Zealand.

Advocacy and Engagement Update

We may be in the depths of winter, but it's heartening to know we've passed the shortest day and the halfway point of this Parliamentary term. The political calendar has marked the occasion with a reshuffle; Hon David Seymour has been appointed Deputy Prime Minister as part of the Coalition Government's planned rotation of this responsibility.

Meanwhile, the Government's legislative programme continues at pace, with significant implications for infrastructure. With New Zealand's infrastructure deficit now well acknowledged, getting the system settings right is critical. Infrastructure New Zealand (INZ) plays an essential role in shaping these settings to support the delivery of infrastructure that our communities and businesses depend on.

Legislation and Other Submissions

Since the last edition of InfraRead, INZ has made a number of submissions on legislation and public consultations – all of which are available on our website here.

INZ submitted to the National Emergency Management Agency on its discussion document, Strengthening New Zealand's Emergency Management Legislation. This was an opportunity to provide an early voice on options to improve New Zealand's overarching emergency management legislation and influence the design of the upcoming new Emergency Management Bill. INZ emphasised the importance of national coordination and long-term resilience planning. Given the increasing occurrence of severe weather and other natural emergency events, INZ again recommended the establishment of an Agency with a similar ongoing function to the Queensland Reconstruction Authority.

There have been several different consultations as part of the reform of the work-based education and training system and the dismantling of Te Pūkenga and a plan to re-establish independent regional polytechnics and support more industry-based training. INZ completed the online Tertiary Education Commission survey, which outlined the scope of the proposed new Industry Skills Boards (ISBs) and sees a separation between the infrastructure and construction sectors. This month INZ has also submitted on the Education and Training (Vocational Education and Training System) Amendment Bill which establishes the new work-based training regime. INZ recommended strengthening the role of industry in governance and workforce planning and ensuring there is sustainable funding with good system oversight.

INZ supports long term infrastructure asset management, and it is great to see a growth in best practice in Aotearoa and a commitment to earlier planning, increased resilience and planned maintenance and replacement programmes. In an example of this work, INZ submitted in support of Transpower New Zealand 's proposal to upgrade the High-voltage direct current (HVDC) link across the Cook Strait, which will enhance energy connectivity between the North and South Islands. The projected $1.4 billion investment for the project (proposed to begin in 2030) is to be user-funded over the 40-year life of the asset.

Along with the RMA reform changes to streamline processes, equally important is the ability to efficiently acquire the land needed for key public infrastructure. INZ was pleased to see the introduction of changes to land acquisition powers, albeit with a more targeted focus than a wholesale update of the Public Works Act 1981, which is still badly needed.

There is significant duplication between the Public Works Act and the Resource Management Act, which leads to project delays and greatly increases the cost of developing critical public infrastructure. INZ submitted on the Public Works (Critical Infrastructure) Amendment Bill, implementing changes to the Public Works Act. These changes provide for streamlining the objection process by moving this away from the Environment Court, the introduction of increased compensation payments as well as incentive payments to landowners for earlier settlement. These should help speed up land acquisition for those projects on Schedule 2 of the Fast-Track Approvals Act and the Roads of National Significance.

Over the last month or so, INZ has presented to several select committees in support of recent submissions including the Transport and Infrastructure Committee on the Public Works (Critical Infrastructure) Amendment Bill and the Land Transport (Time of Use Charging) Amendment Bill, and the Justice Committee on the Term of Parliament (Enabling 4-year Term) Legislation Amendment Bill.

Other Consultations

INZ was also invited to provide feedback on the Fast-track Approvals Draft Panel Guidance as part of a limited consultation exercise by the Environmental Protection Authority. We have also seen another milestone with the appointment of the expert advisory panels to hear the first three fast-track applications, including the Port of Auckland Bledisloe North Wharf and Fergusson North Berth extension project.

The Infrastructure Commission (InfraCom) released the first draft for consultation of the National Infrastructure Plan at their annual symposium held this month. This is a significant achievement and INZ was privileged to be part of the Quality Review Panel for this and appreciates the robust work that sits behind this Plan and its recommendations. We encourage the sector to provide their feedback to InfraCom by the closing date of 6 August 2025.

New Resource Management Act National Direction

The release of the four packages for consultation to inform development of national direction under the Resource Management system are no doubt keeping many organisations busy. The draft National Policy Statement for Infrastructure is particularly welcome. This set of national direction takes on even more importance with the indication that these will also flow through into the Phase 3 RMA replacement legislation. A key question for many will be how these individual National policy Statements and National Environmental Standards interact and provide clarity for the local authorities implementing them.

The Government has also released its Going for Housing Growth Pillar 1 proposals for consultation and how they could work in the new resource management system. Pillar 1 is all about freeing up land for urban development, including removing unnecessary planning barriers, and will sit alongside two other pillars based on supporting growth. Cabinet has decided it will be implemented during the next stage of the resource management reform programme, the legislation for which is under development.

INZ will be making a submission on both of these reforms and would welcome your feedback. Please email Michelle, our Policy Director (michelle.mccormick@infrastructure.org.nz).

INZ Policy Development

Delivering Next Generation Infrastructure in Aotearoa

Infrastructure New Zealand and Connexa have jointly released, Delivering Next Generation Infrastructure: How Global Investment and Local Innovation are Shaping Aotearoa's Digital Future. The report highlights how foreign direct investment is enabling the delivery of world-class mobile telecommunications infrastructure across New Zealand and offers lessons that can be applied to other parts of the infrastructure sector as New Zealand seeks to attract new foreign direct investment.

The report explores how Connexa, now New Zealand's largest mobile tower infrastructure company, has scaled rapidly since 2022 and now manages more than 2,450 tower sites, with 800 more planned over the next eight years. Connexa's success is underpinned by this committed project pipeline and strategic international investment partners. It delivers critical infrastructure for New Zealanders quickly and efficiently using innovative modular and standardised design solutions and a modern approach to workforce culture and planning.

The Connexa story shows what's possible when forward-thinking delivery models are combined with long-term investment. There's a great opportunity for New Zealand to learn from positive examples like Connexa and apply those lessons more broadly. The report was launched at two events in Auckland and Wellington, where attendees from across the sector explored how the Connexa experience can inform New Zealand's response to its infrastructure deficit. The report is available here.

Building Better: What New Zealand Can Learn from Canada's Infrastructure Approach

New Zealand's infrastructure challenges are mounting, but lessons from Canada offer a compelling roadmap. Infrastructure New Zealand's 2025 delegation saw 32 senior leaders' jet to Canada to look at inspirational infrastructure ideas. Kicking off in Toronto, the delegation travelled by train to Ottawa and on to Montreal, in each city making site visits and meeting with thought leaders, politicians, funders, indigenous leaders and many others. The scenic train trips provided the delegation with time to reflect and discuss lessons for Aotearoa. It wasn't all perfect, Canada has faced many of the same problems as New Zealand but is finding ways to move forward.

Strategy must come before shovel-ready lists. Canada builds around a national vision of housing, resilience, and inclusion - not just affordability. New Zealand needs similar clarity to guide long-term investment and bipartisan commitment beyond election cycles.

Early collaboration beats rigid contracting. Canada is shifting from what it views as inflexible PPPs to more progressive models like design-build alliances. The insight? Success depends less on the delivery model, and more on trust, early alignment, and project-specific strategies.

Whole-of-life thinking stood out. Canada plans for the long term, factoring operations, maintenance, and sustainability from day one. By contrast, New Zealand often defaults to the cheapest upfront option, costing more over time.

Finally, infrastructure must be celebrated for what it delivers - jobs, homes, and resilience - not just what it costs. Canada tracks and communicates these benefits. The lesson being that New Zealand needs to talk less about the costs and more about the benefits.

"The most expensive project is the one we never build."

A detailed report on the delegation's findings will be published and revealed at events in Christchurch, Wellington and Auckland in mid-July.

Connecting Canterbury

Work continues on taking forward the ideas that were generated at the April workshop where INZ partnered with Simpson Grierson across four key issues as they relate to Canterbury:

- Improving Transport Connectivity
- Funding Infrastructure Improvements
- Supporting Local Councils
- Strengthening Bridge Infrastructure

We are working to develop a White Paper which can be used to inform a future regional deal for Canterbury.

Media

INZ continues to attract media interest with our various media releases, opinion pieces, and interviews. Media coverage included INZ commentary on the Health Infrastructure Plan, the Australian election and the impact on New Zealand businesses, jobs and projects, PPPs, Transpower's Cook Strait cable investment proposal, relaxation of the capitalisation rules for investors, expectations and reactions to Budget 2025, including the Investor Boost provisions, the decision not to toll Te Ahu a Turanga – the new Manawatū–Tararua Highway Media, and councils decisions to date on their water services delivery models.

You can read our media releases here.

Future Proofing New Zealand: The 2050 Local Government Forum

Infrastructure New Zealand and The Post, with support from Aurecon recently presented a forum on the future of local government, attended by 150 stakeholders and livestreamed on The Post.

The forum included presentations by Deputy Prime Minister David Seymour, Local Government Minister Simon Watts, Regional Development Minister Shane Jones and Labour's local government spokesperson Tangi Utikere, as well as a panel discussion with local government experts. Some fascinating insights were gained on where the various politicians and parties are on the relationship between central and local government and the future of local government more generally.

David Seymour discussed some of the issues facing councils as they deal with having only one major funding tool, the additional development contribution mechanisms being developed by the Government and comparisons with overseas jurisdictions.

Watts revealed that he is working on a rates cap model as National and the Government remain concerned about the significant rates increases experienced by ratepayers in recent years. He emphasised that the model needed be designed to allow regions that are growing to do so without a rates cap being a constraint.

Shane Jones emphasised NZ First's position to remove regional councils on the basis that New Zealanders are over-governed by too many different governmental units. He also expressed support for council amalgamations and the removal of the need to obtain consents for existing vital infrastructure.

Tangi Utikere reinforced Labour's commitment to support local government and ensure a true partnership is maintained with central government. Labour remains steadfast in its position on the provision of water services and does not wish to see any concessions over those. He also expressed support for regional deals but wants to see the establishment of those accelerated.

The expert panel featured Porirua Mayor Anita Baker, Campbell Barry, Mayor of Lower Hutt, Tauranga Mayor Mahe Drysdale and INZ CE Nick Leggett. Panellists reflected on the positive consequences that could come from council amalgamations, the steps being taken by some councils, such as Porirua to engage voters on the amalgamation question, and the longer-term funding challenges faced by all local councils. Nick spoke of INZ's recent delegation to Canada and the positive tension he saw between federal, provincial and city governments over there.

You can watch a replay of the livestream here.

Manawatū Tararua Highway a Missed Opportunity for Tolling

The opening of Te Ahu a Turanga: Manawatū Tararua Highway marks a major step forward for safety and connectivity in the lower North Island. However, Infrastructure New Zealand believes the Government has missed an important opportunity by choosing not to toll the new route.

"Tolling a new highway isn't about penalising the users of that road or the communities in the area," said Chief Executive Nick Leggett. "It's about being honest about the ongoing costs required to ensure the responsible management of the asset and ensuring that those who benefit from the road are making a direct contribution to its delivery and maintenance."

Infrastructure New Zealand's position is that all new state highways and expressways should be tolled as part of a fair and transparent 'user pays' approach to funding our roading network. Tolling helps cover the long-term maintenance and resilience costs of major roads, ensures those who directly benefit from a road contribute to its management, and protects the sustainability of the National Land Transport Fund for future investments.

Read Infrastructure New Zealand's media release on the opening of the new highway and our position on tolling here.

Welcoming New Members

Nau mai haere mai, welcome, to our new Infrastructure New Zealand members. We're so glad to have you on board and look forward to continuing to engage with you.

Bank of China
Mott MacDonald
Propellworks

Girls in Infrastructure® is proudly championed by Infrastructure New Zealand (INZ) in partnership with the Women's Infrastructure Network (WIN). Together, we're committed to creating meaningful pathways for young women to explore careers in infrastructure – and to building a more diverse, inclusive, and future-ready workforce.

Founded by Arden Hermans and first launched in Northland in 2019, the initiative continues to grow in both scale and impact, connecting students with real people, real projects, and real possibilities.

This year in June, Girls in Infrastructure® delivered three successful events – in Northland, Auckland, and, for the first time, Wellington – marking a significant milestone in the programme's national expansion. While smaller in scale than our Northland and Auckland events, the Wellington pilot laid an important foundation for a full-scale return in 2026. The opportunity to connect directly with students, schools, and industry in the capital was a valuable step forward – and one we're excited to build on.

Across the three events, over 200 female students aged 16–18 from 28 schools took part in a day designed to spark curiosity, build confidence, and showcase the breadth of opportunity across the infrastructure sector. Each event featured:

- Engaging site visits to infrastructure projects.
- A machinery showcase.
- Exhibition booths allowing meaningful kōrero with women working across the sector – from transport operators, engineers, and planners to environmental scientists and project managers.

These experiences give students first-hand insight into what a career in infrastructure can look like – and helps them picture where they might fit within the sector.

At a time when Aotearoa faces critical workforce shortages, initiatives like Girls in Infrastructure® play a vital role in attracting and supporting the next generation of talent – from all backgrounds.

We extend our sincere thanks to our event sponsors – your investment is helping shape the future of infrastructure in Aotearoa. And to our incredible team of WIN volunteers, who generously gave their time and energy to bring these events to life – thank you. Your support is instrumental in inspiring the next generation of wāhine in infrastructure.

Looking ahead to 2026, we're focused on building on this momentum – growing our established events and expanding the programme into new regions, including the South Island. Our goal is to create a truly nationwide initiative, giving young women in every part of Aotearoa the opportunity to explore what a future in infrastructure could look like.

If you're a school, sponsor, or WIN member interested in being part of the 2026 programme, register your interest here.

Together, we're showing young women across Aotearoa that there's a place for them in infrastructure – and that the future is being built with them in mind.

2025 Girls in Infrastructure Sponsors

Thank you to our Premier Sponsors:

- **Fulton Hogan** in Northland.
- **ACCIONA** in Auckland.
- **Fletcher Construction / Brian Perry Civil / Higgins** in Wellington.

Thank you to our other sponsors:

Beca, Channel Infrastructure, Ghella, Northpower, Waipa Networks, University of Canterbury, Safety N Action / Axiom Training, Total Marina Services, Golden Bay, WSP, Ventia, NorthTec, Stevenson, Donovan Group, Whangarei Marina, KiwiRail, Winstone Aggregates, Culham Engineering, Porter Group, Aurecon, Cleanline Tasman, Holcim, Whangarei District Council and Wellington Water.

Follow the Journey

Stay connected and help us spread the word:

- LinkedIn: Girls in Infrastructure
- Facebook: Girls in Infrastructure
- Instagram: girlsininfrastructure
- Website: www.girlsininfrastructure.org.nz

Networks Update

This regular feature will keep you updated on the latest news and events from the Women's Infrastructure Network (WIN) and The Infrastructure Collective (TIC).

WIN is dedicated to promoting women's leadership and visibility in the infrastructure sector, while TIC supports the growth and development of emerging leaders. Membership is complimentary for individuals employed by Infrastructure New Zealand member organisations, and individual memberships are also available. To join or learn more, email office@infrastructure.org.nz.

TIC

Kia ora, I'm Deon Blomerus, the other Co-Chair for the Auckland TIC Committee. I'm a Project Manager with JFC and have enjoyed the early part of my career delivering infrastructure projects across Auckland.

Our committee has had a busy first half of the year, both planning and hosting events. In April we kicked off the annual mentoring programme with a refreshing panel discussion to reflect on successful mentoring relationships.

With the ever-evolving nature of global infrastructure, we recently received some first-hand insights from a panel at an event about their experience working overseas, comparing them to our local sector, and how these experiences have shaped them.

We've also rolled out regular informal catchups with our members over a coffee or an after-work refreshment, which has been great to see some new faces – look out for our next monthly Networking Event at a location near you.

We're looking forward to our upcoming quiz night at TSA Riley at the end of June for a fun-filled challenge on mostly infrastructure-related trivia. Work is underway to bring some more exciting events in the second half of the year; we look forward to seeing you there.

WIN

Kia ora, I'm Anneliese Sabrowski, Chair of the Northland WIN Chapter.

I am a Senior Project Manager at Stellar Projects and have been involved with WIN since moving to Whangarei to open our Stellar Projects office in 2018. I love the roading and construction industry and I am passionate about sharing this awesome industry with other women and seeing them grow and succeed.

In April this year Amelia Puluka, Northpower Capability Facilitator, stepped into the role of Co-Chair. Amelia brings such enthusiasm and positivity to our WIN Committee, and we are thrilled to have her move into the Co-Chair role.

Amelia joined Northpower in 2021 and loves being part of a company that's committed to developing future talent into the electrical sector. As the Capabilities Facilitator based in Whangārei, Amelia covers all of Northland, Auckland, and Taranaki. She is passionate about helping people grow in their careers and works closely with their cadets, trainees, and external providers to support them throughout their apprenticeships.

Outside of work, Amelia is proud to be part of the Women's Infrastructure Network – Northland Committee and says that it is space where she can give back by supporting initiatives that inspire, connect, and empower women building their careers in infrastructure.

TIC Upcoming Events

26 June | The Infrastructure Collective Auckland Quiz Night - *TIC Auckland*

It's been all go since our last update! On March 27 we revisited the Te Kamo High School project which we have been lucky enough to visit throughout the construction process. This visit gave attendees the opportunity to view the recently completed buildings, now occupied by the school and get the school's representatives perspective on the building process.

On 4 June we had our second WIN Northland event of the year, this was a tour of Kāinga Ora's new 95-unit housing development in Whangarei. The development is a mix of three level walk up apartments and free-standing homes and provides warm, high-quality housing that helps connect people with jobs, transportation and facilities within the community. The tour was followed by a Q&A session with Jeff Murray (Regional Director, Kāinga Ora: Te Tai Tokerau/Northland), Travis Coffey (Director, Phoenix Property and Loveridge Builders). Thanks also to Adele Loveridge for ensuring the site was available to visit.

Our next event "Climate Sustainable Infrastructure Initiatives in Northland" with Northland Inc and NorthChamber will be in August, details out soon!

WIN Upcoming Events

17 July | Navigating Life Transitions at Work - *WIN Canterbury*

25 July | The Women Leading The Day to Day Operations at Port Otago - *WIN Southern*

To get in touch with INZ's Networks to collaborate on future events or initiatives, please email issy.pasley@infrastructure.org.nz.

Other Noteworthy Announcements

New KiwiRail Chair and Deputy Announced

Rt Hon Winston Peters has announced that from 1 July, Sue Tindal will serve as Chair of both KiwiRail and the New Zealand Railways Corporation, with Jeff Kendrew as Deputy Chair of KiwiRail. Peters' stated that these appointments will drive a more cost-efficient, reliable, and safety-focused rail operation in New Zealand.

Tindal brings extensive leadership experience as former CEO, CFO, COO, and board member across Mainfreight, NZ Post, Westpac, and the Infrastructure Commission, with strong expertise in infrastructure finance and governance. Kendrew contributes deep experience from his current role as Chair of Port Taranaki and past chairing roles at Western Australia's bulk rail freight firm, Arc Infrastructure.

The government reappointed Liz Ward and Nicola Greer to their respective KiwiRail and Railways Corporation director roles. Minister Peters also acknowledged Rob Jager's interim service as Acting Chair since June 2024 and challenged the new leadership to deliver greater volumes, lower costs, improved safety, and stronger performance across rail networks.

Read the full announcement here.

New Industry-Led Model for Workplace Learning

The Coalition Government is overhauling work based learning to give industries greater control over apprenticeships and traineeships. This comes following industry representatives making it clear that the current work-based learning model is not delivering because it has become overly centralised through Te Pūkenga. As a result, the training of apprentices and other workers is often disconnected from the realities of the jobs they are working towards.

From 1 January 2026, new Industry Skills Boards (ISBs) will be established to define training standards, endorse programmes, and moderate assessments. Existing apprentices and trainees currently with Te Pūkenga will transition to ISBs over up to two years, while new learners will begin enrolling directly with private work based learning providers, polytechnics, or wānanga. ISBs can enrol new learners until additional providers become available.

The move is designed to create more relevant, industry led training that better equips learners and enhances employer productivity. Vocational Education Minister Penny Simmonds emphasised there will be no disruption to current training pathways and the reform will offer a better system "for learners, for industry, and for the future of New Zealand."

Read the full announcement here.

Other Noteworthy Announcements

Asset Management Work Programme Announced

The Government has launched a new work programme to improve public infrastructure asset management. The work programme will be broken up into two phases:

Phase One (short term improvements), including:

- Continued work to update the Better Business Case (BBC) and Gateway frameworks.
- Self-assessment of New Zealand policy and institutional settings against the IMF Public Investment Management Assessment framework.
- Improved asset management and long-term planning performance indicators and guidance – providing more detailed guidance on expected asset management and long-term planning practice, including which indicators will provide Ministers, stakeholders and the public with confidence that agencies are delivering value for money.
- Supporting the growth of a "Community of Practice" to build capability - the Infrastructure Commission is partnering with Āpōpō to build a 'community of practice' through collaborative events for public service asset management professionals.
- A possible national Underground Asset Register - officials are providing advice on opportunities to scale the Wellington City Council underground asset register for use across New Zealand.

Phase Two (beyond December 2025):

Phase two will consider more fundamental changes to system settings to ensure that asset management outcomes improve, and will include:

- The development of the 30-year National Infrastructure Plan (NIP) to ensure greater stability of infrastructure priorities that help New Zealand plan, fund and deliver important infrastructure. As part of their work developing this plan, the Infrastructure Commission will recommend system changes to strengthen investment and asset management outcomes.
- Investigating legislative requirements for the development of ten-year investment plans by capital intensive agencies and performance reporting requirements.
- A refresh of the Cabinet Office circular CO (23) 9, to give effect to broader changes across the IMS and restate Cabinet's expectations on investment planning, assurance, and asset management practices. The refresh of the Circular will be undertaken in parallel with the NIP, to allow the refreshed Circular to take into account the NIP recommendations.

Asset Management Gaining Attention

The draft 30-year National Infrastructure Plan is currently out for public consultation.

The Helen Clark Foundation's Built to Last report, in partnership with WSP New Zealand, underscores the urgency of better asset management, calling for lifecycle costing, asset transparency, and long-term maintenance planning to ensure infrastructure longevity.

Other Noteworthy Announcements

NZTA Progresses Major North Island Transport Projects

NZTA is moving ahead with several significant projects as part of the Government's transport infrastructure pipeline:

- Northland Expressway – Preferred Corridor Identified: The Government has announced the emerging preferred corridor for the Te Hana to Whangārei section of the Northland Expressway. Ministers expect to be able to confirm the preferred route in August or September. Details of the corridor and additional information is available here.

- Tauriko West RoNS – Investment Case Approved: The investment case for the Tauriko West Road of National Significance has been approved, paving the way for a new SH29 to provide the primary inter-regional and freight connection between Auckland, Waikato and Bay of Plenty. More information including a summary of the investment case is available here.

- Northwest Rapid Transit – Investment Case Endorsed: Progress continues on Auckland's Northwest Rapid Transit Corridor, with the investment case for the proposed busway between the city centre and northwest suburbs endorsed by NZTA's Board. Read more here.

- Mill Road Stage 1 – Investment Case Endorsed: The investment case for the first stage of the Mill Road corridor in South Auckland has been endorsed by the NZTA Board, and $91 million approved for competing design and securing consents. More information on the features of stage 1 and the investment case are available here.

- SH2 Hawke's Bay Expressway – Funding for Early Works: Funding has been approved for groundwork and geotechnical investigations for the next stage of the SH2 Hawke's Bay Expressway. More information on the funding and project is available here.

- Ruakura Eastern Transport Corridor – Business Case Endorsed: NZTA's Board as endorsed the detailed business case for the Ruakura Eastern Transport Corridor in Hamilton, which will be a new four-lane road. More information is available here.

Other Noteworthy Announcements

Strong Market Interest in Northland Expressway PPP

The Government has announced three consortia have been shortlisted to deliver the Warkworth to Te Hana section of the Northland Expressway through a PPP.

The announcement follows March's Infrastructure Investment Summit, where the project was profiled to global investors. Infrastructure Minister Chris Bishop credited the Summit with helping generate robust engagement in the project. The 26km four-lane expressway, includes a twin bore tunnel through Dome Valley and three interchanges.

The three shortlisted consortia are:

- **Northway** made up of Acciona Concesiones S.L., abrdn Global Sustainable Infrastructure GP IV Ltd and Acciona Construction New Zealand Ltd.
- **Go>North** made up of VINCI Highways S.A.S., John Laing Limited, VINCI Construction Grands Projets S.A.S., VINCI Construction GeoInfrastructure S.A.S. and HEB Construction Limited.
- **Together North** made up of Plenary Origination Pty Ltd, Webuild S.p.A, WBCA Pty Ltd, Gamuda Engineering Pty Limited and Service Stream Holdings Pty Limited.

A preferred bidder is expected to be selected in early 2026, contract awarded in mid-2026, and it is anticipated construction will begin later that year.

Other Noteworthy Announcements

Budget 2025 – Significant Initiatives

Investment Boost

A key plank of Budget 2025 was a new business tax incentive called 'Investment Boost'. It provides businesses with an immediate tax deduction for new assets equal to 20% of the purchase price of the asset. It includes commercial buildings but excludes land, residential buildings and assets already in use in New Zealand. There's no cap on the value of eligible investments.

Infrastructure Investments

Total capital spend on infrastructure in Budget 2025 was $6.8 billion. Highlights of initiatives announced so far include:

- $700 million to deliver new schools and classrooms and $234 million operating funding for new classrooms and property maintenance. This includes $161 million for school property in Canterbury and $30 million for high needs classrooms.
- $1 billion to replace and upgrade public health facilities. So far, projects include:
    - Redevelopment of Nelson Hospital, including a new temporary inpatient unit.
    - New emergency department and 126 additional beds and treatment spaces for Wellington Regional Hospital.
    - $59 million for the Taranaki Base Hospital Redevelopment Stage Two.
    - Strengthening infrastructure at Auckland City Hospital and Greenlane Clinical Centre.
- $2.7 billion capital funding in Defence as part of the commitment of $12 billion in Defence over four years.
- $219 million to help councils rebuild local roads in areas affected by Cyclone Gabrielle.
- $600m for upgrades to Auckland and Wellington commuter rail and for the rail freight network.
- $11 million allocated to Department of Internal Affairs for support services to get regional deals up and running.
- Confirmation that Phase 1 of the Christchurch Men's Prison redevelopment will be undertaken using a public-private partnership.
- $85 million over four years to set up Invest New Zealand to attract global capital.

No funding for courthouses

No new funding was included to fund new courthouses for the Rotorua District and High Court, Rotorua Māori Land Court and Waitākere District Court in Budget 2025. Work continues on options to deliver these new courthouses, including the use of PPPs.

Other Noteworthy Announcements

Post Budget Breakfasts

In challenging economic conditions, the 2025 Budget was delivered in May. INZ held two post-budget breakfasts to discuss the Budget - what was in it and what was not.

The Wellington event the day after the Budget was hosted by Russell McVeagh and featured Infometrics' Brad Olsen, KPMGs Karen Mitchell and David Cunliffe, former Leader of the Opposition and Polis Consulting Group. The panel reflected on the challenging economic conditions facing Finance Minister Nicola Willis, the fiscal discipline that is a priority for this Government, and New Zealand's lagging productivity. They were pleased with the one billion dollars promised for Health infrastructure, plus more for Education, Corrections and Defence. But a lack of a clear funding pipeline and concrete commitments to large projects means there's still a lot of uncertainty.

Many of these sentiments were also echoed at the Auckland event, with a panel again featuring Karen Mitchell plus former minister in the last Labour Government Michael Wood and Eilya Torshizian from Principal Economics. Key themes from that discussion highlighted the absence of climate resilience and adaptation in the Budget, workforce challenges and leaving local government to manage with limited resources.

At both events, the Investment Boost initiative was welcomed, with the hope it'll move the country forward and increase investment in infrastructure and productive industries.

Have Your Say

Upcoming closing dates for engagement opportunities of interest for the infrastructure sector.

13 July | Consultation closes for the Transport and Infrastructure Committee's Inquiry into Ports and the Maritime Sector.

27 July | Consultation closes on Updating RMA National Direction.

6 August | Consultation closes on the National Infrastructure Plan.

17 August | Consultation closes on Going for Housing Growth: Providing for urban development in the new resource management system.

UPCOMING EVENTS

June

26 June | The Infrastructure Collective Auckland
Quiz Night
Sponsored by TSA Riley

July

15 July | Christchurch
Building Strong Foundations: Insights from the 2025 INZ Canada Delegation
Sponsored by Buddle Findlay

16 July | Wellington
Building Strong Foundations: Insights from the 2025 INZ Canada Delegation
Sponsored by BNZ

17 July | Women's Infrastructure Network Canterbury
Navigating Life Transitions at Work
Sponsored by Aurecon

22 July | Auckland
Building Strong Foundations: Insights from the 2025 INZ Canada Delegation
Sponsored by Bell Gully

23 July | Women's Infrastructure Network Southern
The Women Leading the Day-to-Day Operations at Port Otago
Sponsored by Port Otago

August

6 and 7 August | Wellington
Building Nations
Premier Sponsor - ANZ