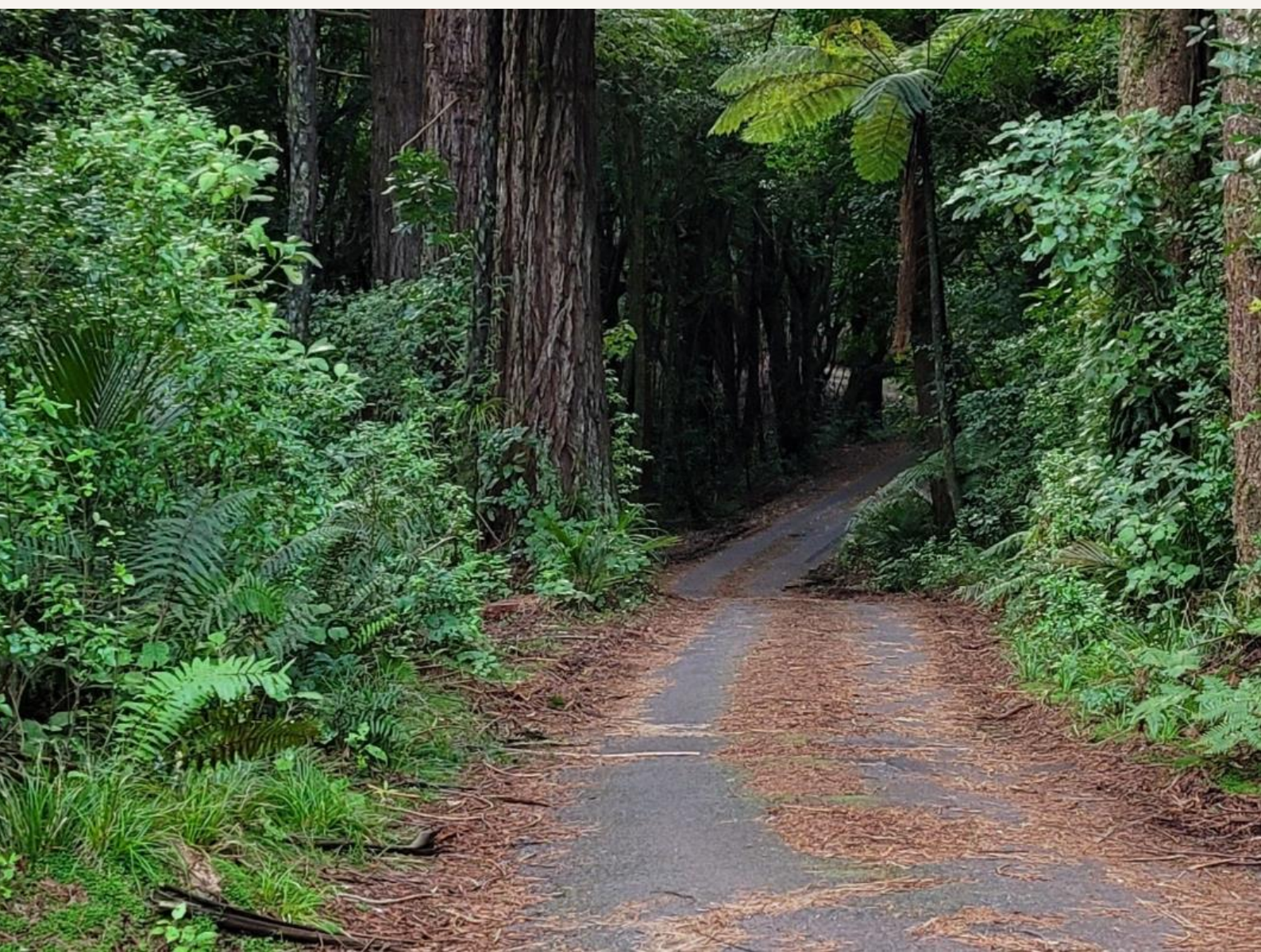


DOC Roding Procurement Strategy 2025 – 2028



Department of
Conservation
Te Papa Atawhai

**Te Kāwanatanga
o Aotearoa**
New Zealand Government

DOCUMENT APPROVAL

Project DOC Rooding Procurement Strategy 2025 – 2028

File location DOC-7756109

Disclaimer	For Department of Conservation (DOC) internal use only.
Endorsed by	Simon James, National Procurement Manager
Approved for use by	Shan Baththana, Asset Management Director

Signed approval document: [DOC-7880622](#)

Table of Contents

NZTA ENDORSEMENT..... 1

EXECUTIVE SUMMARY.....2

1 INTRODUCTION.....3

2 OUR PROCUREMENT ENVIRONMENT4

3 OUR 2024-27 ROADING PROGRAMME 10

4 ACCOUNTABILITIES FOR PROCUREMENT14

5 OBTAINING BEST VALUE FOR MONEY16

6 ROADING PORTFOLIO PROCUREMENT SCHEDULE..... 20

7 COMMUNICATION PLAN..... 22

ATTACHMENT ONE: PLANNED PROCUREMENTS BY YEAR..... 23

ATTACHMENT TWO: PROCUREMENT SCHEDULE 2024-27 24

NZTA endorsement

NZ Transport Agency Waka Kotahi endorses this strategy (refer [endorsement letter](#)): In doing so it:

- a. Agrees that it is appropriate for the Department of Conservation to continue to employ in-house professional services in accordance with s26 of the Land Transport Management Act.
- b. Notes that on the 22 December 2022, NZTA approved a variation to the Rules in the Procurement manual, section 10.21 Maximum term of a term service contract for infrastructure or planning and advice allowing the Department of Conservation to use a maximum term of nine years (3+3+3 years) for the Wilmot Pass Road maintenance term service contract.
- c. Notes that on the 24 April 2023, NZTA approved a variation to the Rules in the Procurement manual, section 10.21 Maximum term of a term service contract for infrastructure or planning and advice allowing the Department of Conservation to use a maximum term of six years (3+1+1+1 years) and to Procurement manual, section 10.5 Procurement procedure advanced components allowing the use of a quality based supplier selection method for infrastructure for the Tongariro winter maintenance term services contract.
- d. Notes that on the 25 February 2022, NZTA approved a variation to the Rules in Procurement manual, section 10.9 Direct appointment and closed contest for low dollar value contracts allowing the Department of Conservation to use their own discretion to use the direct appointment supplier selection method up to a dollar value threshold of \$250k.
- e. Notes that on the 25 February 2022, NZTA agreed that the Department of Conservation may continue to directly appoint NZTA to deliver aspects of the Department of Conservation physical works programme on the basis that the direct appointments comply with the Government Procurement Rules.
- f. Notes that on the 25 February 2022, NZTA agreed that the Department of Conservation may continue to approach adjacent approved organisations roading maintenance contractors and conduct a direct appointment effectively entering into a service level agreement directly with the contractor where the Department of Conservation determines that it obtains best value for money.
- g. Notes that the Department of Conservation may continue to use an exemption permissible under s26(f) of the LTMA to undertake winter maintenance activities using in-house resources at Aoraki Mt Cook where there is a need for an immediate response and the activities are deemed 'necessary in the urgent needs of public safety'

Executive Summary

Our roading programme is set out in our [2024-27 Transport and Roothing Activity Management Plan](#). We anticipate investing up to \$23.6m in our roading over the next three years, of which up to \$22.5m is expected to attract funding support from NZTA.

This Strategy replaces the [current Strategy](#) that was adopted in 2022. NZTA endorsement of that strategy expires on 25 February 2025.

The characteristics of our roads (short, dispersed, and, generally, unsealed) have shaped our approach to the procurement of roading services. The maintenance of a disconnected series of roads is inherently more expensive than a connected network because of the downtime involved in moving resources from one road to the next, and benefits may exist in including our roads in the maintenance regimes of adjacent road controlling authorities. However, experience over the past 6 years shows that good synergies between our roading needs and the maintenance regimes of adjacent RCAs does not always exist.

This strategy has the following key elements:

- We will apply the NZTA procurement rules, and NZTA conditions attached to the 2021 strategy, to all our roading procurements, regardless of whether the activity will attract NZTA funding support. We're doing this to align our procurements to industry standard and to keep things simple for staff. We will support this by ensuring the NZTA rules are more easily accessed by our people and by training up key staff.
- Through our procurement planning, we will continue to assess the benefits of working with adjacent road controlling authorities in the delivery of roading activities, but recognise that, for a large proportion of our work, the benefits may be small and /or the adjacent RCA won't be willing to collaborate.
- We will give our staff visibility of a portfolio-wide view of roading procurements so that our procurement planning can better consider opportunities to bundle activities across DOC district and regional boundaries.
- We will increase visibility of our procurement planning to potential suppliers by publishing our annual procurement schedules on our Website and by making greater use of GETS to give notice of upcoming opportunities.

This strategy maintains our approach to the use of in-house professional services. We have 2.3 FTEs that perform national roading activity roles. In respect of these staff we will claim NZTA funding support against the cost of their time on eligible roading activities, multiplied by 2.1 to take account of overheads.

For other staff involved in service delivery (principally contract and project management), the cost of their will be included in claims for physical works.

This Strategy is operative for the period from its adoption through to 28 February 2028.

1 Introduction

Rule 1 of the NZTA Waka Kotahi procurement manual states that

- “An approved organisation must have a procurement strategy that has been endorsed by Waka Kotahi to assist it comply with the procurement procedures set out in this manual.”

The Department is a road controlling authority with responsibility for over 1,900kms of roading, of which 1,146 kms is eligible for NZTA funding support. DOC took on much of this roading when it was formed in the late 1980s, inheriting assets from both the Lands and Survey Department and the New Zealand Forest Service. Our roading portfolio has increased incrementally since then through land tenure decisions and transfers such as the Pike River Road.

Three key characteristics of our roads influence how we will buy our roading services:

- Our roads are dispersed.

As illustrated by the map to the right, our roads are dispersed across the country, often in remote locations. Nationally, we have roads in 14 of New Zealand's 16 local government regions. The road environments vary significantly between areas placing quite different challenges for road maintenance. Supplier capabilities and capacities to carry out work on DOC roads vary markedly across the regions. Both these factors prevent a 'one size fits all' approach to our roading programmes.

- Our roads are short and disconnected.

Generally, our roads link local authority roads or state highways to destinations on public conservation land. By themselves, they do not provide a strong network of roads and, on average, are only 2.7 kilometres in length. This creates clear challenges for the maintenance of our roads on a stand-alone basis because of the 'down-time' or dead running involved in transporting workers and equipment between the short lengths of road.

- Our roads are generally unsealed and carry low volumes of traffic

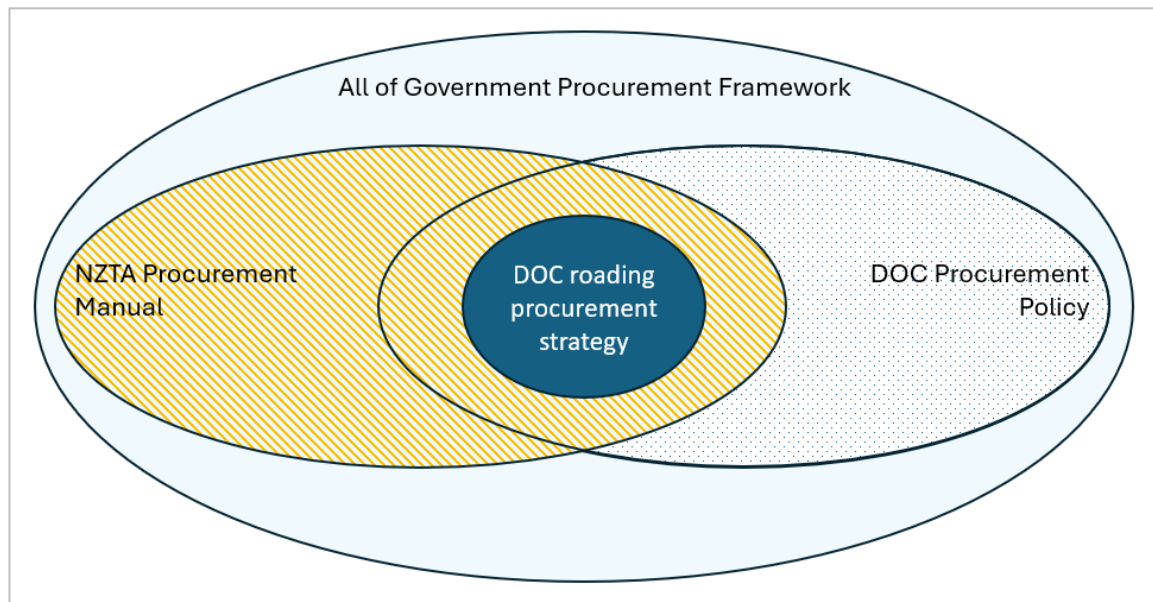
Over 96% of our public roads are unsealed. 87% of our public roads are classified low volume. The low volume / low value nature of the network means that the potential value of roading contracts is generally low. A potential exception is with the one-off resilience works on visitor routes.



2 Our procurement environment

Figure 1 presents a 'strategy-centric' perspective of our roading procurement environment. It shows that strategy must conform with the NZTA procurement manual and the DOC procurement policy, both of which must conform with the All of Government procurement framework.

Figure 1: Procurement Strategy context



The All of Government procurement framework comprises

- the [Principles of Government Procurement](#), the [government procurement charter](#), and the [Government Procurement Rules](#) issued by the Ministry of Business, Innovation and Employment and endorsed by Cabinet in April 2013. The principles and the charter items provide high level policy context for this strategy, and are noted below:

Procurement principles	Government Procurement Charter
<ol style="list-style-type: none"> 1. Plan and manage for great results. 2. Be fair to all suppliers. 3. Get the right supplier. 4. Get the best deal for everybody. 5. Play by the rules. 	<ol style="list-style-type: none"> 1. Seek opportunities to include New Zealand businesses 2. Undertake initiatives to contribute to a low emissions economy and promote great environmental responsibility 3. Look for new and innovative solutions 4. Engage with businesses with good employment practices 5. Promote inclusive economic development within New Zealand 6. Manage risk appropriately 7. Encourage collaboration for collective impact

- [Procurement Guidance for Public Entities](#) issued by the Office of the Controller and Auditor-General in June 2008.

- [Guide to Mastering Procurement](#) (docDM-864733), Guide to Procurement, Ministry of Business, Innovation and Employment.

Culvert installation, Kokomiko Road



2.1 DOC's Procurement and Supplier Management Policy

This strategy must adhere to our Procurement and Supplier Management Policy. This describes the key concepts and underlying principles of good procurement practice for all procurement activity in the Department. The policy must be followed to ensure effective procurement outcomes occur in line with government policy, rules and ethical standards.

The policy covers:

- Government policy framework, professional conduct, and general considerations.
- The procurement approach and procurement planning.
- Principles for evaluating and selecting suppliers.
- Principles for negotiating and entering into contracts.
- Principles for contract and supplier management.
- Related documents and resources.

NZTA's procurement requirements are acknowledged and promoted through the policy. The policy is clear on what value for money is.¹ The policy reinforces the principle of fair competition: an overriding requirement is that Department staff members (and agents for the Department) must act, and be seen

¹ The Policy defines value for money as

"An assessment of the suitability, compared to the costs of the goods, services and works over their whole life.

"Value for money is not necessarily about achieving the lowest initial price. To assess value for money, staff members should take account of the balance of quality, resource use and timeliness, as well as the total cost over the life of the goods/services/works.

Better value for money in procurement can be achieved by:

- a supplier delivering the same quality of goods, services or works for less cost, time or effort; or
- a supplier improving the quality or timeliness of its goods, services or works for the same cost or effort."

to act, at all times in a fair, open, and unbiased manner when sourcing goods, services, or works. (3.1 Code of Conduct).

2.2 NZTA's procurement manual

As a condition of funding the Department must follow NZTA procurement rules. These are set out in Chapter 10 of the [NZTA procurement manual](#). In some instances, these differ from DOC practise for non-roading activities.²

Differences in between our SOP and NZTA's Procurement Manual are due largely to their different audiences. While the focus of the DOC policy and the SOP is on procurements that DOC itself undertakes, the NZTA manual addresses procurements by approved organisations (including DOC) using funding sourced from the National Land Transport Funding.

Also, in addition to meeting the requirements of the AOG Procurement Framework, the manual must give effect to Section 25 of the Land Transport Act 2003, which states:

- (1) *For the purposes of this Part, the Agency must approve 1 or more procurement procedures that are designed to obtain the best value for money spent by the Agency and approved organisations, having regard to the purpose of this Act.³*
- (2) *In approving a procurement procedure, the Agency must also have regard to the desirability of—*
 - (a) *enabling persons to compete fairly for the right to supply outputs required for approved activities, if 2 or more persons are willing and able to provide those outputs; and*
 - (b) *encouraging competitive and efficient markets for the supply of outputs required for approved activities.*
- (3) *Every approved procurement procedure must specify how procurement is to be carried out (which may differ for different kinds of procurement).*
- (4) *It is a condition of every procurement procedure that the Agency or an approved organisation must procure outputs from a provider other than the Agency or that organisation (as the case may require), or its employees.*
- (5) *However, nothing in subsection (4) prevents an approved organisation from procuring from the organisation's own business units the provision of minor and ancillary works on terms approved by the Agency.*
- (6) *Nothing in this section compels an organisation or person to accept the lowest tender received by it for the provision of any outputs.*
- (7) *Subsections (2), (4), and (5) do not apply to any procurement procedure (or its approval) that relates to procurement of a public transport service.*

While most DOC procurements must adhere to the SOP, this is not the case for roading procurement for activities that attract NZTA Waka Kotahi funding support; clause 12.1 of the SOP states

² Examples of Procurement Manual requirements that differ from DOC's include

- A supplier selection method must be chosen from one of five listed in section 5.4 of the Manual, and the weighted attribute method commonly used by DOC cannot be used (refer Rule 10.13)
- For contracts with an estimated whole of life value greater than \$200k, at least one evaluator must hold qualification listed in the manual (refer rule 10.19)
- The contract term cannot be longer than 5 years unless specifically approved by NZTA (refer Rule 10.21)

³ The purpose of this Land Transport Management Act is to "contribute to an effective, efficient, and safe land transport system in the public interest".

- “Procurements (roading works) that are governed by the NZTA Procurement Strategy and the procedures contained within that strategy, are exempt from the requirements of this SOP.”⁴

2.3 Our mandate to procure

What we procure must be consistent with the Department's functions as set out in Section 6 of the Conservation Act 1987:

- (a) *to manage for conservation purposes, all land, and all other natural and historic resources, for the time being held under this Act, and all other land and natural and historic resources whose owner agrees with the Minister that they should be managed by the Department:*
- (ab) *to preserve so far as is practicable all indigenous freshwater fisheries, and protect recreational freshwater fisheries and freshwater fish habitats:*
- (b) *to advocate the conservation of natural and historic resources generally:*
- (c) *to promote the benefits to present and future generations of—*
 - (i) *the conservation of natural and historic resources generally and the natural and historic resources of New Zealand in particular; and*
 - (ii) *the conservation of the natural and historic resources of New Zealand's sub-Antarctic islands and, consistently with all relevant international agreements, of the Ross Dependency and Antarctica generally; and*
 - (iii) *international co-operation on matters relating to conservation:*
- (d) *to prepare, provide, disseminate, promote, and publicise educational and promotional material relating to conservation:*
- (e) *to the extent that the use of any natural or historic resource for recreation or tourism is not inconsistent with its conservation, to foster the use of natural and historic resources for recreation, and to allow their use for tourism:*
- (f) *to advise the Minister on matters relating to any of those functions or to conservation generally:*
- (g) *every other function conferred on it by any other enactment.*

Application of the Conservation Act is guided by the Department's Organisation Strategy which lists five strategic outcomes:

- We are an honourable Treaty partner
- Ecosystems and species across Aotearoa are thriving from mountains to sea
- Public conservation lands and waters are maintained and improved for future generations
- Connections with nature and cultural heritage enriches people's lives
- DOC is a great organisation

The contribution that roading can make to achievement of the Department's strategic outcomes is summarised by the four service outcomes we seek from our roading assets. These service outcomes, taken from the 2024 Transport and Roding AMP, are:

- Visitor experience: Our roads enable the public to journey safely and enjoy distinct experiences of conservation land.

⁴ The SOP is presently under review. This review will clarify the intent of this clause by referring to NZTA's procurement manual.

- Conservation access: Tangata Whenua, DOC staff, volunteers, and contractors have the road access they need to do conservation work and exercise Mana Whenua
- Visitor access: The road access we provide is consistent with our priorities for enabling visitor experiences on conservation land.
- Conservation impacts: The negative impacts of roading for conservation and environment are minimised.

Using the asset criticality concept, the Activity Management Plan is clear that some DOC roading assets do not appear to contribute to these service outcomes. The Plan proposes targeting maintenance and renewals investment towards high criticality assets. The procurement endorsement, assurance and approval steps have a role in ensuring investment is consistent the targeted investment sought by the Activity Management Plan.

2.4 Broader outcomes

The Government Procurement Rules list four broader outcomes

- Increasing access for New Zealand businesses
- Construction skills and training
- Improving conditions for New Zealand workers
- Reducing emissions and waste

Our ability to use roading procurement to deliver on the broader outcomes is constrained by

- the approach to engage adjoining road controlling authorities or their contractors to deliver road maintenance on our roads and
- the relatively low individual value of our procurements limits our ability to deliver on the broader outcomes.

However, we recognise we can have impact in respect of:

- improving conditions for New Zealand workers through stipulation of the Department's health and safety responsibilities as a PCBU. These permeate our procurement processes from procurement planning (identifying hazards, supplier capabilities, and safety planning requirements), through to contract management.
- With respect to evaluation of tenders, the Department's rules require
 - health and safety to have a minimum weighting of 15%, and
 - a minimum score against health and safety of 5/10.
 - Our road maintenance suppliers are required to have safety plans and comply with approved temporary traffic management plans.
- reducing emissions and waste. Our Procurement and Supplier Management Policy reiterates sustainability principles:
 - Avoiding unnecessary consumption and waste, and managing demand for goods services and works.
 - Sourcing goods, services and works on the total value of the procurement, considering the environmental, social, and economic impact of goods, services and works throughout their life cycle.
 - Supporting innovation in sustainability.
 - Encouraging, and requiring (where appropriate), suppliers to adopt socially and environmentally responsible business practices.

Our contracts generally contain the sustainability clauses, such as the following, from schedule 3, Special Conditions from of the standard Government Model Contract - services:

Protection of the Environment

4 The Buyer is entitled to direct what equipment the Supplier must use to minimise any effects on the environment.

4.6 Unless Schedule 1 authorises it, or the Supplier has written approval from the Buyer, the Supplier will not by act or omission:

- (a) interfere with, remove, damage, or endanger the natural features, animals, plants, or historic resources on the Site
- (b) bring any plants, soil remains or animals on to the Site
- (c) bring any firearms on to the Site
- (d) deposit on the Site debris, rubbish or other dangerous matter, or contaminate any water body on the Site
- (e) pile or store materials in any place on the Site where it may prevent public access or create a nuisance
- (f) conduct any noxious, noisome, dangerous or offensive activity on the Site
- (g) store or permit to be stored fuels or any combustible material, or
- (h) light or permit to be lit any fire on the Site.

4.7 The Supplier must:

- (a) keep the Site in a clean and tidy condition
- (b) dispose of all rubbish and the Buyer's reasonable directions relating to such disposal
- (c) take all reasonable precautions to ensure no fire hazards arise from its carrying out of the Services or from any act or neglect of its Personnel or invitees
- (d) store any authorised fuels and combustible materials in accordance with the requirements in the Hazardous Substances and New Organisms Act 1996 and the Fire and Emergency Act 2017, and
- (e) comply with the Contract Manager's requirements for fire warning and safety equipment and for fire fighting equipment to be kept on the Site at all times.

Pike River Road bridge renewals



3 Our 2024-27 roading programme

The Activity Management Plan sets out our transport and roading investment programmes. Figure 2 shows the planned investment profile by lifecycle stage for the next ten years.

Figure 2: Roothing investment profile 2024-34

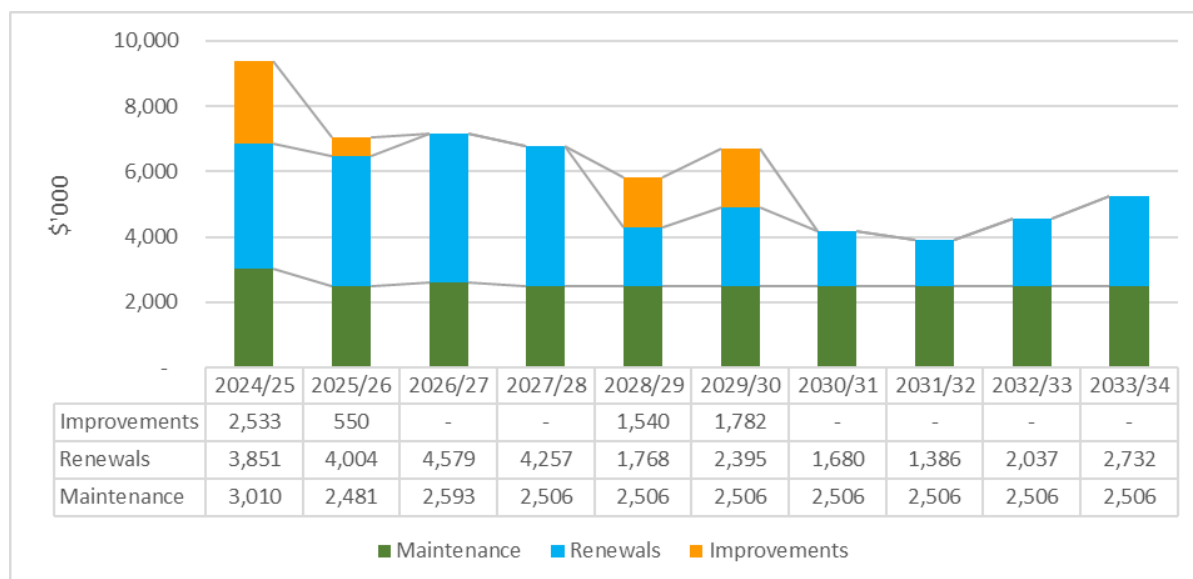


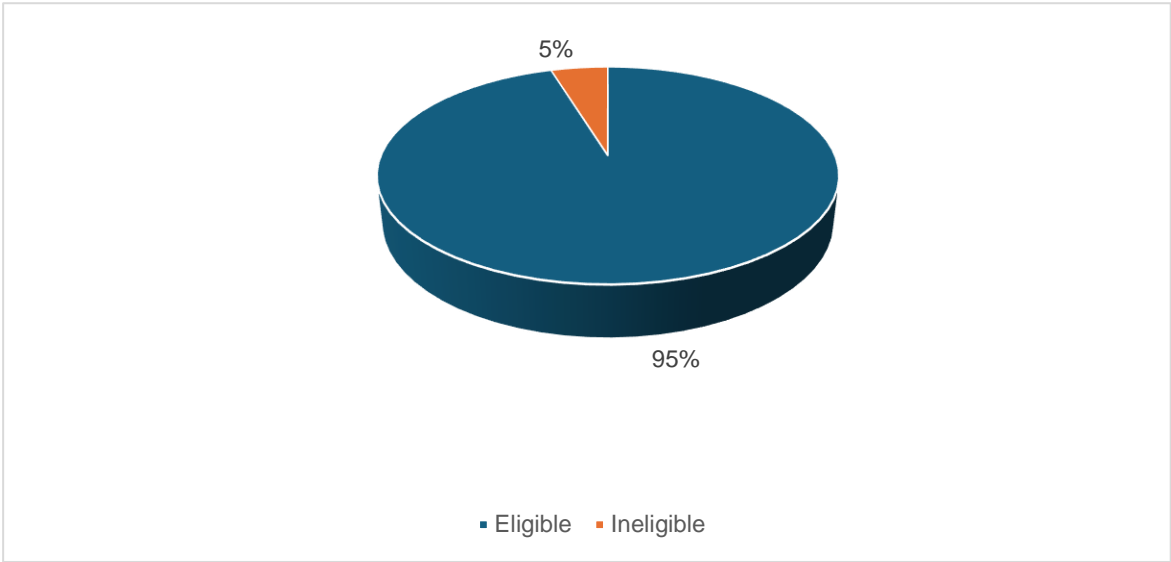
Table 1 summarises this investment programme for the next three years. The programme is dominated by maintenance and renewals activities; these account for almost three-quarters of the planned investment, reflecting our continued focus on bedding in routine asset maintenance and like-for-like asset renewals, as opposed to creating new assets.

Table 1: DOC Roads Programme 2024-27

Activities	Description	\$m
Asset use and maintenance	Generally routine maintenance and associated supplier contract management.	6.21
Professional services	DOC asset management and contracts management. Specialist external services (condition rating, database management, traffic management, etc.).	1.87
Asset replacement & renewal	Renewal of roading assets to design standard/capacity	12.43
New works and improvements	Low-cost low risk activities, principally safety improvements.	3.08
Total programme (2024-27)		23.79

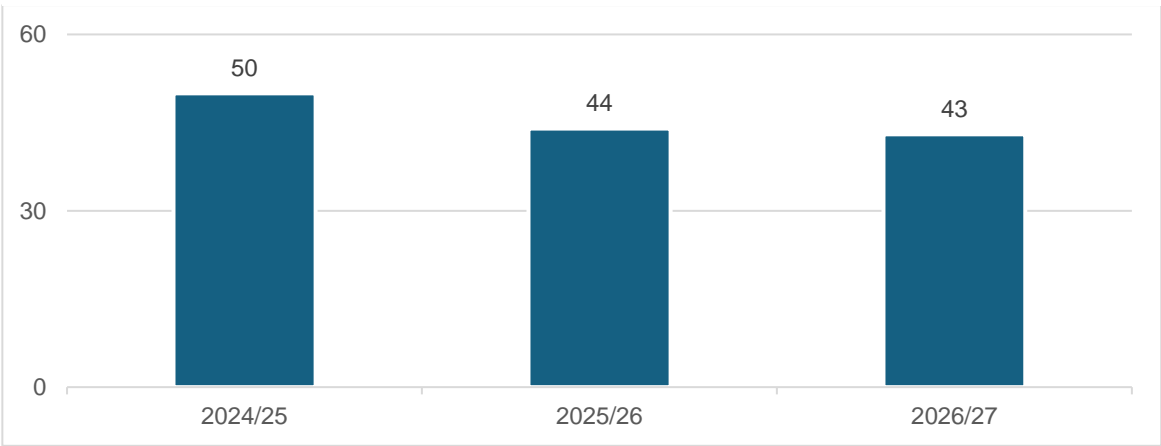
As shown by Figure 3, about 95% of our \$23.79m programme will be eligible for NZTA funding support at the 51% funding assistance rate. That means we can anticipate receiving \$12.13m from NZTA over the 2024-7 period. This \$12.13m is the direct financial value of following NZTA's procurement rules.

Figure 3:Proposed investment (2024-27) by eligibility for NZTA funding support



Attachment One sets out the anticipated procurements for the next three years. Over the next three years we intend to carry out at least 140 roading procurements⁵ at an average of about 45 per year (refer Figure 4).

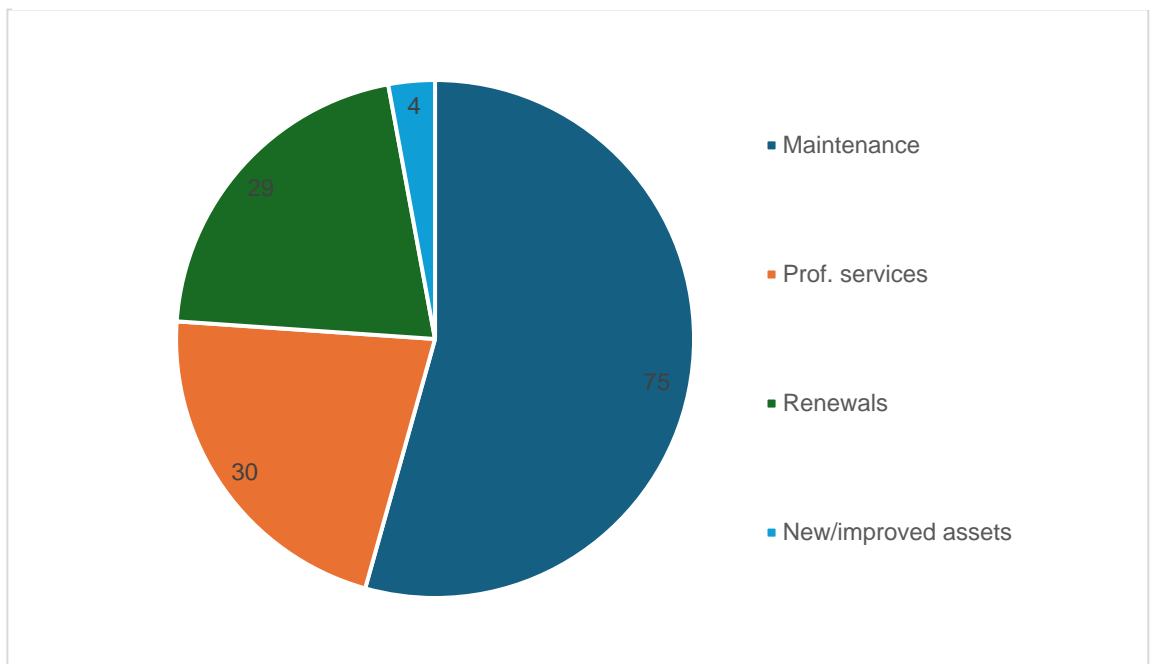
Figure 4: Forecast number of procurements per year



⁵ The way the number of procurements has been calculated means that the number of very low (<\$10k) procurements may have been underestimated.

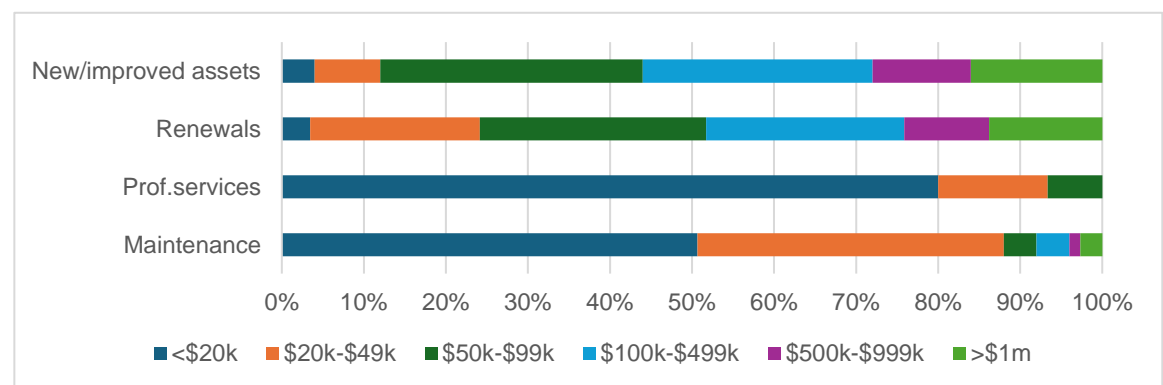
Figure 5 shows that over half the procurements will be for maintenance activities (i.e. paid for by operating funding) while just under 40% will be for renewals and new assets / asset improvements, which are capital funded.

Figure 5: Planned procurements by lifecycle stage, 2024-27



The picture presented by Figure 6 indicates that maintenance and professional services procurements will be for activities predominantly in the lower cost bands (<\$50k), while the capital funded work (renewals and new/improved assets) will more generally be in the higher cost bands.

Figure 6: Planned procurements by cost band, 2024-27



In summary, over the next three years:

- We intend to do roughly the same number of procurements each year. This means that, putting other factors aside, we expect the procurement effort to remain the same from year to year.
- Most of our procurements will be for maintenance activities undertaken through the Regional Operations Group. These tend to be of lower value per procurement than capital procurements. We know that unsealed road maintenance activities are generally low complexity and low value procurements that match
 - the capabilities of both DOC staff in the districts,

- DOC's structure where accountability for delivery of asset maintenance usually sits at district level
- the capabilities of many smaller local contractors based near our roads.
- The higher value procurements tend to be for capital items, and these will be undertaken mainly through the Organisation Support Group. Because of their higher value and complexity, these projects tend to match the capabilities of DOC staff within the Asset Delivery and the Enterprise Portfolio Management Office (EPMO) teams and be delivered by larger contractors. However, the same pressure to apply procurement effort more cost effectively exists within Organisation Development as exists in Regional Operations

3.1 Use of in-house business units or employees

The Department employs three people in national roading roles.

- Roothing Engineer and Asset Specialist - Roothing (2.0 FTEs) – approximately 80% of time applied to activities eligible for NZTA funding support.
- Asset Management Support Coordinator (0.3 of an FTE) – 100% of time applied to activities eligible for NZTA funding support.

These roles provide the following functions essential to the delivery of roading activities: asset management planning, technical problem solving, data management, financial management and contract management

The estimated salary cost of the eligible portions of these FTE's is \$180k per annum. A 2.1 multiplier, to take account of overheads, is applied and up to \$193k ($\$180 \times 2.1 \times 0.51$) is claimed annually through the DOC's Wellington programme.

In addition,

- Staff at district and regional level carry out project and programme management. Project managers (Works Officers) code their time to the capital projects, and this is included in NZTA claims at the 51% funding assistance rate. With respect to contract management of maintenance activities, this is generally not claimed due to the effort required to have our staff code their time for relatively little financial return. An exception is the contract management of the West Coast service level agreement (approximately \$20k per annum) which is claimed through the West Coast programme at the 51% funding assistance rate.
- Winter maintenance activities (snow/ice clearing) at the Aoraki/Mt Cook village is undertaken by DOC staff. The alternative – to use contractors based in Fairlie or further away - results in slow response times due to the Village's remoteness from contractor depots and contractor reliance on the State Highways being cleared before they can get to the Village.

Grading operation on Kokomiko Road



4 Accountabilities for procurement

Generally, accountability for the procurement of roading services will rest within either our Regional Operations Group or our Organisational Support Group. The delegated financial authority (DFA) for a procurement will be determined by the [financial delegations listing](#) that broadly takes into account

- The whole of life value of the procurement.
- Whether the activity being procured is to be paid for using operating funding or capital funding.

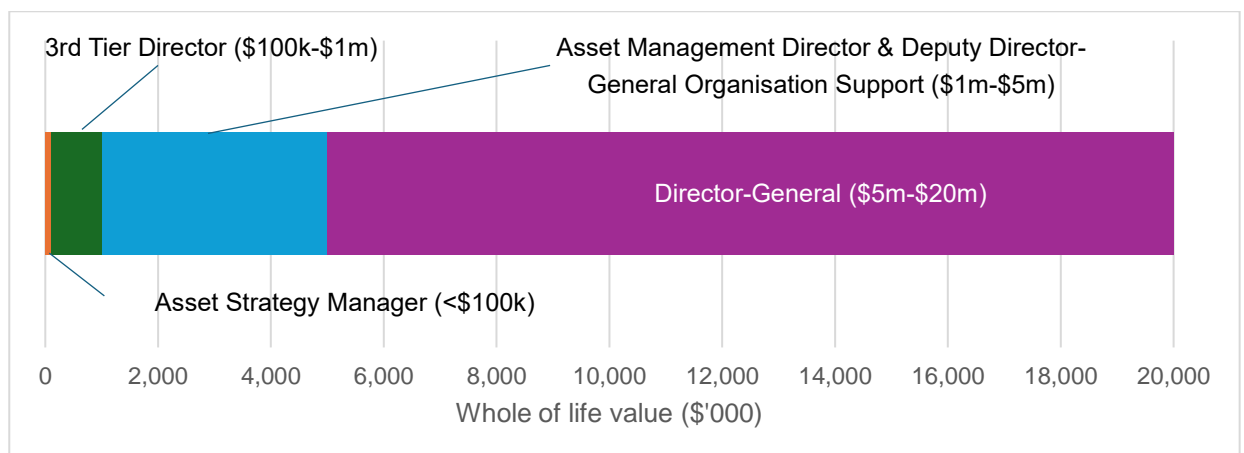
A 'DFA' is the responsible budget holder for the procurement and is the decision maker in respect of approval of a procurement plan approval and contract approval. DFAs are supported by our procurement team who provide assurance services for all procurements with whole of life value over \$20k.

4.1 Capital funded projects

Our capital projects include investments in asset renewals & replacements, new assets and asset improvements. Procurement of capital projects only commences once business case approval consistent with our project management framework (PMF) has been obtained. The PMF includes a complexity assessment that determines the procurement pathway. Accountabilities for business case approval are not necessarily the same as accountabilities for procurement.

Figure 7 illustrates the financial accountability thresholds for roading projects

Figure 7: Procurement accountabilities for capital funded roading projects



Accountability for delivery of capital funded projects is determined using the complexity assessment tool⁶. This tool considers a range of factors (i.e., whole of life cost, interdependencies, stakeholder impacts, etc.) in assessing a project as either low, medium or high complexity. This assessment guides the appointment of the Senior responsible owner, contract manager and the project manager for each project, where:

Low complexity projects will be managed at district or regional level within the **Regional Operations Group**. The DFA will typically be a tier 3 manager (i.e. a district operations manager or a regional planning & performance manager).

Higher complexity capital projects will be managed within the **Organisation Support Group**.

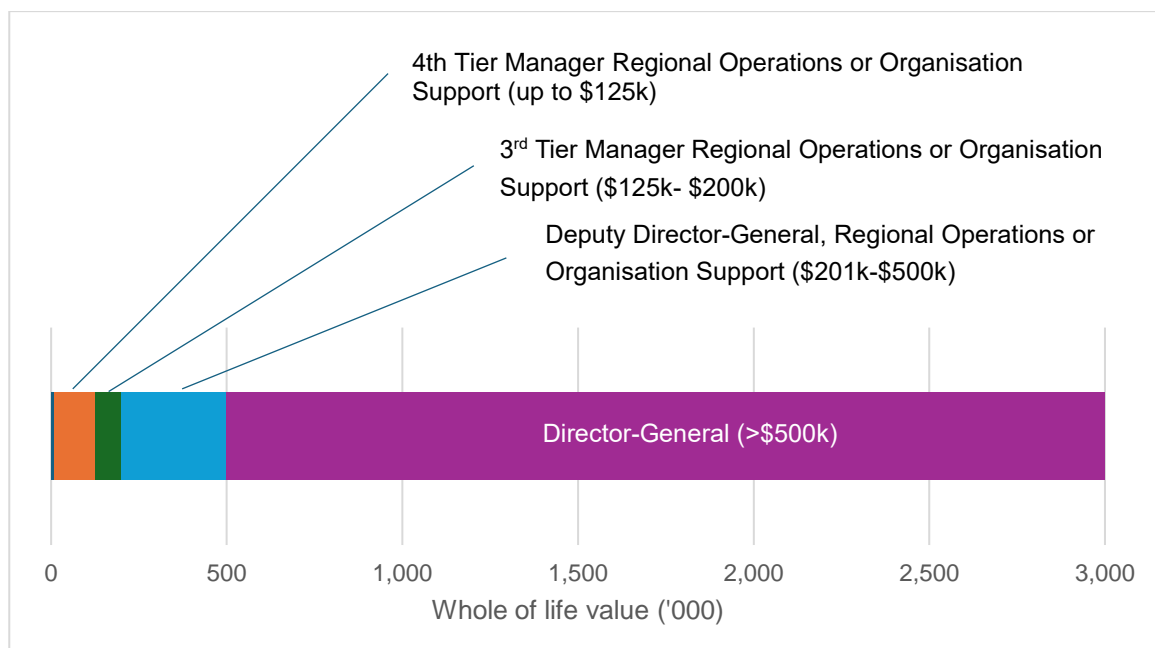
⁶ <https://doccm.doc.govt.nz/cwxv4/wcc/faces/wccdoc?dDocName=DOCDM-1284594>

- The Asset Management Unit's two **Asset Delivery Teams** will be responsible for delivery of medium complexity projects, with the DFA being either the Asset Management Director, the Deputy Director - General Organisation Support, or the Director-General.
- the Business Services Unit's **National Enterprise Portfolio Team** is responsible for delivery of high complexity projects with the DFA being either the Deputy Director -General Organisation Support or Director General.

4.2 Operating funded programmes and projects

Figure 8 illustrates the financial accountability thresholds for operating funded projects. This accountability generally rests within the Regional Operations Group. However, professional services for roading are most usually purchased through the Organisation Support Group.

Figure 8: Procurement accountabilities for operating funded projects



4.3 DOC procurement capabilities

A smart buyer self-assessment relating to our roading activities was undertaken in March 2023 for the 2024 Activity Management Plan. This assessment placed the competency within the roading activity as "limited".

Over the coming three years there will be opportunities to improve although we are likely to stay within the 'Limited' category. We would expect improvements to be facilitated by the increased communication between ourselves and our suppliers through the service level agreements. We will also continue the programme to collect asset data and, with time, this will start to provide trend data currently missing. Improved capability to analyse and use the data has been achieved through the employment since 2021 of a roading engineer in the Asset Management Unit.

5 Obtaining best value for money

This section sets out what we will do to achieve best value for money through our roading procurements. This is addressed in two parts:

- playing by the rules; and,
- establishing a portfolio-wide view of roading procurement.

5.1 Playing by the rules

The All of Government procurement framework and the NZTA Waka Kotahi procurement manual provide a clear body of procurement rules that provide the foundation for achieving best value for money. As such,

1. All DOC roading procurements will follow the rules set out in the NZTA procurement manual, regardless of whether the activity will or will not attract NZTA funding support. This approach is undertaken to avoid confusion over which rules to follow for particular roading activities. We will following NZTA procurement manual rules because over 95% of our procurements (by value) are eligible for NZTA funding support.
2. NZTA Waka Kotahi conditions of approving the Department's Procurement Strategy for Roothing Activities 2021/22 – 2023/24 will carry forward to this strategy; specifically
 - a. Waka Kotahi approves the continued use of in-house professional services by the Department of Conservation, in accordance with s.26 of the Land Transport Management Act, with much the same scope and scale as it has in the past.
 - b. The Procurement strategy endorsement includes approval to vary the dollar value threshold for the direct appointment of physical works from \$100k, as stipulated in the Procurement Manual, section 10.9 *Direct appointment and closed contest for low dollar value contracts*, for Department of Conservation to use their own discretion to use direct appointment supplier selection method up to a dollar value threshold of \$250k.
 - c. The Department of Conservation may directly appoint Waka Kotahi to deliver aspects of the Department of Conservation physical works programme on the basis that the appointments comply with the Government Procurement Rules.
 - d. The Department of Conservation may use a staged delivery model and a price quality supplier selection method to conduct competitive tender processes, whether closed contest or open market, where the level of expenditure and the nature of the scope of work is likely to lead to improved value for money. These must be conducted in accordance with the Procurement manual.
 - e. While the above remain the preferred delivery methods, in some cases the Department of Conservation may approach the adjacent approved organisations roading maintenance contractor and conduct a direct appointment effectively entering into a service level agreement directly with the contractor.

In the period since their endorsement of the 2022 procurement strategy, NZTA has approval two deviations, both relating to contract terms, from the Procurement Manual:

- In respect of our Tongariro Winter Maintenance contract, an NZTA audit found that the contract's six year term exceeded the default maximum term prescribed by the Procurement Manual. NZTA subsequently provided retrospective approval of this contract's six-year term. ([Letter of approval](#), 23 April 2023)
- In respect of the Wilmot Pass Road maintenance contract, we sought, and received, NZTA approval to seek suppliers for a nine-year contract, on the basis that this would encourage potential

suppliers to seek to provide services to this remote location. ([Letter of approval](#), 22 December 2022)

Improvement Actions

A challenge we have is that roading procurement makes up a very small proportion of DOC's overall procurement activity, presenting the risk that an NZTA procurement rules may be overlooked. Three action points will reduce this risk:

- Improve capability within the Procurement Team to provide assurance for roading procurements. At present no procurement team staff hold NZTA procurement qualifications. Accountability: National Procurement Manager. This will be resolved through the qualification of at least one procurement team advisor by 31 August 2026.
- Provide guidance on NZTA Waka Kotahi procurement procedures on our intranet pages. The audience for this information is DFAs and the staff responsible for day-to-day management of individual procurements. At present, no such guidance is available on the Department's intranet. Accountability: National Procurement Manager. This will be resolved through the creation of the intranet page by 31 August 2025.
- Increase visibility of NZTA Waka Kotahi procurement rules within the SOP. At present, reference to NZTA rules is limited to three sentences in Chapter 12 of the SOP, and does not have a heading identifier. Accountability: National Procurement Manager. This will be resolved through the update of the SOP (currently underway) by 31 August 2025.

5.2 Taking a portfolio-wide view of DOC roading procurement

Point '1' under the previous section establishes that all roading procurements will adhere to the NZTA Waka Kotahi procurement manual rules. Going further to strengthen a portfolio-wide view of DOC roading procurement will help us achieve best value for money by enabling

- Consistent application of best practice,
- Take full advantage of co-dependencies, and
- Ensure procurements are resourced to achieve best results.

Improvement Actions

The key improvement actions in support of the portfolio-wide view are

- Develop and maintain a schedule of planned procurements for the financial year (with indicative procurements for outlying years). The initial schedule is described in section 6 and is contained in Attachment Two. Accountability: Asset Management Director.
- Further development of the schedule will be collaborative, involving the Procurement Team and staff responsible for the managing procurements (for example, Asset Delivery Managers). The process of preparing the schedule, and then making it easy to view and provide feedback on, will enable managers to make decisions on combining, rescheduling, and resourcing procurements leading to improved procurement outcomes. Accountability: Asset Management Director
- Upload the planned procurements schedule on the Department's intranet pages. This action will provide a relatively accessible channel for affected staff to view the schedule and provide feedback (i.e. corrections). Accountability: National Procurement Manager and Asset Management Director. The first working version of the schedule will be published on the intranet by 31 August 2025, and updated at least annually thereafter.
- Publish the planned procurements schedule, with proposed procurement approach, on the Department's external facing website. This action is consistent with the NZTA requirement that this procurement strategy is on the website. Publishing the schedule will facilitate supplier awareness of upcoming work and require the Department to be more transparent in its approach to supplier

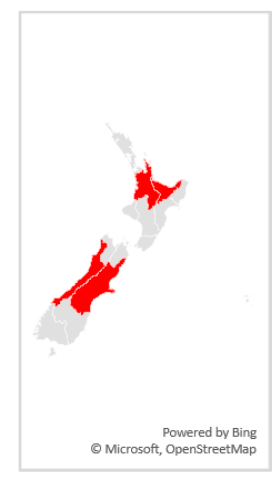
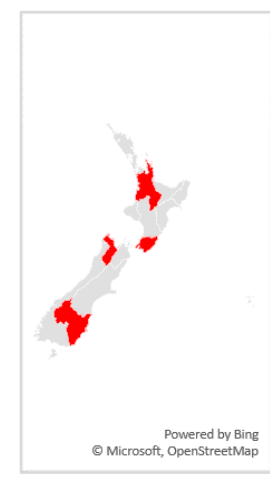
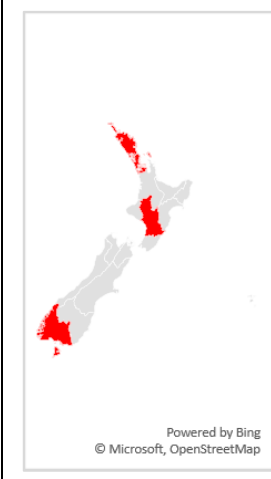
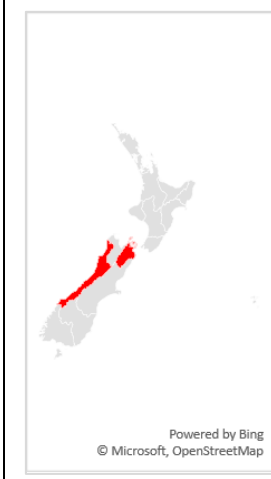
selection.⁷ Accountability: Asset Management Director The schedule will be published on the intranet by 31 August 2026, and at least annually thereafter.

The development of the procurement schedule will enable greater planning of procurement at a portfolio level. This will include further consideration of bundling work. As stated in the Departments Procurement Policy

“Bundling (combining) requirements should always be considered, and undertaken, if possible, when sourcing goods, services and works to maximise the purchasing power of the Department, enable economies of scale, and to maximise benefits to the Department as a whole.”

An element of bundling has already occurred within the Activity Management Plan, through the development of the unsealed roads renewal programme. In this case the programme has sought to implement a regional approach to the implementation of unsealed road renewals as illustrated by Figure 9.

Figure 9: Proposed renewals cycle

			
2024-27	2027-30	2030-33	2033-36
Bay of Plenty Canterbury Waikato (part) West Coast (part)	Otago Tasman Waikato (part) Wellington	Manawatu-Whanganui Northland Southland	Marlborough West Coast (part)

This approach enables the Department to go to the market with bundles of work that, because of their value and communication of the programme, will be attractive to suppliers. On the DOC-side, it is expected that bundling will make more cost-effective use of our available project management skills.

5.3 Introducing a contract management framework

The Department's Procurement Team is presently developing a contract management framework. This will be applied across all portfolios. The framework will include contract performance assessments that will provide robust measures of supplier performance to both DOC and our suppliers. The information collected through the assessments will be managed at national level by the Procurement Team.

⁷ Note that NZTA Waka Kotahi already requires that the Procurement Strategy be accessible from the Department's website.

Regular performance assessments will enable both contract managers and suppliers to identify and correct performance issues during the operation of a contract. With respect to procurement, the assessments will be factored into supplier selection decisions.

Improvement Actions

The key improvement action in this area will be the development and application of the contract management framework. Accountability: National Procurement Manager. The concept will be tested on roading projects over the 2025 and 2026 calendar years.

Reinstating watertables, Pureora roads renewals



6 Roothing portfolio procurement schedule

6.1 Sourcing options

'Being fair to all suppliers' is aimed at providing suppliers with reasonable access to our procurement opportunities. This does not mean that we will rely on open sourcing for all procurement opportunities but, that we will be clear about the criteria we use to decide on which sourcing approach we will take. The following supplier sourcing options are available to us:

- *Competitive sourcing*, where suppliers are considered through a competitive process to see who is best to supply the services. The two competitive sourcing options are
 - **Open tender:** all potential suppliers can participate and registered in GETS
 - Closed tender: invited suppliers can participate, as agreed with Procurement. This is applicable for projects where the whole of life value is less than \$100k and guided by our [Contract Assurance Procedure](#).
- *Selective sourcing*, where only one supplier is considered to supply the services and there is no competitive process. The three selective sourcing options are:
 - **Direct sourcing.** This option is only available for procurements where the whole of life value will be less than \$100k. If the value of the procurement is \$20k or more, a decision to use direct sourcing rather than a competitive sourcing option must be justified.
 - **Direct sourcing with exemption from requirement for open competition.** This option is used where direct sourcing is justified for procurements where the whole of life value will be \$100k or more. Where the whole of life value for a procurement will exceed \$250k, NZTA approval must be obtained.⁸
 - **Opt-out procurements.** This option can be used, if justified and approved by our procurement team, where the services are to be supplied by another government agency. Within the roading 'space' the other government agency is most likely to be NZTA. It is possible that the scope may be extended to include district councils within the term of this Strategy. Use of opt-out procurements in these circumstances must be approved by our Procurement Team and by NZTA.
- All forms of selective sourcing for procurements of \$20k or more require Procurement Team approval. The level of justification becomes more rigorous for procurements with whole of life value above \$100k. Where an exemption from requirement for open competition or opt out form is required, a [request for exemption](#) / [opt out form](#) must be approved by the DFA and the National Procurement Manager.

Some Treaty settlements (including those under development), obligations and conservation management plans may be relevant to decision making about engaging suppliers to undertake maintenance on our roads. This may necessitate consultation with stakeholder before a procurement process commences.

The extent of consultation will be determined by the District Operations Manager.

6.2 Engagement of adjacent RCAs or their contractors for physical works

In considering the supplier sourcing option, the benefits and opportunities for direct sourcing using an adjacent road controlling authority will be considered.

The approach of this Strategy, as with previous strategies, is to seek the integration of routine maintenance of our roads into the maintenance regimes of adjacent road controlling authorities if it can

⁸ NZTA eligible activities only.

be expected to lead to value for money outcomes for our dispersed and disconnected roading. It is expected that where synergies exist, these will relate primarily to delivery of physical works (and most strongly for repetitive road maintenance).

Accordingly, we will continue to work with road controlling authorities towards the maintenance of our roads through service level agreements. Engagement of the road controlling authority would occur through direct appointment, on the basis that the road controlling authority's maintenance services have been obtained through a competitive process that complies with NZTA's procurement manual and whole of government rules.

Engagement of an RCA or the RCA's contractor will still follow the rules for sourcing options, summarised in section 6.2.

We acknowledge that many RCAs will be unwilling to engage with DOC over the delivery of road maintenance services.

6.3 Use of Construction Consultancy Services Panellists

In line with DOC's internal procurement rule, we must only engage consultants for construction consultancy services that are registered with MBIE. The procurement team maintains an [intranet page](#) that sets out how to buy services for construction consultancy and when we are mandated to use the All of Government Panel Agreements .

Oparara Basin Access Road pavement and drainage renewals



7 Communication Plan

The primary audiences for this strategy, once adopted, will be

- The DOC staff responsible for planning and delivering roading procurement programmes and projects. The people with procurement responsibilities need access to the overall procurement programme and guidance on the procurement approach set out in this strategy. Access to the procurement strategy and annual procurement programme will be provided through the Department's intranet pages.
- Potential suppliers of roading services
This group will want to understand upcoming procurement opportunities so that they can plan their participation in procurement processes. It is in our interest to have the procurement schedule accessible to the public so that our processes are competitive.

NZTA requires that the procurement strategy be available on the Department's website. In addition, we will upload and maintain the annual procurement schedule.

Bruce Road guardrails installation, November 2024



Attachment One: Planned procurements by year

Lifecycle stage	WOL value	Year		
		2024/25	2025/26	2026/27
Maintenance	<\$20k	12	14	12
	\$20k-\$49k	10	9	9
	\$50k-\$99k	3	-	-
	\$100k-\$499k	-	2	1
	\$500k-\$999k	1	-	-
	>\$1m	2	-	-
	Total maintenance	28	25	22
Prof services (external)	<\$20k	8	8	8
	\$20k-\$49k	1	2	1
	\$50k-\$99k	1	1	-
	\$100k-\$499k	-	-	-
	\$500k-\$999k	-	-	-
	>\$1m	-	-	-
	Total prof. services	10	11	9
Renewals	<\$20k	-	0	1
	\$20k-\$49k	1	2	3
	\$50k-\$99k	3	3	2
	\$100k-\$499k	3	1	3
	\$500k-\$999k	1	2	-
	>\$1m	2	1	1
	Total renewals	10	9	10
New assets & asset improvements	<\$20k	-	-	-
	\$20k-\$49k	-	-	-
	\$50k-\$99k	-	-	-
	\$100k-\$499k	1	-	1
	\$500k-\$999k	-	1	-
	>\$1m	1	-	-
	Total new assets	2	1	1
Total all procurements		50	46	42

Attachment Two: Procurement Schedule 2024-27⁹

Maintenance procurements

Ref	Asset type	Name	Co-dependency	Eligible for NZTA funding support	Projected WOL value (individual contracts)	DOC Region	LG Region	Procurement year	End year	Contract term (years)	
2024/25											
68	Unsealed	Turangi roads maintenance	None	Yes	\$20k-49k	CNI	Waikato	2024/25	2026/27	3	Direct source
69	Unsealed	Taupo road maintenance	None	Yes	\$20k-49k	CNI	Waikato	2024/25	2026/27	3	Direct source
70	Unsealed	Tongariro road maintenance	Succeeds '19'	Yes	\$500k-\$999k	CNI	Manawatu	2024/25	2029/30	5	Open tender
72	Unsealed	Mangahao Dam Access Road	None	Yes	\$50k-\$99k	LNI	Manawatu	2024/25	2029/30	5	Direct source
83	Unsealed	SLA - Southland	Succeeds '12'	Yes	\$50k-\$99k	SSI	Southland	2024/25	2029/30	5	Direct source with exemption
84	Unsealed	SLA - Clutha	Succeeds '22'	Yes	\$50k-\$99k	SSI	Southland	2024/25	2029/30	5	Direct source with exemption
87	Unsealed	Wilmot Pass Road Maintenance	None	Yes	>\$1m	SSI	Southland	2024/25	2033/34	9	Open tender
88	Sealed&Unsealed	SLA - West Coast	Succeeds '7'. Include '28','31','40','44','46','53'.	Yes	>\$1m	WSI	West Coast	2024/25	2026/27	2	Opt-out (Crown agency engagement)
2025/26											
78	Unsealed	SLA - Waimakariri	Succeeds '9'	Yes	<\$20k	ESI	Canterbury	2025/26	2030/31	5	Direct source
89	Unsealed	SLA - Kaikoura	Succeeds '16'	Yes	<\$10k	NSI	Canterbury	2025/26	2030/31	5	Direct source
90	Unsealed	SLA - Marlborough	Succeeds '5'	Part	\$250-\$499	NSI	Marlborough	2025/26	2030/31	5	Opt-out (Crown agency engagement)
104	Unsealed	SLA- Ashburton	Succeeds '10'	Part	\$20k-49k	ESI	Canterbury	2025/26	2030/31	5	Direct source
105	Unsealed	SLA - Selwyn	Succeeds '20'	Yes	\$100-\$249	ESI	Canterbury	2025/26	2030/31	5	Direct source with exemption
2026/27											
4	Unsealed	SLA - Otorohanga	Succeeds '3'	Yes	\$50k-\$99k	HWT	Waikato	2026/27	2031/32	5	Direct source with exemption
85	Unsealed	SLA - Central Otago	Succeeds 25	Yes	\$20k-49k	SSI	Otago	2026/27	2031/32	5	Direct source
109	Sealed&Unsealed	SLA - West Coast	Succeeds '88'.	Yes	>\$1m	WSI	West Coast	2026/27	2031/32	5	Opt-out (Crown agency engagement)
Recurring annual procurements											
6	Unsealed	Various - Waitomo	None	Yes	\$20k-49k	HWT	Waikato	Ongoing	Ongoing	1	Direct source
11	Unsealed	Various - Thames-Coromandel	None	Yes	\$20k-49k	HWT	Waikato	Ongoing	Ongoing	1	Direct source
15	Unsealed	Various - NNI	None	Yes	\$20k-49k	NNI	Northland	Ongoing	Ongoing	1	Direct source
65	Unsealed	Various - Auckland	None	Yes	<\$10k	Akld	Auckland	Ongoing	Ongoing	1	Direct source
71	Unsealed	No Mans Road	None	No	<\$10k	LNI	Manawatu	Ongoing	Ongoing	1	Direct source
73	Unsealed	Various - Hawkes Bay DOC District	None	Yes	\$20k-49k	LNI	HawkesBay	Ongoing	Ongoing	1	Direct source
74	Sealed&Unsealed	Various - Wellington DOC District	None	Yes	<\$20k	LNI	Wellington	Ongoing	Ongoing	1	Direct source
75	Sealed&Unsealed	Various - Taranaki	None	Yes	<\$10k	HWT	Taranaki	Ongoing	Ongoing	1	Direct source
76	Unsealed	Various - Whakatane & Opotiki	None	Yes	\$20k-49k	ENI	BoP	Ongoing	Ongoing	1	Direct source
77	Unsealed	Various - Tauranga	None	Yes	<\$10k	ENI	BoP	Ongoing	Ongoing	1	Direct source
79	Sealed	Various - Aoraki-Mt Cook	None	Yes	\$20k-49k	ESI	Canterbury	Ongoing	Ongoing	1	Direct source with exemption
80	Unsealed	Various - Mackenzie	None	Yes	\$10k-\$20k	SSI	Canterbury	Ongoing	Ongoing	1	Direct source
81	Unsealed	Various - Waitaki	None	Yes	\$20k-49k	ESI	Canterbury	Ongoing	Ongoing	1	Direct source
82	Unsealed	Various - Waimate / Timaru	None	Yes	<\$10k	SSI	Canterbury	Ongoing	Ongoing	1	Direct source
86	Unsealed	Various - Te Anau	None	Yes	\$10k-\$20k	SSI	Southland	Ongoing	Ongoing	1	Direct source
91	Unsealed	Various - Motueka	None	Yes	<\$10k	NSI	Tasman	Ongoing	Ongoing	1	Direct source
92	Unsealed	Various - St Arnaud	None	Yes	\$10k-\$20k	NSI	Tasman	Ongoing	Ongoing	1	Direct source
93	Unsealed	Various - Golden Bay (excl Cobb)	None	Yes	<\$10k	NSI	Tasman	Ongoing	Ongoing	1	Direct source
94	Unsealed	Various - Picton	None	No	\$10k-\$20k	NSI	Marlborough	Ongoing	Ongoing	1	Direct source
106	Unsealed	Various - Te Urewera Roads	None	Yes	\$20k-49k	ENI	HawkesBay	Ongoing	Ongoing	1	Direct source

⁹ Sourced from workbook: [DOC-7785603](#)

Renewals procurements

Ref	Asset type	Name	Co-dependency	Eligible for NZTA funding support	Projected WOL value (individual contracts)	DOC Region	LG Region	Procurement year	End year	Contract term (years)	
2024/25											
31	Unsealed	WSI Unsealed Renewals NZTA	Deliver thru '7&'88'	Yes	>\$1m	WSI	Wellington	2024/25	2026/27	3	Opt-out (Crown agency engagement)
36	Unsealed	Mangatepopo Road Cyclical Remetal 2024/25	None	Yes	\$50k-\$99k	CNI	Manawatu	2024/25	2024/25	1	Direct source
39	Unsealed	Lookout Road	None	Yes	\$50k-\$99k	NNI	Northland	2024/25	2024/25	1	Direct source
40	Unsealed	Oparara remetalling	Deliver thru '7&'88'	Yes	\$500k-\$999k	WSI	Wellington	2024/25	2025/26	2	Opt-out (Crown agency engagement)
41	Sealed	Bruce Road (CS) Pavement Renewals S1, S2 & S3	Include '58','59','60','62'	Yes	>\$1m	CNI	Manawatu	2024/25	2026/27	3	Open tender
46	Sealed	Reseal Lake Mahinapua Access Road	Deliver thru '7&'88'	Yes	\$50k-\$99k	WSI	West Coast	2024/25	2024/25	1	Opt-out (Crown agency engagement)
51	Structures	Barryville Rd Bridge Replacement	None	Yes	\$100-\$249	HWT	Waikato	2024/25	2024/25	1	Open tender
55	Unsealed	Molesworth Road Gravelling 23/24	Deliver thru '5&'89'	No	\$20k-49k	NSI	Marlborough	2024/25	2033/34	1	Deliver thru maint. agreement
56	Unsealed	Rangitoto Summit Rd Safe access	None	No	\$100k-\$499k	Akld	Auckland	2024/25	2025/26	2	Open tender
98	Structures	Wilmot Pass Bridges Concrete Works	Wider project: '95','96','97','98'	Yes	\$100-\$249	SSI	Southland	2024/25	2024/25	1	Open tender
2025/26											
32	Unsealed	Unsealed pavement and drainage renewals (ESI) - national programme.	None	Yes	>\$1m	ESI	Canterbury	2025/26	2026/27	2	Open tender
35	Unsealed	OOS unsealed renewals (pavement and drainage)	To be determined	Yes	\$50k-\$99k	National	Various	2025/26	2033/34	Ongoing	Various
38	Unsealed	Maitai Bay Campground Road Renewal	Part of campground upgrade	Yes	\$20k-49k	NNI	Northland	2025/26	2025/26	1	Deliver through campground upgrade project
42	Sealed	Sealed road resurfacing and drainage renewals - national programme	To be determined	Yes	\$50k-\$99k	National	Wellington	2025/26	2033/34	9	Various
44	Sealed	Pike River Rd Logburn 2nd Coat Reseal	Deliver thru '7&'88'	Yes	\$500k-\$999k	WSI	West Coast	2025/26	2025/26	1	Opt-out (Crown agency engagement)
45	Sealed	Ruakuri Road reseal	None	Yes	\$50k-\$99k	HWT	Waikato	2025/26	2025/26	1	Direct source
47	Structures	Wilmot Pass Road Culverts Stage 2	None	Yes	\$500k-\$999k	SSI	Southland	2025/26	2025/26	1	Deliver thru maint. agreement
55	Unsealed	Molesworth Road Gravelling 25/26	Deliver thru '5&'89'	No	\$20k-49k	NSI	Marlborough	2025/26	2033/34	1	Deliver thru maint. agreement
57	Unsealed	Kawau Is - Sir George Grey Coach Rd H&S compliance	None	No	\$50k-\$99k	Akld	Auckland	2025/26	2025/26	1	Open tender
2026/27											
33	Unsealed	ENI Roads - 12 yearly funding	Combine with '34'	Yes	\$250-\$499	ENI	BoP	2026/27	2026/27	1	Open tender
34	Unsealed	Waikato Unsealed Roads Renewal 2026-7 (pavement + drainage)	Combine with '33'	Yes	>\$1m	HWT	Waikato	2026/27	2027/28	2	Open tender
37	Unsealed	Mangatepopo Road Cyclical Remetal 2026/27	Deliver thru '70'	Yes	\$50k-\$99k	CNI	Manawatu	2026/27	2026/27	1	Deliver thru maint. agreement
43	Sealed	Aoraki asphalt intersections	Combine with '52'	Yes	\$100-\$249	ESI	Canterbury	2026/27	2026/27	1	Open tender
52	Sealed	Aoraki Mt Cook Village Paths Pavement Replacement	Combine with '52'	Yes	\$100-\$249	ESI	Canterbury	2026/27	2026/27	1	Open tender
55	Unsealed	Molesworth Road Gravelling 26/27	Deliver thru '5&'89'	No	\$20k-49k	NSI	Marlborough	2026/27	2033/34	1	Deliver thru maint. agreement
58	Unsealed	Hepi Terrace Pavement and Drainage	Deliver thru '41'	No	\$50k-\$99k	CNI	Manawatu	2026/27	2026/27	1	Deliver thru maint. agreement
59	Unsealed	Whakapapa Campground Road pavements	Deliver thru '41'	No	\$20k-49k	CNI	Manawatu	2026/27	2026/27	1	Deliver thru maint. agreement
60	Unsealed	Tawera Road Pavement Renewals	Deliver thru '41'	No	<\$20k	CNI	Manawatu	2026/27	2026/27	1	Deliver thru maint. agreement
62	Unsealed	Tawera Road Drainage	Deliver thru '41'	No	\$20k-49k	CNI	Manawatu	2026/27	2026/27	1	Deliver thru maint. agreement

New / improved assets

Ref	Asset type	Name	Co-dependency	Eligible for NZTA funding support	Projected WOL value (individual contracts)	DOC Region	LG Region	Procurement year	End year	Contract term (years)	
2024/25											
53	Structures	Franz Josef Glacier Rock Armour	Deliver thru '7&'88'	Yes	>\$1m	WSI	West Coast	2024/25	2024/25	1	Opt-out (Crown agency engagement)
63	Unsealed	Morven Valley road upgrade		No	\$100-\$249	SSI	Otago	2024/25	2024/25	1	Open tender
2025/26											
54	Structures	ROADS: Pike Road Barrier Replacement	None	Yes	\$500k-\$999k	WSI	West Coast	2025/26	2025/26	1	Open tender
2026/27											
61	Structures	Forest Rd culverts upgrade	None	No	\$100-\$249	Akld	Auckland	2026/27	2026/27	1	Open tender

Professional services (external)

Ref	Asset type	Name	Co-dependency	Eligible for NZTA funding support	Projected WOL value (individual contracts)	DOC Region	LG Region	Procurement year	End year	Contract term (years)	
2024/25											
67	Sealed&Unsealed	Tongariro professional services	None	Yes	\$50k-\$99k	CNI	Manawatu	2024/25	2026/27	3	Direct source - AOG panel
2025/26											
64	Unsealed	Annual maintenance inspections	Succeeds '13'. Inputs to '15'	Yes	\$20k-49k	NNI	Northland	2025/26	2028/29	3	Direct source - AOG panel
99	NA	TTMP reviews and advice	Succeeds '23'	Yes	\$50k-\$99k	National	National	2025/26	2030/31	5	Direct source - AOG panel
Recurring annual procurements											
100	Unsealed	Condition rating - unsealed roads	None	Yes	\$20k-49k	National	National	Ongoing	Ongoing	1	Direct source - AOG panel
101	NA	Miscellaneous prof services	None	Yes	<\$10k	National	National	Ongoing	Ongoing	1	Direct source - AOG panel
101	NA	Miscellaneous prof services	None	Yes	<\$10k	National	National	Ongoing	Ongoing	1	Direct source - AOG panel
101	NA	Miscellaneous prof services	None	Yes	<\$10k	National	National	Ongoing	Ongoing	1	Direct source - AOG panel
101	NA	Miscellaneous prof services	None	Yes	<\$10k	National	National	Ongoing	Ongoing	1	Direct source - AOG panel
102	NA	Miscellaneous prof services	None	Yes	\$10k-\$20k	National	National	Ongoing	Ongoing	1	Direct source - AOG panel
102	NA	Miscellaneous prof services	None	Yes	\$10k-\$20k	National	National	Ongoing	Ongoing	1	Direct source - AOG panel
102	NA	Miscellaneous prof services	None	Yes	\$10k-\$20k	National	National	Ongoing	Ongoing	1	Direct source - AOG panel
102	NA	Miscellaneous prof services	None	Yes	\$10k-\$20k	National	National	Ongoing	Ongoing	1	Direct source - AOG panel