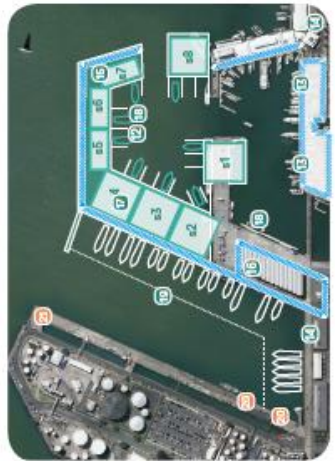

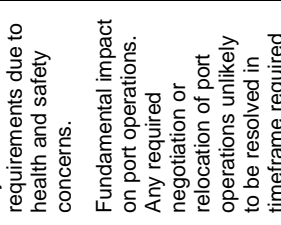




Halsey Wharf Extension	High level summary of non-financial attributes	Delivery Costs	Findings						
	<p>✓ Village agglomerated in one place, close to existing amenities and services. Supporting event spaces in close proximity. Configuration most similar to the 2000 and 2003 America's Cup events</p> <p>✓ Wharf structure in this location consistent with the intent of the Waterfront Plan 2012. Delivers the new opportunity of sheltered water space to provide for the growth of the marine and events sector, including AC37, Volvo and an attractive space for new events that can be used by the community and increasing public access to and on the water</p> <p>✓ ETNZ's preferred option for functionality and provides one consolidated location to operate from and to control safety and security</p> <p>✓ Provides for additional 28-38 berths in close proximity to the Village, which can help support the commercial success/return from the event, in addition to the space</p> <p>! Construction programme tightest of all options due to size. Requires at least 18 months of construction time. Requires dredging</p> <p>! Risk of public opposition to size and scale of wharf infrastructure</p> <p>! Impacts on Wynyard Quarter with construction and specific impact on existing tenants on Halsey Wharf and Hobson Wharf for fishing vessels</p>	<table border="1"> <tr> <td data-bbox="512 1128 555 1384">Infrastructure construction</td> <td data-bbox="512 1128 555 1384">\$159m</td> </tr> <tr> <td data-bbox="555 1128 598 1384">Event Overlay construction</td> <td data-bbox="555 1128 598 1384">\$10.4m</td> </tr> <tr> <td data-bbox="598 1128 641 1384">Total Infrastructure</td> <td data-bbox="598 1128 641 1384">\$169.4m</td> </tr> </table> <p>Note: Infrastructure cost excludes future proofing the extended wharf for a cruise berthage, estimated at \$68m.</p> <p>Relocation costs</p> <p>Replacement berthage for commercial tenants and supporting infrastructure – approx. \$18m – depending on design response</p> <p>Value of commercial negotiations</p> <p>Would require negotiation with commercial tenants and private land owners, value unknown</p>	Infrastructure construction	\$159m	Event Overlay construction	\$10.4m	Total Infrastructure	\$169.4m	<p>Option for further negotiation.</p> <p>Delivers on event requirements.</p> <p>Provides space for legacy water and land based events, activation and revenue generation.</p> <p>Consent and relocation issues constrained to one site.</p> <p>Further detailed designed required to demonstrate that the footprint of the wharf can be reduced.</p>
Infrastructure construction	\$159m								
Event Overlay construction	\$10.4m								
Total Infrastructure	\$169.4m								
Captain Cook West	High level summary of non-financial attributes	Delivery Costs	Findings						
	<p>✓ Uses existing wharf infrastructure</p> <p>✓ Centralised configuration provides for an agglomerated village, close to existing amenities and services, including Shed 10 and the Cloud on Queens Wharf. Easily secured as customs controlled zone is in close proximity. Location has additional berthage that can help support the commercial success/return from the event</p> <p>! CC Wharf currently in POAL control. Relocation of port activity would be needed to free up the site by mid-2018 to have a clear site for construction. Considered unachievable in timeframes required</p> <p>! Option not supported by ETNZ due to the wave conditions in this part of the harbour due to the impact of other vessel movements/wash and exposure to weather conditions</p> <p>! Health and safety risks for construction and event due to location next to a functioning port</p> <p>! Construction programme and event delivery through to March 2021 would impact significantly on the cruise industry by removing Auckland's primary berth. The flow on effects would be New Zealand-wide as Auckland is the main turnaround port</p> <p>! Questionable delivery on cruise legacy, due to severe disruption to the 2017, 2018- 19, 2020-21 cruise seasons</p>	<table border="1"> <tr> <td data-bbox="1145 1128 1189 1384">Infrastructure construction</td> <td data-bbox="1145 1128 1189 1384">\$140m</td> </tr> <tr> <td data-bbox="1189 1128 1232 1384">Event Overlay construction</td> <td data-bbox="1189 1128 1232 1384">\$9.9m</td> </tr> <tr> <td data-bbox="1232 1128 1276 1384">Total Infrastructure</td> <td data-bbox="1232 1128 1276 1384">\$149.9m</td> </tr> </table> <p>Infrastructure cost excludes future proofing the wharf to the standard required for a cruise berthage and cruise terminal expected to be approx. \$21.8m.</p> <p>Relocation costs</p> <p>POAL relocation of vehicle business</p> <p>Value of commercial negotiations</p> <p>Compensation would be required for cruise industry bookings.</p>	Infrastructure construction	\$140m	Event Overlay construction	\$9.9m	Total Infrastructure	\$149.9m	<p>Not a viable option.</p> <p>Does not deliver on key event requirements due to health and safety concerns.</p> <p>Fundamental impact on cruise industry subsequent economic contribution of cruise to Auckland and New Zealand.</p> <p>Value add lost to the economy of approx. \$281 based on medium growth scenario.</p>
Infrastructure construction	\$140m								
Event Overlay construction	\$9.9m								
Total Infrastructure	\$149.9m								

Captain Cook East	High level summary of non-financial attributes	Delivery Costs	Findings	Captain Cook West						
	<ul style="list-style-type: none"> ✓ Uses existing infrastructure ✓ Provides for an agglomerated village, close to existing amenities and services. The configuration provides security and also has in close proximity additional berths that can help support the commercial success/return from the event. The configuration does however turn its back on the Queens Wharf ✓ Reduced impact on Cruise seasons ! Configuration requires the removal of the remainder of Marsden Wharf. Unachievable in the timeframes needed to deliver on the event ! CC Wharf currently in POAL control. Relocation of port activity would be needed to free up the site by mid-2018 to have a clear site for construction. Considered unachievable in timeframes required ! Option not supported by ETNZ due to the wave conditions in this part of the harbour due to the impact of other vessel movements/wash and exposure to weather conditions ! Health and safety risks for construction and event due to location next to a functioning port 	<table border="1"> <tr> <td data-bbox="226 958 274 1317">Infrastructure construction</td> <td data-bbox="274 958 338 1317">\$147m</td> </tr> <tr> <td data-bbox="274 1317 338 1317">Event Overlay construction</td> <td data-bbox="338 1317 402 1317">\$9.8m</td> </tr> <tr> <td data-bbox="402 1317 450 1317">Total Infrastructure</td> <td data-bbox="450 1317 507 1317">\$156m</td> </tr> </table> <p data-bbox="226 1317 507 1384">Infrastructure cost excludes future proofing the wharf to the standard required for a cruise berthing area and cruise terminal, expected to be 12.9m.</p>	Infrastructure construction	\$147m	Event Overlay construction	\$9.8m	Total Infrastructure	\$156m	<p data-bbox="226 1317 507 1384">Relocation costs</p> <p data-bbox="226 1384 507 1451">POAL relocation of vehicle business</p> <p data-bbox="226 1451 507 1518">Value of commercial negotiations</p> <p data-bbox="226 1518 507 1594">POAL negotiations to move existing vehicle import business</p>	<p data-bbox="226 1594 507 1662">Findings</p> <p data-bbox="226 1662 507 1729">Not a viable option.</p> <p data-bbox="226 1729 507 1796">Does not deliver on key event requirements due to health and safety concerns.</p> <p data-bbox="226 1796 507 1863">Fundamental impact on port operations.</p> <p data-bbox="226 1863 507 1930">Any required negotiation or relocation of port operations unlikely to be resolved in timeframe required to deliver infrastructure by mid-late 2019.</p>
Infrastructure construction	\$147m									
Event Overlay construction	\$9.8m									
Total Infrastructure	\$156m									
	<p data-bbox="507 318 788 385">High level summary of non-financial attributes</p> <ul style="list-style-type: none"> ✓ Development in Westhaven consistent with the intent of the Waterfront Plan 2012. Halsey street extension also provided for in the Waterfront Plan ✓ Delivers the new opportunity of sheltered water space in two places of the waterfront to provide for the growth of the marine and events sector, including AC37, Volvo and an attractive space for new events that can be used by the community. Provides for additional berths in close proximity to the two locations, which can help support the commercial success/return from the event ! The pile mooring development as currently designed envisages reclamation and this is currently under negotiation with Mana Whenua. Matter unlikely to be resolved in time ! Westhaven has constrained access, impacting on construction and event ! Option not supported by ETNZ due to the dispersed nature of the village – duplicates costs for village operations security ! Impacts on Wynyard Quarter with construction and specific impact on existing tenants on Halsey Wharf and Hobson Wharf. Panuku contractually obliged to provide alternative location and supporting infrastructure 	<table border="1"> <tr> <td data-bbox="507 958 555 1317">Infrastructure construction</td> <td data-bbox="555 958 603 1317">Range from \$142m to \$168m</td> </tr> <tr> <td data-bbox="555 1317 603 1317">Event Overlay construction</td> <td data-bbox="603 1317 651 1317">\$6.8m</td> </tr> <tr> <td data-bbox="651 1317 699 1317">Total Infrastructure</td> <td data-bbox="699 1317 788 1317">\$148.8m to \$174.8m</td> </tr> </table> <p data-bbox="507 1317 788 1384">Relocation costs</p> <p data-bbox="507 1384 788 1451">Replacement berthage for commercial tenants and supporting infrastructure – approx. \$18m</p> <p data-bbox="507 1451 788 1518">Value of commercial negotiations</p> <p data-bbox="507 1518 788 1594">Would require relocation of Westhaven 300 marina users and associated costs.</p>	Infrastructure construction	Range from \$142m to \$168m	Event Overlay construction	\$6.8m	Total Infrastructure	\$148.8m to \$174.8m	<p data-bbox="507 1317 788 1384">Findings</p> <p data-bbox="507 1384 788 1451">Not a viable option.</p> <p data-bbox="507 1451 788 1518">Does not deliver on key event requirements for village operations (duplicates costs).</p> <p data-bbox="507 1518 788 1594">Consent and relocation issues over multiple sites increasing the complexity and deliverability of resource and building consent.</p>	
Infrastructure construction	Range from \$142m to \$168m									
Event Overlay construction	\$6.8m									
Total Infrastructure	\$148.8m to \$174.8m									

Dispersed Halsey Wharf, Hobson and Wynyard Wharf East	High Level Summary of non-financial attributes		Delivery Costs		Findings												
	<p>✓ Central village location, close to existing amenities and services</p> <p>✓ Wharf structure in this location consistent with the intent of the Waterfront Plan 2012. Delivers the new opportunity of sheltered water space to provide for the growth of the marine and events sector, including AC37, Volvo and an attractive space for new events that can be used by the community</p> <p>✓ Legacy opportunity is less than the full Halsey Wharf option as does not provide any additional sheltered waterspace. Some structures on Wynyard Wharf would need to be removed to provide for BAU activities after the event, some potential for this location to provide future ferry infrastructure (TBC)</p> <p>! Construction and event occurring across multiple locations with multiple stakeholders increases the complexity of this location. Requires dredging</p> <p>! Impact on multiple existing tenants on HSW and Hobson Wharf that would need to be relocated temporarily or permanently (decant to Wynyard Wharf), Fishing vessels and Sealink)</p> <p>! Proximity to bulk liquids industry increases issues around risk</p> <p>! Does not provide much additional infrastructure to help support the commercial success/return from the event and ongoing value add benefit from superyacht berthage</p> <p>! Option not supported by ETNZ due to the water conditions on sites 1 – 3, and the dispersed nature of the village which duplicates costs for village operations and security</p>	<table border="1"> <tr> <td data-bbox="159 495 207 719">Infrastructure construction</td> <td data-bbox="159 322 207 495">\$120m</td> </tr> <tr> <td data-bbox="207 495 255 719">Event Overlay construction</td> <td data-bbox="207 322 255 495">\$4.1m</td> </tr> <tr> <td data-bbox="255 495 303 719">Total Infrastructure</td> <td data-bbox="255 322 303 495">\$124.1m</td> </tr> <tr> <td colspan="2" data-bbox="303 322 351 719">Relocation Costs</td> </tr> <tr> <td data-bbox="351 322 399 719">Replacement berthage for commercial tenants and supporting infrastructure – approx. \$18m</td> <td data-bbox="351 322 399 719"></td> </tr> <tr> <td colspan="2" data-bbox="399 322 446 719">Value of commercial negotiations</td> </tr> <tr> <td data-bbox="446 322 512 719">Would require negotiation with commercial tenants, value unknown</td> <td data-bbox="446 322 512 719"></td> </tr> </table>	Infrastructure construction	\$120m	Event Overlay construction	\$4.1m	Total Infrastructure	\$124.1m	Relocation Costs		Replacement berthage for commercial tenants and supporting infrastructure – approx. \$18m		Value of commercial negotiations		Would require negotiation with commercial tenants, value unknown		<p>Option for further negotiation.</p> <p>Reduced ability to deliver on key event requirements for due to dispersed nature of village operations (duplicates costs).</p> <p>Legacy opportunity limited by no additional sheltered waterspace.</p> <p>Wynyard Wharf structures to be removed after event</p> <p>Consent issues over multiple sites increasing the complexity.</p> <p>Relocation requirements over multiple sites and multiple parties.</p>
Infrastructure construction	\$120m																
Event Overlay construction	\$4.1m																
Total Infrastructure	\$124.1m																
Relocation Costs																	
Replacement berthage for commercial tenants and supporting infrastructure – approx. \$18m																	
Value of commercial negotiations																	
Would require negotiation with commercial tenants, value unknown																	

Relocation of existing commercial tenants:

- Options 1, 3.3 and 3.4 will likely require relocation of the fishing fleet, and may also have an impact on other commercial existing tenants operating in the Wynyard basin.
- Consideration has been made as to the relocation of these activities and tenants of whom will need to continue to operate their businesses from sheltered water space.
- The potential legacy potential is an earlier than anticipated revitalisation of Wynyard Wharf, with increased sheltered water space (and value)
- Infrastructure construction for relocation – is to be determined, approx. range of \$18, depending on complexity of negotiation