

ATAP Rail Development Assumptions	FY19-FY28	FY29-FY38	FY39-FY48	FY19-FY48
Current Network Condition and Resilience				
Network conditioning and resilience	135.3			135.3
10min Clockface / 15min Passenger Timetable (with freight)				
3 rd Main Wiri-Westfield	58.1			58.1
Westfield Junction Improvements	64.1			64.1
Network Resilience and Performance				
Britomart East End Remodelling	22.4			22.4
Third Feed for OLE (West)	50.5			50.5
Northern Rail Control Centre (NRCC)	20.0			20.0
Minor Network Improvements	39.1			39.1
DMU Refurbishment	7.5			7.5
Level Crossings				
¹ Level Crossing Closures and Grade Separation	203.0	382.3		585.3
Freight Efficiency				
² Freight Efficiency Improvements	74.0	7.3	0.0	81.3
Property Purchase Programme				
Property Requirements	7.0	8.0	60.0	75.0
Infrastructure Capacity				
Onehunga Line Works	54.8			54.8
Pukekohe Modifications	42.1			42.1
Pukekohe Electrification	160.7			160.7
4 th Feed (South)	55.1			55.1
Pukekohe Signal Box	2.3			2.3
4th Main - Wiri to Westfield		387.0		387.0
3rd Main – Wiri – Papakura			144.8	144.8
3rd Main - Papakura to Paerata			183.7	183.7
3rd Main - Paerata to Pukekohe			147.0	147.0
Henderson 4th Platform			12.2	12.2
4th Main – Wiri - Papakura			194.1	194.1
Rolling Stock, Maintenance and Stabling				
Rolling Stock Stabling, Maintenance and Cleaning Facilities	59.1	35.5	101.9	196.5
New EMUs Tranche 1	210.0			210.0
New EMUs Tranche 2		210.2		210.2
New EMUs Tranche 3			240.2	240.2
Total	1265.1	1030.3	1083.8	3379.2

This PDF document provides estimates of project costs based on the high level information available at present. It is important to note that costs may change significantly as project develop and near their implementation stage. All costs are in 2016 dollars.

1. Number and location of level crossings to be closed or grade separated to be confirmed
2. Freight efficiency improvements including port arrival road