

Application for Funding

Express Applications



About this form

This form enables you to make an express application for funding from the Provincial Growth Fund. The form is designed solely for applications under \$100,000 relating to planning, feasibility studies, business cases, or training / capability. If your application is for anything else, please use one of the other forms available on the [Provincial Growth Fund website](#)

Completing this form

Please complete all sections. Square brackets and italics indicate guides. Please see the PGF website for further support.

Submitting your application

All completed forms must be emailed to PGF@mbie.govt.nz with "PGF Express" in the subject line.

Public disclosure

In the interests of public transparency, successful applications may be published by the Provincial Development Unit. Commercially sensitive and personal information will be redacted by reference to the provisions of the Official Information Act 1982. Please identify any information in your application that you regard as commercially sensitive.

Part 1: Key Details

1. Proposal Title:

2. Please provide the details of the applicant organisation/entity for which funding is being requested:

Legal Name:	Ashburton District Council
Entity Type:	Local Authority
Registered Offices / Place of Business:	5 Baring Square, Ashburton 7700
Identifying Number:	<i>Not Applicable</i>
Organisation's Website:	www.ashburtondc.govt.nz

3. Please provide the contact details for a person as a key point of contact):

Contact Name:	Neil McCann		
Email Address:	Privacy of natural persons	Telephone:	Privacy of natural persons

4. Please describe the principal role or activity of the applicant organisation.

Territorial Local Authority.

5. This project will be based in the region of:

6. What is the activity / funding start and end date?

Detailed Business Case	Commercial Information	Complete DBC	Commercial Information
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7. The total value of this application's activity is set out below (Provincial Growth Fund funding requests must be under \$100,000 for an Express Application):

Source of Funding:	\$ (excluding GST)
Provincial Growth Fund Funding (through this application)	\$ 94,250
Ashburton District Council;	\$ Commercial Information
New Zealand Transport Agency	\$ Commercial Information

Total:	Commercial Information
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Part B: Project Description

8. This application is: “a stand-alone activity” or “in support of a wider project”

9. If successful, is there likely to be a follow on application? **Commercial Information**

10. Please explain the project / activity for which funding is being sought:

[Note: please describe what the funding is for, why it is required, what the project will do and how it links to other projects or activities. A description of the benefits is asked elsewhere.]

Funding is being sought to advance the Ashburton Second Urban Bridge project. The project is currently included in the Regional Transport Plan, however higher population growth requires this project to be brought forward. To do this, a Detailed Business Case (DBC) is required. The Ashburton District Council has lodged a request with NZTA to bring the DBC forward. NZTA will contribute ^{Comme}% of the funding for the DBC, however with the Council’s ^{Comme}%. This will see a funding shortfall of ^{Comme}% to undertake the DBC earlier. This project is in response to regional and community concerns related to SH1 capacity, safety and community connectedness.

This DBC stage is estimated to cost \$ ^{Commercial Informati} of which the funding request from the Provincial Growth Fund (PGF) is ^{om} % (\$94,250).

To be confirmed through the DBC, the final project construction cost is currently estimated to be \$ ^{Commercial Information}. One of the outputs of the DBC will be to quantify the benefits to SH 1, and then the level of contribution that will be made by NZTA to complete the construction. **Commercial Information**

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Identification

State Highway 1 (SH 1) through Ashburton is the main through-route for regional and South Island vehicle movements, and is the main route for HPMVs. Information from neighbouring districts, supported by numerous studies show that traffic flows and travel decisions in those areas are influenced by the constraints on vehicle movements in Ashburton.

These constraints are caused by the combination of;

- One two-lane bridge over the Ashburton River (alternative route being 60 km diversion) creating a pinch point for SH 1 travel
- SH 1 average annual daily traffic (AADT) of 23,000 vehicles
- Sizeable connecting road traffic volumes
- Tinwald corridor access issues and commuter traffic
- South Island Main Trunk Railway crossing 500m north of the river
- Oversize and slow agricultural machinery making local journeys
- Heavy commercial vehicles making local and through journeys

A second crossing over the Ashburton River in Ashburton was proposed prior to the Ashburton Transportation Study completed in 2008, which confirmed the necessity of the bridge with a strong emphasis on taking local traffic off SH 1. A number plate survey was completed in August 2012 which confirmed that local traffic makes up the bulk of the bridge traffic.

The State Highway 1 Christchurch-Dunedin Programme Business Case (April 2017), recommended the second bridge amongst the preferred solutions, noting “*this stretch of SH 1 has higher traffic volumes compared with other segments of the corridor*”, and confirmed issues of connectivity for the local community at peak times (LOS E).

With the significant regional economic and population growth over the last ten years ADC need this project to progress. This growth is forecast to continue. The proposed second bridge has the necessary RMA planning designations to proceed.

The bridge proposal will include significant improvements to the surrounding road network to facilitate traffic flows onto and off the bridge and link into the existing road networks of Ashburton and Tinwald townships. It is an integral part of a suite of long term infrastructure planning undertaken by the Ashburton District Council in partnership with a variety of stakeholders including the **Commercial Information**

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To date Council has invested \$3.66million specifically into the Ashburton Second Urban Bridge project. The overall cost of completing the bridge is currently budgeted at \$Commercial Information

11. How does the project align with the objectives of the Provincial Growth Fund, and what benefits will be delivered:

[Explain and describe how the project will lift productivity in the region, using the headings below. For more information, please see the criteria for the Fund at Appendix 2]

It is anticipated that the Ashburton Second Urban Bridge project will lift productivity in both the local and regional economy, as well as improve community connectivity.

Link with fund and government outcomes

Economic growth and productivity, travel time reliability, network resilience and improved road safety are the key drivers for the Ashburton Second Urban Bridge project. Ashburton District is one of New Zealand's fastest growing rural districts with a population increase of 22% since 2006 (approximately 2% per annum). This period of rapid but consistent population growth follows an earlier period of little to moderate growth, and is driven by economic growth. The Ashburton Transportation Study (2008) estimated the district population would be 32,000 by 2021. The 2018 census estimates the current population at 34,500. We are expecting that our population will continue to grow with the Statistics New Zealand Medium Population Projections signalling a population increase of 9,000 people by 2047.

Recent growth has occurred in both urban Ashburton and the rural parts of the District and is considered to have been primarily driven by strong growth in the local rural economy. Expansion of reliable irrigation has underpinned changes in land use, mainly to dairying, dairy support and high value crops. This in turn supports local service industries and value-added manufacturing. The local GDP grew by 2.3% to the year ended December 2017 and was valued at \$1,906 million. This equates to a productivity value of \$103,052 GDP per filled job in the district. The district accounts for over 30% of Canterbury's primary exports.

Given that our local economy is highly oriented towards producing export goods, it is vital that our roading network provides an efficient and effective link between the district and ports. The current Ashburton Urban Bridge is located on State Highway 1 (SH 1), the main route through Ashburton and Tinwald. It also functions as a core traffic distributor. A number of factors combine to sometimes cause standstill congestion through the urban area, and other regions are increasingly reporting effects in their localities from this issue. With the Ashburton River Bridge creating a pinch point, a second bridge has been identified as a critical solution. The second bridge should reduce the SH 1 peak time vehicle traffic by 40%.

The impact of removing the large proportion of local traffic from this pinch point will alleviate much of the Ashburton SH 1 traffic issues. We contend that while the second bridge is a council project with local benefits, it will provide a solution to some of the issues NZTA have identified within their Long Term Strategic View on the Christchurch to Dunedin corridor and will be of significant regional benefit to the economy.

Supporting data

The SH 1 traffic through Ashburton has grown 20% since 2005. Additional delays on the route (e.g. roadworks or crashes) or heavy flow periods (peak hours and public holidays) severely affect associated traffic, and tailbacks can reach beyond the town limits.

Reports and documents providing details of previous investigations and studies are available on the ADC website at this link <http://www.ashburtondc.govt.nz/our-services/transport/Pages/ashburton-second-urban-bridge.aspx>.

Connectivity

The studies have all identified the peak flows through the SH 1 corridor in the Ashburton Township as having a negative impact on connectivity (LOS-E). The proposed second bridge will significantly improve connectivity through;

- Providing local traffic an alternative, thus creating increased capacity in the existing corridor.
- The major new developments (NE Industrial Estate, Tinwald residential zoning, Lake Hood) are all situated east of the SH 1 corridor.
- An alternative option for increasing SH 1 capacity through Ashburton considered is the 4 laning from the Ashburton Domain through to the SH 1 Bridge. This would negatively impact on the connectivity across the town and not alleviate the bridge capacity and exacerbate the Tinwald access issues.

- The location of the second bridge would provide a safer alternative for traffic currently undertaking right hand turns from the east side of Tinwald onto SH 1.

The existing SH 1 bridge includes a combined pedestrian and cycle path on the eastern side of the bridge, and a cycle path on the western side. These are both shared and narrow. Cyclists, pedestrians and mobility scooter users travelling in different directions can be on the pedestrian/cycle paths at the same time travelling in different directions. The paths are not wide enough to allow cycles and pedestrian to pass comfortably. The potential for conflict is high.

Poor walking and cycling facilities on the existing bridge are likely to discourage walking and cycling between Ashburton and Tinwald. The ATS estimated some 230 school children travel daily from south of the river and east of SH 1 to schools north of the river.

All of the emergency services- hospital, ambulance, fire, police, are located north of the river.

A variety of community facilities- library, pool, art gallery, museum, along with the central business district and full service supermarkets are located north of the river. The 2006 census indicated that there are 1,500 -1,600 households in the community south-east of the river are very likely to benefit from the 2nd bridge.

Ashburton Second Bridge Social Impact Assessment (Taylor Baines & Associates, September 2013)

“Community Identity

Although Tinwald is a distinct part of Ashburton, the reliance of its residents on services provided predominantly within the main township area north of the River means that it is undoubtedly part of Ashburton. The second bridge will enable a far stronger sense of connectedness for residents on both sides of the River. More importantly, the proposed second bridge will remove many of the disparities in accessibility to socially important destinations in Ashburton currently experienced by residents in the southeast sector compared with fellow residents of Ashburton elsewhere.”

Multi Modal Commuting

Current pedestrian/cycle access across the SH 1 Bridge is problematic with shared narrow clip-on lanes. The proposed bridge will have separate 2 way cycle and pedestrian lanes, each being 1.8 metres and 1.5metres width respectively.

Additionality

A Notice of Requirement (NOR) for land designation was confirmed by Council on 22 May 2014 to protect the bridge location and associated road corridor on both sides of the river. Council has been purchasing properties which sit within the area that has been designated for the new route.

The next stages for the project include:

- Business Case Assessment for design and construction phases
- Design and construction contract preparation
- Construction and commissioning

Through the Long-Term Plan 2018-28 Council has committed to meeting 20% of the costs. It is recognised the Second Urban Bridge project will benefit NZTA’s State Highway One by placing less pressure/increasing capacity on the existing bridge and associated roading corridor, and providing an alternative route should the state highway bridge become blocked and/or unusable. NZTA have indicated that they will contribute their current roading subsidy of ^{Commercial Information} % of costs to the Detailed Business Case. **Commercial Information**

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Connected to regional stakeholders and frameworks

The Draft June 2018 Canterbury Regional Land Transport Plan currently includes this project as a Priority 3, with evaluation criteria of high regional priority and medium urgency.

In the current Transport Investment Online (TIO) activity, the Ashburton Second Bridge construction phase (including investigations and design) is set to start in ^{Commercial Information} and be complete by ^{Commercial Information}

Policy links

This project (and the others related as noted above) is of such impact and importance that all policy statements are relevant;

- Government Policy Statement (GPS): Access, Safety, Value for money
- One Network Road Classification (ONRC): Travel Time Reliability, Resilience, Accessibility, Safety, Amenity, Cost Efficiency
- Regional Long Term Plan (RLTP): Accessibility, Travel Time Reliability, Resilience, Safety, Funding and affordability

- ADC Long-Term Plan (LTP): A prosperous economy based on innovation and opportunity,

Governance, risk management, and project execution.

The project will be managed by the Ashburton District Council, working alongside NZTA. Both organisations are competent and experienced project managers. The DBC will identify options for the project delivery. This will be undertaken with established best practice.

Consequences of doing nothing

Traffic volumes are only going to increase over time, making all the existing issues worse, with most to levels unacceptable to road users, road controlling authorities and other affected parties. The current SH 1 bridge is approaching peak time capacity, leading to levels of service "D" and "E". This is having a major negative economic efficiency, safety and environmental impact for SH 1 users and the local community.

Doing nothing with this issue is not an option. There is no question the project must proceed, but when. The Detailed Business Case is the next essential step in this process.

Part C: Delivery of this Activity

[Please note – this section refers to the actual activity associated with this application.]

12. What are the proposed deliverables if funding is approved?

The first stage of this project is the Detailed Business Case. Amongst other outputs, the DBC will provide a clearer estimate of the project completion costs, timeframe and cost sharing (NZTA).

#	Deliverable	Due Date	Associated Payment (ex-GST)
1	NZTA approval of DBC	Commercial Information	\$ Commercial Information
2	Engage contractor to undertake DBC		\$
3	Delivery of DBC		\$
4	Delivery of final report to Ministry		\$
5	Construction Funding request		\$

13. Please provide a breakdown of the costs of the completed project:

The completed project is currently estimated at \$30million. The DBC will provide a confirmation of this figure, although the final costs will be determined through a competitive procurement process.

Cost Description:	\$ (excluding GST)
Bridge construction	\$ Commercial Information
Land acquisition, local road connection	\$
Total	\$

14. Governance: Please explain how you will deliver and manage the activity:

- How will the activity be managed within your organisation?
*The project will be managed at the ADC by Mr Neil McCann, Group Manager Service Delivery. The project would be subject to overview by NZTA.
- What involvement is required from the Provincial Development Unit?
*The PDU will be provided with regular updates and progress reports. No direct involvement in management is required.
- What procurement process has been undertaken (i.e. a selection of a provider), or will be, and how will that be managed?
*The procurement will be undertaken as per the Ashburton District procurement process.
- What project management practices will be in place?
*The DBC will report on project management options. These could include design build, separate design and build. Either way, project management will be separated. This could be undertaken by ADC, NZTA or a third contracted party.
- The oversight / governance arrangements which are, or will be, put in place?
*Oversight will be undertaken jointly by the ADC (Council) and NZTA.
- Who the key personnel are?
*Key personnel, aside from Neil McCann (ADC) are yet to be identified. This will be undertaken through the procurement process.

15. What risks are associated with the delivery of this activity?

#	Risk	Mitigation approach	Rating
1	NZTA not supporting the DBC	<ul style="list-style-type: none"> - Have discussed with NZTA and developed the DBC brief in consultation and in accordance to their framework. 	L
2	Detailed Business Case cost increasing <ul style="list-style-type: none"> - Change in brief - Cost variation 	<ul style="list-style-type: none"> - Have developed the brief and the parties have a good understanding. Substantial work already undertaken and shared, - Have consulted with a preferred supplier and received cost estimates. 	L L
3	Final project cost exceeding current estimate	<ul style="list-style-type: none"> - Planning designation in place and majority of required land purchase undertaken - Competitive procurement process will be undertaken. 	L L
4	Funding partners not committing to the final project	<ul style="list-style-type: none"> - The DBC will confirm or otherwise the critical timing of the project and the respective benefits. The results should be acceptable to all parties. 	L

Part D: Declarations

- 16. Has this activity ever been declined Crown Funding in the past? Yes: No:
- 17. Is the applicant or the contracting entity insolvent or subject to any insolvency action, administration or other legal proceedings? Yes: No:
- 18. Is any individual involved in the application, the proposed contracting entity or the project, an undischarged bankrupt? Yes: No:
- 19. Is any individual under investigation for, or has any individual been convicted of, any offence that has a bearing on the operation of the project? Yes: No:
- 20. Are there any actual, potential or perceived conflicts of interest that the applicant or any of the key personnel have in relation to this project. Yes: No:
 "In a small country like ours, conflicts of interest in our working lives are natural and unavoidable. The existence of a conflict of interest does not necessarily mean that someone has done something wrong, and it need not cause problems. It just needs to be identified and managed carefully..."
<https://www.oag.govt.nz/2007/conflicts-public-entities>

If you answered "Yes" to any of the above, please provide a description below:

By completing the details below, the applicant makes the following declaration about its application for Provincial Growth Fund funding for the project ("application"):

- A. I have read, understand and agree to the Terms and Conditions of applying for Provincial Growth Fund funding which are attached as Appendix 1;
- B. The statements in the application are true and the information provided is complete and correct, and there have been no misleading statements or omissions of any relevant facts nor any misrepresentations made;
- C. I have secured all appropriate authorisations to submit the application, to make the statements and to provide the information in the application;
- D. I consent to this application being publically released if funding is approved. I have identified the commercially sensitive and personal information.
- E. The applicant warrants that it has no actual, potential or perceived conflict of interest (except any already declared in the application) in submitting the application, or entering into a contract to carry out the project. Where a conflict of interest arises during the application or assessment process, the applicant will report it immediately to the Provincial Development Unit by emailing PGF@mbie.govt.nz; and
- F. I understand that the falsification of information, supplying misleading information, or the suppression of material information in this application, may result in the application being eliminated from the assessment process and may be grounds for termination of any contract awarded as a result of this application process.

Full name:

Hamish Riach

Title / position:

Chief Executive

Signature:

Privacy of natural persons

Date:

Commercial Information

General

The terms and conditions are non-negotiable and do not require a response. Each applicant that submits a request for Provincial Growth Fund ("PGF") funding (each an "application") has confirmed by their signature on the application that these terms and conditions are accepted without reservation or variation.

The Provincial Growth Fund is a government initiative which is administered by the Provincial Development Unit, a unit within the Ministry of Business, Innovation and Employment. Any reference to the Provincial Development Unit in these terms and conditions, is a reference to MBIE on behalf of the Crown.

Reliance by Provincial Development Unit

The Provincial Development Unit may rely upon all statements made by any applicant in an application and in correspondence or negotiations with the Provincial Development Unit or its representatives. If an application is approved for funding, any such statements may be included in the contract.

Each applicant must ensure all information provided to the Provincial Development Unit is complete and accurate. The Provincial Development Unit is under no obligation to check any application for errors, omissions, or inaccuracies. Each applicant will notify the Provincial Development Unit promptly upon becoming aware of any errors, omissions, or inaccuracies in its application or in any additional information provided by the applicant.

Ownership and intellectual property

Ownership of the intellectual property rights in an application does not pass to the Provincial Development Unit. However, in submitting an application, each applicant grants the Provincial Development Unit a non-exclusive, transferable, perpetual licence to use and disclose its application for the purpose of assessing and decision making related to the PGF application process. Any hard copy application or documentation supplied by you to the Provincial Development Unit may not be returned to you.

By submitting an application, each applicant warrants that the provision of that information to the Provincial Development Unit, and the use of it by the Provincial Development Unit for the evaluation of the application and for any resulting negotiation, will not breach any third-party intellectual property rights.

Confidentiality

The Provincial Development Unit is bound by the Official Information Act 1982 ("OIA"), the Privacy Act 1993, parliamentary and constitutional convention and any other obligations imposed by law. While the Provincial Development Unit intends to treat information in applications as confidential to ensure fairness for applicants during the assessment and decision making process, the information can be requested by third parties and the Provincial Development Unit must provide that information if required by law. If the Provincial Development Unit receives an OIA request that relates to information in this application, where possible, the Provincial Development Unit will consult with you and may ask you to confirm whether the information is considered by you to be confidential or still commercially sensitive, and if so, to explain why.

The Provincial Development Unit may disclose any application and any related documents or information provided by the applicant, to any person who is directly involved in the PGF application and assessment process on its behalf including the Independent Advisory Panel ("IAP"), officers, employees, consultants, contractors and professional advisors of the Provincial Development Unit or of any government agency. The disclosed information will only be used for the purpose of participating in the PGF application and assessment process, which will include carrying out due diligence.

In the interests of public transparency, if an application is approved for funding, the application (and any related documents) may be published by the Provincial Development Unit. Commercially sensitive and personal information will be redacted by reference to the provisions of the Official Information Act 1982.

Limitation of Advice

Any advice given by the Provincial Development Unit, any other government agency, their officers, employees, advisers, other representatives, or the IAP about the content of your application does not commit the decision maker (it may be Senior Regional Officials, Ministers or Cabinet depending on the level of funding requested and the nature of the project) to make a decision about your application.

This limitation includes individual members of the IAP. The IAP's recommendations and advice are made by the IAP in its formal sessions and any views expressed by individual members of the IAP outside of these do not commit the IAP to make any

recommendation.

No contractual obligations created

No contract or other legal obligations arise between the Provincial Development Unit and any applicant out of, or in relation to, the application and assessment process, until a formal written contract (if any) is signed by both the Provincial Development Unit and a successful applicant.

No process contract

The PGF application and assessment process does not legally oblige or otherwise commit the Provincial Development Unit to proceed with that process or to assess any particular applicant's application or enter into any negotiations or contractual arrangements with any applicant. For the avoidance of doubt, this application and assessment process does not give rise to a process contract.

Costs and expenses

The Provincial Development Unit is not responsible for any costs or expenses incurred by you in the preparation of an application.

Exclusion of liability

Neither the Provincial Development Unit or any other government agency, nor their officers, employees, advisers or other representatives, nor the IAP or its members will be liable (in contract or tort, including negligence, or otherwise) for any direct or indirect damage, expense, loss or cost (including legal costs) incurred or suffered by any applicant, its affiliates or other person in connection with this application and assessment process, including without limitation:

- a) the assessment process
- b) the preparation of any application
- c) any investigations of or by any applicant
- d) concluding any contract
- e) the acceptance or rejection of any application, or
- f) any information given or not given to any applicant(s).

By participating in this application and assessment process, each applicant waives any rights that it may have to make any claim against the Provincial Development Unit. To the extent that legal relations between the Provincial Development Unit and any applicant cannot be excluded as a matter of law, the liability of the Provincial Development Unit is limited to \$1.

Nothing contained or implied in or arising out of the PGF documentation or any other communications to any applicant shall be construed as legal, financial, or other advice of any kind.

Inducements

You must not directly or indirectly provide any form of inducement or reward to any IAP member, officer, employee, advisor, or other representative of the Provincial Development Unit or any other government agency in connection with this application and assessment process.

Governing law and jurisdiction

The PGF application and assessment process will be construed according to, and governed by, New Zealand law and you agree to submit to the exclusive jurisdiction of New Zealand courts in any dispute concerning your application.

Public statements

The Provincial Development Unit and any other government agency, or any relevant Minister, may make public in whole or in part this application form including the following information:

- the name of the applicant(s)
- the application title
- a high-level description of the proposed project/activity
- the total amount of funding and the period of time for which funding has been approved
- the region and/or sector to which the project relates

The Provincial Development Unit asks applicants not to release any media statement or other information relating to the submission or approval of any application to any public medium without prior agreement of the Provincial Development Unit.

Appendix 2 - Proposed operational criteria for all tiers of the Fund

Link to Fund and government outcomes

- Demonstrate the ways in which the project will contribute to lifting the productivity potential of the region
- Demonstrate how the project contributes to the Fund's objectives of:
 - more permanent jobs
 - benefits to the community and different groups in the community
 - increased utilisation and returns for Māori from their asset base (where applicable)
 - sustainability of natural assets (e.g. water, soil integrity, the health and ecological functioning of natural habitats)
 - mitigating or adapting to climate change effects, including transitioning to a low emissions economy
- Clear evidence of public benefits (i.e. benefits other than increased profitability for the applicant)
- Are in a Government priority region or sector

Additionality

- Project is not already underway, does not involve maintenance of core infrastructure or assets (except for rail and transport resilience initiatives), and does not cover activities the applicant is already funded for (funding could be considered to increase the scale of existing projects or re-start stalled projects)
- Demonstrated benefit of central Government investment or support
- Detail of any supporting third party funding (and any funding sought unsuccessfully)
- Acts as a catalyst to unlock a region's productivity potential
- Demonstrated links to other tiers of the Fund and related projects, to maximise value of Government investment

Connected to regional stakeholders and frameworks

- Evidence of relevant regional and local support, either through existing regional development mechanisms, or through another relevant body such as a council, iwi or other representative group (or reasons for any lack of local support)
- Has been raised and discussed with the region's economic development governance group
- Alignment with, or support for the outcomes of, any relevant regional development plan, Māori development strategy or similar document (whether regional or national)
- Demonstrated improvement in regional connectedness (within and between regions)
- Leverage credible local and community input, funding, commercial and non-commercial partners
- Utilise existing local, regional or iwi/Māori governance mechanisms

Governance, risk management and project execution

- Evidence of robust project governance, risk identification/management and decision-making systems and an implementation plan appropriate to the size, scale and nature of the project
- Future ownership options for capital projects, including responsibility for maintenance, further development, and other relevant matters
- Benefits and risks clearly identified and quantified, depending on the scale of the initiative
- Evidence of potential exit gates and stop/go points, and a clear exit strategy
- Clearly identifies whole of life costs (capital and operating)
- Dependencies with other related projects are identified
- Evidence of sustainability after conclusion of PGF funding
- Adequacy of asset management capability (for capital projects)
- Compliance with international obligations (where relevant)

PROACTIVELY RELEASED