SCHEDULE ONE

NATIONAL FREIGHT AND TOURISM NETWORK – RAIL NETWORK ACTIVITY CLASS

As noted throughout the RNIP, the primary focus for the Rail Network activity class is to fund the continuous programme of investment in a resilient and reliable national freight and tourism rail network.

Table 1: Summary – three-year investment programme

Description ($m)	2021/22	2022/23	2023/24	3-Year Total
Total KiwiRail renewals	220.6	276.1	293.2	789.9
Total KiwiRail maintenance, operations and management	116.5	120.0	124.5	361.0
Total KiwiRail improvements	10.8	10.0	32.7	53.5
Total Weather events recovery		40.0	176.0	216.0
Total KiwiRail network	**347.9**	**446.1**	**626.4**	**1,420.4**

This table shows the three-year investment programme from the Rail Network activity class. This covers the continuous programme (renewals, maintenance, operations and management) and a small programme of improvements. A variation to the RNIP was completed in May 2023 to fund a new activity (Weather Events Recovery) which is for KiwiRail's response to the January & February weather events, including Cyclone Gabrielle. A second variation to the RNIP was completed in February 2024 increasing funding for the Weather Events Recovery activity in order to support the Repair and Make Safe works on lines damaged from the 2023 North Island weather events. The investment programme for this class over the three-year period is $1.4bn.

The Rail Network activity class is funded from NLTF revenue, Track User Charges, and a top up from the Crown.

Table 2: Summary – 10-year forecast

Description ($m)	2021/22	2022/23	2023/24	2024/25-2026/27	2027/28-2030/31	10-Year Total
Total KiwiRail renewals	220.6	276.1	293.2	852.5	1,132.0	2774.4
Total KiwiRail maintenance, operations and management	116.5	120.0	124.5	390.1	553.3	1304.4
Total KiwiRail improvements	10.8	10.0	32.7	137.0	181.1	371.5
Total Weather event recovery		40.0	176.0			216.0
Total KiwiRail network	**347.9**	**446.1**	**626.4**	**1379.6**	**1866.4**	**4,666.4**

This table shows the 10-year forecast for the Rail Network activity class. The first three years are aligned with table 1, and the next seven years represent the current estimated spend. Forecasts will be reviewed and updated as part of the development of future RNIPs. The 10-year forecast assumes the continuation of funding from the NLTF and Crown at the levels indicated. This is critical to enable the resilient and reliable investment programme to be delivered.

Table 3: Renewals – 10-year forecast

Summary	Description ($m)	2021/22	2022/23	2023/24	2024/25-2026/27	2027/28-2030/31	10-Year Total
Non-metro network renewals	Track	109.8	135.8	149.4	401.0	528.6	
	Structures	20.1	30.0	38.9	173.4	217.2	
	Civil	29.9	44.0	31.3	81.4	129.6	
	Signals	15.5	17.3	19.7	29.8	35.3	
	Telecommunications	6.5	2.5	4.8	9.6	7.9	
	Traction and Electrical	1.7	1.4	1.2	4.8	7.2	
	Active Level Crossings	5.5	7.5	7.6	21.6	30.6	
	Incidents, unplanned works and contingency	24.5	31.2	31.5	103.3	136.6	
Metro network renewals	Auckland metro area renewals	7.4	7.5	15.5	48.3	69.0	
	Wellington metro area renewals	24.0	24.9	24.5	78.5	98.2	
Total network renewals		**245.1**	**302.0**	**324.5**	**951.5**	**1,260.2**	**3,083.2**
Metro funded network renewals	AT funded metro renewals	(5.7)	(5.8)	(11.3)	(35.4)	(50.6)	
	GWRC funded metro renewals	(18.8)	(20.1)	(19.9)	(63.6)	(77.6)	
Total KiwiRail renewals		**220.6**	**276.1**	**293.2**	**852.5**	**1,132.0**	**2,774.4**

This table shows the 10-year forecast for the Rail Network activity class.

Table 4: Maintenance, operations and management – 10-year forecast

Summary	Description ($m)	2021/22	2022/23	2023/24	2024/25-2026/27	2027/28-2030/31	10-Year Total
Total network maintenance	Network maintenance	103.3	106.5	110.5	349.2	496.3	
Total network operations and management	Network operations and management	76.6	79.1	82.2	256.3	365.7	
Total network maintenance, operations and management		179.9	185.6	192.7	605.5	862.0	2,025.8
Metro funded network maintenance, operations and management	AT funded network maintenance, operations and management	(28.5)	(29.1)	(30.5)	(95.1)	(135.9)	
	GWRC funded network maintenance, operations and management	(24.3)	(25.7)	(26.7)	(85.9)	(123.6)	
	Third-party funded network maintenance, operations and management	(10.6)	(10.8)	(11.0)	(34.5)	(49.2)	
Total KiwiRail maintenance, operations and management		**116.5**	**120.0**	**124.5**	**390.1**	**553.3**	**1,304.4**

This table provides further breakdown for the 10-year programme of maintenance, operations and management. It shows the offsetting revenues received from AT and GWRC as their contribution to the programme, as well as the revenues received for third party funded works.

Table 5: Improvements – 10-year forecast

Summary	Description ($m)	2021/22	2022/23	2023/24	2024/25-2026/27	2027/28-2030/31	10-Year Total
Otira Tunnel	Business case for the track bed rehabiliation of Otira Tunnel.	1.5	1.6	2.1			
Yards	Programme business case for for yard safety and operational improvement projects. Implementation of critical yard projects.	7.8	5.9	17.2			
Resilience works	Programme business case to develop a prioritised programme of resilience projects with a focus on addressing climate change impact. Implementation beginning in year three.	0.5	0.5	3.2			
Level crossing improvements	Three level crossing improvement projects	0.0	0.0	3.2			
Other improvement projects	Business cases for NZ Rail Plan projects including double tracking, passing loops and level crossings and North Island electrification in the first three-years. Future implementation funding for all improvement projects.	1.0	2.0	7.0	137.0	181.1	
Total KiwiRail improvements		**10.8**	**10.0**	**32.7**	**137.0**	**181.1**	**371.5**

This table outlines the improvements which contribute to the resilient and reliable programme of works, aligned with the NZ Rail Plan. The focus in the first three years is on smaller, "shovel ready" improvements and planning for larger works such as Otira tunnel (with an investment case to follow for the full works). KiwiRail has allowed for $318m from year four to ten for improvement works.

Table 5.1: Weather events recovery – 10-year forecast

Summary	Description ($m)	2021/22	2022/23	2023/24	2024/25-2026/27	2027/28-2030/31	10-Year Total
Weather events recovery	**Recovery and reinstatement of the rail network impacted by January and February 2023 major weather events, including Cyclone Gabrielle.**		**40.0**	**176.0**			**216.0**

This table outlines the weather events recovery activity 10-year forecast. The early 2023 North Island weather events have resulted in damage to the rail network and this funding is for the immediate reinstatement of access to the transport network. While the first funding source is insurance (as the premium is funded by the RNIP), some costs will not be claimable.