NEW ZEALAND INFRASTRUCTURE COMMISSION
Te Waihanga

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Pipeline snapshot

June 2026

New Zealand's national dataset

The **National Infrastructure Pipeline** (Pipeline) is New Zealand's national dataset of infrastructure initiatives, recording activity at various stages of planning, funding commitment, and delivery across central government, local government, and private sector infrastructure providers. Updated quarterly, it serves as an important evidence base, informing investment decisions to maintain, renew, and improve New Zealand's infrastructure.

With 135 organisations contributing information, the Pipeline is building towards a complete system-wide view of activity. Airports, electricity networks, ports, water sector providers, and other commercial infrastructure providers yet to contribute information should reach out via **pipeline@tewaihanga.govt.nz** to participate and profile their projects in the Pipeline.

The Government recognises the value of a comprehensive Pipeline in our small economy, and through its **response to the National Infrastructure Plan**, has supported recommendations to improve and strengthen the Pipeline’s coverage and quality over time. The Commission continues to work with the sector to streamline the Pipeline, bring new insights to bear, and help lift infrastructure sector performance to maximise value for New Zealand.

More initiatives secure funding and progress into delivery

The June Pipeline update shows that between March 2026 and June 2026:

- **Fully funded initiatives increased by $4.5 billion to $95.8 billion** – including $4.9 billion from initiatives progressing to full funding commitment, balanced by initiatives being completed or moving from fully funded to a lower-certainty funding status.
- **The combined value of initiatives with committed funding or a confirmed funding source increased by $3.1 billion to $192.8 billion** – reflecting continued progression of initiatives through planning.
- **Total Pipeline value increased by $15.6 billion to $290 billion** – driven primarily by the addition of new unfunded initiatives and adjustments to expected costs of existing initiatives, including those in planning and construction.
- **Initiatives under construction remained constant at $71.2 billion** – illustrating projects being completed are balanced by new projects starting construction.

This Snapshot reflects Pipeline information available as at the end of June 2026 and follows Budget 2026 announcements. In July the Government released the Major Transport Projects Pipeline (MTPP) that sets out the phasing of projects including the Roads of National Significance (RoNS) and major public transport projects. The information on these major transport initiatives is also reflected in the National Infrastructure Pipeline and is updated quarterly by Waka Kotahi – New Zealand Transport Agency (NZTA).

The Pipeline at a glance

In June 2026 the Pipeline included information on almost 12,500 infrastructure initiatives[1]. These initiatives span projects and programmes at various states of funding commitment.

Pipeline value by funding status

	+		+		+		=	
+$4.5bn		+$1.3bn		-$2.7bn		+$12.5bn		+$15.6bn
$95.8bn	+	**$74.4bn**	+	**$22.6bn**	+	**$97.2bn**	=	**$290bn***
with a full funding commitment		**with a partial funding commitment**		**with a funding source confirmed**		**currently unfunded**		**total regardless of funding status**

$192.8bn of initiatives with committed funding or a confirmed funding source

Fully funded	Part funded	Funding source confirmed	Funding source to be confirmed	Total Pipeline value
initiatives have funding commitment to complete the initiative up to an approved budget and scope (includes initiatives currently in delivery).	initiatives vary in the level of funding commitment, from an initial or small commitment, through to a significant (but not full) amount.	indicates an initiative's future funding source is known, but funding has not yet been committed.	indicates funding has not been committed, and the future funding source is not known or has not been confirmed.	combines the value of all initiatives regardless of initiatives' funding status, commitment, or progress through project lifecycles.

+ - Change from March 2026

* Includes $13.2bn of initiatives (4.6% of total Pipeline value) reported as 'on hold' or 'under review'.

[1] The Pipeline is a live system that is updated regularly. Our snapshot reports are based on best known information at the time of publication. This may cause differences in reported values over time and between publications. Pipeline coverage is still incomplete, and in some cases, statistic totals may understate activity. The Pipeline includes initiatives provided in confidence. These initiatives inform aggregate totals and projected spend and workforce demand, but are not released at record level.

Pipeline contributors provide project information updates (reflecting the current state of their initiatives) to the Commission near the end of each quarter. The Commission compiles and publishes the non-confidential information on the last business day of the quarter, with the Snapshot released after a period of analysis. This process contrasts with the Treasury's Quarterly Investment Reporting (QIR) process, which collects quarter-end information after the quarter has ended. This timing difference can lead to variances in reported values for central government agencies, as project and investment information continues to evolve.

Alongside funding status, the Pipeline can be disaggregated by lifecycle stage, tracking the progression of initiatives from planning to construction and providing forward visibility of work entering the market.

Pipeline value by initiatives' progression through the project lifecycle

No change	-$2.4bn	+$0.2bn	+$0.5bn	+$12.8bn
$71.2bn	**$17.5bn**	**$12.7bn**	**$3.4bn**	**$176.4bn**
Under construction	**Entering construction**	**In procurement**	**Entering procurement**	**In planning**
At the time of update	In the 12 months from 1 July 2026	At the time of update	In the 12 months from 1 July 2026	At the time of update

+ - Change from March 2026

Note these values are not intended to sum to the total Pipeline value, as initiatives may feature in more than one category, for example where an initiative is scheduled to enter both procurement and construction within 12 months of 1 July 2026.

The change in Pipeline value between March 2026 and June 2026 is discussed later in this report.

Interactive tool

What's in the Pipeline? Initiative search

Search by upcoming procurement opportunities, estimated timings, sectors, regions, and more on our insights platform.

- Initiative timelines
- Initiative list
- Location map
- Downloadable data

Login or register for access at **insights.tewaihanga.govt.nz**

Initiatives entering procurement

In June, 519 initiatives with combined expected costs of $12.7 billion were progressing through procurement processes, up from $12.5 billion in the previous quarter. Central government infrastructure providers accounted for 63% of this activity. Many providers remain reluctant to signal procurement timelines until initiatives are sufficiently advanced. This means the $3.4 billion of procurement activity currently indicated for the next 12 months likely understates forward activity.

There are 6,900 initiatives in various stages of planning in the Pipeline. Table 1 shows the total expected cost of these initiatives by procurement timing across central government, local government, and commercial infrastructure providers. The italicised text provides additional context on the level of commitment for these initiatives.

Table 1: Breakdown of Pipeline value scheduled to enter procurement

All values are recorded in $ billions. Figures may not sum due to rounding.

Measure	Total	Central government	Local government ‡	Commercial
Pending award confirmation*	$0.8	$0.3	$0.5	–
In procurement	**$12.7**	**$8.0**	**$2.5**	**$2.1**
Entering procurement in next 12 months	**$3.4**	**$1.2**	**$2.1**	**$0.1**
Confirmed funding source†	*$3.0 (88%)*	*$1.0 (83%)*	*$1.9 (90%)*	*$0.1 (100%)*
No funding source	*$0.4 (12%)*	*$0.3 (17%)*	*$0.1 (10%)*	–
Entering procurement after 12 months	**$4.3**	**$1.0**	**$3.3**	–
Confirmed funding source†	*$1.4 (33%)*	*$0.1 (1%)*	*$1.3 (39%)*	–
No funding source	*$2.9 (67%)*	*$0.9 (90%)*	*$2 (61%)*	–
Procurement unscheduled	**$179.5**	**$109.5**	**$30.1**	**$39.9**
Confirmed funding source†	*$87.7 (49%)*	*$60.0 (55%)*	*$15.5 (51%)*	*$12.2 (31%)*
No funding source	*$91.8 (51%)*	*$49.6 (45%)*	*$14.6 (49%)*	*$27.7 (69%)*

* Includes initiatives where the scheduled procurement start date is during the last three months and indicates procurement will have started, but has not been reflected in the initiative life cycle status.

† Includes initiatives recorded with a funding status of ‘Fully funded’, ‘Part funded’, and ‘Funding source confirmed’.

‡ Local government includes local and regional council contributors as well as Auckland Transport, Watercare, and Wellington Water. The Commission continues to work to standardise our classifications.

Initiatives entering construction

Over 3,000 initiatives with a total expected cost of $71.2 billion were reported as under construction. Delivery of these initiatives is projected to result in $3.4 billion of spend in the July to September 2026 quarter, with a further $3.1 billion currently projected for the period, September to December 2026.

Table 2 shows the total expected cost for initiatives in the Pipeline that were under construction at the time of the update, and the value of initiatives that are expected to enter construction. The rows highlight the progression of initiatives across the planning horizon, including highlighting increasing levels of funding commitment for near-term activity. The certainty of construction-start dates also improves as initiatives advance, funding is committed, and contracts are awarded.

Pipeline contributors' June updates indicate around $17.5 billion of initiatives are expected to enter construction in the next 12 months, with 89% reported as fully funded, part funded, or with a confirmed funding source.

Table 2: Breakdown of Pipeline value scheduled to enter construction

All values are recorded in $ billions. Figures may not sum due to rounding.

Measure	Total	Central government	Local government ‡	Commercial
Under construction	**$71.2**	**$32.9**	**$27.1**	**$11.2**
Pending construction start confirmation*	$0.9	$0.4	$0.5	–
Entering construction in next 12 months	**$17.5**	**$11.2**	**$5.1**	**$1.1**
Confirmed funding source†	*$15.5 (89%)*	*$10.5 (94%)*	*$3.8 (75%)*	*$1.1 (100%)*
No funding source	*$2.0 (11%)*	*$0.7 (6%)*	*$1.3 (25%)*	–
Entering construction after 12 months	**$37.6**	**$21.6**	**$12.3**	**$3.7**
Confirmed funding source†	*$13.1 (35%)*	*$7.5 (35%)*	*$5.6 (46%)*	–
No funding source	*$24.5 (65%)*	*$14.2 (65%)*	*$6.7 (54%)*	*$3.7 (100%)*
Construction unscheduled	**$133.8**	**$82.0**	**$17.2**	**$34.6**
Confirmed funding source†	*$70.3 (53%)*	*$45.8 (56%)*	*$11.4 (66%)*	*$13.2 (38%)*
No funding source	*$63.5 (47%)*	*$36.2 (44%)*	*$5.9 (34%)*	*$21.4 (62%)*

* Includes initiatives where the scheduled construction start date is during the last three months and indicates construction will have started, but has not been reflected in the initiative life cycle status.

† Includes initiatives recorded with a funding status of 'Fully funded', 'Part funded', and 'Funding source confirmed'.

‡ Local government includes local and regional council contributors as well as Auckland Transport, Watercare, and Wellington Water. The Commission continues to work to standardise our classifications.

Pipeline composition and funding commitment

Scale of initiatives in the Pipeline

Smaller initiatives support a steady flow of work for the construction sector

Figure 1 shows the distribution of Pipeline initiatives by cost band and funding status. The figure highlights that 21% of total Pipeline value comes from 12,042 initiatives (97% of all Pipeline initiatives), with expected costs of below $100 million. Of these, 5,044 initiatives (41% of all Pipeline initiatives) have expected costs of between $1 million and $25 million, and 6,354 initiatives (51%) have expected costs below $1 million.

Smaller initiatives make an important contribution to stability and confidence in the forward works programme. For the initiatives with an expected cost below $100 million, 78% have a confirmed funding source, representing 17% of total Pipeline value. The smaller initiatives that are fully funded represent a greater share of confirmed value than the fully funded initiatives with expected costs over $1 billion.

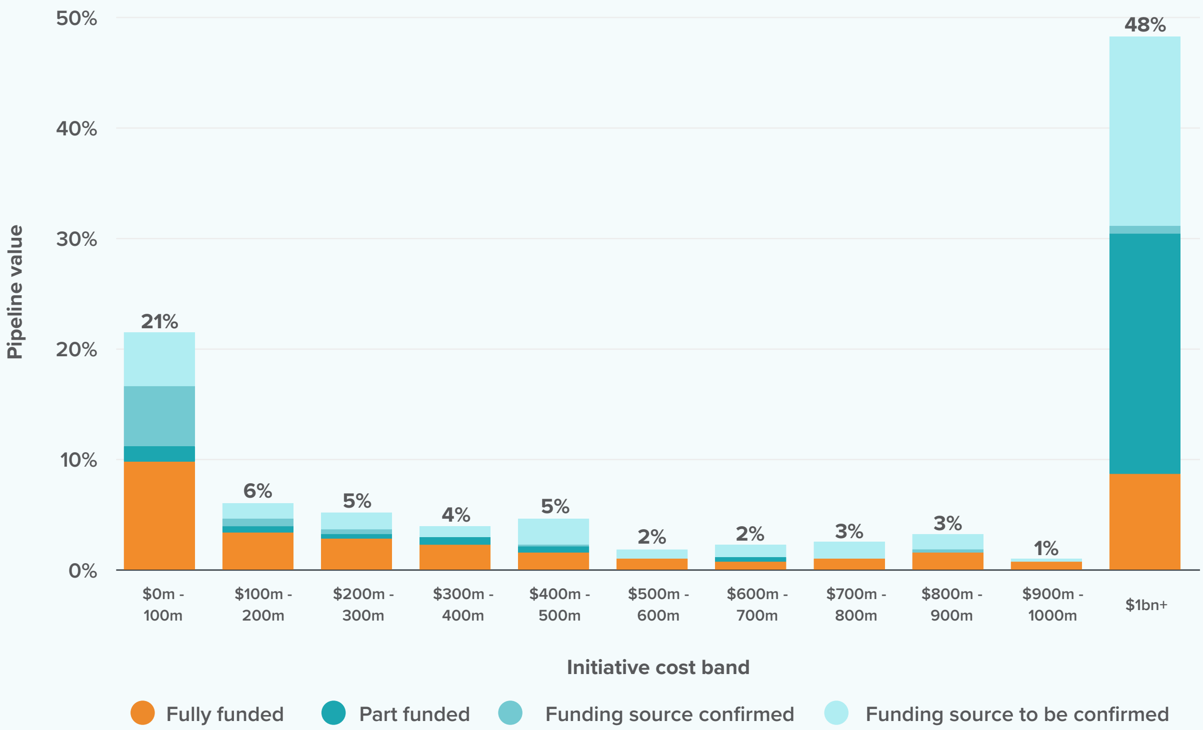
There are 54 very large initiatives, with expected costs exceeding $1 billion (up 8 on last quarter[2]), and collectively these account for 48% of total Pipeline value. Many remain in early stages and represent significant investment decisions for New Zealand:

- Thirteen were reported as fully funded (9% of total Pipeline value)
- Eighteen were reported as part funded (22% of total Pipeline value)
- Two were reported as having a funding source confirmed (1% of total Pipeline value)
- Twenty-one were reported without a confirmed funding source (17% of total Pipeline value).

Figure 1:

Together smaller initiatives have more funding certainty than very large projects

Distribution of initiatives in the Pipeline by expected initiative cost, June 2026



[2] For more context see the change in value between quarters section later in the Snapshot

Funding commitments for initiatives

One-third of Pipeline value has a full funding commitment

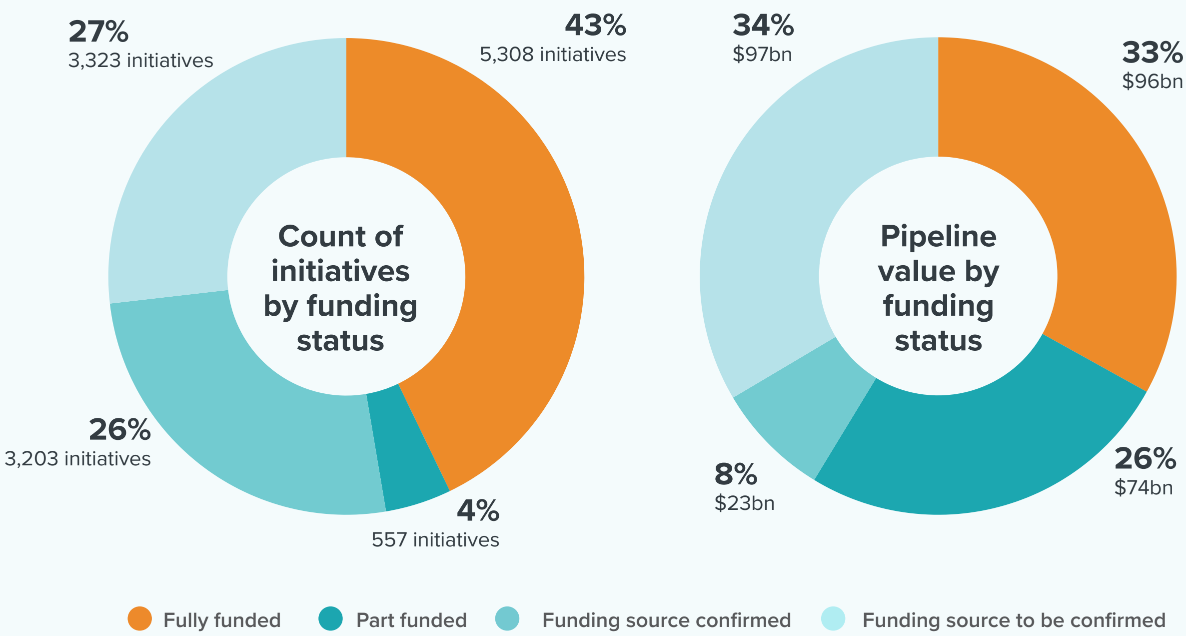
The Pipeline provides visibility of both committed investments and unfunded investment options (or opportunity costs), offering an important evidence base to inform investment decisions. The Commission continues to work with contributors to improve the clarity of funding status reporting. Figures 1 and 2 illustrate the breakdown of Pipeline initiatives by funding status.

Figure 2 presents the almost 12,500 initiatives in the Pipeline by both count and value, covering all initiatives regardless of funding status. Fully funded initiatives make up the largest share by number, with 5,308 initiatives (43%) representing $96 billion (33%) of Pipeline value. By contrast, the 3,323 initiatives (27%) without a confirmed funding source account for a similar $97 billion (34%) of value. Part funded initiatives, while few in number (557, or 4%), represent $74 billion (26%) of value, reflecting the concentration of large programmes holding partial funding commitments.

Figure 2:

$96 billion of Pipeline initiatives are fully funded

Pipeline value and initiative count by funding status, June 2026



Investment across sectors

A sector view of the Pipeline shows where investment (regardless of funding status) is weighted across New Zealand's infrastructure system, highlighting significant investment in transport infrastructure.

-$2.7bn
$163.3bn
Transport

+$19.4bn
$28.3bn
Health

+$19.4bn
$7.3bn
Community facilities

No change
$2.7bn
Housing

-$2.2bn
$20.6bn
Energy

+$0.8bn
$44.3bn
Water

+$0.1bn
$5.4bn
Education and research

+ - Change from March 2026

Note these values are intended only to illustrate total initiative values for some of the key sectors within the Pipeline. The values are not intended to sum to the total Pipeline value.

Activity in the construction market

How initiatives impact the construction market depends on many factors, including their value, funding commitment, scheduling, and planned speed of delivery. The Commission models both the spend and workforce demand signalled through the initiatives submitted to the Pipeline.

Pipeline commitment for the next 12 months

The June 2026 Pipeline update indicates total projected spend of $18.6 billion in the next 12 months for initiatives with committed or confirmed funding sources. The Commission's research indicates New Zealand has spent an average of 5.8% of Gross Domestic Product (GDP) on infrastructure over the last 20 years. The $18.6 billion projected spend[3] equates to approximately 4.2% of GDP, suggesting the Pipeline captures a significant proportion of near-term infrastructure activity. For fully funded initiatives alone, projected spend for the next 12 months is $13.3 billion, or 3% of GDP.

Figure 3 illustrates how the next 12 months of projected spend compares to the 5.8% historical GDP average. Of the $95.8 billion of initiatives that are fully funded, our modelling estimates approximately $51.5 billion of this will have already been spent on these active projects.

[3] Spend modelling is based on reported value and timing of initiatives in the Pipeline. Actual timing of project spend may differ from projections.

Figure 3:

12-month forward view of projected spend for all initiatives in the Pipeline is nearing 20-year average spend for infrastructure

Projected spend by funding status as a per cent of GDP, 1 July 2026 – 30 June 2027.

Looking further ahead at projected spending

The projected spend for initiatives with confirmed funding sources for 2027 is currently $16.1 billion, remaining steady with the $16.4 billion projected by our modelling in March. Near-term projected spend figures generally rise each quarter as initiatives with short planning horizons are planned and submitted to the Pipeline, and as funding commitments progress.

As a measure of aggregate forward commitment, our 10-year projection indicates that three-quarters of spend for initiatives with committed or confirmed funding sources will occur within five years. This forward measure has remained consistent with previous quarters.

Planning horizons shape the forward view

Planning horizons are influenced by the statutory planning cycles behind the Pipeline: councils commit capital through Long-Term Plans (LTPs) with a 10-year horizon, that are updated on a rolling three-year basis, and NZTA plans land transport activity through its three-yearly National Land Transport Programme (NLTP). Dips in the forward view can indicate the edge of current planning cycles rather than portraying an expected decline in investment.

The expected completion of some transport investment programmes and the timeline of council planning instruments, their 2024 LTPs, contribute to a drop in current committed spend in 2027. A second drop in unfunded spend in 2034 aligns with the end date of 10-year council

LTP planning horizons and the forward view of NZTA state highway maintenance programmes in the Pipeline. The forward view of projected spend and commitment levels will extend as funding decisions are made, and as new LTPs and their investments are reflected in the Pipeline.

Building a stronger forward view – all funding statuses

The projected spend for initiatives currently in planning and delivery is highlighted in the following figures:

- Figure 4: Projected spend by funding status, shows spend with the relative split of funding commitment over time. Large, committed initiatives drive spend further forward into the future, while the remainder of initiatives wait on investment decisions.
- Figure 5: Projected spend by initiative lifecycle status for all funding statuses shows a similar trend to Figure 4 and highlights the improving visibility of lower-certainty initiatives across the planning horizon.
- Figure 6: Projected spend by sector highlights the scale of transport and water investment. Transport (including road, rail, ports, and airports) dominates projected infrastructure spend, accounting for $9.6 billion (46%) of total projected spend in the next 12 months and remaining above $5 billion annually through to 2033. Total projected transport spend over the next 10 years is $62.6 billion, representing 47% of all-sector spend. Water is the second largest sector at $4.7 billion (22%) in 2026, with annual spend remaining above $2 billion through to 2032.

Figure 4:

Over half of projected spend in the next ten years is funded or has a confirmed funding source

Projected quarterly spend by funding status, July 2026 – June 2036

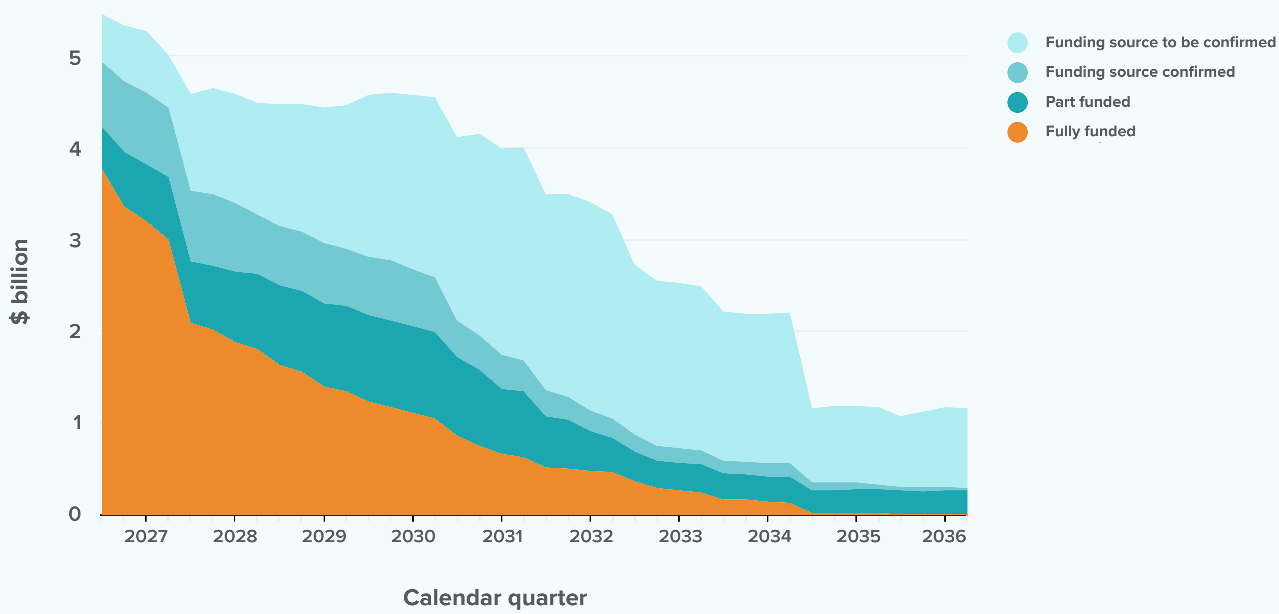


Figure 5:

Most unfunded spend is from initiatives in early planning stages

Projected quarterly spend by initiative status, all funding statuses, July 2026 – June 2036

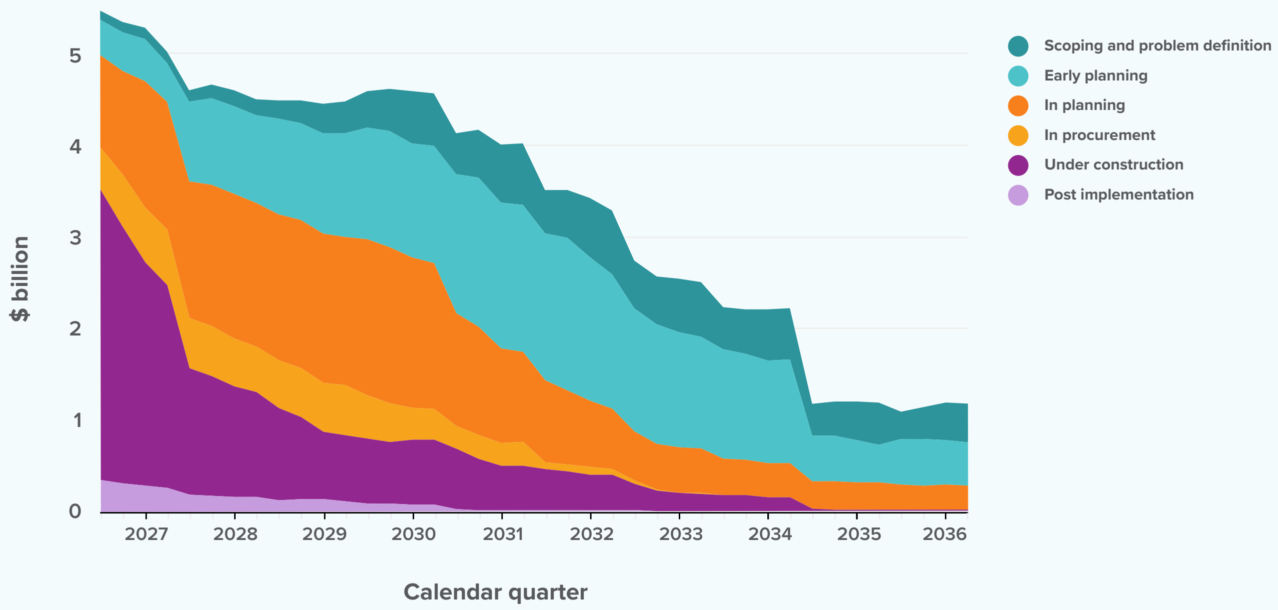
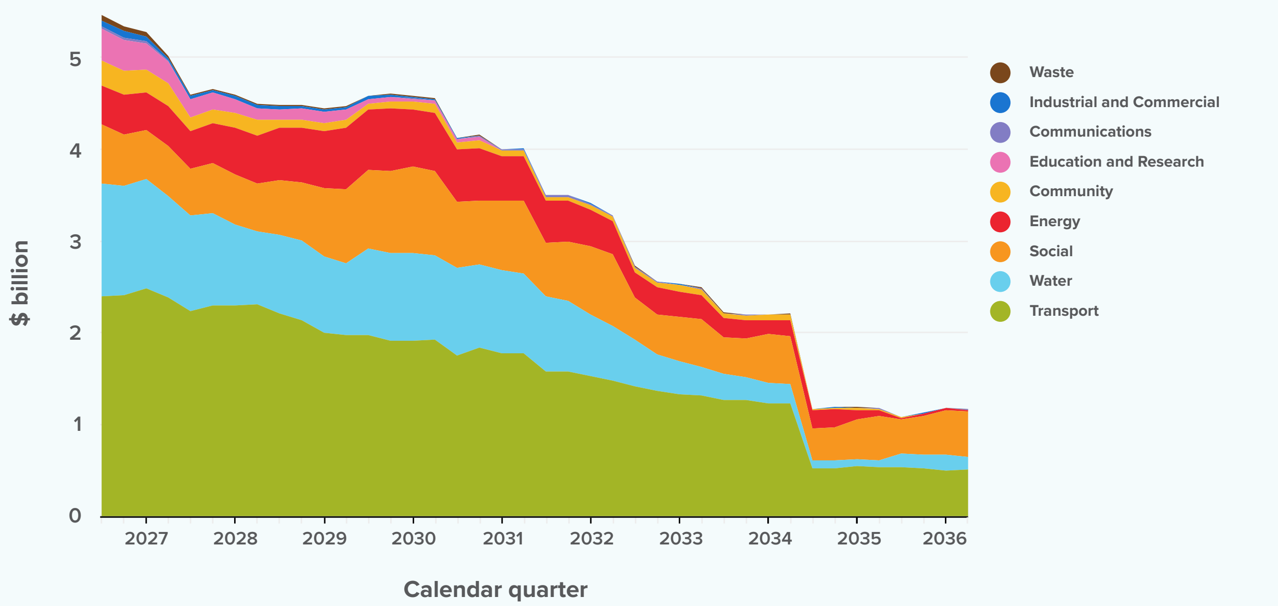


Figure 6:

The transport and water sector account for around two thirds of projected spend over the next ten years

Projected quarterly spend by sector, all funding statuses, July 2026 – June 2036



Planning for the workforce needed to deliver the Pipeline

An early view of anticipated workforce demand (and measures of certainty), relative to regional market capacity, supports the planning, coordination, and scheduling of work. It helps training institutions, the construction sector, and regional agencies make informed decisions on investing in developing the skills and workforce New Zealand will need.

The infrastructure workforce forms part of the wider construction workforce, much of which is engaged in housing construction. Around one-third of construction workers are employed in infrastructure.

Building a view of forward workforce demand – all funding statuses

The projected workforce demand[4] to deliver initiatives currently in planning and construction is highlighted in the following figures:

- Figure 7: Projected workforce demand by occupation group shows the full-time equivalent (FTE) workforce required to deliver Pipeline initiatives over the next 10 years, with a 2023 benchmark included as a reference point for where capacity may be available or delivery may become constrained.
- Figure 8: Projected workforce demand by construction timing illustrates how initiatives anticipated to enter construction in the near and medium term may influence workforce demand across the 10-year horizon.

Follow the chart links below to our insight platform and log in to generate more insights for your region, sector or industry.

Interactive tool

Pipeline workforce projections

Learn about workforce demand by construction and procurement timing, initiative status, funding status, occupation, and for your region, sector, or industry on our insights platform.

Login or register for access at **insights.tewaihanga.govt.nz**

[4] Workforce demand modelling is based on reported value and timing of initiatives in the Pipeline. Actual workforce demands may differ from projections. The projections may overstate near-term demand (where initiatives are unfunded or at an early stage) or understate it (where the Pipeline does not yet cover all infrastructure activity), both factors should be considered when interpreting these figures.

Figure 7:

Projected workforce required to deliver initiatives in the Pipeline

Projected demand for workers (FTEs) each quarter, by occupation group, (all funding status), July 2026 – June 2036

See this interactive chart on our Insights Platform

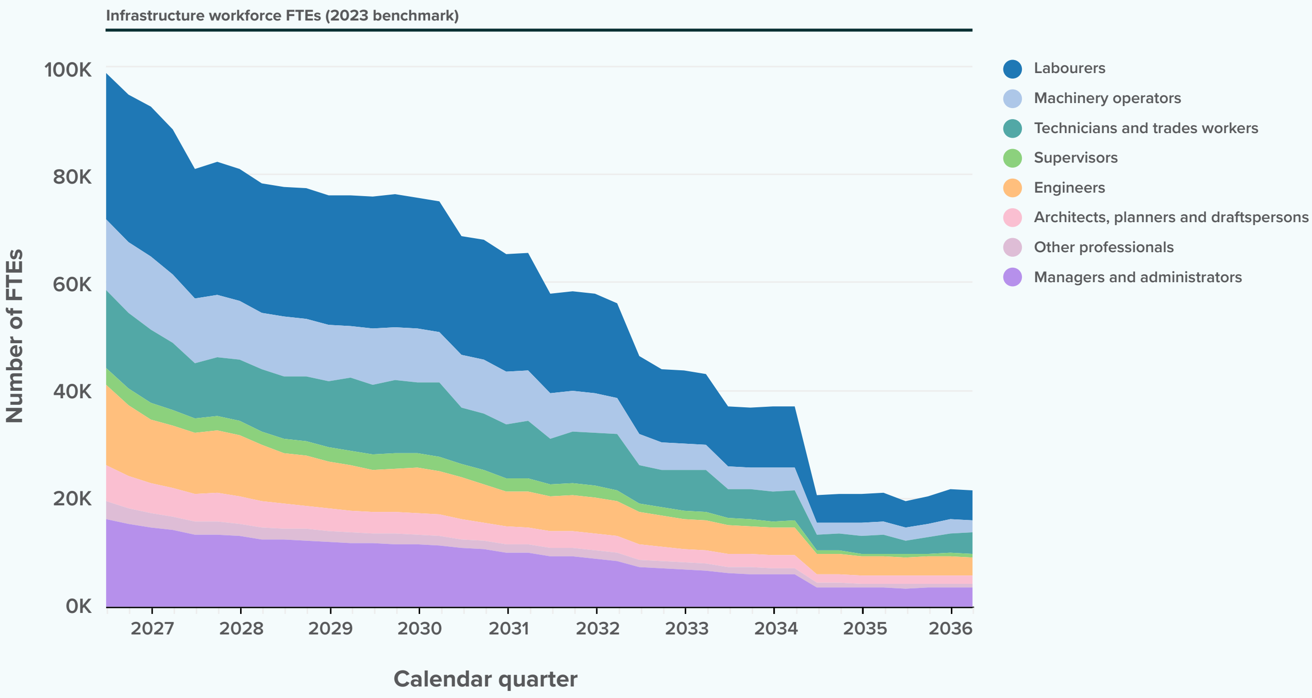
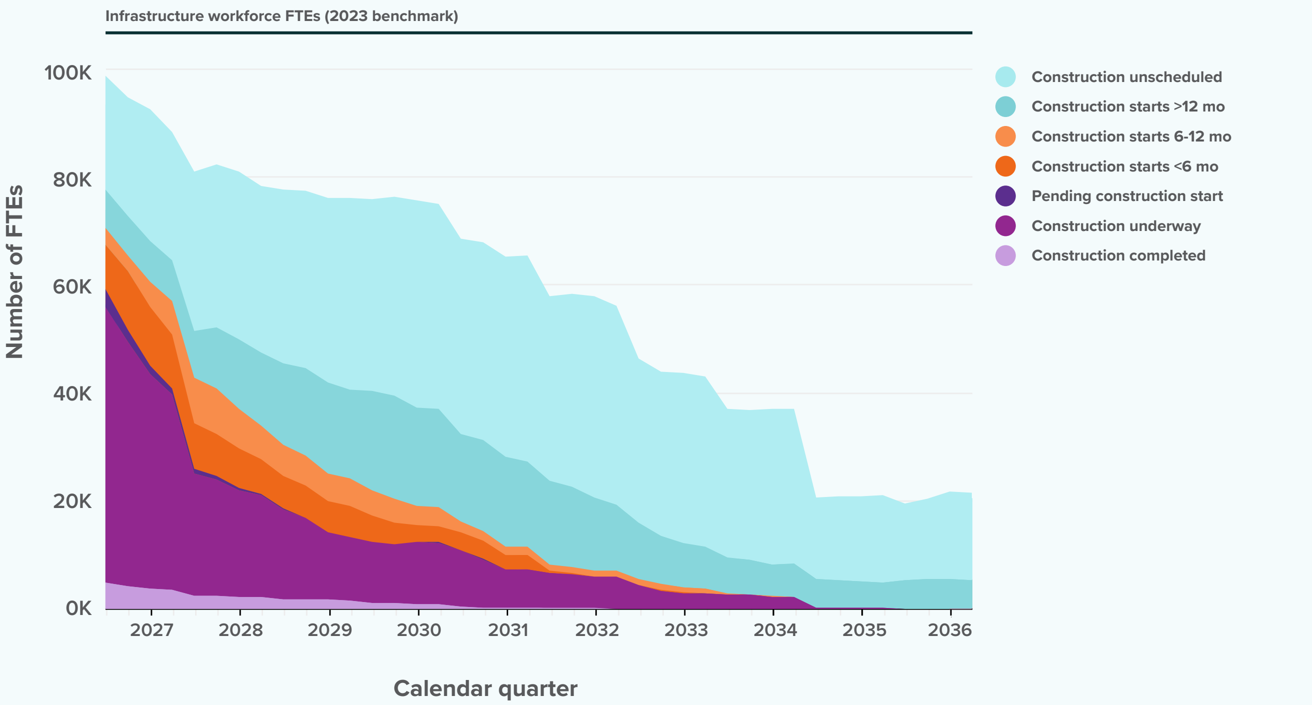


Figure 8:

National workforce demand from initiatives scheduled to enter construction

Projected demand for workers (FTEs) each quarter, by construction start status (all funding status), July 2026 – June 2036

See this interactive chart on our Insights Platform



Unpacking the change in value between quarters

Fully funded initiatives increased by $4.5 billion

The net increase in the value of initiatives reported with full funding increased by $4.5 billion to reach $95.8 billion in June. The drivers of this change are highlighted in Figure 9 and included:

Increases in fully funded Pipeline value

- $4.9 billion of existing initiatives progressed to fully funded status (including $3.35 billion from central government, and improvements in initiative data).
- $1.1 billion from adjustments to the expected cost of existing initiatives.
- $0.7 billion of new fully funded initiatives were added to the Pipeline.

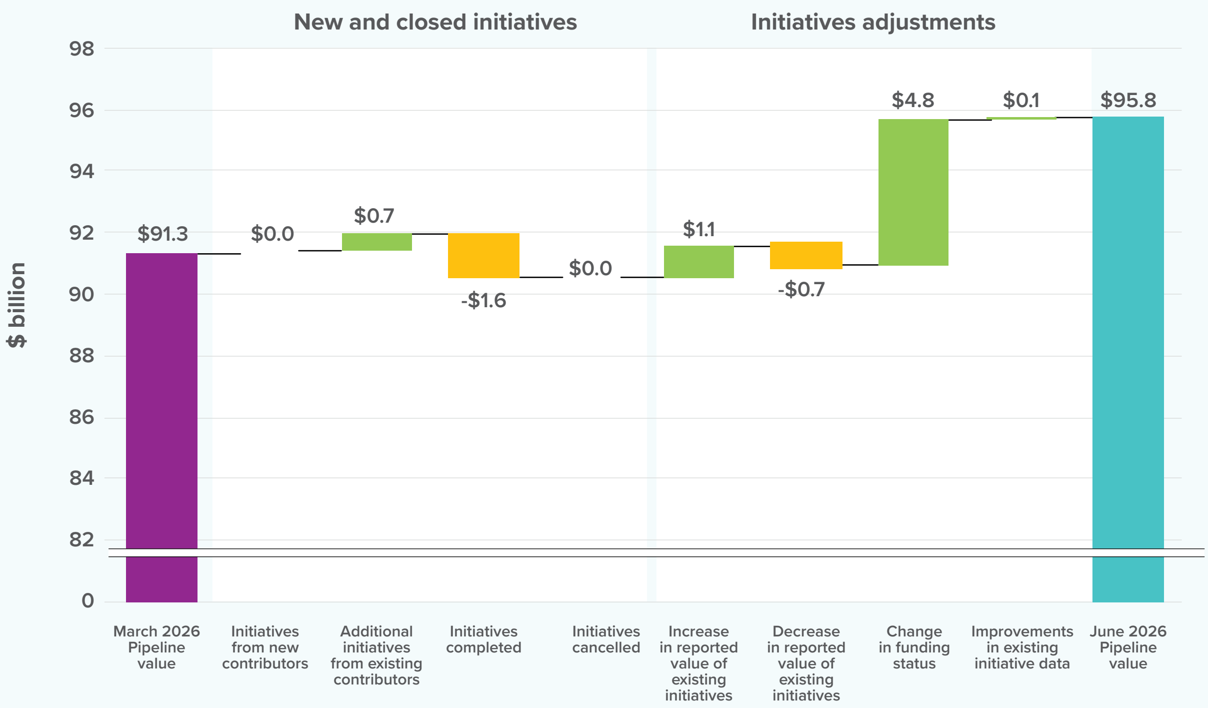
Decreases in fully funded Pipeline value

- $1.6 billion from initiatives completed during the quarter.
- $0.7 billion from adjustments to the expected cost of existing initiatives.
- Balancing the net changes were initiatives that moved from fully funded status to a lower-certainty funding status.

Figure 9:

Fully funded value increased due to new initiatives added to the Pipeline, increases in expected initiative cost, and initiatives' funding status progressing

Changes in Pipeline value for initiatives with confirmed funding sources, March 2026 – June 2026



Total value in the Pipeline increased by $15.6 billion

Total Pipeline value, which includes all initiatives regardless of funding status or progress through the project lifecycle, increased by $15.6 billion, from $274.4 billion in March to $290 billion in June. The drivers of this change are highlighted in Figure 10 and included:

Increases in total Pipeline value

- $29.3 billion of additional initiatives from a range of existing contributors (including large initiatives from Health New Zealand, NZTA and KiwiRail).
- $3.1 billion from adjustments to the expected cost of existing initiatives.

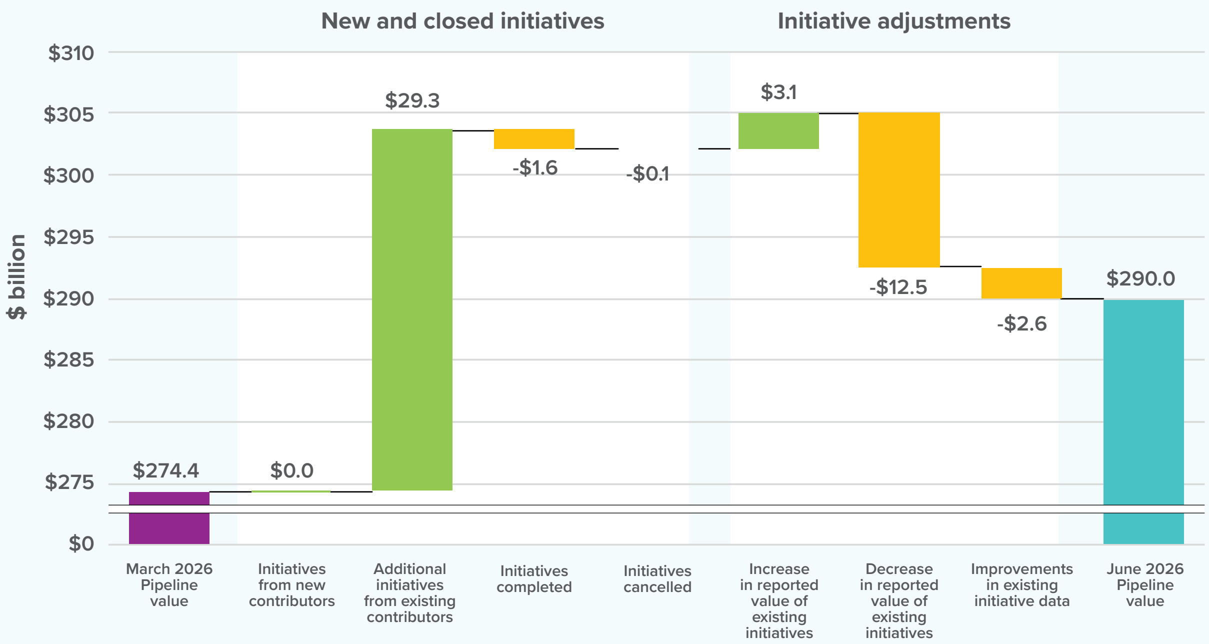
Decreases in total Pipeline value

- $1.6 billion from initiatives completed during the quarter.
- $0.1 billion from initiatives cancelled during the quarter.
- $12.5 billion from adjustments to the expected cost of existing transport and other initiatives in early planning.
- Quality adjustments resulted in a net decrease of $2.6 billion in Pipeline value due to changes in reporting from Vector and others.

Figure 10:

Introduction of new initiatives resulted in an increase to the overall value of the Pipeline

Changes in total Pipeline value including unfunded initiatives, March 2026 – June 2026



Diving deeper into the drivers of change

Adjustments to expected costs of initiatives

Increases or decreases in the expected costs of initiatives are a significant driver of changes in Pipeline value[5].

In early planning stages cost estimates typically carry a lower degree of confidence and are more readily revised as planning matures. Adjustments reported in June had a net result of removing $9.4 billion in Pipeline value. Drivers of change are highlighted in Figure 11 and included:

$3.1 billion increase in expected costs

- 37% came from 477 initiatives in early scoping and planning
- 50% came from 388 initiatives in construction or post implementation

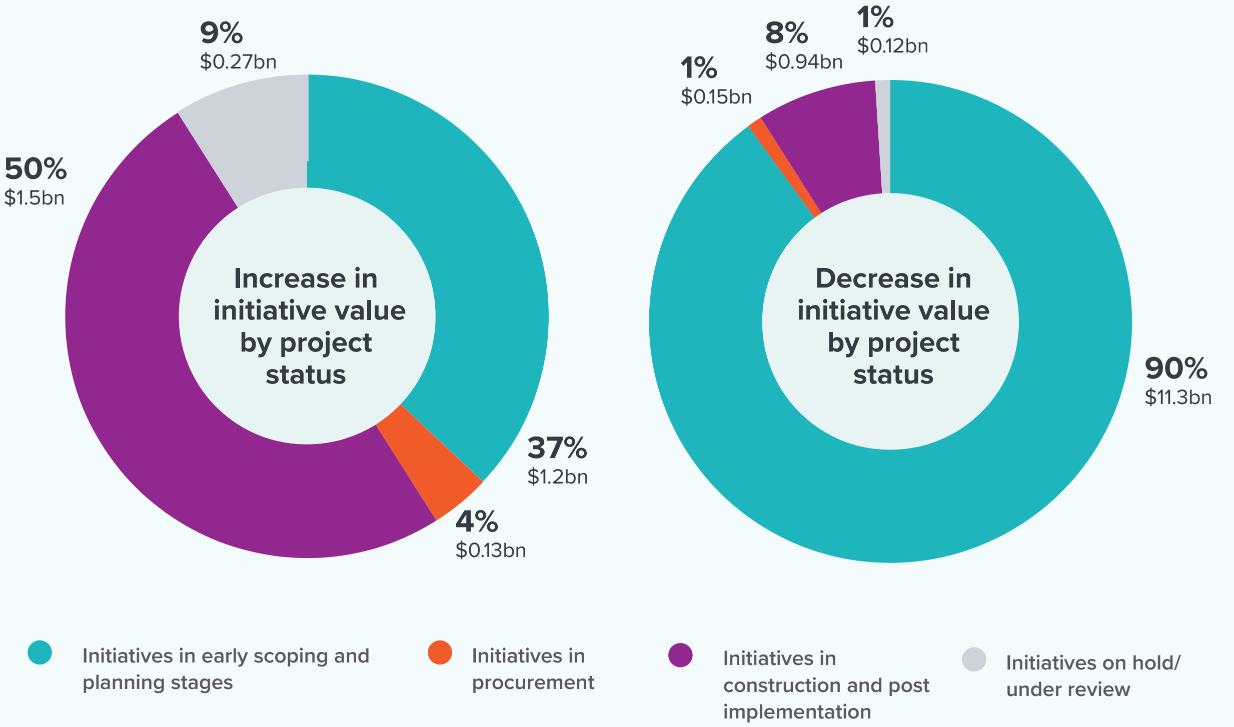
$12.5 billion decrease in expected costs

- 90% came from 260 initiatives in early scoping and planning, including adjustments to some very large projects
- 7% came from 434 initiatives in construction or post implementation

Figure 11:

June showed adjustments in initiative value across the project lifecycle

Lifecycle status for Pipeline initiatives that increased or decreased in reported value since March 2026.



[4] Movements in expected initiative costs can be driven by improved reporting practices that better reflect the full potential cost of an initiative, rather than by changes in scope or cost escalation. Our goal is to improve reporting practices to provide more confidence in these statistics.

Infrastructure projects that have been delivered

As projects are completed, their value is removed from the Pipeline totals which are focused on current and future activity. Tracking projects over time and through to completion forms our evidence base on how New Zealand delivers infrastructure.

In the June quarter, 319 initiatives worth $1.6 billion in total value, from 46 contributing organisations, were completed. Table 3 highlights selected projects completed during the quarter demonstrating the range of infrastructure being delivered across New Zealand and reported through the Pipeline.

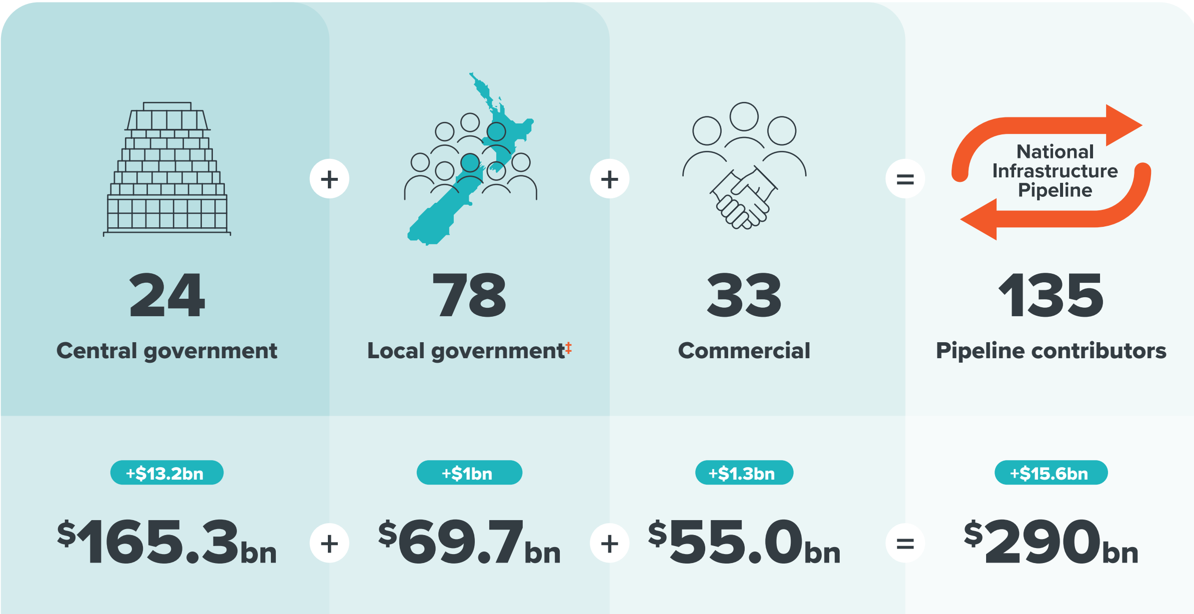
Table 3: Initiatives reported as completed between March and June 2026

Initiative name	Initiative expected cost	Organisation
Heke Rua Archives (HRA), Te Ara Tahi Programme (formerly known as Tāhuhu)	250 - 500 million	Department of Internal Affairs
Rangiuru Business Park - Enabling Infrastructure for Stage 1	100 - 250 million	Quayside Holdings Limited
Wellington Station Safety Improvements	100 - 250 million	KiwiRail Limited
20Connect (SH20B Early Improvements)	50 - 100 million	Waka Kotahi NZ Transport Agency
Terminal Integration Enabling: Forecourt Roading and Utilities	50 - 100 million	Auckland Airport Limited
Weigh Right Glasnevin	25 - 50 million	Waka Kotahi NZ Transport Agency
New Opaoa River Bridge	25 - 50 million	Waka Kotahi NZ Transport Agency
Hobsonville Point Primary School New School Expansion	25 - 50 million	Ministry of Education
WS Scruttons Road Pump Station to Lyttelton Road Tunnel & St Andrews Hill Road Mains Renewal	10 - 25 million	Christchurch City Council
James Hargest College Redevelopment	10 - 25 million	Ministry of Education

Towards a complete Pipeline

Created in 2020, the Pipeline continues to build towards a trusted and complete view of infrastructure planning, investment, and construction activity in New Zealand. Te Waihanga administers the Pipeline to fulfil our statutory functions to provide and coordinate information about infrastructure projects and promote a strategic and coordinated approach to delivery[6].

Pipeline contributors by organisation type and value across all initiatives



Change from March 2026

[‡] Local government includes local and regional council contributors as well as Auckland Transport, Watercare, and Wellington Water. The Commission continues to work to standardise our classifications

In total, 135 organisations contribute to the Pipeline and 85% of contributors provided updates in June, adding new initiatives, making changes, or confirming their information remained correct.

Commercial Pipeline contributors include four State-owned enterprises, two mixed-ownership-model electricity companies, four electricity lines companies covering 54% of the installation control points (ICPs)[7]. Of the local government contributors, 75 are councils which equates to 96% of councils across New Zealand. **Kawerau District Council, Mackenzie District Council, and Manawatu-Whanganui Regional Council** are yet to contribute.

[6] New Zealand Infrastructure Commission/Te Waihanga Act 2019 (https://www.legislation.govt.nz/act/public/2019/51/en/latest/#LMS155571)

[7] An ICP is an installation control point or the point of connection to an electricity network where an electricity retailer is deemed to supply electricity to a consumer.

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National Infrastructure Pipeline

Join the programme and profile your projects

Organisations responsible for infrastructure that are not yet contributing to the Pipeline are encouraged to contact Te Waihanga to discuss participation. To add initiatives or ensure existing information is kept current, please reach out via

pipeline@tewaihanga.govt.nz

Informing decisions for better infrastructure outcomes

The Pipeline forms an important evidence base to support a coordinated approach to infrastructure delivery across sectors, regions, and markets. Insights from the Pipeline enable understanding of investment options, opportunity costs, competing demand for construction resources and workforce, which highlights constraints or opportunities in the market.

The Pipeline helps inform policy development and the Commission's advice on improvements to the wider infrastructure system, as well as Government demand-side decisions (such as increasing or curtailing demand through funding and other settings), and supply-side decisions (such as economic, education, and employment initiatives and settings).

Infrastructure providers use the forward view the Pipeline provides to inform prioritisation, coordination, planning, and investment decisions. Construction sector stakeholders use the Pipeline to understand upcoming business opportunities and the workforce capability and capacity needed to deliver infrastructure. Regional economic development and employment agencies use the Pipeline to inform decisions on skills attraction, workforce planning, and regional investment timing.