
From: Peter Simcock
Sent: Wednesday, 8 June 2016 9:46 a.m.
To: Kaye Clark; Andrew Knackstedt; Kevin Reid; Barry Wright
Subject: RE: Radio NZ request for info on Huntly Bypass steel

Hi all

Kevin Johnson is pulling information together with help from Tony D, who was in AKL this morning so don't know when we'll have it all... Because it is a D&C contract, the specifications are provided by the FHHEB designer, to meet our standards and our Principal's Requirements.

Cheers
Peter

From: Kaye Clark
Sent: Wednesday, 8 June 2016 9:30 a.m.
To: Andrew Knackstedt; Kevin Reid; Barry Wright; Peter Simcock
Subject: Re: Radio NZ request for info on Huntly Bypass steel

Hi Andy
Just keeping a few more in the loop

Kaye Clark (from my iPhone)
Highway Manager Hamilton
NZ Transport Agency
027 279 5751

On 7/06/2016, at 5:13 pm, "Andrew Knackstedt" <Andrew.Knackstedt@nzta.govt.nz> wrote:

Hi folks,

Fyi, see below from Mr Pennington at Radio NZ.

Given the nature of the questions, including requests for specific information from the contract with Fulton-Hogan/HEB, we'll be putting these questions through as an OIA request.

I've advised Kristy in the Minister's office that this will be our approach, and I've asked the others in the cc line of the email below to let me know if they are approached directly by RNZ with further questions.

Regards,

Andy K

From: Phil Pennington [<mailto:Phil.pennington@radionz.co.nz>]
Sent: Tuesday, 7 June 2016 4:52 p.m.
To: Andrew Knackstedt; 'kristy.Martin@parliament.govt.nz'; 'f.connell@transport.govt.nz'
Cc: 'tanya.katterns@steelandtube.co.nz'; Derrick Adams (HEB); 'Dickens, Tony - Huntly Project'; 'Piet de Jong'; 'info@ianz.govt.nz'
Subject: Radio NZ request for info on Huntly Bypass steel

Hello

The Minister has said he and the Ministry have had all their questions answered satisfactorily around this steel and the failings around it.

Therefore RNZ requests the Minister, or the Ministry or the TA release:

- The names of the mill and the fabricator of the failed 1600 tonnes of steel from China. Or allow RNZ escorted access to the worksite to check the Grade 350 steel for the traceable mark on it from the manufacturer
- The name of the ILAC-accredited laboratory that Steel and Tube says tested the steel pre-export
- The date upon which the first steel casing began to be installed at the Bypass, along with the date of the first test of the steel after it had arrived in NZ

Also RNZ requests the TA release:

- Everything in the contract with Fulton-HEB that pertains to the testing regime required around the steel for this project
- Along with what is stipulated about the testing regime in the TA's standard contract (or Specific Conditions of Contract that might usually be applied) so we can compare the two.

We appreciate your cooperation. The nature of this information, the questions raised in the last few days around the risk management of this contract, and the Minister's comments about having all their questions answered, leads RNZ to the reasonable expectation that this information is readily to hand, and so should be available to RNZ tomorrow.

THANKS

Phil Pennington
Radio New Zealand News | Wellington
M: is 021 1900 294 | W: +64 4 474 1914 | Twitter: @RNZ

<image001.png>

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Peter Simcock

From: Fiona Montgomery
Sent: Tuesday, 5 July 2016 11:27 a.m.
To: Kevin Johnson; Peter Simcock; Jessie Hedge; Mark Ensor; Niclas Johansson
Subject: re OIA 2431 Huntly bypass steel - further information for Radio NZ

As promised the email Tommy sent re question 3

From: Emma Sallaway
Sent: Friday, 1 July 2016 10:53 a.m.
To: Fiona Montgomery
Subject: re OIA 2431 Huntly bypass steel - further information for Radio NZ

Drafted by Andy – sent from Tommy.

Cheers

Emma Sallaway
Executive Assistant to Tommy Parker; GM Highways & Network Operations
Highways and Network Operations

s 9(2)(a)

E Emma.Sallaway@nzta.govt.nz / w nzta.govt.nz
National Office / Victoria Arcade, 50 Victoria Street,
Private Bag 6995, Wellington 6141, New Zealand

From: Tommy Parker
Sent: Friday, 10 June 2016 4:14 p.m.
To: 'Phil.pennington@radionz.co.nz'
Subject: Huntly bypass steel - further information for Radio NZ

Hi Phil,

The information below is being provided now in order to address incorrect claims which have been made with respect to the independent testing of steel used in the Huntly bypass. The NZ Transport Agency is in the process of compiling responses to your Official Information Act requests on this issue, and no further comment will be provided prior to the provision of those responses.

Kind Regards,

Tommy Parker
Group Manager Highways and Network Operations
NZ Transport Agency

The NZ Transport Agency can assure New Zealanders that quality assurance processes are in place for the construction of state highway projects to ensure that our roads, bridges and other structures are safe and fit for purpose.

Claims that independent testing of the steel used in the piles for the Huntly bypass were only ordered after construction of the piles began are incorrect.

Samples of the steel to be used in the construction of the piles on the Huntly section of the Waikato Expressway project were sent to an independent New Zealand lab for testing by Fulton Hogan/HEB prior to the steel being used in construction. While some of this steel was used in the early stages of construction before results of independent testing were received - on the expectation of a compliant test result - this work was carried out with a contingency plan in place which would allow Fulton Hogan/HEB to safely amend the design in the very unlikely event that the tests showed that the steel did not meet specifications.

After the test results were received which showed that the steel was not compliant, the contractor re-designed the bridge piles as reinforced concrete rather than driven steel tubes. This was done at no additional cost to NZTA, and with no delay to the project. See the timeline below for further details.

The New Zealand steel supplier for this project (Steel & Tube Holdings Ltd) is carrying out an investigation to determine the root cause of the supply of this batch of sub-standard steel, which includes discussions with multiple agencies in New Zealand and in China. As those discussions are ongoing, and are commercial and confidential in nature, it is not appropriate to name the parties involved at this stage.

There have been no similar problems identified with steel used in other state highway projects.

Timeline for Huntly Bypass construction and steel testing

2 December 2015: Deliveries of steel piles to site commenced.

8 December 2015: Samples delivered to independent New Zealand lab for testing.

All December: Pile driving crew work on temporary staging, using other piles owned by HEB.

14 January: Fulton Hogan/HEB advised of delay in test results due to lab physically shifting premises.

15 January: Piling crew finishes staging work and are available to commence bridge piles. Work on bridge piles begins, based on the fact that the piles are only 25 metres deep and can be easily removed if required.

26 January: Test results provided showing steel is not up to standard.

28 January: Additional samples are sent to two laboratories for verification testing to confirm results from initial tests.

4 February: Second set of test results returned showing steel non-conformance.

4 February onwards: Contingency plan implemented with redesign of steel piles into reinforced concrete piles.

With respect to your requests for the names of the mill, the fabricator of the steel from China and the name of the ILAC-accredited lab which tested the steel pre-export, Fulton Hogan/HEB have advised the Transport Agency that they believe this information to be commercially sensitive. The NZ Transport Agency is currently reviewing your request under the Official Information Act in order to assess whether the information you've requested can be provided or if there are grounds to withhold it.

Peter Simcock

From: Kaye Clark
Sent: Saturday, 11 June 2016 8:20 a.m.
To: Peter Simcock
Subject: Fwd: Huntly bypass steel - further information for Radio NZ

FYI

Kaye Clark (from my iPhone)
Highway Manager Hamilton
NZ Transport Agency

s 9(2)(a)

Begin forwarded message:

From: Andrew Knackstedt <Andrew.Knackstedt@nzta.govt.nz>
Date: 10 June 2016 4:07:03 pm NZST
To: Fergus Gammie <Fergus.Gammie@nzta.govt.nz>, Robyn Fisher <Robyn.Fisher@nzta.govt.nz>, Kevin Reid <Kevin.Reid@nzta.govt.nz>, Kaye Clark <Kaye.Clark@nzta.govt.nz>, Natalie Dixon <Natalie.Dixon@nzta.govt.nz>
Subject: FW: Huntly bypass steel - further information for Radio NZ

Hi all,

FYI, the message below will be going from Tommy to Phil P shortly.

As noted in the pre-amble, we won't be engaging with RNZ on this issue at all until after responses have been provided to all three of Phil's OIAs.

Minister's office also have a copy of this, and will send to Fulton Hogan/HEB shortly to close the loop.

Cheers,

Andy

From: Andrew Knackstedt
Sent: Friday, 10 June 2016 3:53 p.m.
To: Tommy Parker (Tommy.Parker@nzta.govt.nz)
Subject: Huntly bypass steel - further information for Radio NZ

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Peter Simcock

From: Dickens, Tony - Huntly Project <Tony.Dickens@fultonhogan.com>
Sent: Friday, 10 June 2016 5:00 p.m.
To: Peter Simcock; Kaye Clark
Cc: Kevin Johnson; Raj Rajagopal
Subject: Summary of Steel specifications-Huntly
Attachments: Summary of Steel specifications-Huntly.docx

I have attached a summary of every reference to the steel specifications on the project prepared by Shane Wilton.

- A few references are from the Principals requirements and the bridge manual.
- Some are from standard specifications
- The above documents only refer to "Mill certificates" and in our case these are from China.
- the majority of the references are from the project specification as you would expect in a design and construct contract.
- Our specifications are the only documents that contain references to NZ testing.

I hope this meets your needs

Regards

Tony Dickens | Project Director-Huntly Section | Fulton Hogan HEB JV | PO Box 3, Huntly 3740 |
tony.dickens@fultonhogan.com | s 9(2)(a)



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WAIKATO EXPRESSWAY | HUNTLY SECTION

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Peter Simcock

From: Kevin Johnson
Sent: Thursday, 9 June 2016 8:28 a.m.
To: Peter Simcock
Subject: RE: Steel briefing

Thanks Peter,

Tony Dickens is still collating detailed answers for us. I called him again last night and Raj told me upon his return to the office at 5.15 that Kaye telephoned Tony direct for a briefing from him. I think she is happy so far but I will persevere and get the answers for the bullet points which are the same as the OIA request.

Rgds,

K

From: Peter Simcock
Sent: Thursday, 9 June 2016 8:20 a.m.
To: Kevin Johnson
Subject: Fwd: Steel briefing

FYI

Sent from my iPad

Begin forwarded message:

From: Barry Wright <Barry.Wright@nzta.govt.nz>
Date: 9 June 2016 8:00:00 am NZST
To: Chris Hunt <Chris.Hunt@nzta.govt.nz>, Peter Simcock <Peter.Simcock@nzta.govt.nz>, Kaye Clark <Kaye.Clark@nzta.govt.nz>
Cc: Andrew Knackstedt <Andrew.Knackstedt@nzta.govt.nz>
Subject: FW: Steel briefing

Hi

See following briefing for Fergus for your information.

Please pass on to anybody else with an interest.

I would also appreciate being copied into any other developments

Cheers
Barry

Barry Wright
National Structures Manager

s 9(2)(a)

E barry.wright@nzta.govt.nz

From: Nigel Lloyd
Sent: Wednesday, 8 June 2016 5:22 p.m.
To: Kevin Reid
Cc: Barry Wright
Subject: Steel briefing

There is significant use of steel in state highway bridges in New Zealand. There have been no identified problems with steel to date on Transport Agency projects other than the piles for the bridges on the Huntly Bypass.

NZS 3404 *Steel structures standard* sets requirements for structural steel in New Zealand. The Transport Agency specifies in the agency's *Bridge manual* that steel shall comply with the requirements of NZS 3404. For both the *Bridge manual* and NZS 3404 evidence of compliance is to be obtained from an independent testing laboratory recognised by signatories to the International Laboratory Accreditation Cooperation (ILAC) Mutual Recognition Agreement (MRA).

NZS 3404 requires structural steel to comply with the requirements of appropriate Australian/New Zealand, British, Japanese or American standards. Steel sourced from elsewhere needs to be demonstrated to be equivalent to these standards.

For Huntly Bypass the designers specified additional testing in New Zealand for steel supplied from or fabricated overseas. There are currently no formal measures to ensure that this happens for all Transport Agency projects.

Whilst certification provided with the steel for Huntly indicated compliance with the specified standards, the independent testing in New Zealand showed clear non-compliances. So whilst theoretically the appropriate testing requirements are specified, this case demonstrated that it may be prudent to ensure that for steel sourced from overseas countries not listed in NZS 3404 further independent testing in New Zealand is undertaken.

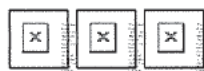
Although the Transport Agency follows the appropriate New Zealand standard, we propose that an independent review be undertaken of the compliance requirements specified and the application of these requirements.

Nigel Lloyd / Principal Structures Engineer
Network Outcomes

s 9(2)(a)

E nigel.lloyd@nzta.govt.nz / w nzta.govt.nz

National Office / Victoria Arcade, 50 Victoria Street,
Private Bag 6995, Wellington 6141, New Zealand



Peter Simcock

From: Andrew Knackstedt
Sent: Wednesday, 8 June 2016 11:03 a.m.
To: Peter Simcock
Subject: FW: FW: Radio NZ request for info on Huntly Bypass steel
Attachments: RE: Radio NZ request for info on Huntly Bypass steel

Importance: High

Sorry Peter, should have copied you into this too...

From: Andrew Knackstedt
Sent: Wednesday, 8 June 2016 11:02 a.m.
To: Kaye Clark
Cc: Tommy Parker (Tommy.Parker@nzta.govt.nz)
Subject: FW: FW: Radio NZ request for info on Huntly Bypass steel
Importance: High

Hi guys,

I'm happy to take a hard line on this, but would be useful to give him a reason for not naming the lab now.

Looking at Tony's message (attached) from yesterday there appears to be a sound reason not to do so, i.e.

- "Naming the laboratory now will jeopardise our ability to get an explanation for the differences in test certificates. (RNZ are looking for fraud to report on. Fraud may well be the final outcome but it's not where you start these discussions)"

Kaye - are you able to ring Tony and see if FH/HEB would be comfortable with us saying something like:

Fulton Hogan/HEB is investigating the circumstances under which this batch of steel was certified, and they advise that identifying the lab now could jeopardise that investigation.

From: Phil Pennington [mailto:Phil.pennington@radionz.co.nz]
Sent: Wednesday, 8 June 2016 10:32 a.m.
To: Andrew Knackstedt
Subject: Re: FW: Radio NZ request for info on Huntly Bypass steel

Hello Andy

OK, let's restrict this for today to the name of the ILAC accredited lab.

What is it? If you refuse to release it we will report that, along with the reason u give.

Thks
Phil Pennington

Sent from my Vodafone Smart

On 8 Jun 2016 10:16, Andrew Knackstedt <Andrew.Knackstedt@nzta.govt.nz> wrote:

>
> Hi Phil,
>

>
>

> Given that some of the information requested may be commercially sensitive we will also need to assess these
Hi Phil,

Given that some of the information requested may be commercially sensitive we will also need to assess these requests under the Official Information Act.

I have passed the request on to our Official Correspondence Unit.

Kind Regards,

Andy Knackstedt

From: Phil Pennington [<mailto:Phil.pennington@radionz.co.nz>]

Sent: Tuesday, 7 June 2016 4:52 p.m.

To: Andrew Knackstedt; 'kristy.Martin@parliament.govt.nz'; 'f.connell@transport.govt.nz'

Cc: 'tanya.katterns@steelandtube.co.nz'; Derrick Adams (HEB); 'Dickens, Tony - Huntly Project'; 'Piet de Jong'; 'info@ianz.govt.nz'

Subject: Radio NZ request for info on Huntly Bypass steel

Hello

The Minister has said he and the Ministry have had all their questions answered satisfactorily around this steel and the failings around it.

Therefore RNZ requests the Minister, or the Ministry or the TA release:

- The names of the mill and the fabricator of the failed 1600 tonnes of steel from China. Or allow RNZ escorted access to the worksite to check the Grade 350 steel for the traceable mark on it from the manufacturer
- The name of the ILAC-accredited laboratory that Steel and Tube says tested the steel pre-export
- The date upon which the first steel casing began to be installed at the Bypass, along with the date of the first test of the steel after it had arrived in NZ

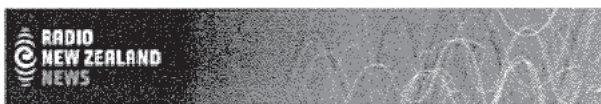
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We appreciate your cooperation. The nature of this information, the questions raised in the last few days around the risk management of this contract, and the Minister's comments about having all their questions answered, leads RNZ to the reasonable expectation that this information is readily to hand, and so should be available to RNZ tomorrow.

THANKS

Phil Pennington
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M: is 021 1900 294 | W: +64 4 474 1914 | Twitter: @RNZ



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Peter Simcock

From: Kaye Clark
Sent: Wednesday, 8 June 2016 9:50 a.m.
To: Peter Simcock
Subject: RE: Radio NZ request for info on Huntly Bypass steel

Perfect make him the point of contact
thanks

From: Peter Simcock
Sent: Wednesday, 8 June 2016 9:46 a.m.
To: Kaye Clark; Andrew Knackstedt; Kevin Reid; Barry Wright
Subject: RE: Radio NZ request for info on Huntly Bypass steel

Hi all

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Cheers
Peter

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To: Andrew Knackstedt; Kevin Reid; Barry Wright; Peter Simcock
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Hi Andy
Just keeping a few more in the loop

Kaye Clark (from my iPhone)
Highway Manager Hamilton
NZ Transport Agency

s 9(2)(a)

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Regards,

Andy K

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To: Andrew Knackstedt; 'kristy.Martin@parliament.govt.nz'; 'f.connell@transport.govt.nz'
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THANKS

Phil Pennington
Radio New Zealand News | Wellington
M: is 021 1900 294 | W: +64 4 474 1914 | Twitter: @RNZ

<image001.png>

Peter Simcock

From: Kevin Johnson
Sent: Wednesday, 8 June 2016 8:40 a.m.
To: Dickens, Tony - Huntly Project
Cc: Raj Rajagopal; Peter Simcock
Subject: FW: Radio NZ request for info on Huntly Bypass steel - URGENT

Hello Tony,

I'll ring later but need to ask if you can provide any of the info specified below in what is effectively a Freedom of Info request and which the Agency is obliged to treat as such?

I think the first 3 bullet points might be answerable by you perhaps, could you let us know please? (I don't think we want this bloke on-site unless we can help it.)

As for bullets 4 and 5, I am digging out the contract here but do you have anything to hand at all? All I have so far is the NZ AS 3678 Grade 250 spec steel to be tested to NZ 3404. Likewise Section 6 of the contract QA, 6.1.1-2 Management System, 6.2.4 Testing & Inspection Laboratories.

Thanks very much and speak soon,

Kevin

From: Phil Pennington [<mailto:Phil.pennington@radionz.co.nz>]
Sent: Tuesday, 7 June 2016 4:52 p.m.
To: Andrew Knackstedt; 'kristy.Martin@parliament.govt.nz'; 'f.connell@transport.govt.nz'
Cc: 'tanya.katterns@steelandtube.co.nz'; Derrick Adams (HEB); 'Dickens, Tony - Huntly Project'; 'Piet de Jong'; 'info@ianz.govt.nz'
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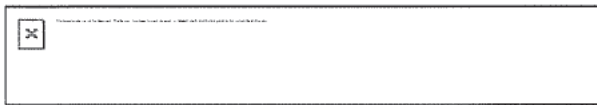
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Peter Simcock

From: Kaye Clark
Sent: Wednesday, 8 June 2016 5:32 a.m.
To: Peter Simcock; Simon Brandon
Cc: Jessie Hedge
Subject: Fwd: Radio NZ request for info on Huntly Bypass steel
Attachments: image001.png

Heads up team
I'll call in a bit later in the day
Sensible to treat as OIA

Kaye Clark (from my iPhone)
Highway Manager Hamilton
NZ Transport Agency

s 9(2)(a)

begin forwarded message:

From: Andrew Knackstedt <Andrew.Knackstedt@nzta.govt.nz>
Date: 7 June 2016 5:13:29 pm NZST
To: Tommy Parker <Tommy.Parker@nzta.govt.nz>, Robyn Fisher <Robyn.Fisher@nzta.govt.nz>, Kaye Clark <Kaye.Clark@nzta.govt.nz>
Cc: Natalie Dixon <Natalie.Dixon@nzta.govt.nz>
Subject: FW: Radio NZ request for info on Huntly Bypass steel

Hi folks,

Fyi, see below from Mr Pennington at Radio NZ.

Given the nature of the questions, including requests for specific information from the contract with Fulton-Hogan/HEB, we'll be putting these questions through as an OIA request.

I've advised Kristy in the Minister's office that this will be our approach, and I've asked the others in the cc line of the email below to let me know if they are approached directly by RNZ with further questions.

Regards,

Andy K

From: Phil Pennington [<mailto:Phil.pennington@radionz.co.nz>]
Sent: Tuesday, 7 June 2016 4:52 p.m.
To: Andrew Knackstedt; 'kristy.Martin@parliament.govt.nz'; 'f.connell@transport.govt.nz'
Cc: 'tanya.katterns@steelandtube.co.nz'; Derrick Adams (HEB); 'Dickens, Tony - Huntly Project'; 'Piet de Jong'; 'info@ianz.govt.nz'
Subject: Radio NZ request for info on Huntly Bypass steel

Hello

The Minister has said he and the Ministry have had all their questions answered satisfactorily around this steel and the failings around it.

Therefore RNZ requests the Minister, or the Ministry or the TA release:

- The names of the mill and the fabricator of the failed 1600 tonnes of steel from China. Or allow RNZ escorted access to the worksite to check the Grade 350 steel for the traceable mark on it from the manufacturer
- The name of the ILAC-accredited laboratory that Steel and Tube says tested the steel pre-export
- The date upon which the first steel casing began to be installed at the Bypass, along with the date of the first test of the steel after it had arrived in NZ

Also RNZ requests the TA release:

- Everything in the contract with Fulton-HEB that pertains to the testing regime required around the steel for this project
- Along with what is stipulated about the testing regime in the TA's standard contract (or Specific Conditions of Contract that might usually be applied) so we can compare the two.

We appreciate your cooperation. The nature of this information, the questions raised in the last few days around the risk management of this contract, and the Minister's comments about having all their questions answered, leads RNZ to the reasonable expectation that this information is readily to hand, and so should be available to RNZ tomorrow.

THANKS

Phil Pennington
Radio New Zealand News | Wellington
M: is 021 1900 294 | W: +64 4 474 1914 | Twitter: @RNZ



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Peter Simcock

From: Andrew Knackstedt
Sent: Wednesday, 1 June 2016 4:37 p.m.
To: Kaye Clark; Peter Simcock
Cc: Tommy Parker; Natalie Dixon
Subject: RE: Radio NZ - huntly steel ongoing questions for agency

Thanks Kaye.

I'll just let the boss know that this is the plan.

Cheers,

Andy

From: Kaye Clark
Sent: Wednesday, 1 June 2016 4:36 p.m.
To: Andrew Knackstedt; Peter Simcock
Cc: Tommy Parker; Natalie Dixon
Subject: RE: Radio NZ - huntly steel ongoing questions for agency

Thanks Andy

I am OK to talk so that we have a voice

The comment "did you know the contractors had been warned that steel at this price was going to be non-compliant" is essentially no because that's part of the contractors commercial arrangements and our checks and balances on quality and fit for purpose sit elsewhere - free market etc

From: Andrew Knackstedt
Sent: Wednesday, 1 June 2016 4:21 p.m.
To: Kaye Clark; Peter Simcock
Cc: Tommy Parker; Natalie Dixon
Subject: FW: Radio NZ - huntly steel ongoing questions for agency
Importance: High

Hi folks,

See below. The RNZ reporter is trying to strong-arm us into a hostile interview.

We can respond and re-iterate that this is ultimately a commercial issue between FH/HEB and Steel and Tube, but before I do that, do we know what the reporter is referring to in the second bullet point? Was this a tender that we ran, and is it even relevant?

In terms of the third bullet point, I think we can simply say that we have quality control processes and other contractual arrangements in place which are designed to:

- Ensure that projects are delivered on time and that all structures meet specified requirements, are safe and fit for purpose
- Ensure that any additional costs incurred as a result of situations like this one are fully absorbed by the contractor

We could also point out to Mr Pennington that the Transport Agency has not "ended up with a bunch of rubbish steel" - Fulton Hogan/HEB own the material and this is a commercial issue between them and their supplier.

What we have ended up with is a section of the Waikato Expressway which is being delivered on-time, on budget and up to the specifications required in our contracts.

Kaye – if you are comfortable speaking with Phil I'm happy to set that up, but you'll need to be prepared to bat away the questions about "did you know the contractors had been warned that steel at this price was going to be non-compliant".

Let me know what you think.

Cheers,

Andy

From: Phil Pennington [<mailto:Phil.pennington@radionz.co.nz>]
Sent: Wednesday, 1 June 2016 3:47 p.m.
To: Andrew Knackstedt
Subject: Radio NZ - huntly steel ongoing questions for agency

Hello Mr Knackstedt

We request you front someone to answer unanswered questions we have.

These include what is known by NZTA about:

- the contractors being warned that steel at this price was bound to be non-compliant?
- the initial tender rounds specifying MILD steel and not SEISMIC steel. This was amended late in the piece. Why this confusion when it is bridges being built?
- And; to clarify, is NZTA as per its email yday suggesting that the quality control IN THIS CASE is the sort of quality control that is acceptable to NZTA and what you will expect of contractors in future ? Given that you have ended up with a bunch of rubbish steel too late to do anything about in the case of 2 bridges, except be forced into a major redesign.

The Agency needs to front. I'd also appreciate a call from you.

THANKS

Phil Pennington +64 4 4741914

From: Andrew Knackstedt [<mailto:Andrew.Knackstedt@nzta.govt.nz>]
Sent: Tuesday, 31 May 2016 7:50 p.m.
To: Phil Pennington
Subject: Radio NZ re steel piles of expressway

Hi Phil,

The statement below can be attributed to the NZ Transport Agency's Group Manager of Highways and Network Operations Tommy Parker. Tommy is not available for an interview this evening.

The Fulton-Hogan/HEB joint venture which is delivering the Huntly section of the Waikato Expressway designed the bridges for the Huntly project with driven steel tube piles. The steel pipes were imported from China and delivered the Huntly site.

Following standard practice, Fulton-Hogan/HEB took their own steel samples from the tubes and had it tested in New Zealand. The results came back showing the steel did not meet the quality standards required for the project. As a result the decision was made to redesign the piles as reinforced concrete piles, utilising the steel pipes as concrete formwork only. The new pile design was independently peer reviewed and approved, and Fulton Hogan/HEB are now constructing the project's first two bridges with this concrete pile design.

The quality control processes which the Transport Agency has required Fulton-Hogan/HEB to follow have meant that the substandard steel was identified early on, and the nature of our contracts means that all of the costs for redesigning construction and replacing materials is borne by the contractor – there is zero cost to the taxpayer.

There is absolutely no quality compromise between steel pipe piles and reinforced concrete piles. Both do exactly the same job and last exactly the same time. The NZ Transport Agency will not be paying any extra costs related the redesign, as all of the costs for the additional work is borne entirely by the contractors. There is no additional cost to Government or to taxpayers. The project will not be delayed due to the early detection of the problem and the designers quickly coming up with an effective alternative design within six weeks. The bridges will all be up to the design standard required by our contract.

Regards,

Andy Knackstedt

From: Phil Pennington [<mailto:Phil.pennington@radionz.co.nz>]

Sent: Tuesday, 31 May 2016 5:16 p.m.

To: Andrew Knackstedt

Subject: Radio NZ re steel piles of expressway - FYI

Hello Andy

Your Waikato comms Natalie has kindly been in touch and has been v nice. She says you too are working on this. I apologise for the hour but sometimes stories go that way.

I wish you to know what we know, so that you can see the questions we wish to put to an NZTA senior person in an interview, by phone or in person, tonight (I am here till 11pm):

- This is a road of national significance which requires bridges with steel compliant for strength and load-bearing/impact
- The 500 tonnes of steel pipe for the piles is not strong enough (grade 350) – it is NON-compliant to AS/NZ Standards
- The bid the JV accepted from China was 30-40% below market rates
- The test certificates from China said the steel was strong enough
- The samples sent ahead from China said it was strong enough
- Lab testing here has shown it is not
- It has ballooned at the end when pounded in
- There is at least \$1 million of steel pipe here; installation would have been on top of that of course
- Rectification design and construction costs are now on top of that, plus time delays

- The verification regime as part of the JV's risk management is in question – in part because of the price; also, because China test certs have been in question for some years (and reputable NZ fabricators do not accept samples sent from China, but cut out their own here for lab testing)

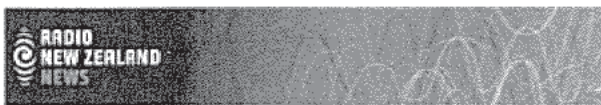
NZTA is the client, spending taxpayer money, and ensuring this expressway is safe.

CORE question: What concrete assurances is NZTA seeking from its contractors that the quality threshold is being maintained by them at a high enough level, given that what has happened here does NOT demonstrate that.

We look forward to speaking with NZTA tonight.

THANKS

Phil Pennington
Radio New Zealand News | Wellington
M: is 021 1900 294 | W: +64 4 474 1914 | Twitter: @RNZ



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Peter Simcock

From: Simon Brandon
Sent: Wednesday, 1 June 2016 10:57 a.m.
To: Kevin Johnson; Peter Simcock
Cc: Raj Rajagopal
Subject: RE: Huntly By-pass - Steel Tubes

Thanks for that Kevin

The media response to this was generated yesterday but further questions still being asked.

Can I forward your numbers to media team?

Any issues like this where there is likely to be media interest need to be raised at earliest.

Thanks Simon

From: Kevin Johnson
Sent: Wednesday, 1 June 2016 10:51 a.m.
To: Simon Brandon; Peter Simcock
Cc: Raj Rajagopal
Subject: FW: Huntly By-pass - Steel Tubes

Simon,

Mark Ensor dropped by my desk today and said he had been asked about "steel, coal or something" at Huntly. There has been a previous issue with steel but nothing project critical. Merely a re-design and adaptation, as I understand it from my visit last week. I haven't seen or heard anything in the media but apparently the subject featured on the radio this a.m. It seemed to be more of a 'cheap Chinese steel' issue than an NZTA focussed one apparently.

I believe what I told him below to be factually correct.

Just keeping you in the picture.

Cheers,

Kevin

From: Kevin Johnson
Sent: Wednesday, 1 June 2016 9:15 a.m.
To: Mark Ensor
Subject: Huntly By-pass - Steel Tubes

Mark,

We spoke, steel tubes summary:

There were 600 of these specified to be used as piling and structural support for bridges, flyovers and various structural elements on the project. They are approx 450mm x 12m in size. They did fail a stringent brittleness test by an independent consultant a few months back but are otherwise in all respects satisfactory. Fulton Hogan & HEB Joint Venture bear the risk for materials and so they re-designed much of the work with the tubes cut in half width ways and no longer used in a load bearing role. They will now be filled with additional steel reinforcing rods and concrete and are thus up to spec for the job they are required to do.

This was a commercial decision and perfectly adequate engineering solution, approved by the consulting engineer BBO and the client. There will be no impact on the finished product or effect upon the road to the travelling

public. NZTA is not carrying any of the cost and the FHHEB Project Director tells me that they are pursuing some of their additional costs back via the steel supplier in Auckland and the manufacturer in China.

Hope this helps,

Cheers,

Kevin Johnson/Senior Project Manager – Complex

Project Delivery Team

Highways and Network Operations Group

s 9(2)(a)

E kevin.johnson@nzta.govt.nz / w nzta.govt.nz

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T 64 7 958 7220 / F 64 7 957 1437



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Peter Simcock

From: Simon Brandon
Sent: Tuesday, 31 May 2016 4:15 p.m.
To: Peter Simcock; Raj Rajagopal; Andrew Knackstedt; Kaye Clark; Tommy Parker; Natalie Dixon
Subject: Huntly steel issues

Hi all
Tony Dickens has provided a breakdown of the situation (below) and will be summarising the situation for Radio NZ, emphasising no risk to NZTA project nor taxpayer and in fact a good workable solution has been found by FH and designers. It also deflects the implications made by Radio NZ.
But there will be commercial discussions with Steel and Tube as a result.
Regards
Simon

From: Dickens, Tony - Huntly Project [mailto:Tony.Dickens@fultonhogan.com]
Sent: Tuesday, 31 May 2016 3:51 p.m.
To: Simon Brandon
Subject: RE: Phil Pennington at Radio New Zealand - query

Hi Simon

Here are the facts of what happened on the Huntly Project.

We designed our bridges for the Huntly project with driven steel tube piles. The quality of the steel was specified by our designers.

We called for tenders to supply the piles to the project and Steel & Tube were the successful tenderer. Both Fulton Hogan and Heb have done business with S&T on many occasions and always had a satisfactory relationship.

Steel and Tube imported the steel pipes from China and delivered them to the Huntly site.

They supplied us with all the Chinese QA documents that showed us the steel met specification.

We of course took our own steel samples from the tubes and had it tested in New Zealand.

The results came back showing the steel was very poor quality and its composition showed that it had been most likely cooked in the mill manufacturing process. We have had no explanation as to how this could happen.

We also checked the steel tube piles on our Western Belfast Project at around the same time. They were imported from a different mill in China and there is no problem as the results were up to specification.

We presented these results to S&T and they did their own tests which confirmed our tests.

The steel pipes were then rejected as driven steel tube piles by our designers.

As for all projects time is always pressing so we needed an immediate solution to our problem in order to stay on programme. We decided to redesign the piles as reinforced concrete piles utilising the substandard steel pipes as concrete formwork only.

Our new design ignored the fact that our concrete piles were surrounded by steel tubes. (Normally the steel surrounding the concrete would be considered as adding strength to the reinforced concrete piles by the designer.) Our new pile design was peer reviewed and approved by BBO and so became our issued for construction design all within a six week period.

We have already started constructing our first two bridges with this concrete pile design and Steel & Tube are investigating the possibility of importing new Steel pipes to replace the defective ones for all the future bridges. The replacement option will only work if S&T can land the new steel in NZ by the beginning of August or else it will delay the work.

If S&T do not replace the steel tubes then we will carry on constructing reinforced concrete piles.

From an NZTA perspective the following points are very important.

1. **There is absolutely no quality compromise between steel pipe piles and reinforced concrete piles** . Both do exactly the same job and last exactly the same time.
 2. **Our redesign means that there is zero chance of failure.** The piles are now reinforced concrete piles not steel tube piles.
 3. **NZTA will not be paying any extra cost because of the redesign.** The concrete piles are more expensive than the steel tube piles but the cost of doing all this extra work is a commercial problem between S&T and FHHEB JV.
 4. **The project will not be delayed** in any way due to our prompt recognition of the problem and the designers coming up with an effective alternative design within six weeks.
 5. **The bridges will all be up to the design standard required of us by our contract**
 6. **Each batch of steel is a standalone product.** NZ takes only a minute fraction of Chinese steel and there are many different manufacturing plants in China hence there is zero chance of one batch supplying more than one project in NZ.
 7. **It is business as usual for the contractor to check the quality of imported steel as part of our QA process.**
- Hopefully this answers all your questions

Tony Dickens | Project Director-Huntly Section | Fulton Hogan HEB JV | PO Box 3, Huntly 3740 |
tony.dickens@fultonhogan.com | s 9(2)(a)



FULTON HOGAN | HEB | JOINT VENTURE
WAIKATO EXPRESSWAY | HUNTLY SECTION

From: Simon Brandon [mailto:Simon.Brandon@nzta.govt.nz]

Sent: Tuesday, 31 May 2016 9:32 a.m.

To: Dickens, Tony - Huntly Project

Cc: Raj Rajagopal; Brad Hayes; Peter Simcock; Andrew Knackstedt; Kaye Clark; Tommy Parker

Subject: RE: Phil Pennington at Radio New Zealand - query

Good morning Tony

I have discussed this with Peter Simcock and our national media manager and we are okay with you responding directly Radio NZ reporter, as this is a commercial matter between Fulton Hogan and Steel and Tube. But the Transport Agency will need all details ahead of Radio NZ or others furthering their inquiries as the agency is also involved as client in the project.

Details like:

The source of the steel

How the problem came to light

How has it affected work on the Huntly section? These are bridge pilings? What happens now – are they usable?

Is this steel used or has been used in other NZTA projects?

If so, are there risks of failure. Obviously safety is paramount.

Confirmation this is a commercial matter between FH and S & T and there is no financial risk to the Transport Agency

Please keep me informed as this progresses.

Regards

Simon

Simon Brandon / Senior Communications Advisor

Waikato Expressway & Highways Projects

s 9(2)(a)

E simon.brandon@nzta.govt.nz / W nzta.govt.nz

Hamilton Office / Level 1, Deloitte Building
24 Anzac Parade PO Box 973, Hamilton 3240, New Zealand

From: Dickens, Tony - Huntly Project [<mailto:Tony.Dickens@fultonhogan.com>]

Sent: Tuesday, 31 May 2016 8:49 a.m.

To: Simon Brandon

Cc: Raj Rajagopal; Brad Hayes

Subject: FW: Phil Pennington at Radio New Zealand - query

Hi Simon

We have been approached by a RNZ reporter asking questions about our commercial arrangements with Steel and Tube regarding the below specification steel piles as per the email below.

The reporter already has significant correct detail as per the following quote and he has correctly targeted Shane Wilton our bridge manager so they seem to have inside knowledge of the problem.

"I am aware that imported steel in the piles on the Waikato Expressway has been shattering. It comes with its own test certificates but subsequent testing in NZ has returned quite different results."

I would like to point out that NZTA is not contributing in any way to the cost of fixing the below specification steel it is simply our commercial problem to be resolved directly with Steel and Tube.

Could you please advise me if I am able to respond directly to the RNZ reporter about our commercial problems or does this come under the contract requirement to refer all media enquiries to NZTA?

Regards

Tony Dickens | Project Director-Huntly Section | Fulton Hogan HEB JV | PO Box 3, Huntly 3740 |
tony.dickens@fultonhogan.com | s 9(2)(a)



FULTON HOGAN | HEB | JOINT VENTURE
WAIKATO EXPRESSWAY | HUNTLY SECTION

From: Phil Pennington [<mailto:philipjpennington@gmail.com>]

Sent: Monday, 30 May 2016 7:33 p.m.

To: shane.wilton@heb.co.nz

Subject: Phil Pennington at Radio New Zealand - query

Hello Mr Wilton

I am a reporter with RNZ who has been reporting recently about building product compliance, including glass, steel mesh and structural steel.

I am approaching you for background purposes only. I might wish to seek on-the-record comment from HEB at a later date, but I prefer this be a back-channel approach for now.

I am aware that imported steel in the piles on the Waikato Expressway has been shattering. It comes with its own test certificates but subsequent testing in NZ has returned quite different results.

In due course I will approach NZTA about this. I wish to do so from a position of understanding what is wrong, the scale of it and what the fix is. .

TA in their position as the public-funded agency has a duty to be transparent and accountable on this.

As with my steel mesh stories, and all others, my sources in all building products and other stories remain confidential.

Pls come back to me about this on Tuesday by phone or email.

Phil Pennington

phil.pennington@radionz.co.nz +64 4 4741914 / 02102362890

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