



ATPACE performance criteria for Asset Construction (AC) category contracts

ATPACE System Rate Number:			0	1	2	3	4	5
Performance Criteria – Contractor - AC	Measure	Consider	Unacceptable	Serious Reservation	Minor Reservation	Good (Business as usual)	Very Good	Excellent
<b>Management</b>								
<b>Skill level and competency</b>	Competency of management team to effectively manage the project and its progress	<ul style="list-style-type: none"> <li>Technical skills</li> <li>Inter personal skills and management skills</li> <li>Environmental Management</li> </ul>	Significant skills or competency issues noted in the management team, requiring immediate attention.	Some deficiencies noted in the skills and competencies of management, or areas where improvement are needed.	Overall have demonstrated the required skills and competencies in management, or are working well to develop in some areas to the required standard.	Have demonstrated the required skills and competencies in management at all levels.	Easily meets all the skills and competency requirements in management for the contract, and exceeds at some levels	Skills and competencies in management demonstrated well in excess of the requirements, at all levels.
<b>Risk management</b>	Effort, focus and proactive management of risks on the project	<ul style="list-style-type: none"> <li>Number of new risks identified, quantified and planned for.</li> <li>Accurate identification of risk consequence and outcomes.</li> <li>Proactive risk management and mitigating measures.</li> <li>Speedy mitigation or management of high risks.</li> </ul>	Irresponsible risk management adversely affecting the project and Auckland Transport's reputation .	Several key risks not identified or appropriately managed, adversely affecting the project .	Most key risks are identified and managed appropriately with minor effects on the project.	All key risks are identified and managed appropriately.	All key risks are efficiently managed improving the project quality. A number of opportunities proactively identified to the benefit of the project.	Superior risk management processes developed and managed, improving the project quality, and raising the bar in terms of the risk management standards. Great efforts taken to identify and progress opportunities to the benefit of the project.
<b>Responsiveness</b>	Provides efficient and timely responses and reporting.	<ul style="list-style-type: none"> <li>Turnaround of queries and completeness of responses.</li> <li>Achieving documentation and reporting deliverable dates.</li> </ul>	Response and deliverables more than five days late	Response and deliverables two to five days late	Majority of responses and deliverables on time	All responses and deliverables on time.	Response and deliverables between two days early and on time	All Response and deliverables more than two days early
<b>Production</b>								
<b>Ability to meet Programme</b>	Effort and Proactive management of the programme together with accuracy in relation to on site production	<ul style="list-style-type: none"> <li>Current completion date with that originally forecast.</li> <li>Resources made available as required.</li> <li>Flexibility in resourcing.</li> <li>Quantum and number of changes from last review.</li> <li>Progress in relation to programme.</li> </ul>	Delivery significantly behind target completion date.	Delivery behind target completion date.	Delivery on target completion date with some minor exceptions.	Delivery on target completion date.	Delivery ahead of target completion date.	Delivery significantly ahead of target completion date.
<b>Achieves the Specified Standard</b>	Standard and quality of output in relation to contractual requirements	<ul style="list-style-type: none"> <li>Quality of output in relation to requirements.</li> <li>Test results to prove quality of outputs.</li> <li>Number of "Notices to Contractor" (NTC's) issued relating to quality of completed work not being of an acceptable standard.</li> <li>Supervision with emphasis on quality.</li> <li>Training of staff.</li> <li>Certification of materials corresponding with requirements.</li> </ul>	Products disfigured and/or in a poor state of operation. Overall site looks like a tip, unloved and presents a safety hazard.	Products in poor state and/or potential to be blamed for operational issues. Overall site untidy, no pride in the look of the site and potential for safety issues to arise.	Defects to products or operational requirements not hard to find. Overall site tidy but frequent occasions of litter, detritus, spoil etc. Site team unaware of look.	Occasional defect to products and/or isolated operational problems corrected in timely fashion. Site very tidy, but odd area needs improvement and/or response time has not been meet. Good pride in overall look.	No defects to products and/or isolated operational problems. Site very tidy and/or response times being meet. Good pride in overall look.	Products exceed standard specified and in excellent operational condition. Site clean, tidy, ordered and a pleasure to the eye. Site team happy to point out the performance.
<b>Defect Management System</b>	Ability to identify and rectify non compliances	<ul style="list-style-type: none"> <li>Number of Non Conformances and number not rectified.</li> <li>Self-monitoring and ability to identify non-conformances.</li> <li>Early detection of non-conformances.</li> <li>Number of non-conformances originally identified externally.</li> <li>Speedy rectification of errors.</li> </ul>	<b>30+%</b> non-conformances outstanding more than one month.	<b>20%</b> non-conformances outstanding more than one month.	<b>10%</b> non-conformances outstanding more than one month.	<b>5%</b> non-conformances outstanding.	<b>No</b> non conformances	Pro-active Defect Management System ensuring all standards exceed specification.



ATPACE performance criteria for Asset Construction (AC) category contracts

ATPACE System Rate Number:			0	1	2	3	4	5
Performance Criteria – Contractor - AC	Measure	Consider	Unacceptable	Serious Reservation	Minor Reservation	Good (Business as usual)	Very Good	Excellent
<b>Health and Safety (H&amp;S)</b>								
<b>Safe Work Practices</b>	Effort focus and proactive management of safety on site.	<ul style="list-style-type: none"> <li>Reporting and action on incidents.</li> <li>Work practices agreeing with H&amp;S (OSH) requirements.</li> <li>Number of lost time Injuries (LTI's) during the month.</li> <li>Number of repeated near miss incidents or subsequent LTI's.</li> <li>Company Safety Plan.</li> <li>Site Safety Plan.</li> <li>Number of near misses identified.</li> </ul>	Significant deficiencies from required standard.	A number of deficiencies from required standard.	Evidence of good implementation of Contractor's OSH management information on site.	Contractor's OSH management information has been fully implemented on site.	A number of enhancements from required standard.	In addition to meeting the required standard significant enhancements have been deployed.
<b>Traffic Management Control</b>	Effort and Proactive management of traffic flows and public safety.	<ul style="list-style-type: none"> <li>Disruption to traffic flows</li> <li>Public safety</li> <li>Public perception</li> <li>Complaints</li> <li>Traffic Management Plan: Development and updating</li> <li>Traffic Management Plan: Implementation</li> </ul>	<b>Development of Site Specific Traffic Management Plans (TMP's):</b>					
			TMP's completed and implemented without any prior consultation with outside parties.	TMP's completed and implemented with minimal prior consultation with outside parties.	Majority of TMP's completed and implemented with prior consultation with outside parties.	Majority of TMP's completed and implemented with full and proper consultation with outside parties.	All TMP's proactively completed well in advance and implemented with full and proper consultation with outside parties.	All TMP's proactively completed well in advance and implemented with full and proper consultation with outside parties and addressing any comments, STMS has copy of TMP.
			<b>Implementation of Site Specific Traffic Management Plans (TMP):</b>					
			Dangerous. Poor level of traffic control set-out. <b>Average Audit score greater than or equal to 51.</b>	Needs Improvement. Inadequate level of traffic control set-out. <b>Average Audit score 26-50.</b>	Acceptable level of traffic control set-out on majority of sites. <b>Average Audit score 11-25.</b>	Acceptable level of traffic control set-out on all sites, with some evidence of higher standard sites. <b>Average Audit score 5-10.</b>	Acceptable level of traffic control set-out on all sites, with several very high standard sites. <b>Average Audit score 1-5."</b>	High Standard of traffic control set-out on all sites. <b>Average Audit score 0.</b>
<b>Administration</b>								
<b>QA Documentation</b>	Level of proactive effort applied to the quality system.	<ul style="list-style-type: none"> <li>Level of innovation and management of the system.</li> <li>Paper trail functional and accessible through the system.</li> <li>Availability of test results.</li> <li>Availability of material certificates.</li> </ul>	Significant deficiencies from required standard.	A number of deficiencies from the required standard.	Minimal deficiencies from the required standard.	No deficiencies from the required standard and some enhancements noted.	A number of enhancements above the required standard	A significant number of enhancements to the required standard
<b>Financial</b>	Effort and proactive management of the project budget, cashflow and its accuracy.	<ul style="list-style-type: none"> <li>Variations between forecast for the month and financial year based on original forecast and current forecast.</li> <li>Accuracy of invoicing.</li> <li>Change in final forecast cost from last month</li> </ul>	Delivery significantly above target budget and limited financial information provided in required reports.	Delivery above target budget and incomplete or inaccurate financial information provided in required reports.	Slight variance from target budget and reasonable financial information provided in reports.	Delivery on target budget and good financial information provided in reports.	Delivery below target budget, and excellent financial information provided in reports.	Delivery significantly below target budget, and first class financial information consistently provided at all times.
<b>Handling of Variations</b>	Necessary changes being incorporated effectively and managed satisfactorily.	<ul style="list-style-type: none"> <li>Keeping up with contract changes.</li> <li>Awareness of current documents.</li> <li>Documents and drawings kept up to date.</li> <li>Time and cost effective solutions to variations giving Auckland Transport good value for money</li> </ul>	Approach to pricing and signalling variations lacks proactiveness, with limited if any forward visibility of pending claims. Dispute about handling and/or pricing of variation(s) requiring Client intervention to resolve.	Approach to pricing and signalling variations lacks proactiveness. Dispute about handling and/or pricing of variation(s) requiring Client intervention to resolve.	Variations priced, approved and recorded in a reasonably timely fashion.	Variations efficiently priced, approved and recorded in timely fashion and remain within forecast. All parties keep informed and generally working collaboratively.	Variations efficiently and proactively priced, approved and recorded in timely fashion. All parties keep well informed throughout and working collaboratively to reduce Client costs.	Variations highly efficiently and proactively priced, approved and recorded in timely fashion. Significant proactive steps taken to avoid variations. All parties keep well informed throughout and working collaboratively to reduce Client costs.