Interim Agreement an Important Milestone for East Coast Recovery.

An important step towards recovery of the transport network in the East Coast has taken place, with the development of an interim agreement to move towards a collaborative delivery model between Waka Kotahi NZ Transport Agency, KiwiRail and three large contracting firms.

The interim agreement allows Waka Kotahi to work alongside KiwiRail to develop a framework with Downer, Fulton Hogan and Higgins which outlines how the full scope of work will be managed, designed and delivered in conjunction with regional suppliers over the coming years.

Transport Minister Michael Wood says a collaborative model has been chosen to cover the areas of Hawke's Bay and Tairāwhiti due to previous experience following the Kaikōura earthquake.

"This type of delivery structure is well suited to complex environments where social and economic outcomes for local communities and whānau are as important as the physical work itself. In other areas such as Northland and Coromandel we will be using a combination of existing maintenance contractors and individual construction contracts where required. The situation in Hawke's Bay and Tairāwhiti is very different, and we need to tailor our solution to meet the needs of the region."

The delivery model is expected to be in place for a number of years, and work over the coming months will ensure that the model is set up to best suit the needs of all parties.

"This recovery is important for the regions of Hawke's Bay and Tairāwhiti," says Minister Wood, "especially with the ongoing discussions around resilience and the need to build this into our solutions. We see this as an opportunity to provide outcomes that are wider than just the transport network."

The delivery design and construction management team is expected to be in place by mid-2023. Ongoing recovery works to improve access levels are being undertaken by the existing Network Outcomes Contracts (NOC) across affected regions.

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Suggested images

Caption: The road leading to Penu (Rongo-i-te-Kai) Marae near Ruatoria.

Caption: “Ensuring we meet current and future needs, improve outcomes with Māori and leave a positive legacy for future generations” are key focuses.

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FAQ's

1. **Why have you not involved any local contractors at this point?**

Waka Kotahi and KiwiRail are working with three large contractors with national presence to build the delivery model, as these contractors have the scale, systems and expertise to ensure we can resource this. These contractors have an established presence across both Tairāwhiti and Hawke's Bay.

Waka Kotahi has recently engaged with local contractors to understand the capability and capacity they can provide to the recovery. There is every intention that they will be involved once physical works commence later this year.

2. **How will you ensure that local communities benefit?**

In previous recovery models, such as Kaikōura, the agreement stipulated a minimum percentage of work that needed to be delivered by subcontractors (including local contractors), with incentives to achieve above the minimum.

The O Mahurangi (Penlink) alliance has stipulated requirements to ensure Iwi/Hapū owned businesses and those located within the immediate region are utilised.

The delivery model intends to have a regional governance model, which includes Iwi representation. This will ensure an approach that directly benefits local.

3. **When will physical works commence?**

Ongoing works will be undertaken by the Network Outcomes Contracts (NOC) to return the existing state highway network is returned to a reasonable level of service (two lanes available wherever possible).

When the full delivery model is set up this work will transfer into the model, and physical works will continue. More extensive works will commence later in the year when temperatures rise and roads can be rebuilt.

4. **What is the scope of the recovery?**

Geographically we anticipate the recovery including all of SH35 and SH2 from Ōpōtiki to Gisborne, SH38 from Wairoa to Aniwaniwa Falls, SH2 from Gisborne to the SH2/SH5 intersection north of Bay View, and SH5 west of Bay View to approximately Waipunga.

In terms of the work in these areas, the delivery model will look at recovery and resilience work. This includes repairing slips, rebuilding roads and potentially improving sections of road. The exact scope will become clearer by the middle of the year, when the network has been reviewed and a detailed plan completed.

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WAKA KOTAHI
NZ TRANSPORT AGENCY

Communications and Engagement Plan

Announcement of the Collaborative Interim Recovery Agreement

Matt Kofoed

5 April 2023

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Purpose/goal of communication and engagement

To announce the interim agreement and collaborative delivery model with Waka Kotahi NZ Transport Agency, KiwiRail, Downer, Fulton Hogan and Higgins. This will provide Hawke's Bay and Tairāwhiti communities critical information and next steps for the recovery and rebuild work.

Background

A long-term recovery solution is needed for regions affected by Cyclone Gabrielle and other extreme weather events. The recovery is important for the regions of Hawke's Bay and Tairāwhiti, especially with the ongoing discussions around resilience and the need to build this into the solutions. This is as an opportunity to provide outcomes that are wider than just the transport network.

Audiences

- Communities
- Mana whenua, including:
  - Ngāti Porou
  - Ngāti Kahungunu
  - Ngāi Tūhoe
  - Tātau Tātau o Te Wairoa
- Local and Regional Councils
- Freight Industry Associations
- First Responders (FENZ, Police, St John)
- Event Organisers
- Civil Defence
- Regional Recovery Officers
- Contractors and Consultants
- Minister for Cyclone Recovery
- Associate Minister for Cyclone Recovery
- Hon Michael Wood, Minister of Transport
- Hon Kiri Allan, Associate Minister of Transport
- Hon Stuart Nash

What do we already know?

A collaborative recovery model is required to coordinate resources on the ground, shaped for the scale of damage and disruption to a wide range of infrastructure assets. This model is well suited to high levels of uncertainty, the need for pace and flexibility, with a cost/productivity focus and transparent risk allocation to those best placed to manage it.

Industry is keen to know what the plan is and how, or if, they can be involved.

Hawke's Bay and Tairāwhiti want reassurance and progress – this announcement signals things are happening.

Key messages

A long-term recovery solution is needed for regions affected by Cyclone Gabrielle and other extreme weather events.

Our approach will be collaborative, and includes engagement with local government, iwi, KiwiRail, our suppliers, and other infrastructure asset owners to develop a recovery model approach for the East Coast region. It will consider the transport system across both state highways, local roads and rail, and infrastructure, while expanding and contracting over time as the rebuild progresses.

Waka Kotahi and KiwiRail are working with three large contractors with national presence to build the delivery model, as these contractors have the scale, systems and expertise to ensure we can resource this. These contractors have an established presence across both Tairāwhiti and Hawke's Bay.

Waka Kotahi has recently engaged with local contractors to understand the capability and capacity they can provide to the recovery. There is every intention that they will be involved once physical works commence later this year.

Local communities will benefit as this model will be similar to previous recovery models, such as Kaikōura, the agreement stipulated a minimum percentage of work that needed to be delivered by subcontractors (including local contractors), with incentives to achieve above the minimum.

The O Mahurangi (Penlink) alliance has stipulated requirements to ensure Iwi/Hapū owned businesses and those located within the immediate region are utilised.

The delivery model intends to have a regional governance model, which includes Iwi representation. This will ensure an approach that directly benefits local communities.

Physical ongoing works will be undertaken by the Network Outcomes Contracts (NOC) to return the existing state highway network to a reasonable level of service (two lanes available wherever possible).

When the full delivery model is set up, this work will transfer into the model, and physical works will continue. More extensive works will commence later in the year when temperatures rise and roads can be rebuilt.

The scope of this recovery effort spans across regions. Geographically, we anticipate the recovery including all of SH35 and SH2 from Ōpōtiki to Gisborne, SH38 from Wairoa to Aniwaniwa Falls, SH2 from Gisborne to the SH2/SH5 intersection north of Bay View, and SH5 west of Bay View to approximately Waipunga.

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Risks/issues and opportunities to mitigate

Risk – we are not seen as involving locally-owned businesses and iwi at the earliest opportunity .
Mitigation – we are clear that we are already engaging with these stakeholders and see them as a vital part of the long-term model.

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Action plan (tactics)

Date	Communications and Engagement action planned	Audience	Messaging	Lead responsibility
WC 10 April	Iwi engagement	Mana whenua	Alliance and strategic business case and working together	Waka Kotahi Pou Ārahi Ngawati Apanui
11 April	Ministerial Announcement – Hon Michael Wood (Minister's Office to notify Waka Kotahi of release time)	Key stakeholders and wider public	Announcing alliance and interim agreement	Minister's office
11 April	Waka Kotahi media release	General public	Announcing alliance and interim agreement	Waka Kotahi media manager
Ongoing	Proactive recovery effort communications (e news, media releases, media site visits and social channels)	General public, Hawke's Bay and Tairāwhiti communities	Update on physical works and key milestones/celebration	Waka Kotahi C&E lead

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