This weekly bulletin provides the latest information about the rebuild of road and rail networks damaged by the Kaikoura earthquake in November 2016. The bulletin is produced by the North Canterbury Transport Infrastructure Recovery (NCTIR) – an alliance representing the NZ Transport Agency and KiwiRail, on behalf of Government.

We’re keen to hear your questions about our work, or any feedback on this bulletin. Drop us a line via email at info@nctir.com or give us a call on 0800 NCTIREQ (0800 628 4737) – we’d like to hear from you.

MILESTONE: FIRST TRAIN ARRIVES IN KAIKOURA

A significant milestone was celebrated last week when a train on the Main North Line reached Kaikoura for the first time since November’s earthquake, another step in efforts by KiwiRail and the North Canterbury Transport Infrastructure Recovery’s efforts to reconnect communities affected by November’s earthquake. The specialist work train – which was welcomed into Kaikoura by locals and tourists - is an important tool that will speed up rail and road repairs along the coastal corridor.

It was no ordinary journey, with the operation starting at dawn in North Canterbury. The work train was over a kilometre long, carrying rail, sleepers, ballast wagons and tampers that will be used to replace buried and damaged track north of Kaikoura. When those rail repairs are done, work trains can operate on the full length of the rail line and in the areas where quake damage is the most severe.

The work trains will then be able to assist at the many worksites between North Canterbury and Marlborough, hauling everything from ballast to 5-tonne seawall construction blocks.

A highlight of the journey into Kaikoura was taking the train, slowly, along a temporary section of track routed around the toe of the large slip brought down by cyclones at Easter (pictured). Another highlight was successfully moving the burly train through the Kaikoura coast’s iconic rail tunnels.

Locomotives at each end of the train were used to push and then pull the train through the badly-damaged Tunnel 13, just south of Peketa. This was done to eliminate any risk to the train drivers. (Now that the train is through, repairs to the tunnel will resume.)

NCTIR rail engineering manager Peter Dautermann (pictured) said getting the train to Kaikoura was a real team effort. ‘The KiwiRail gangs, the road gangs and the slip clearing team have been working really hard to make this possible,’ he said.

A significant amount of the track is now open for work trains and track machines to help accelerate the repairs. Works continue across a large number of worksites.

A short video of the journey can be viewed on KiwiRail’s Facebook page. Please ‘like and share’ to support the team that brought the train to Kaikoura.
HISTORY REPEATS ON THE BRIDGE OVER THE KAHUTARA RIVER

The two photos above celebrate similar milestones at the Kahutara Rail Bridge (Bridge 101). The black and white photo was taken on 12 December, 1945 when W.K. Abrahams drove the first train over the completed South Island main trunk line. The second photo is of the first work train – officially known as Work Train 70 - crossing the same bridge when it re-opened on 9 June, 2017. Ian Dickson and Kathy Templemen were the drivers.

DREDGING COMPLETE AT THE KAIKOURA HARBOUR

Kaikoura Harbour repairs are entering a new phase with dredging now complete and work on the retaining walls underway.

One retaining wall will be built against the promenade area and the other against the rock groyne area. This means the berthing area can stay within the same parameters it was before November’s earthquake.

Visitors to the harbour will be able to see how a section has been filled in to give the pile drilling rig safe access to the site. A temporary seawall has also been built to keep the worksite dry.

Completing the dredging was critical to returning the harbour seabed and entry channel to their original pre-quake depths. State-of-the-art digital technology was used to make sure this work was done as effectively and efficiently as possible. The harbour’s vital infrastructure is at the heart of Kaikoura’s tourism sector. Businesses, tourists and communities alike will welcome its opening in time for the busy tourist season.

REGULAR, SCHEDULED CLOSURES OF STATE HIGHWAY 1 SOUTH OF KAIKOURA FROM NEXT WEEK

State Highway 1 south of Kaikoura will be subject to a weekly schedule of closures starting on 20 June.

‘This next phase of work involves raising the realigned road by up to two metres at its lowest point and completing further works to make this diversion more reliable in preparation for the seawall construction,’ says Transport Agency Earthquake Recovery Manager Steve Mutton.

‘We also need to work on mitigation measures for rockfall management along this section of highway, around the slip and for further reinstatement of the Main North Rail Line. In order for crews to get the job done as quickly and safely as possible, the highway will need to be closed to traffic on a regular basis,’ Mr Mutton said.
From next week, drivers need to know:

- The highway will be open during daylight hours on Fridays, Saturdays, Sundays and Mondays
- The highway will be closed on Tuesdays, Wednesdays and Thursdays
- When the road is closed there will be morning and evening escorted convoys for residents living in affected areas
- The Kaikoura Inland Road (Route 70) is open.

The closure schedule is expected to remain in place until the end of September.

‘We’re hoping that this new schedule will allow as many people as possible to travel to and from Kaikoura by the most direct route from Christchurch for weekend trips and on Monday and Fridays, while allowing work crews to get stuck into the heavy lifting which they need to do in the middle of the week,’ Mr Mutton said.

Restoration and reconstruction work will continue seven days a week, so drivers should still expect short delays with stop/go controls in place at when the highway is open to traffic.

**STOCKPILES: WHAT DO YOU DO WITH THE MATERIAL FROM THE LANDSLIDES?**

Earthquakes and cyclones have seen a jaw-dropping amount of boulders, tree branches and dirt come down from across the ten large landslides north of the Kaikoura; enough in fact, to fill Wellington Stadium.

While earthworks teams have been busy clearing this material since February, the question is, where does all this landslide material go?

Stockpile sites are the answer. These are needed for both sorting slip material for reuse, helping with the movement of material between locations, and permanently placing material. Because of the narrow space between the cliffs and the sea, there are limited places to store material and a limit to how many dump trucks can operate at once. Despite that challenge, a number stockpile sites have been identified along the coast, including within the Mangamaunu (pictured) and Hapuku area. All of these have the necessary environmental approvals in place.

Environmental and cultural advisors are involved as soon as a stockpile location is proposed. To minimise impacts, this expert team assesses the ecological, cultural, heritage and landscape effects a stockpile might have. This includes putting industry-standard erosion and sediment control measures in place, as well as considering the long-term landscape effects a stockpile may have.

At any one time, more than 50 truck and trailer units, 18 dump trucks and a dozen excavators are working to clear material from the landslides north of Kaikoura and relocate it further south.

Once the trucks deposit material at a stockpile, it is sorted and reused where possible. Three crusher sites have been set up to recycle large boulders and other material into aggregate suitable for rebuilding SH1 and the railway.

If material can’t be recycled, it will be placed at permanent stockpile sites in an environmentally-sound way or it will be incorporated into landscaping where appropriate.

Crews are working in shifts with additional teams working at night to move thousands of cubic metres of material every day. The earthworks team have an incredibly complex and important job and their progress to date has been outstanding, with the first of the slips cleared in recent weeks.
COMMUNITY MEETING IN KAIKOURA

The Kaikoura community turned out in good numbers on 14 June to hear from the Kaikoura District Council, NCTIR and Destination Kaikoura about updates on all things transport and tourism. Please keep an eye on the bulletin and your local newspaper for details of future meetings.

CONTINUED EFFORTS TO IMPROVE THE KAIKOURA INLAND ROAD

The Kaikoura Inland Road (Route 70) has now become a critical piece of the South Island’s road network. In recognition of this, $30m in government funding was allocated for emergency repairs and safety improvements after the November Kaikoura earthquake and an additional $10m allocated for further improvement work.

Safety improvements to the road have included the installation of over 1000 Edge Marker Posts (EMP’s) along its entire length so drivers can see the edge of the road more easily.

The flexible 80cm high EMP’s are fitted with retro-reflective devices which means at night times especially, drivers can see the horizontal and vertical curves ahead of them on the road. In daylight they also provide useful guidance for drivers by helping to define the road ahead.

The installation of these EMPs is along the Inland Road is now complete, with the highest concentration along the 80km section between the Conway River and the road diversion around the slip at Whales Back saddle. More than 40 damaged sites have now been repaired on the Inland road (Route 70).

PARNASSUS OVERBRIDGE REOPENS

Last week the Parnassus over bridge on SH1 130km north of Christchurch was reopened following 12 weeks of repair work.

The main work done was strengthening the retaining walls at each end of the bridge and undertaking work to the safety barriers and approaches to the bridge. There was also some minor repairs to the bridge itself.
Expect trains at any time, from either direction

Work trains and hi-rail vehicles (trucks that go on rail tracks) are advancing to Clarence from Blenheim, as well as operating between Christchurch and the Kaikoura area.

TrackSAFE Manager Megan Drayton says the arrival of the train in Kaikoura is a reminder to people that they must stay off railway tracks, and cross only at level crossings.

‘People may have become complacent while there has been a lack of rail traffic on the line,’ she says.

‘We urge people to always slow down as they’re approaching a level crossing and be prepared to stop.

‘Obey the signs and signals and always look both ways for trains. They are deceptively quiet and they can’t stop in a hurry or swerve to avoid anything on the tracks,’ Megan says.

Alternate route updates and progress

Lower speeds on alternate route until SH1 reopens

Lower speeds will remain on the Picton to Christchurch alternate route until SH1 north of Kaikoura re-opens. These will be reviewed again at this time.

Recent NZ Transport Agency consultations on the temporary lower speed limits introduced under emergency legislation on the alternate route after the earthquake resulted in almost 300 submissions. These have provided the Transport Agency with valuable information on how speed limits on the alternate route are working and what people want in the future.

‘Public submissions supported permanent lower speed limits through most townships where 60km/h or 50km/h was proposed, but there was limited support for permanent lower speeds on open road sections of the route where 80km/h was proposed,’ says NZ Transport Agency Director Regional Relationships Jim Harland.

Representatives of communities, motorists, and the freight industry supported lower speeds on the alternate route while SH1 is being restored, but several requested speeds be reviewed again later.

‘While there isn’t support for permanent lower speeds on all sites, reverting to pre-earthquake speeds while SH1 remains closed would be irresponsible given the ongoing road safety risks related to the high volume of vehicles on the route,’ Jim says.

‘This is why we have decided to make a bylaw converting the emergency speed limits to permanent limits. Speed limits will be reviewed again once SH1 is fully operational and traffic volumes have stabilized,’ he added.

You can find more information at www.nzta.govt.nz/about-us/consultations/picton-to-christchurch-alternate-route-speed-limits/
THE WAIRAU VALLEY’S WYE RIVER BRIDGE HAS BEEN REPAIRED

Repair work to the Wye River Bridge in the Wairau Valley on the alternate route between Picton and Christchurch has been completed.

The bridge was closed last month after being struck by a truck.

Repairs included straightening the steel supports and installing another four five-metre steel supports.

Thanks to all the patient drivers who used the diversion through the river ford last week while the bridge was closed.

WE’RE FIXING ROADS WHILE YOU ARE SLEEPING

While Blenheim was sleeping earlier this week, the roads became a hive of activity with multiple road crews completing repairs on the stretch between Renwick and the Kawatiri turnoff.

As part of an ongoing maintenance programme, Eve’s Creek Bridge (about 70km out of Renwick on SH63) was found to be in need of urgent repairs to its approaches. The only way to complete the repairs was to close the bridge.

As this meant an 80km detour and an extra hour via Nelson for drivers, the crew timed the closure to have the least impact on road users and ferry timetables. They scheduled the closures between 7pm and 6am last Sunday and Monday, and worked through the two nights.

Closing the road enabled three other crews to work those two nights to complete other repair work along that stretch of road, such as pavement repairs on other single lane bridges and narrow sections of the highways, pavement marking activity and the installation of reflectorised pavement markers.

The alternate route via Lewis Pass has seen traffic volumes quadruple since the Kaikoura earthquake.

PUBLIC CONSULTATION ABOUT FISHERIES BY THE MINISTRY FOR PRIMARY INDUSTRIES

Public consultation on proposals for the emergency fisheries closure in Kaikoura and Cape Campbell is now open. MPI is also consulting on options for the PAU3 and PAU7 fisheries as part of the annual sustainability round. The consultation process is scheduled to last for four weeks, closing 7 July.

There will be three public drop-in sessions during the consultation period for those interested in discussing or learning more about the proposals:

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<th>Location</th>
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<tr>
<td>Kaikoura</td>
<td>Tuesday 20 June</td>
<td>5 – 8.00pm</td>
<td>Sacred Heart Parish Hall</td>
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<td>30 Ludstone Rd, Kaikoura</td>
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<td>Ward</td>
<td>Wednesday 21 June</td>
<td>5 – 8.00pm</td>
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<td>61 Ward Street, Ward</td>
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<td>Blenheim</td>
<td>Thursday 22 June</td>
<td>5 – 8.00pm</td>
<td>Clubs of Marlborough</td>
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If you’d like more information about the consultation process, read the relevant documents, and find out how to make submissions, please visit the MPI fisheries consultation page: www mpi govt nz/news-and-resources/ consultations/?cat=8
JOIN US AT THE NCTIR VILLAGE OPEN DAY IN KAIKOURA NEXT MONTH

An open day at the NCTIR Village is being held in July and everyone is invited to meet some of the NCTIR team and check out the accommodation facility that is their ‘home away from home’.

The NCTIR team – which comes from all over New Zealand and overseas – are in Kaikoura to help the region recover from November’s earthquake. Their roles range from labourers and environmental advisors to geotechnical experts and digger drivers. For many, the Village will be home between now and Christmas, and the hardest thing for them is spending time away from their families.

Our hope is that the Village will be a ‘community within the community’. NCTIR has been working with local organisations to create a neighbour where the team can make the most of what Kaikoura has to offer. This includes providing them with information about special interest groups and sports, places to go, and natural features to explore.

The Village will be used 24 hours a day, seven days a week. On a typical day, most of the team goes to work between 5.30am and 7am and returns between 6pm and 8pm. They often travel by bus to minimise traffic. Local cafes are making the team’s packed lunches while local restaurants host their evening meal.

The decision to build the Village was made after consultation with local businesses confirmed there wouldn’t be enough beds available in Kaikoura throughout the project. More than 400 people will eventually be based in the village.

We understand there will be a period of adjustment for everyone, but please keep an eye out for your new neighbours and say ‘hello’. A friendly face means a lot when you’re far from home.

Please join us at the open day if you can and watch out for details in the Bulletin and Kaikoura Star for details closer to the time. In the meantime if you have any questions or suggestions, contact us on info@nctir.com

EMPLOYMENT OPPORTUNITIES

The North Canterbury Transport Infrastructure Recovery alliance (NCTIR) is committed to hiring from within the local community where possible. Right now we are looking for a Kaikoura-based communications advisor and storeperson. Interested and qualified people can email movingmountains@nctir.com for more information.

KEEP UP-TO-DATE

How to contact us and keep up to date with our road and rail projects:

• Subscribe to our weekly bulletin by emailing info@nctir.com, with ‘Bulletin’ in the subject line.
• Visit our website: www.nzta.govt.nz/kaikoura-earthquake-response/
• Call our freephone: 0800 NCTIR EQ (0800 628 4737)
• Email us if you have a question: info@nctir.com
• Attend a community meetings - keep an eye on your local newspapers for details.
• Follow us on Facebook, see: NZ Transport Agency - South Island www.facebook.com/nztasouthisland/ and KiwiRail www.facebook.com/kiwirailNewZealand/
• For travel information about road conditions, see: www.nzta.govt.nz/traffic/regions/11