

KAIKOURA EARTHQUAKE UPDATE

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30 June 2017

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.

We're making progress – NCTIR PEOPLE

AS OF JUNE 2017



We pride ourselves on our awesome team culture

0-1000+
team members
in six months from
100+
organisations

500+
vendors have
contributed
to NCTIR

650
hard hats
issued

Over
500,000
person-hours
delivered after
six months

Temporary
accommodation for
330
people at
Kaikoura and
Clarence

400+
proactive
safety
conversations
held each month

In this week's issue of the Bulletin we share stories about the people behind NCTIR - including those working for KiwiRail and the NZ Transport Agency - who are moving mountains and reconnecting communities affected by the November 2016 Kaikoura earthquake. The team has grown to more than 1000 people, many of them locals who have been personally affected by the earthquake. What we do, both on the ground and in the office, is all about working towards the same goal of re-opening the road by Christmas and the rail network as soon as safely possible.

AN UNEXPECTED CHANGE IN SCENERY FOR SEAN MADDEN



When Sean Madden moved from Auckland to the South Island with his family last year, he did so for a change of scenery and a more relaxed lifestyle. Little did he know, however, that seismic forces underneath New Zealand had something completely different in store for him.

Sean now works as the assistant manager of the NCTIR Village in Kaikoura. He spends seven days on site helping to get the 300-bed accommodation village up and running and then heads home to Hurunui to relieve the cook working at the café he and his wife Maryann took over a few months before the November 2016 earthquake.

They took over the café and historic Hurunui Hotel in September 2016 only to see their lifestyle dream come apart at the seams when the earthquake hit on 14 November. The hotel was badly damaged, but, the ever-positive Sean focused on moving forward and took no time in applying for the job of assistant manager of the Village when it came up. With experience working in a similar environment in Australia, Sean has the skills to really make things happen.

A typical day for Sean at the NCTIR Village, for now, is helping to get the entire facility fully connected to essential utilities, such as power and water. More than 170 team members stay at the Village these days, although it won't be long before there are up to 300 people staying each night. Sean is involved in everything from checking people in and out and ensuring all safety procedures are followed, to making sure everyone starts the day with a hearty breakfast.

He says it has been great to see people coming from far and wide to help and says one of the most heart-warming moments he has seen is one of the residents hugging a TV installation technician when his monitor was finally up and running. 'It is the little things that matter when you are away from home and craving some routine,' Sean said.

'The NCTIR Village in Kaikoura has beautiful scenery with the ocean and the mountains just a short walk away and it is a lovely way to start the day,' Sean said.

KATHY TEMPELMAN'S FAVOURITE JOURNEY



For KiwiRail locomotive engineer Kathy Tempelman - the 9th of June, 2017 was an emotionally charged day.

On that day Kathy was one of the two drivers assigned the special job of bringing the first moving train into Kaikoura since the November 2016 earthquake.

'The new alignment journey felt strange at first, but we had a long train (1km in length) so were focusing both on keeping the train moving to the speed limit and following procedures; it was no ordinary journey,' Kathy said.

Later that day at the NCTIR Village, Kathy and the other KiwiRail locomotive engineer Ian Dixon enjoyed time celebrating with the others who had been part of the historic journey. 'We knew how much work had been done behind the scenes to make this journey possible,' she said.

'I was actually in Kaikoura the day before the earthquake driving a passenger train and it was hard to remember what it was like. What you see on TV is so different from seeing it first-hand. I couldn't believe how much has been done already; they are all making great progress,' Kathy said.

The Main North Line has been a favourite journey for her because of the different grades to drive and the special reward a driver gets coming out of Claverley and onto the Kaikoura coast where sometimes they are welcomed by a full moon coming out of the sea.

Kathy reminds everyone to watch for trains

Kathy wants to remind motorists, pedestrians and cyclists to be careful and aware. 'Trains are back on the line, they are big, and they can come at any time from either direction,' she said.

Please take care and look both ways.



FINAL HARBOUR DESIGNS APPROVED BY KEY STAKEHOLDERS

Four large berths and a jetty where cruise ship tenders (small boats that bring passengers to shore) can dock are included in the final design for the Kaikoura Harbour.

By expanding the retaining wall against the rock groyne, it has been possible to extend the facilities, a development supported by the key stakeholders - Whale Watch Kaikoura, Dolphin Encounter, Kaikoura District Council and the Kaikoura Coast Guard.

Once completed, Whale Watch will have the ability to berth four large vessels at one time and meet demand during peak season. The tender jetty will enable



cruise ship tenders to moor up against the harbour's promenade edge, enabling passengers to enjoy Kaikoura's amenities and attractions.

To get the work done, 12 NCTIR workers are on site supported by a 50-tonne crane, a drill rig and an excavator. Eighteen piles have now been driven into the seabed and almost half of the holes for the promenade wall have been dug. The concrete piles and jetty deck slabs are being cast off site.

Project manager Stu Haynes says the harbour team is doing a great job in a challenging environment and the project is on track.



A RESPECT FOR THE PAST

The Kaikoura coast is known to have many areas of cultural significance. To make sure the right procedures are followed throughout the recovery and restoration of the transport links along this coastal corridor, a team of archaeologists and environmental advisors have been working with NCTIR.

In January and February, koiwi tangata (human remains) were discovered by abseilers at the large landslide north of Irongate known as Site 2.

Heritage New Zealand and iwi spent several months investigating the archaeological site before earthworks teams were given permission to carry out further work.

Excavators have been removing material from the landslide and relocating it to a safe place where it can be carefully searched through.

Several large rocks, up to 100 tonnes in size, were sitting in a precarious position further up the face of the landslide. These boulders have now been removed so earthworks machinery could continue working safely below.

Cultural monitors and archaeologists were on site throughout the work and construction crews kept in close contact with iwi and local authorities about the findings.

SHARED COMMITMENT TO SAFETY ON ALTERNATE ROUTE



Providing a safe journey for travellers on the Alternate Route between Picton and Christchurch, is a top priority for the NZ Transport Agency.

One important safety factor has been the additional support from the NZ Police. The dedicated teams that patrol this route provide valuable support and advice for drivers and communities to help keep everyone safe.

Sergeant John Hamilton from Canterbury Highway Patrol (pictured), works regularly along the route with his team and says safety is a priority for them. Sergeant Hamilton says the feedback police get on their visible presence has been positive and they are starting to see an increase in driver patience and courtesy to each other.

SH1 SOUTH OF KAIKOURA SCHEDULE REMINDER

Drivers are reminded that State Highway 1 south of Kaikoura is closed three days a week to enable repair work to continue on the highway.

Drivers should know that:

- The highway is open during daylight hours (7am – 6pm) on Fridays, Saturdays, Sundays and Mondays. Still give yourself plenty of time to travel this route as delays are possible.
- The highway is closed on Tuesdays, Wednesdays and Thursdays.
- When the road is closed there are morning and evening escorted convoys for residents living in affected areas. These convoys leave at 7am and 6pm sharp.
- The Kaikoura Inland Road (Route 70) is open.

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

We're making progress – THE ALTERNATE ROUTE BETWEEN PICTON AND CHRISTCHURCH

AS OF JUNE 2017



1000
heavy vehicles
through Murchison
each day

350
Pre earthquake

4000
vehicles IN TOTAL
through Murchison
each day

2000
Pre earthquake

\$60mil
to improve
route

100km
of road to be
upgraded
(58km completed)

52km
of road to be
widened
(27km completed)

ROB WALKER ON THE JOB

It's 5am and Rob Walker is already dressed for work.

By the time the rest of Kaikoura hits snooze on their alarms, the 35-year-old earthworks site manager is already heading north to join a steady stream of trucks and other machinery lighting up the coastal corridor.

Before daylight, he updates the crew on anything they need to know and then works from site-to-site managing everything from truck movements to how a dangerous landslide should be tackled.

A Taranaki local, he has managed some of the world's largest open cast mining operations, from the islands of Papua New Guinea jungle to the Australian outback, and he jumped at the chance to work in Kaikoura.

'It's such an amazing place to work, how could I say no?'

He's part of the earthworks team in charge of bringing down 10 large landslides north of Kaikoura. His crew are already almost 75% of the way through the job of removing the large boulders, trees, dirt and debris that has come down on the transport corridor. The corridor is narrow which means the material has to be moved offsite and stockpiled.

'There are ever growing piles of dirt, and every week we have more and more machinery arriving to shift it.'

Because of the tight goal of reopening State Highway 1 by the end of the year, Rob is now sharing the road with construction teams rebuilding the rail and road corridor.

'More traffic makes the narrow corridor more congested, so we've started running trucks at night so we can keep shifting dirt.'

He's thankful for the support of residents who have put up with months of disruption.

'These are exceptional circumstances, but we wouldn't be moving so much dirt without their support. It means a lot.'



NINS BIN A HIVE OF ACTIVITY AGAIN

Seven months since the November 2016 earthquake and Nins Bin is once again a hive of activity. The once-busy takeaway is now home to where about 150 construction workers are working in the area of the landslide at Irongate (Site 2) and remediation work of the road and rail line.



Four months into her new role as a NCTIR security guard, Shelly Riddell has the shortest commute to work. She lives across the road in the small settlement of Rakautaura and is enjoying being back at Nins Bin albeit in a different role. 'It is a bit strange to see the site packed with construction workers and machinery instead of customers,' Shelly said.

Before the earthquakes Shelly sold crayfish and seafood delicacies at Nins Bin. The seaside truck stop had been run by her partner Clarky and his family since 1977. 'Nins Bin has never changed, it's always been a homemade caravan on the side of the road serving great food and people have come back year after year for it.'

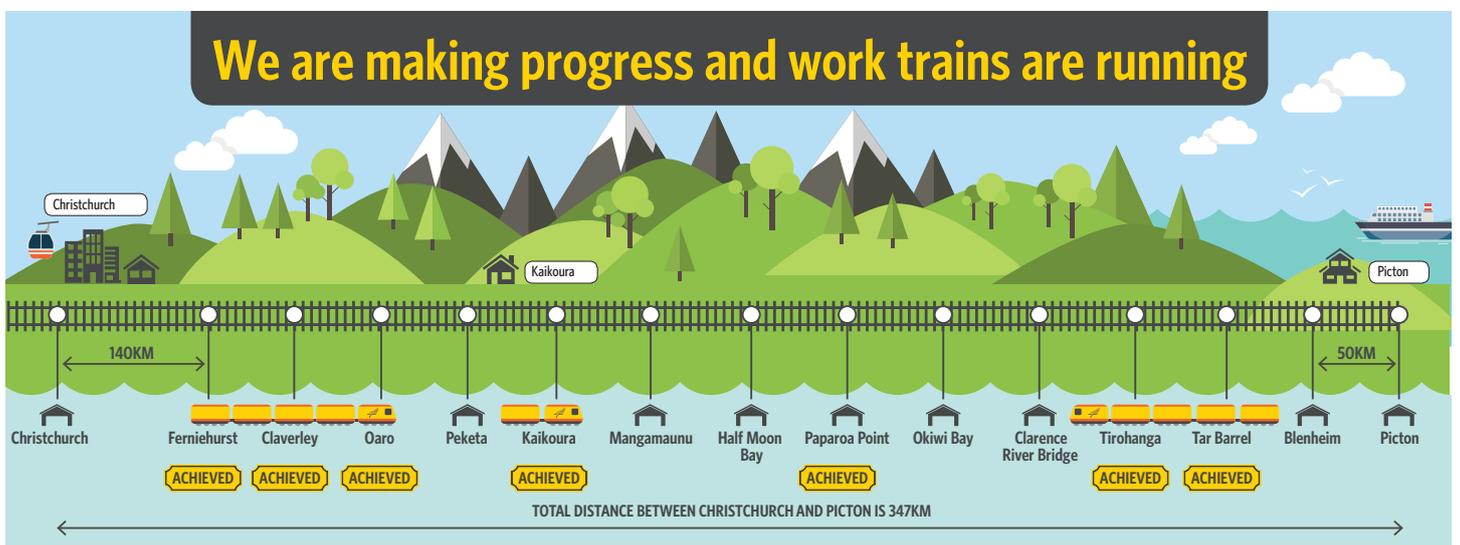
For 39 years it sat unchanged until the earthquake struck and construction crews moved in to clear landslides, repair tunnels and build new sections of the road and rail away from the worst of the landslides.

'The workers are doing an amazing job; we live here, work here and see the daily progress they are making. It's great to be part of the rebuild,' she said.

It's been difficult for the residents of Rakautara who have been isolated between two landslides and had no vehicle access until late February. 'We used to have to push wheelbarrows of groceries through railway tunnels,' she said. Now Site 2 which once blocked their access to Kaikoura has been completely cleared.

Shelly's colleague Jackie Karl is one of the many locals who have rolled up their sleeves to get involved with the rebuild. Jackie works 12-hour shifts on the gate at the Nins Bin checkpoint with Shelly. 'I came out of retirement for this; it's a hobby and I love it,' Jackie said.

'Nins Bin will reopen day one without a doubt. It's got too - Nins Bin is Kaikoura and Kaikoura is Nins Bin,' Shelly said.



KAIKOURA LOCAL A RECOVERY TEAM MEMBER SINCE THE BEGINNING



Anna Keehan is a third generation Kaikoura local who also happens to be one of the first members of the NCTIR team.

She has been working with NCTIR since the end of December, starting as a security guard assigned to look after the KiwiRail train stranded between two landslides just north of Kaikoura after the November earthquake. She then worked at the security checkpoints between Mangamaunu and Raukautara.

These days you'll find Anna working at the NCTIR Village where her job includes making sure the people staying there are taken care of.

'NCTIR have been amazing, they have done everything they can for the community,' Anna said.

Before November, Anna had been drenching sheep with her father at Mt Albert station farm, near Lake Wanaka and returning home to Kaikoura just before the earthquake. Her time working for NCTIR has slotted into the gap year she had planned before going to university to study for a Bachelor of Agricultural Science.

Working in security, doing patrols at the railway yard and looking after the stranded train engines, are as far away as you can imagine from her anticipated career path, but she said helping out her local community during its recovery and rebuild is really important to her.

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. Interested and suitably-qualified people can contact movingmountains@nctir.com

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 meeting - 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



ALTERNATE ROUTE NEWS

The closure of State Highway 1 (SH1) and the Main North Rail Line between Picton and Christchurch following the November 2016 Kaikoura earthquake means traffic now needs to use an alternate route via the alpine Lewis Pass. This route is, in parts, winding, narrow and challenging and has seen a four-fold increase in traffic which it wasn't designed for. A \$60m Government investment has been made to make this route safer and more resilient.

PLAN AHEAD: NO SNOW CHAINS THIS WINTER FOR BOTH 'ALTERNATE' ROUTES



The alternate Picton to Christchurch route via Lewis Pass, and the Inland Road 70 will be either Open or Closed in sections if impacted by weather or other events this winter.

While regular drivers on the alternate route may be experienced in using snow chains, the skill level and winter driving experience of each driver is not something the 24/7 crew managing the closures can assess. A wrong judgement has serious safety implications for everyone. Reallocating road crews from essential snow/ice work to rescue stranded or crashed vehicles could also delay a road reopening.

Inland Road (Route 70) to Kaikoura: If the Inland Road is struck by severe weather it will only be open from 7am to 7pm. Sections may also close during the day if the 24/7 crew need to clear the road.

Note: Please carry snow chains if travelling on other South Island roads. The 'no towing vehicles' and 'chains required' restrictions are still options for Arthur's and Porters Passes (SH73), and the Rahu Saddle, near Reefton.

AT A GLANCE

\$60m
investment to improve the alternate route between Christchurch and Picton making it safer for travellers

Post-earthquake up to
4x
more vehicles use the alternate Christchurch to Picton route

4500
vehicles per day travel through Murchison post EQ



ONGOING IMPROVEMENT WORK ON ALTERNATE PICTON TO CHRISTCHURCH ROUTE



Regular drivers through Sylvia Flats, just south of the Boyle Village on State Highway 7 (SH7), will have seen some activity in recent weeks.

This short section has had multiple improvement works completed over recent months:

- This section of road was narrow – it is now wider to make it safer for all traffic.
- There was a sharp drop on one side down to Boyle River – bright orange safety bollards to keep traffic further away from the top of the slope.
- Surface water was flowing down under the road – new drainage will help water flow away and reduce damage to the road.

Future work will look at further widening as well as making the slope more stable. Thanks to all drivers for their patience while this improvement work was being completed.

GET REAL-TIME TRAVEL INFORMATION FOR YOUR ROUTE

On the NZ Transport Agency's website:
www.nzta.govt.nz/traffic

By phoning
0800 4 HIGHWAYS
(0800 44 44 49)

On the Transport Agency's social media:
www.nzta.govt.nz/contact-us/connect-with-us