



Special Board Meeting Minutes	
Date & time	28 March 2017, 4.00 – 5.00pm
Location	Teleconference
Board Membership	Chris Moller (Chair), Fran Wilde, Chris Ellis, Adrienne Young Cooper, Leo Lonergan, Mark Oldfield
Apologies	Gill Cox and Nick Rogers
NZTA staff in attendance	Fergus Gammie (Chief Executive), Tommy Parker (GM State Highways and Network Operations), Raewyn Bleakley (General Manager Governance, Stakeholder and Communications) and Steve Mutton (NZTA Earthquake Recovery Manager)

1. Introduction and governance matters

1.1 Apologies and welcome

The Chair welcomed Board Members to the meeting.

1.2 Confirmation and overview of the agenda

The agenda items were accepted as circulated.

1.3 Declarations of conflict of interest

The schedule of Board members' interests was noted as tabled.

2. Significant planning, investment and operational matters

2.1 Kaikoura earthquake recovery and reinstatement – March 2017 update

[Board paper 17/03/1127](#)

The Chair noted this meeting was brought forward to meet the Government's requirements for budget processes.

The Chief Executive provided an overview of the key aspects of the revised funding estimate for the reinstatement of SH1 between Blenheim and Cheviot. Members noted that in the four months since the original funding estimates were made, the funding estimates are based on more knowledge of the work ahead and that this provides greater confidence in the cost range as a number of quantities and risks are now better understood.

Fergus Gammie advised the Board that, with more certainty around the scope and risks and having been able to develop a bottom up cost schedule, the estimate range can be narrowed to \$812M and \$912M, subject to there being no further significant seismic activity.

Board members discussed the impact that a significant storm might have and asked what the level of confidence is provided by current modelling of tidal activity. Tommy Parker advised that NIWA modelling has been used as the basis for predicting future tidal activity. The Board noted that the basis of this modelling was historical and the November earthquakes could have affected this.

Board members discussed the level of service to be provided on the reinstated highway and noted that improvements or betterment for the Clarence to Oaro section (cost estimate of \$195M to \$240M) could be met by the National Land Transport Fund.

Resolution 1	<p><i>The New Zealand Transport Agency Board:</i></p> <ol style="list-style-type: none"><i>1. Endorses the design philosophy statements to achieve the customer level of service as defined in the One Network Road Classification for a SH1.</i><i>2. Approves the revised funding for the reinstatement of SH1 between Blenheim and Cheviot at a range of a lower limit of \$812M and an upper limit of \$912M, subject to there being no further significant seismic activity.</i><i>3. Agrees that the improvements for the Clarence to Oaro section, cost estimate of \$195M to \$240M, could be funded from the National Land Transport Fund.</i>
---------------------	---

3. Other updates and general business

3.1 General Business

Board members discussed the value of visiting Kaikoura and the damaged sections of SH1. It was agreed that Adrienne Young Cooper and one other Board member would visit in the next few weeks to be arranged by management.

Requested Action	<i>Management to organise a site visit to Kaikoura and the damaged sections of SH1 for Adrienne Young Cooper and one other Board member in the next few weeks.</i>
-------------------------	--

The Board meeting concluded at: 4.58pm.

Minutes approved by the Chair	<hr/>
Date	----/----/----