



Special Board Meeting Minutes	
<b>Date &amp; time</b>	24 July 2017, 6:00pm – 7:00pm
<b>Location</b>	By teleconference
<b>Board Membership</b>	Chris Moller (Chair), Dame Fran Wilde (Deputy Chair), Adrienne Young-Cooper, Nick Rogers, Chris Ellis, Leo Lonergan, Mark Darrow and Vanessa van Uden
<b>Apologies</b>	None
<b>NZTA staff in attendance</b>	Fergus Gammie (Chief Executive), Tommy Parker (GM System Design & Delivery), Steve Mutton (NZTA Earthquake Recovery Manager) and Kate Styles (Senior Manager Government & Governance)

## **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 item was accepted as circulated.

### **1.3 Declarations of conflict of interest**

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

Nick Rogers noted that Tonkin and Taylor has been carrying out some work for North Canterbury Transport Infrastructure Recovery (NCTIR).

Chris Ellis noted that Hiway Group has an interest in HGS Limited - who is a subcontractor for NCTIR currently working on slip stabilisation work in Kaikoura.

## **2. Significant planning, investment and operational matters**

### **2.1 Kaikoura earthquake recovery and reinstatement – July 2017 update**

**Board paper 2017/07/1167**

The Chair noted this Board meeting is being held to ensure up-to-date information is available to Board Members and in order to provide information to the Government.

The Chief Executive provided an overview of the key aspects of the paper which has been prepared for the purpose of updating the Cabinet. It provides a response to the Government request for a clear breakdown of project costs. The paper includes the current estimates, the spread of expenditure which has been provided by NCTIR and the new estimates from NCTIR.

The NZ Transport Agency now has a clearer understanding of the issues related to the project, although there is design work still to do. The key change is in the contingency that the Transport Agency is holding for unforeseen circumstances such as adverse weather requiring rework, and work scope and delivery risks.

Board Members then discussed, and asked questions on, the update which was provided in the paper.

In particular, it was noted that:

- major seismic events would not be covered, but the contingency did include allowance for adverse weather events
- the Transport Agency had taken into account the drop in productivity on the work site during the time that the road will be partially open
- although the team undertaking the works are confident the scheduled reopening date will be met (subject to no further seismic events), it also needs to be clearly stated that there could be some circumstances outside the Transport Agency's control against which a guarantee cannot be provided
- the Government had asked the Transport Agency to oversee the reconstruction of the transport corridor – road and rail, and to have the responsibility for it as one overall integrated programme; however, the responsibility for the costs associated with the rail corridor lies with the KiwiRail Board
- certain improvements and their costs approved at an earlier Board meeting are outside of this project estimate and will be funded through the National Land Transport Programme.

<b>Resolution 1</b>	<i>The New Zealand Transport Agency Board: a) <b>Approved</b> the revised funding for the reinstatement of SH1 between Blenheim and Cheviot at a range of a lower limit of \$703M and an upper limit of \$763M, subject to there being no further significant seismic activity.</i>
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### 3. Other updates and general business

#### 3.1 General Business

No general business was raised or discussed.

The Board meeting concluded at: 6:38pm.

<b>Minutes approved by the Chair</b>	_____
<b>Date</b>	____/____/____