

Proposed emergency works definitions

1 May 2024

This document is part of our consultation about our proposed changes to the emergency works investment policies. Further information about this consultation is available on the consultation [web page](#).

The following definitions are provided to assist in the understanding and application of NZ Transport Agency Waka Kotahi (NZTA) work categories, particularly in the context of work category 141: emergency works.

Readiness, response, recovery and resilience

1. Readiness: The work carried out prior to an emergency event. This may include:

- developing operational systems and capabilities before an emergency event happens
- activity management planning and emergency response planning, including identifying the steps to take leading up to a significant weather event, consideration of which parts of the network are prioritised to restore levels of service and which parts of the network may require consideration of different level of service or alternatives to recovery
- response planning ahead of an emergency event, including ensuring appropriate provisions are made in the network operations and management delivery contracts to respond to emergency events, self-help and response programmes for the general public, and specific programmes for emergency services, lifeline utilities and other agencies.

Readiness is eligible for funding out of the state highway and local road operations¹ activity class at the normal funding assistance rate (FAR).

2. Response: The initial work necessary to ensure public safety, to reopen a road or other transport facility, where practicable, for safe use, albeit at a basic level of service, or to minimise risk of further damage. This includes:

- site inspections and establishment of the emergency response team
- debris clearance, temporary route management and reinstatement, emergency bridging installation (such as Bailey bridges etc), restoration of drainage, temporary site protection measures, and temporary site traffic management
- minor or non-complex recovery that can be carried out in the short-term at low cost and is necessary for safety or temporary access, irrespective of future decisions on recovery
- geotechnical and structural investigations, scoping, costing, and planning for recovery.

Response is eligible for emergency works funding out of the state highway and local road operations² activity class in accordance with the emergency works policies FAR.

3. Recovery: The work to restore levels of service on a *'like for like'* basis, or a reduced level of service.

This includes recovery eligible for emergency works funding out of the local road operations³ activity class at the relevant FAR.

4. Resilience: Non-routine work to eliminate or reduce the risk of damage to transport infrastructure or interruptions to level of service from natural phenomena, such as an emergency event. This includes

¹ Also public transport infrastructure or walking and cycling, as applicable.

² Also public transport Infrastructure or walking and cycling, as applicable.

³ Also public transport infrastructure or walking and cycling, as applicable.

taking steps to eliminate these risks if practicable, and, if not, reducing the magnitude of their impact and the likelihood of their occurring.

Resilience is eligible for funding in work category 357 out of an improvement activity class at normal FAR.

Further information about readiness, response, recovery and resilience phases of work, including processes and links to forms, is available on our website.

Like for like

'*Like for like*' means the modern equivalent of the transport infrastructure, not necessarily of the same material type or structural form, that meets current design standards to restore level of service.

'Current design standards' may include the following:

- meeting non-avoidable engineering design requirements
- meeting building consent and resources consent requirements of the relevant local and regional authority, such as meeting engineering resistance design standards for an earthquake
- meeting engineering requirements to manage the risk and consequence of hazards impacting the design life for the structure and the transport network it services
- improvements of a minor nature to restore level of service may be undertaken, such as altering the alignment of the infrastructure in a minor way.⁴

'*Like for like*' excludes improvements, such as an additional cycleway where there wasn't one previously, or an improvement in resilience.⁵

It is acknowledged that restoration of level of service on a '*like for like*' basis may result in the infrastructure having a longer useful life than previously, due to the provision of new materials or a new structure.

⁴ 'Like for like' is on the basis that the infrastructure is replaced in the same approximate location and includes the immediate approaches to the structure. This may include altering the alignment to allow off-line construction and/or improve safety and geometric performance of the structure in the network (approach lengths are limited to the distance necessary to safely transition to and from any new off-line alignment in accordance with the design parameters for the safe speed for the road classification).

⁵ Organisations are encouraged to consider whether to apply for funding for improvements, noting that these are funded in a separate work category out of an improvement activity class.