



The Bulletin Kaikōura earthquake update

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Rail gears up for busy summer season

From 7 October freight trains will once again be rolling along the Main North Line during the day. KiwiRail's acting Chief Executive Todd Moyle says, 'Moving back to a 24/7 operation means we will be better able to serve our freight customers. We have been operating services only at night since the line reopened so repair work on both road and rail can continue during the day.'

'The months leading up to Christmas are some of the busiest for ourselves and the wider freight industry, so now being able to run trains 24/7 on the Main North Line means we keep the freight flows moving into and around the South Island. Rail freight benefits everyone - fewer trucks on our roads means cleaner air, less greenhouse gas emissions, less congestion and safer roads.'

A significant amount of work has been undertaken to improve the reliability and resilience of the rail line and reduce transit times. Recent milestones include a safer rail realignment at Waipapa Bay away from the slip face, and completion repairs to the many tunnels along the line. From 1 December the Coastal Pacific passenger service will also resume with daily trains running throughout the summer season.

Clint gets ready to roll

KiwiRail train driver Clinton Levick says - without a hint of hesitation - the Main North Line is his favourite track to drive on. Clinton can't wait to do so from 7 October when KiwiRail resume day time freight trains to boost their current night time service offering. 'The change is significant', says Clinton.

Although there has been plenty of activity on the Main North Line during the day, all of it has been from work trains rather than the flagship freight trains that Clinton drives. He says it's only natural that people may have become unaccustomed to freight trains during the day, so he wants everyone to know that they are making a comeback.

'I have been driving the line, which I love, at night. Day time trains mean a lot more people will be near the Main North Line when we drive through,' Clinton explained. 'We want as many

people as possible to know that we are

going to be back. Everyone should expect trains anytime. That includes road users, farmers and users of crossings in isolated rural areas, and pedestrians - particularly those in the busier urban areas. They need to take the time to check before crossing the line and expect trains anytime.' Clinton has been a KiwiRail train driver for five years. He constantly marvels at the progress being made along the Kaikōura coast. 'The rebuild team has done a great job rebuilding the track and making constant improvements. Our travel times are steadily reducing as a consequence. I can't say enough about what they have done and how safe the track and how safe the workers doing the work have made us drivers feel. They've set a great example for the rest of us to follow.'



KiwiRail train driver Clinton Levick

This Bulletin provides the latest information about the rebuild of road and rail networks damaged by the Kaikōura 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. Please note the next edition of The Bulletin will be published on Monday, 8 October.





Visual symphony

In the last edition of The Bulletin we brought you a stunning image of Ōhau Point. This time it's the turn of Half Moon Bay to be shown in its full glory. The NCTIR team recently took to the air to survey the extensive geo-stabilisation work that is taking shape along the coastline north of Kaikōura. As you will note there is a conspicuous pattern in the landscape in the centre of the image. NCTIR Principal Geotechnical Engineer, Greg Saul, describes this as a debris flow diversion system that was sculpted by diggers and dump trucks. It picks up water and rock debris flow from the steep hillside slopes above and steers them into gullies either side of the ridge. Clever stuff to keep people safer. The flows continue under the road and railway debris flow bridges that can be seen in the bottom left and right hand corners of the image. Other stabilisation



work including earthworks and drainage is planned for the face of Slip 5 immediately above the railway line and the lowest bund will be planted to improve its resilience. The sculpting work was carried out in January 2017 and the other works are planned for completion next year.

Your Kaikōura questions answered

We take down the questions you ask us at events and our helpline, if you have a question or want to see other answers, visit www.nzta.govt.nz/projects/kaikoura-earthquake-response/frequently-asked-questions/

Are trains back 24/7?

Yes. Trains are operating on the Main North Line at all times. Work trains and other rail vehicles currently use the line during the day to help with the earthquake recovery with freight running at night. Daytime freight trains start in early October and the Coastal Pacific starts in early December.

You and the people you know may have become used to quieter tracks and level crossings since the earthquake, but from now everyone should expect trains again at any time. Please take extra care to keep you and your family safe. Trains can come at any time, from either direction.

Is the rebuilt railway vulnerable to future damage?

A core part of the recovery work is ensuring that what we rebuild is fit for the future. We've been stabilising the slopes above the rail line. Fences and other structures are now in place to protect both the rail line and road from further slips. Repairs to rail bridges and tunnels are being completed and some of the rail tunnels are also being extended with rock fall shelters. Rebuilding the rail line is an enormous body of work and we're still working hard to

finish carrying out all the repairs.

Why is rail so important to the region?

The rail network is a critical part of New Zealand's transport networks. Before the Kaikōura earthquake more than one million tonnes of freight for customers around the South Island was being moved along the Main North Line. Without rail, this freight was moved by trucks on our roads. Rail reduces congestion on our roads by reducing the number of trucks, reducing emissions, improving safety and minimising road maintenance costs.





NCTIR doing the heavy lifting

A key rail bridge on the Main North Line is nearly finished. Bridge 90 is a railway bridge that spans a tributary into the Conway River just south of the Hundalee Hills. In early September the NCTIR bridge building team reached a significant milestone in the bridge's construction. They lifted into place four, 33-metre long bridge beams each weighing 62 tonnes.

Site engineer Tom Keith oversaw the placement of the four Super Tee beams which were made by Stahlton Engineered Concrete in Christchurch. They were transported to Bridge 90 by Fulton Hogan Heavy Haulage using a specialised truck and extended jinker trailer unit. A 300-tonne Smith Crane was used to lift the beams into place.

Tom says a temporary steel bridge had been constructed to replace the original which was damaged beyond repair in the 2016 Kaikōura earthquake. 'We're here to put in a permanent bridge that will last for the next 100 years or more,' he says. It seems that it's all about giving the community something fit for the future.

Site supervisor Stefan Hurley began work on the four-month project in early June.

He said abutments and wing walls were anchored to four piles, each 1300mm in diameter, and driven to a depth of 20 metres. The beams were then carefully placed on bearing pads and soon a top deck will be laid in place using in situ concrete. The finishing touches will include parapets and safety handrails. Stefan said it was the first time a rail bridge had been built using this method in the South Island.



← See the beams going in here



Expect delays on SH1 south of Kaikōura

On Monday 24 September, between 7am & 5pm abseilers will be undertaking scaling work on the slip between Punchbowl and Rosy Morn. Please expect delays of up to 10 minutes during this work.

Depending on the outcome of the scaling work we may require further work on the slip which would involve helicopter sluicing. If required, this work would take place on **Tuesday 25 September, between 9am-12pm**. The section between Peketa and Raramai Tunnels would need to be closed in 30 minute sections from 9am but will be open to clear waiting traffic on every hour and half hour. Scaling work will also take place between Thursday 27 and Sunday 30 September. Please expect delays for up to 10 minutes between Paratitahi Tunnels and Peketa.

Work is subject to weather conditions. We appreciate everyone's patience while this work is underway. Please allow up to 5-5 ½ hours for travel between Christchurch to Picton via SH1. Remember to check www.nzta.govt.nz/p2c or phone **0800 4 HIGHWAYS** (0800 44 44 49) for travel information.

If you have any questions or wish to raise any safety issues with us, we would really like to hear from you as part of our commitment to keeping everyone safe in the community.

Please contact us on **0800 NCTIREQ** (0800 628 4737) or email info@nctir.com.



Our efforts to recover the transport networks in Kaikōura after the November 2016 earthquake have been nominated for a world-wide award and we need your support to win!

We're the only Southern Hemisphere finalist in the Institution of Civil Engineers People's Choice Award - so help us take on the rest of the world by voting now.

Voting closes 28 September
Vote at: <https://bit.ly/2Mm8Nsa>



Reaching for safety

There is a very good reason the NCTIR crew at Bridge 103 are doing star jumps at 7am - and that reason is safety. Each morning after their pre-start meeting, and before work is underway, the team takes part in a pre-shift warm-up. That includes star jumps, full body stretches and jogging. Warming up before starting work for the day not only helps to



Stretching the hamstrings at Bridge 103

increase blood flow and optimise performance, stretching also reduces fatigue and improves muscular balance and posture. Being alert and focused can help to prevent injuries and enhance performance and

with a pre-shift routine that only takes about five minutes, it is well worth the effort. Well done to the team at Bridge 103 for doing their part to keep safety as their number 1 priority.

Community cleans up

NCTIR staff joined over 100 others for a community clean-up of the Lyell Creek/Waikōau and surrounding beach last week. The event was organised by the Kaikōura



Clean-up at Lyell Creek

Water Zone Committee in partnership with Environment Canterbury and Kaikōura District Council. Students from surrounding schools scoured the beaches collecting rubbish in large

bags while many of the adult volunteers wandered the banks of the creek collecting rubbish and pulling some of the larger weeds that were growing on the path. NCTIR receptionist Debby McGrath waded into the creek hip high and retrieved a ceramic bowl, plastic bags, a shoe, two traffic cones, said: 'I was so grateful to get to be a part of this,' said Debby, 'it was fun, and it felt good to be out there helping in the community.'

Watch this space

Following the earthquake, emergency speed limits were put in place for State Highway 1, north and south of Kaikōura. These limits expire later this year. The NZ Transport Agency will soon consult on

permanent speed limits. Watch this space for more information on how to have your say in the next edition of The Bulletin (8 October).

Clive tackles McCaw

NCTIR's (unofficial) mascot has struck again. Former All Black captain Richie McCaw became Clive's latest victim posing last week for a photo with our furry sea creature. Clive the Seal was about to embark on annual leave taking a 1500km road trip around the North Island with NCTIR's Senior Project Manager, Peter Gibson. McCaw flies helicopters for Christchurch Helicopters of which he is a part owner. Just after the 2016 Kaikōura earthquake McCaw lent a helping hand as a helicopter pilot. After learning a bit about Clive's role with NCTIR - the well-travelled sea creature provides support and a good laugh to those who are working on the rebuild in Kaikōura - McCaw was happy to indulge Clive with a photo to commemorate a meeting of two great minds.



NCTIR wins RMA award

NCTIR has won the 2018 Resource Management Law Association Project Award. The alliance was recognised for making a 'significant contribution to the advancement of best practice and the implementation of the Resource Management Act's purpose and principles'. NCTIR Environmental Zone Lead Daniel Murray accepted the award on 22 September at the RMLA's annual conference. Daniel said NCTIR's entry focused on the unique and innovative approaches taken to consenting.

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