

# Impact of severe weather events on our transport network

And how we build back smarter, safer and more resilient





# Wild, wild weather...

When a National State of Emergency was declared on Tuesday 14 February due to Cyclone Gabrielle, more than 30 sections of state highway were completely closed to traffic, including a significant proportion of the state highways serving Northland, Auckland, Coromandel, Manawatu, the Central Plateau, Gisborne and Hawkes Bay.

The damage from Cyclone Gabrielle, the Auckland Anniversary floods and ex-Cyclone Hale across Auckland, Northland, Waikato, Coromandel, Bay of Plenty, Tairāwhiti, Hawke's Bay and the Tararua district, is extensive and means the rebuild phase will take time.





# Recovery and rebuild

There are three phases to our response and recovery approach:

Phase	Description
Phase One: Emergency Response	Open and stabilise temporary emergency access and lifelines to affected and isolated communities. Some customer access likely to be restricted eg freight.
Phase Two: Recovery I Providing access for communities	Once lifeline connections are established, start to lift the level of service to support community access. Includes assessment, minor works and some maintenance.
Phase Three: Recovery II and betterment for the long term	Undertaking permanent rebuild alongside our partners.





# What do we mean by smarter, safer and more resilient?

The growing size and frequency of these weather events demand new ways of thinking and collaboration.

Building future resilience into the transport network, as well as taking action to adapt to the environment will be critical to delivering long-term permanent solutions.





# Region specific approach to recovery

While the immediate response and the assessment of all affected transport corridors has been our priority, we are now considering the long-term recovery solutions that will be needed for the impacted regions – Northland, Coromandel and the East Coast.





# Northland

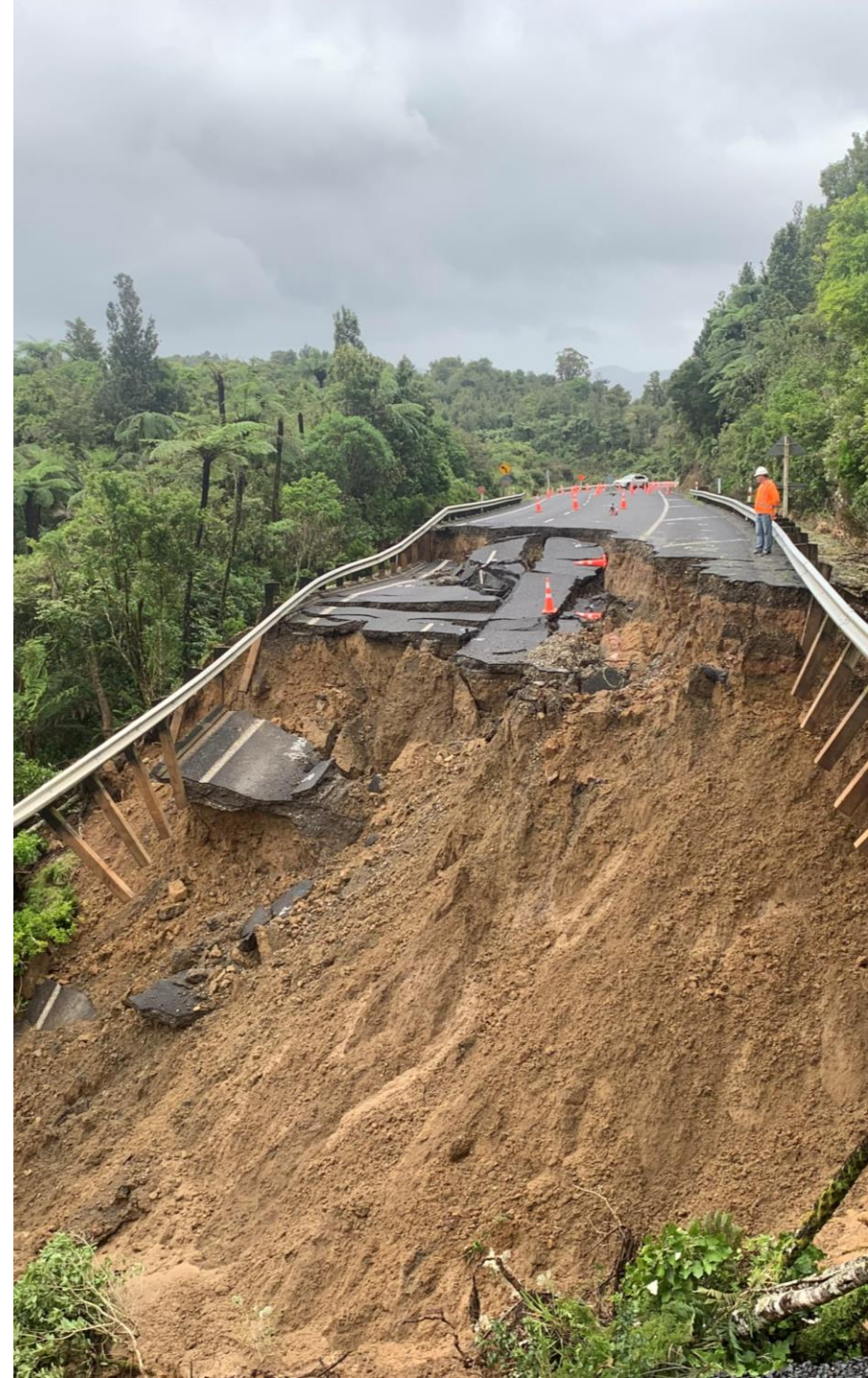
We have been using our Network Outcomes Contract (NOC) suppliers for the majority of the immediate requirements. Iwi/hapū and councils, as our partners, continue to be part of our approach. Specific contracts will be used for larger infrastructure projects, such as the longer-term repairs on SH1 at the Brynderwyns, as required.





# Coromandel

The Waikato region uses the Network Outcomes Contract (NOC) suppliers for most of the immediate requirements. We'll use specific construction contracts for larger infrastructure projects as required.





# East Coast

Hawke's Bay and Tairāwhiti

The situation in Hawke's Bay and Tairāwhiti is very different, and we need to tailor our solution to meet the needs of these regions.

Waka Kotahi is using a collaborative delivery model to manage the delivery of the recovery and rebuild works in the East Coast.

Collaborative models suit situations where there is a high level of uncertainty, a need to work at pace, and provide flexibility to scale up and down as required. In short, they are well suited to the situation on the East Coast.





# East Coast (cont.)

In this model, Waka Kotahi acts as a focal point to bring other parties to the table, allowing everyone to benefit.

We have used collaborative models previously to successfully deliver the SCIRT (Christchurch) rebuild as well as the more recent NCTIR (Kaikōura) rebuild.

However, the scale and complexity of the damage from this event means there will be some differences. We're taking lessons learned from Christchurch and Kaikoura, making some changes and developing an enduring recovery alliance approach we can use again.

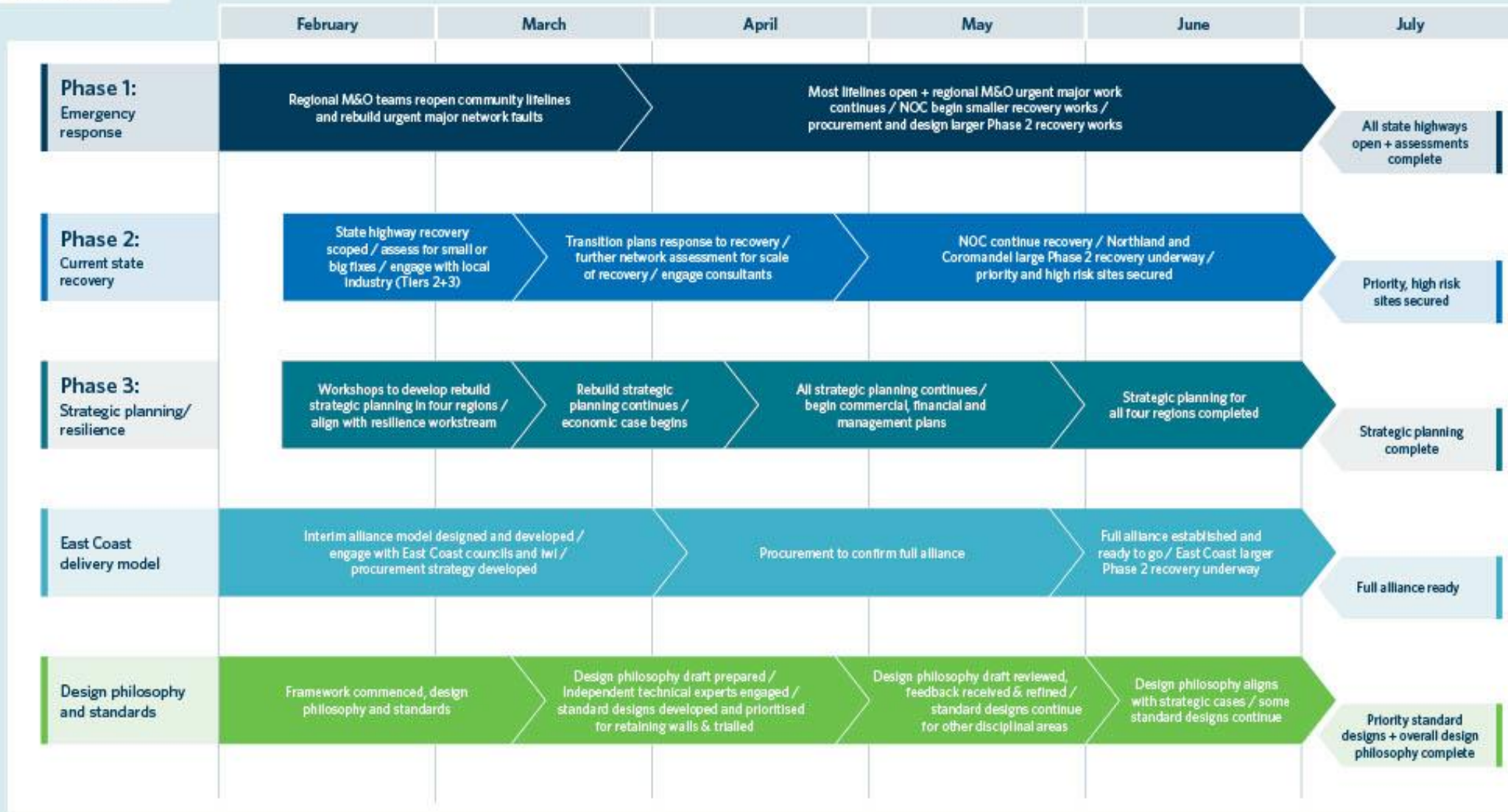


Collaborative delivery model



# Weather events 2023 response and recovery

Updated May 2023





# Questions?