

THE CORRIDOR

THE PURPOSE OF THE CORRIDOR IS TO UPDATE & CONNECT

NZUAG (NZ Utilities Advisory Group) Mission: Working together to create outcomes to benefit communities and transport corridor users.

ISSUE 1, 2019



▶ FROM THE CHAIRMAN'S DESK

Welcome to "The Corridor"- the new, improved version of the NZUAG newsletter. We hope the new look will provide news and views that will be helpful to those working in transport corridors. Let us know what you think. We'd love to hear from you.

As we head into Christmas, it's time to reflect on last year and to look ahead. The NZUAG Board has been very active on behalf of members during the year. The Code (of Practice for Utility Operators' Access to Transport Corridors) review was completed successfully with the revised Code approved by the Minister in July and we trialed a successful webinar series to promote the Code to industry. The Board committees have been working well and we established a Code Effectiveness Working Group to investigate how effective the Code has been against its principles and purpose. We welcomed some new Board members, and maintained regular contact with the sector through our

quarterly newsletter. Our finances were managed well and we are in a strong position to promote the Code and related issues to members and the wider industry.

Next year we will be keeping members updated on developments important to the industry, such as the Infrastructure Commission, the Civil Contractors NZ worksite health and safety campaign, the results of the Code Effectiveness Working Group and Code updates.

On behalf of the NZUAG Board I would like to wish you a happy Christmas and relaxing New Year, and we look forward to being of service in 2020.

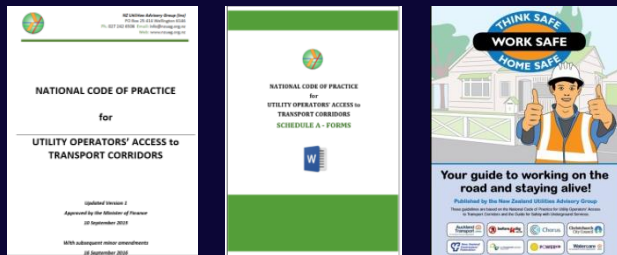
PAUL SWAIN
Independent Chair, NZUAG.



▶ THE CODE

The National Code of Practice for Utility Operators' Access to Transport Corridors (the Code) is a legislated requirement under the Utilities Access Act 2010.

An updated version 2 of the Code was approved on 27 February 2019 and came into force on 15 July 2019.



THIS IS US

NZUAG Board at our recent November meeting

▶ NZIHT TRAINING UPDATES

Are you complying with the National Utilities Code? Its use is compulsory for all road and rail controlling authorities and utility network operators and their contractors for access to the road and rail corridors to install and maintain utility assets. It is designed for corridor managers, utility operators, consultants and contractor staff who supervise work in the road and rail corridors. It covers interpreting the Code from start to finish and how to comply with the requirements of the Utilities Access Act 2010.



LEVEL 1 – Basic Traffic Controller Refresher LEVEL 1 STMS *Check your expiry date*****

Level 1 – Site Traffic Management Supervisor (STMS)

Dates available in October – November

LOCATIONS: Auckland, New Plymouth, Palmerston North, Christchurch, Lower Hutt



Coming together is a **beginning**,
staying together is **progress**,
and working together is **success**.

- Henry Ford



KIWI RAIL TEAM

Protection leaders collaborating to create an audit in Kaikoura

► SAFETY SECTION

Recent worksite fatalities have highlighted the need for a step change in performance for health and safety practices on the ground. The NZUAG is looking to tap into initiatives other agencies have underway to improve performance in order to lock in benefits to the sector. The NZUAG will probably never have the time or resources to take a separate approach, so working with others is an important means of adding value to the way we work.

Each member of NZUAG is a PCBU in terms of the Health and Safety at Work Act. The majority of members use external agencies to help with the delivery of works on the roads. Each is responsible for ensuring that their employees and agents are as safe as possible on their worksites. There are significant levels of risk involved and any measures that reduce risk and liability are a good investment.

The NZUAG intends to keep working collaboratively to deliver improved processes.

Hence, the NZUAG has responded positively to the approach from CCNZ to work with them on health and safety of workers. The NZUAG would expect to leave enforcement to the parties directly involved and look at assurance and compliance as its role to support those parties. The NZUAG has a compliance working group to consider what might be needed to improve and measure performance.

IAN COX, NZUAG Board



► NZTA BLOG

The NZTA is going to have major network changes over the next couple of years as some of its largest projects come to fruition and the benefits are delivered to users. First off the rank is going to be the Longswamp to Te Kauwhata section of the Waikato Expressway project which is due for completion around the end of this year. Completion of this section will see the highway up to expressway standard from Pokeno to south of Ohinewai. That should be closely followed by the Huntly Bypass, which is due to be ready for traffic in mid-February next year. Then there will be at least a four-lane highway all the way from Auckland to Hamilton. That will leave only the Hamilton Bypass project to complete the expressway project. That has proved to be more difficult than expected and will not be finished until mid- to late-2021. In addition, the Christchurch Southern Motorway extension providing four lanes from Christchurch to Rolleston, Blenheim's Opaoo River bridge replacement and the Edendale Bypass should all be open to traffic by mid-2020. The Christchurch Northern Arterial is targeted for completion by the end of 2020. That then leaves Transmission Gully and Peka Peka to north of Otaki as projects to be completed in the next two years but for which definite indicators of timing are not yet available. What all this means is that there are going to be some network shifts between road controlling authorities, some increase in network redundancy and some major traffic shifts that may make practicable access to some roads somewhat easier.

IAN COX, NZUAG Board/Principal Advisor, Network Management, NZTA

► COMMS PLAN DEVELOPMENT

As part of planned demolition works of the Happy Valley bridge, surfacing was being removed from the top of northbound lane. An 11kV cable and 400V cable were identified on plans marked out running longitudinally along the bridge. The demolition contractor undertook potholing, confirmed the depth of the cables and made the mistake that the 11kV cable would be running underneath the deck because they saw ducts. The potholes did confirm the presence of the 400V cable but not the 11kV. It was assumed that any other cables were either located directly under the 400v or within the same duct. The learning here is make sure you positively ID the location of all cables recorded on plans using hand dig techniques before using mechanical excavation equipment.

**BRENDAN DRYSDALE, NZUAG Board
General Manager - Service Delivery
Wellington Electricity**

► WHAT WE DO

The New Zealand Utilities Advisory Group Incorporated is a joint consultative group of road and rail owners/managers and utility companies working together to create outcomes to benefit all road users and communities.

This publication provides information for those interested in issues relating to the road and rail corridors including information on NZUAG Inc, the National Code for Utilities' Access to the Transport Corridors, and related downloadable resources, news and events.



► TOOLBOX TOPIC

Ever wondered what an enforceable undertaking is?

An enforceable undertaking (or EU) is a voluntary agreement with a duty holder following a breach of the Health and Safety at Work Act and is generally used as an alternative to prosecution. The initiatives in the agreement support higher standards of health and safety for workplaces, industry and communities. To date we have accepted 24 enforceable undertakings, with more than \$3.8 million dollars distributed across workplaces, industry and community health and safety initiatives. You can find the full list of enforceable undertakings we've accepted on the



**HAPPY VALLEY
BRIDGE**