

# 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 2, 2020

## FROM THE CHAIRMAN'S DESK

Welcome to the second edition of The Corridor- the revamped NZUAG newsletter. I hope you enjoy the new format. We were pleased to welcome Alan Bollard (Chair) and Jon Grayson (CE) of the Infrastructure Commission to our Board meeting recently. They outlined the Commission's role as an advisor to the Government on infrastructure issues, their focus on the development of a 30 year infrastructure plan and the current infrastructure assessment. We outlined our role as the guardian of the Code, which sets out the process by which utility operators access transport corridors. We agreed to explore ways of working together on points of mutual interest, and we will be meeting with the Commission to progress this over the coming months.



PAUL SWAIN  
Independent Chair  
NZUAG

## WHAT WE DO

The New Zealand Utilities Advisory Group Inc (NZUAG) is the body responsible for maintaining and administering the *National Code of Practice for Utility Operators' Access to Transport Corridors*.

The NZUAG is a joint group of transport corridor managers and utility operators. Its Board comprises representatives from territorial authorities, New Zealand Transport Agency, KiwiRail, industry bodies and network utility operators

The NZUAG Board meets four times a year – normally May, August, November and February

Check out [nzuag.org.nz](http://nzuag.org.nz) for more info



## TOOLBOX TOPIC

### KiwiRail Toolbox – Mobile Plant Controllers (MPC's)

When there is mobile plant in the rail corridor, an MPC is required.

*Mobile Plant:* any self-propelled machinery under the direct control of an operator. This may include HiRail vehicles, diggers, excavators, dump trucks etc.



## MPC RESPONSIBILITIES



authorising the movements of mobile plant within the worksite



authorising rail personnel access to the defined exclusion zones of the mobile plant during its operation in the worksite



coordinating the activities of the mobile plant and rail personnel to ensure that there are no conflicting movements that may result in harm to any person

If you want to go fast, go alone

If you want to go far

**GO TOGETHER**

- African proverb





## ► CHORUS Ultra-Fast Broadband Update

Chorus has completed the first phase of a nine-year project to bring 28 towns and cities world-class broadband – on time and on budget. Chorus would like to thank those involved including contractors, council and other utilities that enabled this upgrade to be accomplished. New Zealand has shown how a public-private partnership can work very well and deliver an extremely cost-effective outcome for taxpayers. Chorus CEO, JB Rousselot said New Zealand's fibre network is the envy of many countries around the world. There is no question that access to extremely fast broadband makes a significant difference to the lives of New Zealanders, and this initiative shows how passionate Chorus is about improving connectivity. In building the first phase of UFB, Chorus laid about 28,000kms of fibre cabling which equates to 2.2 million kms of fibre. When Chorus began the fibre rollout, the contractual target was to achieve 20 percent uptake by the end of 2019.

Uptake is currently sitting at more than 55 percent. Back in 2011 when the build started, the average household was only using 12GBs of data a month. Fast forward to today and now it's 279GBs. Fibre users are consuming even more data, averaging 360GBs a month. With the first phase of the fibre build now complete, Chorus continues to work on the second phase, UFB2 and UFB2+, taking fibre to a further 300 communities.



**NICK MISKELLY**  
Mgr Stakeholder  
Consenting & Acquisition



Minister Kris Faafoi,  
Chorus CEO JB Rousselot and  
Crown Infrastructure Partners CEO  
Graham Mitchell put the final spade in  
the ground



## ► RIMS Update

Road Infrastructure Management (RIMS), Infrastructure Decision Support (IDS), New Zealand Utilities Advisor Group (NZUAG) and The Roading Efficiency Group (REG) are continuing with a two day event, driven by the success of the previous forums. We are proud to be supporting regional New Zealand, hosting the forum at the Napier Conference Centre, Wednesday 25 March & Thursday 26 March, 2020.



## PROGRAMME OUTLINE

### WEDNESDAY

Plenary presentations aimed at the broad roading infrastructure management industry. Sharing asset management good practice examples, data collection, works management, transforming data into intelligence & the use of systems & data in optimised decision making & the management of assets. Day one will be showcase ingenuity, with examples of leading best practice & thinking around adapting to current issues, innovation & better managing.

### THURSDAY

Two concurrent, focused theme streams featuring more detailed technical talks as well as workshops for sharing challenges and learnings, debating and digging further into these key areas.

- Vision 2020

- Utility Access to transport Corridors

An important goal of day two is to provide a forum for professionals in different sectors of the industry who do not often get the opportunity to meet as a community to come together, network and make contacts.

### Wednesday Night Social Function

This is a Wine Tasting Event and meal compliments of Villa Maria Wines Hawkes Bay, a great chance to network and liaise with your fellow industry members

## ► NZUAG Proposed Fees Increase

After completing two reviews of the NZUAG Code, and preparing four Annual Reports to the Minister about the key performance indicators set out in the Code, the NZUAG Board believes that the organisation needs to improve its performance, especially in relation to its education and communications functions. Since the organisation is limited in resources, it may need to bring in more support to achieve more effective outcomes. In addition, the Board recently established a Working Group of members, under an independent team leader, to take a high level view of the effectiveness of the Code. This project is expected to provide recommendations to the Board in May 2020 that will need to be developed into a more detailed value proposition for members. The outcome of all of this work is an increase in the Board's activities and their costs, and we will need to increase the membership fees to match this. For many years, the Board has managed to keep its costs low and to rely somewhat on its cash reserves. However, the end result has been what appears to be low awareness and acceptance of the Code, and a low

level of compliance. It is definitely in members' interests to have a Code which is well functioning, supports efficient access to road corridors by utility operators, and supports future utility investment across New Zealand. We will not achieve this unless we up the game. The Board believes that the Code effectiveness project, coupled with an increase in the Board's education and communications functions, will assist in ensuring the Code assists members achieve their outcomes in a better fashion.

