



July 2023

Northland Rail Programme

Kia ora

KiwiRail's teams continue working to repair around 200 damage sites on the North Auckland Line (NAL) from the late January weather event and Cyclone Gabrielle.

We have completed repairs to more than 100 minor damage sites, are making good progress remediating the major slip at Tahekeroa and are planning work on numerous other weather damaged parts of the line.

However, at this stage we still expect the NAL to remain closed until at least the end of this year.

We are also about to begin more work related to the Marsden Point Rail Link, which will extend rail to Northport.

We had submitted a business case to build the spur line to the Government and have been given the go ahead to progress the project to its next stage – Detailed Design.

It will include engineering investigations into geo-technical (below ground conditions), track, signalling, flood modelling, drainage design, earthworks, and confirmation of construction delivery methodology.

It focuses as much on how to build quickly and cost effectively, as the technical design itself. It will also allow us to work out how much work could be delivered by local firms.

This is an important step forward for the Marsden Point Rail Link project, and we will be engaging with mana whenua and other stakeholders about it in the weeks and months ahead.

The detailed design is expected to take at least 18 months to complete.

If you have any questions about the work we're doing, please contact us at northlandrail@kiwirail.co.nz

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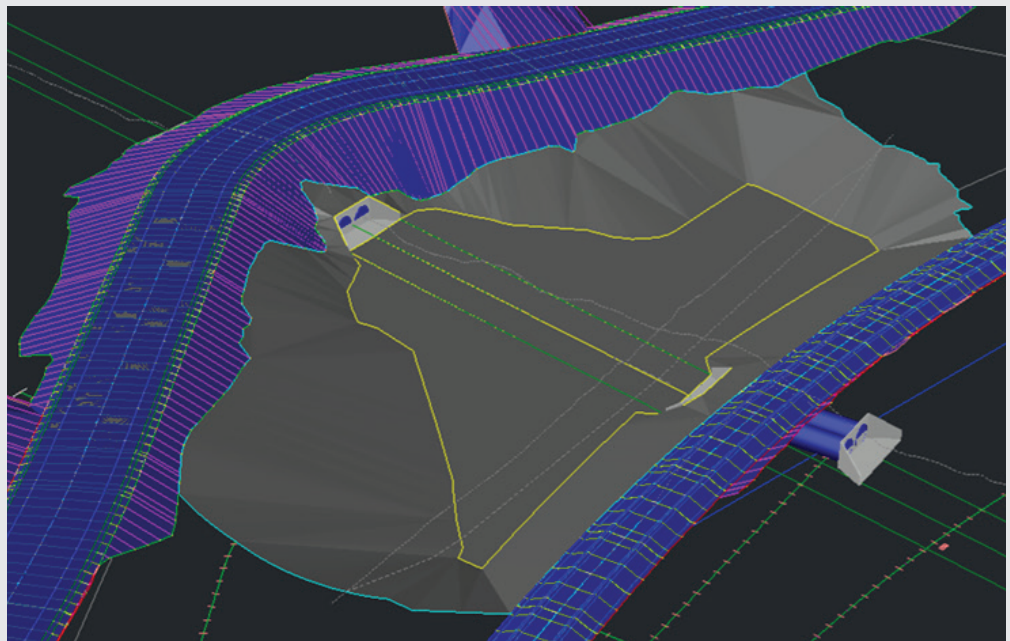
Northland Rail Upgrade Programme Director

Progress repairing the North Auckland Line

We've completed repairing more than 50 kilometres of line north of Swanson (to near Makarau), including repairs to significant washouts in north Auckland.

A design to temporarily remediate two slips (at the 78 and 83km marks) under the rail line south of Tahekeroa (86km mark) is underway, following successful ground condition testing. In the next month we are aiming to have the work done and the line open for work trains to deliver track for rebuilding the line at Tahekeroa.

At Tahekeroa, where a 35,000 cubic metre slip fell across the road and rail line, works have progressed well despite continued wet weather during July.



Indicative design for the Tahekeroa rebuild – showing the road over a bund (top left), culverts and basin area to protect the rail line, and rail line (bottom right)

- Repair of two under slip sites very close to Tahekeroa and remediation of a scoured embankment just to the east of the landslide have been completed. An existing, aging culvert under the rail line in the area is also being replaced with a larger version.
- The installation of both rail and road culverts at the Tahekeroa slip site is complete, with the associated rock apron for scour control also finished.
- Works to construct the road embankment, with a finished level of nearly four metres over the culverts, is now approximately 60% complete.
- Work is underway rebuilding the rail line, with formation (the rock foundation under the tracks) reconstruction progressing in parallel with the road embankment work.

Civil works, including track formation replacement, at Tahekeroa is expected to be completed by mid – late August, depending on weather. Track installation will follow as soon as possible after that.



Road embankment under construction – currently approx. 1m cover over the culverts. Lime/cement stabilization has enabled the earthworks to continue through a very wet July.

On the rest of the NAL, we are currently appointing civil contractors to repair around 60 sites that sustained moderate damage.

Another 35 more significant damage sites require an engineering response to remediate. Engineering design contracts have been awarded, geotechnical assessments are being planned, and early engagement with civil contractors is underway.

Where possible we are aiming to undertake temporary repairs, to allow the NAL to reopen faster. However, for 10 of the 35 significant sites temporary repairs may not be possible. Permanent repairs will take longer to complete so could delay the line reopening.

We expect to have a clearer idea of timeframes in October, once investigations and design have all been completed.



Completion of road and rail culverts and the graded rock apron in the basin between them.

NZ Upgrade Programme work – Whangārei to Kauri

We are making good progress renewing and upgrading the line between Whangārei and Kauri – with the project now 75 per cent complete. This is part of the Northland rail upgrade work funded through the Government's NZ Upgrade Programme.

So far we have laid 14,600 new concrete sleepers – some of which were supplied by Busck in Whangārei - to replace life expired timber sleepers and have laid 9.5km of new rail.

This work will raise the standard of the track, allowing it to handle heavier trains (18 tonne axle loads). The renewal work is on target for completion by the end of September, to enable a shunt service to resume between Whangārei and Kauri.



Ballast bed completed between Kamo Road and State Highway 1



New sleepers being laid on Bridge 201



Removing old sleepers from Bridge 201