

Office of the Acting Minister of Conservation

Chair
Cabinet Economic Growth and Infrastructure Committee

APPROVAL OF FUNDING FOR ESTABLISHMENT OF PIKE RIVER MEMORIAL TRACK AND RELATED ASSETS

Proposal

1. That Cabinet approve funding for the establishment of a new track through Paparoa National Park in memory of the Pike River tragedy and to deliver the wider package of associated memorial and visitor assets that the Pike River families have requested the Government to consider.

Executive Summary

2. The Government has undertaken to consider proposals put forward by the Pike River families following Solid Energy New Zealand's (SENZ) decision not to proceed with re-entry of the Pike River mine drift¹.
3. The Pike River families' proposal includes the extension of the Paparoa National Park to include the Pike River mine site and the construction of a "Great Walk" walking track in the Paparoa Range based around the Pike River area. Also proposed is that some buildings at the site be maintained, with specific requests regarding the future use of those buildings. In particular, this includes a Visitor Centre setting out the history of Pike River and a discreet memorial located at the mine portal.
4. I have undertaken an independent investigation into the feasibility of establishing a walking track through Paparoa National Park and the other aspects of the wider proposal.
5. Various options for a track were assessed. The proposed Pike River memorial track would connect the townships of Blackball and Punakaiki traversing the tops of the Paparoa ranges with a connection to the Pike River Mine site. It would be a high quality shared use track for walking and mountain biking through a range of spectacular terrains. By connecting with Punakaiki, the track links into the area's major tourist hub. The Pike River families have advised that they support this option.
6. The establishment of the proposed track, huts and memorial is not provided for in the Paparoa National Park Management Plan 1992 (management plan) or the West Coast Conservation Management Strategy (CMS). Accordingly, a review of the planning documents is required before construction work commences. Funding a full review of the management plan and consequential amendments to the CMS is considered the most cost effective way to address all outstanding issues.
7. DOC has confirmed the technical feasibility of establishing the track over the proposed 45km route and developed high level estimates for implementation and ongoing costs.
8. This paper seeks your approval of funding for establishment of the proposed new track through Paparoa National Park and for the complete package of associated memorial and visitor assets.
9. If supported I would propose that the funding and the national park extension be announced before the 5th Anniversary of the Pike River tragedy on 19 November 2015.

¹ EGI Min (15) 3/3 refers

Background

10. On 25 February 2015, the Cabinet Economic Growth and Infrastructure Committee EGI (EGI Min (15) 3/3 refers):
 - **noted** that in November 2014, Solid Energy New Zealand (SENZ) advised the government and the public of its decision not to proceed with the proposed re-entry of the Pike River Mine drift and to surrender its mining permit;
 - **noted** that in response to this decision, representatives of the Pike River families have presented a series of proposals for the government to consider, involving:
 - the extension of Paparoa National Park to include the Pike River Mine site;
 - the maintenance of some buildings at the site;
 - the construction of a “Great Walk” track from the Grey Valley to Punakaiki;
 - **noted** that the Government has undertaken to consider these proposals;
 - **noted** that a feasibility study for the proposed “Great Walk” may cost approximately \$100,000; and
 - **authorised** the Acting Minister of Conservation to use funds from the Pike River appropriation to undertake a feasibility study of a walking track through Paparoa National Park.
11. On 5 May 2015, the Pike River family representatives met with the Department of Conservation to discuss the future use of the existing buildings and further development around the Pike River mine amenity area. They requested the following be considered for the amenity area²:
 - a discreet memorial to be located at the mine portal in memory of the 29 men and set aside as an area of quiet reflection,
 - use of the control room area as an information centre,
 - use of the remaining buildings for outdoor education and/or workplace safety training; and
 - a track from the amenities area to the ventilation shaft.

Independent feasibility study

12. I have undertaken an investigation into the feasibility of establishing a new track from Grey Valley to Punakaiki through Paparoa National Park, in memory of the Pike River men.
13. An independent study was commissioned³ (the feasibility study) which considered the feasibility of establishing an easy, multi-day tramping track that would directly or indirectly link the Pike River area to Punakaiki and appeal to a wide range of markets, both domestic and international. It also considered the future use of the Pike River Mine amenities area and a connection to the ventilation shaft.

Track options considered

14. Four options were considered in the feasibility study. Two options contained significant technical constraints and a third option lacked the requisite scenic value. The feasibility study identified one option as having the best potential to become an overnight tramp

² The amenity area referred to here is a term used to describe the facilities area of the mine and is not intended to be an amenity area for the purpose of the National Parks Act.

³ Pike River to Punakaiki Track Feasibility Study, TRC Ltd 7 July 2015.

of regional significance, if issues relating to transport, marketing, management plan provisions, and support from the community and local businesses, can be resolved. This option is laid out in more detail in the section below.

The proposed Pike River memorial track

15. The proposed track would cross the Paparoa Ranges, connecting the townships of Blackball and Punakaiki, as shown on the map below “Proposed Pike River memorial track”. It makes use of the two existing tracks at both ends, the Croesus Track and the Pororari Gorge Track. A side track would also be provided to the Pike River mine amenities area, which would extend approximately 8.5km from the main walking track.
16. On 24 July 2015, the Pike River Families Committee Leadership Group advised the Government⁴ that it supported this option and that the side track is of extreme importance to them. They support the track, where possible, being built for walkers and mountain bikers. Their aspiration is for the track to be worthy of “Great Walk” status.
17. The total length of the completed track would cover about 45km over public conservation land, with a large portion being within the boundaries of the Paparoa National Park. It is expected to take an average walker 2-3 days to complete. The track is to be constructed to ‘Easy Tramping Track’ standard for walkers.
18. The intent is for the track to be a shared use track for bikers and walkers. The grade for biking is likely to be Grade 4 ‘Advanced’ and the track would take a mountain biker 1-2 days to complete.
19. The track will serve as an enduring memorial to the 29 men who tragically lost their lives in the Pike River Mine disaster, as well as bringing recreation and economic benefits to the Grey District and Buller communities. I propose to invite the Pike River families to develop a suitable name that will capture the imagination of potential visitors (the families are comfortable with “the Pike River memorial track” as a working title).
20. The Pororari Gorge is already considered one of the more spectacular and accessible river valleys in the park. Any new track extending deeper into the national park will increase visitor exposure to the stunning and unique scenic environment of the Paparoa Range.
21. The visitor experience will involve a journey through distinctive ecosystems, progressing from eastern beech forest through fragile alpine vegetation to temperate coastal forest lush with nīkau palms. The route along the tops will provide for epic views over the Tasman Sea to the west and towards the Southern Alps inland.
22. There are also spectacular geological features such as steep-sided limestone escarpments and gorges that will be further appreciated from the proposed two new huts. In particular, the proposed hut on the tops has the potential to be one of the country’s most spectacular hut locations. The Blackball connection means a strong link to the West Coast’s mining heritage. This end of the track would incorporate a number of interesting historic mining sites.
23. The track will connect into the area’s main tourism hub at Punakaiki, best known for its Pancake Rocks and blowholes. It therefore has good transport and accommodation options. As a mountain bike track, the new track offers the potential for the West Coast to market itself as a mountain biking ‘must do’ area. The wider region would have the Old Ghost Road (about to be opened), the West Coast Wilderness Trail (partially open), the Heaphy Track and the new Pike River memorial track. All four would be world class mountain biking facilities.

⁴ Letter to Bruce Parkes, Government Liaison Representative, from Pike River Families Committee Leadership Group, dated 24 July 2015.

Development of the amenities area

24. SENZ is responsible for dismantling buildings and remediating the site. Some buildings will remain and the Department of Conservation will take up ownership (listed at Attachment 1) for the purposes outlined below. Over the last few months the Department has worked to ensure the families' wishes for the site are practical. This has seen the proposals scaled back from the initial starting point.
25. The feasibility study identified significant constraints with the proposal to utilise the administrative buildings at the site to establish a centre for outdoor education or workplace safety training. The site is limited in terms of the activities that an outdoor pursuits group could undertake and there is already a Mines Rescue facility located close to Greymouth that is underutilised. Both options are considered difficult to turn into viable operations.
26. The families originally proposed that the administration block be converted into accommodation that visiting families could use on the site. The Department has reservations about the value of this proposal in terms of likely low level of use, cost and on-going supervision costs. The families have since accepted the Department's view and the costings in this paper assume that this aspect of the proposal will not progress.
27. I propose, however, in accordance with the Pike River families' wishes, that the existing control room/lamp room building be converted to an interpretation centre about the mine and the disaster. The administration block buildings will likely remain during planning and construction phases, but will be dismantled when no longer needed. There would not be public access to these buildings. In line with the families wishes, I also propose to position a discreet memorial located at the mine portal in memory of the 29 men as an area set aside for quiet reflection.

Full review of the Paparoa National Park Management Plan recommended

28. The establishment of a new track, huts and memorial is not provided for in the Paparoa National Park Management Plan 1992 (management plan). There is no objective or policy that deals with the proposed track in the plan. The building of huts is not encouraged by the management plan⁵ and the public use activities identified in the management plan expressly excludes mountain biking. Accordingly, either a partial review or full review of the management plan will be required. A consequential amendment to relevant parts of the West Coast Conservation Management Strategy (CMS) would also be necessary since it states that there should be no additional tracks in the park.
29. A full review of the management plan is recommended and would be supported by the West Coast Conservation Board and the New Zealand Conservation Authority. The Plan is overdue for review and a partial review would be seen as an inefficient use of resources and would not be supported by the West Coast Conservation Board or the New Zealand Conservation Authority. The Department will make a full review a priority, with the objective of having the review completed within 12 months.

Approach to implementation

30. The Department intends to fully utilise the private sector in the build through a competitive tender process for the construction of all components of the proposal, including the track, huts, bridges and interpretation centre. The procurement process will be designed to maximise efficiency of build and timeliness of delivery. Exact costs and time to build are difficult to estimate until market responses have been received.

⁵ Based on a rationale to encourage self sufficiency in the backcountry, protect fragile alpine ecosystems and the qualities of a remote visitor experience.

The costs set out below are indicative until market testing is completed. The Department intends to engage with the potential supplier market prior to Christmas 2015, before finalising its procurement approach.

31. At this stage the target is to let contracts in the first quarter of 2016 and begin construction in the second quarter of 2016 on those aspects of the proposal not contingent on the plan review and CMS amendments. The target date for completion is for the second quarter of 2018, but this will need to be confirmed once market responses are received. This is likely to be an ambitious target and I suggest that any completion date is kept flexible until we are in a position to be confident that the market can deliver.

Market demand

32. Tourism is a valuable part of the West Coast's economy. It is important to build on tourism opportunities given the serious effect of the coal market downturn on the local economy. Total guest nights for the year end to March 2015 were close to \$1.3 million; 60% is generated from international visitors and 40% domestic. The West Coast is known for its rugged wilderness character, boasting a number of natural scenic attractions as well as popular historic heritage sites.
33. Three market demand scenarios were developed for the feasibility study. A pessimistic scenario⁶, a base case scenario⁷ and an optimistic scenario⁸. The demand scenarios assumed a walking only track (ie. no mountain biking), limited marketing and that the walk would not be branded as a Great Walk. The projected use for the preferred option five years after the track is established is predicted as:
- 500 visitors per annum for a pessimistic scenario,
 - 1,000 per annum for a base case; and
 - 2,500 for an optimistic scenario.
34. This projection assumes visitors would be approximately 80% domestic and 20% international. To compare, the Heaphy Track, as a Great Walk that finishes on the West Coast, attracts 6000 visitors per annum (including 2000 mountain bikers in the off season), and the Croesus Track receives 1000 visitors per annum.

Economic benefits

35. The feasibility study made preliminary estimates for the economic benefits to be derived from the walking track under the three scenarios of pessimistic, base case and optimistic⁹. The tentative economic impact assessment is based on the spend per person using figures considered relevant for when the walk is operational.

The direct output in terms of total visitor expenditure per annum is estimated as:

- \$272,000 for the pessimistic scenario,
- \$545,000 for the base case; and
- \$1,400,000 for an optimistic scenario.

The estimate of new full time equivalent jobs is:

⁶ Assumes low interest and logistics issues unresolved.

⁷ Assumes a realistic outcome.

⁸ Assumes all issues are resolved and the walk is better than expected.

⁹ Note that the optimistic scenario assumes exceptional circumstances and the feasibility study states that this is unlikely.

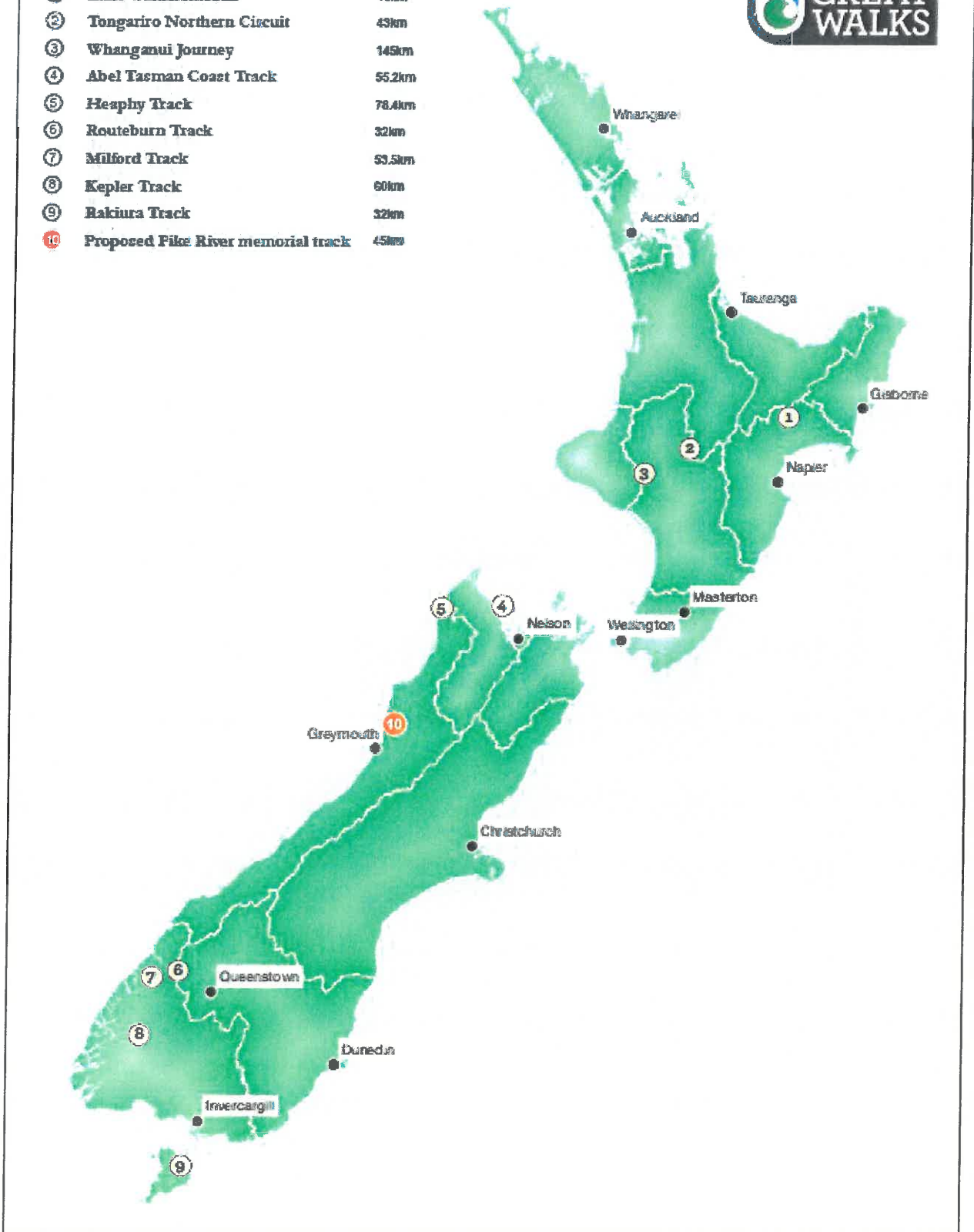
- 3 direct and 4 indirect for the pessimistic scenario,
- 6 direct and 7 indirect for the base case; and
- 12 direct and 17 indirect for the optimistic scenario.

Potential to market the track as a Great Walk

36. Great Walks represent some of the very best of walking experience in New Zealand. A Great Walk must meet high standards of scenic value and track quality and must be an achievable walk for a reasonably fit member of the public. The Department has been very successful in promoting the Great Walk brand. The partnership with Air New Zealand has seen use numbers increase by over 20% in the last three years.
37. There are nine Great Walks as shown on the map “proposed Pike River memorial track and the Great Walks” below. All nine Great Walks were given this status in 1992 and 1993 and none have been added since. The Department receives numerous requests to expand the list of Great Walks but has resisted for a range of reasons including potential brand dilution.
38. The proposed qualities of the Pike River memorial track would meet the standard of walking experience in terms of track quality and achievability and the Department believes it has scenery to qualify as a Great Walk. There are clearly unique circumstances associated with Pike River which means there would not be precedent setting issues in this instance. Given the quality of the proposed track and the importance of Pike River in New Zealand’s recent history, the Department would support the track becoming the country’s tenth Great Walk.

Great Walks

- | | | |
|---|------------------------------------|--------|
| ① | Lake Waikaremoana | 48km |
| ② | Tongariro Northern Circuit | 43km |
| ③ | Whanganui Journey | 149km |
| ④ | Abel Tasman Coast Track | 55.2km |
| ⑤ | Heaphy Track | 78.4km |
| ⑥ | Routeburn Track | 32km |
| ⑦ | Milford Track | 53.5km |
| ⑧ | Kepler Track | 60km |
| ⑨ | Rakiura Track | 32km |
| ⑩ | Proposed Pike River memorial track | 45km |



Proposed Pike River memorial track and the Great Walks



Map of New Zealand
 Department of Conservation



newzealand.govt.nz

Environmental impacts

39. No threatened, rare or endemic species have been identified as being at risk from the establishment of the track. Although considerable clearance of mature trees and vegetation will be required to create a high standard walking track of the specified 'easy' grade, adverse effects will be mostly confined to the track path and not unusual for similar established back country tracks.

Construction implications

40. Construction and track maintenance will have significant effects on the physical environment. Soil erosion is high throughout the Paparoa Ranges and will pose a technical risk to construction and ongoing maintenance of the track. To construct a track of easy grade for walkers and a suitable grade for mountain bikers will require a higher construction standard to achieve a suitably low gradient. This will impact heavily on projected construction and maintenance costs.
41. However, there are other high profile tracks that already exist in extreme physical environments with steep terrain and subject to heavy rainfall. It appears feasible, to construct and maintain a track in these challenging natural environments.

Surrender of access arrangement

42. Due to delays in approving the design for the seal of the mine drift and SENZ entering into voluntary administration for a period of five weeks, it is now expected that SENZ will not surrender its access arrangement to the Department and exit the site until after 1 July 2016. A list of SENZ assets to be acquired by the Crown can be found at Attachment 1.

Waiver of the 28 day rule for the Order in Council adding land to the national park

43. It is intended that the land to be added to the national park should formally become part of the park on 18 November 2015, which is the day before the fifth anniversary of the Pike River Mine tragedy. The Order in Council will say that it takes effect from that date and to avoid any doubt about the timing of the signing and publication of the order a waiver of the 28 day rule is necessary.
44. To do so is considered to be in accordance with the instances in which a waiver may be granted. The order has no adverse impact on the public and simply gives effect to a decision that has been properly made following the usual process for the addition of land to a national park.

Treaty of Waitangi considerations

45. Section 4 of the Conservation Act 1987 requires that the Act be so interpreted and administered as to give effect to the principles of the Treaty of Waitangi. This provision also applies to the National Parks Act 1980, the Act under which the proposed management plan and CMS review will be carried out. In giving effect to the principles of the Treaty of Waitangi the Department will work in good faith and in partnership with the local Runānga, Ngāti Waewae, to ensure they are fully informed and consulted on this proposal.
46. Under the management plan the Department recognises the Crown's Treaty partner Ngāi Tahu's (which includes Ngāti Waewae) long association with Paparoa National Park and its spiritual significance to Māori.
47. The Chairperson of Te Runanga O Ngāti Waewae was informed of the proposal. I propose to consult more formally with Ngāti Waewae once Cabinet agreement is given.

Regulatory Impact Statement (RIS)

48. Regulatory impact analysis requirements do not apply to this proposal as it does not involve options that consider the introduction of, amendment to, or repeal of, legislation or regulations.

Publicity

49. The track and other proposals for the Pike River Mine site will be of high interest to the media and wider public. I propose that a public announcement about funding approved for the track and the addition of land to Paparoa National Park be made before the 5th Anniversary of the disaster on 19 November 2015. As Acting Minister of Conservation, I would lead any such announcement. Close liaison with family representatives would be needed. The families support any announcement being made before the anniversary. Any media or public queries about the national park additions and proposals will be directed to my office until that announcement.

Consultation on the walking track proposal

50. A copy of the feasibility study was provided to the Pike River families to review. On 24 July 2015, the Pike River Families Committee Leadership Group advised the Government¹⁰ that it:
- supports the track proposal, subject to track access being provided to the Pike River Mine amenities area and, where possible, dual walking and mountain bike usage on the main track;
 - considers the track linking the Pike River Mine amenities area is extremely important to family members and was expressed as being a “bottom line”;
 - accepts that a track to the vent shaft from the Pike River Mine amenities area is not feasible;
 - requests a helipad at the vent shaft be retained in perpetuity for general use and a provision be included in the Paparoa National Park Management Plan for ongoing use of the helipad and access to the vent shaft site by Pike River family members;
 - accepts that it is not feasible to use the infrastructure at the Pike River Mine amenities area for an outdoor education or workplace safety training centre; and
 - accepts that the amenities area be developed to include a memorial area at the portal, a visitors centre and accommodation facilities.
51. The views of the West Coast *Tai Poutini* Conservation Board were sought on the walking track proposal and the consequent requirement to complete a review of the Paparoa National Park Management Plan. The West Coast *Tai Poutini* Conservation Board considers a full review of the Paparoa National Park Management Plan is their highest priority and would be a more cost effective approach to addressing the relevant matters than undertaking a partial review. It recommends that the plan review is complete before work commences on the track.
52. Ngāti Waewae, are recognised as tangata whenua for the area. The Chairperson of Te Runanga O Ngāti Waewae was informed. The families representatives have also discussed the track option with the Chairperson. No strong objections have been raised.

¹⁰ Letter to Bruce Parkes, Government Liaison Representative, from Pike River Families Group Committee, dated 24 July 2015.

53. The New Zealand Conservation Authority (NZCA) has been informed and has indicated its support in principle. The Authority has responsibility under the National Parks Act 1980 for approving national park management plans and management plan reviews.

Consultation on this Cabinet Paper

54. The Ministry of Business, Innovation and Employment, the Ministry of Justice and the Treasury were consulted on the matters contained in this Cabinet Paper and are supportive of the proposal. The Department of Prime Minister and Cabinet was informed.

Financial Implications

55. This paper seeks your approval of funding for establishment of the new track through Paparoa National Park and for the creation of associated memorial and visitor assets.
56. The funding request laid out in this section comprise the capital and operating expenditure required for the construction of the walking track, huts and structures; memorial and visitor assets to be constructed at the mine amenities area and portal; ownership and ongoing maintenance of new visitor assets including depreciation and capital charge; ongoing management of the site; project management costs; and the negotiation of public access across private land to the Pike River Mine site.
57. When SENZ leaves the site the road, bridges and some other assets become the property of the Crown as landowner. This necessitates ongoing maintenance, depreciation and capital charge.
58. Capital costs estimated for the major components of the proposal are for the multi-day walk, for the visitor interpretation centre and for the portal memorial site.
59. I note that these figures are higher than those previously published in the "Pike River to Punakaiki Track Feasibility Study". The feasibility study undertook an initial desktop assessment to provide indicative development costs, for the purpose of comparing options.
60. A more detailed investigation has since been undertaken, including physical inspection of the terrain, negotiation of public access arrangements, and commissioned independent valuation of existing assets¹¹. The feasibility study underestimated the total length of new track needed¹², the number of bridges that may be required¹³ and provided a low estimate of construction cost per metre¹⁴. The proposed track is also multi-use and of Great Walk standard.
61. As referred to in paragraph 28 and 29 a full review of the Paparoa National Park Management Plan and consequential amendments to the CMS are required. The incremental costs associated with the review and amendments will need to be funded and have been incorporated into the table below.

11 The surface length has been generated from a Geographic Information System. DOC has not yet surveyed the entire track length on the ground nor plotted alignment against the maximum grades allowable for 'Easy Tramping Track' and 'Grade 4 Advanced' mountain bike track.

12 The feasibility study calculated construction costs based on 28km of new track rather than 39km.

13 The feasibility study calculated construction costs based on 3 bridges only. Revised estimates have allowed for 4 suspension structures and 15 timber beam bridges.

14 The labour costs are not captured in the lineal metre rate provided, due to it being based on the Old Ghost Road

62. I request your approval of appropriations for the following costs:

63. Assets of _____ will be recognised for roads, structures, amenities and buildings currently owned by SENZ.
64. The costs contained in the table above have been prepared based on the best available information and are considered realistic for the conditions. The expenses incurred will be a charge against the between-Budget operating contingency, established as part of Budget 2015. The capital expenditure and injection will be a charge against the Future Investment Fund.
65. The funding remaining in the MBIE Non-Departmental appropriation *Crown Contribution to Pike River Recovery and Related Matters* (Pike River appropriation), of approximately _____ will be left unspent.

Human Rights

66. This proposal is not inconsistent with the New Zealand Bill of Rights Act 1990 and the Human Rights Act 1993. The Ministry of Justice has been consulted and has not identified any issues with the proposals in relation to these two Acts.

Legislative Implications

67. There is no legislation required.

Gender Implications

68. There are no gender implications.

Recommendations

69. I recommend that the Economic Growth and Infrastructure Committee:

The proposed Pike River memorial track

- (1) **Agree** to establish a track that would cross the Paparoa Range, connecting the townships of Blackball and Punakaiki via the Croesus Track and the Pororari Gorge, and the associated memorial and visitor assets for the wider Pike River families proposal.
- (2) **Agree** that a side track would be provided to the Pike River Mine amenities area.

Development of amenities area

- (3) **Agree** that the existing control room/lamp room building be converted to an interpretation centre about, the mine and disaster.
- (4) **Agree** that a discreet memorial be located at the mine portal in memory of the 29 men.

Full review of Paparoa National Park Management Plan recommended

- (5) **Note** that the establishment of a new track, huts and memorial requires an amendment to the Paparoa National Park Management Plan 1992 and the West Coast Conservation Management Strategy (CMS), and that funding a full review of the management plan and some consequential amendments to the CMS is considered the most cost effective way to address this.
- (6) **Note** that the Department will make a full review a priority, with the objective of having the review completed within 12 months.

Approach to implementation

- (7) **Note** that DOC intends to utilise a competitive tender process for the construction of the track, huts, bridges and visitor centre, aimed at maximising efficiency of build and timeliness of delivery.
- (8) **Note** that exact cost and time to build is difficult to estimate until market responses have been received. The Department intends to engage with the potential supplier market prior to Christmas 2015, before finalising its procurement approach.
- (9) **Note** that the target date for completion is for the second quarter of 2018 – although this is an ambitious target, dependent on the capacity of the market to deliver.

Waiver of 28 day rule for the Order in Council adding land to the national park

- (10) **Note** that it is intended that the area will become part of the national park on 18 November 2015.
- (11) **Agree** to waive the 28 day rule so that the necessary Order in Council may take effect from that date, notwithstanding that it may be published in the Gazette close to that date.

Treaty of Waitangi considerations

(12) **Note** that the Department will work in good faith and in partnership with the local Runānga, Ngāti Waewae, to ensure they are fully informed and consulted on this proposal.

(13) **Note** that the Chairperson of Te Runanga O Ngāti Waewae was informed of the proposal.

Publicity

(14) **Agree** that the track and associated facilities and extension of the national park boundary be announced before 19 November 2015.

Consultation

(15) **Note** that agreement in principle has been sought from Te Runanga O Ngāti Waewae, the West Coast Conservation Board and the New Zealand Conservation Authority and I propose to more formally consult with these stakeholders once Cabinet agreement is received.

Financial Implications

(16) **Agree** to establish the following new appropriation:

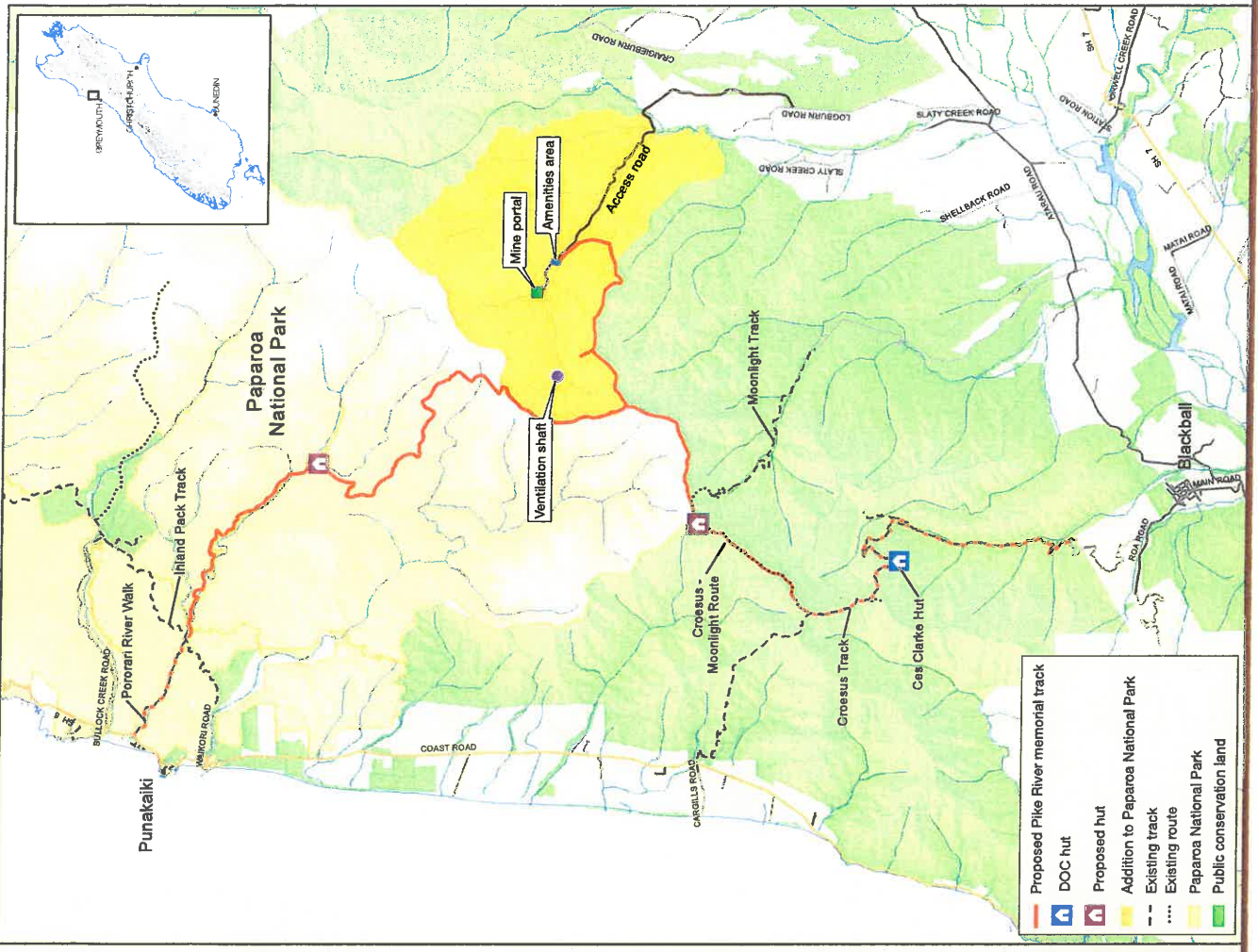
(17) Approve the following changes to appropriations to give effect to the policy decision in recommendation 1-4 above, with a corresponding impact on the operating balance and debt:

- (18) Agree** that the proposed change to appropriations for 2015/16 above be included in the 2015/16 Supplementary Estimates and that, in the interim, the increased expense and expenditure be met from Imprest Supply;
- (19) Note** that the costs have been prepared with the best information currently available.
- (20) Agree** that the expenses incurred in recommendation 17 above be a charge against the between-Budget operating contingency, established as part of Budget 2015. The capital expenditure and injection will be a charge against the Future Investment Fund
- (21) Note** that the funding remaining in the MBIE Non-Departmental appropriation *Crown Contribution to Pike River Recovery and Related Matters* (Pike River appropriation), of approximately will be left unspent.

Hon. Dr Nick Smith
Acting Minister of Conservation



Ces Clarke Hut. Photo: Shane Hall



New Zealand Government



Escarpment above Punakaiki River. Photo: Zak Shaw Photography



Lena Hand (above Pororan River headwaters). Photo: Lisa Wollis

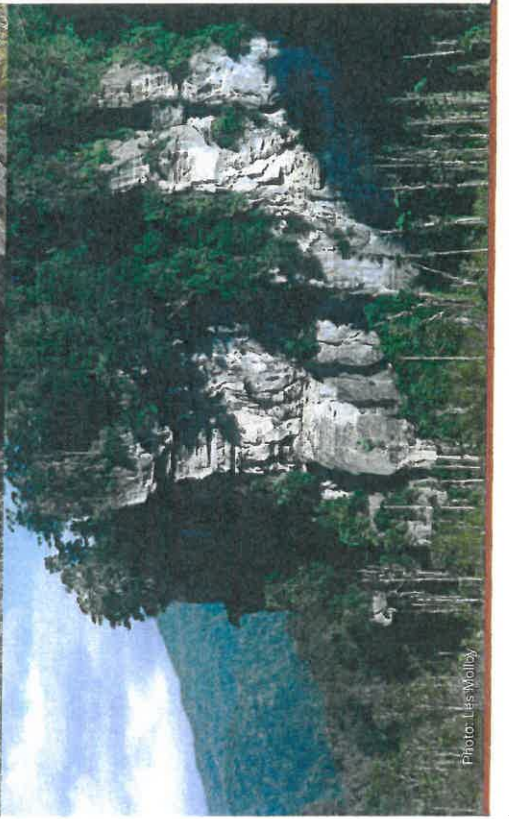


Photo: Lisa Wollis

Proposed Pike River memorial track

Assets to transfer from SENZ to DOC

Location	Asset Name	Comment	
Pike Stream Headwaters	Steel grate at Coal Adit	Yet to be installed	
	Vent shaft seal including collar	Vent shaft seal incl concrete structure around shaft	
	Fence around vent shaft collar	Yet to be installed. Assume 1.1m high galv pipe & mesh 'barrier'	
	Helipad	Adjacent to vent shaft collar, not existing helipad	
	Gas monitoring boreholes x 2		
Portal Area	Portal structure	Concrete structure over drift portal	
	Drift seal	Yet to be installed. 'Value As Built' excludes SENZ labour	
	Mine water drainage & monitoring infrastructure	Including settling pond	
	Gas monitoring infrastructure		
	Compressor shed/awning	Now owned by MBIIE, transfer to DOC	
	Mass concrete block retaining wall		
	Steel post and hurricane mesh fence		
	Car park (unsealed)		
	Section slurry line adjacent White Knight bridge	300m section left for interpretive/memorial purposes	
Amenities Area	Main Administration Building	Now owned by MBIIE, transfer to DOC. Maint. Cost for all buildings	
	Training Room Building	Now owned by MBIIE, transfer to DOC	
	Electrical Workshop	Now owned by MBIIE, transfer to DOC	
	Control/Lamp Room Building	Now owned by MBIIE, transfer to DOC	
	Covered walkway	Now owned by MBIIE, transfer to DOC	
	Underground Equipment Parking Awning	Now owned by MBIIE, transfer to DOC	
	Car parking areas (unsealed)		
	Retaining Walls	Between upper and lower levels at Amenities Area	
	Barriers/handrails	Between upper and lower levels at Amenities Area	
	Evassee	Ventilation cowl from vent shaft, to be erected on concrete pad previously occupied by main workshop	
	Wastewater treatment system	Treating wastewater from sinks, toilets, showers, dishwashers and washing machine	
	Potable water supply	Intake, PE pipe, polytank with pump, UV treatment incl pump. Now owned by MBIIE, transfer to DOC	
	Electrical supply	Main from transformer at Amenities Area throughout building. Supply from substation at Atarau to continue to be owned by Westpower.	
	Standby generator	Now owned by MBIIE, transfer to DOC	
	IT throughout incl server	Server, cabling throughout buildings. Now owned by MBIIE, transfer to DOC	
	Security system at Amenities Area	3 x cameras	
	Lamp recharge racks incl lamps & batteries	Now owned by MBIIE, transfer to DOC	
	Lockers ex-bathroom	Now owned by MBIIE, transfer to DOC	
	Road	Road and bridges from Logburn Road to Portal	Approx 1.1km of sealed and unsealed road, 7 vehicle bridges plus guardrails, edge marker posts, signage and other road furniture
			Road - Formation, pavement, surface
			Bridges
			Culverts
		Guardrail	
		Signs	
Gate(s) on access road		5 gates incl security gate	
Security cameras at CPP		6 x cameras	