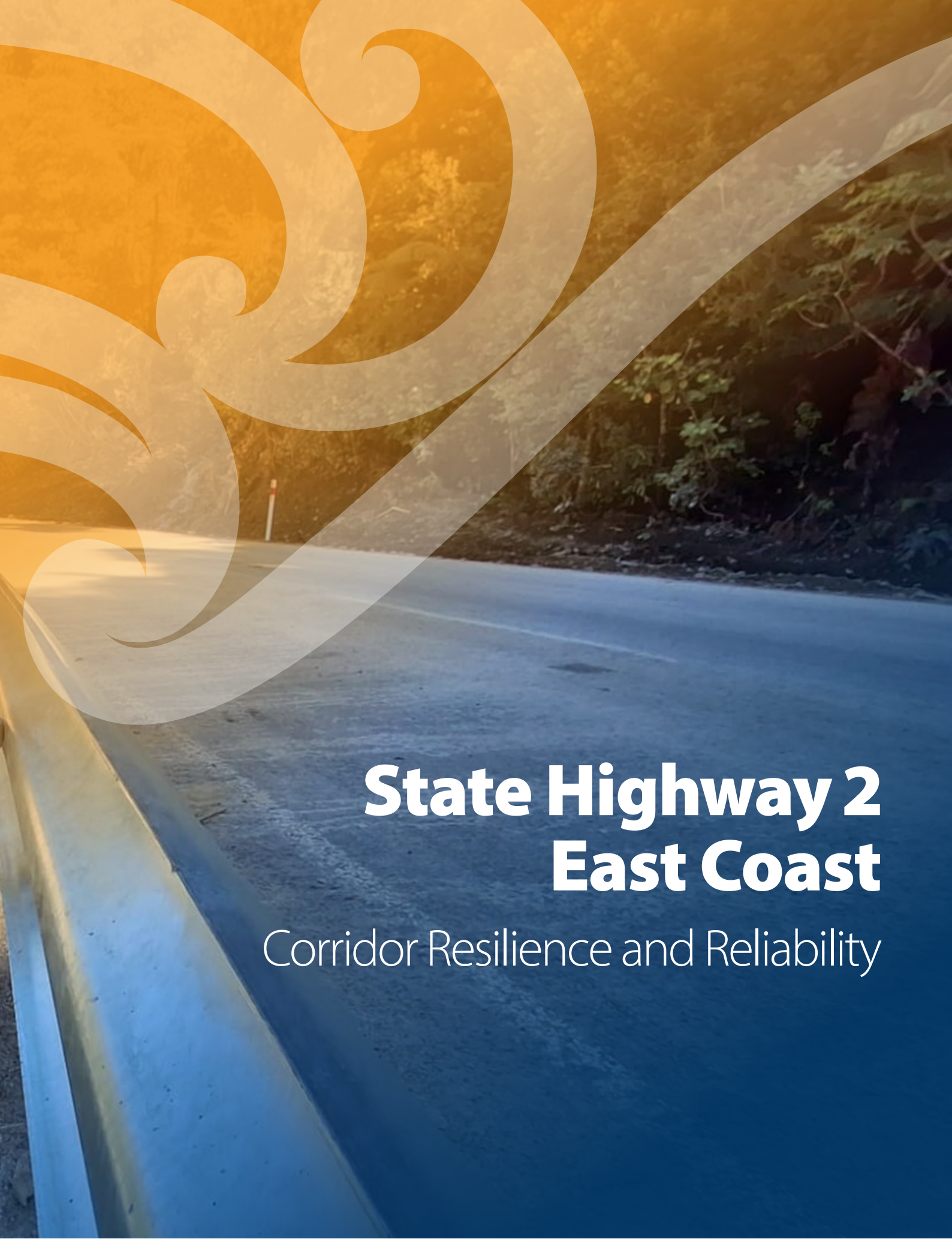

State Highway 2 East Coast

Corridor Resilience and Reliability

Te Kaunihera o Te Tairāwhiti
GISBORNE
DISTRICT COUNCIL

BAY OF PLENTY
REGIONAL COUNCIL
TOI MOANA

Ōpōtiki District Council
STRONG COMMUNITY STRONG FUTURE

HAWKES BAY
REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

Strategic Overview – SH2

Waioweka Gorge to Hawke's Bay

State Highway 2 through the East Coast corridor, including north through the Waioweka Gorge and south through to Hawke's Bay, has experienced sustained disruption throughout 2025–2026 due to severe weather events, geotechnical instability, slips, flooding, and extensive recovery and maintenance works.

This is a nationally significant freight and lifeline corridor that is failing too often and for too long.

The corridor supports freight movement, primary production, forestry, horticulture, tourism, emergency response, and regional connectivity across Tairāwhiti, Bay of Plenty, Hawke's Bay, and the wider upper North Island. The increasing scale, duration, and frequency of disruption has moved beyond routine transport inconvenience and now represents a significant national economic resilience and freight reliability issue.

The current investment system does not adequately weight single points of failure, low network redundancy, or the broader national economic consequences associated with prolonged corridor disruption.

Core Proposition

We are seeking Ministerial direction to move SH2 East Coast from a predominantly reactive recovery approach toward a funded resilience and reliability programme focused on long-term corridor performance, freight reliability, and economic resilience.

The focus is not on gold-plated infrastructure or major new corridor ambitions. The focus is on practical resilience improvements, targeted risk reduction, improved reliability, and protection of nationally significant freight and lifeline connectivity.

Strategic Context

The Ministry of Transport Outcomes Framework identifies transport as critical to supporting economic prosperity, resilience, safety, liveability, and reliable access.

Current operating conditions on SH2 are increasingly inconsistent with those objectives. Repeated closures, stop/go operations, restricted access, and ongoing geotechnical instability are materially affecting:

- Freight reliability and supply chain continuity.
- Export and primary sector productivity.
- Rural and regional business confidence.
- Emergency response capability.
- Tourism reliability and visitor confidence.
- Workforce mobility and contractor access.
- Regional economic resilience and investment certainty.

The impacts are amplified in Tairāwhiti and Ōpōtiki due to the region's dependence on a small number of critical corridors with limited alternative routes.

The corridor supports nationally significant movement of forestry, horticulture, and agricultural products between the East Coast, Bay of Plenty, and upper North Island export infrastructure. Continued unreliability creates cumulative impacts for exporters, freight operators, contractors, tourism businesses, and rural communities reliant on dependable north–south connectivity.

The Ask

1. Ministerial recognition that SH2 (north through Waioweka Gorge and south to Hawke's Bay) is nationally significant economic and lifeline infrastructure, including confirmation that the Government Policy Statement on Land Transport will appropriately prioritise SH2 resilience and reliability outcomes.

2. Identification of the funding pathway for accelerated resilience and reliability works across the corridor.

NETWORK IMPACT SNAPSHOT (2025–2026)

40+
slip sites identified across the State Highway 2 event

Up to 200km
freight/tourism detours during major closures

Up to three
additional travel hours for key north–south freight/ tourism movements

Multiple weeks
of restricted or closed access across State Highway 2

Significant
freight/tourism disruption and reduced supply chain reliability

Estimated GDP exposure of approximately $8 million per day during major closure periods[1]

Continued and increased isolation risk for rural and East Coast communities

Failure within the State Highway 2 corridor has cascading impacts across East Coast, Bay of Plenty, freight movement, emergency response, tourism, forestry, horticulture, and national export resilience.

Communities on the East Coast have adapted to disruption so consistently that resilience can unintentionally be mistaken for acceptability within national investment settings.

Over time, repeated disruption influences business confidence, workforce attraction and retention, service accessibility, investment decisions, and long-term regional productivity.

STATE HIGHWAY 2

A RESILIENT AND RELIABLE CORRIDOR FOR OUR COMMUNITIES AND OUR FUTURE

[1] Based on indicative modelling and assumptions. Actual impacts may vary depending on duration and extent of closures.

SH2 Waioweka Gorge – Critical National Vulnerability

The SH2 Waioweka Gorge corridor was one of the most significantly impacted sections of the national state highway network during the 2025–2026 period.

Transport Agency reporting confirms:

- Severe rainfall triggered more than 40 slip sites and multiple slope failures.
- Closures extended for several weeks followed by staged and restricted reopening arrangements.
- At peak disruption there was no safe through access.
- Freight and community traffic were diverted via SH5 and other alternative routes when available.
- Detours added approximately 200km and up to three hours travel time for key freight and tourism movements.
- The corridor remains highly sensitive to further rainfall and slope instability, including outside extreme weather events.

Even following reopening, the corridor has continued operating under stop/go controls, active worksite conditions, overnight closures, and ongoing geotechnical risk.

The increasing frequency and severity of disruption is also consistent with broader climate resilience and adaptation pressures affecting vulnerable transport corridors nationally.

Wider Network and Economic Impacts

Across the wider transport network, communities and businesses have experienced:

- Increased travel time variability and uncertainty.
- Freight inefficiencies and higher transport costs.
- Reduced reliability for businesses and exporters.
- Constraints on rural community access.
- Increased dependence on limited alternative corridors.
- Reduced overall network resilience.

Planned maintenance and recovery programmes have also contributed to operational disruption through night closures, stop/go management, and altered travel conditions. In some cases, the timing of works has shifted at short notice due to weather conditions or supply constraints, creating additional uncertainty for businesses and communities attempting to coordinate travel and freight movement.

The impacts extend beyond transport outcomes alone. Persistent unreliability reduces investor confidence, increases operating costs, constrains labour mobility, and creates longer-term uncertainty for regional economic growth and private sector investment.

There is also increasing evidence that transport unreliability is influencing visitor confidence and tourism activity across the East Coast.

Structural Investment and Data Challenges

A significant issue undermining transport investment decision-making is the underrepresentation of the region's true economic contribution within national datasets.

A substantial proportion of forestry, agriculture, and primary sector production generated within Tairāwhiti is exported through ports outside the district, including Tauranga and Napier. As a result, export value is frequently recorded at the point of export rather than the point of production.

This creates a structural distortion where the economic importance of freight movements originating from Tairāwhiti can be understated within national investment models.

Current transport investment settings can therefore disproportionately favour high-volume metropolitan corridors with greater network redundancy, while regions with limited alternative routes and high lifeline dependency continue to experience elevated vulnerability and lower resilience outcomes.

Without improved weighting of freight origin, economic consequence, and network vulnerability, corridors such as SH2 risk continued underinvestment relative to the national economic activity they support.

Emerging Strategic Risk

Without sustained Ministerial attention and targeted resilience investment, the East Coast corridor is likely to experience:

- Increasing closure frequency and duration.
- Escalating maintenance and recovery costs.
- Reduced freight reliability and productivity.
- Increased emergency management vulnerability.
- Reduced investor and tourism confidence.
- Ongoing deterioration in corridor resilience and reliability.

The long-term risk is not solely infrastructure degradation. The broader risk is increasing constraint on regional productivity, economic participation, export capability, and business confidence.

Without targeted intervention now, ongoing recovery expenditure risks continuing to outpace resilience investment. The current approach remains heavily weighted toward repeated restoration rather than long-term risk reduction.

Strategic Direction

Improving long-term resilience and reliability across SH2 will require a coordinated, practical, and economically focused approach that moves beyond reactive recovery toward sustained corridor resilience investment.

Key focus areas include:

- Long-term slope stabilisation and resilience works.
- Improved corridor redundancy planning.
- Better coordinated maintenance and renewal programming.
- Enhanced freight and network performance data.
- Improved integration of regional export contribution into investment models.
- Stronger alignment between resilience investment and climate adaptation planning.

While a range of planning and investigation work is already underway across agencies, there remains a significant opportunity to better align, prioritise, and accelerate resilience investment through a corridor-based approach focused on reliability, continuity of access, and economic resilience.

Without a shift toward more proactive resilience investment and integrated corridor planning, disruption risk, economic inefficiency, and network vulnerability are likely to continue increasing over time.

Council Readiness and Partnership

Councils across Bay of Plenty, Gisborne and Hawke's Bay are committed to supporting coordinated corridor planning, integrated resilience approaches, freight analysis, and long-term investment prioritisation through Regional Land Transport Plans, Infrastructure Strategies, and associated planning programmes.

Councils are committed to working collaboratively with NZTA, central government agencies, neighbouring regions, iwi partners, and key stakeholders to improve long-term network resilience, freight reliability, and economic connectivity outcomes across the East Coast corridor.

Supporting Information and Evidence Attachments

- State Highway closure and disruption timelines (2025–2026).
- Network vulnerability and corridor constraint mapping.
- Waioweka Gorge recovery and slip site information.
- Freight and detour impact analysis.
- Economic and community impact information.
- Transport network photos and corridor condition evidence.
- Existing and planned resilience work programmes.
- Relevant strategic and policy context.
- Freight, export, and economic contribution analysis.


Before


After

Te Kaunihera o Te Tairāwhiti
GISBORNE
DISTRICT COUNCIL

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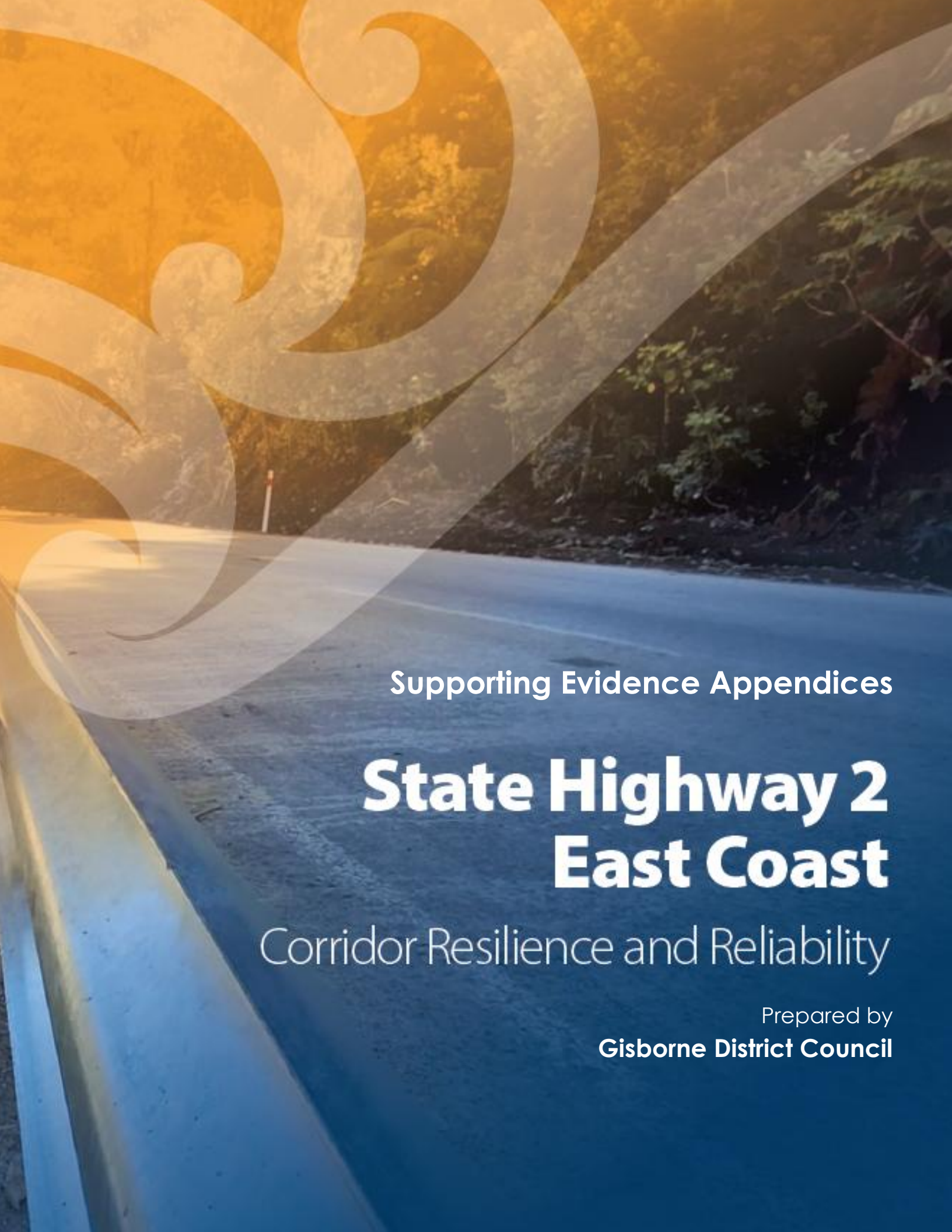


Supporting Evidence Appendices

State Highway 2 East Coast

Corridor Resilience and Reliability

Prepared by

Gisborne District Council

PURPOSE OF APPENDIX PACKAGE

This appendix suite provides supporting evidence relating to:

- recurring corridor disruption,
- resilience and recovery pressures,
- freight and export dependency,
- healthcare and emergency access impacts,
- strategic planning and governance considerations,
- and long-term infrastructure resilience requirements

affecting State Highway 2 across the East Coast corridor, with a particular focus on the Waioweka Gorge.

The material consolidates:

- operational disruption information,
- resilience and recovery evidence,
- freight and economic analysis,
- healthcare and emergency response impacts,
- strategic investment considerations,
- and governance and policy context

to support wider discussions regarding:

- corridor resilience,
- national freight reliability,
- emergency access,
- supply-chain continuity,
- regional productivity,
- and long-term infrastructure investment prioritisation.

Important Note

The information contained within this appendix package is intended to provide consolidated supporting evidence and strategic context regarding SH2 corridor resilience and operational disruption impacts.

Some operational datasets and publicly available records contain inconsistencies across time periods and reporting sources. Accordingly, the material should be interpreted as indicative strategic and operational evidence compiled from multiple sources rather than a definitive engineering, economic, or investment assessment.

Indicative economic exposure figures included throughout the appendices are provided for contextual and strategic discussion purposes only unless otherwise stated.

STRATEGIC SUMMARY STATEMENT

State Highway 2 is not solely a regional transport corridor. It functions as a nationally significant:

- freight route,
- export connection,
- healthcare lifeline,
- resilience corridor,
- emergency access route,
- and economic connection for the East Coast and wider New Zealand supply-chain network.

Recurring disruption across the Waioeka Gorge and wider SH2 corridor continues to create cumulative impacts across:

- freight reliability,
- export certainty,
- healthcare access,
- emergency response capability,
- community resilience,
- regional productivity,
- and national supply-chain continuity.

Long-term resilience investment is therefore critical to maintaining safe, reliable and sustainable connectivity across Tairāwhiti and the wider East Coast region.

This suite collectively demonstrates the national significance of Waioeka Gorge and the East Coast corridor by providing integrated supporting evidence relating to:

- operational disruption,
- corridor vulnerability,
- freight and supply-chain dependency,
- economic productivity impacts,
- healthcare access disruption,
- recovery complexity,
- resilience investment need,
- governance integration,
- and long-term strategic investment planning.

APPENDIX REGISTER

No.	Title	Primary Focus	Primary Audience Purpose
00	Quick Facts	High-level ministerial summary of corridor importance, disruption impacts, freight exposure, and resilience need	Provides Ministers, Treasury, and senior decision-makers with a concise overview of the scale, urgency, and nationally significant nature of the corridor issues to support strategic investment and policy discussions
01	State Highway 2 Corridor Disruption and Resilience Overview	Executive-level overview of corridor disruption patterns, recovery pressures, strategic importance, and resilience context	Establishes the broader strategic and resilience narrative for central government, NZTA, and infrastructure decision-makers, demonstrating the importance of coordinated long-term investment and corridor resilience planning
02	SH2 Corridor Disruption, Slope Instability and Network Resilience	Corridor vulnerability and operational fragility	Demonstrates physical vulnerability, operational disruption exposure, and resilience pressures affecting SH2
03	Waioeka Gorge Closure, Detour and Resilience Impacts	Closure impacts and detour limitations	Demonstrates practical impacts of prolonged closure events and constrained alternative access
04	SH2 Detour Route, Freight Movement and Network Resilience	Freight dependency and network redundancy	Demonstrates SH2's role as a nationally significant freight and supply-chain corridor
05	Community, Economic and Supply-Chain Impacts	Community and economic disruption impacts	Demonstrates wider social, economic and supply-chain consequences of corridor disruption
06	SH2 Corridor Recovery and Damage Evidence	Operational recovery and damage evidence	Provides visual evidence demonstrating operational vulnerability and constrained recovery environments
07	SH2 Resilience Investment and Business Case Programme	Resilience investment pathway	Demonstrates transition from reactive recovery toward long-term resilience investment
08	Strategic and Policy Context	Governance and strategic integration	Demonstrates alignment with national and regional transport, resilience and investment frameworks
09	Export and Economic Contribution	Export dependency and freight resilience	Demonstrates nationally significant economic dependency on SH2 corridor reliability
10	Health and Access Impacts	Healthcare access and emergency response impacts	Demonstrates SH2 as a critical public safety and healthcare lifeline corridor

EXECUTIVE SUMMARY

This report provides a strategic overview of recurring disruption, resilience pressures, freight dependency, healthcare access impacts, and long-term investment considerations affecting State Highway 2 (SH2) across the East Coast corridor, with particular focus on the Waioweka Gorge.

The report consolidates operational, economic, freight, healthcare, governance, and resilience evidence to support discussions regarding:

- long-term corridor resilience,
- freight reliability,
- emergency access,
- regional productivity,
- supply-chain continuity,
- and strategic infrastructure investment priorities.

Strategic Context

SH2 functions as nationally significant lifeline infrastructure supporting:

- freight and export movement,
- healthcare access,
- emergency response capability,
- workforce mobility,
- tourism,
- community connectivity,
- and regional economic productivity.

The corridor is increasingly affected by:

- severe weather events,
- geotechnical instability,
- flooding,
- constrained detour options,
- and prolonged recovery requirements.

Recurring disruption events continue to create cumulative impacts across:

- freight reliability,
- export continuity,
- emergency access,
- healthcare resilience,
- economic productivity,
- and national supply-chain continuity.

Key Strategic Issues

Corridor Vulnerability

SH2 through the Waioweka Gorge operates within a highly constrained and geotechnically vulnerable environment with limited practical network redundancy.

Freight and Export Dependency
The corridor supports nationally significant freight, horticulture, forestry, and export activity connected to Eastland Port and wider upper North Island supply chains.

Healthcare and Emergency Access
SH2 functions as a critical healthcare and emergency response corridor supporting specialist access, patient transfer capability, and regional public safety outcomes.

Recovery Complexity
Repeated closure events continue to create prolonged recovery environments, constrained operational conditions, and increasing resilience pressures.

Strategic Investment Need
Current disruption patterns increasingly support the need for proactive long-term resilience investment rather than continued reactive recovery expenditure alone.

Strategic Direction Sought
The East Coast councils seek continued partnership with NZ Transport Agency Waka Kotahi and central government to:

- progress long-term resilience investment,
- strengthen freight and corridor reliability,
- improve emergency access resilience,
- support regional economic continuity,
- and ensure East Coast resilience challenges are appropriately reflected within future investment prioritisation frameworks.

The evidence demonstrates that SH2 is not solely a regional transport corridor.

It functions as nationally significant:

- resilience infrastructure,
- freight infrastructure,
- emergency access infrastructure,
- and economic infrastructure supporting the East Coast and wider New Zealand network.

Long-term resilience investment is therefore critical to maintaining safe, reliable and sustainable connectivity across Tairāwhiti and the wider East Coast region.

APPENDIX 00 - QUICK FACTS

Theme	Key Fact	Strategic Implication
Corridor Disruption	Approx. **2,828 hours** of cumulative disruption exposure identified	Demonstrates sustained operational fragility and ongoing resilience pressure
Disruption Duration	Approx. **117.83 disruption days or 3.9 Months** across the corridor network	Indicates repeated reliability failure across a nationally significant corridor
Indicative Economic Exposure	Approx. **NZ$942 million** indicative cumulative economic exposure	Suggests increasing long-term economic inefficiency associated with recurring disruption
Freight Dependency	Tradeable sector supports approx. **27% of regional GDP** and **32% of employment**	Demonstrates regional and national economic dependency on corridor reliability
Export Dependency	Approx. **NZ$112 million** of produce movement dependent on SH2 connectivity	Highlights nationally significant export and supply-chain exposure
Eastland Port Freight	Approx. **800 HCV movements/day**, projected to increase to **1,075–1,250/day**	Freight demand continues to increase despite corridor vulnerability
Corridor Vulnerability	At least **88 recorded slips** within Waioeka Gorge since 2008	Demonstrates ongoing geotechnical instability and recurring resilience risk
Sandy Slip Event	Approx. **100,000m³ debris**, **5-week closure**, **NZ$10m recovery cost**	Illustrates scale and cost of major disruption events
Healthcare Access	**95%+** of specialist healthcare requires travel outside the Coast	Demonstrates critical dependency on corridor reliability for public health outcomes
Emergency Response	Ambulance delays increased by approx. **30–60 minutes** during closures	Demonstrates direct public safety and emergency response impacts
Acute Transfers	Acute hospital transfer delays increased by **1–6 hours**	Highlights growing pressure on regional healthcare system resilience
Detour Impacts	Major detours can add approx. **200km and 3 hours travel time**	Creates significant freight, labour and operational inefficiency
Strategic Investment Context	Current operating model remains heavily recovery-focused	Suggests proactive resilience investment may be more cost-effective long-term
National Significance	SH2 functions as freight, healthcare, export and resilience infrastructure	Supports stronger national investment and resilience prioritisation

APPENDIX 01 – CORRIDOR DISRUPTION AND RESILIENCE OVERVIEW 2025–2026

Purpose
This appendix provides a high-level overview of cumulative disruption, resilience vulnerability, freight impacts, and indicative economic exposure associated with recurring State Highway 2 (SH2) closure and restriction events across the East Coast corridor during 2025–2026.

The appendix consolidates operational closure information, indicative disruption analysis, strategic corridor mapping, and supporting contextual information to demonstrate the increasing resilience pressures affecting the SH2 corridor and wider East Coast transport network.

This material is intended to support strategic transport resilience discussions, investment prioritisation, corridor planning, and broader regional and national resilience considerations.

1. Strategic Corridor Overview
State Highway 2 functions as a nationally significant freight, export, tourism, and community lifeline corridor connecting:

- Tauranga
- Bay of Plenty
- Ōpōtiki
- Gisborne / Tairāwhiti
- Wairoa
- Hawke's Bay
- Napier

The corridor supports:

- freight and export movement,
- emergency response access,
- healthcare connectivity,
- tourism and visitor access,
- regional economic productivity,
- and wider supply chain continuity across the eastern North Island.

The East Coast network has limited practical redundancy, meaning prolonged disruption events create amplified economic, social, operational, and resilience impacts across multiple sectors.

2. Indicative Cumulative Corridor Disruption
Analysis of NZTA TREIS operational event data and associated closure information identified sustained and repeated disruption across SH2 during the assessment period.
Data Interpretation and Limitations
Some inconsistencies were identified between underlying TREIS and crash-related operational datasets and publicly available closure information. Accordingly, the material should be interpreted as indicative

operational information compiled from multiple sources rather than a definitive record of all corridor disruption events. [1]
Indicative cumulative economic exposure estimates are based on cumulative disruption durations and publicly referenced economic disruption estimates. These figures are included for high-level contextual purposes only and were not independently verified as part of this appendix analysis.

The information presented within this appendix is intended to demonstrate the scale, frequency, and cumulative nature of disruption affecting the SH2 corridor rather than provide a formal economic or transport modelling assessment.

Indicative cumulative disruption identified:

- Explicit closures: 1,225 hours
- Recurring restrictions and operational disruptions: 816 hours
- Additional closure exposure identified through NZTA closure information: 787 hours [2]

Total indicative disruption exposure:

- 2,828 hours
- Equivalent to approximately:
    - 118 disruption days
    - 16.83 disruption weeks
    - 3.87 disruption months [3]

Indicative economic exposure:

- Approximately NZ$940 million–NZ$1 billion indicative GDP exposure

These figures represent cumulative operational disruption exposure, including:

- full closures,
- stop/go operations,
- convoying,
- maintenance disruptions,
- slip events,
- flooding,
- and restricted access periods.

3. Corridor Vulnerability and National Significance

The SH2 corridor operates as one continuous north–south freight and community connection between Tauranga, Ōpōtiki, Gisborne, Wairoa, and Napier.

Recurring vulnerability locations include:

- Waioweka Gorge
- Wairoa / Mohaka sector
- constrained slip-prone sections

[1] Technical Data - NZTA TREIS - Road Closure Events.xlsx
[2] Technical Data - NZTA TREIS - Road Closure Events.xlsx
[3] Technical Data - NZTA TREIS - Road Closure Events.xlsx

- areas subject to weather-related instability

Key strategic vulnerabilities include:
- limited practical freight redundancy,
- constrained local detour routes,
- recurring stop/go operations,
- weather sensitivity,
- and increasing operational uncertainty.

4. Waioweka Gorge – Strategic Resilience Constraint
The Waioweka Gorge corridor was among the most significantly disrupted parts of the national state highway network during 2025–2026.

Reported impacts included:
- more than 40 slip sites,
- multiple slope failures,
- extended closure periods,
- staged and restricted reopening arrangements,
- ongoing stop/go operations,
- and active geotechnical instability risk.

During major disruption events:
- there was no safe through access,
- freight and community traffic were diverted via SH5 and SH35 where available,
- and detours added approximately 200 km and up to three hours additional travel time for freight and tourism movements.

5. Safety and Human Impacts
Current indicative economic exposure estimates do not include:
- fatalities,
- serious injuries,
- emergency response delays,
- Value of Statistical Life (VoSL),
- healthcare access disruption,
- or broader social costs.

Available crash analysis identified:
- approximately 26 injury crashes,
- approximately 87 non-injury crashes,
- and an indicative direct crash-related social cost estimated between approximately $3.5 million and $7.8 million. [4]

However, the current data remains incomplete and fragmented across multiple systems, meaning:

[4] Crash Data Analysis.docx

- full corridor-wide crash severity analysis,
- fatality assessment,
- behavioural risk analysis,
- and integrated resilience modelling

cannot currently be quantified with confidence.

This creates material evidence limitation within wider transport investment and resilience assessment processes.

6. Strategic and Economic Implications

Repeated and prolonged disruption is creating cumulative impacts across:

- freight reliability,
- export productivity,
- emergency response capability,
- healthcare access,
- tourism confidence,
- labour mobility,
- investor confidence,
- and wider regional economic resilience.

corridor is increasingly operating below the resilience expectations typically associated with nationally significant freight infrastructure. [5]

The cumulative nature of disruption is no longer isolated or short-term in character and increasingly reflects:

- an ongoing resilience issue,
- a regional productivity constraint,
- and a nationally significant transport system vulnerability.

7. Key Strategic Observation

This level of recurring disruption would not typically be considered acceptable on a nationally significant freight and lifeline corridor.

The East Coast corridor supports nationally important:

- food production,
- forestry exports,
- freight movement,
- emergency access,
- tourism activity,
- and regional economic participation.

Improving long-term resilience will likely require:

- sustained corridor investment,
- integrated resilience planning,

[5] 01_Closure_and_Disruption_Timelines - OneDrive

- enhanced slope stabilisation,
- improved freight redundancy,
- stronger data integration,
- and coordinated central and local government investment sequencing.

State Highway 2 is a nationally significant freight and export corridor with limited practical redundancy. Recurring disruption events create cumulative economic, operational, resilience, and safety impacts across the East Coast transport network and wider New Zealand supply chains.

Figure 1 - SH2 Corridor Disruption and Economic Impact Overview

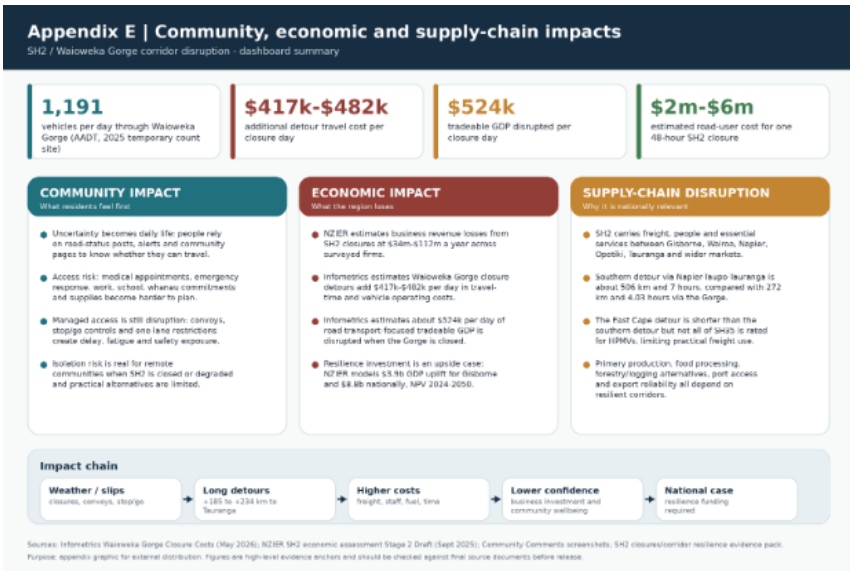
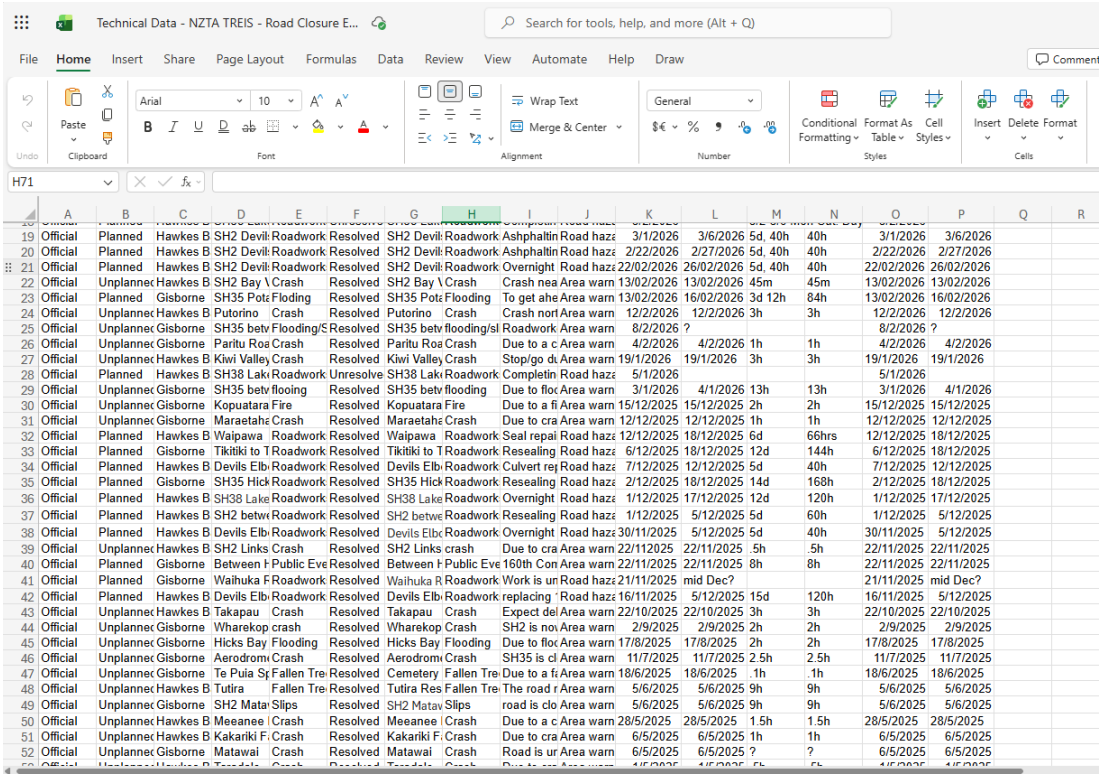


Figure 2 - SH2 Disruption Overview (2025–2026)

Figure 3 - Waioweka Gorge Closure and Vulnerability Mapping

Figure 4 - TREIS Closure Screenshot Examples



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
19	Official	Planned	Hawkes B	SH2 Devil	Roadwork	Resolved	SH2 Devil	Roadwork	Ashphaltin	Road haza	3/1/2026	3/6/2026	5d, 40h	40h	3/1/2026	3/6/2026		
20	Official	Planned	Hawkes B	SH2 Devil	Roadwork	Resolved	SH2 Devil	Roadwork	Ashphaltin	Road haza	2/22/2026	2/27/2026	5d, 40h	40h	2/22/2026	2/27/2026		
21	Official	Planned	Hawkes B	SH2 Devil	Roadwork	Resolved	SH2 Devil	Roadwork	Overnight	Road haza	22/02/2026	26/02/2026	5d, 40h	40h	22/02/2026	26/02/2026		
22	Official	Unplanne	Hawkes B	SH2 Bay \	Crash	Resolved	SH2 Bay \	Crash	Crash nea	Area warn	13/02/2026	13/02/2026	45m	45m	13/02/2026	13/02/2026		
23	Official	Planned	Gisborne	SH35 Pota	Floding	Resolved	SH35 Pota	Flooding	To get ahe	Area warn	13/02/2026	16/02/2026	3d 12h	84h	13/02/2026	16/02/2026		
24	Official	Unplanne	Hawkes B	Putorino	Crash	Resolved	Putorino	Crash	Crash nort	Area warn	12/2/2026	12/2/2026	3h	3h	12/2/2026	12/2/2026		
25	Official	Unplanne	Gisborne	SH35 betv	Flooding/S	Resolved	SH35 betv	flooding/sl	Roadwork	Area warn	8/2/2026	?			8/2/2026	?		
26	Official	Unplanne	Gisborne	Paritu Roa	Crash	Resolved	Paritu Roa	Crash	Due to a c	Area warn	4/2/2026	4/2/2026	1h	1h	4/2/2026	4/2/2026		
27	Official	Unplanne	Hawkes B	Kiwi Valley	Crash	Resolved	Kiwi Valley	Crash	Stop/go d	Area warn	19/1/2026	19/1/2026	3h	3h	19/1/2026	19/1/2026		
28	Official	Planned	Hawkes B	SH38 Lak	Roadwork	Unresolve	SH38 Lak	Roadwork	Completin	Road haza	5/1/2026				5/1/2026			
29	Official	Unplanne	Gisborne	SH35 betv	flooing	Resolved	SH35 betv	flooding	Due to floo	Area warn	3/1/2026	4/1/2026	13h	13h	3/1/2026	4/1/2026		
30	Official	Unplanne	Gisborne	Kopuatara	Fire	Resolved	Kopuatara	Fire	Due to a fi	Area warn	15/12/2025	15/12/2025	2h	2h	15/12/2025	15/12/2025		
31	Official	Unplanne	Gisborne	Maraetaha	Crash	Resolved	Maraetaha	Crash	Due to cra	Area warn	12/12/2025	12/12/2025	1h	1h	12/12/2025	12/12/2025		
32	Official	Planned	Hawkes B	Waipawa	Roadwork	Resolved	Waipawa	Roadwork	Seal repai	Road haza	12/12/2025	18/12/2025	6d	66hrs	12/12/2025	18/12/2025		
33	Official	Planned	Gisborne	Tikitiki to T	Roadwork	Resolved	Tikitiki to T	Roadwork	Resealing	Road haza	6/12/2025	18/12/2025	12d	144h	6/12/2025	18/12/2025		
34	Official	Planned	Hawkes B	Devils Elb	Roadwork	Resolved	Devils Elb	Roadwork	Culvert rep	Road haza	7/12/2025	12/12/2025	5d	40h	7/12/2025	12/12/2025		
35	Official	Planned	Gisborne	SH35 Hick	Roadwork	Resolved	SH35 Hick	Roadwork	Resealing	Road haza	2/12/2025	18/12/2025	14d	168h	2/12/2025	18/12/2025		
36	Official	Planned	Hawkes B	SH38 Lake	Roadwork	Resolved	SH38 Lake	Roadwork	Overnight	Road haza	1/12/2025	17/12/2025	12d	120h	1/12/2025	17/12/2025		
37	Official	Planned	Hawkes B	SH2 betwe	Roadwork	Resolved	SH2 betwe	Roadwork	Resealing	Road haza	1/12/2025	5/12/2025	5d	60h	1/12/2025	5/12/2025		
38	Official	Planned	Hawkes B	Devils Elb	Roadwork	Resolved	Devils Elb	Roadwork	Overnight	Road haza	30/11/2025	5/12/2025	5d	40h	30/11/2025	5/12/2025		
39	Official	Unplanne	Hawkes B	SH2 Links	Crash	Resolved	SH2 Links	crash	Due to cra	Area warn	22/112025	22/11/2025	.5h	.5h	22/11/2025	22/11/2025		
40	Official	Planned	Gisborne	Between H	Public Eve	Resolved	Between H	Public Eve	160th Con	Area warn	22/11/2025	22/11/2025	8h	8h	22/11/2025	22/11/2025		
41	Official	Planned	Gisborne	Waihuka R	Roadwork	Resolved	Waihuka R	Roadwork	Work is un	Road haza	21/11/2025	mid Dec?			21/11/2025	mid Dec?		
42	Official	Planned	Hawkes B	Devils Elb	Roadwork	Resolved	Devils Elb	Roadwork	replacing '	Road haza	16/11/2025	5/12/2025	15d	120h	16/11/2025	5/12/2025		
43	Official	Unplanne	Hawkes B	Takapau	Crash	Resolved	Takapau	Crash	Expect del	Area warn	22/10/2025	22/10/2025	3h	3h	22/10/2025	22/10/2025		
44	Official	Unplanne	Gisborne	Wharekop	crash	Resolved	Wharekop	Crash	SH2 is nov	Area warn	2/9/2025	2/9/2025	2h	2h	2/9/2025	2/9/2025		
45	Official	Unplanne	Gisborne	Hicks Bay	Flooding	Resolved	Hicks Bay	Flooding	Due to floo	Area warn	17/8/2025	17/8/2025	2h	2h	17/8/2025	17/8/2025		
46	Official	Unplanne	Gisborne	Aerodrom	Crash	Resolved	Aerodrom	Crash	SH35 is cl	Area warn	11/7/2025	11/7/2025	2.5h	2.5h	11/7/2025	11/7/2025		
47	Official	Unplanne	Gisborne	Te Puia Sp	Fallen Tre	Resolved	Cemetery	Fallen Tre	Due to a fa	Area warn	18/6/2025	18/6/2025	.1h	.1h	18/6/2025	18/6/2025		
48	Official	Unplanne	Hawkes B	Tutira	Fallen Tre	Resolved	Tutira Res	Fallen Tre	The road r	Area warn	5/6/2025	5/6/2025	9h	9h	5/6/2025	5/6/2025		
49	Official	Unplanne	Gisborne	SH2 Matav	Slips	Resolved	SH2 Matav	Slips	road is clo	Area warn	5/6/2025	5/6/2025	9h	9h	5/6/2025	5/6/2025		
50	Official	Unplanne	Hawkes B	Meeanee	Crash	Resolved	Meeanee	Crash	Due to a c	Area warn	28/5/2025	28/5/2025	1.5h	1.5h	28/5/2025	28/5/2025		
51	Official	Unplanne	Hawkes B	Kakariki F	Crash	Resolved	Kakariki F	Crash	Due to cra	Area warn	6/5/2025	6/5/2025	1h	1h	6/5/2025	6/5/2025		
52	Official	Unplanne	Gisborne	Matawai	Crash	Resolved	Matawai	Crash	Road is ur	Area warn	6/5/2025	6/5/2025	?	?	6/5/2025	6/5/2025		

Figure 5 - Indicative Freight and Detour Route Map

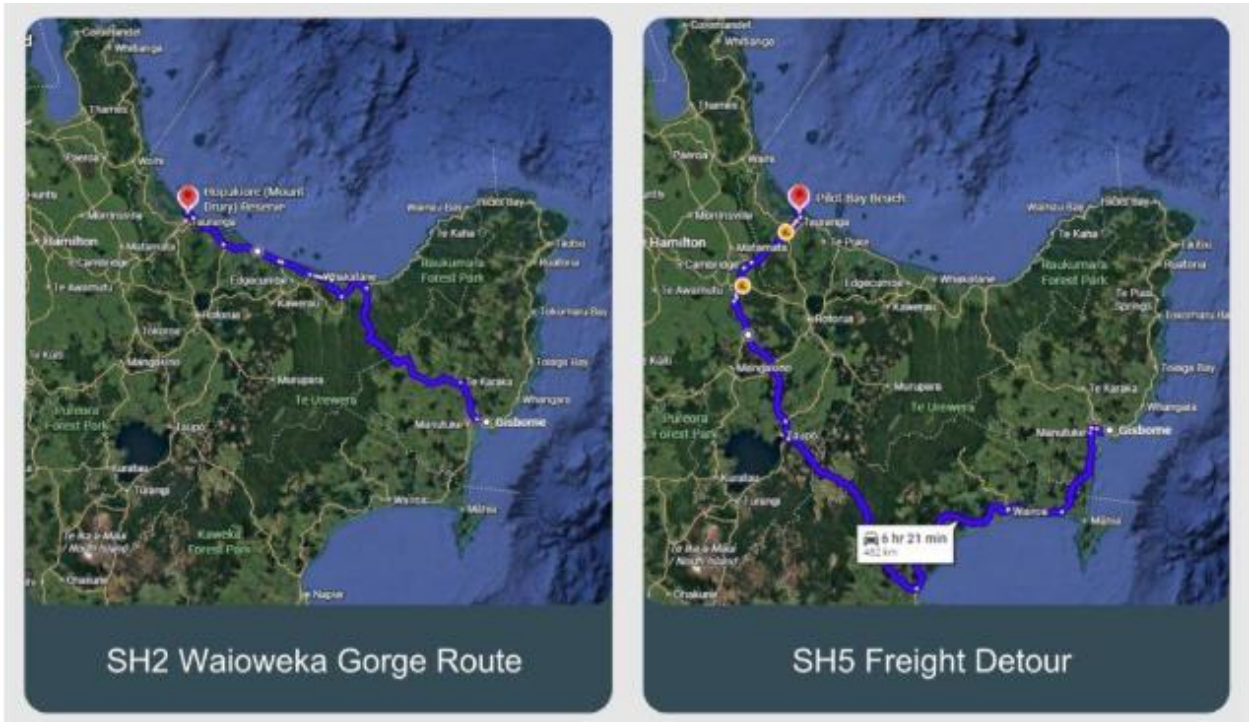


Figure 6 - Corridor Recovery and Stop/Go Operations Photography

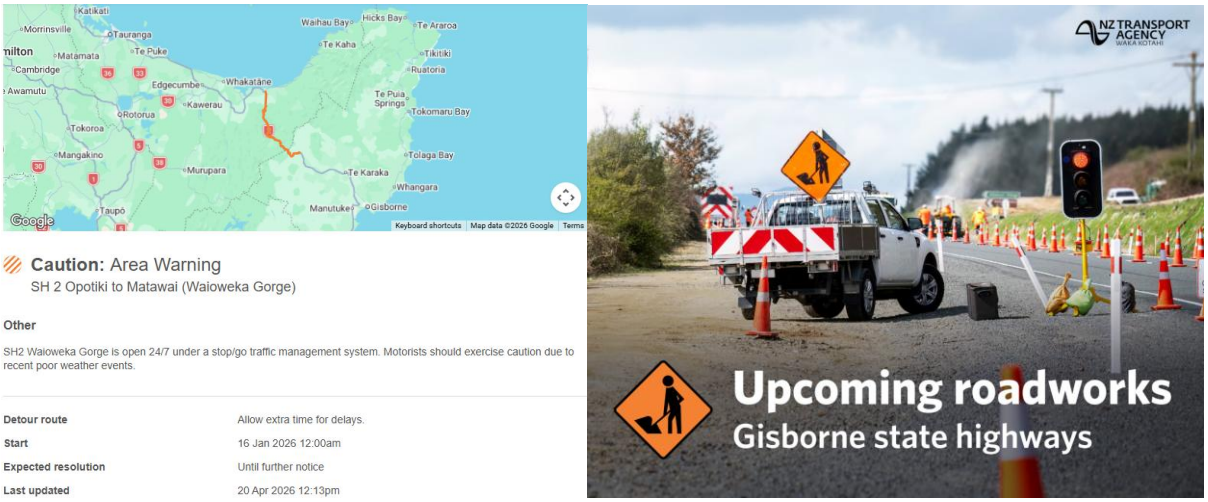
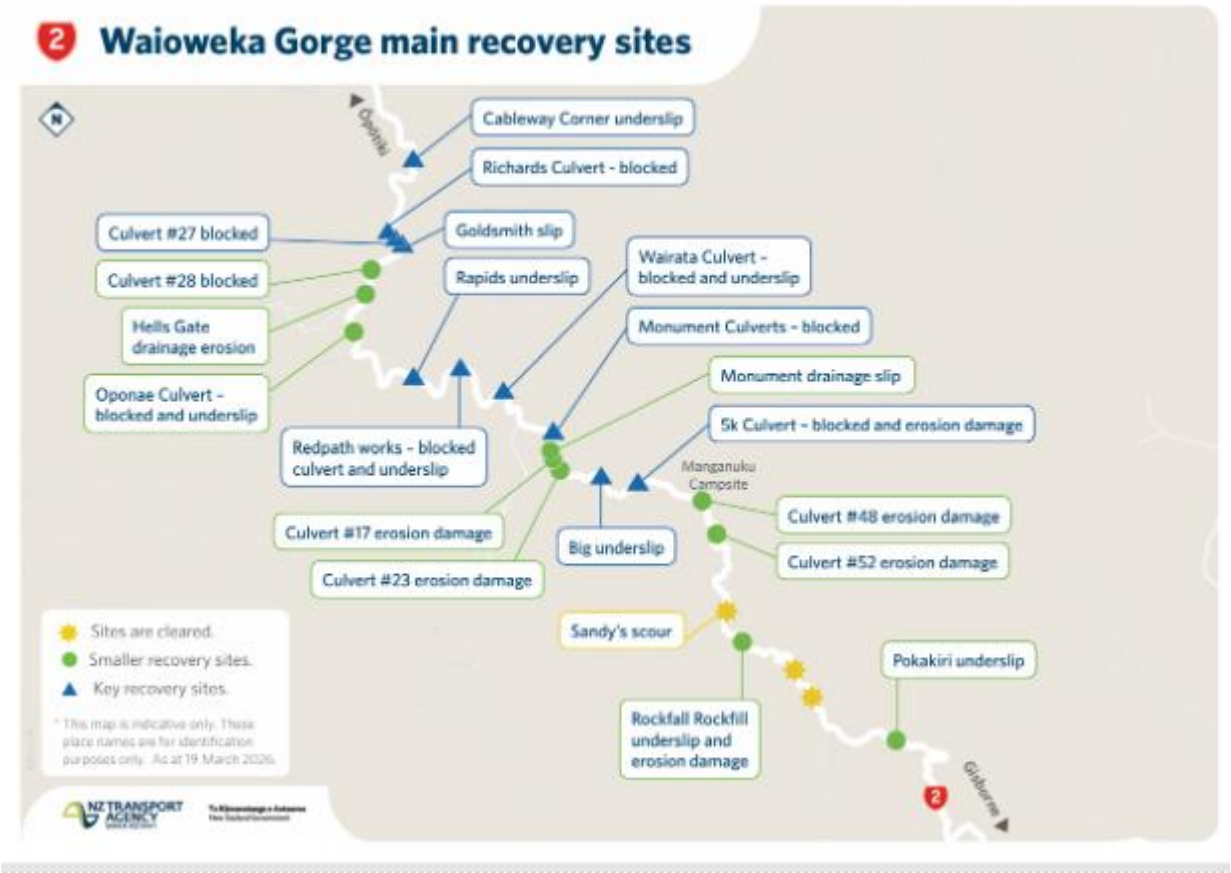


Figure 7 - NZTA Road Closures NZ website (valid 18.5.2026) and Facebook posts (NZ Transport Agency Waka Kotahi - Hawke's Bay & Gisborne)




SH2 CORRIDOR DISRUPTION, SLOPE INSTABILITY AND NETWORK RESILIENCE
A nationally significant freight, export and community lifeline under ongoing pressure
1. SLOPE INSTABILITY MAPPING
Waioeka Gorge – Slope Hazard Exposure
Ōpōtiki
Waioeka Gorge
Gisborne
SLOPE INSTABILITY RISK
Very High
High
Moderate
Low
SH2 Corridor
District Boundary
KEY OBSERVATIONS
Steep terrain and geotechnical instability throughout the gorge
High rainfall exposure drives ongoing disruption risk
Multiple high and very high risk slope sites identified
Limited corridor redundancy increases network vulnerability
SLOPE HAZARD SUMMARY
88+
Slips recorded since July 2018
Multiple
High & Very High Risk Sites
Up to 500m
Slope Heights
High
Rainfall Environment
Multiple sections of SH2 remain highly exposed to recurring slope instability and weather-related disruption.
2. SH2 CORRIDOR CONSTRAINTS – OPERATIONAL REALITY
NARROW & CONSTRAINED CORRIDOR
Limited space for recovery, maintenance and traffic management operations.
FREQUENT CLOSURES AND DISRUPTION
Slip events and weather impacts lead to recurring closures and delays.
SLIP & DEBRIS EVENTS
Slip debris can rapidly inundate the road and require significant clearance efforts.
ONGOING RESPONSE OPERATIONS
Slop/ge operations, traffic management and recovery works are recurring requirements.
KEY CORRIDOR CONSTRAINTS AND EFFECTS
CONSTRAINT
DESCRIPTION
NETWORK EFFECT
Narrow corridor geometry
Limited width, limited shoulder, constrained access
Reduced operational flexibility and recovery capability
Steep terrain
Very steep slopes, up to 800m high
Increased slip and closure risk
Limited passing opportunities
Single lane sections, limited safe passing
Increased convoying and travel time uncertainty
High weather exposure
High rainfall environment, prone to extreme events
Reduced reliability during severe weather
Limited alternative access
Few or no practical detour routes
Increased vulnerability during prolonged closures
Corridor constraints reduce resilience and increase disruption exposure for freight and communities.
3. NETWORK RESILIENCE DIAGRAM
SH2 Supports Freight, Communities and Economic Resilience
WHAT SH2 ENABLES
Freight movement
Export reliability
Community access
Emergency response
Tourism connectivity
Supply chain continuity
COMMUNITIES & WORKFORCE
FREIGHT & LOGISTICS
STATE HIGHWAY 2
EASTLAND PORT & NATIONAL SUPPLY CHAINS
EXPORTS / ECONOMIC PRODUCTIVITY / ESSENTIAL ACCESS
DISRUPTION CONSEQUENCES
Corridor closures
Slip/ge and convoying
Recovery operations
Weather disruption
Prolonged closures
SH2 is not solely a transport corridor – it is a critical resilience, freight and economic connection for Tairāwhiti and New Zealand.
4. KEY CORRIDOR INSIGHTS
Steep terrain, geotechnical instability and high rainfall expose SH2 to recurring slope failure and rainfall events.
Historical events, including the March 2012 Sandy Slip, demonstrate the potential for major, prolonged disruption.
Ongoing corridor constraints increase recovery complexity and reduce network reliability.
Limited redundancy across the East Coast network significantly increases vulnerability.
Cumulative disruption impacts freight efficiency, export certainty, community access and regional productivity.
5. INDICATIVE IMPACT AND EXPOSURE
(2012 EVENT AND RECURRENCE)
TOTAL IDENTIFIED DISRUPTION
2,828
HOURS
EQUIVALENT DISRUPTION
117.83
DAYS
EQUIVALENT DISRUPTION
16.83
WEEKS
INDICATIVE ECONOMIC EXPOSURE
~NZ$942 MILLION*
IMPORTANT NOTE
Current indicative economic exposure estimates do not include:
Fatalities
Value of Statistical Life (VoSL)
Serious injuries
Wider social and wellbeing impacts
Emergency response delays
As a result, the current indicative economic exposure figure is likely conservative.
SH2 – A CRITICAL FREIGHT, EXPORT AND COMMUNITY LIFELINE FOR TAIRĀWHITI AND NEW ZEALAND

APPENDIX 02 - CORRIDOR DISRUPTION, SLOPE INSTABILITY AND NETWORK RESILIENCE

Purpose

This appendix provides supporting information regarding slope instability, corridor vulnerability, recurring disruption risk, and resilience constraints affecting State Highway 2 (SH2), with particular focus on the Waioeka Gorge and wider East Coast corridor.

The appendix consolidates:

- slope hazard information,
- operational corridor constraints,
- resilience implications,
- freight dependency considerations,
- and indicative disruption exposure analysis

to support wider discussions relating to corridor resilience, freight reliability, emergency access, and long-term strategic investment priorities.

Data Interpretation and Limitations

Some inconsistencies were identified between underlying operational datasets, publicly available closure information, and wider corridor disruption records. Accordingly, the material should be interpreted as indicative operational and resilience information compiled from multiple sources rather than a definitive engineering or geotechnical assessment of all disruption events.

Indicative economic exposure estimates referenced within this appendix are included for high-level contextual purposes only and were not independently verified as part of this appendix analysis.

The information presented is intended to demonstrate the cumulative nature of corridor vulnerability, operational disruption, and resilience exposure affecting SH2 rather than provide a formal economic, engineering, or investment modelling assessment.

1. Corridor Disruption and Landslide Risk[6]

State Highway 2 operates through highly constrained terrain environments exposed to recurring geotechnical instability, severe weather impacts, and operational disruption risk.

Key corridor conditions contributing to vulnerability include:

- steep and unstable terrain,
- high rainfall exposure,
- narrow corridor geometry,
- constrained recovery space,
- and limited practical network redundancy.

These conditions increase:

- closure risk,

[6] A slope hazard assessment study in the Waioeka Gorge

- recovery complexity,
- freight vulnerability,
- and travel time uncertainty across the East Coast network.

Evidence of recurring instability includes:
- frequent slip and rockfall activity,
- historical landslide events,
- recurring stop/go operations,
- and extended recovery requirements.

2. Waioeka Gorge — High Risk Corridor Environment[7]
The Waioeka Gorge remains one of the most operationally constrained and geotechnically vulnerable sections of SH2.

Technical investigations commissioned following the March 2012 "Sandy Slip" event, and published in 2015, identified the corridor as:
- steep and highly constrained,
- exposed to recurring slope instability,
- vulnerable to large-scale landslide events,
- and operationally difficult to recover following major failures.

The supporting slope hazard assessment identified:
- at least 88 recorded slips since July 2008,
- regular rockfall activity,
- multiple high and very high-risk slope hazard sites,
- slopes reaching approximately 500 metres,
- and evidence of historic large-scale landslide behaviour.

The study noted:
"Large landslides along transport routes can result in significant disruption to road users and to regional economies."

The associated geotechnical assessment incorporated historic slip and instability information dating back to approximately 2008.

3. Sandy Slip Event — [8][9]
The Sandy Slip event demonstrates the scale of disruption capable of occurring within the Waioweka Gorge corridor environment. See appendix 02 — SH2 Corridor Disruption, Slope Instability and Network Resilience.

Key event information included:

[7] A slope hazard assessment study in the Waioeka Gorge

[9] A slope hazard assessment study in the Waioeka Gorge

- major landslide event occurring in March 2012,
- estimated debris volume of approximately 100,000m³,
- closure of SH2 for approximately five weeks,
- months of remedial and recovery activity,
- and NZTA recovery costs of approximately NZ$10 million.

The associated study identified significant regional economic disruption arising from the closure event.

4. Operational Corridor Reality

Operational conditions across SH2 regularly include:

- recurring closures,
- stop/go operations,
- active traffic management,
- debris clearance activity,
- weather-related restrictions,
- and constrained recovery operations.

Recurring operational disruption contributes to:

- reduced freight reliability,
- increased travel time uncertainty,
- reduced network efficiency,
- and increased pressure on alternative routes and local road networks.

The constrained nature of the corridor means:

- recovery operations are complex,
- operational flexibility is limited,
- and prolonged disruption can significantly affect freight and community connectivity.

5. Network Resilience and Freight Dependency

SH2 supports:

- freight movement,
- emergency response,
- tourism access,
- export connectivity,
- workforce movement,
- and essential community access across the East Coast network.

The corridor also supports:

- Eastland Port access,
- regional export supply chains,
- and wider national freight connectivity.

Due to limited practical redundancy, prolonged disruption can create cascading impacts across:

- logistics,
- productivity,
- emergency access,
- tourism activity,
- and regional economic resilience.

6. Indicative Economic, Safety and Resilience Exposure

Indicative disruption analysis identified:

- approximately 2,828 hours of cumulative disruption exposure,
- equivalent to approximately 117.83 disruption days,
- and approximately 16.83 disruption weeks.

Indicative cumulative economic exposure associated with recurring disruption events has been estimated at approximately NZ$942 million.

Figures are indicative only and based on available TREIS disruption notification records and associated high-level economic exposure modelling for the period March 2016 to March 2026.
Differences exist between publicly reported closure information and operational datasets held across partner organisations, reflecting inconsistencies in data capture methodologies, event thresholds, reporting practices, and system limitations.
Publicly reported closure information does not always align with partner operational datasets, with variations identified in the recording of closure durations, traffic management impacts, partial restrictions, convoy operations, and stop/go events.

However, these figures do not include:

- fatalities,
- serious injuries,
- emergency response delays,
- Value of Statistical Life (VoSL),
- or wider social and wellbeing impacts.

As a result, the currently identified indicative exposure figures are likely conservative.

These indicative figures exclude broader societal, health, safety, and emergency response impacts where consistent cross-agency datasets were not readily available or quantifiable within the scope of this analysis. Consequently, the identified exposure figures are likely conservative.

7. Strategic Implications

SH2 is not solely a regional transport corridor.
It functions as a nationally significant:

- freight corridor,
- export connection,
- resilience route,
- emergency access link,
- and economic lifeline.

Recurring disruption creates cumulative impacts across:

- freight reliability,
- export certainty,
- travel time reliability,
- emergency response capability,
- community access,
- regional productivity,
- and national supply chain continuity.

The increasing frequency and operational complexity of disruption events reinforces the importance of:

- sustained resilience investment,
- long-term corridor planning,

- integrated freight and resilience analysis,
- and coordinated national and regional investment approaches.

Figures and Visual

State Highway 2 remains highly exposed to recurring slope instability, weather-related disruption, constrained recovery conditions, and limited practical network redundancy. These factors create cumulative resilience, freight, economic, and community impacts across the East Coast transport system and wider national supply chains.

Figure 1 - SH2 Corridor Disruption, Slope Instability and Network Resilience Overview

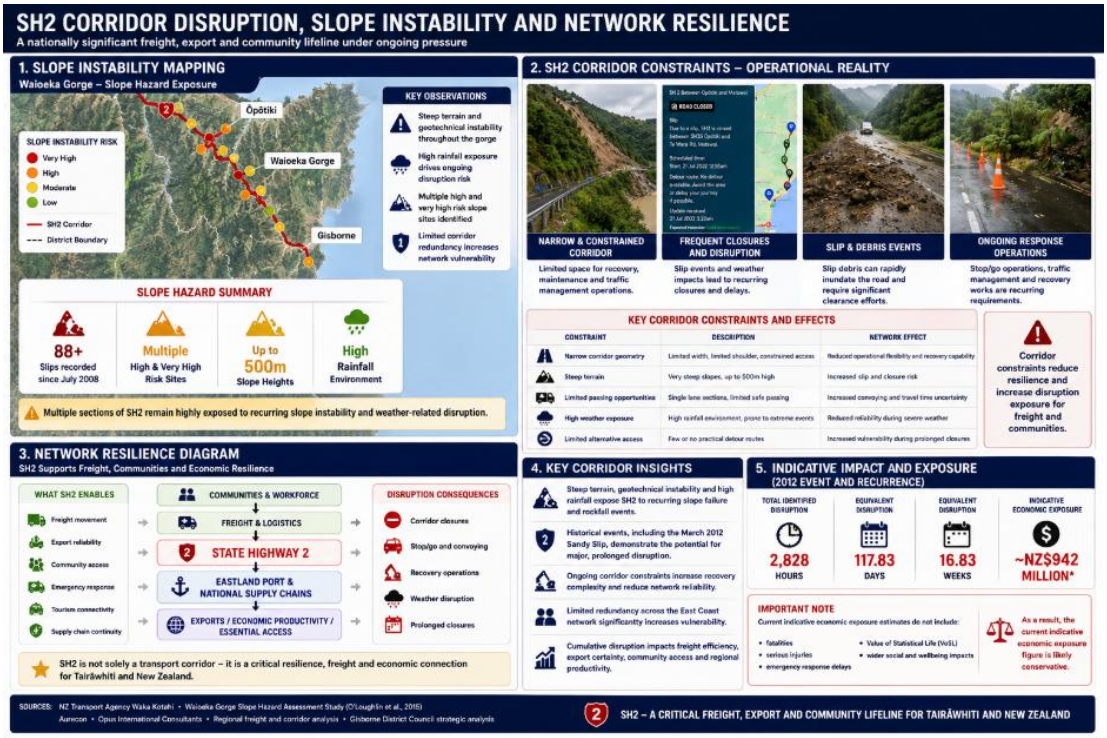


Figure 2 - Waioeka Gorge Slope Instability Mapping

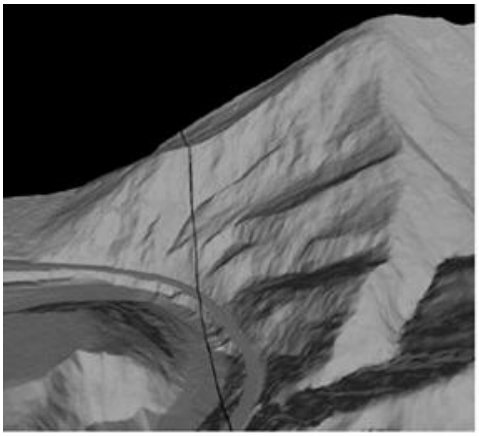


Figure 8. 3D shaded Ground model, Area 1.

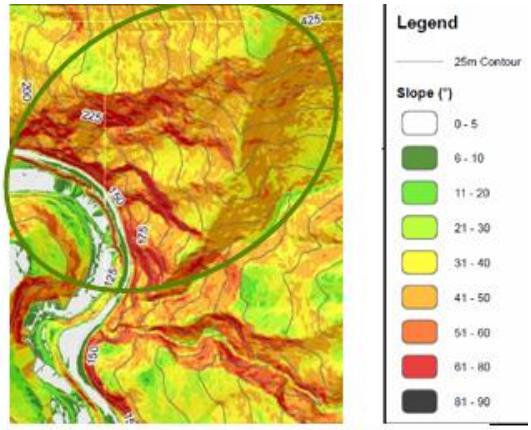


Figure 9. Digital Terrain Model, slope angle map, Area 1

[10]

Figure 3 - Operational Corridor Constraints Photography

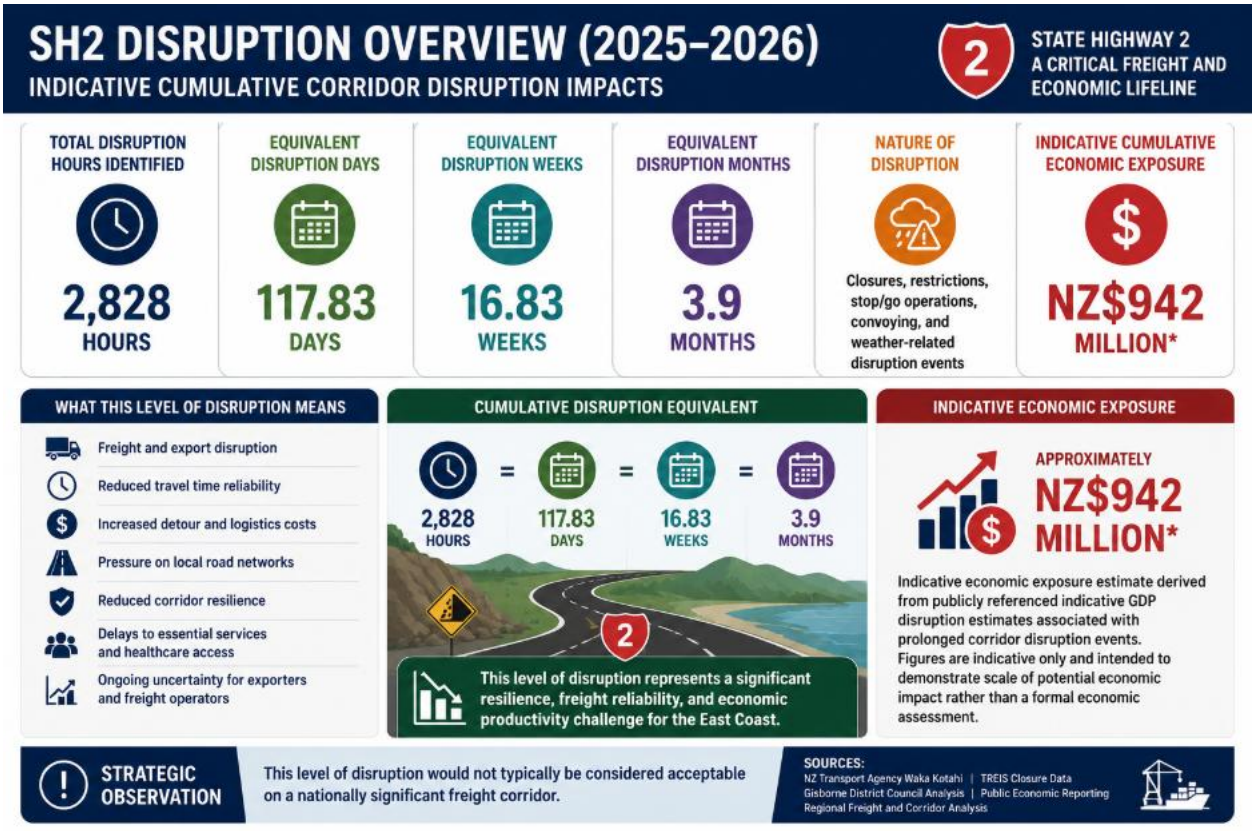


Figure 4 - SH2 Closure Screenshots and Recovery Operations

[10] A slope hazard assessment study in the Waioeka Gorge

gram

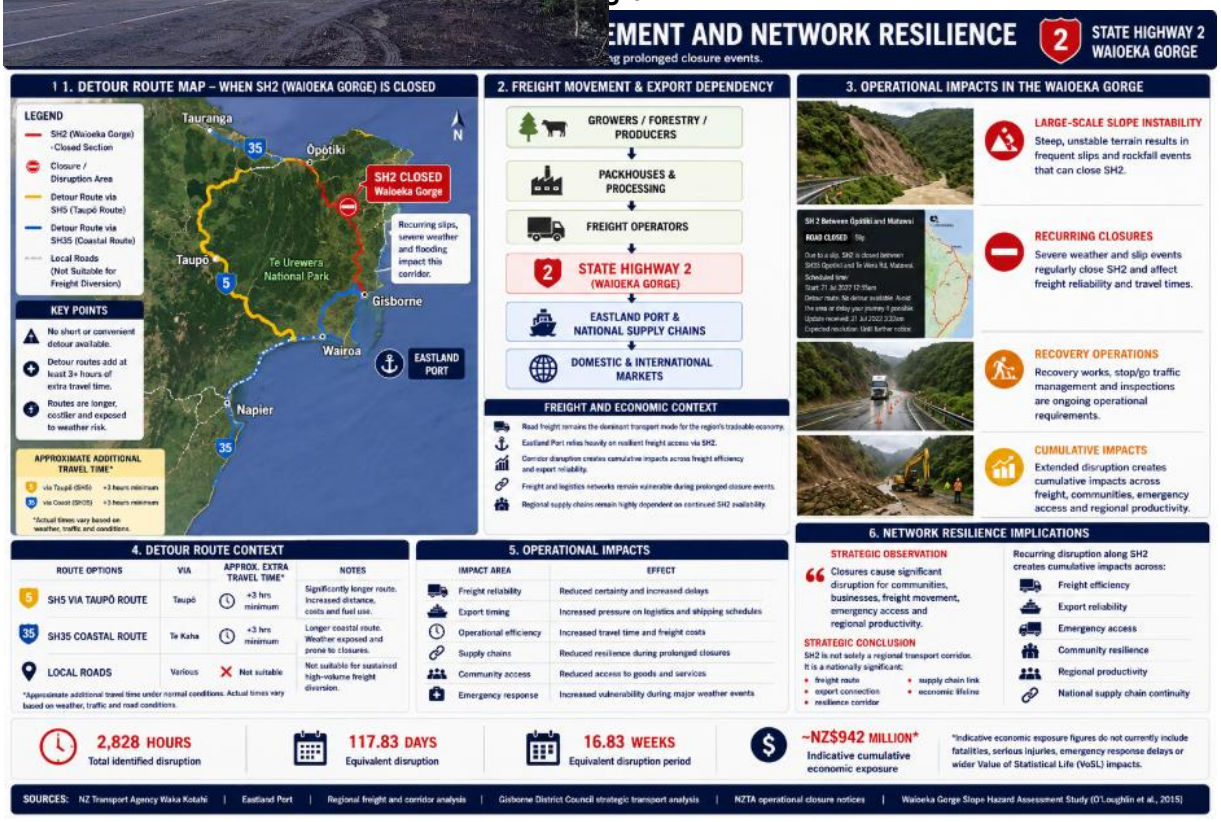


Figure 6 - Indicative Corridor Impact and Exposure Dashboard


Appendix E | Community, economic and supply-chain impacts
SH2 / Waioweka Gorge corridor disruption - dashboard summary
1,191
vehicles per day through Waioweka Gorge (AADT, 2025 temporary count site)
$417k-$482k
additional detour travel cost per closure day
$524k
tradeable GDP disrupted per closure day
$2m-$6m
estimated road-user cost for one 48-hour SH2 closure
COMMUNITY IMPACT
What residents feel first
Uncertainty becomes daily life: people rely on road-status posts, alerts and community pages to know whether they can travel.
Access risk: medical appointments, emergency response, work, school, whanau commitments and supplies become harder to plan.
Managed access is still disruption: convoys, stop/go controls and one-lane restrictions create delay, fatigue and safety exposure.
Isolation risk is real for remote communities when SH2 is closed or degraded and practical alternatives are limited.
ECONOMIC IMPACT
What the region loses
NZIER estimates business revenue losses from SH2 closures at $34m-$112m a year across surveyed firms.
Infometrics estimates Waioweka Gorge closure detours add $417k-$482k per day in travel-time and vehicle operating costs.
Infometrics estimates about $524k per day of road-transport-focused tradeable GDP is disrupted when the Gorge is closed.
Resilience investment is an upside case: NZIER models $3.9b GDP uplift for Gisborne and $8.8b nationally, NPV 2024-2050.
SUPPLY-CHAIN DISRUPTION
Why it is nationally relevant
SH2 carries freight, people and essential services between Gisborne, Wairoa, Napier, Opotiki, Tauranga and wider markets.
Southern detour via Napier-Taupo-Tauranga is about 506 km and 7 hours, compared with 272 km and 4.03 hours via the Gorge.
The East Cape detour is shorter than the southern detour but not all of SH35 is rated for HPMVs, limiting practical freight use.
Primary production, food processing, forestry/logging alternatives, port access and export reliability all depend on resilient corridors.
Impact chain
Weather / slips
closures, convoys, stop/go
Long detours
+185 to +234 km to Tauranga
Higher costs
freight, staff, fuel, time
Lower confidence
business investment and community wellbeing
National case
resilience funding required
Sources: Infometrics Waioweka Gorge Closure Costs (May 2026), NZIER SH2 economic assessment Stage 2 Draft (Sept 2025), Community Comments screenshots, SH2 closures/corridor resilience evidence pack.
Purpose: appendix graphic for external distribution. Figures are high-level evidence anchors and should be checked against final source documents before release.

APPENDIX 03 - WAIOEKA GORGE CLOSURE, DETOUR AND RESILIENCE IMPACTS

Purpose

This appendix provides supporting information relating to recurring closure events, detour impacts, operational constraints, and resilience challenges associated with the SH2 Waioweka Gorge corridor.

The material consolidates:

- operational closure information,
- detour route implications,
- freight and community impacts,
- recovery and resilience constraints,
- and alternative route considerations

to support wider discussions regarding long-term corridor resilience, strategic redundancy, freight reliability, and national transport connectivity.

Data Interpretation and Limitations

The information presented within this appendix has been compiled from publicly available NZTA operational updates, regional resilience material, corridor analysis, and supporting technical information.

Indicative disruption and economic impact information should be interpreted as high-level contextual information intended to demonstrate the scale and operational significance of recurring corridor disruption rather than a formal engineering, economic, or investment assessment.

Travel times, detour impacts, and economic exposure estimates may vary depending on weather conditions, operational restrictions, freight type, and wider network conditions at the time of disruption.

1. SH2 Waioweka Gorge — Critical Lifeline Corridor

State Highway 2 through the Waioweka Gorge functions as a critical freight, export, emergency access, and community lifeline connection between:

- Bay of Plenty,
- Tairāwhiti,
- Hawke's Bay,
- and wider upper North Island supply chains.

Recurring closure events have highlighted:

- limited practical redundancy,
- constrained alternative routes,
- significant recovery complexity,
- and increasing vulnerability associated with severe weather and geotechnical instability.

The corridor remains operationally sensitive to:

- slips,
- flooding,
- debris inundation,
- rockfall activity,
- and prolonged weather-related disruption.

2. Operational Closure and Restriction Impacts

During major disruption events:

- SH2 through the Waioweka Gorge has experienced closure and restricted access conditions,
- stop/go operations,
- active traffic management,
- and prolonged recovery activity.

Operational impacts include:

- reduced freight reliability,
- increased travel time uncertainty,
- community isolation risk,
- delayed freight and logistics movement,
- and increased pressure on local road networks and detour corridors.

Recurring closures create cumulative impacts across:

- freight movement,
- healthcare access,
- emergency response,
- tourism activity,
- and wider economic productivity.

3. Alternative Route and Detour Constraints

When SH2 through the Waioweka Gorge is unavailable, detour options are limited and operationally challenging.

Primary detour routes include:

- SH35 via the East Coast,
- and SH5 via Taupō and Napier.

However:

- SH35 is not fully suitable for all heavy freight movements,
- travel times increase substantially,
- and weather vulnerability remains across alternative corridors.

Indicative detour impacts identified include:

- substantial increases in travel distance,
- additional freight operating costs,
- increased fuel consumption,
- and reduced network efficiency.

[11],[12] analysis identified:

- approximately $417,000 per day additional transport costs using SH35,
- and approximately $482,000 per day additional costs using southern detour routes.

The report also identified that:

- practical freight detours frequently rely on the southern Napier–Taupō route due to HPMV limitations on SH35.

[12] 09_Freight_Export_and_Economic_Contribution - OneDrive

4. Indicative Economic and Freight Impacts
Infometrics identified that:

- approximately $524,000 per day of tradeable GDP may be disrupted during Waioweka Gorge closure events.

The analysis noted that:

- a significant proportion of Gisborne's tradeable economic activity remains dependent on reliable transport connectivity,
- particularly for freight, logistics, export activity, and essential supply movement.

.Disruption impacts extend beyond transport inconvenience and increasingly affect:

- export reliability,
- investor confidence,
- freight productivity,
- emergency access,
- and regional economic resilience.

5. Established Regional and Inter-Regional Strategic Priority
The Waioweka Gorge corridor has been consistently identified across multiple Regional Land Transport Plan (RLTP) cycles, including within both Tairāwhiti and neighbouring regional transport planning documents, as a regionally and inter-regionally significant resilience priority.

The 2024 Tairāwhiti RLTP[13] identified:

- SH2 Ōpōtiki to Te Karaka resilience works,
- Waioeka Gorge resilience investment,
- and corridor recovery and resilience programmes
  as major strategic investment priorities.

Indicative resilience programme estimates referenced include:

- approximately $490 million for SH2 inter-regional resilience works associated with the Waioweka Gorge corridor.

Previous RLTPs also identified:

- the corridor as regionally significant,
- highly vulnerable to natural hazards,
- and strategically important for maintaining inter-regional connectivity.

6. Strategic Redundancy and Alternative Link Considerations
Supporting regional material has identified potential opportunities to improve redundancy and resilience through additional inter-regional link routes.

One concept identified is the: **Tutira to Te Pohue Link Road** [14]

[13] GDC-Regional-Land-Transport-Plan-A3496188.pdf
[14] Appendix_C_Waioweka_Gorge_Recovery - OneDrive

Indicative benefits identified include:

- improved network resilience,
- alternative freight connectivity,
- reduced travel times to Taupō and the central North Island,
- improved emergency access,
- and reduced dependency on the Waioweka Gorge corridor during major closures.

Indicative concept estimates identified:

- approximately 21km of link road,
- estimated costs in the order of approximately $25M–$30M,
- and potential resilience and connectivity improvements for northern Hawke's Bay, Wairoa, Mahia, Gisborne, and the wider East Coast network.

This material is included for strategic context only and does not represent an adopted Council project or confirmed investment programme.

7. Corridor Recovery and Operational Reality

Recovery operations associated with Waioweka Gorge closures regularly involve:

- debris clearance,
- slope stabilisation,
- active traffic management,
- stop/go operations,
- geotechnical monitoring,
- and staged reopening arrangements.

Photographic evidence demonstrates:

- extensive slope failures,
- constrained recovery environments,
- debris inundation,
- and narrow operational corridor conditions.

The constrained nature of the corridor significantly affects:

- recovery timeframes,
- operational flexibility,
- freight certainty,
- and network resilience outcomes.

8. Strategic Conclusion

The Waioweka Gorge corridor is not solely a regional transport route. It functions as:

- a nationally significant freight corridor,
- an economic lifeline,
- an emergency access route,
- and a critical resilience connection for the East Coast.

Recurring disruption events continue to demonstrate:

- limited practical redundancy,
- increasing climate and geotechnical vulnerability,
- and the importance of long-term resilience planning and strategic investment.

The cumulative impacts of prolonged closures increasingly affect:

- freight efficiency,
- export reliability,
- emergency management capability,
- regional productivity,
- and wider national supply chain continuity.

Figures and Visual pack

Recurring closure events within the Waioweka Gorge demonstrate the operational vulnerability, limited practical redundancy, and freight resilience pressures affecting the East Coast transport network.

Prolonged disruption creates cumulative impacts across freight movement, emergency access, regional productivity, and national supply chain continuity.

Figure 1- SH2 Waioweka Gorge Closure Overview

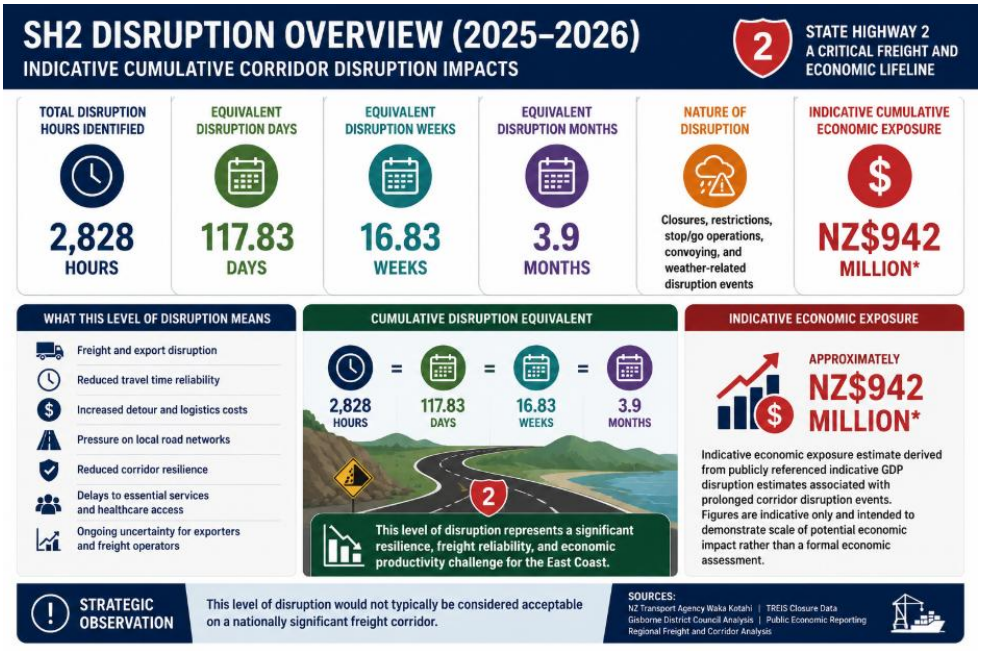


Figure 2 - Waioweka Gorge Recovery and Slip Site Mapping

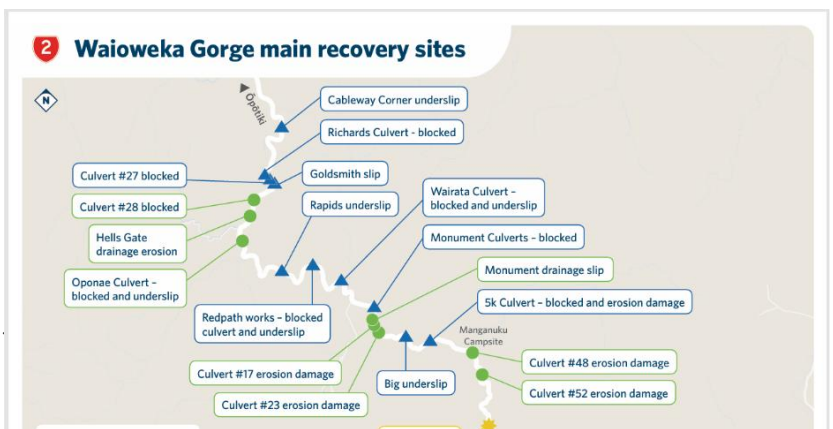


Figure 3 - SH2 Detour Route and Alternative Access Mapping

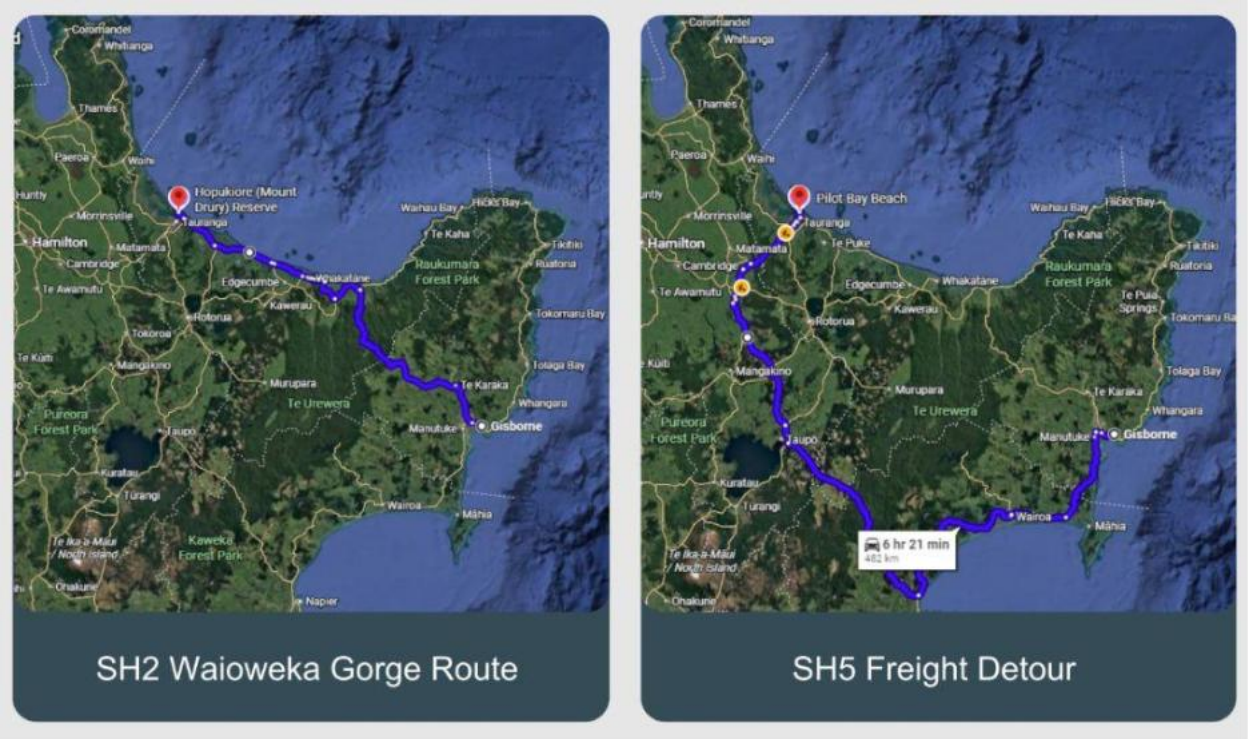


Figure 4 - Infometrics Waioweka Gorge Economic Cost Summary

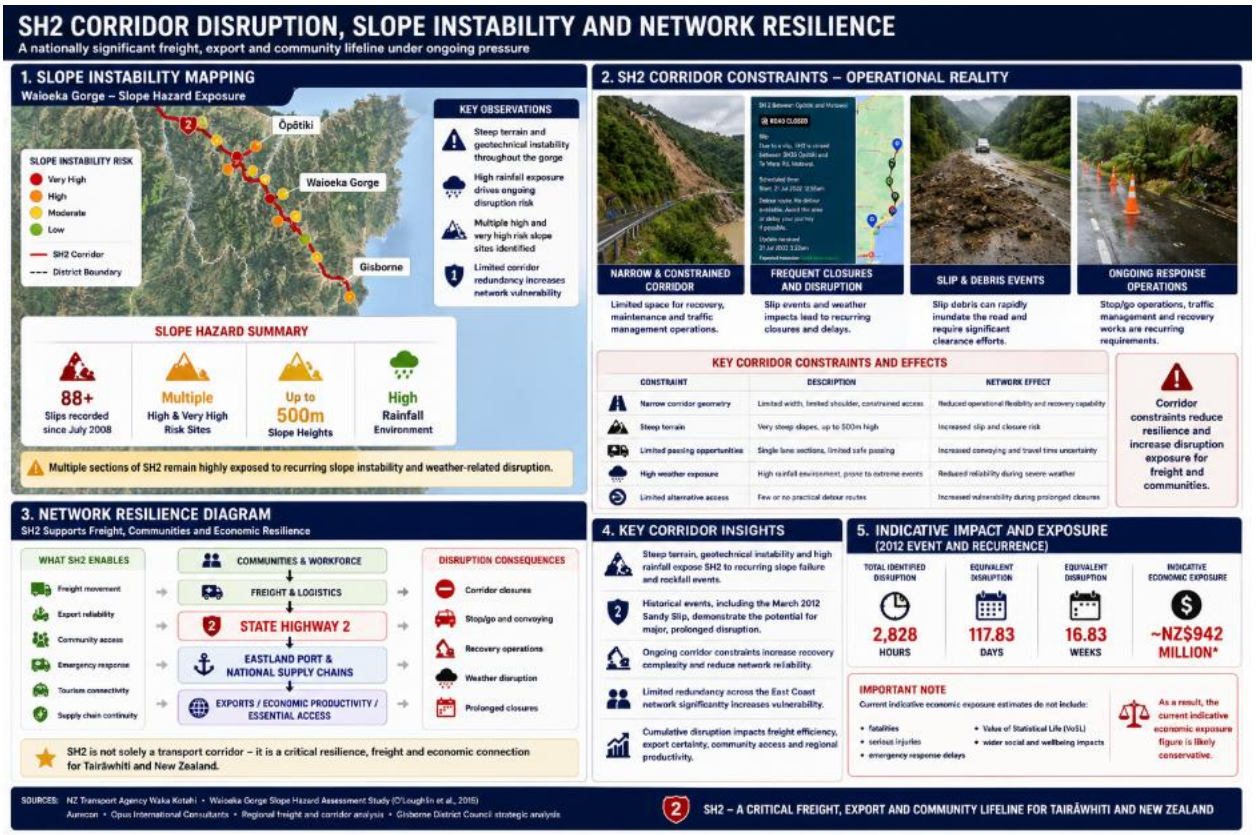
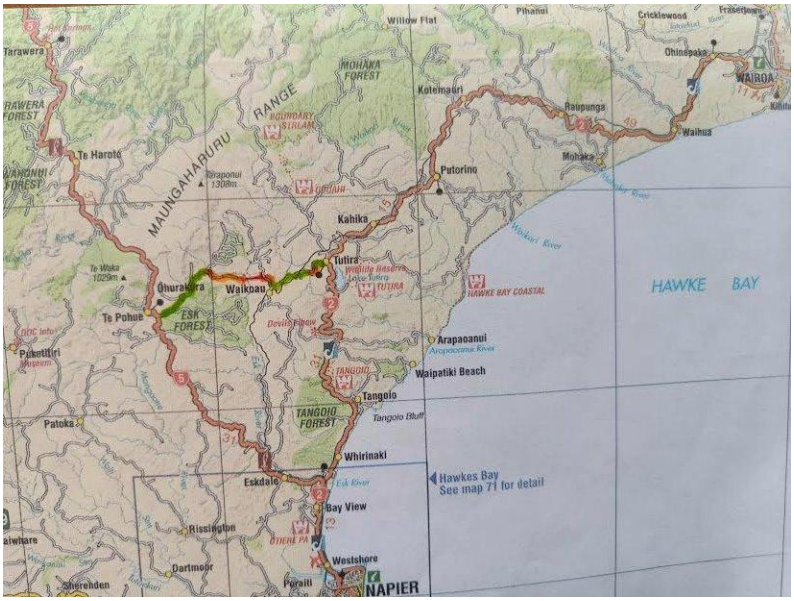


Figure 5 - Waioweka Gorge Slip and Recovery Photography

Figure 6 - Tutira to Te Pohue Link Road Strategic Context Maps and Diagrams



APPENDIX 04 - DETOUR ROUTE, FREIGHT MOVEMENT AND NETWORK RESILIENCE

SH2 is a nationally significant freight, export, emergency access, and community lifeline corridor with limited practical alternative access during prolonged closure events.

Purpose

This appendix provides supporting information relating to:

- SH2 detour route constraints,
- freight dependency,
- network resilience pressures,
- operational impacts,
- and cumulative economic and supply chain disruption associated with recurring Waioweka Gorge closure events.

The appendix consolidates operational, freight, and resilience information to support wider strategic discussions regarding:

- corridor resilience,
- freight reliability,
- economic continuity,
- and long-term interregional transport connectivity.

1. Strategic Network Context

State Highway 2 through the Waioweka Gorge is a critical interregional corridor connecting:

- Tairāwhiti,
- Bay of Plenty,
- Hawke's Bay,
- Eastland Port,
- and upper North Island freight and export networks.

The corridor supports:

- freight movement,
- export logistics,
- emergency response,
- healthcare access,
- tourism connectivity,
- and community resilience.

Repeated disruption events continue to expose:

- limited practical redundancy,
- constrained recovery capability,
- and increasing vulnerability associated with severe weather and geotechnical instability.

2. Key Network Constraints and Strategic Implications

Key Network Issue	Strategic Implication
Recurring slips and severe weather events	Ongoing corridor disruption risk
Limited practical alternative routes	Reduced network redundancy

Extended diversion routes	Increased freight and travel costs
Recovery operations and stop/go traffic management	Reduced corridor reliability
Freight dependency on SH2	Significant export and supply chain vulnerability

No practical alternative route currently provides equivalent:

- freight resilience,
- operational efficiency,
- travel reliability,
- or strategic network function

to SH2 through the Waioweka Gorge.

3. Detour Route Context

When SH2 through the Waioweka Gorge is closed or restricted, detour routes are limited and operationally challenging.

Primary Alternative Routes

Route	Network Effect
SH35 Coastal Route	Extended travel times and weather-dependent reliability
SH5 via Taupō	Significant additional travel distance and operational cost
Local Roads	Not suitable for sustained high-volume freight diversion

Indicative detour conditions include:

- additional travel times exceeding 3 hours,
- increased freight operating costs,
- reduced travel certainty,
- and exposure to additional weather-related disruption.

Infometrics[15] analysis identified:

- approximately $417,000 per day additional transport costs using SH35,
- and approximately $482,000 per day additional costs using southern SH2/SH5 detours.

The report further noted:

- SH35 is not fully suitable for all heavy freight movements due to HPMV limitations.

[15] Appendix_E_Economic_and_Community_Impacts - OneDrive

4. Freight Movement and Export Dependency

The regional freight network remains heavily dependent on continued SH2 availability.

Freight Movement Chain

Growers / Forestry / Producers

↓

Packhouses & Processing

↓

Freight Operators

↓

State Highway 2

↓

Eastland Port & National Supply Chains

↓

Domestic & International Markets

Freight and Economic Context

Key freight observations identified include:

- road freight remains the dominant transport mode for the region's tradeable economy,
- Eastland Port relies heavily on resilient freight access via SH2,
- corridor disruption creates cumulative impacts across freight efficiency and export reliability,
- and supply chains remain vulnerable during prolonged closure events.

Supporting freight assessments identified:

- increasing freight demand associated with forestry, horticulture, processed timber, meat exports, and containerised freight movement,
- alongside significant pressure on the regional transport network.

The Gisborne to Wairoa Freight Assessment also identified:

- growing freight dependence on resilient transport access,
- concerns regarding highway reliability,
- and increasing heavy vehicle impacts on the regional roading network.

5. Operational Impacts Identified

Impact Area	Effect
Freight reliability	Reduced certainty and increased delays
Export timing	Increased pressure on logistics and shipping schedules
Operational efficiency	Increased travel time and freight costs
Supply chains	Reduced resilience during prolonged closures
Community access	Reduced access to goods and services
Emergency response	Increased vulnerability during major weather events

Closures create significant disruption across:

- freight movement,

- businesses,
- emergency access,
- regional productivity,
- and wider community resilience.

6. Network Resilience Implications

Recurring disruption along SH2 creates cumulative impacts across:

- freight efficiency,
- export reliability,
- emergency access,
- healthcare access,
- community resilience,
- regional productivity,
- and national supply chain continuity.

Operational closure events regularly require:

- recovery works,
- stop/go traffic management,
- geotechnical inspections,
- debris clearance,
- and staged reopening arrangements.

Photographic evidence demonstrates:

- large-scale slope instability,
- debris inundation,
- constrained recovery environments,
- and ongoing operational management requirements.

7. Indicative Disruption and Exposure

Current indicative disruption analysis identifies:

Metric	Indicative Value
Total identified disruption	2,828 hours
Equivalent disruption	117.83 days
Equivalent disruption period	16.83 weeks
Indicative cumulative economic exposure	~NZ$942 million*

*Indicative economic exposure figures do not currently include:

- fatalities,
- serious injuries,
- emergency response delays,
- healthcare access delays,
- or wider Value of Statistical Life (VoSL) impacts.

The indicative cumulative economic exposure estimate is based on:

- cumulative disruption durations,
- freight disruption analysis,

- and publicly referenced economic impact information.

The material should be interpreted as high-level contextual information only and not as a formally verified economic assessment.

8. Existing Strategic Recognition

The Waioweka Gorge corridor has already been identified through multiple RLTP cycles as:

- regionally significant,
- strategically critical,
- and highly vulnerable to natural hazard disruption.

The 2024 RLTP identified:

- SH2 Ōpōtiki to Te Karaka resilience works,
- corridor recovery programmes,
- and Waioeka Gorge resilience investment priorities,
  including indicative resilience investment estimates in the hundreds of millions of dollars.

9. Strategic Conclusion

SH2 is not solely a regional transport corridor.
It is a nationally significant:

- freight route,
- export connection,
- resilience corridor,
- supply chain link,
- emergency access route,
- and economic lifeline.

Repeated disruption events continue to expose:

- limited practical redundancy,
- constrained operational resilience,
- and increasing vulnerability across the East Coast transport network.

The cumulative impacts of prolonged closure events increasingly affect:

- freight efficiency,
- export reliability,
- emergency access,
- regional productivity,
- and wider national supply chain continuity.

Visusal

Recurring closure events within the Waioweka Gorge continue to demonstrate the strategic vulnerability of the East Coast transport network. Limited practical redundancy, constrained recovery environments, and significant freight dependency on SH2 create cumulative impacts across export reliability, emergency access, supply chains, and regional productivity.

Figure D-1 SH2 Detour Route and Network Constraint Map

Figure D-2 Freight Movement and Export Dependency Diagram

Figure D-3 Operational Closure and Recovery Imagery

Figure D-4 Waioweka Gorge Slip and Recovery Photography

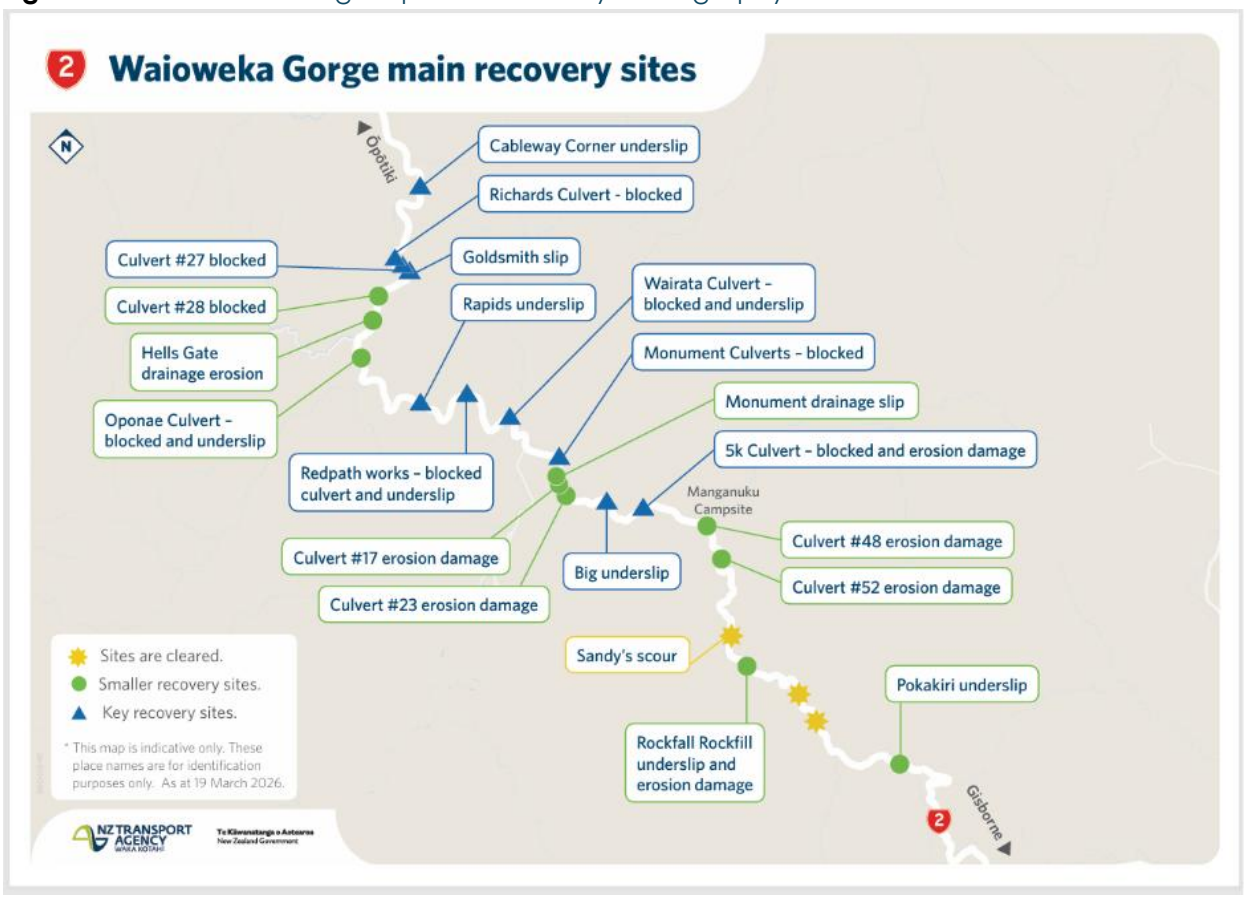
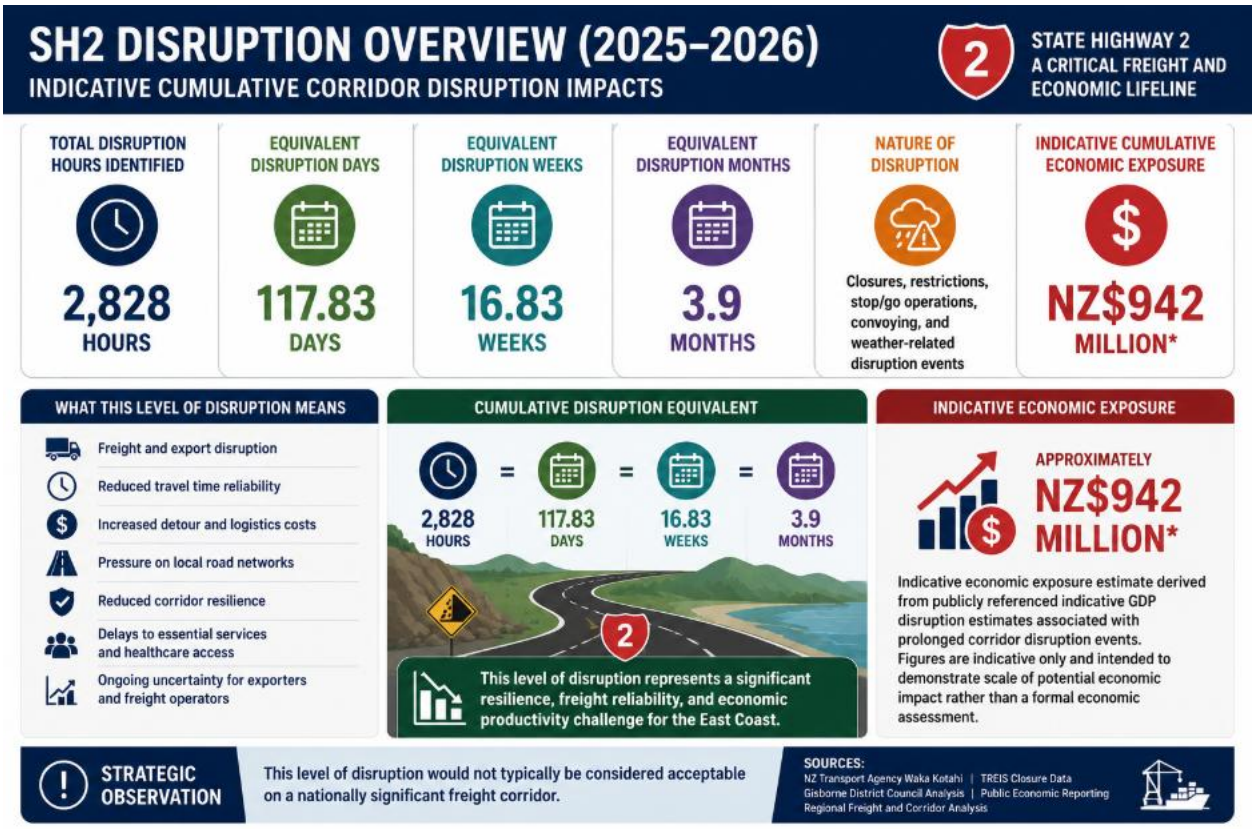


Figure D-5 Indicative Disruption and Economic Exposure Dashboard



APPENDIX 05 COMMUNITY, ECONOMIC AND SUPPLY-CHAIN IMPACTS

Purpose

This appendix provides a high-level summary of:

- community impacts,
- economic impacts,
- freight and supply-chain disruption,
- and wider resilience implications associated with recurring SH2 Waioweka Gorge closure events.

The appendix consolidates publicly available evidence, corridor analysis, and supporting strategic material to demonstrate the cumulative impacts of reduced corridor reliability on:

- Tairāwhiti,
- Hawke's Bay,
- Bay of Plenty connectivity,
- freight movement,
- emergency access,
- and national supply chains.

1. Key Corridor Indicators

Indicator	Summary
Vehicles per day through Waioweka Gorge	1,191 AADT (2025 temporary count site)
Additional detour cost per closure day	$417k–$482k
Tradeable GDP disrupted per closure day	~$524k
Estimated road-user cost for one 48-hour closure	$2m–$6m

NZTA and Infometrics analysis identified that:

- SH2 closures create substantial additional freight and travel costs,
- detour routes significantly increase travel times and operating costs,
- and freight reliability remains highly vulnerable during prolonged disruption events.

2. Community Impact

What Communities Experience First

Community evidence and publicly available commentary consistently identify:

- uncertainty around corridor availability,
- isolation risk,
- disruption to healthcare access,
- and reduced confidence in network reliability.

Key Community Themes

- Residents rely heavily on:
    - NZTA updates,
    - community pages,
    - convoy notices,
    - and informal reporting to determine whether travel is possible.

- Access to:
    - healthcare,
    - work,
    - education,
    - whanau connections,
    - and essential services
      becomes increasingly difficult during prolonged closure events.
- Managed access arrangements including:
    - convoys,
    - stop/go operations,
    - resident-only access,
    - and limited travel windows
      continue to create operational uncertainty and fatigue.
- Isolation risk is particularly significant for:
    - remote communities,
    - essential workers,
    - freight operators,
    - and vulnerable households.

Community comments and screenshots demonstrate:

- repeated uncertainty,
- confusion around closure status,
- reliance on social media updates,
- and growing concern regarding corridor fragility.

3. Economic Impact

What the Region Loses

NZIER and Infometrics assessments identify recurring corridor disruption as a significant economic productivity issue rather than solely an asset maintenance issue.

Key Economic Findings

NZIER identified:

- annual business revenue losses between:
    - $34 million and $112 million
      across surveyed businesses affected by SH2 disruptions.

Infometrics estimated:

- Waioweka Gorge closure detours add:
    - approximately $417k–$482k per day
      in additional travel-time and vehicle operating costs.

Infometrics further estimated:

- approximately $524k per day of road-transport-focused tradeable GDP is disrupted when the Gorge is closed.

NZIER modelling identified:

- resilience investment could contribute:
    - approximately $3.9 billion GDP uplift for Gisborne,

- and approximately $8.8 billion nationally,
  over the 2024–2050 period.

Additional public evidence also identifies:

- reduced investor confidence,
- reduced productivity,
- increased operating costs,
- delayed freight movement,
- and cumulative business uncertainty associated with repeated corridor disruption events.

4. Supply-Chain Disruption

Why This Is Nationally Relevant

SH2 functions as a critical freight and supply-chain corridor connecting:

- Gisborne,
- Wairoa,
- Napier,
- Ōpōtiki,
- Tauranga,
- Eastland Port,
- and wider national markets.

Freight and Logistics Impacts

Public evidence identifies that:

- freight reliability,
- export timing,
- food processing,
- forestry,
- port access,
- and supply-chain continuity
  all remain highly dependent on corridor resilience.

When the Gorge closes:

- southern detours via Napier–Taupō–Tauranga extend journeys to approximately:
  - 506 km and 7 hours,
    compared with:
  - 272 km and approximately 4 hours via the Gorge.

The SH35 East Cape route:

- provides a shorter detour,
- however not all sections are suitable for HPMV freight movements,
- limiting practical heavy freight resilience capability.

Public resilience assessments also identify:

- potential food supply risks,
- export delays,
- healthcare logistics impacts,

- and wider national supply-chain vulnerability during major closure events.

5. Visitor and Tourism Impacts

Trust Tairāwhiti visitor spend analysis identified:

- approximately $1.71 million reduction in visitor spend during a six-week period associated with Waioweka Gorge closure and convoy restrictions.

The analysis identified:

- an overall reduction of approximately 15.8% in visitor spend,
- averaging approximately $285,000 reduction per week.

The analysis also noted:

- uncertainty associated with closures likely reduced visitor confidence and discretionary travel demand.

6. Corridor Impact Chain

Corridor Failure Sequence

Weather / Slips
↓
Closures / Convoys / Stop-Go
↓
Long Detours (+185 km to +234 km)
↓
Higher Freight and Travel Costs
↓
Reduced Business and Community Confidence
↓
Reduced Productivity and Economic Efficiency
↓
Increased National Resilience Investment Need

7. Strategic Observation

Public evidence consistently demonstrates that:

- corridor disruption is not isolated to transport inconvenience,
- but directly affects:
    - economic productivity,
    - community wellbeing,
    - emergency access,
    - freight efficiency,
    - and regional resilience capability.

Repeated closure events increasingly expose:

- limited practical redundancy,
- operational fragility,
- and cumulative supply-chain vulnerability across the East Coast network.

8. Strategic Conclusion

SH2 through the Waioweka Gorge is not solely a regional road corridor.

It functions as a:

- nationally significant freight route,
- economic lifeline,
- resilience corridor,
- emergency access connection,
- and critical supply-chain link.

The cumulative evidence base demonstrates that:

- ongoing disruption creates measurable economic and community impacts,
- resilience investment has broad regional and national benefits,
- and long-term corridor reliability remains strategically significant to the East Coast and wider New Zealand economy.

Recurring disruption events along SH2 through the Waioweka Gorge create cumulative impacts across community access, freight reliability, economic productivity, visitor confidence, and regional resilience. Limited practical network redundancy, prolonged detours, and ongoing operational uncertainty continue to affect supply-chain efficiency, emergency access, business confidence, and wider East Coast economic connectivity.

Figure E-1 Community, Economic and Supply-Chain Dashboard Summary

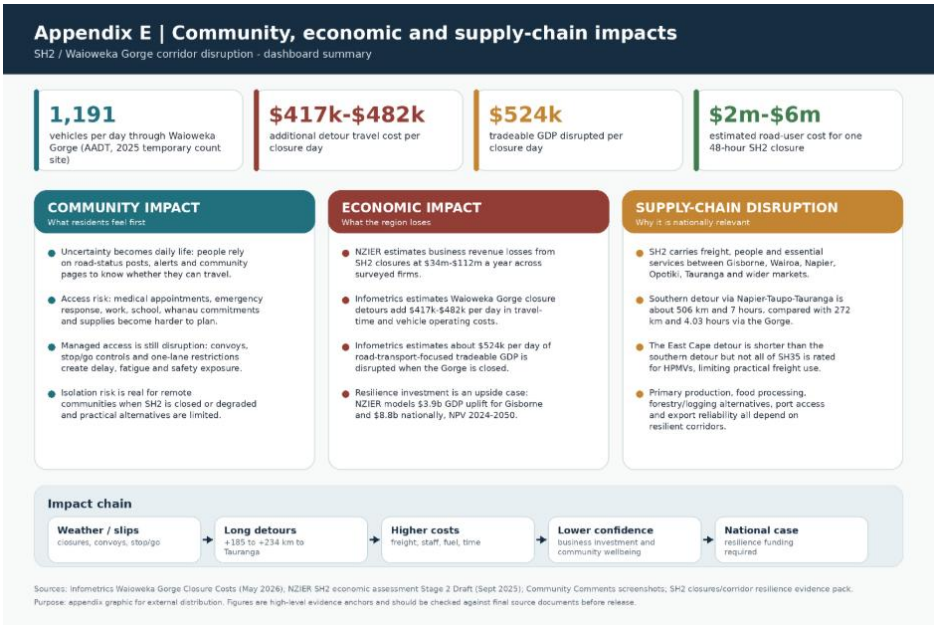


Figure E-2 "The True Cost of Disruption" Resilience and Economic Impact Infographic

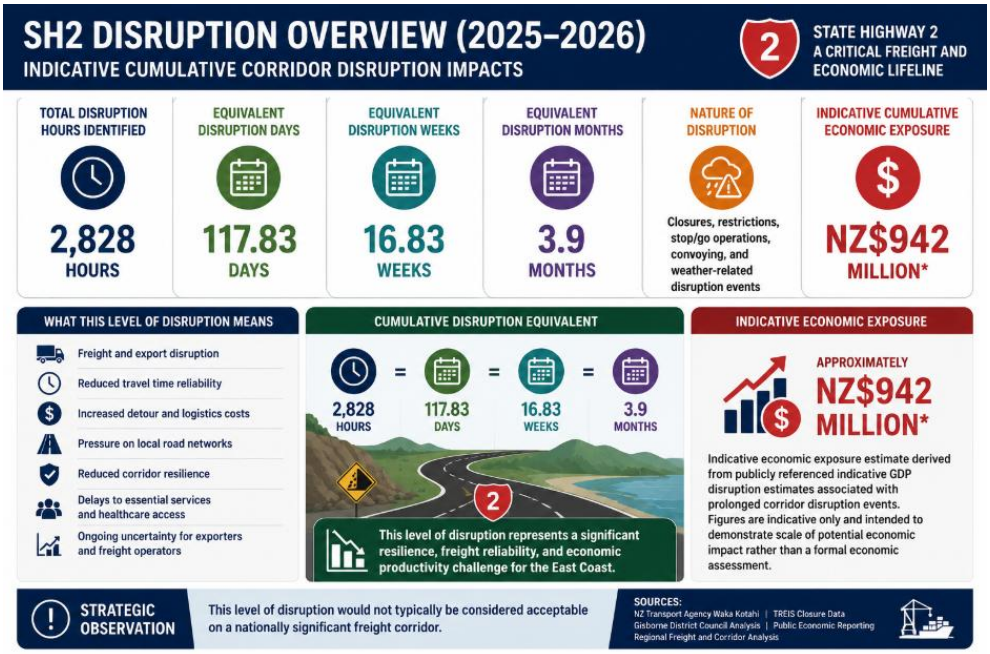


Figure E-3 Community Closure Notices and Public Response Screenshots

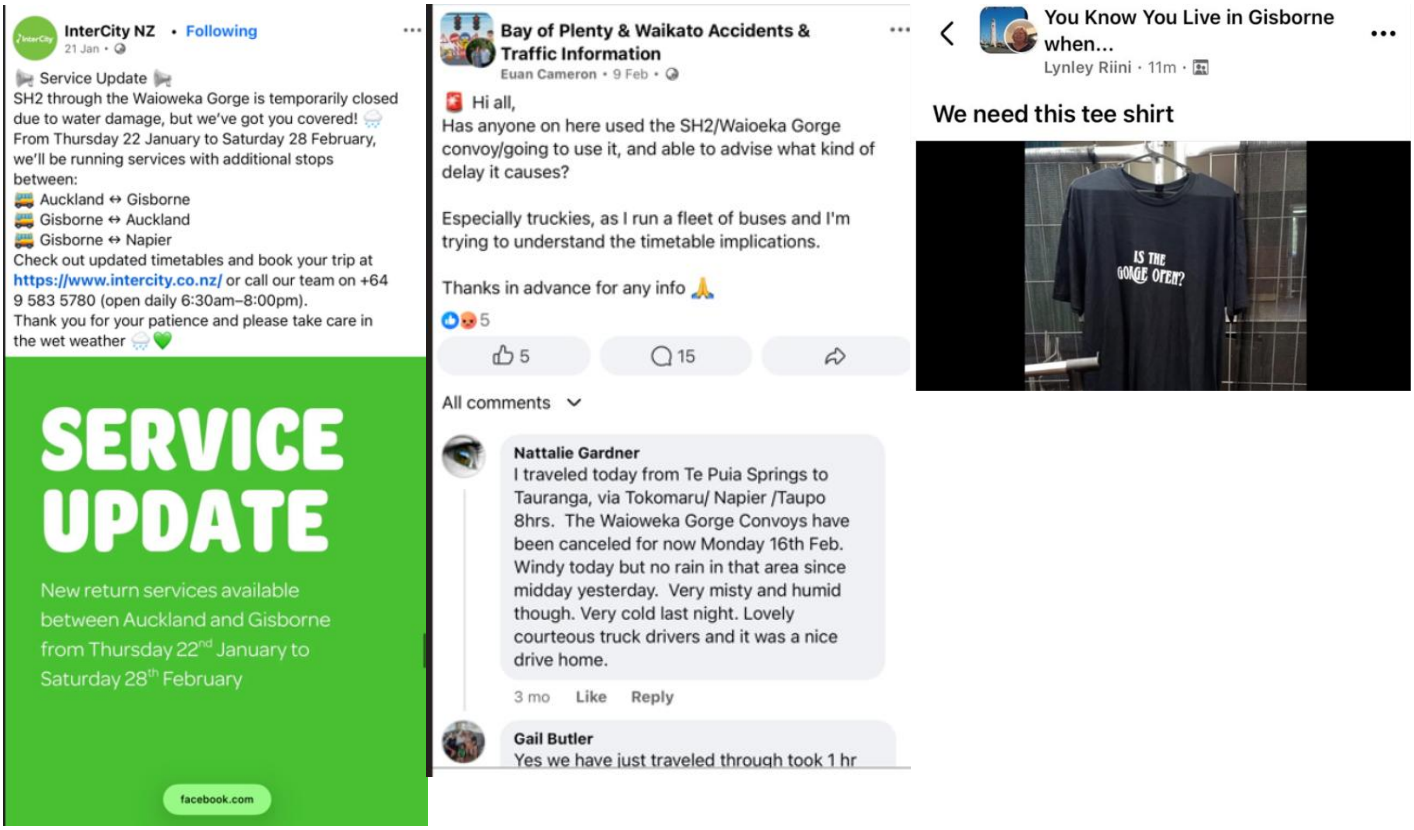


Figure E-4 Visitor Spend and Tourism Impact Summary

Visitor spend impact

Marketview visitor credit card data indicates that the Waioweka Gorge closure and restricted convoy access coincided with a measurable short-term reduction in visitor spending in Tairāwhiti. Across the six weeks from week ending 23 January to week ending 27 February 2026, visitor spend was approximately $1.71 million lower than the same period in 2025. This represents a 15.8% reduction, or an average reduction of about $285,000 per week.

Week ending	Road status	2025 visitor spend	2026 visitor spend	Change	% change
23 Jan 2026	Closed	$2,051,582	$1,661,523	-$390,060	-19.0%
30 Jan 2026	Partial closure / convoy	$1,693,954	$1,465,086	-$228,868	-13.5%
6 Feb 2026	Partial closure / convoy	$1,933,611	$1,619,336	-$314,275	-16.3%
13 Feb 2026	Partial closure / convoy	$1,741,020	$1,535,173	-$205,848	-11.8%
20 Feb 2026	Lag effect	$1,708,556	$1,374,045	-$334,511	-19.6%
27 Feb 2026	Lag effect	$1,698,617	$1,461,174	-$237,443	-14.0%
Total	**Six-week period**	**$10,827,340**	**$9,116,336**	**-$1,711,004**	**-15.8%**

This timing is consistent with the business survey evidence that access uncertainty reduced visitor confidence. However, the figure should not be treated as a fully isolated causal estimate. It is better understood as a strong indicator that the closure and convoy period contributed to a measurable short-term visitor-demand shock.

The largest impacts were seen in visitor-facing sectors, particularly accommodation (-29%) and cafés (-14%). Although local spending increased slightly during the same period, this only partly offset the decline in visitor spend. The net effect was an estimated $618,000 reduction in total spend over the period.

Figure E-5 Freight and Supply-Chain Dependency Diagram

Figure E-6 Indicative Corridor Impact Chain Diagram

Supporting Sources

- NZIER SH2 Economic Assessment Stage 2 Draft (2025) [16]
- Infometrics Waioweka Gorge Closure Costs (May 2026) [17]
- SH2 / SH35 / SH38 Closures and Corridor Resilience Evidence Pack [18]
- Community Comment Screenshots and Public Responses [19]
- Trust Tairāwhiti Visitor Spend Impact Analysis [20]

[16] Appendix_E_Economic_and_Community_Impacts - OneDrive
[17] Appendix_E_Economic_and_Community_Impacts - OneDrive
[18] SH2,Closures and Corridor Resilience in Tair_whiti_Gisborne (Public Evidence, 2016-2026).docx
[19] Community Comments.docx
[20] Trust Tairwahiti Data.docx

APPENDIX 06 SH2 CORRIDOR RECOVERY AND DAMAGE EVIDENCE

Purpose

This appendix provides visual evidence demonstrating the operational vulnerability, geotechnical instability, flood exposure, recovery complexity, and resilience pressures affecting the SH2 Waioweka Gorge corridor.

The appendix consolidates:

- corridor damage imagery,
- slip and flood evidence,
- recovery operations,
- public travel advisories,
- network accessibility notices,
- and operational closure information

to support wider discussions regarding:

- corridor resilience,
- freight reliability,
- emergency access,
- network redundancy,
- and long-term strategic investment requirements.

Data Interpretation and Context

The material included within this appendix has been compiled from publicly available operational notices, NZTA updates, media reporting, public safety information, recovery imagery, and community-shared corridor evidence.

The images are intended to demonstrate:

- the scale and frequency of disruption,
- constrained operational conditions,
- recovery complexity,
- and cumulative corridor vulnerability.

The material should be interpreted as indicative operational evidence and supporting context rather than a formal engineering or geotechnical assessment.

1. Corridor Vulnerability and Operational Reality

The Waioweka Gorge corridor remains highly exposed to:

- severe weather impacts,
- recurring slips,
- rockfall activity,
- flooding,
- debris inundation,
- and constrained recovery conditions.

Photographic evidence demonstrates:

- repeated hillside instability,

- floodwater encroachment,
- constrained road geometry,
- and operational safety pressures across active transport routes.

The corridor's narrow alignment and steep terrain environment significantly limit:

- operational flexibility,
- recovery staging space,
- and practical network redundancy.

2. Recurring Slip and Flood Damage

Visual evidence identifies:

- repeated slip failures affecting live traffic corridors,
- debris inundation across carriageways,
- severe floodwater encroachment,
- and ongoing geotechnical instability throughout the Gorge environment.

Examples include:

- major hillside failures,
- rockfall exposure,
- culvert and underslip failures,
- and large-scale slope movement directly affecting corridor accessibility.

Several events demonstrate:

- immediate public safety risks,
- corridor closure requirements,
- and the vulnerability of SH2 during prolonged severe weather events.

3. Recovery and Operational Constraints

Recovery imagery demonstrates:

- active debris clearance operations,
- large-scale earthworks,
- constrained machinery access,
- and staged recovery activity within narrow corridor environments.

Recovery operations regularly require:

- stop/go traffic management,
- convoy systems,
- temporary closures,
- resident-only access arrangements,
- and ongoing geotechnical monitoring.

Operational recovery timeframes are often measured in:

- weeks,
- staged reopening periods,
- and repeated maintenance interventions,

rather than immediate restoration.

4. Network Redundancy and Regional Isolation Risk

Public travel advisories and closure notices demonstrate:

- limited practical alternative access,

- significant detour requirements,
- and recurring regional isolation risk during major closure events.

Operational notices consistently identified:

- no short or convenient detour route,
- reliance on SH35 or SH5 during major closures,
- and substantial increases in travel time and freight movement costs.

The material demonstrates that:

- SH2 functions as a critical interregional lifeline corridor,
- and prolonged disruption significantly affects freight, community access, and emergency connectivity.

5. Freight, Community and Emergency Access Implications

The corridor supports:

- freight movement,
- export access,
- emergency response,
- healthcare connectivity,
- tourism activity,
- and essential community access across the East Coast network.

Visual evidence demonstrates the operational challenges associated with:

- maintaining corridor access,
- preserving freight continuity,
- and protecting public safety during severe weather and slip events.

Recurring disruption events continue to create cumulative impacts across:

- supply chains,
- freight reliability,
- emergency access,
- and regional productivity.

6. Recovery Site Complexity

NZTA recovery site mapping identified:

- multiple active debris flow locations,
- culvert failures,
- underslip damage,
- blocked drainage systems,
- and extensive geotechnical response requirements across the Gorge corridor.

The mapping demonstrates:

- the scale of corridor-wide damage exposure,
- the distributed nature of recovery requirements,
- and the operational complexity associated with restoring reliable corridor access.

7. Strategic Observation

The cumulative evidence demonstrates that SH2 through the Waioweka Gorge is:

- highly exposed to recurring natural hazard disruption,
- operationally constrained,

- and increasingly vulnerable to prolonged closure events.

The corridor's limited redundancy means disruption events increasingly affect:

- freight reliability,
- emergency access,
- economic productivity,
- visitor confidence,
- and wider East Coast resilience outcomes.

8. Strategic Conclusion

SH2 through the Waioweka Gorge is not solely a regional road corridor.

It functions as:

- a nationally significant freight route,
- an economic lifeline,
- a resilience corridor,
- and a critical interregional access connection.

The visual evidence demonstrates:

- repeated operational disruption,
- constrained recovery environments,
- and the increasing importance of long-term resilience investment and strategic corridor planning.

Figure F-1 SH2 Corridor Recovery and Damage Evidence Dashboard

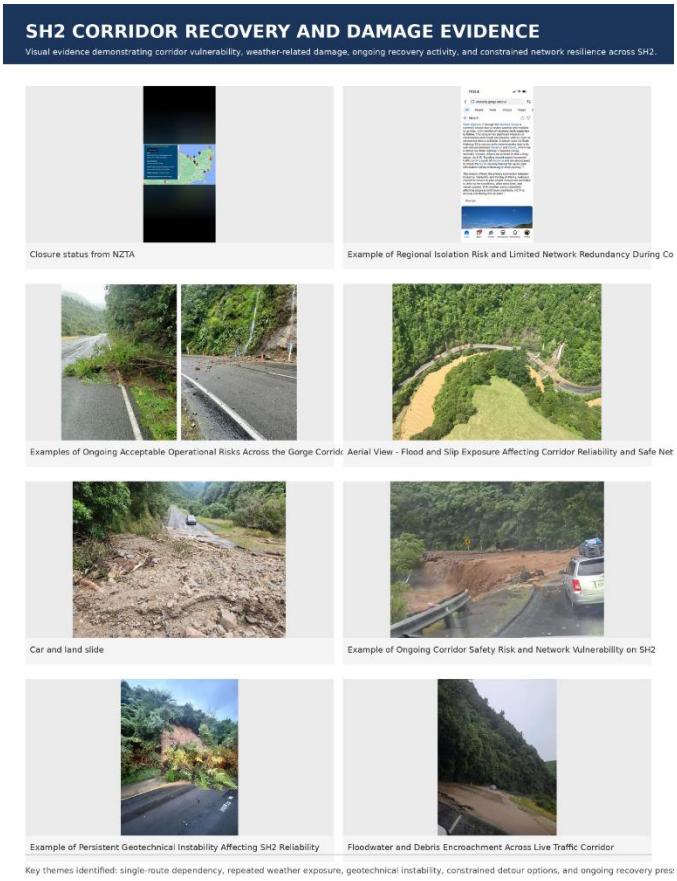


Figure F-2 Major Slip and Hillside Failure Photography

Figure F-3 Floodwater and Debris Encroachment Across Live Traffic Corridor

Figure F-4 Public Closure Notices and Network Accessibility Advisories

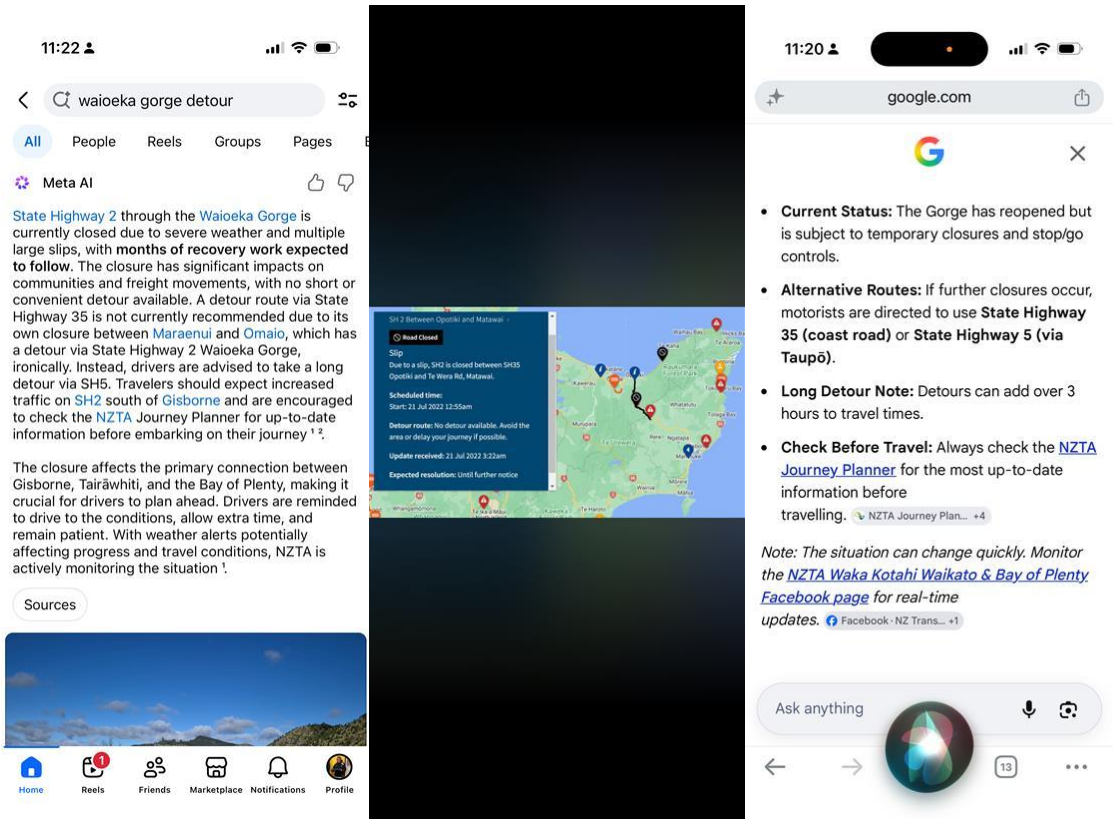


Figure F-5 Recovery Operations and Earthworks Activity

The Goldsmith slip on SH2. Photo / NZTA

APPENDIX 07 SH2 RESILIENCE INVESTMENT AND BUSINESS CASE PROGRAMME

Appendix Purpose

This appendix provides an overview of:

- existing and proposed SH2 resilience investment activity,
- corridor stabilisation priorities,
- business case development pathways,
- and long-term resilience planning associated with the Waioweka Gorge and wider East Coast corridor.

The appendix consolidates:

- resilience investment themes,
- programme sequencing,
- intervention planning,
- corridor risk context,
- and strategic investment logic

to support wider discussions regarding:

- long-term corridor resilience,
- freight reliability,
- national supply-chain continuity,
- and future investment prioritisation.

1. Strategic Context

The SH2 corridor remains a nationally significant:

- freight route,
- emergency access connection,
- healthcare lifeline,
- export corridor,
- and regional resilience asset.

Repeated weather events, slope instability, underslips, flooding, and constrained recovery conditions continue to affect:

- network reliability,
- freight efficiency,
- emergency access,
- and regional productivity.

The current investment approach increasingly recognises that:

- ongoing reactive recovery alone is unlikely to provide sustainable long-term resilience outcomes,
- and that strategic corridor investment is required to reduce cumulative disruption exposure.

2. Resilience Investment Overview

Current and planned resilience investment programmes focus on:

- stabilising the corridor,
- improving reliability,
- reducing disruption frequency,

- and protecting long-term regional connectivity.

Indicative investment themes include:
- slope stabilisation,
- drainage and culvert upgrades,
- retaining structures,
- river protection works,
- emergency recovery readiness,
- and freight-critical resilience interventions.

The resilience dashboard identifies:
- approximately $146 million indicative total investment, including:
- resilience interventions,
- maintenance and renewals,
- and enabling investigations.

The programme is intended to support:
- safer journeys,
- more reliable access,
- improved freight reliability,
- and long-term climate resilience outcomes.

3. Business Case Programme Pathway

The programme dashboard identifies a staged business case pathway comprising:
- strategic case development,
- indicative business case assessment,
- detailed business case progression,
- and implementation planning.

The pathway includes:
- multi-criteria assessment,
- economic case development,
- stakeholder engagement,
- and delivery monitoring.

The investment approach is intended to:
- align recovery activity with longer-term resilience planning,
- reduce repeated disruption exposure,
- and transition from reactive recovery to proactive corridor investment.

4. Programme Sequencing and Delivery Approach

The programme sequencing framework identifies:
- immediate recovery works,
- medium-term corridor strengthening,

- and longer-term resilience upgrades.

Short-Term Priorities (2024–2026)
Indicative priorities include:
- critical slope stabilisation,
- drainage improvements,
- emergency resilience works,
- and enabling investigations.

Near-Term Priorities (2026–2029)
Indicative priorities include:
- riverbank protection,
- structure strengthening,
- ongoing slope upgrades,
- and detailed design and consenting activity.

Medium-Term Priorities (2029–2032)
Indicative priorities include:
- major resilience interventions,
- flood mitigation works,
- road realignment where required,
- and network-wide resilience upgrades.

Long-Term Priorities (2032+)
Indicative priorities include:
- integrated climate resilience programmes,
- ongoing adaptation investment,
- and future corridor resilience management.

5. Corridor Risk Context
The SH2 corridor continues to face increasing climate-related risk exposure associated with:
- heavy rainfall,
- landslides,
- slope failure,
- river flooding,
- erosion,
- and coastal impacts.

Programme material identifies:
- repeated weather exposure,
- geotechnical instability,
- limited detour options,
- and extended closure vulnerability
  as ongoing strategic corridor risks.

The programme recognises:

- single-route dependency,
- constrained network redundancy,
- and increasing recovery complexity

as significant resilience challenges for the East Coast network.

6. Investment Logic and Strategic Rationale

Rapid assessment work prepared for the Ministerial evidence pack identified that:

- SH2 disruption is not solely a local transport inconvenience,
- but a nationally significant resilience, productivity, freight, emergency access, and regional wellbeing issue.

The rapid assessment further identified:

- repeated closures,
- stop/go operations,
- constrained access,
- and freight unreliability

as inconsistent with the expected level of service for nationally significant freight corridors.

Indicative investment logic identified:

- proactive resilience investment is likely to be materially more cost-effective than repeated reactive recovery activity over time.

The rapid assessment also identified:

- avoided freight delay,
- reduced recovery expenditure,
- improved emergency access,
- reduced productivity loss,
- and improved national resilience

as key strategic benefit streams associated with resilience investment.

7. Strategic Outcomes

The resilience programme identifies the following intended long-term outcomes:

- reduced disruption duration,
- improved corridor reliability,
- improved emergency response capability,
- improved freight efficiency,
- stronger regional connectivity,
- and greater long-term climate resilience.

The programme also supports:

- community wellbeing,
- economic productivity,
- freight continuity,
- and long-term East Coast resilience planning.

8. Strategic Observation

The cumulative evidence demonstrates that:

- corridor recovery alone will not fully address long-term resilience challenges,
- and that integrated investment planning is increasingly required to reduce recurring disruption exposure.

The programme reflects a transition from:

- reactive recovery,
  toward:
- proactive resilience investment,
- corridor strengthening,
- and nationally significant freight resilience planning.

9. Strategic Conclusion

SH2 through the Waioweka Gorge is a nationally significant:

- freight corridor,
- resilience asset,
- emergency access route,
- and economic lifeline.

The programme material demonstrates:

- growing recognition of long-term corridor vulnerability,
- increasing investment readiness,
- and the need for coordinated resilience planning across local and central government.

The proposed resilience investment pathway is intended to:

- reduce disruption frequency,
- improve network reliability,
- support freight and export continuity,
- and strengthen long-term East Coast resilience outcomes.

The SH2 resilience investment programme demonstrates the transition from reactive recovery toward long-term corridor resilience planning and strategic investment. Programme material identifies ongoing exposure to geotechnical instability, severe weather disruption, limited network redundancy, and freight reliability pressures, reinforcing the need for coordinated resilience investment across the East Coast corridor.

Figure G-1 SH2 Resilience Investment Programme Dashboard

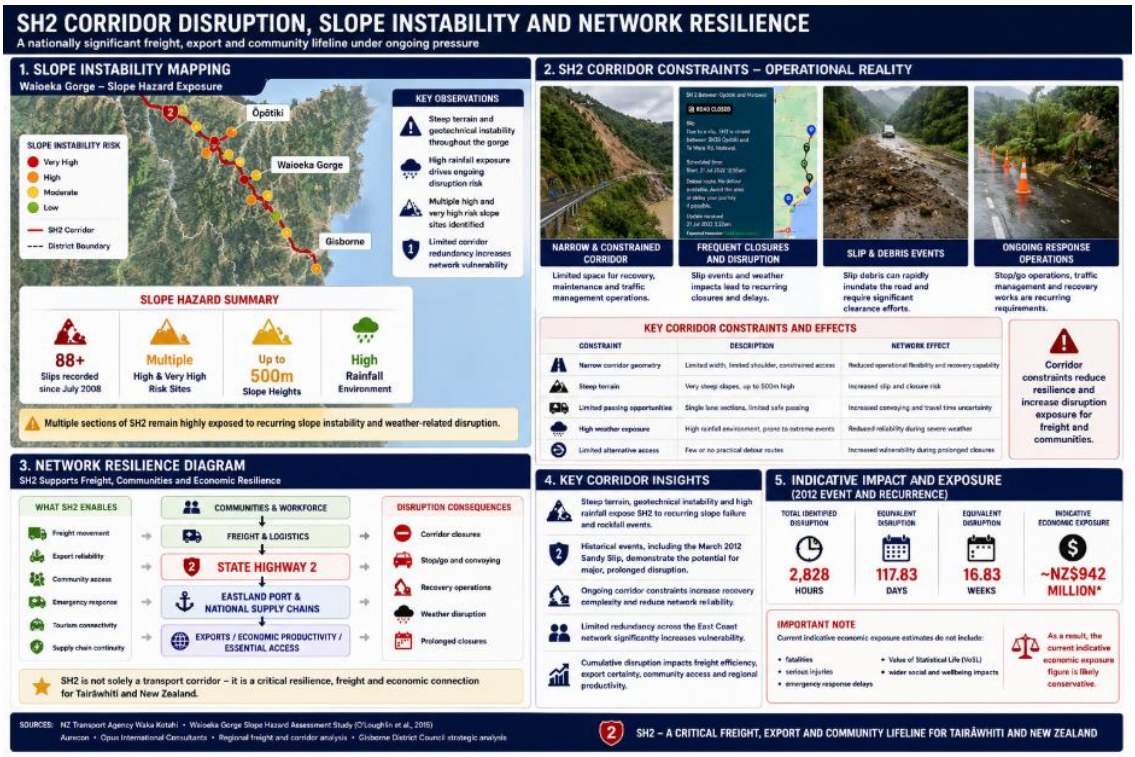


Figure G-2 Business Case Programme Pathway Diagram

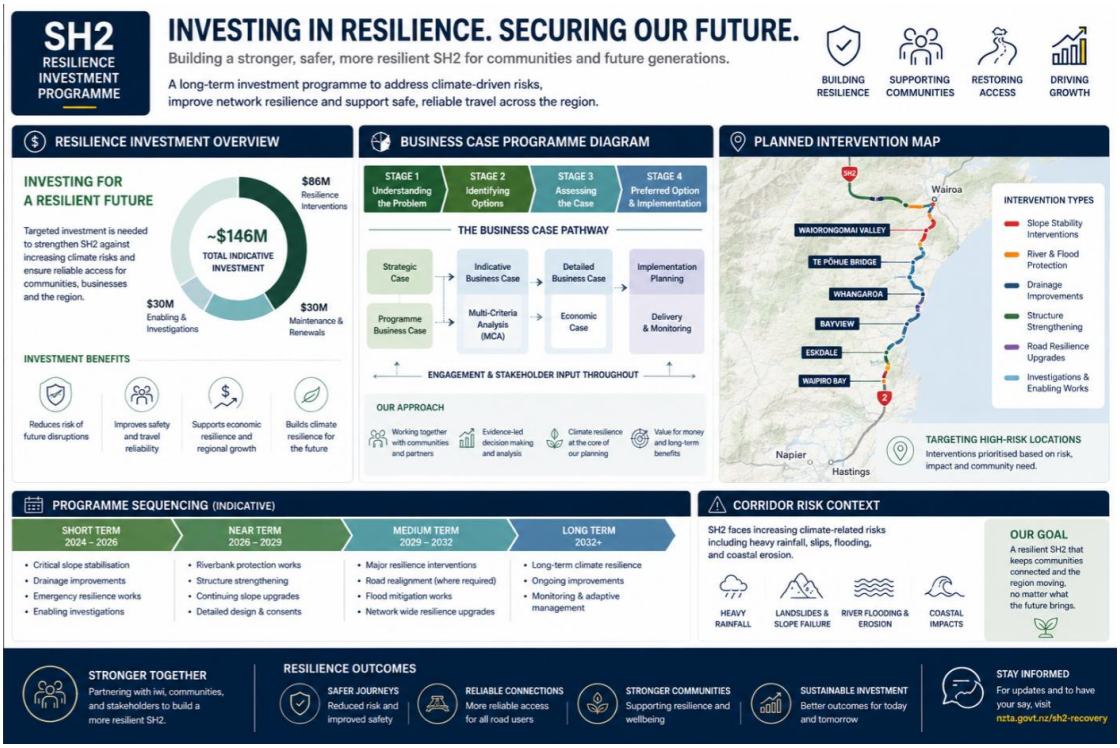


Figure G-3 Planned Intervention and Corridor Risk Map

Figure G-4 Programme Sequencing and Delivery Timeline

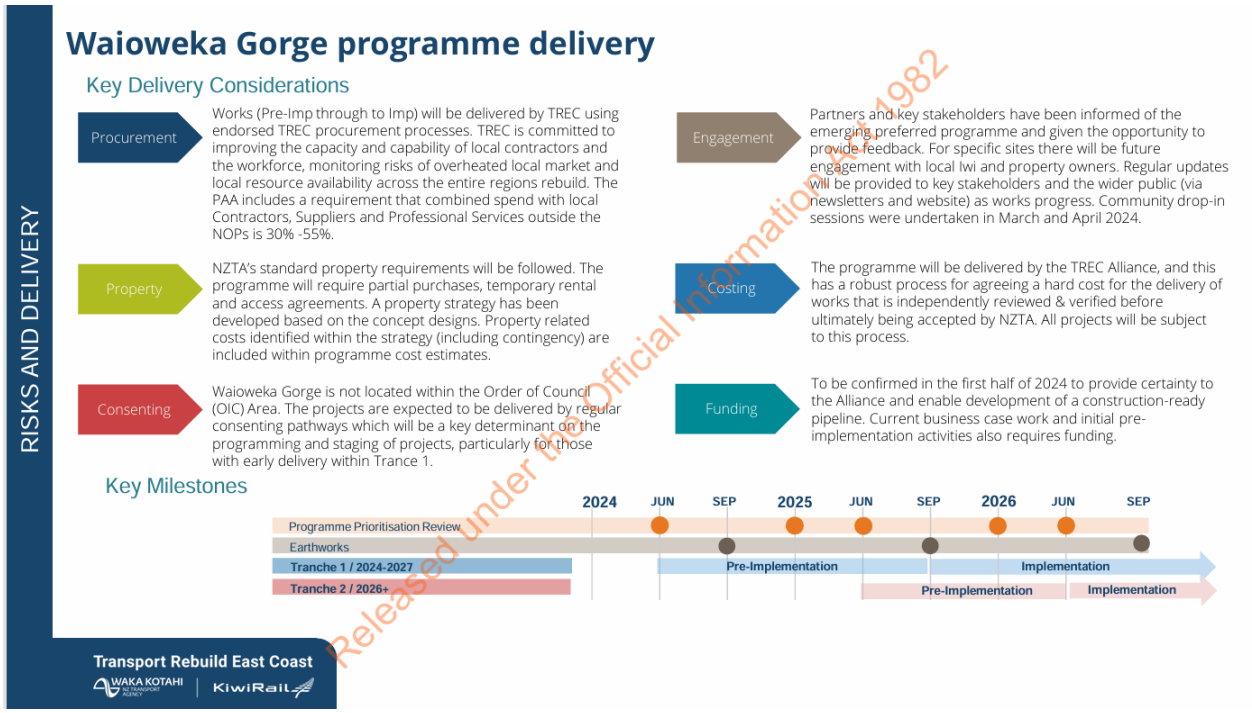


Figure G-5 Corridor Risk and Climate Exposure Context

RISKS AND DELIVERY

Waioweka Gorge Risks and Opportunities

- TREC has a robust process to manage risk and the implementation of these sites will be delivered using these procedures. TREC maintains an alliance wide risk register to capture recovery and rebuild projects which is updated monthly and at key milestones.
- Overarching programme wide risks such as engagement, commercial, construction, programme funding and quality are included in the TREC Management Plan.
- The most critical risks for the SH2 Waioweka Gorge corridor are shown below.

Key Risks	Cause and Mitigation Strategy	Residual Risk Level
Change in risk of sites	This could be for a number of reasons (future natural hazard events, more detailed information becomes available etc). The TREC reprioritisation process requires all sites to be reassessed at a minimum annually but there is an expectation of every 6 months in the short term. This will allow changes to be identified and reprioritised if appropriate. NZTA must approve any Price Level Adjustments (through the appropriate NZTA Kotahi delegations) if additional investment is required or the forecast level of service in a corridor reduces materially from that assumed in the approved SSBC.	Medium
Increase in Costs	Costs have been developed to an initial concept level design. As detailed design progresses there is a risk these increase resulting in not all prioritised projects remaining within the funding envelope. This will be managed through the use of Independent Estimators (IE) as the design progresses and use of IE in providing input into initial concept cost estimates. TREC also has a challenge session in place to test the scale of design interventions to drive value for money investment.	High
Decrease in costs	There is an opportunity that costs will decrease, through programme wide departures and efficiencies enabling costs savings or more value added through additional sites being able to be included in the programme. This opportunity will be managed in a similar way to the cost increase risk above.	Opportunity
Not addressing likelihood of loss of service	There is residual risk from not remediating consequence of loss of service 3 or below sites because they could deteriorate further to higher consequence sites if left unremedied. This is mitigated through the recommended corridor wide responses (including monitoring and turnaround areas), which are integral to the readiness and response where likelihood of loss of service is not addressed. The recommended reprioritisation process (every 6 months) will help mitigate this risk.	Medium
Additional sites are identified	It is likely that new sites will continue to be identified on SH2 through Waioweka Gorge over the lifetime of TREC as the geology is not stable. The proposed monitoring programme may also identify further unknown risk sites on the corridor. TREC has processes to cross check between recovery and rebuild activities and to capture changes. It is anticipated that changes would be reassessed as part of the regular reprioritisation process and sites would be prioritised using the same criteria to understand urgency. It is expected this would mostly impact the Tranche 3 prioritised list.	Medium
Programme does not meet public expectations	The recommended programme has prioritised projects based on consequence of loss of service; however, these may not align with community expectations of site importance. It is anticipated that any changes could be reassessed as part of the regular reprioritisation process.	Medium
Funding availability	The full programme is required to manage the risk of closures and failures on SH2 through Waioweka Gorge in the future. Partial investment will reduce the resilience benefits for SH2 through Waioweka Gorge to be realised. It will result in a significantly larger residual risk being adopted. At a journey level, the recommended programme of work targets a similar level of response to resilience risks as that sought through the wider SH2 (Ōpōtiki to Napier) corridor business case. A lower target envelope for investment through Waioweka Gorge (for example, targeting sites rate 5 only) could result in risks to achieving the full benefits of investment for regional connectivity along the corridor. Confirming full Tranche 1 funding and obtaining additional Tranche 2&3 funding will remain a high priority for the TREC team.	Medium
Other projects	Engagement with the Bay of Plenty Maintenance and Operations team has identified a large forward works programme on SH2 through Waioweka Gorge. There is an opportunity to reduce disruption for customers and improve efficiency of delivery by programming resilience interventions alongside other works (such as road maintenance and renewals) proposed for this corridor.	Opportunity
Seismic Risks	The active Koranga Fault intersects the road close to Wairata (in the central section of the corridor). There are also a number of inactive faults indicated on the geology maps. Due to the high steep hillsides exceeding 100 m in height along the route, many sections with hillsides cannot be practically mitigated to enhance resilience in large earthquake events. Therefore although sections of the route can be mitigated through interventions to reduce the frequency of closures, there would still remain the residual risk of closure from time to time.	High
Environmental & Cultural Sensitivity	Waioweka Gorge and its surrounds are a place of historic and cultural importance to local iwi and hapu. Ongoing engagement and partnership with iwi will be integral to the pre-implementation and implementation phases to ensure the sensitivities of the corridor and its surroundings are fully understood and adequately accounted for through the design and delivery process.	High

Figure G-6 Rapid Strategic Investment Logic Summary

Issue	Rapid assessment finding	Ministerial relevance
Corridor role	SH2 operate as lifeline and freight corridors for Tairawhiti and the wider upper North Island.	This is a national resilience and supply chain issue, not a local road issue.
Network fragility	Repeated closures, stop/go controls, slips, flooding and constrained access create ongoing unreliability.	Current level of service is inconsistent with nationally significant corridor function.
Economic exposure	Major closures create freight detours, lost productivity, export disruption risk and reduced regional confidence.	Economic exposure is likely to be in the tens of millions over time when wider productivity impacts are included.
Freight growth	BERL freight evidence shows strong underlying freight demand and scope for mode shift and truck movement reduction.	Supports the case for corridor-level resilience and integrated freight planning.
Investment logic	Proactive resilience investment is likely to be materially more cost-effective than repeated reactive recovery.	Supports earlier funding, business case acceleration and national prioritisation.

APPENDIX 08 — STRATEGIC PLANNING, GOVERNANCE AND RESILIENCE INVESTMENT CONTEXT

Figure 08-1 — SH2 Corridor Resilience Programme Overview Dashboard

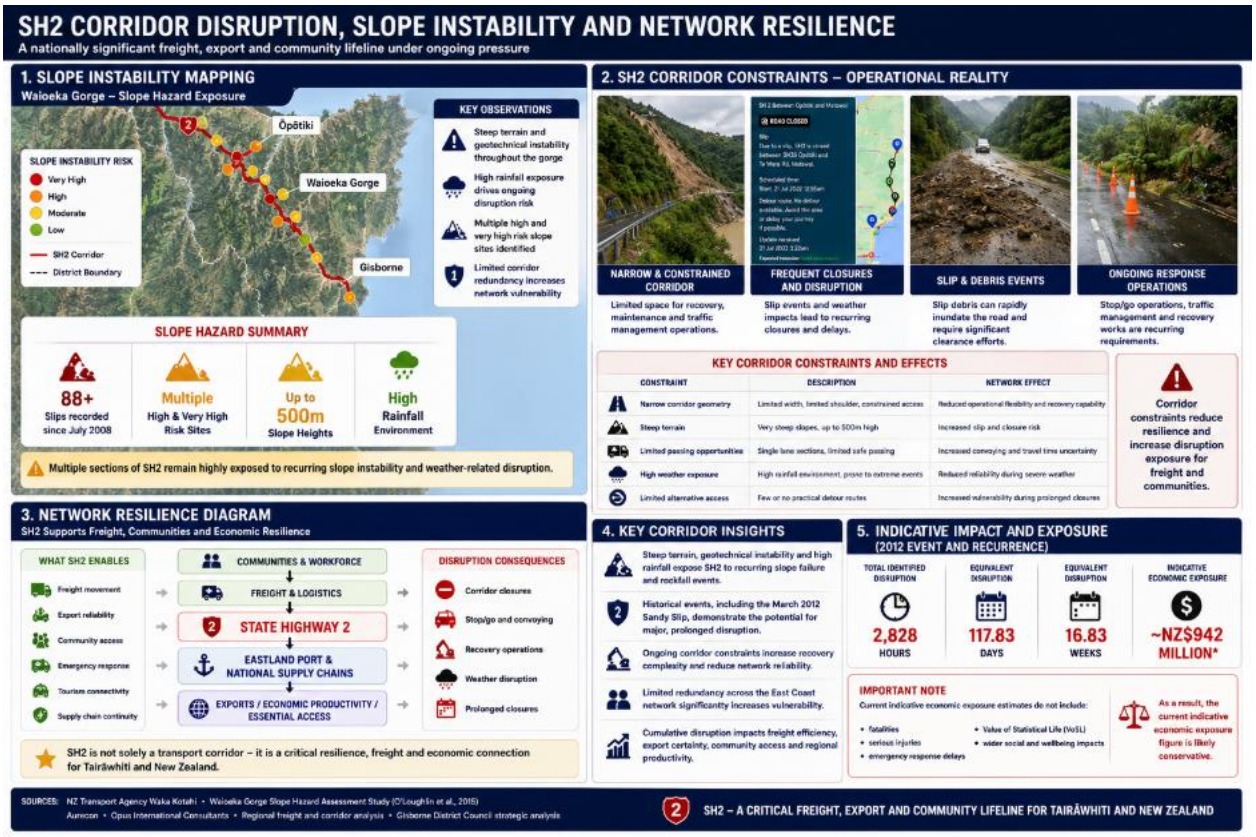


Figure 08-1 Caption

SH2 East Coast Corridor resilience overview illustrating corridor disruption pressures, recovery investment activity, planned intervention areas, governance integration, and long-term resilience investment sequencing across the East Coast network.

Primary Sources

- SH2 East Coast Corridor Resilience Dashboard
- SH2 East Coast Resilience and Connectivity Package

Strategic Context

State Highway 2 is a nationally significant lifeline corridor supporting freight movement, emergency response, healthcare access, regional productivity, tourism, and community resilience across the East Coast network. Repeated disruption events, increasing climate pressures, and constrained alternative access routes continue to expose long-term vulnerabilities across the corridor.

The East Coast corridor is experiencing sustained resilience pressures associated with:

- severe weather events,
- geotechnical instability,

- flooding and underslips,
- constrained detour options,
- increasing freight demand,
- and cumulative recovery requirements.

This appendix provides strategic context supporting the wider SH2 resilience and connectivity programme, including:

- governance integration,
- business case sequencing,
- policy alignment,
- institutional partnership arrangements,
- investment pathway considerations,
- and long-term programme risks.

Figure 08-2 — Business Case Programme Pathway and Investment Sequencing

[21]

Figure 08-2 Caption

Indicative programme sequencing and business case development pathway supporting progression from immediate recovery and stabilisation works toward long-term corridor resilience and strategic connectivity investment.

[21] 07_exisiting_planned_Work_Programmes - OneDrive

Primary Sources

- SH2 East Coast Resilience and Connectivity Package
- SH2 East Coast Corridor Dashboard

Strategic and Policy Alignment

The corridor resilience programme aligns with:

- Government Policy Statement (GPS) priorities,
- National Land Transport Programme (NLTP) development,
- Regional Land Transport Plan (RLTP) development,
- climate adaptation objectives,
- infrastructure resilience planning,
- and long-term regional economic resilience priorities.

Recent Regional Transport Committee reporting identified:

- freight movement,
- network resilience,
- interregional connectivity,
- and long-term investment prioritisation

  as critical emerging strategic issues for the East Coast transport network.

The Regional Transport Committee governance framework specifically recognises responsibilities relating to:

- integrated transport planning,
- economic development,
- resilience,
- access and mobility,
- environmental sustainability,
- and long-term regional transport integration.

Figure 08-3 — Planned Intervention and Corridor Risk Mapping

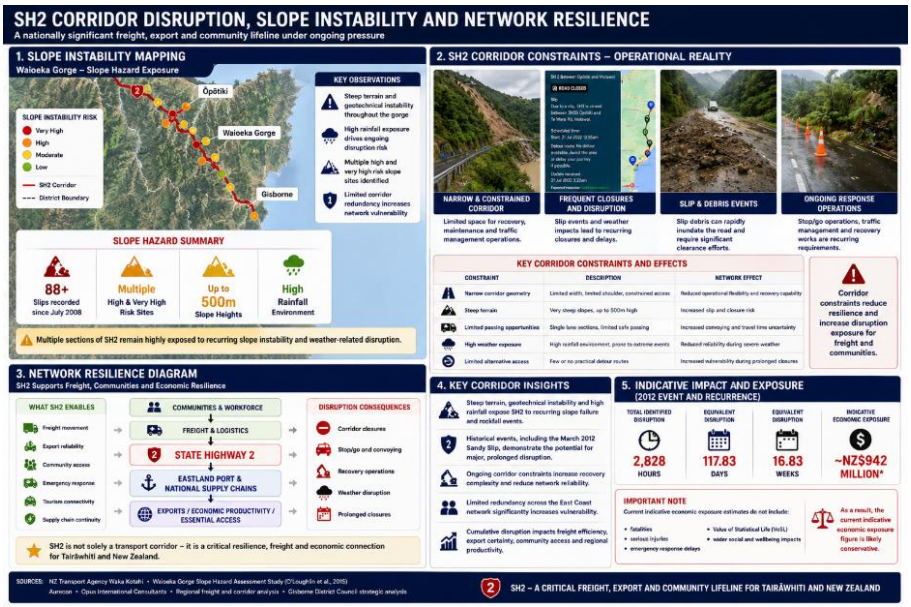


Figure 08-3 Caption

Indicative East Coast corridor intervention mapping identifying high-risk locations, resilience investment priorities, river and slope instability exposure areas, and targeted network strengthening opportunities.

Primary Sources

- SH2 East Coast Resilience and Connectivity Package [22]
- NZTA Waioweka Gorge and corridor recovery mapping [23]
- Corridor constraint and vulnerability mapping

Strategic Investment Position

The current operating environment demonstrates increasing inconsistency with national transport outcomes relating to:

- resilience and reliability,
- freight productivity,
- emergency access,
- climate adaptation,
- and regional economic connectivity.

Current investment settings continue to create challenges for geographically isolated regions with:

- low network redundancy,
- constrained alternative access routes,
- high hazard exposure,
- and significant freight dependency.

[22] SH2 EAST COAST CORRIDOR.docx

[23] OIA-21482 SH2 Waioweka Gorge Corridor Resilience Single Stage Business Case

The East Coast corridor continues to experience:

- repeated reactive recovery expenditure,
- operational disruption,
- and increasing resilience pressures,
  without a fully integrated long-term corridor investment response.

Figure 08-4 — Strategic Planning and Policy Alignment Framework

Figure 08-4 Caption

Strategic alignment framework demonstrating integration between the Regional Land Transport Plan, Government Policy Statement, National Land Transport Programme, climate adaptation priorities, infrastructure resilience planning, and regional economic development objectives.

Primary Sources

- Regional Transport Committee agenda material [24]
- Regional Transport Committee governance framework
- SH2 East Coast Resilience and Connectivity Package [25]

Governance and Programme Integration

The programme requires continued coordination across:

[24] Appendix_H_Strategic_and_Policy_Context - OneDrive
[25] SH2 RESILIENCE INVESTMENT DASHBOARD.docx

- NZ Transport Agency Waka Kotahi,
- Regional Transport Committees,
- local government,
- iwi and hapū partners,
- infrastructure operators,
- freight stakeholders,
- and central government agencies.

Current programme governance themes include:

- integrated planning,
- evidence-based investment development,
- collaborative programme sequencing,
- strategic freight resilience planning,
- and long-term climate adaptation integration.

The Regional Transport Committee structure also provides a formal interface between:

- local government,
- NZ Transport Agency,
- transport planning,
- and national land transport investment systems.

Figure 08-5 — Governance and Programme Delivery Overview

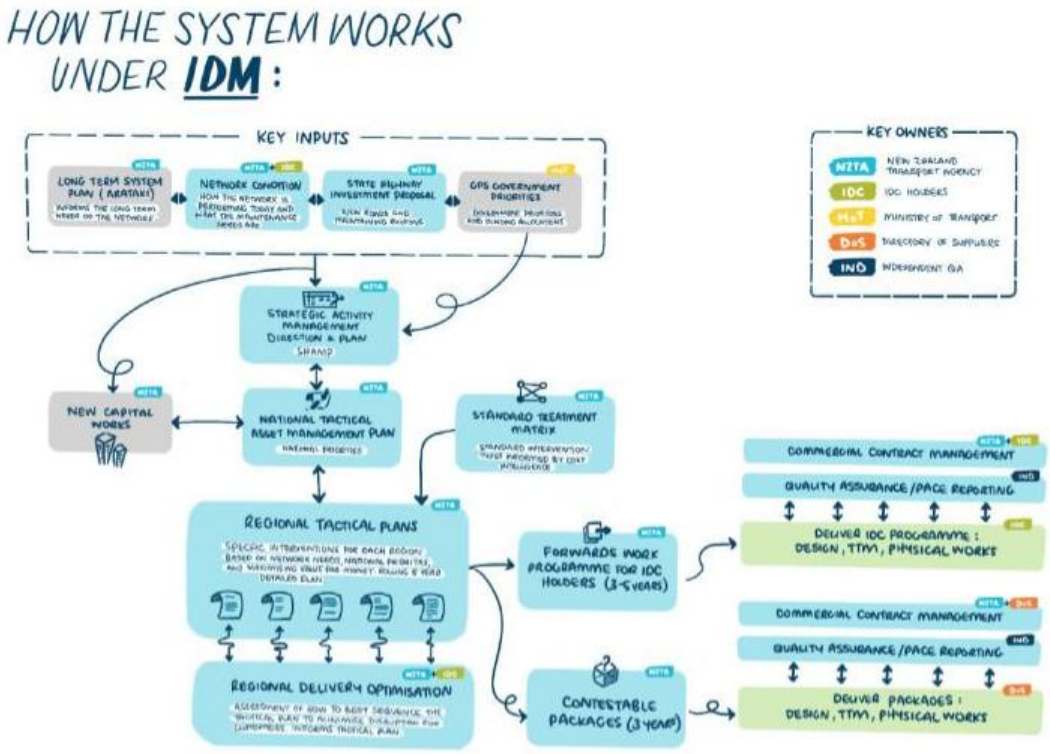


Figure 08-5 Caption
Programme governance overview illustrating integration between regional councils, NZ Transport Agency Waka Kotahi, iwi and hapū partners, freight stakeholders, transport advisors, and central government investment and delivery processes.

Primary Sources

- Regional Transport Committee governance documentation[26]
- Regional Transport governance framework
- High-level NZTA Relationships Overview
- Ministerial advocacy and programme coordination material

Institutional Continuity and Regional Integration Risks

Recent NZ Transport Agency organisational and investment process changes present potential risks to:

- institutional continuity,
- regional knowledge retention,
- strategic relationship management,
- and integration of East Coast priorities within national investment systems.

Key risks identified include:

- reduced visibility of regional operational realities,
- weakening regional engagement pathways,
- reduced escalation capability for emerging resilience risks,
- and increasing disconnect between national investment prioritisation and place-based corridor pressures.

For geographically isolated regions with constrained lifeline access, strong institutional relationships and trusted regional engagement pathways remain critical enablers of:

- resilience planning,
- emergency response capability,
- freight reliability,
- and long-term infrastructure investment coordination.

Figure 08-6 — Regional Integration and Institutional Continuity Risk Overview

[26] Regional Transport Policy Updates Freight Resilience and Interregional Connectivity.docx

Figure 08-6 Caption

Overview of strategic governance and institutional continuity risks associated with changes to regional investment engagement pathways, NZTA relationship structures, and long-term infrastructure integration processes.

Primary Sources

- Governance and System Integration Risks document
- NZTA Investment Advisor Changes correspondence
- High-Level NZTA Relationships Overview document

Programme Sequencing and Delivery Pathway

Phase 1 — Network Stabilisation

- emergency recovery works,
- slip stabilisation,
- drainage improvements,
- corridor reinstatement,
- enabling investigations.

Phase 2 — Corridor Strengthening

- freight resilience upgrades,
- structural resilience works,
- road realignment where required,
- flood mitigation works,
- operational resilience improvements.

Phase 3 — Long-Term Connectivity

- strategic East Coast resilience investment,
- long-term climate adaptation integration,
- ongoing corridor resilience upgrades,
- future network resilience planning.

Strategic Direction Sought

The East Coast councils seek continued partnership with NZ Transport Agency Waka Kotahi and central government to:

- progress long-term resilience investment,
- strengthen freight and corridor reliability,
- improve emergency access resilience,
- support regional economic continuity,
- and ensure nationally significant East Coast connectivity challenges are appropriately reflected within future GPS and NLTP investment prioritisation frameworks.

The councils have also sought:

- formal recognition of SH2 as nationally significant infrastructure,
- accelerated resilience investment,
- stronger weighting for single points of failure,
- and improved delivery accountability across national transport investment systems.

Strategic Summary

The SH2 East Coast corridor requires a coordinated long-term resilience and connectivity response integrating transport planning, climate adaptation, freight reliability, infrastructure resilience, and national investment prioritisation.

Effective governance, institutional continuity, strong regional-central government partnerships, and integrated investment planning remain critical to delivering sustainable long-term corridor resilience outcomes across the East Coast network.

APPENDIX 09 — HORTICULTURE, FREIGHT AND EXPORT SUPPLY CHAIN RESILIENCE

Figure 09-1 — East Coast Horticulture and Export Supply Chain Overview

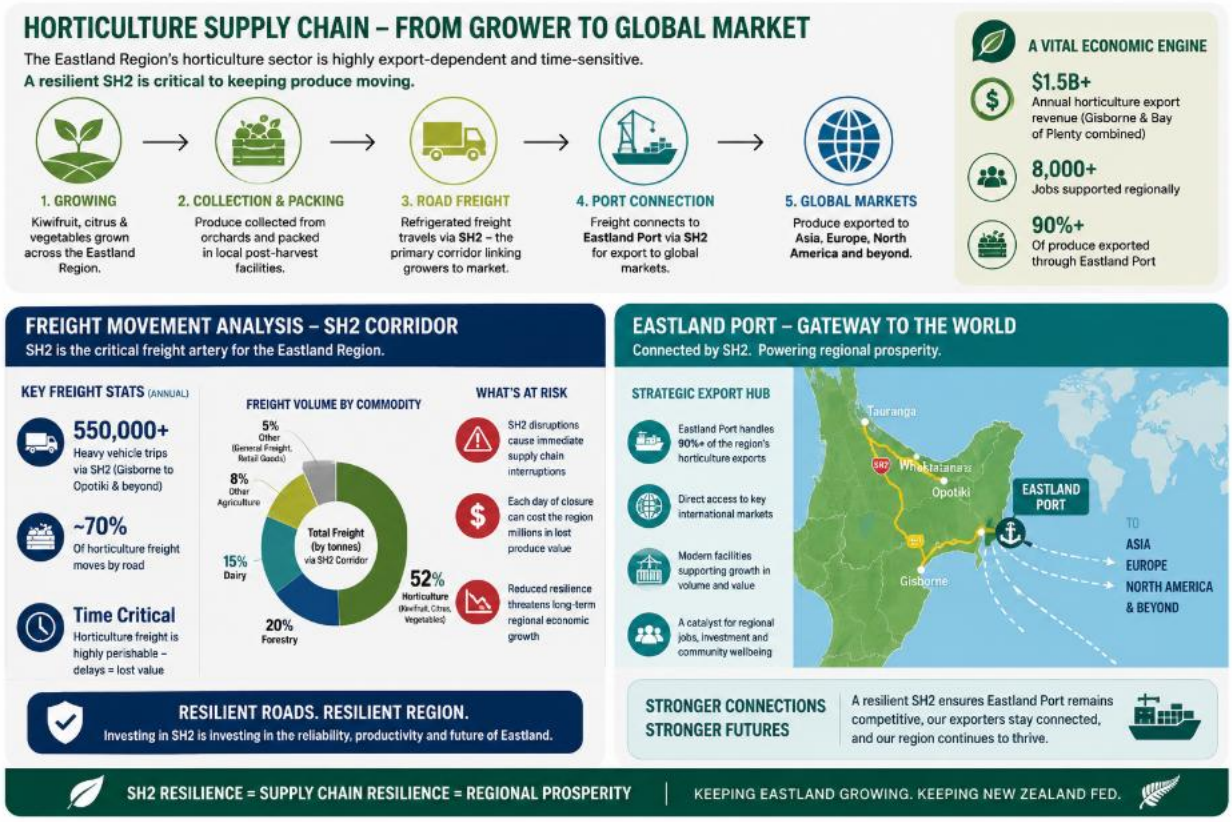


Figure 09-1 Caption

Overview of the East Coast horticulture and freight supply chain illustrating the dependency of growers, packhouses, freight operators, Eastland Port, and export markets on a resilient and reliable SH2 corridor connection.

Primary Sources

- East Coast Freight and Economic Dashboard Graphic [27]
- Infometrics – Assessment of Tairāwhiti's Tradeable Sector (2024)[28]
- Infometrics – New Zealand's Regional Horticulture Supply Chain (2026)[29]

Strategic Context

The East Coast horticulture sector is highly export-dependent, time-sensitive, and reliant on resilient road freight connections to domestic and international markets. SH2 functions as the primary freight corridor connecting growers, packhouses, Eastland Port, distribution centres, and export gateways.

[27] OIA-21482 SH2 Waioweka Gorge Corridor Resilience Single Stage Business Case
[28] Infometrics report on Tairawhiti tradeable sector 2025 | Trust Tāirawhiti
[29] FINAL-Infometrics-EC-Consult-Horticulture-supply-chain-report.pdf

Repeated corridor disruption events continue to expose vulnerabilities across:

- horticulture supply chains,
- freight reliability,
- export continuity,
- and regional economic resilience.

The corridor also supports wider regional tradeable sectors including:

- forestry,
- agriculture,
- food processing,
- tourism,
- and associated logistics and servicing industries.

Figure 09-2 — Freight Movement Analysis and Supply Chain Exposure

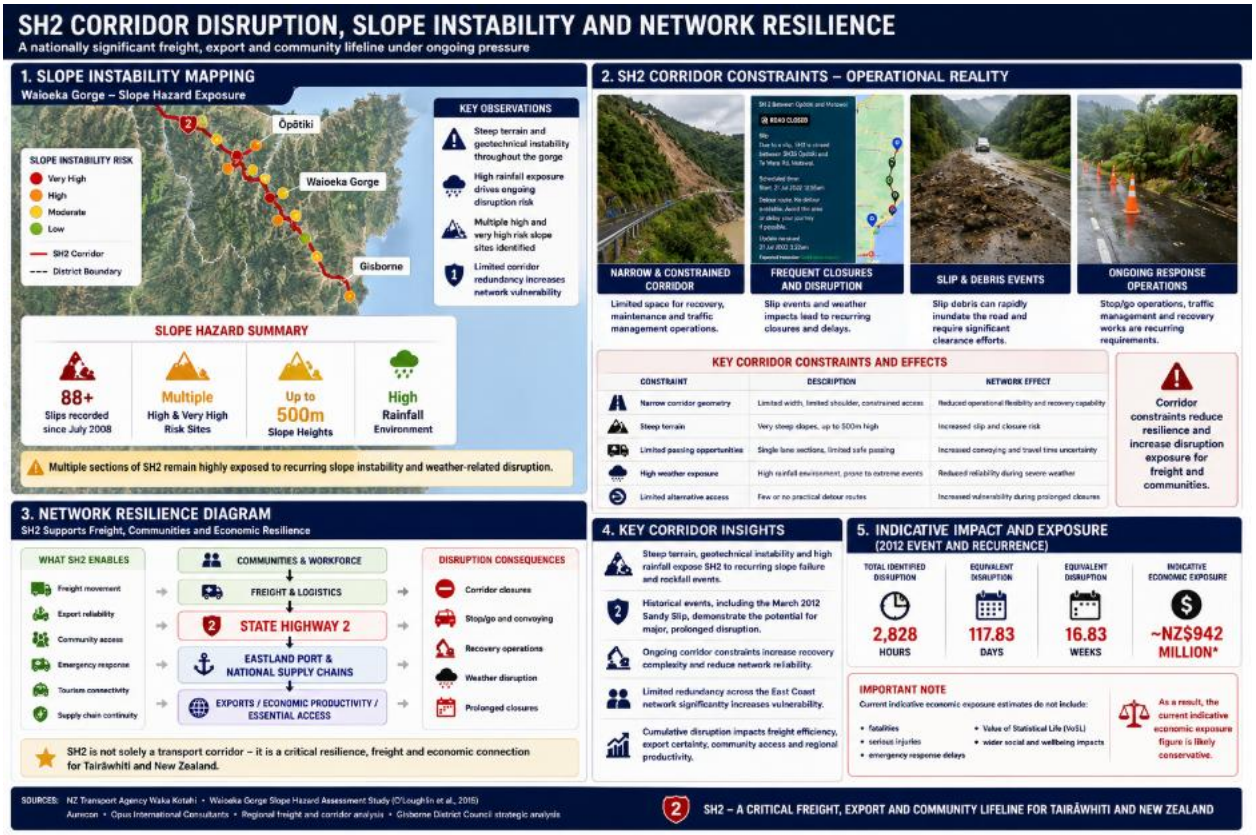


Figure 09-2 Caption

Freight movement analysis demonstrates the strategic role of SH2 in supporting horticulture freight, export logistics, regional freight movement, and supply chain continuity across the East Coast network.

Primary Sources

- Freight and Economic Data Dashboard [30]

[30] OIA-21482 SH2 Waioweka Gorge Corridor Resilience Single Stage Business Case

- Infometrics – Regional Horticulture Supply Chain Report [31]

Importance of the Tradeable Sector
Infometrics estimates that the tradeable sector accounts for:

- approximately 27% of Tairāwhiti GDP,
- and approximately 32% of regional employment.

Tairāwhiti is more reliant on the tradeable sector than the national average, with primary production and export-focused industries underpinning significant portions of the regional economy.

Key export-focused sectors include:

- forestry and wood products,
- horticulture and fruit growing,
- meat and dairy production,
- fishing and seafood,
- viticulture,
- and tourism.

Infometrics identifies forestry, logging and wood product manufacturing as accounting for approximately 32% of tradeable sector GDP, while fruit and vegetable production accounts for approximately 14% of tradeable sector GDP.

Figure 09-3 — Eastland Port and Export Gateway Connectivity

[31] FINAL-Infometrics-EC-Consult-Horticulture-supply-chain-report.pdf

Figure 09-3 Caption
Eastland Port strategic export gateway overview demonstrating the role of SH2 in supporting export logistics, freight reliability, regional productivity, and international market connectivity.

Primary Sources

- Eastland Port Freight and Economic Dashboard
- Stantec / Gisborne District Council Transport Position Memo [32]

Eastland Port and Freight Dependency
Eastland Port remains a critical export gateway supporting:

- horticulture exports,
- forestry exports,
- freight movement,
- and regional economic productivity.

Gisborne District Council and Stantec previously identified that:

- the port currently generates approximately 800 heavy vehicle movements per day,
- with future demand potentially increasing to approximately 1,075 heavy vehicle movements per day associated with expanded export activity.

The SH35 / Hirini Street freight corridor was identified within the Regional Land Transport Plan as a priority freight investment route connecting primary products and exports to international markets.

The memo also identified:

- operational pressure at key freight intersections,
- increasing congestion risk,
- heavy vehicle impacts,
- and long-term maintenance and resilience pressures associated with increasing freight demand.

Regional Supply Chain Vulnerability
Infometrics identified that:

- approximately 23% of horticultural produce moves inter-regionally for packing or distribution,
- there are a large number of movements heavily dependent on a small number of strategic road corridors.

The report specifically identified:

- SH2 between Gisborne and Bay of Plenty (Waioweka Gorge),
- and SH1 through the Brynderwyns

as nationally significant horticulture freight vulnerabilities.

Infometrics estimated that:

- up to $112 million of produce movement out of Gisborne Region depends on SH2 connectivity through the Waioweka Gorge.

[32] Stantec Report - Twin Birth Port Data.docx

The report also identified that:

- most horticultural produce is moved by road,
- perishability significantly increases sensitivity to delays,
- and disruptions can rapidly reduce product quality, shelf life, export options, and market value.

Figure 09-4 — Regional Freight Vulnerability and Economic Exposure

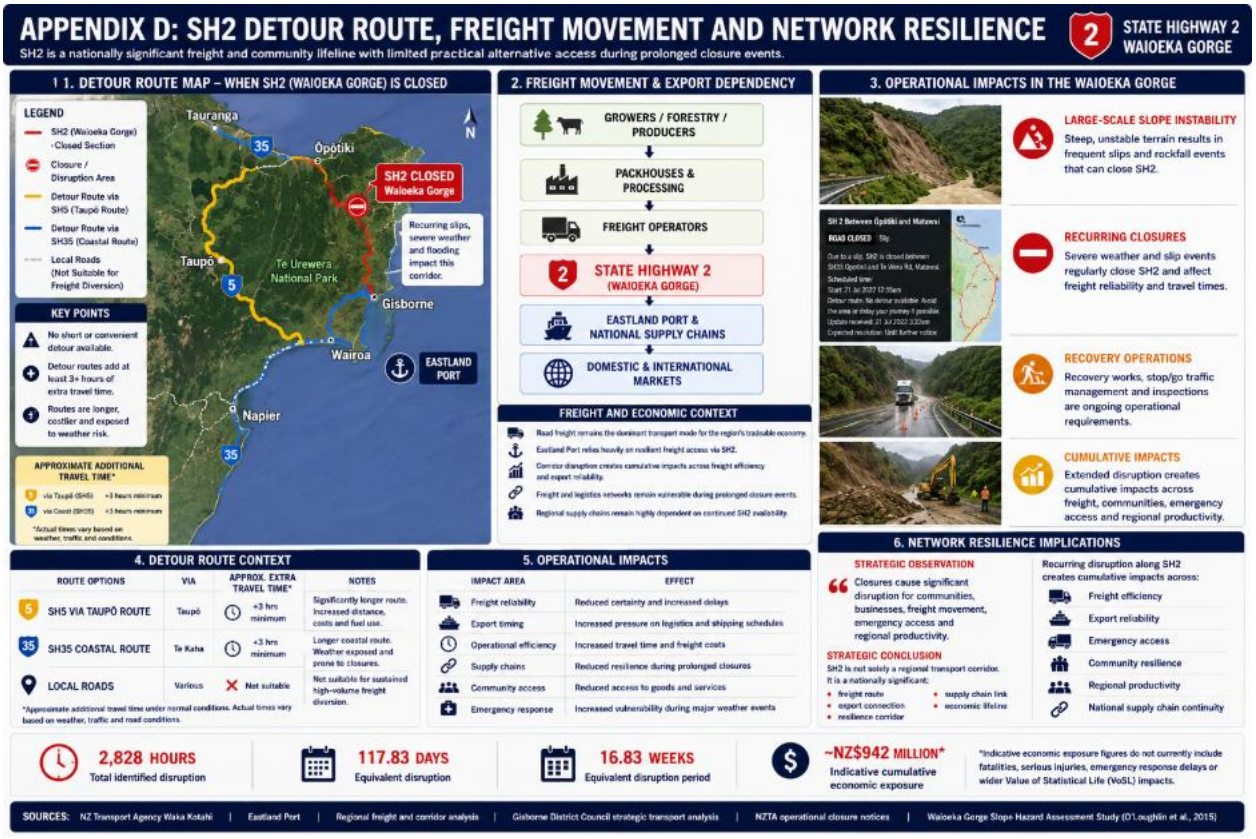


Figure 09-4 Caption

Indicative freight vulnerability overview illustrating exposure of East Coast horticulture, freight logistics, export reliability, and regional productivity to corridor disruption and network instability.

Primary Sources

- Infometrics Regional Horticulture Supply Chain Report[33]
- Tradeable Sector Assessment[34]
- East Coast Freight Dashboard[35]

Freight and Economic Risk Themes

Key risks identified across the East Coast freight and horticulture system include:

- freight disruption and delay,
- reduced export reliability,

[33] FINAL-Infometrics-EC-Consult-Horticulture-supply-chain-report.pdf
[34] Stantec Report - Twin Birth Port Data.docx
[35] 09_Freight_Export_and_Economic_Contribution - OneDrive

- perishability and loss of product value,
- reduced market confidence,
- increasing logistics costs,
- constrained detour capability,
- and long-term economic resilience exposure.

The current network operating environment creates heightened exposure for:

- growers,
- packhouses,
- freight operators,
- exporters,
- Eastland Port,
- and regional businesses dependent on reliable market access.

Repeated closure events and reduced corridor reliability also create wider implications for:

- investment confidence,
- supply chain continuity,
- labour productivity,
- and long-term regional competitiveness.

Strategic Investment Context

The East Coast freight network demonstrates characteristics of a nationally significant but operationally constrained regional export system.

The current corridor environment reflects:

- increasing freight demand,
- cumulative resilience pressures,
- constrained network redundancy,
- and growing climate adaptation requirements.

Long-term resilience investment is therefore required not only to restore corridor functionality, but to:

- support export continuity,
- strengthen supply chain resilience,
- maintain freight productivity,
- and protect nationally significant regional economic activity.

Figure 09-5 — Strategic Freight and Export Dependency Summary

The East Coast horticulture and tradeable sector is highly dependent on a resilient and reliable SH2 corridor to support freight movement, export continuity, and regional economic productivity. SH2 serves as the primary connection between

- growers
- Packhouses
- freight operators
- Eastland Port
- domestic distribution networks

- international export markets

with repeated disruption events exposing significant vulnerabilities across supply chains, freight reliability, and regional resilience. The tradeable sector contributes approximately 27% of Tairāwhiti GDP and 32% of regional employment, with forestry and horticulture forming major components of the regional economy.

Eastland Port remains a critical export gateway, already generating around 800 heavy vehicle movements per day, with freight demand expected to increase alongside export growth.

Infometrics identifies SH2 through the Waioweka Gorge as a nationally significant freight vulnerability, with up to $112 million of Gisborne produce movement dependent on this corridor. The perishability of horticultural products further increases sensitivity to delays, affecting product quality, shelf life, export opportunities, and market value. Current network constraints, limited detour options, increasing freight demand, and climate resilience pressures create heightened risks for growers, exporters, freight operators, and regional businesses, while also undermining investment confidence and long-term competitiveness.

Long-term resilience investment in the SH2 corridor is therefore essential to maintain East Coast freight connectivity, protect nationally significant export activity, strengthen supply chain resilience, and support the long-term prosperity of Tairāwhiti and the wider East Coast region.

Figure 09-5 Caption
Summary overview of East Coast freight dependency, export resilience, and strategic economic connectivity associated with the SH2 corridor and Eastland Port supply chain system.

Primary Sources

- East Coast Freight and Economic Dashboard[36]
- Infometrics Tradeable Sector Assessment[37]
- Infometrics Regional Horticulture Supply Chain Report[38]

Summary statement
The SH2 corridor is a critical economic and freight lifeline supporting East Coast horticulture, export logistics, regional productivity, and nationally significant tradeable sector activity.

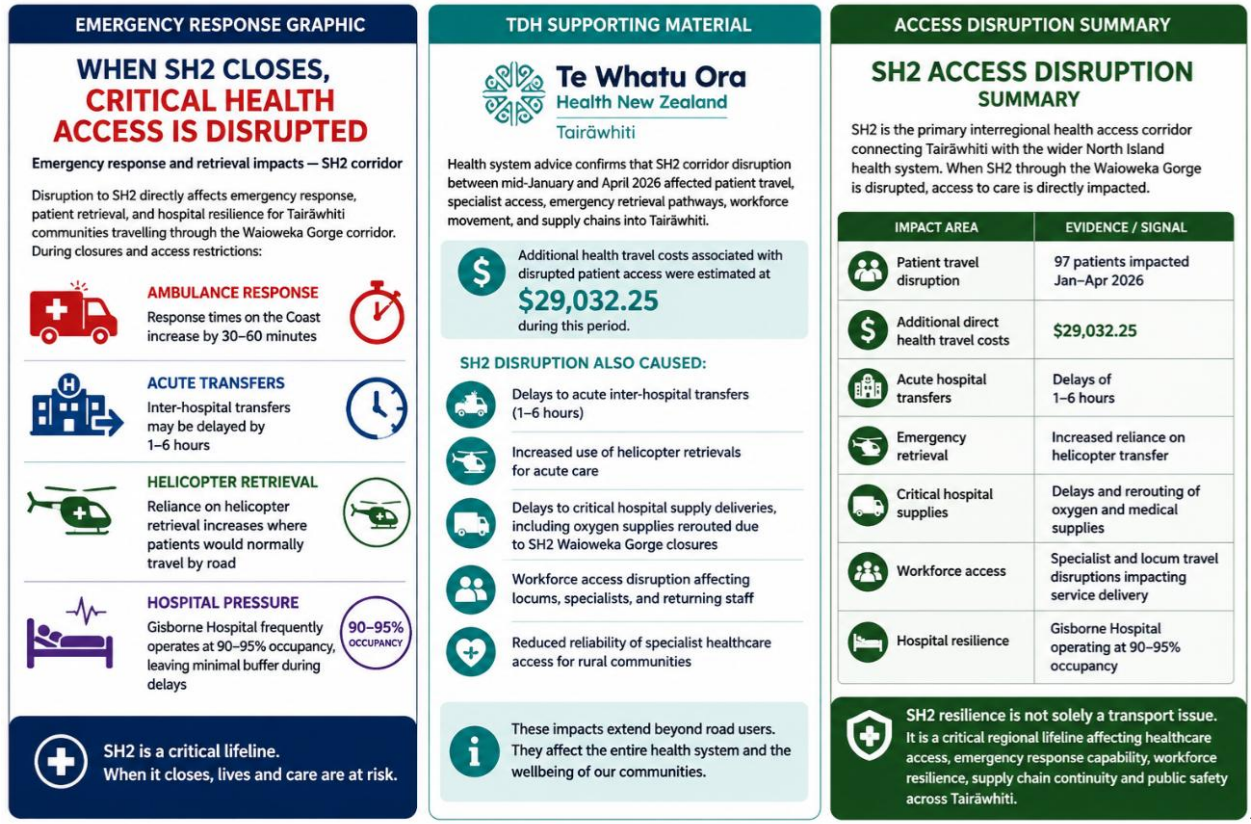
A resilient SH2 corridor is essential to maintaining:

- reliable freight movement,
- export continuity,
- Eastland Port functionality,
- supply chain resilience,
- and long-term regional economic prosperity across Tairāwhiti and the wider East Coast network.

[36] 09_Freight_Export_and_Economic_Contribution - OneDrive
[37] Infometrics report on Tairawhiti tradeable sector 2025 | Trust Tāirawhiti
[38] FINAL-Infometrics-EC-Consult-Horticulture-supply-chain-report.pdf

APPENDIX 10 — HEALTH AND ACCESS IMPACTS

Figure 10 -1 — SH2 Health Access and Emergency Response Overview



[39]

Figure 10 -1 Caption

Overview of the health system, emergency response, patient transfer, workforce, and hospital resilience impacts associated with SH2 corridor disruption through the Waioweka Gorge.

Primary Sources

- Te Whatu Ora / Tairāwhiti District Health supporting material
- Health System Impacts of SH2 / SH35 Corridor Disruption Report [40]

Strategic Context

SH2 is the primary interregional health access corridor connecting Tairāwhiti communities with:

- Gisborne Hospital,
- specialist healthcare services,
- tertiary hospital services,
- emergency retrieval pathways,
- workforce access,

[39] Appendix_J_Health_and_Access_Impacts - OneDrive
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- and critical health supply chains.

Disruption to the SH2 Waioweka Gorge corridor directly affects:

- emergency response capability,
- patient transfers,
- specialist healthcare access,
- hospital resilience,
- and continuity of healthcare delivery across the East Coast.

The evidence demonstrates that SH2 resilience is not solely a transport matter. It is a critical regional lifeline issue with direct implications for public safety, health equity, emergency management, and community wellbeing.

Data Limitation Note

The healthcare access and patient disruption information presented in this appendix is indicative only and may understate the full scale of regional impact. Not all affected individuals are captured within formal reporting systems, including patients who deferred travel, self-managed alternative arrangements, or chose not to access care due to corridor disruption, uncertainty, or safety concerns.

Figure 10-2 — Emergency Response and Retrieval Impacts

[41]

Figure 10-2 Caption

Emergency response and retrieval impacts associated with SH2 corridor closures, including ambulance response delays, acute hospital transfer disruption, increased helicopter retrieval dependency, and pressure on Gisborne Hospital capacity.

Primary Sources

- TDH Supporting Material

[41] SH2_Supporting_Evidence_and_Appendix_Register.docx

- Health System Impacts Report

Emergency Response and Retrieval Impacts
Te Whatu Ora advice confirms that SH2 disruption between January and April 2026 affected:

- patient travel,
- emergency retrieval pathways,
- specialist access,
- workforce movement,
- and health system supply chains into Tairāwhiti.

Key impacts identified include:

- ambulance response times increasing by approximately 30–60 minutes during closure events,
- acute inter-hospital transfer delays of between 1–6 hours,
- increased reliance on helicopter retrieval for acute patient transport,
- and increased pressure on hospital operations during prolonged corridor disruption.

The report also notes that Gisborne Hospital frequently operates at approximately 90–95% occupancy, leaving limited operational buffer during emergency events and transfer delays.

Figure 10-3 — Te Whatu Ora Supporting Material and Access Disruption Summary
SH2 is the primary interregional health access corridor connecting Tairāwhiti with the wider North Island health system. When SH2 through the Waioweka Gorge is disrupted, access to specialist healthcare, patient transfers, workforce movement, freight, and critical supplies is directly impacted.

Key impacts identified include:

Impact area	Evidence / signal
Patient travel disruption	97 patients impacted between January–April 2026
Additional direct health travel costs	Estimated at $29,032.25
Acute hospital transfers	Delays of 1–6 hours during corridor disruption
Emergency retrieval	Increased reliance on helicopter transfer
Critical hospital supplies	Delays and rerouting of oxygen and medical supplies
Workforce access	Specialist and locum travel disruptions impacting service delivery
Hospital resilience	Gisborne Hospital operating at 90–95% occupancy

Figure 10-3 Caption
Summary of identified healthcare access impacts associated with SH2 corridor instability, including patient travel disruption, specialist access limitations, emergency retrieval reliance, supply chain disruption, and workforce impacts.

Primary Sources

- Te Whatu Ora Supporting Material
- Health System Impacts Report

Patient Access and Specialist Healthcare Impacts

Te Whatu Ora identified that:

- approximately 55% of Te Tairāwhiti residents live outside Gisborne city,
- with approximately 8,000 residents located within coastal communities reliant on the wider corridor network for healthcare access.

The report further notes that:

- 95%+ of specialist healthcare requires travel outside the Coast,
- and 70–80% of tertiary healthcare requires travel outside the region entirely.

During the January–April 2026 disruption period:

- 97 patients were identified as directly impacted by corridor disruption,
- with additional direct health travel costs estimated at approximately $29,032.25.

Additional impacts identified included:

- clinic cancellations,
- reduced specialist access,
- missed appointments,
- transport difficulties,
- and delays to treatment pathways.

Health Supply Chain and Workforce Impacts

The evidence identifies disruption to:

- oxygen and critical medical supply deliveries,
- workforce access,
- locum and specialist travel,
- and returning staff movement during closure events.

Te Whatu Ora also identified:

- increasing reliance on visiting clinicians,
- workforce shortages amplified by access instability,
- and reduced system resilience during severe weather events.

The report notes that healthcare access disruption is compounded by:

- ageing population trends,
- higher chronic disease burden,
- and increasing climate-related infrastructure risks affecting SH2 and SH35.

Primary Sources

- Health System Impacts of SH2 / SH35 Corridor Disruption Report [42]
- Te Whatu Ora Supporting Material

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Strategic Risk Themes

Key regional health resilience risks identified include:

- reduced emergency response capability,
- delayed specialist and tertiary healthcare access,
- increased reliance on air retrieval,
- disruption to critical health supply chains,
- workforce instability,
- reduced hospital surge capacity,
- and increasing community vulnerability during severe weather events.

The evidence demonstrates that transport fragility directly undermines:

- healthcare continuity,
- regional resilience,
- emergency management capability,
- and public safety outcomes across Tairāwhiti.

Strategic Investment and Resilience Context

The SH2 corridor functions as a critical regional lifeline supporting:

- healthcare access,
- emergency retrieval,
- specialist workforce connectivity,
- hospital supply chains,
- and continuity of essential public services.

Long-term corridor resilience investment is therefore necessary not only to improve transport reliability, but to:

- protect public safety,
- improve health system resilience,
- strengthen emergency response capability,
- and maintain equitable healthcare access for isolated East Coast communities.

Figure 10-5 — Regional Lifeline and Healthcare Resilience Summary

- Cancelled clinics per year due to SH35 disruptions
- Increase in air retrievals during major closures
- 2–5+ hour travel time blowouts for Tairawhiti communities
- Missed home support treatment sessions during severe weather e.g. home dialysis
- 90–95% hospital occupancy, limiting resilience
- Projected increase in staff availability due to road / travel access and safety considerations

These indicators collectively demonstrate a high-risk, low-resilience health system where transport fragility directly undermines access, equity, and continuity of care.

Figure 10-5 Caption

Summary overview of the relationship between SH2 corridor resilience, emergency response capability, healthcare access, workforce continuity, and regional public safety outcomes.

Primary Sources

- TDH Supporting Material
- Health System Impacts Report [43]

Summary Statement

The evidence demonstrates that SH2 resilience is fundamentally a regional lifeline issue.

Corridor disruption directly affects:

- emergency response,
- acute patient transfer capability,
- specialist healthcare access,
- workforce resilience,
- hospital operations,
- and critical health supply chains across Tairāwhiti.

A resilient SH2 corridor is therefore essential to maintaining:

- equitable healthcare access,
- emergency management capability,
- continuity of care,
- and long-term community resilience across the East Coast.

[43] Appendix_J_Health_and_Access_Impacts - OneDrive