

Riverstone Holdings Limited

Fiordland Link Experience

Operational Management Plan

3 November 2011

TABLE OF CONTENTS

	Page
1. INTRODUCTION	1
1.1 PROJECT OVERVIEW	1
1.2 OPERATIONAL MANAGEMENT PLAN.....	1
1.3 CURRENT STATUS OF PLAN	2
2. MONORAIL OPERATION AND MAINTENANCE.....	3
2.1 MONORAIL DESIGN AND SPECIFICATIONS	3
2.2 OPERATING PARAMETERS	3
2.3 MAINTENANCE OBLIGATIONS.....	3
2.4 OPERATIONAL HEALTH AND SAFETY MANAGEMENT	3
3. MOUNTAIN BIKE TRACK AND EMERGENCY ACCESS OPERATION.....	4
3.1 DESIGN AND SPECIFICATIONS	4
3.2 OPERATING PARAMETERS	4
3.3 MAINTENANCE OBLIGATIONS.....	4
3.4 OPERATIONAL HEALTH AND SAFETY MANAGEMENT	4
4. TERMINI OPERATION.....	5
4.1 TERMINI DESIGN AND SPECIFICATIONS.....	5
4.2 OPERATING PARAMETERS	5
4.3 SERVICING REQUIREMENTS.....	5
4.4 MAINTENANCE OBLIGATIONS.....	5
4.5 OPERATIONAL HEALTH AND SAFETY MANAGEMENT	5
5. OPERATIONAL RISK MANAGEMENT PLAN	6

1. INTRODUCTION

1.1 PROJECT OVERVIEW

The Fiordland Link Experience project aims to create a new tourism experience between Queenstown and Te Anau Downs including:

- Queenstown to Mt Nicholas - 20kms by catamaran across Lake Wakatipu,
- Mt Nicholas to Kiwi Burn Terminus - 45kms by all terrain vehicle (ATV) using the existing road (with appropriate up-grading) from the wharf to a new terminus area proposed on the true left of the Mararoa River just upstream of the Kiwi Burn confluence,
- Kiwi Burn to Te Anau Downs area – 43.8kms by electrically powered monorail, 29.5kms of which is on DoC administered land.

The Kiwi Burn and Te Anau Downs termini and 28.5 km of the monorail route west of Kiwi Burn Terminus lie on Crown land managed by the Department of Conservation (“DoC”) in the Snowdon Forest Conservation Area. The Te Anau Downs Terminus is in Fiordland National Park, on land currently occupied by accommodation, restaurant and bar facilities.

1.2 OPERATIONAL MANAGEMENT PLAN

Objectives

- To ensure the monorail and its associated tracks and infrastructure are maintained to best practice standards;
- To ensure at all times the health and safety of the public and employees during the operation of the monorail.

Purpose

The Operational Management Plan (OMP) shall:

- Describe the monorail, mountain bike track and termini operational parameters, and all ongoing maintenance requirements, including environmental obligations such as sediment control.
- Describe the ongoing health and safety requirements of the monorail and mountain bike track for both the public and employees. This includes identification of hazards (tree fall, slips, weather conditions), and protocols that will be adhered to during emergency situations (e.g. fire).
- Include an operational risk register which will be prepared and adhered to during the operation of the monorail.

Outline of OMP

- Monorail Operation and Maintenance (refer section 2)
- Mountain Bike Track and Emergency Access Operation (refer section 3)
- Termini Operation (refer section 4)
- Operational Risk Management Plan (refer section 5)

1.3 CURRENT STATUS OF PLAN

As at November 2011, the Fiordland Link Experience project is responding to a draft First Determination Report prepared by DoC's consultant, on the application to DoC for a concession for an easement to establish the monorail through the public conservation estate. The confirmation of the easement by DoC will enable Riverstone Holdings Limited to proceed into the detailed design phase of the project as they will have some certainty over the ability of the project to proceed¹. This will involve bringing a monorail supplier and constructor into the project, and the appointment of engineering and contractor services. The "Communications Protocol", which is the first in a suite of management plans sets out the tasks that need to be agreed upon and carried out prior to construction proceeding and/or operational testing being carried out.

The Construction Management Plan is the second of the suite of management plans for the project. That Plan sets out objectives and methods that will be developed on site to ensure disturbance is at a minimum during construction, to both the natural environment and users of the area.

Given the detailed design phase of the project is necessarily yet to come, knowledge around operational aspects of the monorail is relatively broad at this stage. Once a monorail supplier is appointed, further detail will be developed around operational aspects. For this reason, the current status of this plan is an outline of the matters that will be covered, rather than speculating on detail that may change.

¹ Noting that resource consents will be required from both Southland District Council and Environment Southland prior to construction commencing.

2. MONORAIL OPERATION AND MAINTENANCE

2.1 MONORAIL DESIGN AND SPECIFICATIONS

2.2 OPERATING PARAMETERS

Trip Duration

Frequency

Hours of operation

- On a daily basis – but also identify any seasonal restrictions or constraints which may cause operation to temporary cease/close

2.3 MAINTENANCE OBLIGATIONS

- Maintenance of vegetation clear operating envelope (tree trimming)
- Maintenance of foundations, rail and rolling stock
- Maintenance of drainage and sedimentation control devices
- Maintenance of electrical and communication systems

2.4 OPERATIONAL HEALTH AND SAFETY MANAGEMENT

- Hazard identification
- Staff training
- Track stability, tree fall identification, slip monitoring – safety assessment prior to daily use of monorail
- Weather monitoring – heavy snow/electrical storms/heavy rainfall/flood conditions
- Emergency (including fire) risk management – including access and evacuation/emergency protocols
- Safety equipment and first aid kits etc kept on board
- Protocols for dealing with accidents (e.g. evacuation plans, emergency contacts in place, parties to notify etc)
- Protocols for emergency and maintenance vehicle operations on mountain bike track
- A helicopter landing protocol

3. MOUNTAIN BIKE TRACK AND EMERGENCY ACCESS OPERATION

3.1 DESIGN AND SPECIFICATIONS

3.2 OPERATING PARAMETERS

3.3 MAINTENANCE OBLIGATIONS

- Maintenance of track and bridges
- Maintenance of drainage devices and sediment control measures
- Maintenance of signage
- Maintenance of toilets and day shelters

3.4 OPERATIONAL HEALTH AND SAFETY MANAGEMENT

- Hazard identification
- Staff training
- Weather monitoring – heavy snow/electrical storms/heavy rainfall/flood conditions
- Emergency (including fire) risk management – including access and evacuation/emergency protocols
- Safety equipment and first aid kits etc available
- Protocols for dealing with accidents (e.g. rescue procedures, emergency contacts in place, parties to notify etc)
- Protocols for emergency and maintenance vehicle operations on mountain bike track
- A helicopter landing protocol

4. TERMINI OPERATION

4.1 TERMINI DESIGN AND SPECIFICATIONS

4.2 OPERATING PARAMETERS

4.3 SERVICING REQUIREMENTS

- Waste treatment and disposal
- Water supply
- Stormwater disposal
- Power and telecommunications supply
- Security

4.4 MAINTENANCE OBLIGATIONS

- Up keep of buildings – painting, building maintenance
- Rubbish removal
- Weed removal in/around buildings etc
- Drainage devices

4.5 OPERATIONAL HEALTH AND SAFETY MANAGEMENT

- Hazard identification
- Staff training
- Weather monitoring – heavy snow/electrical storms/heavy rainfall/flood conditions
- Fire risk management – including access and evacuation/emergency protocols
- Safety equipment and first aid kits etc available within buildings
- Protocols for dealing with accidents (e.g. emergency contacts in place, parties to notify etc)
- A helicopter landing protocol

5. OPERATIONAL RISK MANAGEMENT PLAN

The objective of the Risk Management Plan is to identify potential risks and determine a risk management strategy with the options being to avoid, to mitigate, to transfer or to accept those risks.

Riverstone Holdings Limited will be required to develop and maintain on a regular basis a risk register that provides at a minimum the following core areas:

- Health and Safety
- Environmental
- Cost / Financial
- Fire
- Weather and Natural Hazards

DRAFT