

Kennedy Point Ferry Terminal Ramp Extension & Wharf Reconstruction

Project Update: 26th October 2018

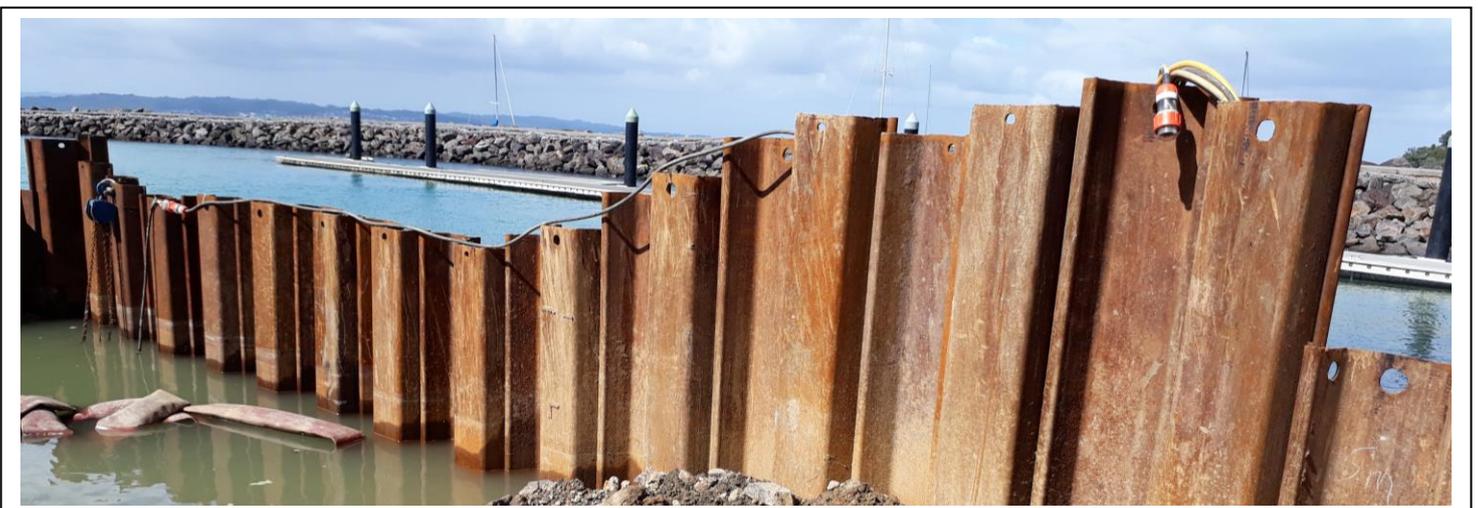


Kennedy Point Wharf works update... #2

The **Stage 1** works are now well under way with HEB Construction making the most of the favourable weather over the last week or so to make great progress on completing the ramp cofferdam structure.

The above photo illustrates the extremely confined location of the site. The works are sandwiched between the Sealink vehicle ferry traffic queuing on Donald Bruce Rd and the McCallum Bros. bulk materials vessel (Kapua) delivering 2100t of stone, aggregate and other materials each week for AT's RCM and Seal Extension programmes, Waiheke Ready Mix Concrete, Placemakers and a multitude of smaller and private developers working on the island.

Upon completion of the abutment ramp works, the cofferdam sheet piles will be trimmed to the required height and remain in-situ. This eliminates the environmental risks associated with their removal *and* serves to ensure an even longer lifespan of the new abutment ramp structure by protecting it from marine concrete's three main enemies – sulphates, chlorination and carbonation attack.





Continual innovation...

Even though we have an agreed design, construction methodology and programme for the works AT, HEB, GHD and T&T continually look for ways of creating time efficiencies, costs savings and new and innovative ways to execute these works. This has especially focused around further reducing our impact upon the environment and minimising the impact these works have on the general operation of the terminal and all our respective customers.

Part of our weekly meeting is dedicated to **'Rethinking'** and **'Review'**. This encourages the team to continually look at what we are doing; how we are doing it and how/if we can do it better; both in the short term on the Kennedy Point works and for our future works. It is also a great opportunity for AT to better our understanding and relationships with our contractors and consultants and an equally valuable exercise for them to better understand AT as their client.

This exercise has already lead to:

- The tweaking of the cofferdam design to create time efficiencies by reducing the need to remove all the sheet piles once the ramp is complete – instead leaving some to provide an extra protective edge to the new ramp.
- The review of the original construction methodology has also revealed efficiencies for the excavation and pouring of the sidewall foundations under water.
- The review of the design for the Stage 2 works has allowed us to consider alternate materials even at this late stage - without sacrificing structural strength, quality/durability, Resource Consent conditions, time or cost.

Health & Safety Corner...

When you have such extensive works within a confined site covering both land and marine side, piling rigs and sheet piles, large plant and other equipment, environmental protection measures, ladders and access ways, pumps, thousands of vehicle movements and multiple large vessels all working in close in proximity it's sometimes easy to forget or overlook the little things, such as...



Strop ratings and certification



Power lead 'tag and testing'



Emergency spill kits