

# A new Port Facility at Waitangi



# Context

## Chatham Islands key facts

- Chatham Islands are a group of 10 islands situated 800km east of Christchurch.
- Waitangi and Pitt Island are the only habited islands in the group. Remaining Islands are conservation reserves.
- Resident population of 600 people at 2013 census.

## Ownership and governance of the Chatham Islands infrastructure

- Chatham Islands Council - owns Owenga Wharf, water supply, sewerage and solid and hazardous waste management
- Chatham Islands Enterprise Trust - owns Pitt and Waitangi Wharves, Airport, Electricity supply and fishing quota.

## Chatham Islands is a primary sector based economy

- Fishing, agriculture and tourism
  - \$45.7 million in GDP
  - \$69 million exports
  - 360 people employed

# History

## History of Waitangi Wharf

- It is the main container, fuel and cargo wharf for the Islands.
- Provides key sea access in an emergency. It's the only wharf capable of handling substantial shipping for transporting freight and livestock.
- Two shipping companies provide freight services to the Island.

## The wharf specifications

- The wharf was constructed in 1979 by the Ministry of Works and extended in 1993.
- The wharf facilities are 'T' shaped and consists of a concrete Tee Head and Tee stem, and reclamation area for cargo handling and buildings.
- One berth for general cargo, one for stock loading and a berth for smaller fishing vessels.

## Signs of deterioration

- Long history of deterioration from chloride contamination from the corrosive environment around the Islands.
- The Trust commissioned a feasibility study to determine replacement or repair of the wharf in 2011.
- DIA commissioned structural assessment in 2014, report considered wharf needed to be repaired or replaced within five years.

# History and Context





# Why the partnership

## Government consideration on the redevelopment of Waitangi Wharf

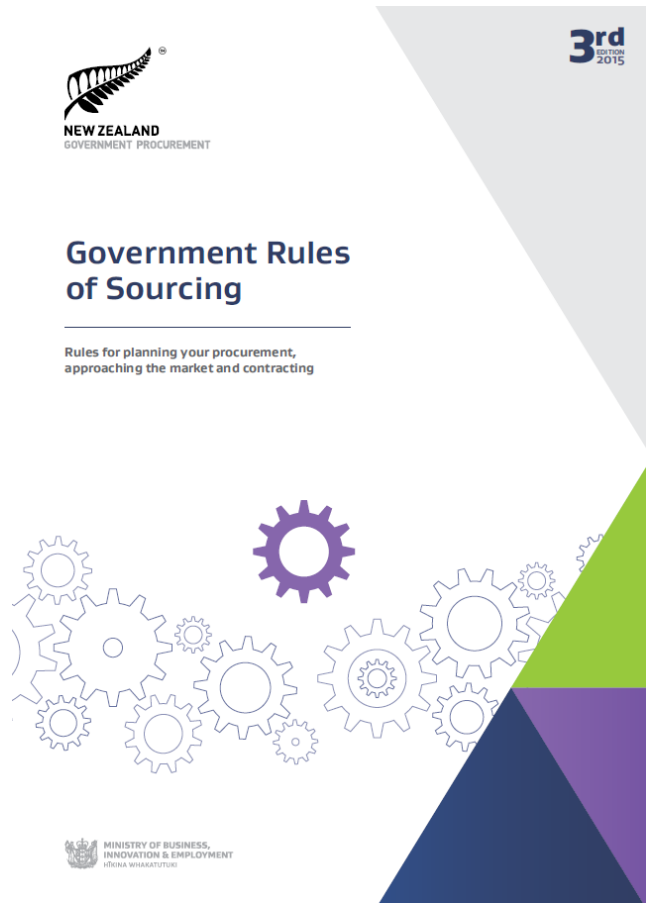
Cabinet considered the issues associated with the wharf in August 2014:

- recognised that structural failure to the wharf raised a range of major concerns e.g. health and safety.

In light of the risks and to mitigate them Cabinet:

- was prepared to fund structural remedial work to the existing wharf to keep it safe and operational until a replacement wharf is completed;
- approval of funds to undertake preparatory works in order to refine the cost of the rebuild, reduce risk, and reduce possible delays in consenting and construction; and
- saw merit in government agencies collaborating together on the delivery of the wharf redevelopment project.

# Procurement



- Better Public Services Programme – Joined up approach to delivery that focuses on VfM encourages innovation.
- Need to bring skilled team on board to produce a robust budget bid for March 2015
- Government Rules of Sourcing allow direct appointment but do not negate the need for
  - Procurement Strategy
  - Supplier evaluation
  - Value for Money test
  - Due Diligence
- MPA on board with skills required
- Alliance Model allows staged engagement with quality and value gates



# Governance and Decision Making

- Joint agency Governance underpinned by Transport Agency processes and decision making structure
- DI/NZTA MOU
- NZTA contractual client
- Key stakeholders, CIET, CIP and CCC all observers at governance board

# Challenges of the “Chats”

## Transport

- Barge (getting stuff to the island), only one barge company with capability in NZ
- Amount of material required from mainland – e.g. precast, roading surface chip is imported for instance currently
- Unloading/loading at Waitangi – offer of naval vessels not sufficient to deal with plant and equipment required





# Challenges of the “Chats”

## Accommodation

- Number of beds needed and island capacity – current population 500+, number of construction and design people possibly 10% at peak
- If purchasing accommodation, on selling issues – very limited market



# Challenges of the “Chats”

## Concrete

- Aggregates/water on island supply
- Quality control of concrete
- Casting on island



# Challenges of the “Chats”

## Quarry

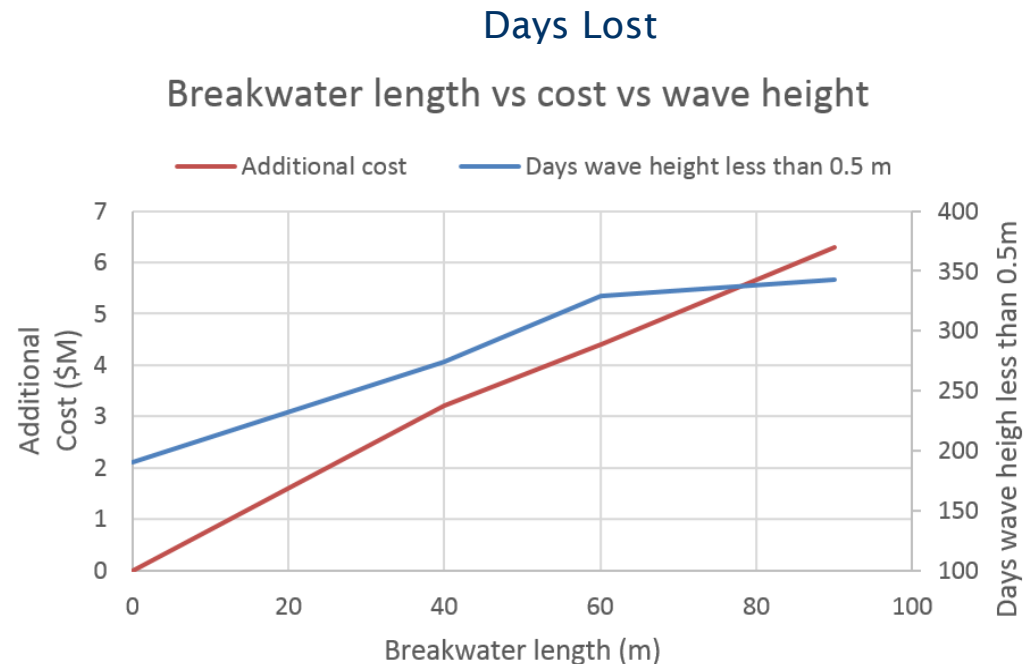
- Size of rock – original estimate for breakwater was 12-15 tonne rocks barely available in mainland let alone on island
- Volume of material – highly variable depths and quality of material
- Hardness of rock (durability)
- Overburden to be moved and site rehabilitation



# Challenges of the “Chats”

## Weather

- Storms and large waves
- Rainfall effecting roads
- Damage to infrastructure/temporary works
- Down time – islands cut off for weeks at a time currently

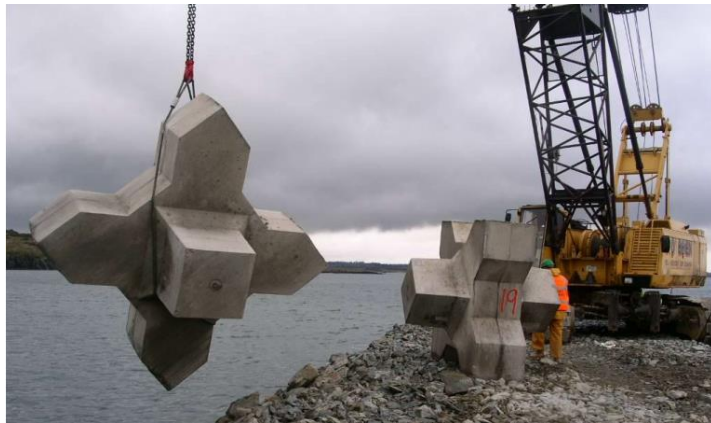


Note: Graph above is a work in progress as further information and assessments are carried out



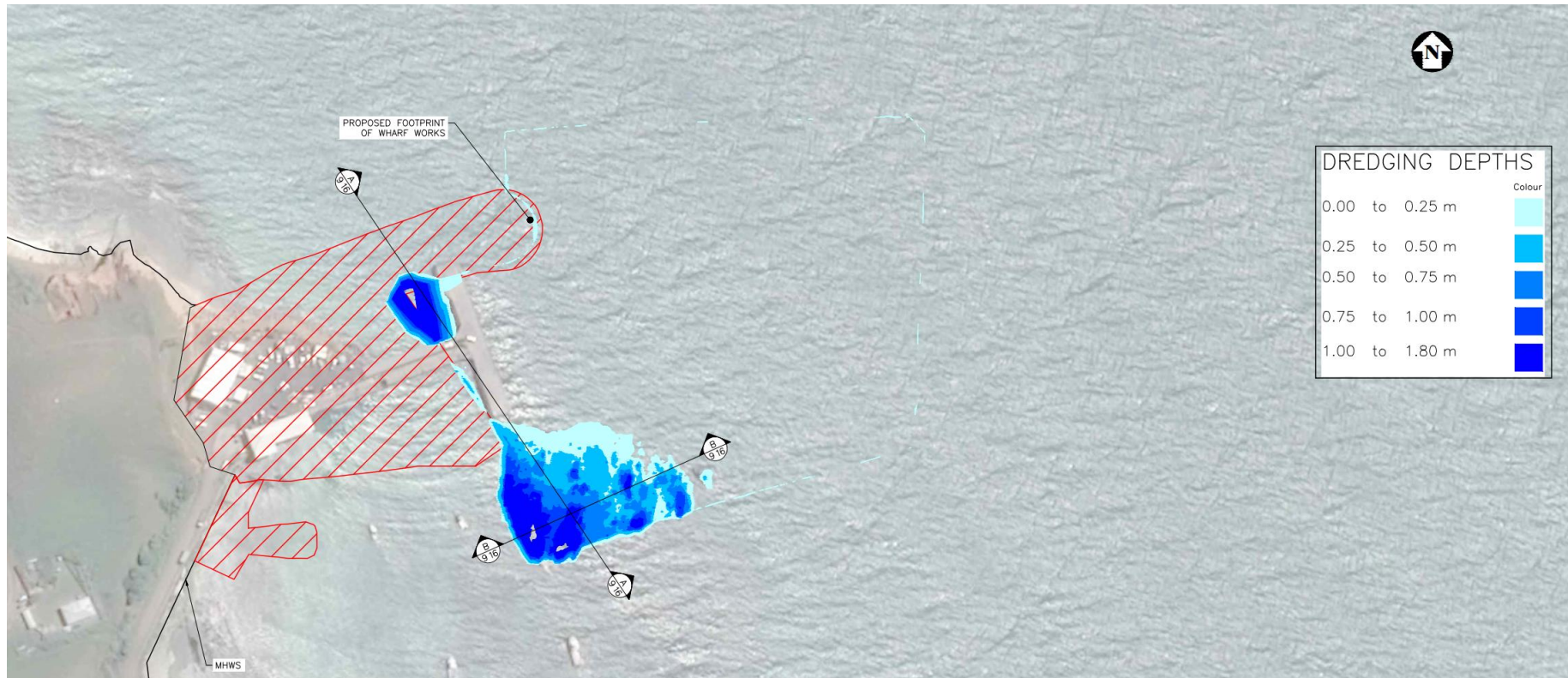
# Preferred Solution

## Blocks



# Preferred Solution

## Dredging





# Next Steps

- Budget Decision May 21<sup>st</sup>
- Lodge resource consents
- Agree Target outturn Cost
- Award Construction Phase (includes detailed design)
- And then the fund begins
  - Construction start summer 15/16
  - Completion Autumn 2017



# Questions





# Thank you