

CASE STUDY

A COMMITMENT TO COMMUNITY ENGAGEMENT

We have been working closely with the local community as we look to deepen our channel to allow for safe navigation and to accommodate larger ships.

Going beyond engagement requirements

While public notification for this consent is not required, we wanted to work with the local community to ensure they understood the requirement and had an opportunity to have their say. We engaged with iwi and community and yachting groups around Auckland and Great Barrier Island. While this added to the timing and cost of the process, it demonstrates our commitment to being open with our local community. On 11 August 2020 we were granted consent for the channel to be deepened.

Dredging to accommodate larger ships

The dredging is a straightforward process, where we use a mechanical dredge – a digger on a barge – to remove soft sediments. This consists

of mud and mudstone laid down during the last ice age. There is no blasting required. The shallowest parts of the channel today are 12.5m deep at low tide, with new ships requiring 15.2m. These are challenges faced by all ports around the world, with this activity being undertaken globally all the time.

Safe disposal of dredged material

A key part of this process is deciding where the dredged material will be disposed of. While in the past dredged material has been used for reclamation, this is no longer part of the port's strategy. For this reason, we are proposing to dispose of this material at sea, as is standard practice around the world. The disposal is also subject to consent, but via a different process with the Environmental Protection Agency. The judicial review for this consent is being held in August 2020.

The shallowest parts of the channel are

12.5m

DEEP AT LOW TIDE

NEW SHIPS REQUIRE

15.2m

