

CENTRAL INTERCEPTOR BULLETIN

Point Erin Park, Herne Bay site

We're building the Central Interceptor, a super-sized wastewater tunnel to reduce overflows, creating a better environment for you to enjoy.

A lot has happened since we came to site in June last year

We completed our shaft excavation, and on 28 March, our Tunnel Boring Machine Hiwa i te Rangi broke through to the bottom of the Point Erin Shaft, marking the successful completion of her tunnelling journey. This major milestone was celebrated with a special live event, attended by Mayor Wayne Brown (see p2 for more information).

Since the breakthrough, the team has completed removing the TBM shields and her 190m back up gantries. Several large pieces of the TBM had to be removed at night, including the 5.4m diameter cutterhead, so we could remove them without disrupting local traffic.



TBM cutterhead being lifted from Pt Erin shaft

What's Next?

With tunnelling now complete, the focus shifts to constructing the 15-metre adit. This 2.4-metre diameter pipe will be dug from the tunnel, 130m downstream of the Pt. Erin shaft, under the south-west corner of the park, to connect with future Watercare infrastructure in the area. (You will notice we are now beginning these future works there.)

Once the adit is in place, we'll begin lining the main site shaft using 12 custom-made 3.2m-diameter GRP cascade liners that will be delivered to site during the off-peak hours. (As these are wide loads, we need to do so to cause as little disruption as possible to traffic).

Work is also commencing for the ventilation structure with 2.4 metre diameter air duct that will connect to the GRP shaft. This structure acts as an air intake above ground to introduce fresh air into the tunnel network to help dilute and remove harmful gases within the sewer system.



Stripping out the TBM below Pt Erin Park



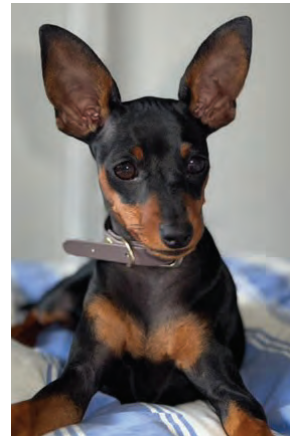
Heavy cranes are needed to remove the tunnel materials



Pt Erin site team at the bottom of the 30m-deep shaft

And Finally... Dogs of the Week!

This is a big hit around the area, so if you want to showcase your dog on the hoardings at the site, please send the name and picture to the GAJV email address on the bottom of the next page. Don't forget, if you're walking past the site, there's a water bowl for a thirsty dog.



Hiwa-i-te-Rangi completes her epic journey

On 28 March, Auckland Mayor Wayne Brown gave the order for our TBM to start up for the last time to finish the final few centimetres of her 16.2km journey since being launched from Māngere Wastewater Treatment Plant in July 2021.

At a special celebration event, 250 guests gathered around the 30-metre-deep shaft to watch the action as it was livestreamed onto a large screen. Slowly, the 5.2m diameter cutterhead emerged through billowing dust, chewing its way through the final centimetres of the concrete shaft wall—and into daylight.

Shayne Cunis, Watercare Chief Programme Delivery Officer says the breakthrough is a huge milestone and is testament to the skills of the tunnelling team provided by construction partners, Ghella Abergeldie Joint Venture: "The tunnellers have worked 24 hours per day, six days a week to build the tunnel. This is world class engineering, and it's been completed safely, economically and on time, which is rare for any major infrastructure project.

"The TBM has been through ten shafts, but breakthroughs never get old, and we'll always remember this final one. I am incredibly proud of the 600 staff who've worked on this project. This is a very special day."

Tunnellers have worked 24 hours per day, six days a week to build the tunnel. Hiwa-i-te-Rangi laid eight to 10 rings and travelled around



Celebrating her final breakthrough March 2025

22 metres per day. The concrete rings are coated with a plastic liner to protect against the corrosive effects of wastewater, to ensure the tunnel lasts 100 years.

She is now being removed from the shaft in sections, by the time this is issued she will be fully removed from the tunnel. Thermal welding on tunnel segment joints will ensure the tunnel is air-tight and services such as locomotive tracks will be removed. Elsewhere, the tunnel will continue to be connected to the existing wastewater network.

Any questions?

For up to date information please see our website:

 www.centralinterceptor.co.nz

You can also email us at:

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Or phone:

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