

CENTRAL INTERCEPTOR BULLETIN

Haverstock Road site, Sandringham

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

Site update

Our Haverstock Road construction site has been making headway, completing shaft excavation to a final depth of 50m! Now our focus is on commencing the permanent shaft lining, in preparation for the tunnel boring machine's arrival in early 2024.

The biggest challenge our team faces is the extremely wet working conditions inside the shaft. Our construction site is situated in a wetland, making the Haverstock site one of the wettest sites to build on with the unexpected ground conditions.

What is next?

The shaft will be lined with steel reinforced concrete and have thirteen cascade shelves installed. These shelves create mini waterfalls, reducing the energy of falling wastewater.

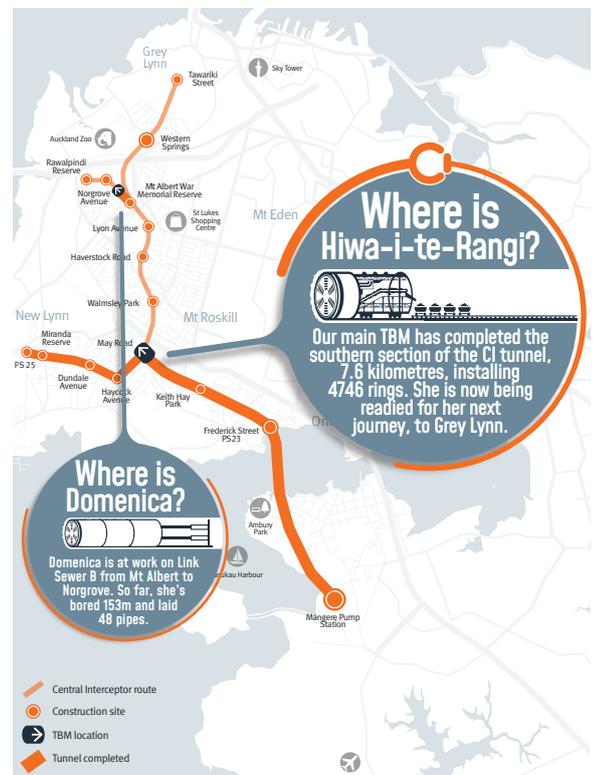
The team is also working on creating two new manholes next to Meola Creek which flows alongside our site and creating a chamber next to the shaft. These new manholes are being installed to provide increased capacity and divert overflows away from the stream and into the Central Interceptor tunnel.



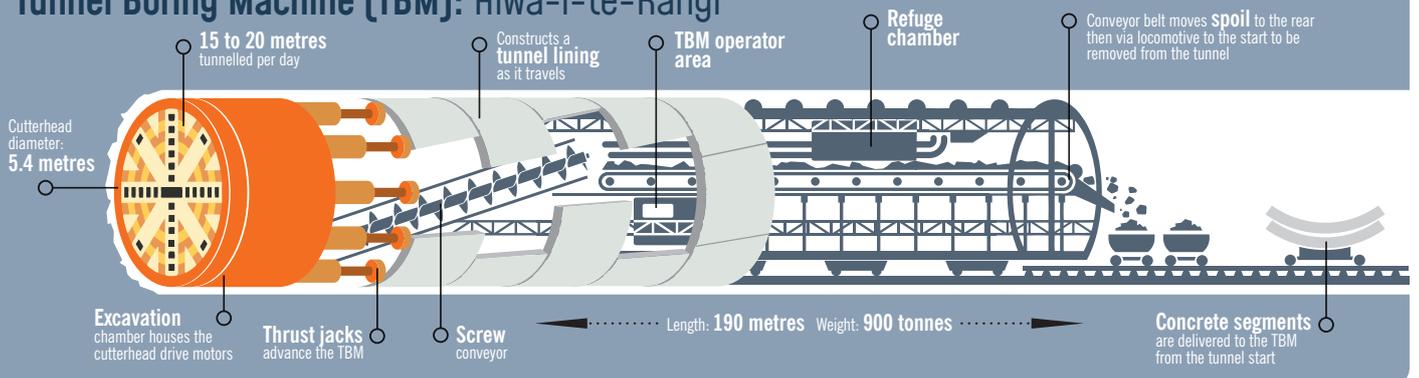
Tunnel progress

Check out our website which now has a weekly update of the TBM's progress. <https://www.watercare.co.nz/Central-interceptor/Constructing-the-Central-Interceptor>.

You can also follow us on Facebook, or Instagram.



Tunnel Boring Machine (TBM): Hiwa-i-te-Rangi





Electric trucks

The Central Interceptor project is constantly looking for new ways to improve sustainability in all aspects of construction. So, we're charging ahead, making our heavy vehicle fleet greener with three electric tipper trucks.

The vehicles have a 13-tonne load carrying capacity and weigh 26,000kg when fully loaded. They will transport more than 66,000 tonnes of spoil from Central Interceptor sites throughout the project. This will reduce project emissions by more than 300 tonnes in total. This is the equivalent of driving from Cape Reinga to Bluff more than 800 times.



E-trucks produce 79% less carbon than diesel trucks. For every 100,000km travelled by our trucks, we will save 50,000 litres of diesel. Not only are E-trucks more efficient but they are also much quieter than diesel trucks. This is a huge bonus as many of our sites are in residential areas.

Any questions?

For up to date information please see our website:

 www.centralinterceptor.co.nz

You can also email us at:

 ciproject@gajv.com

Or phone:

 0800 GAJV 02 (0800425802)

Follow us:

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Who it takes to build the Central Interceptor

The Central Interceptor project stretches across 16 sites from Māngere to Grey Lynn. Each of these sites has a team of people working on various activities and construction stages. There are numerous jobs on this project, each requiring different skills, backgrounds, experience and qualifications. This regular feature will give some insight into one of the many important roles on the project.

Technical Engineer

What is a technical engineer?

A technical engineer is responsible for coordinating and managing the completion and delivery of designs that are required for the lifetime of a construction project.

What are the daily activities of this role?

The designs need to be completed on time and need to take into consideration a wide array of factors such as constructability, cost, geology and other site constraints to name a few. A typical day includes liaising with the construction team, the client, subcontractors and CAD drafters in order to facilitate a smooth design process and to produce coordinated design that works and satisfies the needs of all parties. Design changes and technical queries are also managed by the technical engineer.

What qualifications do you need?

A Bachelor of Engineering (Honours) degree.

What is one of the challenges of being a technical engineer on the project?

Due to the size of this project and having all 16 sites open now, it can mean juggling up to 20 different designs in parallel, all of which will be at different stages of design, with different complexities of their own and competing demands.

Is there anything about the job that might surprise people?

Construction is such a dynamic and fast-paced environment, so sometimes you turn up to work and end up doing something completely different than what you had planned due to urgent and unforeseen work that comes your way.



Joey Tong, Assistant Design Manager for CI project



We encourage you to receive these updates electronically - send us your email, your current mailing address and quote "Sign me up: Haverstock site bulletin" to ciproject@water.co.nz