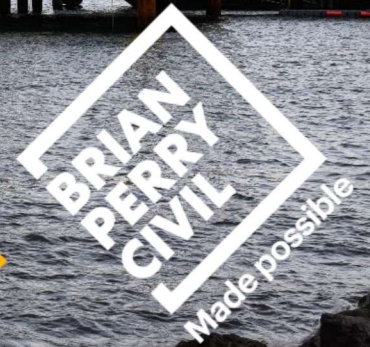
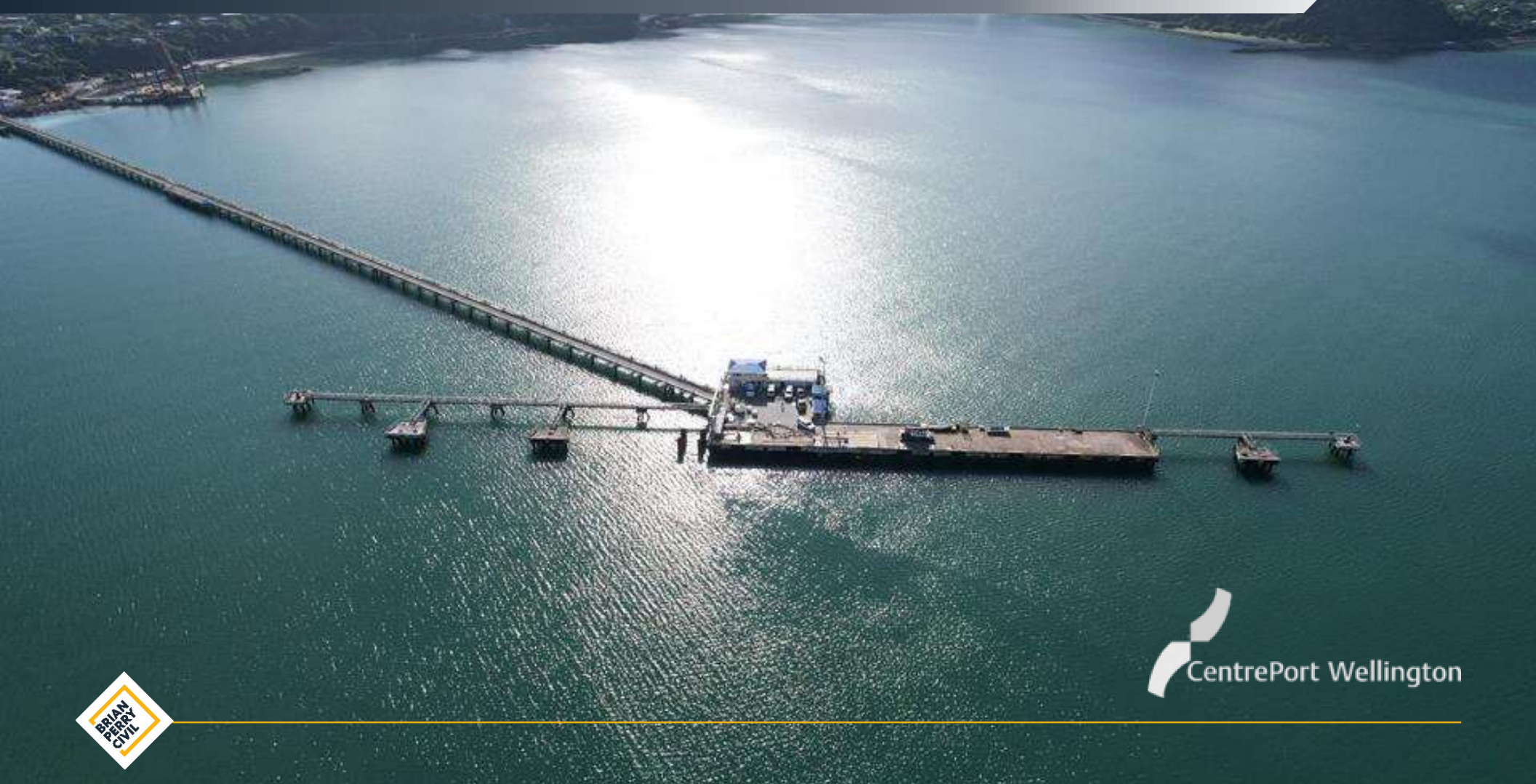


Seaview Wharf Resilience Project

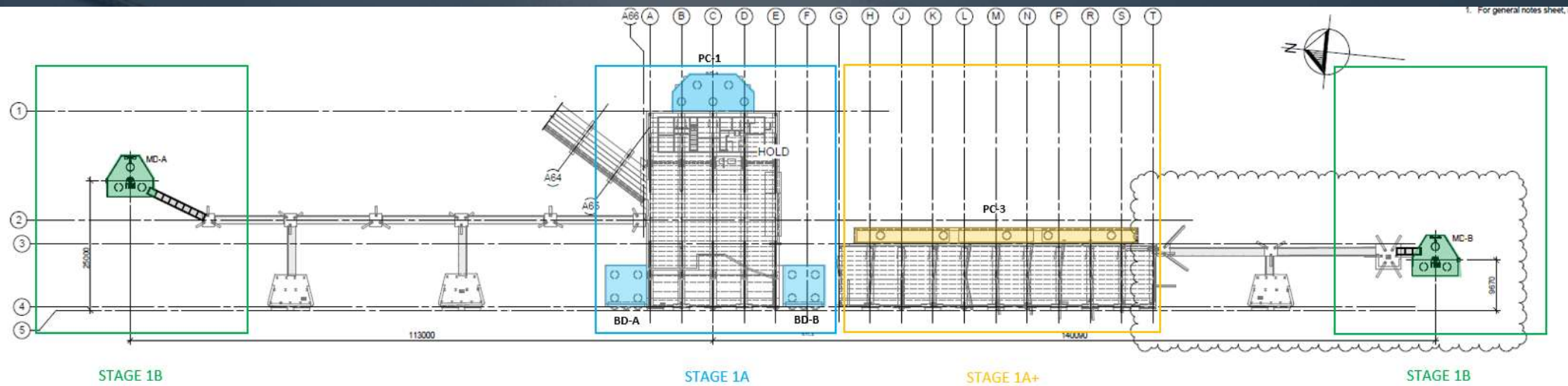
Kyle Marshall
Project Engineer



»» THE PROJECT: SEAVIEW WHARF RESILIENCE PROJECT

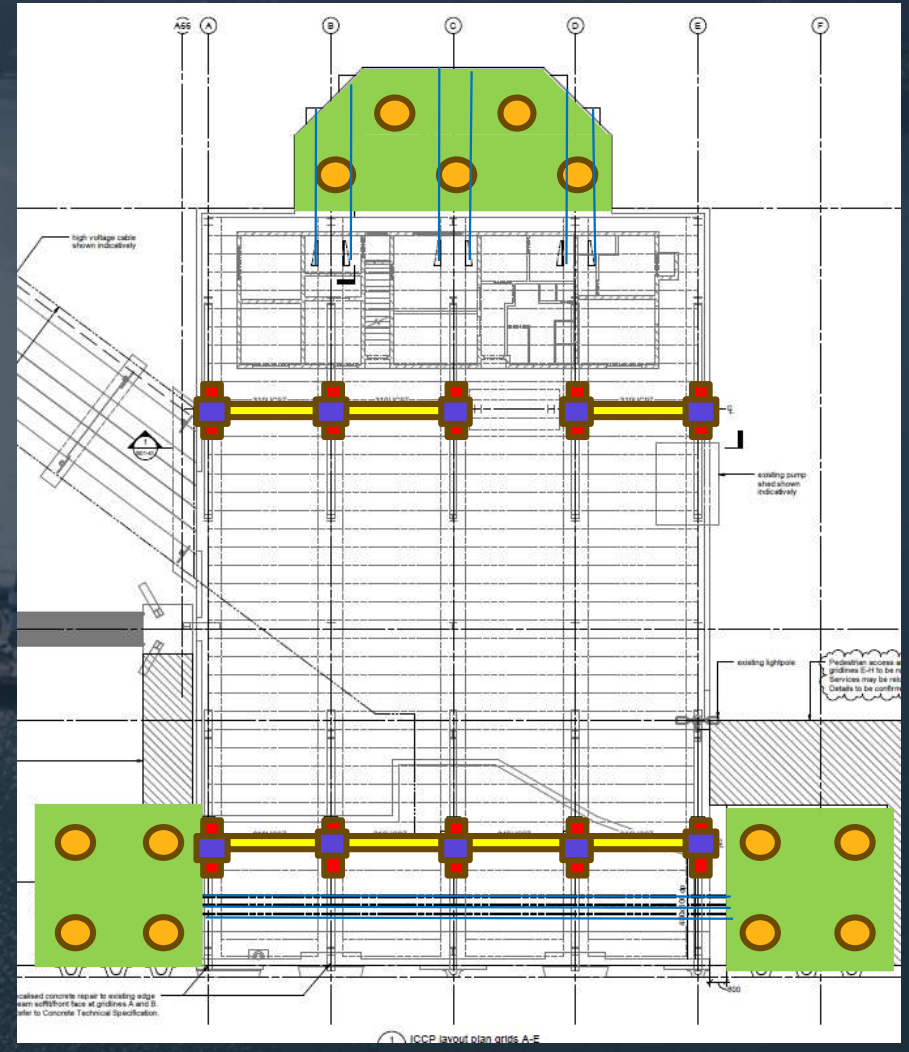
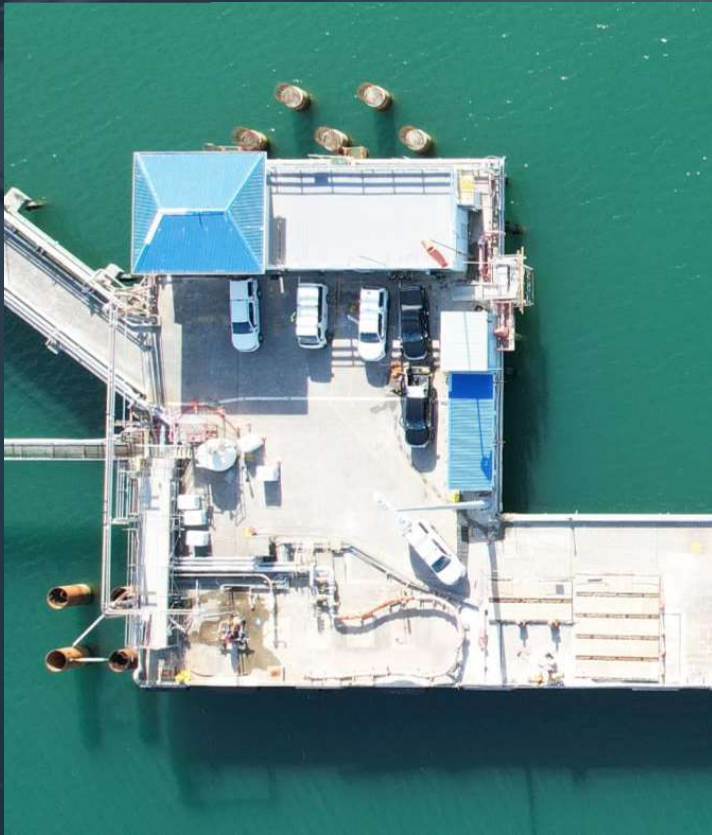


THE PROJECT: SEAVIEW WHARF RESILIENCE PROJECT



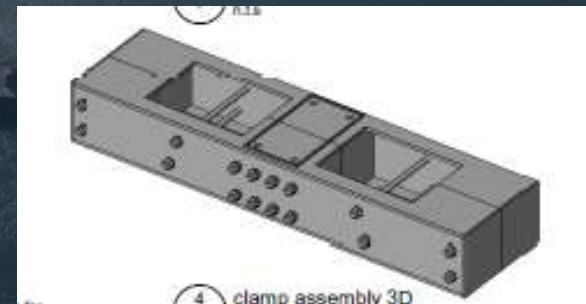
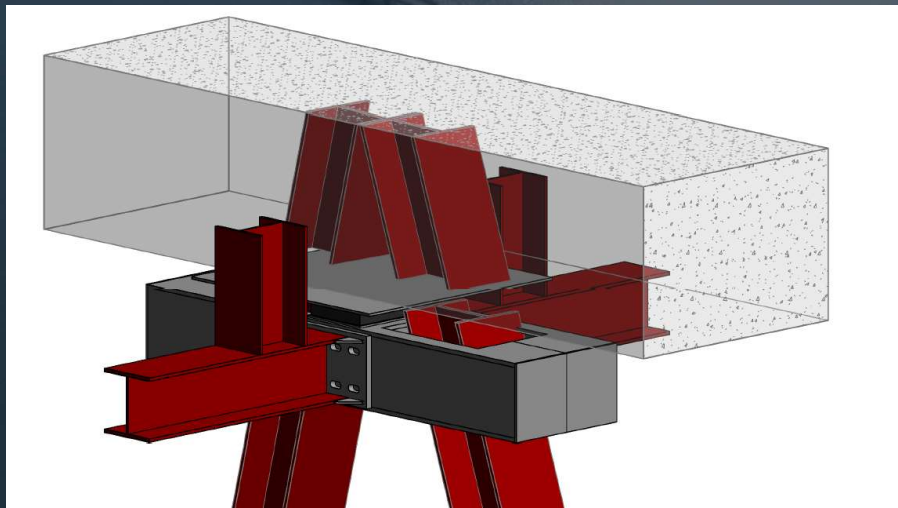
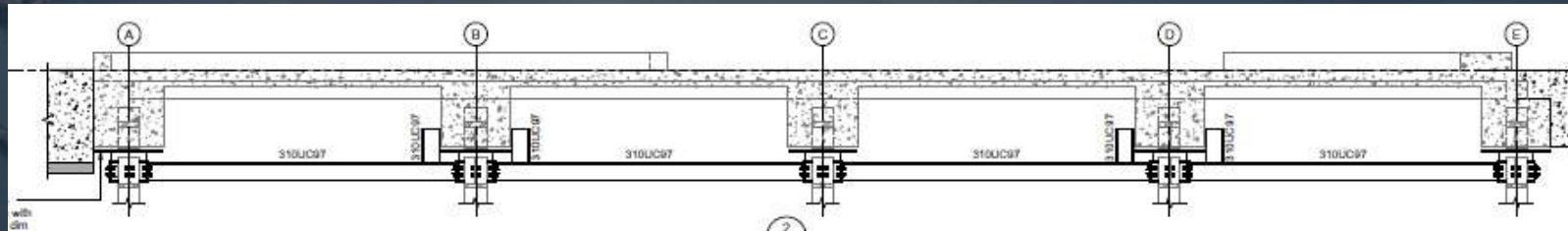
ENGINEERING ASPECTS

STAGE 1A



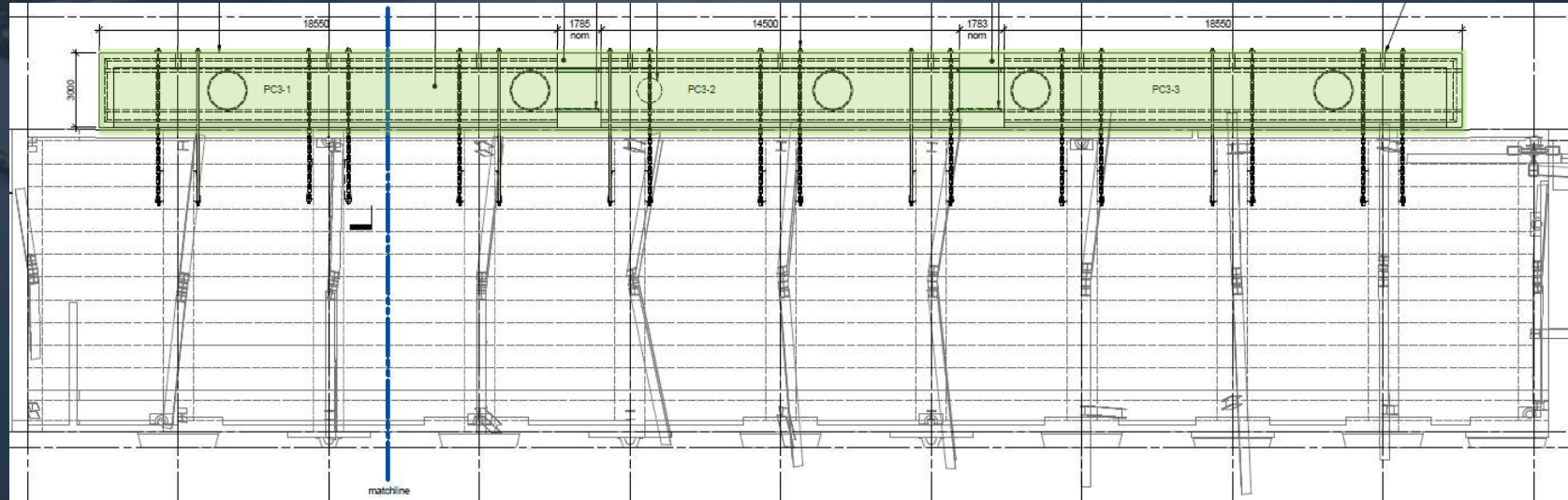
ENGINEERING ASPECTS

GRAVITY CLAMPS



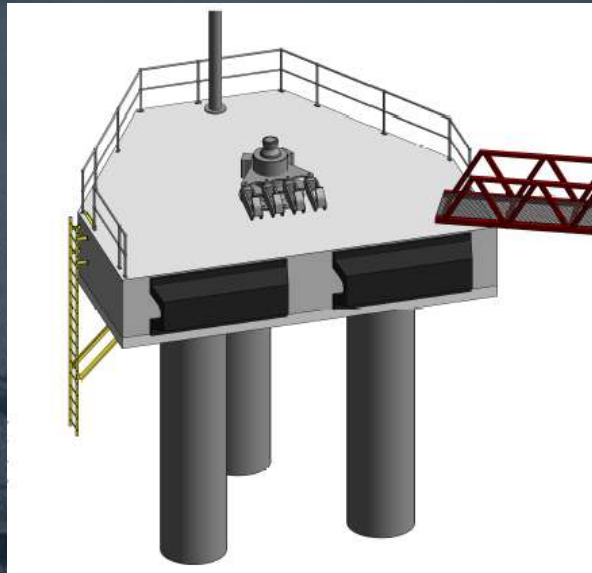
ENGINEERING ASPECTS

STAGE 1A+



ENGINEERING ASPECTS

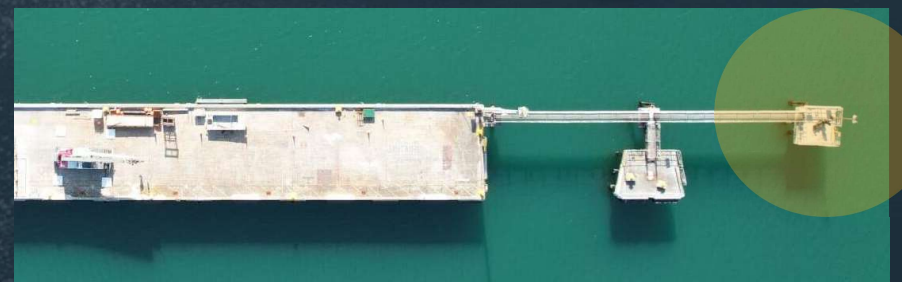
STAGE 1B



MD-A



MD-B



ENGINEERING ASPECTS | TEMPORARY STAGING



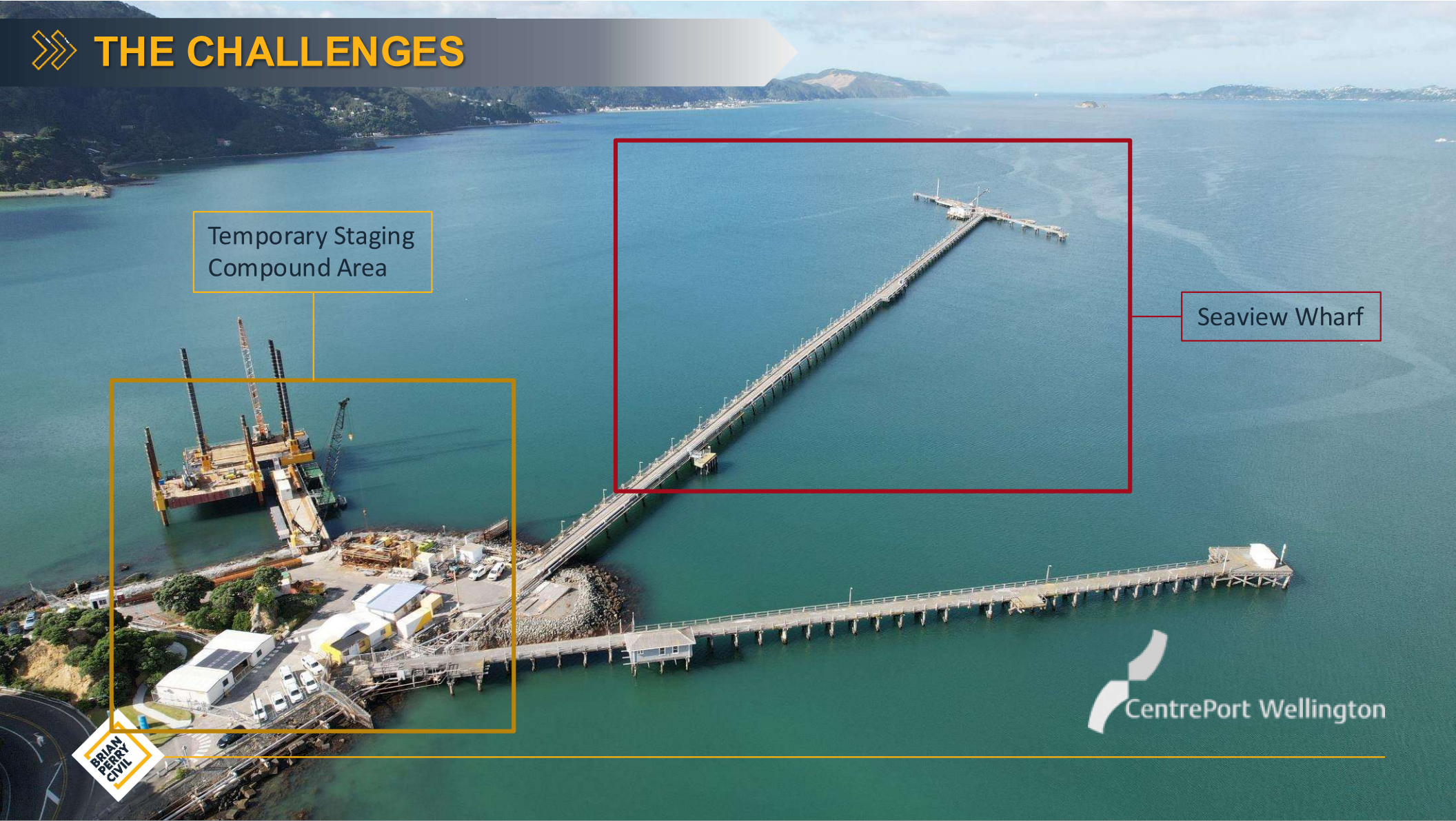
THE CHALLENGES

Temporary Staging Compound Area

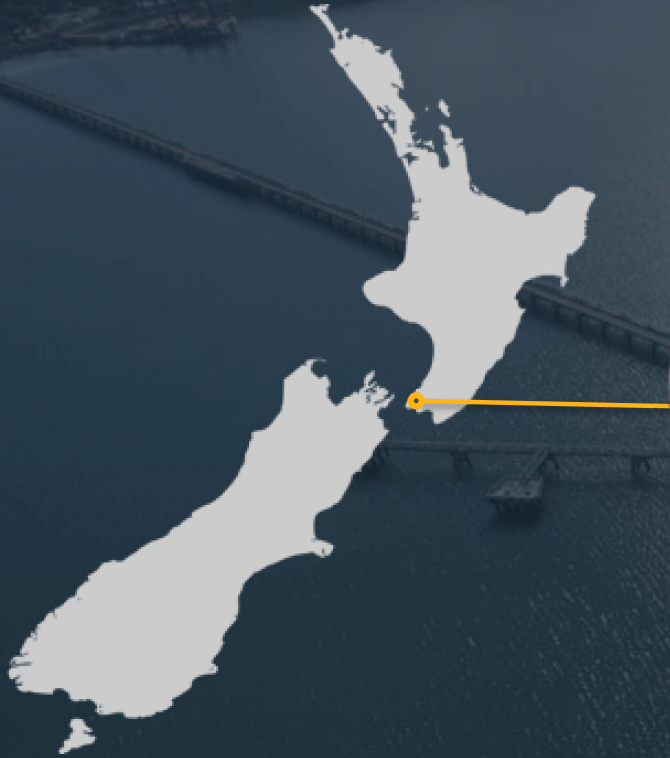
Seaview Wharf

BRIAN
PERRY
CIVIL

 CentrePort Wellington



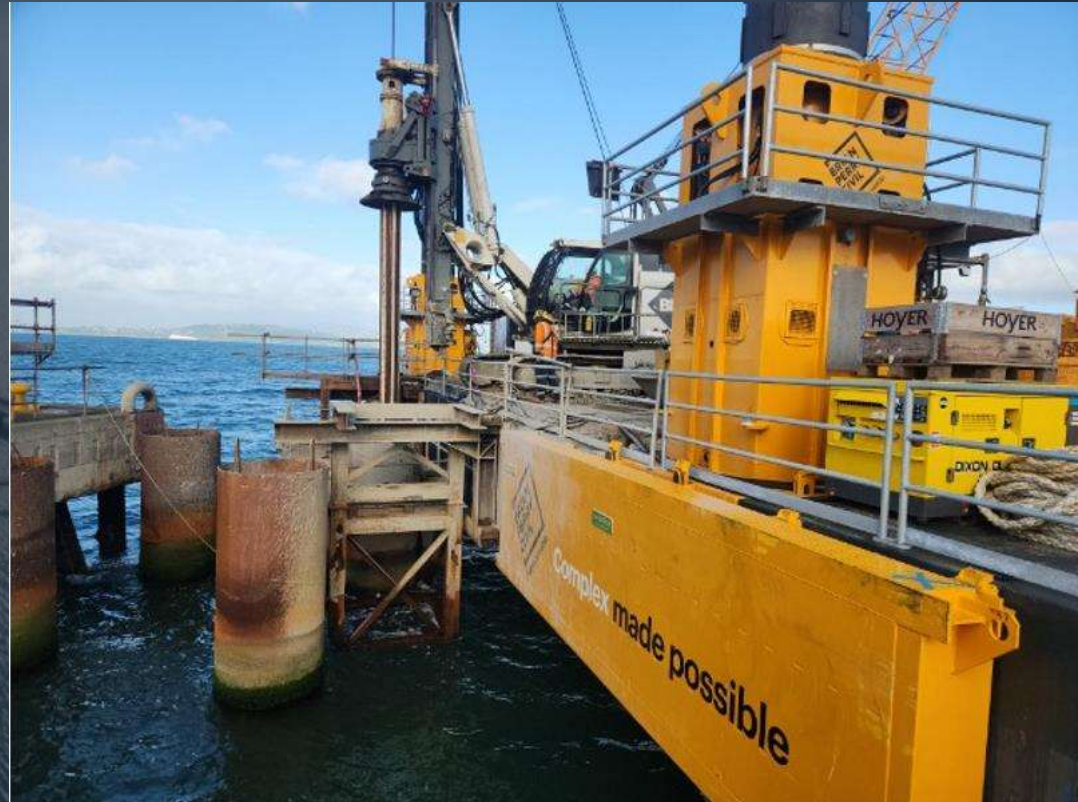
»» THE CHALLENGES: LOCATION



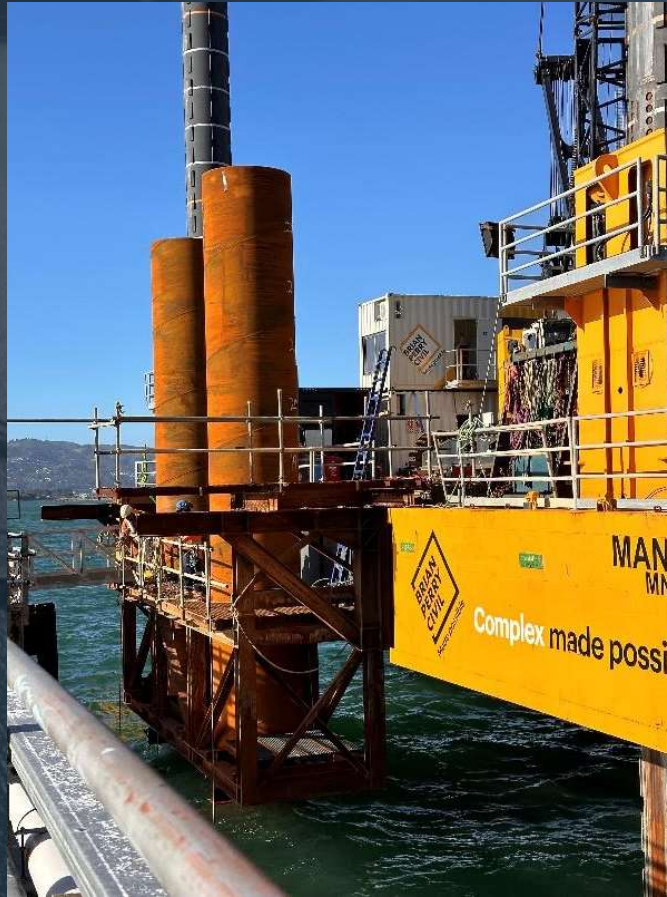
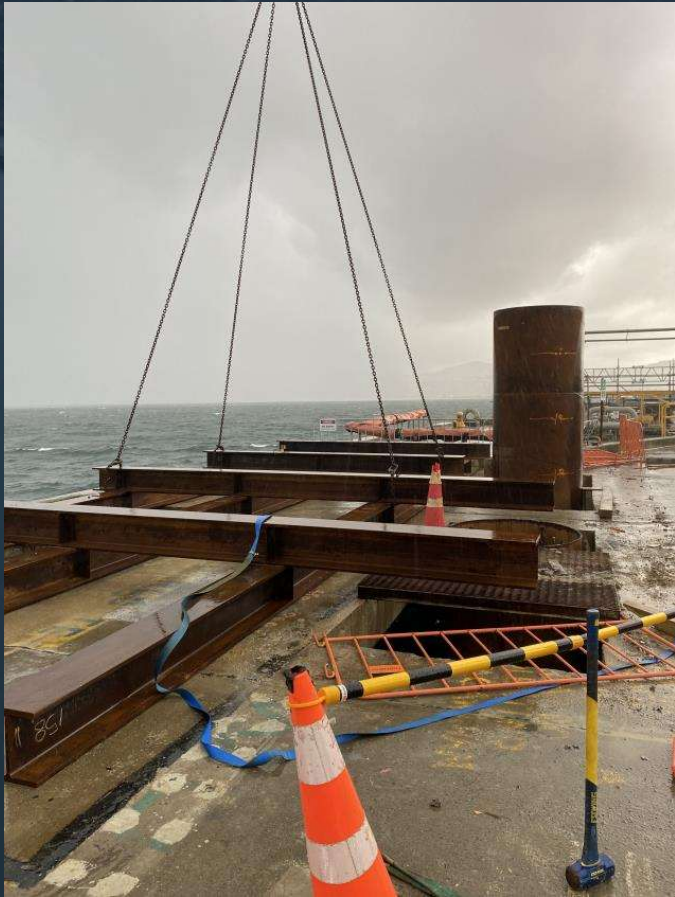
Seaview Wharf



ENGINEERING ASPECTS | PILING



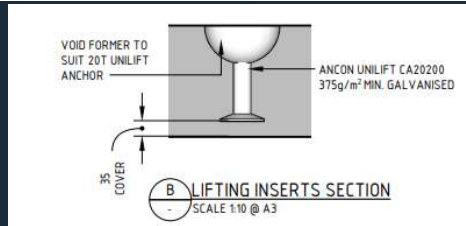
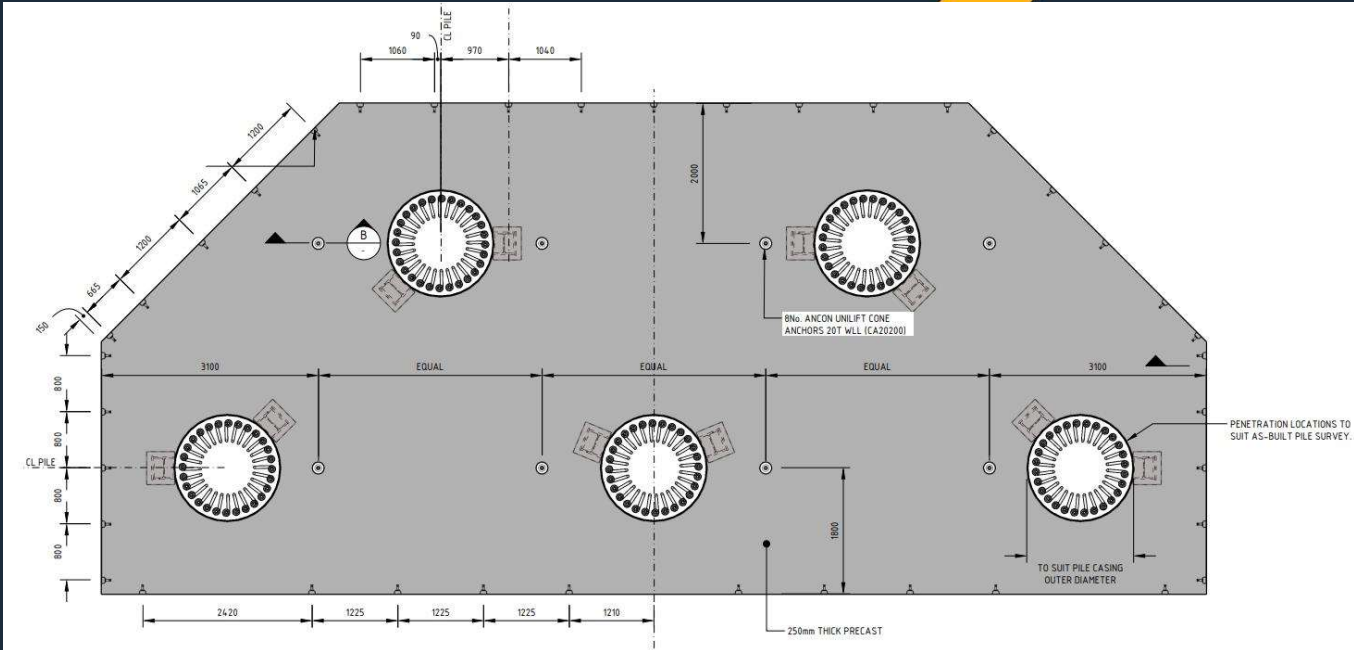
ENGINEERING ASPECTS | PILING



ENGINEERING ASPECTS | PILING



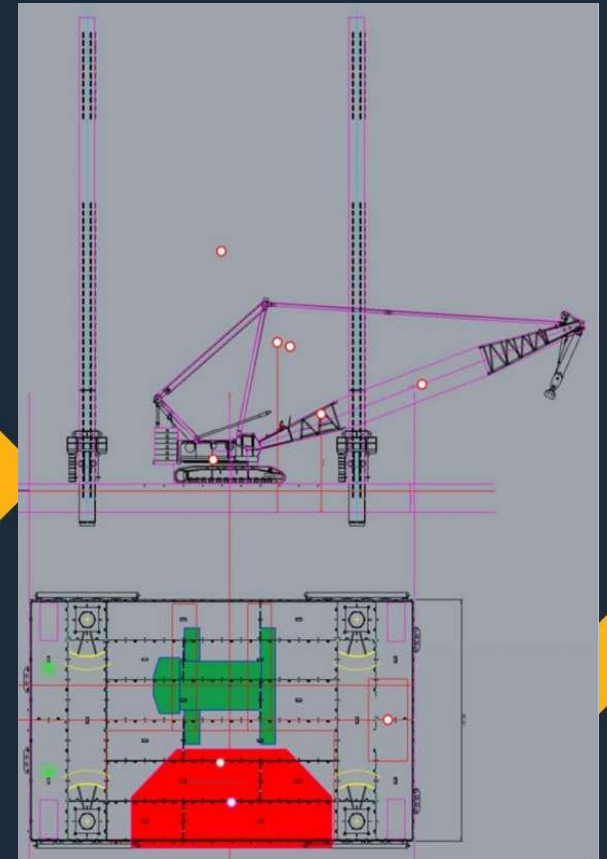
ENGINEERING ASPECTS | PRECAST ELEMENTS



ENGINEERING ASPECTS | PRECAST ELEMENTS



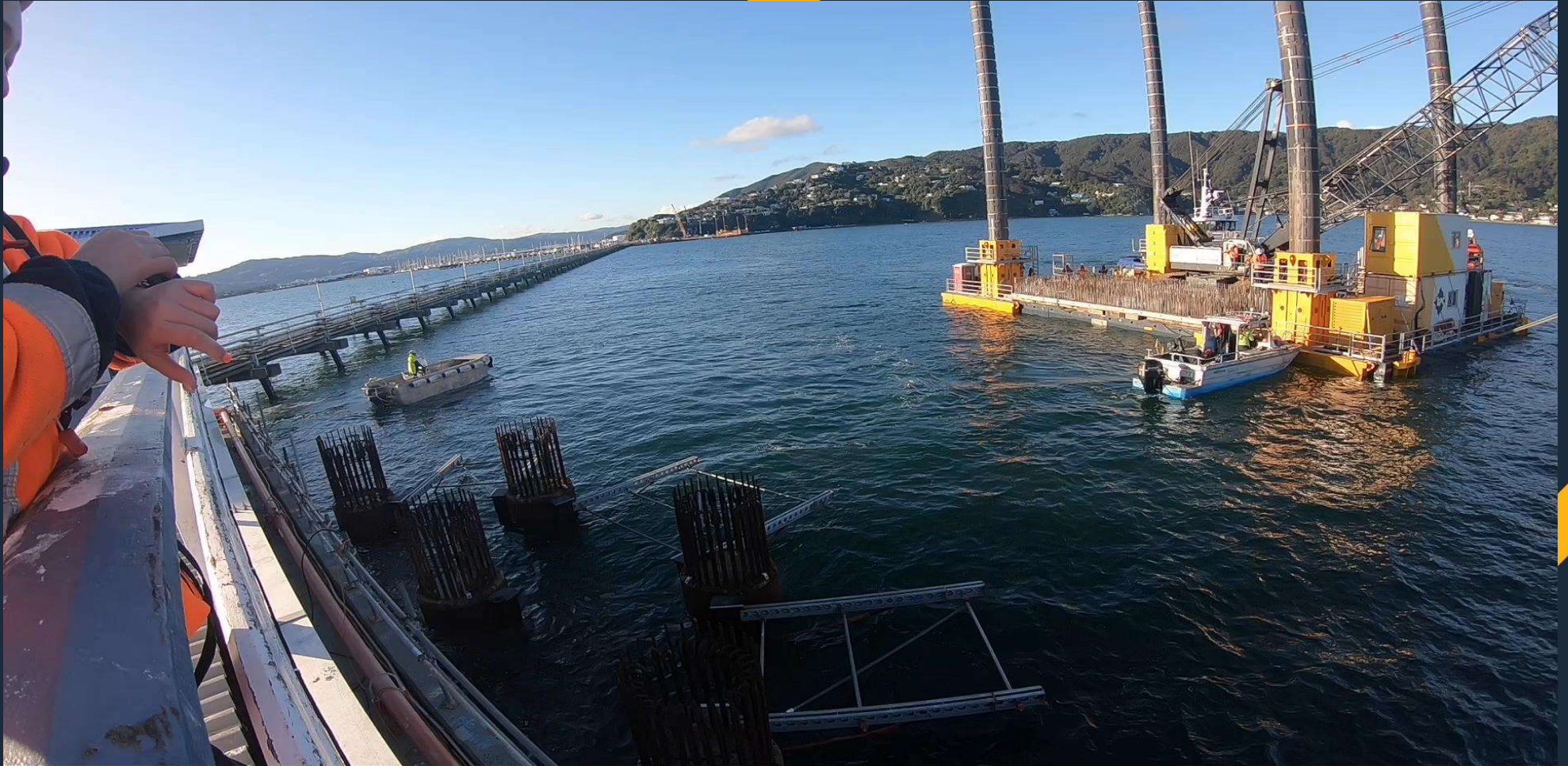
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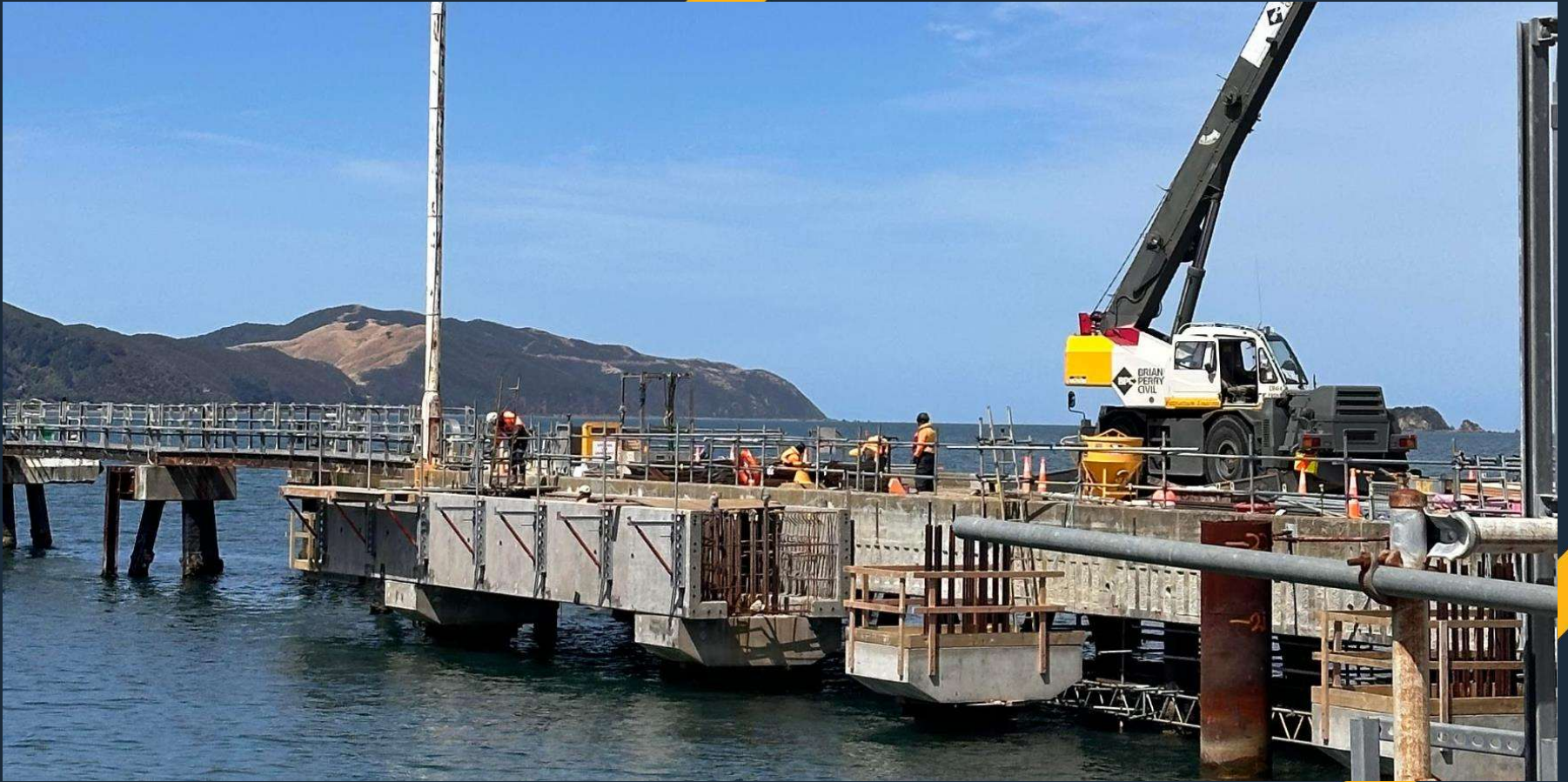
ENGINEERING ASPECTS | PRECAST ELEMENTS



ENGINEERING ASPECTS | PRECAST ELEMENTS



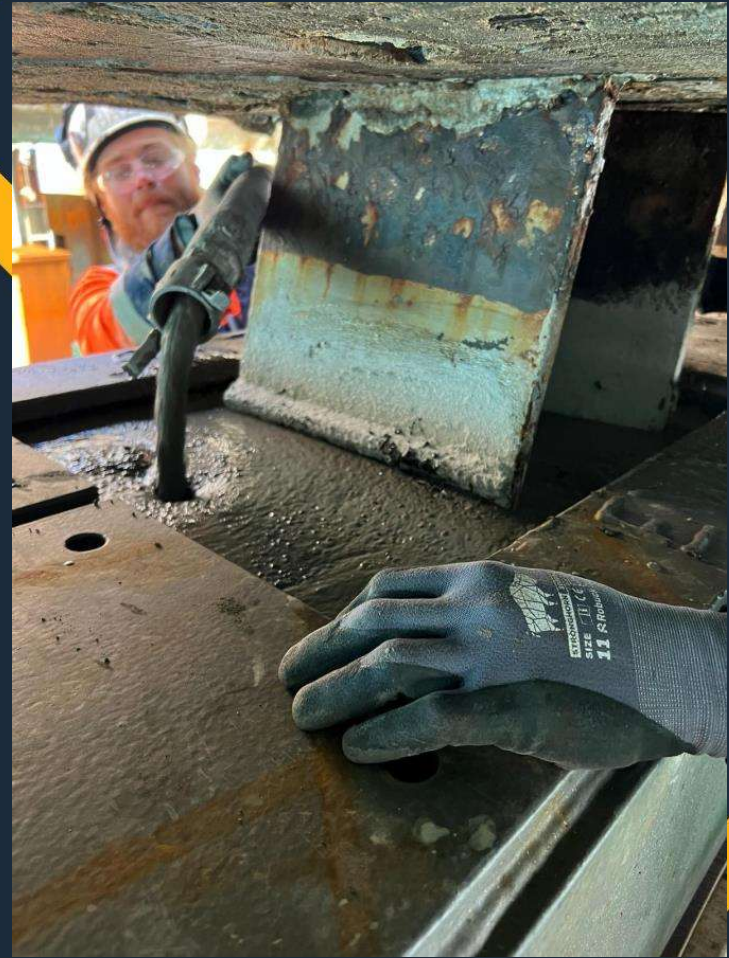
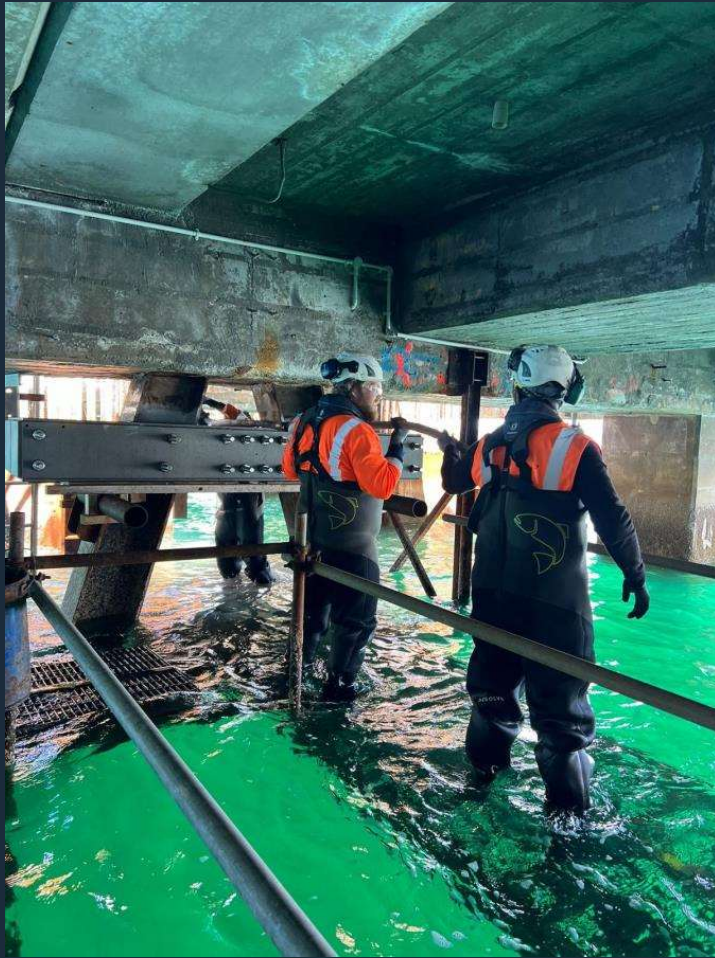
ENGINEERING ASPECTS | WORKS IN-SITU



ENGINEERING ASPECTS | WORKS UNDER THE WHARF



ENGINEERING ASPECTS | WORKS UNDER THE WHARF



»» THE CHALLENGES: OPERATIONAL WHARF



BRYAN
PERRY
CIVIL

 CentrePort Wellington

» RISK MANAGEMENT – EXCLUSION ZONES

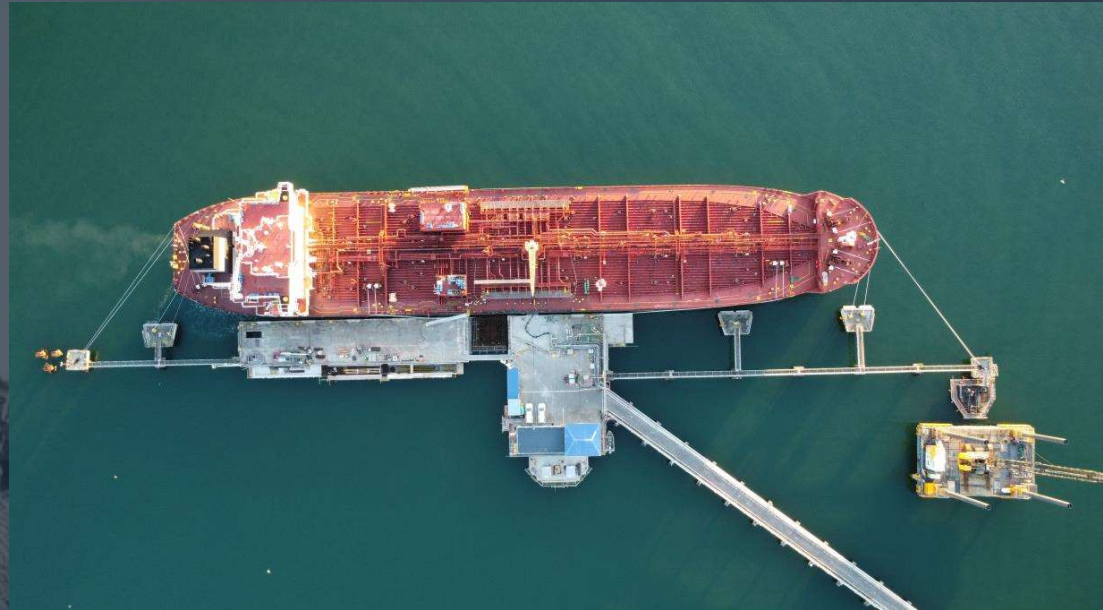
Based on the industry guidance and existing hazardous area documentation available, the following hazardous area exclusion zones were established:

1. 1.5m distance from the fuel manifold when discharge hose not connected.
2. 20m distance from the fuel manifold and discharge hose connections, including from sea level to 20m above the wharf elevation.
3. 7.5m from the side of the vessel adjacent to the cargo tanks



➤➤ RISK MANAGEMENT – PLANNED SHIPPING OUTAGES

- Outages are put in place to allow CentrePort and Brian Perry Civil to plan and execute uninterrupted works safely without constraints, often these works are in locations that prevents berthing and operation of a tanker ship.
- Outages are advised at least 4 months in advance, to give all parties necessary time to plan around these outages.
- The Interface Manager provides outage dates to fuel companies, duty pilot and BPC. These outages are discussed in a fortnightly meeting, the meeting is exclusively focused on resolving outage and project related issues. Inter-company ship conflict is for the relevant fuel companies to resolve.
- The outages are generally 2 weeks duration, this is to decrease interruption to fuel volumes at Seaview.



RISK MANAGEMENT – MATRIX OF PERMITTED OPERATIONS


- The MOPO can be implemented at any time and has been established with input from terminal managers at Seaview.
- BPC leads communications around applying the MOPO when they require it.
- The Interface Manager advises all fuel companies when the MOPO is planned to be used following the protocol documents in the MOPO.

Seaview Wharf Remediation - Matrix of Permitted Operations Flammables - Petrol, Jet Fuel, Diesel Exclusion Zone (Ship Alongside) = 7.5m from wharf edge and 20m from Wharf Manifold Permanent Exclusion Zone (no ship) = 1.5m from Wharf Manifold Rev A - DRAFT		Ship Activities (Petrol, Diesel)												Construction activities - WITHIN exclusion zone												Construction activities - OUTSIDE exclusion zone											
		Ship Activities (Petrol, Diesel)												Construction activities - WITHIN exclusion zone												Construction activities - OUTSIDE exclusion zone											
Ship Activities (Petrol, Diesel)		[Grid with NA, R, G, Y, B, O, P, S, T, U, V, W, X, Y, Z]												[Grid with NA, R, G, Y, B, O, P, S, T, U, V, W, X, Y, Z]												[Grid with NA, R, G, Y, B, O, P, S, T, U, V, W, X, Y, Z]											
Construction activities - WITHIN exclusion zone		[Grid with NA, R, G, Y, B, O, P, S, T, U, V, W, X, Y, Z]												[Grid with NA, R, G, Y, B, O, P, S, T, U, V, W, X, Y, Z]												[Grid with NA, R, G, Y, B, O, P, S, T, U, V, W, X, Y, Z]											
Construction activities - OUTSIDE exclusion zone		[Grid with NA, R, G, Y, B, O, P, S, T, U, V, W, X, Y, Z]												[Grid with NA, R, G, Y, B, O, P, S, T, U, V, W, X, Y, Z]												[Grid with NA, R, G, Y, B, O, P, S, T, U, V, W, X, Y, Z]											



➤ RISK MANAGEMENT – MOPO NOTIFICATION

- The MOPO Notification is completed the week prior to the activities being performed. This notification highlights the type of work, limitations and location of the work activities.
- The interface manager then notifies the fuel discharge authority for approval.
- At the start of each workday under the MOPO controls a toolbox talk is completed with the discharge authority to ensure there are no changes to the planned activities.



CENTREPORT SEAVIEW WHARF PLANNED WORKS NOTIFICATION

MATRIX OF PERMITTED OPERATIONS

This notification of works will be submitted to CentrePort Interface Manage on Thursday the week prior after the Last Planner. This notification of planned works will include all planned activities for 7 days.

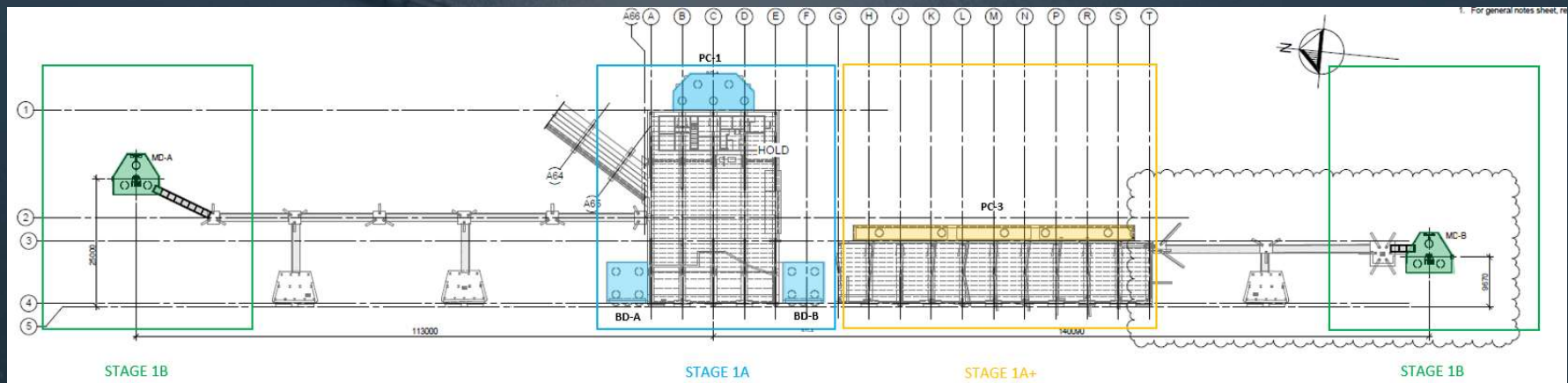
This will give the fuel industry and wharf users adequate time to ensure planned activities do not interfere with shipping schedules.

Week Commencing:	28/08/2023 – 03/09/2023			
Planned Activities	Type of work (Refer MOPO Matrix)	Work Limitations	Location	
Monday 28th August No ship	Installation of Gravity Clamps	B1 Hot Works 1 B2 Hot Works 2 B10 Works under wharf	No works under wharf while ship berthing	Under the wharf – in exclusion zone
	Chasing/coring 1A+	C1 Hot Works 1 C3 Combustion Engines and Electric Motor	3,10 – out of zone of influence 7,10 – depends on location 12 – gas detection required No works one hour prior to ship discharge and during discharge of diesel and petrol	Stage 1A+ - Outside exclusion Zone
	PC1 Blister works	C2 Hot works 2 C5 installing/ removing temporary works C13 Cold work/ non-powered hand tools	3,10 – out of zone of influence 7 - Subject to mooring plan and location of work	PC1 – Outside exclusion zone
Tuesday 29th August No Ship	Installation of Gravity Clamps	B1 Hot Works 1 B2 Hot Works 2 B10 Works under wharf	No works under wharf while ship berthing	Under the wharf – in exclusion zone
	Chasing/coring 1A+	C1 Hot Works 1 C3 Combustion Engines and Electric Motor	3,10 – out of zone of influence 7,10 – depends on location 12 – gas detection required No works one hour prior to ship discharge and during discharge of diesel and petrol	Stage 1A+ - Outside exclusion Zone



➤➤ RISK MANAGEMENT – OUTCOMES

- Simultaneous operations being carried out with good controls guided by the MOPO.
- Planned outages allow Brian Perry Civil to execute uninterrupted works safely without constraints.
- Notification process allows for clear communication between all parties.
- Toolbox talks prior to work activities allow for change management.
- Programme and budget forecasting can be predicted more easily due to procedural controls.
- Project completion due by June 2025.





Q&A

