



## STICKING TOGETHER

Please find attached to this newsletter an Auckland Harbour Bridge fridge magnet with our contact details.

At last year's Christmas function, one of our neighbours suggested we provide a handy reminder of our phone number and email in case you need to get in touch about anything happening on the bridge.

### IN THE PAST 12 MONTHS...

We have used:

- 684 litres of paint
- 11 tonnes of garnet, an abrasive blasting sand

The bridge saw:

- 371 over-dimensional loads
- 326 breakdowns (plus 44 vehicles running out of fuel)
- 232 incidents of debris
- 48 weather incidents (wind gusts over 60kph)
- 50 road closures
- 94 driving complaints
- 77 crashes
- 50 pedestrians
- 1 rabbit

If you have any questions or concerns regarding the Auckland Harbour Bridge, contact us.



24h freephone **0800 652 004**

Email [info@ahb.nzta.govt.nz](mailto:info@ahb.nzta.govt.nz)

or just pop into the office

## MAINTENANCE TEAM'S EFFORTS ACKNOWLEDGED

In April we were thrilled to receive the NZ Planning Institute's award for 'Best Practice: Integrated Planning and Investigations' for our 'Adaptive Management Framework'. This award recognises "outstanding creativity, innovation, and service".

The award follows our successful application for a new Resource Consent that allows more flexibility in the product type and environmental mitigation measures for the maintenance of the Auckland Harbour Bridge.

Maintenance of the surface of the bridge results in various contaminants entering the marine environment.

Our ecology team assessed the effects of this discharge to the marine environment, as part of the development of a consenting framework.

The previous staged consent process that was required placed limitations on the use of innovative and environmentally friendly methods of bridge maintenance. Working with planners, scientists and maintenance operators from NZ Transport Agency, Opus, Beca, Boffa Miskell and Air Matters, the Auckland

Harbour Bridge Alliance created a flexible consenting framework that focuses on outcomes as opposed to prescribing methods, while at the same time retaining a high level of environmental success.

It is estimated that the adaptive management framework will save the NZ Transport Agency around \$65 million over the next 10 years.



# AUCKLAND HARBOUR BRIDGE ALLIANCE UPDATE

Over the past 6 months we have continued to look after the bridge and new resource consent for maintenance was recently granted to us. A few interesting and notable improvements have been made in this time.

We have installed a new electric wire to deter seagulls from the bridge (top picture), which is proving successful. Their excrement accelerates the deterioration of the coatings, and presents a health risk to our workforce.

We have also trialled a new type of paint for the bridge (bottom picture).

It's still the same shade of grey but, along with being more cost effective, it should have a reduced environmental impact - it doesn't require abrasive blasting as part of the surface preparation. Water jetting does the job.

This will reduce noise and dust emissions generated during



coatings maintenance work. However, due to the soft nature of this paint it is not appropriate in all areas of the bridge.

Along with carrying out our usual bridge inspections and maintenance work, in the coming six months we will:

- Review our surfacing options for the clip on lanes
- Develop designs to strengthen the bridge to accommodate the forecast increase in traffic load, and
- Carry out rescue simulations for our team who work on swinging stages and ropes.



We have a couple of newish faces around the project office.

Lynne Gibbs joined us back in January last year. She takes care of the admin in the office but she says the highlight of her job are her bridge walks.



Nick Coxhill arrived in New Zealand from the UK in December last year. He joins the Auckland Harbour Bridge Alliance as the NZ Transport Agency's Maintenance Contract Manager, working closely with the Auckland Motorway Alliance.

## HONOURING THE MERCHANT NAVY

In Britain, New Zealand and other Commonwealth countries, 3 September is Merchant Navy Day. This year, once again the bridge will fly the Red Ensign, the flag of the Merchant Navy, in commemoration.

The date commemorates the sinking of the first British merchant ship in 1939, just hours after war was declared. Merchant seafarers were involved in the Second World War from the first day to the last.

Several thousand New Zealanders served in the Merchant Navy during the Second World War. These civilian volunteers sailed the ships that delivered troops, military equipment and vital cargoes of food, fuel and raw materials across the world's oceans. This work was so essential to the Allies' war effort that the Merchant Navy was effectively regarded as the fourth service alongside the army, navy and air force.



Work on the ships was tough - but also full of adventure. Merchant seafarers often found themselves in the front lines of the war at sea. Many ships were torpedoed or bombed; survivors sometimes spent days or weeks in lifeboats before being rescued. More than 140 New Zealand

merchant seafarers lost their lives, and a similar number were taken prisoner. No other group of New Zealand civilians faced such risks during wartime.

Source: *The Merchant Navy in the Second World War*, <http://www.nzhistory.net.nz/war/the-merchant-navy>

## A SLICE OF HISTORY

Recently we came across a pile of old newspapers in our office. Amongst them were two of particular interest to us.

One published on 10 December 1958 and has articles on the bridge's construction along with photos, the other was dated 3 June 1959, the day the bridge was opened, and duly celebrates the momentous occasion.

Along with the pieces on the bridge, the newspapers are a fascinating record of the time - complete with some quite un-PC language in both the stories and advertisements, often to hilarious effect. It's also interesting to see some familiar brand names alongside those lost to history.

We have digitised the papers to preserve their content (they're getting rather fragile) and have framed and displayed in our office a few pages that celebrate the harbour bridge.

We'll give you a few excerpts from the papers in coming editions of this newsletter and hope you enjoy them as much as we have.



Above— Driving home the last pin securing the big span in its new position.  
Left— The bearer span being pushed clear after the safe lodging of the pick-a-back span on piers two and three.

The sugar freighter Rushwood passing under the bridge. The central arch will permit the free passage of ships.

### Tricky task completed

The placing of the pre-fabricated span on its mid-harbour piers was accomplished without a hitch on Monday of last week. The falling tide soon enabled the pontoons carrying the bearer span to float free, and the next day this small span was back in its original place between piers five and six. The aerial photograph on the right gives a complete picture of the work on the bridge to date. It is a view looking across the harbour to the North Shore and Rangitoto.

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## 2DEGREES LIGHTS UP THE BRIDGE

In March, the harbour bridge was lit with 51,000 lights and transformed in to a giant LED music amplifier.

The interactive art, music and light show was put on by 2degrees, with the support of Samsung, NZ Transport Agency and ATEED (Auckland Tourism, Events and Economic Development).

The dynamic light show was synced to music chosen by the public and could be watched from several vantage spots around the harbour or via live stream on mobiles or laptops.

'Play the Bridge' celebrated the 175th anniversary of the city, and was the first time the bridge has ever been used as part of a display in its 56-year history.

Lighting up the country's largest bridge to music was no mean feat. 2degrees

brought in one of the world's leading experts in light installations, Sydney-based 32 Hundred Lighting.

In the fortnight prior to the event, after six months of planning, more than 1000 LED light tubes made up of over 51,000 light bulbs were installed by hand.

2degrees chief marketing officer Malcolm Phillipps says his company worked very closely with New Zealand Transport Agency and ATEED and were also fortunate to have the support of Samsung to make this happen.

"From the various council and transport agencies to the team who carried the 1000 LED lights up the bridge in backpacks, it's been a real team effort."

### PROGRESS UPDATE:

## LANDSCAPING TE ONEWA PARK

Stage 3 of landscaping Te Onewa Park has been progressing steadily over the past few months.

The current concept is close to completion after liaison with council and local iwi.

Following this, the finalised design will be presented to the wider group of stakeholders for feedback.

Design of the structure that supports the path around the anchorage has begun.

This will carry visitors around the Eastern side of the anchorage and lead up to the existing bridge that crosses the defensive ditch and onto the historic Onewa Pa site.

Presently the design is focussed on celebrating the wide ranging heritage of the area. We want to acknowledge local history from the Pa site through to European settlement and the building of the Auckland Harbour Bridge.

Stage 3 has been designed to follow on from and complete the previous landscaping projects (stages 1 and 2).

## CELEBRATING 4 YEARS OF STAYING INJURY-FREE AT WORK

The bridge maintenance team is proud to announce that on 22 June we hit a milestone of going 4 years without a lost time injury on site.

A lost time injury (LTI) is a work-related injury or illness that requires a person to miss a full shift of work.

As a token of appreciation for everyone's excellent efforts in staying safe at work, our senior management

team members cooked a surprise breakfast for our site-based staff, which was served after our morning toolbox meeting. After the breakfast all staff members were presented with vests embroidered with '4 years LTI free'.

In the interests of keeping safe and healthy, and to ensure we hit the next major LTI-free milestone, we recently swapped out our 25kg bags of garnet

(abrasive blasting sand) for 15kg bags to help decrease the likelihood of a manual handling injury.

We have also upgraded to hi-visibility Kevlar protective clothing for our water-blasting work, and have started a 3-month-long 'biggest loser' competition to encourage staff to take up some exercise outside of work and to eat healthier.