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Speaking notes  
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I feel the applicant was very thin on information in their application with regards to environment and safety.

### **Environmental:**

They neglected to mention the plastic pipe liner at all, no matter what width the pipe is, it is an obvious contaminant.

The effects of microplastics being added to the river system have not been assessed.

I find it hard to believe that Peter Hall is unaware of the general crew attitude towards fuel, oil and sewage which is sent into the river.

As a director, Peter Hall needs to take ownership of CGC's culture.

I would like to acknowledge Oliver Moon's courage in speaking out on these issues.

It is no surprise to hear Olly may have had conflict with other staff members. He would have bought a set of values to the dredge that were not welcome.

### **On Safety:**

Again, the information in the application is very vague.

In fact I thought Mr Halls notes on the anchoring system in the s92 response were quite deceptive. The notes fail to highlight that the dredge cables change their position on the river as the dredge is working. This is a fairly important safety issue for other river users.

Peter Hall mentioned yesterday that they are required to have a qualified skipper, and the rest of the dredge crew do not require qualifications.

It would be good to clarify if there is a qualified skipper onboard at all times during operation, Or, does CGC have a maritime nz exemption to operate without a skipper at times.

I'm also curious to know if crew are required by the company to have current first aid certification?

During the holiday periods when the dredge will not operate, will it be left in the river unmanned? With increased recreational river users during these times, what precautions will be in place if any issues arise with the dredge's anchoring or if cables are affected by a rise in river flow?