

**DUTCH DREDGING
NEW ZEALAND**

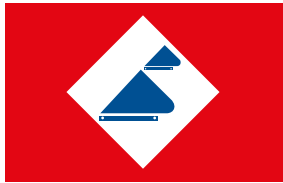
COMPANY PROFILE

DUTCH DREDGING NEW ZEALAND

PACIFIC EDITION



DREDGING IS OUR EXPERTISE



BAGGERBEDRIJF DE BOER

DUTCH DREDGING

ABOUT US

Baggerbedrijf de Boer - Dutch Dredging is a midsized dredging company based in Sliedrecht, the Netherlands. Our activities include dredging, surveying and related marine operations in the fullest sense.

At Baggerbedrijf de Boer - Dutch Dredging our stakeholders count on quality and reliability, which are the key concepts for our organization and our personnel.

Our medium size guarantees an organization small enough to provide short and clear communications lines, quick decision making and flexibility, but big enough to guarantee sufficient technical know how, expertise and financial backing in our opinion. Working with Mother Nature requires environmental concern and our Health and Safety is up to the latest standards in this field.

Started more than 65 years ago as a small family business, the company originally operated mainly on the national Dutch market as Baggerbedrijf de Boer. After a steady growth of the company over the years, we entered the international market under the English name of **DUTCH DREDGING**.

Baggerbedrijf de Boer Holding B.V. currently employs around 280 well-educated and highly motivated professionals.

Baggerbedrijf de Boer -Dutch Dredging is very much project based, centrally organized, but usually with a local organization on site and support from the different staff departments.

Our company is mainly active in Western Europe, South America, the Middle East and Africa. Since 2016 also in the Pacific.

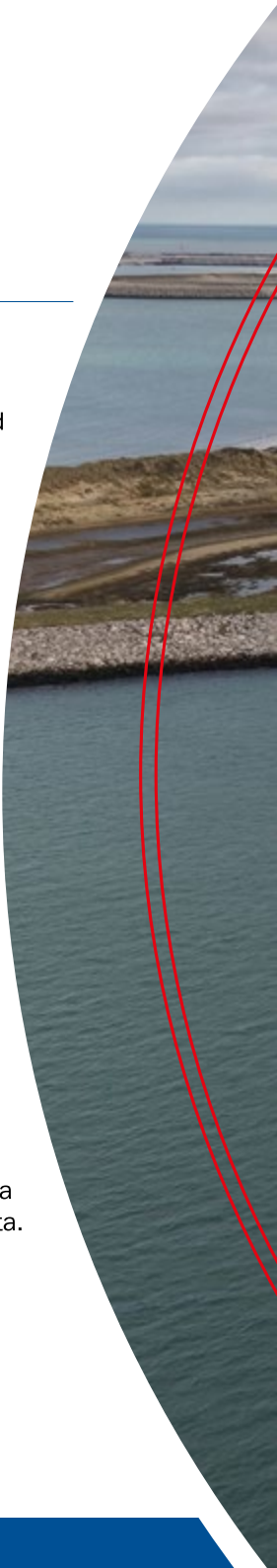
Our principal work is maintenance and capital dredging with a fleet of modern trailing suction hopper dredgers, usually assisted by bed levellers and survey vessels. The bucket dredgers work in specialized markets, where hard or coarse textured soil needs to be dredged and/or when special environmental constraints are applied. Our backhoes usually work in seaports and can be equipped with special closable buckets and a sand/gravel aggregate screening and separating system.

Our Airset systems work in tidal ports, fluidizing the soil layer so it can be transferred naturally with the tidal currents.

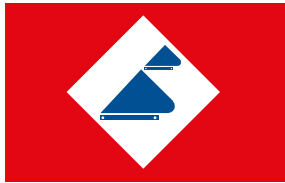
For monitoring and control, all our vessels can be supported by survey vessels that are equipped with the latest software for showing or providing complete surveys to a very high degree of accuracy. Several multibeam and single beam systems are installed on board of our own survey vessels in order to provide up to date and precise data.

For transporting materials, we have several barges and barge unloading dredgers to empty the barges at the disposal site.

For more information about our fleet and projects, please check our website: **WWW.DUTCHDREDGING.NL/EN**







DUTCH DREDGING NEW ZEALAND

DUTCH DREDGING NEW ZEALAND LTD

Dutch Dredging New Zealand is a subsidiary company based in Papamoa, New Zealand.

In 2016 Baggerbedrijf De Boer signed a ten-year contract for maintenance dredging operations in five New Zealand ports. The agreement—signed in the presence of the Dutch royal couple—covers the ports of Timaru, Taranaki, Tauranga, Lyttelton, and Napier.

What makes this contract particularly notable is that these competing ports joined forces in a combined tender, enabling our Trailing Suction Hopper Dredger 'Albatros' to be permanently stationed in New Zealand.

Ron Heijkoop is our contract manager in this part of the world. He is settled in Papamoa with his family and is a permanent resident of New Zealand.

“Niet lullen maar poetsen” is a typical Dutch saying that translates as “less talk, more action.” It reflects the Dutch attitude of rolling up our sleeves and getting the work done. That is exactly what Dutch Dredging does in these New Zealand ports.

‘Niet lullen maar poetsen,

In 2025, the existing maintenance contract was extended until 2037.

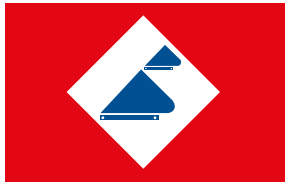
This extension now includes maintenance dredging for a consortium of ports, including Primeport Timaru, Port Taranaki, Port of Tauranga, Lyttelton Port Company, and the newly added ports Eastland Port and Port Nelson.

In addition to the maintenance contract, a new agreement was signed for the deepening of the navigation channel in the Port of Tauranga.

As a family-owned company, we focus on long-term cooperation. This contract aligns seamlessly with that philosophy — an excellent example of sustainable collaboration between all parties and true Dutch craftsmanship abroad.







DUTCH DREDGING NEW ZEALAND

OUR EQUIPMENT IN THE PACIFIC

TSHD ALBATROS SPECIFICATIONS

Hopper capacity	1.860 m ³
Length	75.00 m
Breadth	13.40 m
Depth	04.10 m
Suction pipe	ø 600 ml
Max. dredging draft	30.00 m
Propulsion	2 x 700 kW
Bow thruster	260 kW
Dredge pump	700 kW
Software	PDS 2000

PROJECT REFERENCES

New Zealand | Tasmania | Samoa | Australia | Surinam | French Guiana | Guadeloupe | Mexico | England | France | Germany | Netherlands.

TSHD ELBE SPECIFICATIONS

Hopper capacity	2.841 m ³
Length	79.80 m
Breadth	15.20 m
Depth	06.10 m
Suction pipe	ø 800 ml
Max. dredging draft	30.00 m
Propulsion	2 x 940 kW
Bow thruster	360 kW
Dredge pump	880kW
Software	PDS 2000

PROJECT REFERENCES

New Zealand | Netherlands Antilles | Antigua | Costa Rica | Jamaica | Mexico | Montserrat | French Guiana | Morocco | Spain | France | Germany | Netherlands.



PROJECTS IN THE PACIFIC REGION

MAINTENANCE DREDGING 6 PORTS IN NEW ZEALAND

From 2017-2027 Dutch Dredging is responsible for the maintenance dredging in 6 New Zealand Ports: Primeport Timaru, Port Taranaki, Port of Tauranga, Lyttelton Port Company and Napier Port. This contract will continue until 2037 without Napier Port, but with the newly added ports Eastland Port and Port Nelson. TSHD “Albatros” has proven to be a suitable and versatile vessel for this job.

The activities concern the maintenance of the ports by removing sediments by means of traditional dredging with a trailing suction hopper dredger, and then transporting the dredged material to the designated dispersal site. This can be an offshore dumping site or a depot on land, where the dredged material is pumped ashore through a pipeline.

Description of the project:

- Maintenance dredging of 6 Ports,
- Disposing or pumping the dredged material at the designated disposal sites,
- Bathymetric surveys to monitor the works.





DUTCH DREDGING NEW ZEALAND

MAINTENANCE DREDGING AND LAND RECLAMATION, MARSDEN POINT, NORTHPORT, NEW ZEALAND

Northport is a deep water commercial port situated at Marsden Point near Whangarei in Northland, New Zealand. Northport is New Zealand's newest port, designed and built as a flexible, multi purpose facility to cater for a wide range of cargoes and their associated vessel types.

Description of the project

Maintenance dredging of 3 area's ashore Northport

Pumping the dredged material at the disposal site

Delivery of the floating and HDPE pipelines (a total of 750 m)

Bathymetric and land surveys to monitor the works

Additional dredging work behind the mooring dolphins

Dredging volume was 82 000 m³ of sand

Client: Marsden Point Oil Refinery

Project execution: 2019



MAINTENANCE DREDGING TWEED RIVER ENTRANCE, GOLD COAST AUSTRALIA

Maintenance dredging at the Tweed River Entrance located on the border between the states New South Wales and Queensland, Australia.

Periodically sand is dredged that accumulates at the Tweed River Entrance by deploying a Trailing Suction Dredger in order to maintain and restore a safe navigable entrance to the Tweed River.

This sand is deposited in allocated placement areas, assisting in nourishing the south Gold Coast beaches. The system is designed to transport the natural quantities of sand that move northwards along the coast.

Description of the project

Maintenance dredging.

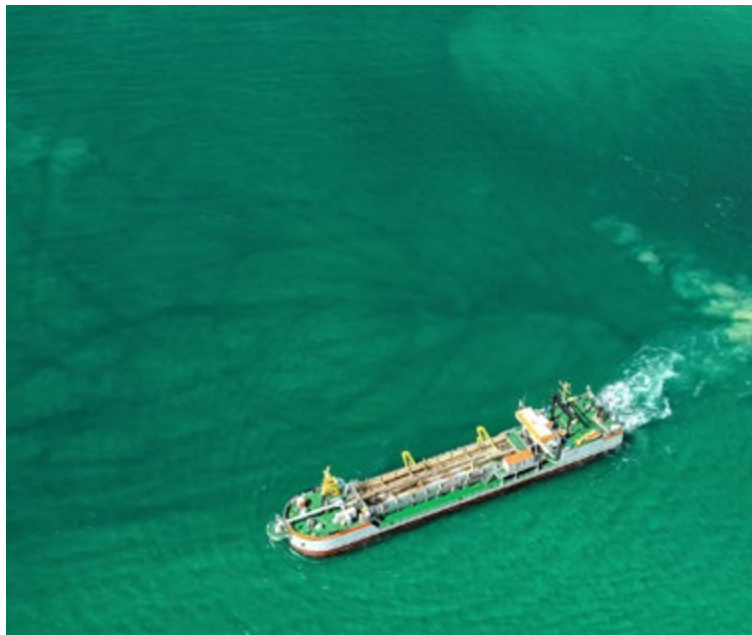
Foreshore suppletion.

Monitoring the displacement of the sand.

Dredging volume was 150.000 m³ of sand.

Client: McConnell Dowell Constructors (Aus) Pty Ltd.

Project execution: 2019 and 2022





DUTCH DREDGING NEW ZEALAND

MAINTENANCE DREDGING AND LAND RECLAMATION, MULIFANUA WHARF, SAMOA

Mulifanua is a village on the north western tip of the island of Upolu, in Samoa. Mulifanua wharf is the main ferry terminal for inter island vehicle and passenger travel across the Apolima Strait between Upolu and the island of Savai'.

Samoa Shipping Corporation operates the ferry service, seven days a week, between Mulifanua and Salelologa at the east end of Savai'i island .

Description of the project

Maintenance dredging

Discharging the dredged material at the disposal site

Bathymetric and land surveys

Dredging volume: 35.000 m³

Client: Samoa Shipping Cooperation (:

Project execution: 2019



OIL SPILL RECOVERY EXERCISE

Port Taranaki conducts regular, typically biannual, marine oil spill recovery exercises in collaboration with the Taranaki Regional Council and Maritime NZ to test equipment, including booms and skimmers, and ensure readiness to protect the coastline. Exercises often simulate scenarios near the Lee Breakwater and inner harbour to train response teams in containment and recovery. Purpose: To train staff, test oil spill response equipment, and ensure rapid, effective action in case of real-life incidents.

A Maritime New Zealand risk assessment ranked Taranaki as the top region in NZ for a major marine oil spill due to the high density of offshore oil/gas production and offshore exploration. The exercises, which are conducted twice a year, ensure that staff can rapidly and effectively deploy equipment, such as booms and skimmers, to contain spills before they spread. In 2018, our trailing suction hopper dredger 'Albatros' was also deployed to participate in this exercise.

Our 'Albatros' is equipped with an oil recover boom.



CONTACT DETAILS

Contact person:

Mr Ron Heijkoop

T +64 22 050 2954

E Rheijkoop@dutchdredging.nl

W www.dutchdredging.nl



Dutch Dredging NZ Ltd Headoffice

Q-Building

88 Coast Boulevard

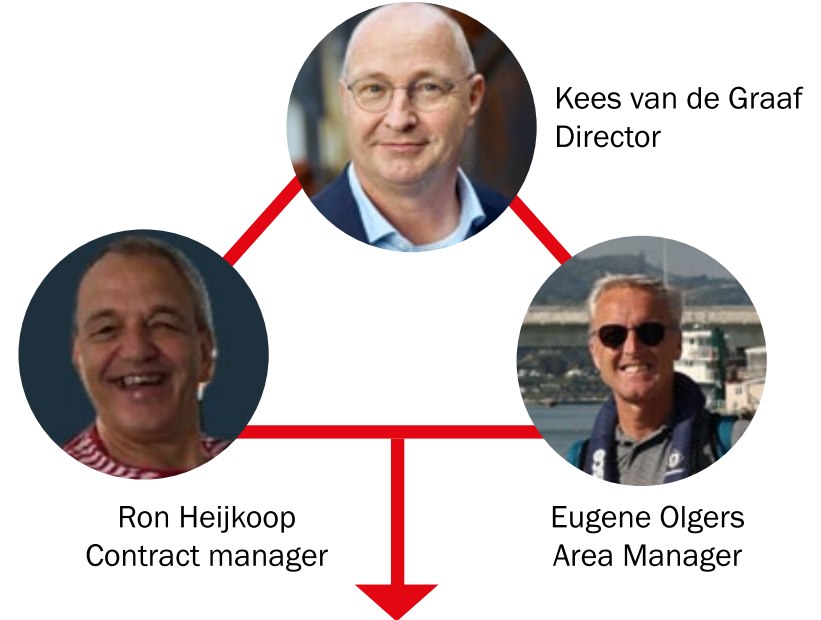
Papamoa Beach 3118

New Zealand



Meet our people

The friendly faces behind the scenes.
Different personalities, shared passion, one great team.



Project team New Zealand (from left to right)

Jesse Swagemakers
Superintendent

Robert Olgers
Superintendent

Eugene Olgers
(Project) and
Areamanager