

Community Reference Group

Minutes of Meeting held on 14 October 2015 at 5.30 p.m.

Venue: Tamaki Room, Ports of Auckland Building

Present:

| Name | Organisation |
|-------------------|----------------------------------------|
| Terry Anderson | Dilworth Terrace |
| Ian Clouston | Auckland Yacht and Boating Association |
| Stephen Wagstaff | Auckland Yacht and Boating Association |
| Sally Giles | 86 The Strand |
| Dennis Knill | Gladstone Apartments |
| Luke Niue | Parnell Community Committee |
| Mike Blackburn | Parnell Community Committee |
| Tom Mullens | Parnell Community Committee |
| Oliver Roberts | CCI |
| Andrew Guthrie | CCI |
| Adelle Keely | Acumen Republic |
| David Aitken | National Road Carriers |
| Pippa Coom | Waitemata Local Board |
| Tim Coffey | Auckland CBD Residents' Advisory Group |
| Gay Richards | Bayswater Community Committee |
| David Borley | POAL |
| Alexandra Ropati | POAL |
| Tony Gibson | POAL |
| Tanisha Chang | POAL |
| Yvonne Theuerkauf | POAL |
| Alistair Kirk | POAL |

Apologies: Matt Ball, Nicola Tapper, Grant Turner, Campbell Williamson (Cooper and Company) and Jason Galea.

Minutes of last meeting

The minutes of the last CRG meeting held on 8th July were taken as read.

Presentation by Tony Gibson

Tony started his presentation by outlining that car volumes were up by 17.4%. Tony

noted that there had been a downturn in bulk volumes, especially with iron sand. During this quarter, productivity levels hit a record high; the port's levels surpassed Tauranga's and were the most productive figures in Australasia. Moving forward high productivity rates will still be a main focus.

Tony mentioned that they had implemented a new terminal operating system. Tony also outlined a range of structural changes that had been implemented throughout POAL. The labour force had changed into 12 hour shifts of organised teams, which increased the productivity rates because it built a natural competition amongst staff.

Consultation with staff and unions over the possibility of automated container terminals was underway. There would potentially be 50 redundancies.

The update included results for the financial year ending June 2015. The dividend was down from 2014 at \$41.7m, and the net profit after tax was down from 2014 at 14.6%. Tony said overall, they are happy with these results.

Looking ahead, POAL is focused on sustainability, through increasing the number of containers moved by rail. Also by using more efficient technologies, less electricity and more LED lighting.

An intermodal freight hub will be opening in Mount Maunganui, which will provide more choice to Bay of Plenty exporters and improve access for overseas markets.

POAL is also a finalist for the Terminal of the Year award. The port is the only southern hemisphere port nominated by Lloyd's List in their Asia Awards.

Tim Coffey said an automated port sounds fascinating. Tim asked how long it would take to complete, to which the answer was until 2019, the programme will be done in steps. Luke Niue asked what the volume of new trucks would be coming into New Zealand.

Tony Gibson said certain sectors are up but overall they are down because of the amount of road user charges.

Presentation from Alistair Kirk from Ports of Auckland

Alistair talked about the Ferguson Wharf extension. He said it was to be handed over from contractors at the end of this month, and would start running in November. Construction of a berth on the north end of Ferguson Terminal was about to start and is due for completion early 2017.

Luke Niue asked if it would take up more or less room in terms of containers. Tony said they were still discussing this for the larger vessels, but he said the northern berth would be the premiere berth. Alistair said that it would handle about 40% of overall output.

Luke Niue requested to talk about shipping emissions. He asked if the POAL alliance with the Los Angeles Ports affects the port's worries about air emissions. Alistair

answered that Auckland Council does air quality monitoring regularly, and the only time they found it exceeded acceptable levels was during the 2011 Rugby World Cup, because cruise ships were berthed at the port for a long period of time acting as floating hotels. Alistair said there hasn't been a problem with emissions since the RWC and that there is continuous monitoring.

Sally Giles requested to talk about engine braking around the Strand area. David Aitken noted that engine braking should not happen at all. He said if there is any engine braking in the area the trucking company would need to be identified first to before rectifying the issue. David noted that the trucking industry has been informed multiple times.

Tony noted that the ports would engage in a week long study on engine braking around the Strand if deemed useful. Pippa Coom said she regularly receives complaints about the condition of the Strand, so they are very keen to see a solution to the situation. David concluded the topic with reiterating that if trucks are seen speeding or engine braking to let National Road Carriers know.

Presentation from Andrew Guthrie from CCI

Andrew gave a presentation about upcoming developments that are planned within the next few years for the CBD and downtown areas. He presented the Downtown Framework Document, which proposed some options involving a central wharf strategy. He stated that the proposed options enabled growth in a constrained environment, and said the key drivers were around ferry services and fleets growing, as well as the sizes and numbers of cruise ship visits growing.

Andrew stated that through the study, their preferred option involved a Captain Cook Extension, which would involve a new central cruise docking space, a dedicated ferry basin, and move Queen's Wharf to assume the role of a 'people's wharf'.

Andrew stated that the plans would be informed from the Future Port Study next year, and he was presenting this information to work towards gaining public feedback in moving the plans forward.

Gay Richards stated that though cruise ships get bigger and bigger now, not all ports work towards accommodating these ships. Andrew replied yes, but there needs to be a balance for Auckland, because of the national and regional benefits cruise ships offer.

Mike Blackburn asked if the designs took a maximum number of cruise ships at one time. He asked if the limitations were around the number of ships at one time, or over an entire season. Andrew replied that the amount of cruise ships you could hold at one time would be the critical factor.

Tim Coffey stated that a lot of information and plans would be informed by the Future Port Study, and that there would be a draft report ready by April 2016.

Update from Alexandra Ropati, POAL Corporate Affairs

Alexandra Ropati gave an update about the number of complaints received in the last quarter.

There were five complaints from July through to September. She noted that these numbers were consistent with complaints from the quarter prior.

Other business:

Luke Niue said he had observed multiple trucks using Quay Street as a thoroughfare to the Northern Motorway, and asked if we could advise Holcim and Golden Bay trucks to not take this route as it is not a good look for the city.

The meeting closed at approximately 7:05pm.

Next meeting: Wednesday, 9 December 2015