

# Community Reference Group

**Minutes of Meeting held on Thursday 2 June 2022 at 5.30pm**

**Venue: Microsoft Teams online meeting**

**Present:**

<b>Name</b>	<b>Organisation</b>
Matt Ball	Ports of Auckland
Roger Gray	Ports of Auckland
Harriet Somasundaram	Ports of Auckland
Nigel Ironside	Ports of Auckland
Gayle Bennett	Local Resident
Mike Blackburn	Parnell Community Commity
Julie Wagener	Ports of Auckland
Ardeth Lobet	CCRG
Paul McLuckie	Local Resident
Terry Anderson	Local Resident
Michael McKeown	CCRG
Jarrold Hepi	
Bruce Barton	Local Resident – Dilworth Terrace Rep
Geraldine Henderson	Local resident
Tim Coffey	
Mick Clitherow	
Craig Fitzgerald	Marshall Day Acoustics

**Apologies:** Ross Inglis, Rick Ellis, Dennis Knill, Bob Tait.

## Agenda

TIMING	AGENDA ITEM	OWNER	SLIDE
5:30pm	Welcome and confirmation of last meeting's minutes	Matt Ball	
5:35pm	CEO Introduction	Roger Gray	
6:10pm	Environmental Update	Nigel Ironside	
6:20pm	Noise presentation	Craig Fitzgerald	
6:35pm	AOB	Matt Ball	
7.00pm	Close	Roger Gray	

### Open:

Matt Ball opened the meeting at 5.30pm and reminded everyone of meeting etiquette for using Microsoft Teams.

The minutes of the previous meeting were confirmed and the agenda for the current meeting presented at 5.30pm.

### Introducing new CEO Roger Gray

Roger Gray (new CEO) introduced himself at the start of the meeting. Roger said it is his intention to join these community meetings every quarter, and thanked the group for their input and feedback thus far.

**Working life** - Roger was CEO at Lyttleton Port Company for 2 years, he was a senior leader at AirNZ for 6.5 years, running airport operations globally. Before that he was at BlueStar, Goodman Feilder, and Quality Bakers. Prior to working in these roles, Roger was a Professional Army Officer for 20 years in the Australian Army. He has had a varied career, always focused around the supply chain.

Roger gave a brief introduction to his personal life, including life growing up in Australia and his own family who live in Australia.

Roger wants to understand how we can work together with the community and how we can work alongside each other, as the port isn't going anywhere in our lifetime. He wants to listen and take questions. He is more than happy to attend any other community board meetings taking place, or if anyone would like to meet one on one to discuss any issues, he is happy to do that too.

*Roger opened the floor for questions, of which none were asked at this time.*

Matt Ball welcomed Nigel Ironside to start the Environmental Update.

## **Environmental Update – Nigel Ironside**

**Dredging** - Firstly on dredging, unfortunately we are still before the courts. We have a judicial review before the High Court over the EPA's decision to grant our disposal consent in 2019. That is being heard later this month. Initially the issue was with our dredging consent, and now the appellants are seeking a judicial review for our disposal consent. Hopefully we will have some progress at the end of this month (June). We are still actively engaging with appellants; however, this is proving to be a slow process.

**Air quality** – No further monitoring work is being undertaken; Nigel has been doing background work with the Council. Our Cruise Operations should be starting up again in October this year, and then will ramp up as the season progresses. Air quality monitoring data that was captured during our first COVID-19 lockdown, revealed that pre-covid, there was a decline in SO<sub>2</sub> in downtown Auckland. We were hypothesizing that this was due to the new IMO fuel standard that had been introduced. Nigel had agreed with Auckland Council that we will use their data again after 6-12 months of Cruise Operations to see if we can begin to understand these air quality trends. Ports of Auckland won't do the monitoring ourselves, instead we will use Auckland Council's data, which is a nice symbiosis between the port and Auckland Council.

**Noise (more on noise below)** – We have had a few noise complaints mid to late May to do with a scrap metal vessel. We must apologise for this; it is a mistake on our part. The cargo owner and our third-party Stevedores were receiving scrap metal in the middle of the night when they should not have been, and it took us a few days to figure out what was happening. We will work to rectify this, and we do apologise for the inconvenience.

**Roger Gray** (CEO) added here that there will be an "and" added onto our environmental work. Roger is strongly committed to improving the health of the harbour, and is looking for opportunities on how we can improve water quality. We should ask ourselves, '*What are we doing as inhabitants of the harbour who are going to be here for the foreseeable future?*' Roger would like to ask CRG about citizen-based science and any work we can do with the community around the observation of harbour health. We are still doing our other environmental activities, this is an add on. We will work closely with iwi and mana whenua (Ngāti Whātua Ōrakei) on this. We are open to hearing any ideas that you can bring us that you think we should be focusing on.

*Nigel handed over to Craig Fitzgerald from Marshall Day Acoustics at 5:46pm.*

## Noise presentation – Craig Fitzgerald – Marshall Day Acoustics

Marshall Day Acoustics support Ports of Auckland so that the port can better understand its noise footprint. Craig has been supporting the port for the last 10 years and Marshall Day collectively for the last 25 years.

*Craig shared his screen and ran his own presentation. This can be found in the meeting recording (at 19 minutes) and the slides will be available online.*

**Port Noise** – The Auckland Unitary Plan provides guidelines to ensure that residential communities can co-exist with ports and their associated activities. This is achieved in two parts: Noise rules, and Port Noise Management Plan.

- **Noise Rules** – Has a strong focus on the ‘hum’ of day-to-day port operations.
- **Port Noise Management Plan** - minimising the bangs and crashes.

The Auckland Unitary Plan (see image below) has noise limits which are primarily set at night, which relates to the effect. If you are in the community, the effect of the noise is felt at night, so the noise limits are targeted towards that. There are allowances above the standard noise limits.

### AUCKLAND UNITARY PLAN

Noise Controls	Period	Inner control boundary (Quay St)	Outer control boundary (Parnell)
Noise level	7am – 11pm (day)	-	55 dB L <sub>Aeq</sub>
	11pm – 7am (night)	60 dB L <sub>Aeq</sub> 85 dB L <sub>AFmax</sub>	50 dB L <sub>Aeq</sub> 75 dB L <sub>AFmax</sub>
Long term average	‘Peak week’	+3 decibels	+3 decibels
Short term average	‘Peak night’ (attended monitoring)	+5 decibels	+5 decibels



MARSHALL DAY  
Acoustics

**Red line** = Inner control boundary

**Blue line** = Outer control boundary

Beyond the outer control boundary, port noise is audible, but there are no controls.

**Hum (ambient level)** – We can model and measure this noise as it is repeatable. We routinely monitor the hum and update the noise model to reflect changes in operations and equipment. Noise levels from NZ ports have remained stable over the last decade. Ports of Auckland are not alone in this – throughput of the port has increased over time, and there are many operational changes. Marshall Day is involved in assessing the impact of new technology, such as the reefer towers, straddle alarms, etc. but technology has also improved to offset



**Mike Blackburn asked** – What is the definition of a hum? He compared it to road traffic. Can we break up the frequencies to determine what the hum is?

**Craig answered** – Hum is a colloquial term, the underlying “groan” of things happening on the port, such as diesel/electric engines operating simultaneously. We can look at the frequency component but it’s not that simple to separate and identify, as the port noise and traffic noise profiles are very similar.

**Mike Blackburn** – Management plans don’t mean anything to the community, this affects our sleep and has a psychological impact. What seems to be missing in these reports is the relationship between the numbers and the impact on people. We constantly keep going round in circles with this complaint.

**Roger Gray** – The hum you are referring to is the low frequency of the generators on the ships. This noise is not going away, and we will keep operating and look for opportunities to reduce noise (such as changing the tonal alarms on the straddles). The reality is the ships will keep running the generators to power reefers (refrigerated containers). We have an issue in NZ where we have an older ship fleet that comes to this part of the world because we have lower freight rates. The larger, more modern ships sit in the northern hemisphere, and the lower quality ships come to the southern hemisphere. Port companies have been working with Maersk to reduce the noise from generators and have put mufflers on the generators that operate while the ship is at the port. If the ship comes in with a heavy reefer load, it will run a second generator and that one is unmuffled. That is a by-product of how ports and shipping industries work.

**Mike Blackburn** – He is looking at doing a study on how the port works in an urban environment. If the port is in an urban environment it needs to get creative about how it manages noise in the community.

**Roger Gray** – Agrees that we need to monitor the noise and is happy to be involved in Mike Blackburn’s study on ports in an urban environment. However, there are some things we as a port cannot control, such as the equipment and machinery that belongs to the ship.

**Bruce Barton (Dilworth Trc) asked Craig Fitzgerald** – Is there any point in monitoring noise from up high? Does it make a difference?

**Craig Fitzgerald answered** – When we put out monitoring equipment, we do it in areas that have a good line of sight to the port. Dilworth Terrace is perfect and often where attended noise monitoring happens. Any measurement taken is from areas that have a good line of sight to the port.

Both **Bruce Barton** and **Mike Blackburn** asked about how we monitor air quality. **Nigel** and **Roger** both said that it is a complicated process but agree there is merit in the fact that if we are monitoring noise from a community impact standpoint, then we should be doing the same with air quality.

**Paul McLuckie commented** – On March 3<sup>rd</sup> there was a ship that came in and its stern was pointing directly at the street, pumping out black smoke over the apartments. Why was this not berthed the other way around?

**Roger Gray answered** – Thanks Paul, I can appreciate that. There is a complication around tidal flows and maritime safety. We often must put the ship that way. We will do a risk assessment, but we will always bring the ship in the safest way. It's not done that way for ease but based on a risk assessment for each ship.

**Roger Gray** – Re-emphasised the point that shore power is not a simple fix for this problem. The infrastructure does not exist within the Auckland electricity network to be able to support this, and it is not economically sustainable for POAL at this stage. Old vessels aren't compatible. Nowhere in NZ at this stage is embracing shore power.

***Matt Ball thanked Craig for the presentation and said the slides will be available on the POAL website on the CRG page.***

## **Any Other Business (AOB)?** *(49 minutes on the meeting recording)*

### **The Future of CRG – Roger Gray**

Roger gave a brief intro into where the business is heading/port strategy. Roger has arrived at the port with a clear mandate to turn the port around, so we are going to focus on our core business and get back to basics – bring ships in safely, process them safely, and let them go safely.

***“Regaining our mana”*** is the title of our new strategy. This will be presented to the Mayor and Council over the next few weeks.

Roger asked, how can we (the port) work with CRG to support the community? Are there community-based initiatives that the port can support. He is keen to have this group evolve. How can we make this space more effective?

**Mike Blackburn** said the port needs more follow through on projects they consulted the community on, like the rooftop of the car handling building. The port said it was going to create the rooftop garden, and now it's apparently not happening.

**Roger Gray responded** – I respect the point you're bringing forward. The car handling building is under review. The council are requiring significant improvement in return from the port. We can't keep spending money and not return a profit to rate payers. All projects that were in the pipeline (new admin block, rooftop garden) are currently under review.

**Geraldine Henderson** asked – Is there a Terms of Reference for this group? What do you want this group to look like in 2 years?

***The group agreed to write a Terms of Reference at the next meeting.***

Roger confirmed that because we no longer have strict COVID-19 measures in place, it is safe for people to come back to the port. The next CRG meeting will be held in person, onsite at the port. A MS Teams link will still be available for those who do not wish to come onsite. Details to come.

**Michael McKeown (CCRG)** – with New Zealand adopting MARPOL\* annex 6 in regard to air pollution from ships, will the port be responsible for making sure ships are compliant?

\*MARPOL - The International Convention for the Prevention of Pollution from Ships (MARPOL) is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes.

**Roger Gray** – It is not the role of port companies to make sure ships are compliant – that is the role of Maritime NZ.

**Terry Anderson asked** – Can they get the noisy ship list? **(Action)**

**Roger Gray** confirmed that we will get this out to the group ASAP.

Roger also noted that NZ is going through a building boom. Steel operations are going to be very frequent. Last month 40,000 tons of steel was moved over Jellicoe wharf. We typically budget for 8,000 tons. Stevedores don't get fined for being noncompliant. If there are noise restriction breaches, Roger can't fine or terminate. He can only terminate their operating license – but he will not have grounds to do this over one issue of non-compliance. We will do everything to mitigate noise and live within the unitary plan, but we will make noise. We will work to make sure we are compliant.

**Geraldine Henderson** – Is there a place the community can go to get updates on what different noises are, if they are non-compliant, what is being done to rectify these issues? **(Action)**.

**Roger Gray** – I'm not sure. We will look into this.

**Gayle Bennett** – To reduce noise in your residential apartment, you can purchase a rubber seal and put it around your windows from Bunnings.

**Craig Fitzgerald** – You're absolutely right Gayle. If you want to noise proof your home, the first thing you should do is fix the seal on your windows. This issue will be more prevalent in an older building, such as Dilworth Terrace.

**Nigel Ironside** – Nigel noted that we have a steel shipment coming in soon and that we will get some comms out to the community about specific dates and

times of operation. Nigel also invited the group to join him when they conduct attended noise monitoring for this operation. *This has since occurred and it is confirmed that an email went out to the CRG members, and a few people joined Nigel for this monitoring.*

**Mike Blackburn** would like to know what an acceptable level of noise is. What are the annoyance levels? The scientific readings don't show what an acceptable level of noise is in terms of the massive bangs and crashes that keep people up at night.

**Roger** is happy to keep chatting about noise. We need to fix up our compliance, and we will. But we will still make mistakes – we'll try our best and do this with our best intentions.

**Roger asked if anyone has any questions apart from noise?**

**Terry Anderson** asked for an update on Sparky (the port's electric tugboat).

**Roger** said Sparky is currently in Noumea, waiting for bad weather to clear before it heads to Auckland. It is set to sail into the harbour on the 7<sup>th</sup> of June. *Sparky has since arrived in Auckland.* Sparky won't be used straight away as the crew have not been trained as they were unable to go to Vietnam due to COVID restrictions. We will take a month to train the crew to make sure we are competent and safe. The charging arm has been delayed after some modifications. Sparky will be up and running in July.

**Jarrod** asked if there is an update on Automation.

**Roger** said at this stage Automation has been paused and we are operating the terminal manually. *Automation has since been cancelled.*

**Mike Blackburn** asked for more standard agenda items at each meeting, such as a Brydes Whales update.

**Bruce Barton** asked about the car handling building and why there are so many cars not in the building. Is it getting used?

**Roger Gray** said the average dwell time for vehicles coming into the port is 2 days. They come in and then they go out. We are seeing record car volumes come through the port. The government's change to taxation has caused quite a bizarre situation to occur – the ute tax has seen a surge in diesel vehicles come into NZ. We're seeing several years' worth of cars come into the market quite quickly. We've seen a slow growth in electric vehicles. The car handling building is fully used. When you see cars spilling out onto the port it's because the car handling building is full.

**Matt Ball** said we do a weekly report, and this gets posted on our website, which includes expected percentage utilization of the car handling building.

**Mike Blackburn** asked – Do you do any work on the cars while they are in the building?

**Roger** said the vehicles are randomly inspected by MPI, but that is the only “work” that is done to the cars.

**Roger Gray thanked the group and closed the meeting at 7:05pm.**

## **ACTIONS**

- Noisy Ship List
- Roger Gray contact details
- Community noise update database