

Community Reference Group

Minutes of Meeting held on 14 March 2017 at 5.30 p.m.

Venue: Tamaki Room, Ports of Auckland Building

Present:

Name	Organisation
Tony Gibson	POAL
Matt Ball	POAL
Alexandra Ropati	POAL
Reinhold Goeschl	POAL
Ardeth Lobet	City Centre Resident's Group
Michael McKeown	City Centre Resident's Group
David Wong	Orakei Local Board
Rosalind Rundle	Orakei Local Board
Mike Blackburn	Parnell Community Group
Yvonne Theuerkauf	The Mirage
Luke Niue	PCC
Dennis Knill	Gladstone Apartments
Stephen Wagstaff	Auckland Yacht and Boating Association

Apologies: Sally Giles, Gay Richards, Alistair Kirk, Craig Sain, Nicola Tapper, Pippa Coom, Lyn Eden, Terry Anderson, Graham Zuill, Grant Turner, Graham Bush

Business Update – Tony Gibson, POAL

Tony Gibson gave the group an update on the business, beginning with the recently announced half-year results. Tony noted that trading profit was up and costs were well under control. He also noted that the dividend was in line with last year and that debt was up due to a lot happening in terms of projects. Overall, Tony said the business was very pleased with the results.

He went on to discuss container volumes which were up 4% and car volumes which were up 17%. He noted that conventional cars will be replaced in the future which will see a surge in imports. Multi-cargo volume was reported at 8% up on the year prior due to an increase in trade with the Pacific Islands. He commented that Auckland is the main transhipper hub to and from the Pacific Islands. Tony mentioned that cruise calls were down three for the same period last year. He also noted that there were 106 cruise visits

scheduled for the 16/17 season and 122/123 scheduled for next season, equating to about 40,000 extra passengers.

Matt Ball added that February was a record month for cruise, with more passengers and ships handled than any other month.

Tony mentioned briefly that the business had underestimated volumes and had a record December and January period.

Tony went on to discuss the port's goal to become carbon neutral by 2025 and have zero emissions by 2040. He noted the business was investing significantly to achieve that. There was discussion around partial automation of the container terminal and the construction of the new Waikato freight hub that is now underway. He added the north berth construction is due to be completed by September this year and that the business would soon be ordering three quay cranes for the new berth which will be fully automated and have quad lift. He also discussed the roll-out of LED lighting across the port as part of a project with ECCA. He commented that LED lighting will allow a significant reduction in electricity.

Tony mentioned that the focus in the past year for the port has been on strategic partnerships, including the completed alliance with Napier Port recently. He also mentioned the port had signed a strategic alliance with Lyttleton Port. Further to that he discussed the importance of partnerships, referencing working with Pacifica and ANL following the Kaikoura earthquake to increase coastal shipping trade. He added that coastal shipping is now embedded in the supply chain, providing a very sustainable option.

He mentioned the Ports of Auckland's annual open weekend, SeePort, had another successful year with 50,000 people attending the festival over two days. He added that during the event the port donated \$12,000 to the William C Daldy Preservation Society after raising funds for the volunteer group at the 2016 Auckland Heritage Festival. He also mentioned that earlier in March, the company held their annual Charity Golf Day raising \$53,000 for Ronald McDonald House. The company was also the naming rights sponsor of Round the Bays for the eighth consecutive year, with the event donating \$50,000 to three beneficiary charities.

He concluded that Ports of Auckland should end up with another significant dividend at the end of the financial year.

Luke Niue asked if the iron sand trade has slowed down and whether the port thinks it will continue to decrease. Tony Gibson responded that it has definitely halted although it is unclear whether it will pick up again or not. He added that the port is seeing a lot more machinery coming through the multi cargo wharves.

Luke Niue asked how the dolphin for Queens Wharf was progressing. Tony responded that the Ports of Auckland was asked by ATEED and Panuku to do a tech evaluation of putting a mooring dolphin out and to consider a walkway in which the walkway was

deemed necessary. He added that the cruise industry proposed a large dolphin right at the end of Queens Wharf.

Luke Niue asked how the Ovarions of the Seas visits went recently. Tony responded that they went well logistically but were not ideal. He noted that in February there was one day with four cruise ships in the city which wasn't comfortable or ideal. He added that whatever design solution is found will still need resource consent before construction.

Luke further asked about the new cranes that will in time arrive on Fergusson North. He asked how much bigger they will be than the current cranes on Fergusson. Tony Gibson responded that they will be slightly taller with the boom up. He added that the current cranes can extend to 19 bays and the new cranes will extend to 21 bays.

Dennis Knill asked what the capacity was of the three cranes at Bledisloe. Tony answered that before making changes to the terminal there was overflow at Bledisloe but not any more. He said the focus at Bledisloe is cars and bulk cargoes.

Mike Blackburn asked if the light direction would be contained with the LED lighting roll-out and have any affect on the community? Matt Ball responded that the lights are more directional so there is less spill and wash. He added that once LED lights are rolled out across the port, the business will explore dynamic lighting.

Mike Blackburn further asked if automation would be noisier. Tony Gibson responded that diesel electric straddles are more efficient and have less emissions. He also noted that robotics will allow for containers to be placed more gently, thus creating less noise.

Mike Blackburn asked if the port would consult the community and affected groups regarding the design of any new builds? Tony Gibson responded that whatever is built will be fully consulted and that everything the port does must be iconic in nature; to be left as a legacy for Auckland.

Matt Ball added that if the group had any feedback regarding amenities that would be useful to the community the port would like to hear from them.

Luke Niue mentioned the Holcim dome was constructed without consultation and he does not think it adds much by way of visual amenity. He asked if any improvements or adjustments had been discussed with Holcim. Tony Gibson responded that it could be discussed with Holcim.

Update – Matt Ball, Head of Communications

Matt discussed the automation project, noting that time schedules had been set and that it was due to go live in the first quarter of 2019 and fully implemented by the end of 2019.

Matt added that the port had demolished the old road office building and were building the north berth and filling in the reclamation. He said that the port was due to move the container wash area and implement a new kiosk for the empty road depot, although these moves were flexible. He added that earthworks were happening to create a new reefer

area and changing the road layout as the truck area layout needs to be rebuilt. Straddles would arrive at the end of the year, then constructed and tested in 2018.

Matt discussed the engineering building which wouldn't be built during the first stage of the automation project, but later on. He added that a new office building would likely be built five or more years from now. For the latter to happen, Matt discussed the removal of some mature boundary trees, noting additional planting will take place around the new builds.

Mike Blackburn asked if the resources for the discussed work were non-notified. Matt Ball responded that he was unsure. Tony Gibson added that when the port development plan is presented, it will all be open for consultation.

Discussion around tree removal and boundary lines ensued. Mike Blackburn expressed concern over losing green space. Matt Ball responded that, in relation to new builds, part of the mitigation will be planting where there are currently plants.

Mike Blackburn asked if there would be public access to the office building. Tony Gibson noted that there would be a lot more green space and public garden.

Luke Niue discussed plans for an intersection near The Strand and Tamaki Drive that took place with Auckland Transport about four years ago. He mentioned he had been notified that plans were underway for the intersection. Matt Ball noted the port had not heard of the redevelopment for this intersection.

Tony Gibson noted that there was a need for discussion around access when the port development plan is presented and that discussions had taken place previously with Ngati Whatua.

Discussion around plans for a potential intersection on The Strand and Tamaki Drive ensued.

Luke Niue asked about how many trucks travel through Tinley Street. Matt Ball responded that Tinley St currently handles about half of the trucks that visit the port. Tony Gibson added that the port is working on a six sigma project with KiwiRail to increase rail volume and that the results will be shared once available.

Luke Niue asked if the port could use internal migration of trucks. Tony Gibson added that the port did a lot of internal shuttles but the analytics would need to be looked at first.

Matt Ball updated the group on complaints for the first quarter of 2017. He discussed complaints relating to a vessel berthed at Princes Wharf as well as complaints of black smoke coming from vessels. Luke Niue mentioned more ships are parking off Rakino. Tony Gibson responded that some ships need to wait in the harbour if there is congestion in port.

Luke Niue asked if there were plans to bring any buildings to the west of the terminal. Tony Gibson responded that a port development presentation will be put forward.

AOB

There was no other business.

The meeting closed at 6.40pm.

Next meeting: Tuesday, 20 June