

Community Reference Group

Minutes of Meeting held on 20 June 2017 at 5.30 p.m.

Venue: Tamaki Room, Ports of Auckland Building

Present:

Name	Organisation
Tony Gibson	POAL
Craig Sain	POAL
Alistair Kirk	POAL
Ross Clarke	POAL
Diane Edwards	POAL
Matt Ball	POAL
Alexandra Ropati	POAL
David Wong	Orakei Local Board
Sally Giles	Mirage Apartments
Nigel Ironside	POAL
Mike Blackburn	PCC
Luke Niue	PCC
Rick Ellis	Gladstone Apartments
Dennis Knill	Gladstone Apartments
David Aitken	National Road Carriers
Stephen Wagstaff	Auckland Yacht & Boating Association
Ros Rundle	Orakei Local Board
Chris Carr	National Road Carriers
Graham Bush	Campaign for Better Transport
Michael McKeown	Resident

Apologies: Ardeth Lobet, Grant Turner, Lyn Eden, Terry Anderson, Nicola Tapper, Pippa Coom

Business Update – Tony Gibson, POAL

Tony Gibson gave an update on volumes, which were up for the year, particularly car and other general cargo volumes. Container volumes were also up and Tony noted that the port's Supply Chain team were working to increase rail use for containers and reduce the movement of empty containers by road.

He noted that about 250,000 cars had been handled through the port in the first 11 months of the financial year, more than the previous full-year total. The port was expecting to handle about 280,000 by the end of the current financial year (14-16% more than last year). He noted that ACIL and NZIER are carrying out an assessment of what the car industry will look like in a few years adding there is exponential growth due to replacement of traditional cars with hybrid and electric cars.

Tom Mullen asked what constituted a 'used export' vehicle to which the answer was usually a used car from NZ bound for Pacific Island countries.

Tony Gibson went on to discuss the current condition of the container line industry, noting the merger of two Chinese lines. He added that from October 2017, about seven lines will control 70% of the world's shipping trade.

Luke Niue asked if there was any technology in progress to containerise cars. Alistair Kirk responded that some lines have tried to backfill empty containers with cars but it is hard to get them in and out of the container.

Mike Blackburn asked about a previously mentioned carpark that would have capacity for 1,500 vehicles. Tony Gibson responded that port development plans will be ready to present and share (hopefully) at the next Community Reference Group meeting in September.

Update – Ross Clarke, Terminal Automation Project Manager

Ross Clarke presented to the group on the automation project currently underway. He began by explaining how the terminal would be 'split' into areas to help manage the project as it is complex with many moving parts. He demonstrated what work was happening in 2017, including testing areas and more information on the new berth at Fergusson North.

Ross discussed the new truck grid design, emphasising that the changes will need to ensure that safety is at the forefront. He noted the port is working with trucking companies with the design once the first two truck slots (prototypes) are built.

He continued to talk about the reefer access platforms – large steel structures which will enable four high and one deep stacking so straddles have flexible access to reefers. He added that reefer technicians will also be much safer working than they are at present.

Discussion around the new automated straddles took place with Ross informing the group that the first of the new delivery had been produced by Konecranes and were undergoing testing. He added that they will be disassembled before shipping to New Zealand and that the assembly area at the port will likely be near the Bledisloe terminal and visible to the public.

Ross shared with the group that the existing engineering workshop will not be tall enough for the automated straddles and that a taller temporary workshop will need to be established to accommodate the height. He added that the walls would be made of stacked containers.

Luke Niue asked how temporary the shed would be. Tony Gibson responded that it would be there for up to three years.

Mike Blackburn asked if the reefers would be lit at night? Alistair Kirk responded that the port already has reefers on site which are lit for safety reasons. Safety lighting would be included to allow engineers to work at all hours of the night.

Update from Matt Ball on Air Quality Emissions

Matt Ball shared the port's sustainability objectives and goals with the group and covered off work that had been done to date including the emission reduction study, the recapture of methyl bromide and the introduction of electric vehicles into the port fleet. He added that the aim with electric vehicles was to eventually replace all in the fleet with electric alternatives.

Matt added that the LED light installation is about two thirds complete and that the port is looking at a number of solar projects. He also added that there was a lack of study done on emissions and the effect on people's health – he shared that the port was talking to the University of Auckland about conducting a health impact study.

Mike Blackburn questioned why a new study needed to be done here when it had been done overseas to which Matt Ball responded that the environments are very different.

Matt went on to share the port's plans around air quality monitoring work that will test sulphur dioxide levels around the port. He let the group know that the port are currently looking for a site around Parnell and possibly Devonport.

Discussion around how sulphur dioxide would be tested ensued.

Following on from discussion about sulphur dioxide testing, Tom Mullen asked about ballast water and how it is processed. Nigel Ironside said that if ballast water must be offloaded in New Zealand then the port needs to provide the ability for them to do so. Nigel added that his team is currently speaking with contractors at the moment and that the port is investing a lot of effort into ballast water treatment.

Discussion ensued about the cycle lane outside the port. Tony Gibson noted that the port had made a submission around the lane. Alistair Kirk noted that Auckland Transport have a proposal out for feedback regarding tweaking the cycle lane outside the port on Tamaki Drive. He added that the proposal is to keep the lane there and to cross cyclists over Tamaki Drive to the south side to carry along east. He expressed concerns over safety and noted near-misses with the cycle way in its current state. Ports of Auckland have asked Auckland Transport to put the lane on the south side of Tamaki Drive the entire way along.

Update from Chris Carr, National Road Carriers

Chris Carr from National Road Carriers spoke to the group about trucks traveling through The Strand and Kohimaramara.

Dennis Knill expressed that he thought engine braking noise at night on The Strand is still an issue for residents. He said he had spent a lot of time in the early hours of the morning listening to engine braking, notably of trucks traveling through The Strand towards the port.

Chris Carr asked Dennis whether he was able to identify which trucks were engine braking to which Dennis answered that he wasn't. Chris also added that if trucks are engine braking to slow down in time for the red light at the top of The Strand then a discussion needs to be had with NZTA.

Dennis noted that some apartment owners (Gladstone Apartments) had expressed wanting to sell their apartments due to the noise.

Chris Carr discussed the different engine slowing technologies; engines, exhausts and other systems. He noted that exhaust brakes are much quieter and there is often no need to engine brake.

Mike Blackburn asked if NZTA could bring back the noise monitoring camera that was on The Strand last year. Chris mentioned he could request for it to come back.

Dennis Knill added that years ago an email was sent to truck operators regarding engine braking which made a substantial difference.

Discussion ensued around retirement villages and some suburbs that feature signage to request no engine braking from trucks. Discussion continued around requests and the fact they are not enforceable by law and that education would be the only way to achieve change.

David Aitken from National Road Carriers highlighted the results from the noise camera monitoring that took place in 2016. He noted that the camera had been placed in four locations since it was on The Strand, where 48 incidents were noted in seven months. He noted that both on The Strand and on Gilles Ave, there were significantly more incidents of sirens and motorcycles than engine braking.

Rick Ellis asked if older engines were making more noise than newer engines. Chris Carr responded that American style trucks will also make more noise.

Discussion ensued around the number of cars arriving into Auckland and New Zealand. Chris Carr highlighted that people also need to account for the number of cars that get scrapped weekly.

Ros Rundle mentioned that she thought there had been an increase in trucks traveling up Kapa Road and through Kohimaramara.

Chris Carr noted that Eastridge New World will take 120 truck movements a day. There was a discussion around the quantities of goods delivered and the frequency of delivery,

as well as population growth in suburbs like Orakei and surrounding areas. Chris added that vehicle usage on Kepa Road and Ngapipi Road is around 95% cars. He also added that container volumes are increasing but the number of trucks traveling through Orakei/Kohimaramara are decreasing, noting the closure of one container depot (2015) in Glen Innes.

Chris Carr said that National Road Carriers had visited schools in and around Kohimaramara to talk about trucks traveling through the area.

Mike Blackburn noted that he thought there are different acoustics produced by different types of trucks, noting that some roads are also substandard and therefore contribute to more noise. Discussion followed about road owners (NZTA and AT) to look at the condition of main arterial routes.

Chris Carr and David Aitken continued to discuss action National Road Carriers were taking, including signage in the port road office, visiting trucking companies and the use of the noise monitoring camera. Chris added that change in behaviour will heavily rely on the goodwill of members.

Tony Gibson added that the Ports of Auckland will fund some surveying/research into truck noise on The Strand.

Ros Rundle mentioned that she thinks there has still been an increase in container trucks moving through Kepa Road and Ngapipi Road in the last two months. There was some discussion around new residential developments in the area and whether some of this trucking could be attributed to construction and not container movements.

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There was no other business.

The meeting closed at 7.05pm.

Next meeting: Wednesday, 13 September