

Community Reference Group

Minutes of Meeting held on Wednesday 3 October 2018 at 5.30p.m.

Venue: Tamaki Room, Ports of Auckland Building

Present:

Name	Organisation
Stephen Wagstaff	Auckland Yacht & Boating
Graham Bush	Campaign for Better Transport
Ardeth Lobet	City Centre Residents Group
Michael McKeown	City Centre Residents Group
Dennis Knill	Gladstone Apartments
Rick Ellis	Gladstone Apartments
Yvonne Theuerkauf	Mirage Apartments
Luke Niue	Parnell Community Committee
Mike Blackburn	Parnell Community Committee
Jordan Hurinui	Ports of Auckland
Matt Ball	Ports of Auckland
Morgan MacFadyen	Ports of Auckland
Nigel Ironside	Ports of Auckland
Tony Gibson	Ports of Auckland
Ross Ingliss	York Street Apartments

Apologies: Allan D'Souza, Diane Edwards, Wayne Thompson, Wayne Mills, Alistair Kirk, Craig Sain, Terry Anderson, Lyn Eden, Tim Coffey

Welcome and Confirmation of Last Meeting's Minutes – Matt Ball

Matt Ball opened the meeting at 5.30pm. the previous meeting's minutes were agreed and confirmed by those in attendance.

The actions points from the previous meeting relevant to Ports of Auckland were then shared with the group:

- *POAL to share NZIER data with CRG.*
These are available online [here](#). **Completed.**
- *Regarding the Car Handling Building (CHB) POAL to send out packs to CRG with images, plans with layout and an outline of where we proceed from here.*
POAL are awaiting formal feedback from the Urban Design Pane (UDP) meeting and design sign off, after which we'll have more detailed information to share
- *POAL to send out elevations of Gladstone Road street level view, and the street level view back towards the ferry building along Quay Street, with hotel removed and CHB adjusted to reduced size; with new façade as a starting point.*
These are not yet available. Therefore the action point will be carried over to the next CRG meeting.
- *POAL to find out how many heavy metal shipments there will be over the year and report back to CRG, also to find resolution to loading finish times and days.*
Nigel Ironside, Senior Environmental Advisor at POAL provided the below information.
 - There have been 10 shipments in the past 12 months. All were from Sims Pacific Metal and were mainly the shredded scrap product they generate. Some shipments did also include heavier pieces of cut scrap that had not been shredded. This stuff is typically loaded directly from the truck onto the ship rather than being first stored on the wharf.
 - Further detail is provided later in the meeting minutes under Operational Noise.
- *POAL will find out regarding the anchorage and talk to the Marine team to see if we can see plotting of where the ships were parked in the gulf*
 - Luke Niue confirmed the Harbour Master determines the vessel anchoring points. As this action was at Luke's request, he has agreed to contact the Harbour Master directly (and copy in POAL) if he has any issues with vessel anchorage.
 - POAL are not able to backdate this information and we also won't know the reasons why they were parked in the gulf as that decision is made by MPI . **Completed**
- *POAL to check for any updates with Alistair Kirk regarding Tamaki Cycle Lane.*
There is no official update from Auckland Transport.

Annual Results – Tony Gibson

Tony Gibson advised we'd released our annual results today and spoke to some of the specific financial figures on display in the [slides](#). The full report is available [here](#).

Tony shared that despite significant investments this year (including into sustainability) we've still returned a substantial profit. Overall volumes through the port are up across the year, albeit car volumes increased at a lower rate than in previous years.

There are 56 key projects going on at the port currently.

POAL's productivity remains strong. We were voted Best Port in Oceania for the third year in a row at the Asian Freight Logistics and Supply Chain awards. These awards are determined by customer and industry votes. Our crane rate is 35.63 moves per hour, up from 34.67 the previous year. Car dwell time also decreased to 2.90 days, compared to 2.93 days the last year.

The port does face challenges now, especially around the automation and capacity projects as it's a brownfield site with automation and this has impacted our productivity. We can expect to continue to see the impact of this as we approach go-live.

We're working hard to improve performance in the downstream supply chain, but as this is not something we can control we do feel the impact of strain on the supply chain.

Some highlights from the last year have included receiving endorsement of our 30-year Master Plan from Auckland Council, our investment in automation (a multi-million dollar project), and committing to reaching our sustainability goals, including being carbon neutral by 2025 and emission free by 2040.

Dennis Knill asked about financials and how. EBITDA to revenue is around 40% - higher than many other ports/businesses. Dennis shared that he thought this was very impressive.

Tony also discussed how the port was investing in strategic regional freight hubs and how we have welcomed our first customer Open Country Dairy (OCD) to our Waikato Freight Hub. Graham Bush asked if the port can negotiate a special rate with KiwiRail for the Waikato Freight Hub. Tony said that we will try to. The Freight Hub will be rail connected and we've just completed the rail design. In the interim trucks will move freight to the rail head in Hamilton then go by train to Auckland. The rail connection at the hub is likely to be two years away, but we've committed to making this investment. Mike Blackburn enquired about what Tony has said in an interview on radio New Zealand about containers being refurbished as a part of the service in our freight hubs. Tony explained how it's about ensuring containers are clean and in a good state to be used next.

Update on Master Plan Project – Bledisloe Crane Removal – Jordan Hurinui

Jordan Hurinui said the deconstruction of the three cranes on Bledisloe Terminal is now one of the completed Master Plan projects. He then shared a [time lapse video showing one of the cranes being deconstructed](#). Jordan then told the group that two of our employees involved in the deconstruction of D, E and F cranes were also part of the team who built the same three cranes in the 1990s.

Luke Niue asked the value of the scrap metal from the cranes, Tony advised that the scrap value was not enough to cover the cost of removal of the cranes.

Update on Master Plan Project – Dredging Disposal – Nigel Ironside

Nigel Ironside shared that now that we have committed to no more reclamation into the Waitematā Harbour and with the Fergusson reclamation project nearing its end, we have applied to the Environmental Protection Agency (EPA) to dispose of the dredged material we will still produce, at the Cuvier Dump Site, located 27 nautical miles east of Cuvier Island. We are finalising our application which will be submitted at the end of October.

The permit is non-notifiable, but POAL has undertaken a range of engagements with stakeholders and interested parties and will document what we've done and who we've talked to as a part of our application.

Jordan Hurinui added that to date we've engaged with 55 individual groups, organisations and people. From this initial engagement, we've had minimal people follow up with us for further engagement, but we will be doing more with this; particularly with iwi (especially those who fish in the areas), councils and recreational fishermen.

Nigel clarified that Cuvier dump Site is the designated dump site for dredged material closest to Auckland. Our application is not related to others wanting to dump material elsewhere.

Mike Blackburn asked what the main concerns around the disposal were. Nigel explained the technical studies have concentrated on understanding the fate of the dumped material and assessing the potential impacts outside the designated site. Nigel said that we have been testing the dredged material onsite for the last 25 years and have a really good understanding of what's here. Any contaminated material that is dredged will not be disposed of at Cuvier Dump Site and will instead be taken to landfill. We will only dispose of suitable dredged material at the Cuvier site.

Mike Blackburn then asked who determines the criteria and requirements for disposal and manages the ongoing quality assurance. Nigel said that the EPA specify this through the resource consent conditions. Nigel also shared that, given the depth, we don't know exactly what is on the seafloor at the Cuvier Dump Site, but noted it has been in use as a disposal site since WWII and has also been used as a live ammunition dump site; however we have characterised the seabed based on the best available information.

Update on Master Plan Project – Car Handling Building (CHB) – Jordan Hurinui

Jordan introduced Piers Bowman, an associate at Plus Architecture who has been closely involved in the work on our CHB.

Piers began by explaining the brief POAL had presented to Plus Architecture and some features of the design: how the building needed to be designed to hold a minimum of 2,600 vehicles, 50% used and 50% new, optimising structure to minimise footprint and ensure

there's no wasted space, circulation of both air and vehicles, minimising vertical structures and optimising the different floor heights, and having a treatment or façade on the outside of the building to improve its appearance. In regard to the façade, it needed to screen the industrial element of the building and instead create a quality aesthetic.

Plus Architecture then offered a return brief detailing a functional layout within a box form, acknowledged the public feedback adverse to any impact on the view and supportive on the greenery elements, recognised the ports wider sustainability goals and how the CHB could contribute to achieving those.

Piers then spoke to the four diagrams on slide 7 within the [presentation](#) which illustrate the overarching approach and wide research Plus Architecture had undertaken for this project.

- The top left image compares the height of other structures in the immediate vicinity and the lines of sight, specifically the nearby Countdown (13m), trees, cars and buses, compared to the CHB (16m) which will be screened by the existing Cantilever shed (10m). Comparatively, the Britomart carpark is 23m.
- The top right shows population density relative to area, with dark blue being the densest and light blue the least dense, and explained how their design of the CHB needed to fit in with the context of that.
- The bottom left diagram shows buildings used for similar purposes in the surrounding area in green.
- The bottom right diagram shows buildings of similar masses and heights in the nearby area in orange.

Piers then spoke to the two renders of the CHB, one in daylight and one during night time. He made the following points during his discussion:

- He explained how they were working with Ngāti Whātua Orākei as to how the incorporated greenery can work for the site and what it could represent culturally.
- The vertical breaks in the external panels had been incorporated to break up the side so it was not a visual mass
- The façade was a perforated cladding that allows for air circulation (a requirement for this sort of building) but also lets light filter through. In the morning it would backlight the ramp in the building which would showcase the functionality of the structure, while in the evening it would front light the side which gives opportunity to contribute to the urban canvas. During the evening/nights, the space can be used to create a light feature or canvas. Some of the potential applications included a countdown to the America's Cup and to exhibit local school artwork; ultimately it becomes a blank canvas that the community can utilise.
- Regarding the light feature component, Piers explained how it could be like similar applications in Melbourne and Sydney (*Night Light* and *Vivid* respectively).

Ardeth Lobet then asked if POAL and Plus Architecture had considered a design similar to the Auckland Hospital carpark, which Michael McKeown supported and added that it's a nice building with an artistic element. He also shared how a passive structure (not a light feature) would save power. Piers said that we'd look at it, but a big component of the design was that we didn't want to create a permanent structure with limited use; we wanted

to have options for future use and repurposing of the building. Ardeth then asked the group if a light feature would create a sensory overload in the area.

Rick Ellis asked what the stud height of the building was and how that translated to container height for comparison to the POAL empty yard containers stacked. Piers said the stud height will be 16m, which is approximately 6.5 containers high.

Graham Bush asked if more vehicles than just cars would be able to be stored in the CHB – i.e. commercial vehicles. Piers and Jordan explained that some of the floors would be different heights: the ground floor would be 4.4m high, which gives more flexibility in what can be stored there. The other floors would be 3.3m high and would be predominantly used for cars.

Graham Bush then asked what the view of the CHB from the Z Statin on the corner of Quay and Tinley Street would be; to which Piers responded it would be a functional view. However one of the requests from the Urban Design Panel was that we explore how the facade can be wrapped around that eastern side of the building.

Piers then shared how the CHB will be self-sustainable, recapture rain water and grey water.

Mike Blackburn then shared examples of other artistic buildings, including those in Paris, that he believes are a better inspiration for the CHB. He said he does not think the vertical breaks will improve or reduce the visual impact of the bulk of the CHB.

Michael McKeown expressed his appreciation for the sustainable features incorporated in the CHB and that the City Centre residents Group (CCRG) would support those initiatives. He then asked if the lights would be on during the day, to which Piers said not necessarily as the existing natural light is what will contribute to the visual effects and would then be supplemented with artificial lighting in overnight.

Luke Niue then asked if the lighting on the façade would be a projection (like the Sydney Opera House) and if we had made allowances on the textural surface for that. Piers said that with lighting projections, it actually works better the more textured the surface is and Plus Architecture had been in touch with the people in Sydney who do light the Sydney Opera House and they had said what we were planning would work well. Luke then followed up and asked if the CHB would be lit with projections while it was used by POAL, to which Matt Ball confirmed it would be. Luke then asked if during the day (when it's not lit with projections) the CHB would just be a plain box building. Piers responded by saying it would be like any other building in the CHB and it's an articulated white structure with a 51% permeable screen that will allow for the motion inside to be seen, especially during the day.

Update on Master Plan Project – Fergusson Crane Arrival – Matt Ball

Matt Ball talked about the arrival of POAL's three new container cranes for the northern end of Fergusson Container Terminal and how excited the port was. The accompanying slide (slide 9 of the [presentation](#)) showed specifications and statistics for the cranes and

a selection of images. Matt explained how at the time of the CRG meeting, the cranes were anchored approx 10km off Browns Bay and how on Friday 5 October, we would bring them in. The Pilot was scheduled to board at 6.30am and they would likely be alongside by 8am. The best viewing times were from 7am-8am as the cranes came into the port.

Matt spoke to the aforementioned specifications and shared how the cranes were quad-lift capable and able to be remotely-operated; they're the first in Australasia with those capabilities. There would be a relatively long commissioning process (likely at least 6 months) and quad-lifting and remote operations were likely 12 months away.

Tony shared how ZPMC were running behind with completing the cranes, so they simply hired an additional 200 painters to get it finished!

Mike Blackburn asked if the steel used in the cranes was certified etc. Tony said it was certified by Llyods who had surveyed it for us. He also added that ZPMC have a huge proportion of the crane market and their quality was excellent. The port's five existing cranes on Fergusson were also made by ZPMC and they were good.

Luke Niue then said thank you for the leaflet he had received in the mailbox detailing the cranes' arrival and specifications. He asked if anyone else from the CRG had received it and someone confirmed it had been received in Devonport.

Community Feedback – Operational Noise and Lighting

Operational Noise – Nigel Ironside

year, which tends to be the worst cargo for noise. The port has been having ongoing discussions with Luke Niue and other community members about how we can improve our operating practices to reduce noise. We're engaging more with the third-party stevedores who manage that operation and have rewritten the Standard Operating Procedure (SOP) managing scrap steel cargos. There is now a requirement for a container wall to be put up to minimise noise after we found this technique successful in mitigating noise through our studies. We'll be updating our noise model in the next six months so we have a better quantify the impacts of our activities and confirm ongoing regulatory compliance. We will also formalise the way we manage noise more through the development of a formal noise management plan, in conjunction with the new model. Bearing in mind we are in the downtown CBD, our noise limits apply to average noise levels, not peak levels. However, we obviously do not want to be generating a lot of loud bangs. Our plan will look at minimising those peak noises and the model will look to confirming the average noise levels.

The conversation then turned to ship noise, particularly ship generators. Ross Inglis asked if Nigel could speak to shore power, to which Nigel said no sorry. Tony said that Rosie Mercer, our Manager Sustainable Business Development has done a lot of work on shore power and has presented a business case to Auckland Council and we want to see what we can do, especially around the cruise industry and what sort of ships would be compatible. Tony explained how ships have different plug-in points depending on where they're from (much like regular power points) so we were exploring what could work. Ross

then asked when we can expect to see that translated into a plan, which Tony answered that it depends on effective engagement from shipping lines. Engagement from the cruise industry was slow, but it's getting better now and we expect a similar reaction and pattern with shipping lines.

Ardeth Lobet shared that she understood Long Beach had made shore power a requirement for calling vessels, so why could that not be done in New Zealand? Matt Ball answered that Long Beach had received substantial Government subsidies to support that infrastructural change and if we can get the New Zealand Government to do the same, then we could make shore power a requirement too.

Ross Inglis said that Auckland Council had mentioned shore power in a business plan and asked if there is a Capex requirement from council? Tony said it's a revenue opportunity. Ultimately, there's awareness of the issue, but it's early stages.

Luke Niue said he'd spoken about having a noise hotline on the POAL website. POAL to look at adding this upgrade.

Luke then asked Tony Gibson if when there is wind that exacerbates the port's operational noise, can the operating hour restrictions be adjusted, especially in the summer months. POAL to look into this. The restricted operating hours are in place, but Luke believes 11pm is too late, especially with the wind.

Jordan Hurinui added that we are working to summarise operations and have a focal point on the website for the public to know what's happening at the port and have a hotline (much like the one our Multi Cargo department already have).

Jordan told Ross that we had a call from the *Bomar Rossi* (a particularly noisy container ship) and we had been able to berth it bow south, which improved the noise on one side. We're working with shipping lines and talking to other ports to see what they do in such cases. Luke asked if POAL could share when particularly noisy ships were in port or scheduled to be in port so the CRG can advise the wider community. Jordan said that we have begun to do that, but will extend that notification to the wider CRG group.

Light Emissions – Jordan Hurinui

Jordan spoke to the light situations on our new reefer gantries and along the railway as part of the optical character recognition (OCR) portal that had been installed.

- Reefer gantries: the lights have been switched off until at least November when we expect reefer operations to start. The lights are required for health and safety so we know when people are in the area. Until the gantries operate the reefer gantries, we need the lights. However once it's automated, those lights will go off.
- Rail OCR: the lights are needed to light containers for the OCR to work – it allows the cameras to read the characters on the side of the containers. This innovation removes the need for a person to walk the line of rail carriages and manually note down each container; it ultimately improves efficiency. In the interim we have taped

up a lot of the light which has reduced the effect and are working on a more permanent shield.

- Jordan shared that he had met with the City Centre Residents Group and lighting was discussed. Details of that will be shared in due course.

AOB

Luke niue asked if POAL or Auckland Council make money when cruise ships call Auckland. Tony said the port does make money, but it's the lowest revenue line of our business; we collect a levy to refurbish the infrastructure. The cruise ships are a huge benefit for the city, but they're not great for the port.

Mike Blackburn asked if POAL thought it was likely Port of Tauranga would take away our car import volumes. Tony said no, they have reverse sensitivity and dust issues. There's enough demand in the Auckland region to warrant the ro-ro vessels stopping in Auckland; as little as 200 cars warrants a stop. There are many reasons why it's unjustified to move car imports to be solely through somewhere like Northport or Port of Tauranga.

Tony shared that a third daily train call is coming on. Jordan added that currently 12% of our land-side container moves are by rail, (up from 9% in 2014) and we're working to move that up to 30%. Tony said we're working with KiwiRail to further increase the number of containers we move by rail, and long term we will look at the potential to automate the rail grid after we finish automating the container stack that will as it would increase efficiency and reduce the cost of moving containers by rail. A third line is being added to the main trunk line between Southdown and Wiri which will increase capacity. Ross then asked how that would impact trucking. We're working with the likes of Mainfreight about moving freight to our South Auckland Freight Hub in Wiri by rail, and then using trucks from there.

Dennis Knill said he noticed a lot of trucks both coming into and leaving the port empty. Tony said we're going to create an empty stack on the north-eastern side of Fergusson Container Terminal so that empties can be more easily loaded and unloaded in one location which would make it easier to utilise empty trucks. Yvonne Theuerkauf explained how trucking companies are competing with each other which makes it hard to match the inbound and outbound loads, but we're working with National Road Carriers (NRC) about how we can increase those two-way loads. Matt Ball added that there has been an increase in one-way movements since the accident in August as we've focused on clearing the yard, so the empties coming in have increased a bit lately.

Mike Blackburn asked about how in an interview Tony had given today, he'd said the utilisation of freight hubs would decrease the number of empty moves. Tony explained how it's about implementing the technology that matches imports and exports.

Close

The meeting closed at 6.39pm.

Next meeting: Wednesday 12 December

Actions:

- Regarding the Car Handling Building (CHB), POAL to send out packs to CRG with images, plans with layout and an outline of where we proceed from here. POAL are awaiting formal feedback from the Urban Design Panel (UDP) meeting and design sign off, after which we'll have more detailed information to share
- POAL to send out elevations of Gladstone Road street level view, and the street level view back towards the ferry building along Quay Street, with hotel removed and CHB adjusted to reduced size; with new façade as a starting point.
- POAL to update CRG where we are on shore power at the next meeting.
- POAL to explore setting up a noise hotline on the POAL website.
- POAL to follow up and give formal response regarding adjusting the operating hour restrictions on noisy cargo.