

Community Reference Group

Minutes of Meeting held on Wednesday 26 June 2019 at 5.30p.m.

Venue: Tamaki Room, Ports of Auckland Building

Present:

Name	Organisation
Tim Coffey	Auckland City Centre Residents Group
Stephen Wagstaff	Auckland Yacht & Boating
Graham Bush	Campaign for Better Transport
Lyn Eden	Dilworth Terrace
Terry Anderson	Dilworth Terrace
Dennis Knill	Gladstone Apartments
Rick Ellis	Gladstone Apartments
Yvonne Theuerkauf	Mirage Apartments
Mike Blackburn	Parnell Community Committee
Tom Mullen	Parnell Community Committee
Alistair Kirk	Ports of Auckland
Jordan Hurinui	Ports of Auckland
Matt Ball	Ports of Auckland
Morgan MacFadyen	Ports of Auckland
Nigel Ironside	Ports of Auckland
Ross Inglis	York Street Apartments

Apologies: Tony Gibson, Wayne Thompson, Diane Edwards, Craig Sain, Allan D'Souza, Reinhold Goeschl, Angelene Powell, Rosie Mercer, Desley Simpson, Cheryl Adamson, Luke Niue, Pippa Coom, Chris Langstaff

5:30pm

Welcome, Slide 1-2

Matt Ball

Matt Ball opened the meeting at 5.35pm. The previous meeting's minutes were agreed and confirmed by those in attendance.

5:35pm

Update on Master Plan Project – Rooftop Park Concept Design, Slide 3-5

Alistair Kirk

At 5.35pm Alistair Kirk shared an update on the car handling building on Bledisloe wharf and the rooftop park concept design. He shared a progress photo of the site of the car handling building and advised that Hawkins is the contractor. He also shared that the piling has been completed, surprisingly quickly, and they have now moved onto the superstructure. They have built columns on the ground floor and beams are going in, with precast slabs being lifted into place in the next few weeks.

Alistair Kirk then advised we would soon start the design process for the rooftop park. The concrete slab on the roof is being constructed with generous weight allowances to ensure we can deliver. He also shared we are working with [Plus Architects](#), who are working on The Pacifica apartment building in Auckland CBD, and [LandLab](#), an urban design/architecture firm working on Quay Street West, Commercial Bay and the ferry basin – working with these companies will ensure our work is aligned with the rest of the city centre and waterfront.

We will soon get underway with a process for interested parties to feed into what they want to see rooftop park. Groups we will be reaching out to include local residents, schools and iwi. This would hopefully start in late-July. From there, designers would then produce several options and there will be discussion and analysis of those options. We are very open in terms of what is included.

Mike Blackburn asked what the completion date for the project was for both the car handling building and the rooftop park. Alistair Kirk responded that the main structure was scheduled for August 2020. The rooftop park would then be on another contract and although there is no set completion date at this stage, we intend to kick it off immediately afterwards.

Rick Ellis asked what the height of the car handling building would be. Alistair Kirk answered that it would be the same height as the Britomart carpark – 16m.

Mike Blackburn then asked how many stories it would be. Alistair Kirk said it would be five storeys including the slab. While the park hasn't been designed yet, we imagine it would be no more than an additional 2 or 3m, but it does depend on the final design.

Ross Inglis clarified that there would be public access to the park. Alistair Kirk and Matt Ball said yes. Alistair then provided more context around why Ports of Auckland are committed to creating the park – we are consciously trying to integrate the port with the

city. He explained that when Jose, the architect from Plus Architects who has been involved in a lot of waterfront urban improvement around the world, came on board, he noticed that a lot of the residential development in Auckland city lacks green space, which prompted us to incorporate it.

Alistair Kirk then discussed the western façade of the building and showed a video of a sample panel (see slide 5). This replicates what the western façade will look like with lights 600mm apart, each can be individually controlled and programmed. We are building this with Philips to assess the light intensity, amongst other elements. We will have a prototype perfected before it's rolled out.

5:45pm

Update on Master Plan Project – Channel Deepening, Slide 6

Alistair Kirk

At 5.45pm Alistair Kirk explained the need for channel deepening, namely to allow larger ships to call Auckland. We're pretty advanced with the necessary studies – impacts of dredging on the environment, what's in the channel etc. We have engaged with Mana Whenua, local boards, yacht clubs and other interested groups. This engagement is going well and we're looking to lodge consent later in 2019.

Tom Mullen asked if we have a bulk quantity. Alistair Kirk responded yes, but we wouldn't yet share what that quantity was as we're actually working to get it down. Ports of Auckland are working with an Australian company to develop the capability to manage actual under-keel clearance in real-time. The software will use tide, wind and other data to provide dynamic UKC depths (the same as what has been used by an Australian port) so we can reduce our overall dredging requirements.

Tom Mullen asked about the TEU the dredging would accommodate. Alistair Kirk responded the first stage would be to accommodate 7,000 – 8,000 TEU vessels, this size of ship are already calling other New Zealand ports. The second stage of dredging would be to accommodate post-Panamax ships, which are over 11,000 TEU.

Tom Mullen commented that he had heard someone is looking into redesigning ships with smaller drafts. Alistair Kirk replied that there are interesting developments going on around the world and there are other ports having the same issues we are. He said that while there may be changes on the horizon, it will be awhile before they come through.

5:50pm

Update on Master Plan Project – Hydrogen, Slide 7-8

Jordan Hurinui

At 6.47pm Jordan Hurinui provided an update on the Hydrogen project. He advised that the request for proposal (RFP) went to market to four vendors. That contract will be

awarded later this year, likely in September and we hope to lodge consent for the project in late July.

Jordan Hurinui explained that the project is in conjunction with Auckland Council, Auckland Transport and KiwiRail, with hydrogen cars likely to arrive in January 2020 and hydrogen buses in May 2020. The engagement for this project is ongoing and we are currently engaging with people in the immediate vicinity to the proposed site on Tinley Street, behind the Z Station.

Ross Inglis asked what the processing technology would be. Nigel Ironside said it would be electrolysis. Ross Inglis then followed up, asking if that was 'green hydrogen' where only water is the by-product, which Nigel Ironside confirmed.

Tom Mullen then asked if gas is the most effective producer of hydrogen. Jordan Hurinui said he wasn't sure.

Nigel Ironside then asked if the refuelling facility will be open to the public. Jordan Hurinui advised that at this stage it is only a pilot project and thus a small facility, only large enough for the small number of vehicles we are getting for the pilot project. In order for the facility to be used by the public, it would need to be bigger.

5:55pm

Port Update – Air Quality Monitoring, Slide 8-12

Nigel Ironside

At 5.50pm Nigel Ironside provided an update on Ports of Auckland's air quality monitoring.

A wind rose displaying the direction of the winds influencing the monitoring site was dominated by south westerlies and, to a lesser extent, north easterlies was shown on slide 9. Winds coming from the direction of the port (north westerlies to northerlies) occurred for around 24% of the time over the 12 month monitoring period. This means that port emissions were influencing the air quality at the monitoring site for around a quarter of the overall time.

The table on slide 10 shows the readings from the Gladstone Park site compared against national environmental standards. During the year-long study, none of the standards were breached and the air quality performance indicators showed that the air quality was either excellent (pollutant concentrations less than 10% of guideline/standard) or good (pollutant concentrations between 10% and 33% of guideline /standard) for most of the parameters. The one exception was for particulates (PM10), where the performance indicator showed air quality to be good for 80% of the time and acceptable (pollutant concentrations between 33% and 66% of guideline /standard). PM10 comes from a range of sources including traffic, port activities and even sea spray. The standards were designed for the protection of public health for vulnerable people – including children and the elderly, which means there tends to be a lot of safety for the average person.

Tom Mullen asked what the particulates are. Nigel Ironside advised they are PM 10 and PM 2.5.

Mike Blackburn asked if the data shows when there were notably smoky ships alongside and if there are guidelines for determining the monitoring location. Nigel Ironside said the visible black smoke was more a public nuisance issue and not an ambient public health issue. The soot particles are generally larger than 10 microns and would not be measured with the equipment used.

Graham Bush asked on behalf of Luke Niue if the port intends to do a second round of monitoring and if alternate sites have been assessed. Nigel Ironside said yes, a second study will be conducted for at least another year adjacent to the Spark Arena, which would take us through to after the MARPOL Annex VI fuel quality requirements come into play for signatory countries. Nigel noted that it will be interesting to see if and how this change shows up in the data. The new site lies to the south west of the port so the influence of port activities will be better characterised under north easterly winds, one of the two predominant winds experienced in Auckland.

The new site would also help support Auckland Council's existing downtown monitoring network which includes a long term site on lower Queen's street and a new site on the corner of Customs and Albert street. Following further discussion with questions from Mike Blackburn, Nigel Ironside explained that this air quality monitoring is based on assessing the ambient air quality – and provides an indication of the quality of the air that we all breathe. To characterise the effects of port activities on ambient air quality it's important to put a monitoring station downwind of the port. The station will also measure other contributing factors such as emissions from buses and cars. Longer term, Ports of Auckland is interested to see if there are any changes in local air quality as a result of the MARPOL VI regulations. Auckland Council are also interested to see how their traffic reduction plan affects the local air quality.

Terry Anderson asked what the main contributor from the port was. Nigel Ironside advised it was sulphur, from the concentration and large quantity of fuel ships burn when in port (during start up for example). Terry Anderson confirmed that the port ultimately cannot control what the ships do. Nigel Ironside noted this but advised that the international fuel standard will help and the more data we collect, the more it will help.

Terry Anderson and Dennis Knill both commented that their local apartment buildings were frequently covered in black dust and queried if the port was the cause. Matt Ball said that while port-related emissions could cause that, it would also be in combination with vehicle emissions from buses and cars.

Mike Blackburn asked about Methyl Bromide and if it was monitored and would that contribute to air quality. Nigel Ironside advised that Methyl Bromide did not impact the ambient air quality and was more pertinent as, and managed as, an occupational health risk. He advised that the port recaptures all Methyl Bromide. The port has carried out monitoring on the edge of the exclusion zone previously and have never breached safe workplace health levels.

Tom Mullen advised he'd read a study that claimed globally, shipping contributes to 18% of air pollution. Jordan Hurinui said that it was a difficult thing that the whole industry is dealing with and he asked Nigel Ironside to explain what can and cannot be done with regards to ships emissions. Nigel then explained the main focus is for ports to try and

collectively lobby the government to sign up to the MARPOL VI regulation mandating low sulphur fuel in signatory countries from 1 Jan 2020.

Ross Inglis shared a video taken from his balcony of a ship in port emitting pollutants. He asked what members of the CRG and the wider community can do and who is responsible for it from a regulatory standpoint. Nigel Ironside advised it's excluded from the RMA. We cannot regulate ships (or aircraft) and it's controlled by Maritime New Zealand. He advised the best course of action would be to contact your local MP to ask them to push for the government to sign up to the MARPOL VI agreement to ensure any vessel that comes here has to burn low-sulphur fuel, effective 1 January 2020. The concern for New Zealand is that if we don't sign up, even though this will be implemented around the world, we are a faraway nation and ships may burn the cheaper, high-sulphur fuel when they come here if they aren't required to use low-sulphur here. Tom Mullen commented that Chile have signed up to it and questioned why New Zealand hadn't. Matt Ball mentioned how both National and Labour successive governments had looked into it, but have yet to be able to work through the issue.

Following question from Dennis Knill, Matt Ball explained some of the scenarios when ships tend to emit a lot of pollutants – when they're starting up cold or reversing and then they return to cleaner (but not perfectly clean) burning. Matt said that in those instances, what we do as a port is go direct to the shipping agent, but that's about all that can be done.

Further discussion ensued and frustration with the inability to enact change was voiced. Nigel Ironside said that ports across the country had discussed it and are trying to see what can be done as a collective, but it was hard without regulatory backing.

Tim Coffey said how Auckland Council had recently declared a climate emergency and with the approaching local body election it was a prime time to approach councillors and politicians to share your views on these issues.

6:05pm

Port Update – Noise Management, Slide 13

Nigel Ironside

Nigel Ironside shared an image that shows recent scrap metal operations on Freyberg Wharf. It gives an idea of the scale of the operation and where mitigating measures, such as sound-blocking container walls, are established.

Ports of Auckland are getting a better understanding of when noise from such operations is most significant. The shipment before last coincided with a strong northerly wind which intensified the noise that travels up the gully more so than usual. Nigel Ironside shared that we've had some really positive conversations with the cargo owners and stevedores and have agreed to work together to try to mitigate such occasions. This includes more planning, assessing the weather forecast 72 hours before operations commence to see if there's likely to be either a northerly wind or a particularly still night and where possible, limiting shift patterns to 12 hours instead of the current 16 hours. Operations can currently be undertaken from 7am – 11pm, but where possible, they may be able to limit them to

7am – 7pm. Nigel Ironside brought up that we do put a lot of effort into managing the scrap metal. The image on slide 13 shows the three-high container wall to break up sounds, water sprays for dust control and a storm water treatment device all in action.

Mike Blackburn mentioned how sound travels in waves, so the sound could still travel over the container wall. Nigel Ironside replied that that was true, but that's why we put the container wall as close to operations as possible in order to block the waves before they have dissipated too much.

Jordan Hurinui shared how we have been working closely with the community on mitigating measures after the occasion three weeks earlier where there was a northerly wind on the night they were loading scrap metal. He reaffirmed the measures Nigel had mentioned and said how the discussions we've been able to have with our Multi Cargo team, the stevedores, the customers and the community has been really positive.

Ross Inglis asked how many scrap shipments we see and what their frequency was. Jordan Hurinui said they're usually every 4-6 weeks and tend to stay for 3-4 days and the port does have a log of the shipments. Ross requested the log.

Mike Blackburn asked if there are other ports around the world who use other mitigating techniques. Jordan Hurinui responded and said yes, for example Lyttleton use methods similar to ours.

Tom Mullen asked if scrap metal is handled across other New Zealand ports. Nigel Ironside said most comes through Ports of Auckland. Lyttleton and Nelson do have some, but in comparably smaller volumes.

6:10pm

Port Update – Awhitu Peninsula Planting , Slide 14

Jordan Hurinui

At 6.25pm Jordan Hurinui provided an update on a recent community initiative. Ports of Auckland owns 30 hectares of land on Awhitu Peninsula. In June 2017 we joined locals in a community planting day and planted a few thousand plants. In June 2019, a group of our staff again joined Ngati Te Ata, LandCare and other local planters to carry out replenishment planting. Jordan showed an image (see slide 14) showing where the lighthouse is and where the planting was done. This was a community approach and one we were more than happy to support.

Nigel Ironside added that he attended the planting and thoroughly enjoyed the day. He also commented that the area was beautiful and recommended travelling to it.

6:15pm

Any other business, Slide 15

Matt Ball

At 6.26pm Matt Ball opened up the meeting to any other business members wanted to address.

Tom Mullen asked how the car handling building will work. Matt Ball said it will be like a bellows; the cars come in on ro-ro vessels and need to be held before leaving. Having them in the car handling building will eventually free up wharf space for other activities.

Tom Mullen then said he had heard a high percentage of the vehicles coming through Ports of Auckland are re-exported back to Australia. Matt Ball responded and said that was incorrect, most vehicles do not go to Australia. Some imports are tranships that go onto other New Zealand ports, some go to the Pacific and Australia, but most are for New Zealand.

Jordan Hurinui added that the holding days will still be enforced and carried out, but vehicles will not stay any longer if they're in the car handling building.

Tom Mullen then asked if any value-adding activities will be carried out in the car handling building, to which Jordan Hurinui said no.

Terry Anderson asked if Toyota will remain or move from their current facility on Bledisloe Wharf and if there were plans for them to move into the new building. Matt Ball said no, Toyota are staying in their current building, but our long term plan is to cut back that building. Nigel Ironside mentioned that they may be refurbishing the Toyota building with a false deck.

Mike Blackburn then asked if cruise ships eject any effluent into the harbour. Nigel Ironside said that they are not allowed to discharge effluent within three nautical miles. Mike Blackburn responded and said he knew someone who was a reliable source and they had told him that cruise ships can't hold that much waste and that they do eject in the harbour. Matt Ball said that was highly unlikely. He shared a story of how once there was an incident where sewage pipes underneath the Princes Wharf broke and waste was visible in the harbour; the port received complaints immediately, so if cruise ships were doing it, we would know about it.

Yvonne Theuerkauf requested drawings with an elevated view of the ports upcoming new buildings (including the car handling building, new office building, new engineering workshop) to know what they would look like in-situ. Tom Mullen clarified what plural buildings were being referred to and confirmed the above.

6:20pm

Close

Matt Ball

Matt Ball closed the meeting at 6.30pm.

6.20pm

Port Activity – Straddle and Crane Simulator Experience

Jordan Hurinui

At 6.30pm Jordan Hurinui took all interested parties to the Ports of Auckland straddle and crane training simulator.

Next meeting: 5.30pm, Wednesday 18 September

Actions:

- Ports of Auckland to supply drawing of an elevated view of the new car handling building, office building and engineering workshop for the CRG.
- Ports of Auckland to supply Ross Inglis with the scrap metal shipment log