

Community Reference Group

Minutes of Meeting held on Wednesday 9 September 2020 at 5.30pm

Venue: Microsoft Teams online meeting

Present:

Name	Organisation
Tony Gibson	Ports of Auckland
Matt Ball	Ports of Auckland
Alistair Kirk	Ports of Auckland
Rosie Mercer	Ports of Auckland
Nigel Ironside	Ports of Auckland
Julie Wagener	Ports of Auckland
Morgan MacFadyen	Ports of Auckland
Adriana Christie	Waitematā Local Board
Ardeth Lobet	City Centre Residents' Group
Bruce Burton	Local resident
Desley Simpson	Councillor, Orakei Ward
Dimitri Margaritis	Local resident
Don Mathieson	Local resident
Luke Niue	Parnell Community Committee
Michael McKeown	City Centre Residents' Group
Mike Blackburn	Parnell Community Committee
Paul McLuckie	148 Quay Street
Rick Ellis	Gladstone Apartments
Rob McKnight	
Ross Inglis	York Street
Shamila Unka	Waitematā Local Board
Tim Coffey	Local resident

Apologies: Wayne Thompson, Wayne Mills, Angelene Powell, Reinhold Goeschl, Allan D'Souza Cheryl Adamson, Dennis Knill, Noelene Buckland, Rick Ellis, Yvonne Theuerkauf, Pippa Coom, Sarah Powrie – OLB, Greg Small, Stephen Wagstaff, Michael Richardson

Agenda

TIMING	AGENDA ITEM	OWNER	SLIDE
5:30pm	Welcome and confirmation of last meeting's minutes	Matt Ball	1 – 2
5:35pm	General Business Update	Tony Gibson	3
5.45pm	Car handling building update including light sculpture and rooftop park	Alistair Kirk	4 – 5
5.55pm	Update on channel deepening and disposal of dredged material	Alistair Kirk	6
6.05pm	Update on air quality monitoring	Nigel Ironside	7 – 16
6.15pm	Heavy Scrap Metal ex Glenbrook export – options to mitigate noise	Luke Niue/Nigel Ironside	17
6.25pm	The Strand – AT/NZTA plans	Luke Niue/Alistair Kirk	17
6.35pm	POAL property on lower Gladstone Rd. Apartment block to be built opposite	Luke Niue/Alistair Kirk	17
6.45pm	Close	Matt Ball	18 – 19

5:30pm

Welcome, Slide 1-2

Matt Ball

Matt Ball opened the meeting at 5.30pm and shared Microsoft Teams housekeeping for the evening.

The last meeting minutes from June were accepted and confirmed.

5:35pm

Business update, Slides 3

Tony Gibson

At 5.33pm Tony Gibson provided a business update to the group.

Shipping volumes:

He started with a summary of volumes and business flow since March and the first COVID-19 lockdown and an indication of what we're expecting in the coming months demand-wise.

- March 2020: containers down 14%, cars down 17% compared to the same period last year.
- April 2020: containers down 23%, cars down 28% compared to the same period last year.
- May 2020: containers down 1%, cars down 75% compared to the same period last year.
- June 2020: containers down 19%, cars down 69% compared to the same period last year.
- July 2020: containers down 1%, cars down 27% compared to the same period last year.
- August 2020: containers parallel with 2019 and cars down 30% compared to the same period last year.

We can expect and are expecting significant demand from September through to November this year. Our forecast for container volumes will be up 6% on September last year but will be down around 20% on cars. Talking to the car industry, we took a hit early on and there are currently hardly any second-hand cars available in Japan for export and obviously reduced production of new cars. We know that the incoming container ships from Asia and Southeast Asia over the coming months are full, but we don't know if that's an accurate representation of the demand cycle. Will have to wait and see what happens with the impact of the wage subsidy coming off. Shipping lines are doing better than expected and turning in first quarter profits. This is attributed to them managing their capacity.

One of our concerns from an NZ Inc perspective was that if the shipping lines weren't doing well, if pricing was going down and fuel prices go up, they would omit New Zealand from their calls. However, the opposite seems to be happening.

We have done an impact assessment of what COVID-19 has done to our bottom line. We've also done some analysis on our market segmentation and currently looking at North Asia, Taiwan, Korea, China seem to have COVID-19 under control, as do parts of Southeast Asia, while Australia is more of a concern.

COVID-19 border testing:

We have been very concerned for some time and feel there has been a very untidy approach to border testing. As a business, we had not been consulted on the border testing measures until the recent Sir Brian Roche study. Alongside other ports, we have been asking for testing at our maritime border since February. We have not been pleased with how this has been handled. The biggest risk is international crew disembarking, which is why we restricted that very early. We also advised that if crew needed a COVID-19 test, that it should be carried out on the ship, instead what was happening was they were being taken off by the ship's agents and taken to local GP clinics, which is not ideal. There are now sufficient protocols in place that enable us to manage the border much more effectively.

Automation:

COVID-19 has had a big impact on this project in terms of being able to carry out training safely with social distancing. Though, we have seen some pleasing progress and have handled 20 vessels to date (approx. 9,500-10,000 containers) so far on the northern berth using automation with good levels of productivity from the get-go, approx. 20 moves per hour. This is a great achievement, when other ports overseas have automated, their productivity has been closer to 5-8 moves per hour as they were starting out. We still have a way to go, but we believe we are on the right track.

With automation, we were conscious of how this would impact the truck grid, which in future-state will be fully serviced by the automated straddle carriers. However, we've so far seen 5,000 truck moves through automated gates, with average turn times of 39 minutes, whereas the manual portion tends to see 26-minute turn times. This is pleasing and we're looking forward to seeing this continue to improve.

Cost reduction and restructure programme:

As a result of COVID-19 we, like many other businesses have undergone a significant cost-reduction and restructure programme, which we started in May. This has sadly seen some of the team leave.

Accident:

Sadly at 2.15am on Sunday 30 August Pala'amo (Amo) Kalati, one of our lashers was tragically killed in a workplace accident on board a ship. We have reached out and are providing support to his family and to our own staff. This was a tragic accident and we are committed to doing things better so that this never happens again.

Questions:

Paul McLuckie asked for clarification about COVID-19 testing, in reference to Tony saying testing was required for those transporting international crew. Matt Ball explained that no

international seafarers were going into the community, but that a small number of crew transfers were occurring, which involved ships agents transporting crew between the airport and seaport.

Desley Simpson shared her thoughts and condolences and that of the Orakei residential community regarding the accident.

5:45pm

Update on car handling building (CHB), Slides 4-5

Alistair Kirk

At 5.43 pm Alistair Kirk provided an update on the construction of the CHB. He advised it is pretty much complete, with just little bit of “tidying up” to do – the likes of fence removal, pavement parking etc. is underway now. Hawkins provided an excellent team through this project and they are just about at end of their contract, having done a really good job, especially considering they worked through a few lockdowns. Once Hawkins are offsite, the port does a final “tidy up” and then we put it to use.

Design of rooftop park is underway and we’re working to integrate the access to that with the wider street area. We will be demolishing Shed 9 (the old cantilever shed), immediately in front of the CHB along Quay Street in the coming months.

We’ve been trialling the LED light sculpture on the western façade of the building. We shared a demonstration of the CHB testing, [available here](#). The light sculpture is 100m long, 15m high. We are working with artists and various groups for an official opening of the light sculpture during art week in mid-October.

Matt Ball confirmed that the light sculpture is designed for artwork and we’re working with a contemporary artist for the opening.

5:55pm

Channel deepening and disposal of dredged materials update, Slide 6

Alistair Kirk

At 5.47pm Alistair provided an update on channel deepening and disposal of dredged material. In late-2019 we applied for resource consent to deepen the channel for larger ships coming in. The consent hearing was in June 2020. We requested it be publicly notified. Consent decision came on 11 August granting consent for the channel deepening. We then had a period where submitters could appeal the consent and there was an appeal from Protect Our Gulf and we’re working through that now. It will be heard by the environment court in 2021. We do need to push on with deepening the channel, the global situation with COVID-19 and MARPOL VI are accelerating the scrapping of the smaller, older ships and we’re seeing more deployment of the bigger ships planned for this part of the world, so we need to be able to accommodate them. We’re one of the last ports in Australasia to deepen so we can handle those ships, most other ports in NZ and Australia have.

Questions:

Don Mathieson asked with the environment court appeal if there's an opportunity to go through mediation. Alistair advised we will go through the mediation process, and we're keen to reach agreement. The concerns of Protect Our Gulf are more around the disposal of dredged material, rather than the deepening itself, even though the disposal is managed through a different consent process. Alistair advised that we're struggling to engage with the groups opposed and to actually look at the scientific assessments we've undertaken for both the dredging and the disposal, as it appears, they are simply fundamentally opposed to sea disposal, despite the evidence provided.

6:05pm

Air quality monitoring, Slide 7-16

Nigel Ironside

At 5.51pm Nigel Ironside introduced a study Ports of Auckland's commissioned to better understand the influence port activities on downtown air quality and provided some preliminary results. The study arose because of the unique opportunity afforded by the recent pandemic lockdown. During this period the port activities continued while most of the other emission sources in the downtown area (transport, construction etc.) were greatly reduced. The study is using Auckland Council monitoring data from the Queens St and Customs St monitoring stations to compare the air quality during the various stages of lockdown to better characterise the influence of Port activities on the airshed. The study is also looking to see if the influence of the new IMO Annex VI fuel regulations, which came into force on 1st January 2020, are having any detectable improvement on local air quality. Some of the preliminary results into the study are available in these meetings' slides. The final report is being prepared and further detail will be provided when the report is finished. Slide 9 has two diagrams which show the decrease in traffic during lockdown on State Highway 1 and vehicles accessing the port before and during the level 4 lockdown.

Slide 10 shows the national ambient air quality standards and in the Auckland Unitary Plan Air Quality Targets. Auckland Council already know the ambient air quality complies with these standards, so this study is not designed to not assess compliance. Instead it aims to characterise the influence of port activities when other emission sources are largely absent.

Slide 11 shows polar plots of Auckland Council's data from Queens Street and Customs Street. These analysis looks at wind speed and direction to determine where contaminants come from. During alert level 4 there was a significant reduction in contaminant concentrations.

Slide 12 compares sulphur dioxide (SO₂), as the port has been identified as the main source of sulphur dioxide in Auckland, whereas nitrogen oxide (NO₂) is attributed to diesel engines – trucks etc. In reference to slide 12, Nigel advised that you would expect similar consistent levels of SO₂ peaks and troughs since ship calls were more or less the same as normal times. However, ironically during alert level 4 we experienced south westerly

winds predominantly, which meant that any port emissions were being blown away from the monitoring stations, although there were also occasions where the wind blew in the opposite direction and these peaks could be detected. For reference, the air quality limits for SO₂ are around 350, whereas as seen on slide 12, the peaks were at 30, so only 10% of the 1hr national environmental standards.

Slide 13 shows SO₂ concentrations with peaks overlain with ship arrival and departure data for in the port.

Slide 14 shows NO₂ concentration during this period.

Slide 15 shows the polar plots for NO₂ during each level of alert level.

Slide 16 shows source apportionment for materials detected in the air. This is a long-term record and quite unique. This analysis is able to identify emission sources by analysing particulate matter collected at the Queens St monitoring site. The 2017-2019 shows range of peaks and troughs that shows the intermittent, yet regular influences of shipping. However, in 2020 it's much flatter. We're doing more work into this, but it could be attributed to cruise ships stopping or a reflection of the benefits of the new MARPOL VI regulations that came into effect on 1 January 2020.

Questions:

Tim Coffey advised he was pleased to see this level of detail. He also provided some comments on MARPOL VI and asked if the fishing fleet and local coastal ships were subject to MARPOL VI. Nigel advised that the fishing fleet do not burn fuel oil, they burn diesel and so are already on low-sulphur fuels. Nigel was not sure what fuel coastal ships were burning as he was not sure what was available for them in NZ. Alistair advised over the chat function there are not many New Zealand coastal ships, they are a small proportion of the vessels that call at the port and so their impact on these results would be minimal.

Don Mathieson commented through that chat function that the emissions were very low already.

Michael McKeown said he has seen plans for the installation of shore power on Queens Wharf and asked if that was actually happening. Rosie Mercer responded and said what may have been seen is that in 2017 we did a feasibility study for shore power and at Queens Wharf and what we did in 2020 is submit an application the 'shovel-ready' project fund which came out earlier in the year. Our application was not successful, but it did prompt us to continue to work with Auckland council on this project – it has been submitted to the long-term plan under the climate list. However, there are no firm plans for it, although we are looking for funding on that, although it is likely to be part of a longer term, rather than immediate plan,

Bruce Barton asked if there had been any progress on establishing an emission monitoring device in Parnell or in closer proximity to the port. Nigel Ironside responded and advised we have not progressed this due to COVID-19 and have instead been focusing on the aforementioned study.

6:15pm

Heavy Scrap Metal ex Glenbrook export – options to mitigate noise, Slide 17

Luke Niue/Nigel Ironside

At 6.12pm Luke Niue discussed the loading of heavy plate metal from Glenbrook at Ports of Auckland. He advised that in May 2020, Nigel Ironside had provided them with advance warning that the ship associated with this work was coming into port and the work would be carried out across five days, Friday-Tuesday, including Saturday, but not Sunday. Luke advised that there is substantial commentary within the community about the noise generated from these operations as they are a huge disruption to the local community, and they would like a more formal review or exploration of mitigating factors. The ship typically only calls once a year, but the impacts are felt by the community. Luke suggested some alternatives including sending the vessel to a different port and restricting operating hours to weekdays and 0700-1800. Nigel responded and advised he has talked to Luke quite a bit on this matter and that in his three years at the port, the vessel has only called twice, so although infrequent, he understands the noise is loud. He said that we do our best to actively manage the operations and have already put measures in place to reduce disruption to the local community. Matt Ball suggested he and Nigel discuss the matter further offline and then come back to Luke.

6:25pm

The Strand – AT/NZTA plans, Slide 17

Luke Niue/Alistair Kirk

At 6.17pm Luke Niue advised he had attended a meeting with NZTA and AT about future plans for The Strand and there are several workstreams they were taken through. He specifically discussed the plan from AT to signalise the intersection of The Strand and Gladstone Road and to remove the slip lane allowing traffic to turn left onto Quay Street. Luke shared he had been in contact with David Aitken at National Road Carriers (NRC) and that they both expressed serious concerns over the proposal to remove the slip lane as they believe it will create gridlock along what is a small section of roadway with two sets of traffic lights. Alistair Kirk responded and said the port shares the concerns and that during lockdown AT and NZTA said they were not removing the slip lane, but then backtracked and said it would be removed. It seems there is not a clear plan for whether the slip lane is there or not, but we are advocating for it to remain.

Luke also expressed concern over the proposal of two sets of traffic lights in close proximity – the existing ones at the intersection of The Strand and Quay Street/Tamaki Drive and the proposed ones at the intersection of The Strand and Gladstone Road, especially with trucks which would struggle to move through, even with phasing. Alistair said the port also shared concerns here, as do the NRC. Luke requested that the port keep the community involved as he feels they are an ‘after-thought’ with the authority’s consultation process. Alistair said yes, we have pushed early on in this process for the local community to be involved.

6:35pm

POAL property on lower Gladstone Rd. Apartment block to be built opposite, Slide 17

Luke Niue/Alistair Kirk

At 6.22pm Luke brought up that the port owns a small property on Gladstone Road and he has learnt that directly opposite that property (99 Gladstone Road) there is a small apartment block to be built consisting of six units, which would block the view for the port's property. He also suggested connecting Nigel to the property developers to explore using the apartment building's rooftop as a location for a permanent monitoring station.

Alistair Kirk shared that the port is aware of the proposal and Auckland Council granted a non-notified consent late in 2019 for them – six apartments over four storeys, including a parking level. The port has concern over how the consent was granted as according to the unitary plan there should be a no-complaints covenant put in place in favour of Ports of Auckland for a development like that, however the council consent condition does have a one, but it is in favour of Auckland Council, not POAL, which we are taking up with council. The port is not sure why KiwiRail sold the land to the developers in the first place as there is concern it will cause issues for KiwiRail's operations there.

6:45pm

Any other business, Slide 18

Matt Ball

At 6.26pm Matt Ball called for any other business.

Adriana Christie asked, on behalf of the residents, if there's a possibility to have an edible rooftop garden on the top CHB for either public access or to be privately owned. Alistair advised we will consider it, along with the other suggestions we have received. Don Mathieson also suggested an ice cream shop

Tim Coffey asked about the light sculpture on the side of the CHB and how the content will be managed. Matt advised we are working a company who are involved in the contemporary art scene and we have a plan in place to work with a specific artist to produce the first six months of content, and then we will work with individual curators to get artists to produce work for it on a monthly basis. We've also been talking to ELIM art school about the possibility of including this in their curriculum to get their students to produce work for it. We will continually evaluate how this works, but the hope is that as the light sculpture gains awareness, we will have people approaching us to produce content for it.

Tim then followed up and asked how the art schedule will be communicated publicly. Matt advised that we had not yet established that, but would work through it and it's likely we will have the information on social media, perhaps on our website or a specific microsite and that it could be a good idea to have physical signage and information in and around the area, possibly on Quay Street or Queens Wharf.

6:45pm
Close, Slide 19
Matt Ball

Matt Ball closed the meeting at 6.32pm.

Next meeting: 5.30pm, Wednesday 2 December

Actions:

- Pippa Coom requested that health and safety be added as a future agenda item.
- Matt and Nigel to discuss scrap steel operations and noise mitigating factors and get back to Luke Niue.