

Community Reference Group

Minutes of Meeting held on 29 June 2016 at 5.30 p.m.

Venue: Tamaki Room, Ports of Auckland Building

Present:

Name	Organisation
Stephen Chiles	NZTA
James White	Resident
David Aitken	NRC
Graham Zuill	Resident
Mark Thomas	
Diane Edwards	POAL
Sally Giles	Resident
Alistair Kirk	POAL
Yvonne Theuerkauf	Mirage Apartments
Michael McKeown	CBD Resident's Advisory Group
Ardeth Lobet	CBD Resident's Advisory Group
Stephen Wagstaff	Auckland Yacht & Boating
Luke Niue	PCC
Graham Bush	Campaign for Better Transport
Susan Thomas	Balfour Road Apartments
Tony Gibson	POAL
Bruce Burton	Dilworth Terrace Houses
Mike Blackburn	PCC
Pippa Coom	Waitemata Local Board
Tom Mullen	PCC
Chris Carr	

Apologies: Gay Richards, Dennis Knill, Nicola Tapper, Dimitri Margaritis

Presentation on Engine Braking Monitoring – Stephen Chiles, NZTA

Stephen Chiles talked to the group about the work NZTA are doing to minimise engine braking near The Strand.

He discussed firstly how truck brakes and supplementary braking systems function. He noted there is a small number of trucks in the overall fleet that have noisy braking

systems and that complaints of engine braking are one of the most common complaints received by the agency.

Stephen mentioned that generally it is the older trucks that have noisy engine brakes and that truck operators could help solve the problem by fitting silencers. He noted all new trucks have supplementary brakes.

He discussed the need for behaviours to be changed and that whatever approach is taken, trucks that are engine braking need to first be identified.

Stephen talked about the noise cameras currently in place on The Strand that works 24/7. The camera takes an automatic number plate and vehicle photograph when sound that matches the sound of engine braking is captured.

He noted that at present they are recording 1-2 incidents of engine braking per week. Residents of the group believe it is much more frequent than that. Stephen mentioned that there will be flaws and discrepancies may be due to a number of things. Trucks may brake before or after the radius captured by the camera. Some noise may also be misappropriated and noted that about 10 images are captured per week of motorbikes.

Stephen said that NZTA are making contact with offending trucks to speak about driver behaviour and this has generally reduced repeat offence. Stephen asked if any of the group witness engine braking to take note of the number plate and contact the NZTA. He said community help will help the NZTA identify offending trucks.

Mike McKeown asked on what grounds could the police issue a fine. Stephen said that he is not aware of notices being issued by police in recent years. In terms of bringing about long term change it is unlikely to be effective because it doesn't address driver behaviour.

Mike McKeown mentioned the use of "No Jakes Brakes" signage in the United States noting that trucks responded well and would generally engine brake less.

Mike Blackburn asked if there had been an incident where noise cameras have been used in justification for resource consent noting he did not understand why the port wouldn't embrace or afford a permanent noise camera.

Stephen Chiles noted that cameras are a valuable tool. He further noted there are a small number of operators to identify and that not all trucks brake at the same time meaning investment won't necessarily ensure all incidents are captured.

Mike Blackburn asked what the radius of the camera was and whether it was fundamentally flawed. He noted sometimes noises are monitored by averages rather than single decibel readings.

Stephen noted the NZTA are trying to change behaviours. If the NZTA are able to capture drivers at least once in a zone then they are likely to change that behaviour.

Alistair Kirk asked if warrant of fitness programmes assess whether silencers are not present on trucks. Stephen responded that it isn't new trucks that have noisy engine brakes and that you can easily take silencers off trucks. He noted the issue is generally being caused by small owner operators that are running old trucks.

Luke Niue asked if trucks coming through the port have any human interaction and if so could they be asked to turn their silencers on.

Chris Carr noted that from the trucking industry's perspective they are against engine braking. He mentioned the behaviour is anti-social and the industry are working to avoid the incorrect use of engine brakes. The industry are very supportive of the NZTA installing cameras and the industry will continue to support the campaign to prevent engine braking.

Business Update – Tony Gibson

Tony Gibson gave a short business update recapping on the state of the shipping industry, noting that there has been some rationalisation including an APL merger and news that Hyundai may be merging with Maersk Line.

He noted that New Zealand isn't seeing importers and exporters seeing much value on international shipping. More rationalisation means a larger and stronger customer presence.

Tony announced that the port had recently been voted the Best Seaport in Oceania at the Asian Freight, Logistics and Supply Chain Awards in Shanghai.

Tony discussed anticipated results for the end of the financial year. He noted that volumes are likely to be down on last year, with containers about 8% down and breakbulk about 4% down. He noted car volumes are likely to be up about 1%. Financials will be very close to last year's results as a result of managing costs.

He discussed the outlook for the next five year which included low growth rates, sitting at around 2.5% growth in container volumes. He noted a downturn in breakbulk due to commodity prices.

Tony discussed the Port Future Study and that a recommendation was due to be made to Auckland Council. He noted the group got consensus which was important that there was shared understanding. He further noted that the port has no issue with the port being moved but it is important that there are options to deal and cope with freight growth.

He further discussed a number of triggers that will identify if and when the port can move. He noted they will need to be monitored in a sensible and ongoing way.

Mike Blackburn asked if the focus of the Port Future Study was on triggers and if the study was aware that action can't be taken as soon as a trigger is pulled. He also asked if a national port strategy and Tauranga and Northport were considered?

Tony Gibson responded that Northport and Tauranga will have their own capacity problems and that it would be a more sensible option to look at a super port to soak up all capacity that can't be dealt with.

Tony added that Ports of Auckland has capacity to handle three million TEU and is currently handling about one million. He noted there is a short term solution at Bledisloe wharf. He said the port needs to focus more on sustainability, possibly lessening the dividend to their shareholder and investing more in a sustainability framework. He added that the port is also working on a project to make the cars handled at the port more aesthetically pleasing.

Update on Noise Complaints and Actions – Alex Ropati/Alistair Kirk

Alex Ropati informed the group that the port had received 40 complaints in the last quarter. This compared to nine complaints in the previous quarter and five in the quarter before that.

She noted that 12 complaints were related to construction type noise, 11 were related to a vessel berthed at Princes Wharf and 14 were related to the loading of scrap metal and plate iron. There were three complaints not related to noise.

Alistair Kirk talked to the group about actions being taken to prevent the noise that caused complaints in the last quarter. He spoke first about the loading of scrap metal and plate iron saying that it was too loud and the port have decided to enforce a finish time of 9pm and a start time of 7am for the operator. He noted the operator is also investigating a new type of bin to be used in the operation that can help reduce the fall and subsequent sound of the plate iron falling.

Alistair then talked to development work happening at Fergusson Container Terminal. He noted that contractors Brian Perry Civil had been working around the clock due to a number of projects on their schedule. He noted the port have undertaken noise monitoring of the works and while they aren't in breach of noise limits, they accept it is too noisy and disruptive and have since enforced that works cease at night.

Graham Zuill asked what was the source of the noise. Alistair responded that while piling was only happening during the day, the contractor were removing the drill and night and clearing the drill head to remove clay.

James White asked if Brian Perry Civil will cease work between 9am and 7am as the contractor working on plate iron and scrap metal loading will.

Mike Blackburn asked if the noise was permissible as per the resource consent. Alistair responded that the noise was not in breach. He also noted that while the work began in

October 2015, there have only been complaints in the last month. He suggested this could be attributed to noise traveling further on still winter evenings.

Susan Thomas asked when the work would finish. Alistair responded that 60% of piles have already been installed and the work should be finished by June 2017.

Luke Niue noted that the plate iron loading operation was the loudest noise he had ever heard in the community. He asked if the port could ask the shipping line to stop calling in the weekend or at least stop around 7pm on weeknights. Alistair said he would speak to the shipping line.

Tom Mullen noted that scrap metal is a cheap commodity and believes the people of Auckland are being penalised by the sound. He suggested the port should be charging more for scrap metal to be loaded.

Tony Gibson responded that the port cannot increase pricing because it is a noisy commodity.

Tom Mullen added that people may accept sounds from containers but breakbulk handling is penalising the people of Auckland.

James Winter added that he thought the only issue was the sound from the scrap metal and plate iron loading was too loud at night. He noted the port have done a great job remedying that.

Luke Niue mentioned his partner works shift work so noise even during the day has impacts. He asked if the port make much money out of scrap metal and plate iron and whether it is necessary to allow the ship to call Auckland at all.

Chirs Carr added that from a transport operator perspective they don't have any issues with scrap steel.

Mike Blackburn added that the issue was the noise was happening too late at night and is glad it has been addressed.

Graham Zuill further added that he purchased a property near the port aware that there is some level of operational noise, just as someone would be aware of if they purchased a property near Western Springs or another area where noise is expected.

AOB

There was no other business.

The meeting ended at approximately 6.40pm.

Next meeting: Wednesday, 28 September

