

Community meeting

Meeting minutes

Devonport Yacht Club
21st May 2025
5:30pm-7pm

TIMING	AGENDA ITEM	OWNER
5:30pm	Welcome	Julie Wagener
5:35pm	General business update	Andrew Clark
6:00pm	Infrastructure update	Alistair Kirk
6:15pm	Environmental update	Nigel Ironside
6.30pm	Other business/ Q&A	Julie Wagener
7pm	Close	Julie Wagener

Name	Organisation
Alistair Kirk	Port of Auckland
Andrew Clark	Port of Auckland
Julie Wagener	Port of Auckland
Shelley Ashdown	Port of Auckland
Gayle Bennett	CBD resident
Susan Geerlings	Local resident
Stephen Wagstaff	Auckland Yacht & Boating

Richard & Virginia Fisher	Local residents
Jeremy Robinson	Local resident
Avril Cowie	Local resident
Bruce Grant	Local resident
Julie Stout	Urban Auckland
Jenny Baker	Local resident
Trish Deans	Local resident
Lance Meenan	Local resident
Tony Bullard	Local resident
Susan Stickney	Local resident
Luke Niue	Parnell resident
Steve	Parnell resident

General Business update: Andrew Clark

- Have made a commitment to increase the profitability and dividend to the city.
- Promised to Auckland Council as part of Long-Term Plan to take profit of port to \$100 million within two years; promised \$65 million this year and have publicly signalled it will be \$75-\$80 million - approximately 12 months ahead of schedule. Committed to increasing dividends and improving safety and culture.
- Increased market share of container trade.
- Truck congestion is still an issue which port is still working on and encouraging trucks to use nights and weekends.
- Car trade down around 30% year-on-year due to current economic conditions but is expected to lift in FY26.
- Break-bulk (construction materials, steel) also down 25% but supported by imports for the energy sector. Cruise maintained passenger numbers this year but expected to be down significantly next year.

Infrastructure & Sustainability update: Alistair Kirk, General Manager Infrastructure

- Ship size trends: cruise and container ships are getting larger. The port recently handled its largest container ship at over 7,000 TEU.
- Blue straddle conversion: the transition to four-high stacking straddles is nearly complete, increasing container terminal capacity and allowing for growth. Next phase is to be able to twin lift.
- Port footprint consolidation/ Bledisloe North Wharf construction: plans to pull back from Queens Wharf to the edge of Bledisloe North Wharf and consolidate operations. This is on the basis the port builds a replacement wharf along the top of Bledisloe. This Bledisloe North wharf will accommodate larger cruise ships (this will free up the Princes Wharf ferry basin) and the roll-on/ roll-off ships from the western edge of Captain Cook wharf.
- Fergusson North Wharf extension: this will be extended to the existing mooring dolphin to handle larger container ships and help load and unload the full length of a ship efficiently and safely.
- Fast track process: these two wharf structures (Bledisloe North and Fergusson North wharf extension) have been accepted for this process. Mid to late August expected timeframe for resource consent if successful. Start construction of Bledisloe soon after resource consent granted.
- Public consultation: Bledisloe North Wharf was scaled back and extend 6.6metres out now and not 13 metres as originally planned. Wind shadowing from large ships was also raised as a concern. Modelling concluded not a high risk.
- Cruise terminal: plan is to convert ground floor of vehicle handling building on Bledisloe into a new cruise terminal, and run shuttles between ship and terminal.
- Dredging: consent to deepen channel three years ago to accommodate 8,000–10,000 TEU ships. Work will be done in stages and start in late July/August.

Environment & Sustainability update: Nigel Ironside

- Focus on low-frequency noise from container ships as it has been a long-term concern. It is the auxiliary engines for power supply for vessels that emit low frequency noise which can travel.
- Collaborative national programme to measure and score vessel noise and a standard measurement technique for container ships only. If deemed noisy in Auckland, it will be noisy in other ports.
- Five vessels calling into POAL currently on a “watch list” for excessive noise.

Other business: Julie Wagener, General Manager Communications, Community & Government Relations

Truck traffic:

- Ongoing efforts with trucking companies to reduce truck routes through residential areas.
- POAL limited to what can be done but are supporting trucking companies in trying to influence truck driver behaviour with communications campaigns.
- Encouraging night-time operations with discounted fees

Q&A: all

Question about the financial performance of POAL compared with its listed counterparts

- **Response from Andrew:** Key listed ports are Tauranga, Napier and SouthPort. But POAL is performing well. Last year 5.6% return on equity (\$55 million). Port of Tauranga (POT) did 4.8%. Financial analysts have recently been critical of Tauranga's performance. But either POAL or POT is delivering a fair return.

Question about Council earmarking Captain Cook wharf for cruise ship berth and putting dolphin on that – is that happening?

- **Response from Alistair:** that is a council process which POAL not involved with. There are three options for Captain Cook under consideration. The piled wharf structures don't have land titles (occupation consent) so without land title you can't borrow money. Queens Wharf is seen as the "people's wharf" in some circles but options are very expensive. POAL releasing Captain Cook and Marsden depends on POAL getting consent for Bledisloe North Wharf development. Council considering a range of options.

Question about how many years the upgrades will meet expected future demand?

- **Response from Alistair:** Working to projections to facilitate capacity for next 30 years, with the expectation new technologies and techniques would have arisen in that timeframe.

Question about why POAL hasn't we banned noisy ships?

- **Response from Alistair:** POAL tried 12 months ago to ban a noisy ships however it was raised with Commerce Commission which said Maritime NZ (MNZ) makes policy, not the ports. There are other issues with older ships which tend to be noisy: dangerous working environment for stevedores. Current strategy is working with MNZ to change legislation, maintain a national noisy ship register, and continue constant engagement with lines.
- **General comment on noise:**

- a) The noisiest boat is the port pilot boat
- b) **ACTION POINT:** Feed this back to Marine team who are currently scoping a new pilot vessel

Question asking if POAL would consider approaching class societies that approve design of equipment of ships.

- **Response from Nigel:** The noise score adapted for New Zealand is based on a Neptune Scoring System from Europe.

Question about fuel emissions of older ships

- **Response from Nigel:** IMO regulations state ships must comply with burning a certain fuel type.

Question about when dredging will start and how long it will take

- **Response from Alistair:** Channel deepening and dredging for new wharf will begin in August 2025 and take around 12 months depending on weather and equipment availability

Question about developing eastern side of Fergusson Wharf

- **Response from Alistair:** Many years ago a consent was obtained to do the reclamation down eastern side but has been restricted by DOC public pathway.

Question about new wharf construction and seaside operations

- **Response from Alistair:** The new wharf will largely be land-based construction and at the wider point of the inner harbour. No concerns about ferries passing through construction area.

Question about land-side freight using trains

- **Response from Alistair:** the only cargo moved off POAL by train is containers. The rail system is not set up for transporting any other cargo. POAL rail volume is low, however, there are aspirations to lift this. Currently, transporting by rail is too expensive and cheaper to put on a truck. POAL engaging with Council on The Strand and its capacity.
- Ultimately it is the cargo owner and importer who makes the decision around mode of transport they use from the port.

Meeting closed.

ENDS