

Community Reference Group

Minutes of Meeting held on Wednesday 10 June 2020 at 5.30p.m.

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
Reinhold Goeschl	Ports of Auckland
Angelene Powell	Ports of Auckland
Craig Sain	Ports of Auckland
Lauren Salisbury	Ports of Auckland
Nigel Ironside	Ports of Auckland
Julie Wagener	Ports of Auckland
Morgan MacFadyen	Ports of Auckland
Adriana Christie	Waitematā Local Board
Pippa Coom	Auckland Council
Paul McLuckie	148 Quay Street
Tim Coffey	City Centre Residents' Group
Yvonne Theuerkauf	Mirage Apartments
Gay Richards	
Stephen Wagstaff	Auckland Yacht & Boating Association
Michael McKeown	City Centre Residents' Group
Ardeth Lobet	City Centre Residents' Group
Ross Inglis	York Street
Bruce Burton	
Jarrold Hepi	

Apologies: Wayne Thompson, Wayne Mills, Diane Edwards, Allan D'Souza, Reinhold Goeschl, Cheryl Adamson, Greg Small

Agenda

Time	Item	Presenter/Requestor	Slide #
5.30pm	Welcome		1 – 2
5.35pm	Business update	Tony Gibson	3 – 6
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6.00pm	Car handling building update	Alistair Kirk	8 – 12
6.10pm	Channel deepening & disposal of dredged material	Alistair Kirk	13
6.15pm	Cruise industry and Queens dolphin	Alistair Kirk	14
6.20pm	Hydrogen project update	Rosie Mercer / Ross Inglis	15
6.25pm	Air quality monitoring	Nigel Ironside / Tim Coffey	16
6.35pm	E-tug	Matt Ball	17
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6.45pm	Farewell		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. He advised that if Teams is well received, we might incorporate it more going forward to make the CRG meeting more accessible.

5:35pm

Business update, Slides 3-6

Tony Gibson

At 5.37pm Tony Gibson shared a business update including the impacts of COVID-19.

COVID-19

Our priority has been keeping people safe by protecting our workforce and enacting the new border controls. Ports of Auckland acted early and implement a Pandemic Emergency Management Team (PEMT) in February. Alistair Kirk was appointed the head of the PEMT. We initially thought this might be a good exercise/trial, but as we know, became the real thing. We prioritised ensuring we had enough supplies of COVID-19 PPE to maintain operations.

There were many controls put in place at the port. Some these included splitting our operational workforce into work 'bubbles' or teams, so as to reduce the chance of our entire workforce being impacted if we did have a case; sending everyone who did not need to be onsite to complete their job to work from home and supplying them with the equipment to do so; health screening and temperature checking on arrival for everyone coming on site.

This pandemic drew attention to how critical our workforce, especially our stevedores are. Without them, essential supplies could not have come into the country. Our workforce recognised that and worked hard and we're proud of them.

Slide 4 is an aerial image and shows what some of our physical changes look like, including the portacom village for our stevedoring bubbles and health screening. These are still in place, although at Alert Level 1 we have removed the health screening measures. We still have the means in place, should we go back up the alert levels.

Operations

Volumes have been impacted as a result of COVID-19. In March 2020, container volumes were down 14% and cars 17% on the same time last year. In April, container volumes were down 23% and cars 28%. In May, container throughput was in fact the same as in 2019, approx. 45,500 containers, however cars were down 75%. We are predicting for June that container volumes will be down 1-2%, and cars 50%. We had 4,500 cars in May, normally we can expect around 20,000 a month. In June we're expecting approx. 9,500.

During Alert Level 4, we moved 68,088 containers. The whole supply chain was very supportive. This included moving all goods (both essential and non-essential) to ensure the port did not get congested. This included cars, as essential vehicles like fire trucks, ambulances, agricultural equipment etc come into the port on ro-ro (roll-on, roll-off) vessels and we had to ensure the port was not congested for these essential items.

COVID-19 highlighted the fragility of the global supply chain, where the interdependencies lie and how certain actions had flow-on effects.

Slide six shows an image at night, taken from Freyberg wharf looking back towards Fergusson, with six container cranes in use. We are conducting trials with our three newest cranes on the northern end of Fergusson, which you may recall arrived in October 2018. This has been a good opportunity for our staff to get familiar with the new pieces of equipment.

5:50pm

Update on automation project, Slide 7

Tony Gibson

At 5.47pm Tony moved on to provide an update on the container terminal automation project. During alert level 4 all on-site work stopped, but the team were working hard remotely. Since on-site work was not being carried out, the test area in the northern part of the terminal was returned to manual operation to support the flow of goods coming into the country. The test area has since been reinstated as onsite testing resumed and we have continued with 'rehearsal vessels' where we trial automated operations. The first two rehearsal vessels were pre-lockdown, with the third in early June and the fourth coming up later this month. Testing is going well, and we're pleased with how it's progressing.

Yvonne Theuerkauf commented that it was a positive to see the new cranes being used for trials.

6:00pm

Update on car handling building (CHB), Slides 8-12

Alistair Kirk

At 5.50pm Alistair Kirk provided an update on the car handling building (CHB) on Bledisloe Wharf. He advised that work stopped during lockdown, but Hawkins have now resumed construction and we are in the final stages on the project, with the building due to be complete in August. He shared renders of what the building will look like when complete during the day and at night (slide 8). He explained there are individual ramps to access each floor on both the east and west sides of the building to make it more efficient. The southern façade is largely complete, and the western façade is nearly complete, with a few more sections to be installed.

The southern façade of the building is a green wall. It is the largest soil-based vertical garden in the world, designed and built by a NZ company. The plants are native species selected for the south-facing location. We worked closely with MPI to ensure the plants used would not harbour mosquitos or anything that might have a negative impact. There is a built-in, sensor-based irrigation system.

The western façade will have thousands of LED lights, each one individually programmable that can be set to change colour, brightness and intensity which will allow us to create light shows and displays. We have partnered with a company called Signify, an innovative off-shot of Phillips Lighting, who are providing the management system. We will provide the content and they will program it.

The rooftop park design process is underway, although was also put on hold during lockdown. In 2019 we worked with schools and the local community to get ideas for what people would like to see on the park. We have taken that feedback on board and are working with Plus Architects to design the rooftop space, including access to the roof. A render of the access design is on slide 12, which includes a lift system, ramps and stairwell in a stylistic, attractive sculptural design.

Tim Coffey asked how high the panels go above the rooftop level. Alistair advised just over 1m above the roof height. Tim also asked for clarification on who controls the content on the western façade, specifically inquiring if commercial/advertising material would be displayed and for what time period. Matt and Alistair shared that exact hours of operation have not been determined, but it will be managed by Ports of Auckland and will not be used for advertising. We intend to work with the community to create the display material.

Following delays due to COVID-19, Alistair advised the lights will likely be able to be turned on in August or September. We intend to apply for resource consent for the rooftop park later in 2020.

Ross Inglis asked what the plans for the wharf space that will become available once the CHB is in operation. Alistair advised we needed the additional capacity for the volumes of cars we were experiencing. We couldn't expand outwards, so we went up. There will initially be some latent capacity and we are making some space for the fishing fleet which will move off the Halsey Street/Wynward wharf area for the America's Cup. The rest of the area will revert for cargo.

6:10pm

Channel deepening and disposal of dredged materials update, Slide 13

Alistair Kirk

At 6.03pm Alistair gave an update on channel deepening and disposal of dredged materials. He advised in late 2019 we applied to Auckland Council for consent to deepen the Waitemata Shipping Channel as we have a need to cater for larger container ships. As shipping lines are consolidating and merging, they are phasing out the smaller ships and building bigger ships. As bigger ships get built for the trans-Atlantic trade, they displace other ships, which get moved to other routes and we have this cascading effect where these ships get pushed down to other trade routes.

Our customers frequently ask when we are going to deepen our channel. We are one of the last ports in Australasia to deepen our channel for these ships. Otago, Tauranga, Lyttelton, Melbourne have all deepened. Slide 13 shows the alignment of the channel and where we are intending to dredge and how much as it varies along the length of the channel. We are intending to use tidal windows, which reduces how much we need to

dredge. The consent is non-notifiable, but in the interest of being transparent and open about our operations, we asked Council to notify the consent, which they did just before Christmas 2019. There were just over 200 submissions to council for that. We are applying for deepening in two stages; the channel is currently 12m deep and we have applied to deepen it 13.5m first and then to 14m. The application is for a total 2.5 million cubic metres of material to be dredged, which does sound like a lot, but compared to other dredging around the world and in New Zealand, it's not really. For example, Tauranga dredged over 10 million cubic metres when deepening their channel.

We have a resource consent hearing starting on Monday 22 June for one week. Our technical experts will present our evidence and there will be various submitters presenting theirs.

Pippa Coom asked where the dredged materials will be disposed. Matt and Alistair responded in the designated Cuvier Disposal Site, 50km east of Cuvier Island. Pippa then advised she is co-chair of the Hauraki Gulf Forum and that they are working on ending dumping in or near the Hauraki Gulf Marine Park, which Alistair acknowledged. He also advised the majority of dredging the region (not just that carried out by the port, but also by other parties) has gone into the Fergusson reclamation. As that project draws to a close and we end reclamation, it emphasises the need for a regional disposal method.

6:15pm

Cruise industry and Queens wharf dolphin, Slide 14

Alistair Kirk

At 6.10pm Alistair presented an update on the cruise industry and Council's planned dolphins on Queens wharf. The government has banned cruise ships from entering NZ waters until 30 June and we expect that ban to be extended. We have gone from 151 bookings next season, down to about 25 at the moment and we are expecting them to drop off further, although there is hope that a trans-Tasman or Pacific Island bubble would allow for cruises. Obviously, the impact from COVID-19 has been substantial. Cruise lines are, as can be expected, reducing costs, which includes accelerating the scrapping of some ships – predominantly the smaller ones. This means we will be left with larger cruise ships calling New Zealand.

We're not sure when the industry is going to bounce back or how that will look. We are expecting the volumes to be lower for the next few years though.

Auckland Council has cancelled the Queens Wharf dolphin project. This poses the question of how we cater for these larger cruise ships in the future.

Tim Coffey asked how frequently the channel would need to be dredged. Alistair advised that we carry out maintenance dredging approximately every two years.

6:20pm

Hydrogen update, Slide 15

Rosie Mercer

At 6.15pm Rosie Mercer provided an update on the hydrogen project and resource consent. We lodged resource consent in 2019 and has progressed down a limited notified basis and we received two submissions. We are currently engaging with the submitters on the issues they raised. Generally, the submissions were supportive of the project, but had questions on some of the finer details. The actual procurement of the plant will happen after the resource consent has gone through. We are working with MBIE, Standards NZ and WorkSafe to work through the regulatory approvals required for the project to go ahead, which is going well considering it's a new technology. Auckland Transport have placed an order for a hydrogen bus and is being built in Christchurch by NZ company, Global Bus Ventures.

Adriana Christie then asked about the port's sustainability strategy and objectives, specifically if rainwater catchment and composting has been considered especially with the CHB, as well as the port's wider waste management. Rosie advised we have committed to zero-waste to landfill by 2040. We are completing a waste roadmap, looking at what is required to achieve that. This will provide more clarity on how we are going to tackle our waste streams, including developing internal segregation on the port, although we have yet to expand that to our third parties. Alistair then added that the CHB does not have rainwater catchment as the rooftop will be a public space so we don't know what the runoff will be like. However, we do use rainwater on some of our other sites, including Waikato Freight Hub and Wiri.

Rosie also added that we worked on a waste pilot in partnership with one of the shipping lines who have a strong sustainability programme to allow for recycled material on their ships to actually be recycled in NZ instead of being incinerated or sent to landfill. We worked with MPI and developed some processes to enable them to have confidence in mitigating contamination of recyclables and adjusted the segregation on the ship to match what we have on-port.

Ross Inglis asked if the port will use the hydrogen produced. Rosie said yes, we will. We are looking at using hydrogen for a number of different types of vehicles, including our fleet of cars that need to travel to Waikato etc, our subsidiary trucking company Conlinxx for use in their vehicles, as well as trialling container handling machinery, like straddle carriers, especially to extend battery range.

6:25pm

Air quality monitoring, Slide 16

Nigel Ironside

At 6.30pm Nigel Ironside provided an update on air quality monitoring. Nigel commented on how during COVID-19 lockdown there was marked improved in air quality, as was reported through a variety of sources. POAL had been attempting to get our new monitoring station set up pre-lockdown, which unfortunately delayed it. We've been working with Auckland Council and looking at the data to determine how port activity impacts the surrounding air quality, as was easier to identify during lockdown. Auckland Council have two monitoring sites, one on Customs Street and one on Queens Street. We've been analysing the data from here alongside the port data we have for what ships

were in port, along with the meteorological data to determine what was happening with wind direction and strength to get a better understanding of the port's impact since there was a reduction in other contaminants in the area during lockdown. This gives us a much more comprehensive understanding of our impacts.

Nigel then advised that from 1 January 2020, the new IMO regulations on low-sulphur fuel for ships came into effect. We are looking at the newer data, compared to the older information, to see how these regulations impact air quality, particularly of sulphur.

Bruce Barton asked if the monitoring station in Parnell was being used. Nigel advised we had 12 months of data from that site, as we also did from Devonport. We were then looking to move the Parnell site further west, towards the old railway station, but unfortunately lockdown made this difficult. Bruce then followed up and said how in Dilworth Terrace they often experienced soot on their verandas, which fluctuated with the wind. Nigel advised that could be a result of bus or truck engines, light vehicles or ship engines and there was a specific monitoring site on Queen Street which assesses particles and their origin. However, the ambient air quality is good, and the soot is more of a nuisance than a health concern.

Gay Richards asked what has happened to the Devonport monitoring site. Nigel responded that we collected 12 months' worth of data and he has received the draft report. That data is being compared to the Parnell results (which showed the air quality was good) and he advised the Devonport data showed the air quality was even better with minimal contaminants. The report will be finalised soon and will be available for those who wish to review it.

Tim Coffey then followed up on of his earlier questions, some of which were answered during Nigel's presentation. Tim emphasised the need for an air quality profile for the whole waterfront and when data the port had collected could be complemented with Auckland Council's studies. Nigel advised Auckland Council's monitoring sites cover much of the western waterfront, so the main gap was near Spark Arena, which we are working to get a monitoring station set up nearby.

Michael McKeown asked if additional permanent monitoring stations would provide the fine grain data that would better inform the public and thus decisions made by POAL and Council. Nigel advised that monitoring stations, temporary or permanent, are difficult and expensive to establish. It's not customary to set up lots of sites, it's better to select a few representative sites. While more sites would provide more data, it will not necessarily give you more information or insights, as long as the ones that are established are representative.

Tim Coffey expressed his frustration with wanting a report that accurately portrays the air quality monitoring of the whole waterfront. Nigel advised that the port is working hard to achieve this and although we haven't been able to establish all of the monitoring sites we would like to, the data we do have is positive, showing that the air quality is of a high standard and we are trying to align with Council to create that fuller picture. Matt Ball added that we are working within the system available to us, but the information we do have is positive and we are working to pull together all existing data into a consolidated report and we will provide an update at the next meeting.

6:35pm

E-tug, Slide 17

Matt Ball

At 6.50pm Matt Ball provided an update on the competition the port ran to name the new e-tug. The e-tug is due to arrive in 2021 and is being manufactured in Vietnam, with the steel having just been cut. Over 3,000 submissions were made, from which the port narrowed down a top four – all of which passed radio checks and reviewed by the executive team. The final four were Ārahi, E.T., Hiko and Sparky, which were then put to public vote. The week following the meeting, the public vote closed, with over 8,000 votes and the winner, ‘Sparky’ was announced on TVNZ Breakfast on 18 June.

6:40pm

Any other business, Slide 15

Matt Ball

6.55pm

Bruce Barton asked if there was an upper decibel limit that ships must operate under. Nigel Ironside responded that there are noise limits for the average noise ‘hum’ from the port, as well as a maximum noise limit, as part of the Auckland Unitary Plan. Nigel also advised there are three noise monitors, one each in Devonport, Parnell and on the port and we are in the process of updating them as new technology has become available and we’re looking at how port activity impacts ambient noise levels. Bruce and Nigel decided to follow up this discussion offline.

6:45pm

Close

Matt Ball

Matt Ball closed the meeting at 7pm

Next meeting: 5.30pm, Wednesday 9 September

Actions:

- POAL to ensure air quality monitoring is included in next CRG agenda and provide an update on the mentioned report.