

Community meeting

Meeting minutes

Devonport RSA

6th June 2024, 5:30pm-7.30pm

TIMING	AGENDA ITEM	OWNER
5:30pm	Welcome	Julie Wagener
5:35pm	General business update	Andrew Clark
6:00pm	Infrastructure and consenting update	Alistair Kirk
6.30pm	Q&A	Alistair Kirk
7:00pm	Close	Alistair Kirk

Name	Organisation
Alistair Kirk, Head of Infrastructure	Port of Auckland
Andrew Clark	Port of Auckland
Julie Wagener, Head of Communications	Port of Auckland
Shelley Ashdown, Communications Specialist	Port of Auckland
Gayle Bennett	CBD Resident
Rob Powley	Port of Auckland

Mike Blackburn	Local resident (CRG)
Yvonne Powley	Devonport resident
Luke Niue	Parnell Resident
Alastair Fletcher	Devonport Museum
Gail Carran	
Chris Reid	
Jane Reid	
Trish Deans	Devonport Heritage
Linda Bliucks	Satellite Gallery
Gordon Smith	Merchant Navy
Jane Stout	Urban Auckland
Wendy Bailey	
Lyndsay Rendall	
Helen MacKenzie	
Chris Darby	Auckland Councillor
Ardeth Lobet	CCRG
Michael McKeown	CCRG
Lynn Lawton	Satellite Gallery
Bruce Grant	DBA
Robert Weber	
Alec Hill	
Margot McRae	Devonport Heritage
Anthea Dunning	

Annemarie Thomas	Devonport resident
L. Irvine	
Avril Cave	Devonport Heritage
Trevor Lawson	
Mark Sigglekow	
Jay Mace	
Howard Walsh	
T. Ned	

General Business Update: Andrew Clark, CFO

- Overview of the port, core business and key metrics around operations.
- Long-Term Plan: summary of the outcomes of LTP; return a fair return to Auckland Council; selling Cook and Marsden Wharves to Council; no operating lease.
- From Regaining Our Mana to Strengthening Our Mana: next phase in port strategy.

Consenting update: Alistair Kirk, General Manager Infrastructure

- Challenges and changes at the port
 - (a) Growing trend of ships getting bigger
 - (b) Port has consent to deepen the shipping channel to accommodate bigger ships. Work on this to commence late-2025. The deepening will be around 1-1.5 metres; channel currently 12.5 metres deep.
- Cruise ships
 - (a) This season had 133 cruise ships; industry bounced back fast; industry is important for local economy. Next season looking slightly less ships expected.
 - (b) Challenges: high winds have caused some issues with ships which has a big impact on passengers and businesses.
- Ferry basin

- (a) Curfew on when ferries can enter or exit ferry basin to avoid ferry peak. This summer four ships fell outside the curfew.
- (b) Working with shipping lines around curfews. Evening curfew will increase to 19.05
- (c) Can't make morning curfew time longer due to cruise ship being on tight schedules in the morning.
- Roll On Roll Off (Ro-Ro):
 - (a) Some of the largest Ro-Ro ships come to Auckland from Europe; around 280,000 vehicles per annum.
 - (b) If we sell Captain Cook and Marsden Wharves to the council, the Captain Cook berth will need to be replaced, as will vehicle handling space.
- Future plans
 - (a) Aspects of the plan have come from the Port Future Study to release 3.61 hectares to council with council and Eke Punuku leading process around future use of wharves.
 - (b) This is on the proviso of a replacement wharf at Bledisloe North Wharf (BNW) which will be a concrete pile structure, similar to the Fergusson Wharf, and an additional car handling building.
 - (c) BNW extension would be a multi-purpose berth for Ro-Ro and to take larger cruise ships out of Ferry Basin and move to BNW.
 - (d) Last summer season, 51 cruise ships used Ferry Basin, five sat at anchor or sat at Fergusson Wharf and 78 ships at Queens Wharf.
 - (e) BNW would accommodate ships at anchor and around half of the ships in the Ferry Basin. Still use Ferry Basin for smaller ships.
 - (f) Ro-Ro ships that currently berth at Captain Cook Wharf would all go to BNW extension.
 - (g) Advantages of BNW: future proof for larger ships as we are currently using 100-year-old wharves (Prince's Wharf); new wharf designed to modern standards; takes pressure off the cruise terminal at Prince's Wharf (current arrangement is to use Hilton Hotel ballroom for Customs and processing passengers). BNW will have a purpose-built cruise passenger processing facility.
 - (h) Cold ironing: we are providing for future shore-power for ships with ducts and pits.
 - (i) Remove traffic from Quay Street West as ships decrease in size at Prince's Wharf the traffic will move to Tinley Street.

- (j) Avoid conflicts between cruise ships and passenger ferries in the Ferry Basin.
- (k) BNW extension: extends 13 metres out from existing structures; concrete pile structure to allow water flow; it is not a reclamation.
- (l) Container Fergusson Terminal: Under pressure from shipping lines to be able to bring bigger container ships into Auckland. The port will mtransition to 6,000-8,000 then 10,000 TEU ships in coming years.
- (m) Need to do extension on Fergusson Wharf to get cranes alongside to work them. The Fergusson North extension (which has been consented) is an extension to existing wharf and will allow the port to work large container ships efficiently.
- (n) Two projects through government's Fast Track Process. Engagement happening now; lodging consent in November, and Fast Track may see consent approved mid-2025, with construction beginning soon after.
- (o) Construction-time: BNW 18 months and Fergusson Wharf around 12 months.

Q&A and discussion

On consent proposal:

- Will the consent be notified even if it's done through fast track?
 - o Unsure as FT process still TBC but we are committed to engaging the community and stakeholders on consents.
- Cr Darby stated that Council doesn't support the fast-track process as it stands, how will that impact your fast track consent aspirations?
 - o We have to wait to see where the FT legislation lands.
- If Captain Cook and Marsden wharves aren't returned to Council, could the cruise operations be moved out of the ferry basin?
 - o No
- What is the challenge with cruise ships being handled at Fergusson North?
 - o It's not an ideal situation for the port, or cruise passengers.
- Why can't we take BN berth straight along the sea wall. Why do you have to go out 13m?
 - o There is a revetment there which prevents it. Also old reclamation may be unsuitable to disturb.
- There is no capital to develop the central wharves (CC & MW) over the next 5 – 10 years so where will you get the funding for BN and FN?

- We intend to sell Captain Cook and Marsden Wharves to Council and fund the development ourselves.
- Will there be more cranes added to the current cranes?
 - Not on FN. Some of FX/FZ berths may need to be replaced.

Cruise and Ferry interactions:

- Why can't we have cruise ships anchoring in the harbour and tendering people in – surely this would be better for ferry passengers?
 - As an exchange port we need to be able to provision the ships and this can't be done when ships sit in the stream
- What is the port doing to reduce ferry interruptions by cruise ships?
 - We have regular meetings with ferry operators and have adjusted our hours. Where possible we try to limit ferry basin use.

Other questions:

- Is there a 30-year master plan showing bulk and location for the port developments?
 - We have the master plan set out in the presentation but as trades shift we need to have some ability to adjust.
- How high will the new car handling building be?
 - Similar to the current one.
- What materials will you be using when constructing the next car handling building?
 - Concrete mainly
- We can hear ship generators from the northern side of Stanley Point. What are you doing about ship noise?
 - We are working with Maritime NZ on noise issues and with each shipping line. We monitor vessels to understand their noise levels.
- What is the \$1.5m in harbour health funds going to?
 - This year we have funded Caulerpa research, salary for an ecologist on Spirit of NZ to teach the kids about harbour health and some smaller projects on Aotea Great Barrier.
- What are you doing to prevent siltation pollution or impact to the North Shore beaches when you're doing the channel deepening?
 - We are bound by clear regulations as part of our consent and will follow those.

- Where is the dredged material going?
 - o Some will be reused on land and some disposed at sea at a designated site.
- Queens wharf fences are regularly closed even when there's no cruise operations, why and how can we have more access to this space? What was the consent details when this was approved?
 - o Fences put up for safety and will be removed at the end of cruise season.
- FN cranes don't seem to get used much. Why is that?
 - o FN cranes are used for larger ships mainly. They are fully functional and a standard part of operations.

Other comments made during the meeting or Q&A:

ACTION FOR POAL: Can you please make sure you investigate and implement pollution management when doing any works on the sea wall/wharf construction?

Well done to POAL on the improved performance and H&S culture.

Great to see POAL working better with the unions.

Great job on the noise level restrictions underway.

Much improved collaboration with Council.

Cruise v ferries in the mornings is a difficult challenge, but POAL, AT, Ferry operators and Council all fully engaged on the issue.

Great to have POAL engaging with Northshore residents and to know you also care about our neighbourhood.

Keen for POAL to continue these sessions yearly in Devonport.

Meeting closed.

ENDS