

MINUTES

Meeting:	LPC PORT LIAISON COMMITTEE
Date:	26 th March 2019 5.30pm
Location:	LPC Waterfront House
Attendees:	Julian Cross Ken Maynard - Lyttelton Community Association. Linda Pringle Thomas Kulpe - Diamond Harbor Community Association (DHCA) Tony Dowson - Senior Environmental Health Officer CCC Kim Kelleher – LPC Environmental Manager Paul Monk – LPC Operations Manager Tony Simpson – LPC Port Services Manager Phil de Joux – LPC Strategic Engagement Manager
Apologies:	Omar Seychell, John McLister (Community Board) Richard Purdon – ECAN Principal Resource Management Officer
Next Meeting:	25 th June 2019

1. Introductions, Apologies

Apologies from Omar Seychell, John McLister, Richard Purdon

2. Last Minutes & Actions

No minutes from the last meeting as it was an end of year port tour.

Phil de Joux was introduced as a new member of the PLC. Phil is on LPC's Executive Team and his role includes external stakeholder relations, including community and iwi, as well as communications, and he also oversees the environmental, planning team that Kim Kelleher heads up.

3. Update on Port Operations and Development

LPC's Development Manager Mike Simmer's provided a presentation overviewing the major work programmes currently underway or planned. A summary is outlined below:

- Inner Harbour – A lot of the major of repair works are now complete. Cruise Berth construction & Oil Berth repairs are underway. There was some discussion relating to pile driving noise issues & the group was reminded about the website lpcharbourwatch.co.nz where up to date pile driving information is available to the local community.
- Marine – Stage 1 of channel deepening was completed in late 2018 and was a very successful project that was able to achieve environmental protection along with good productivity rates. The real time water quality monitoring system was used in an 'adaptive management' approach where if the turbidity levels were rising in a location the dredge could adjust and move to another location to let the levels drop to acceptable concentrations. The instruments are still in the Harbour reading water quality for a further year post dredging.

- The new navigation aid system has been installed and from a navigational perspective is working well however there's been concerns raised by the Diamond Harbour Community Association about the impact of the new lights on the residential area. LPC attended the AGM of the DHCA meeting recently and received feedback to that effect and LPC is now working through the options to see what can be done to minimize these effects.
- The Port continues to grow and the next phase of reclamation (6 ha) has started using rock from the LPC Quarry which is transported on internal roads to avoid traffic issues.
- Use of the existing 10 ha reclamation constructed using demolition material is very intense – the space has been essential to LPC in this period of growth. Land Use Resource Consents will be applied for in the coming months. There's a range of initiatives related to the Container Terminal recently completed or underway i.e Straddle workshops, new Noell Straddles, pavements and Crane Cill Beams.
- The new tug vessel 'Piaka' is being constructed in Singapore and will be delivered to LPC mid year.
- Paul Monk provided a brief update on operations. LPC purchased a new watercart in 2018 and it has proved invaluable in minimizing dust effects from the log yards over summer. Previously the services were provided by a contractor & now the truck is owned and operated by LPC it enables a very flexible demand driven service. No dust complaints have been received from the residential areas since the new truck has been in operation.
- Sumner Road reopens shortly and reestablishes an important freight route for dangerous goods and oversize transport that has been lost since the earthquakes. The route is very important to the Port and the reopening is very welcome.

4. Port Noise Issues Update

LPC provided an update on the recent changes to the scrap metal export operations. Prior to the 2011 earthquakes scrap export was handled predominantly on the main Cashin Quay wharves. Due to damage and increases in container volumes this wasn't possible following the quakes when the trade was moved into the inner harbour. Scrap loading is an inherently noisy operation and even with the range of controls in place it wasn't possible to guarantee the noise could be consistently minimized during night time operations. LPC worked closely with the stevedores and the exporters and the new operating arrangements involve restrictions to loading between the hours of 2300 – 0700 should the ship be in the inner harbour. This should significantly reduce the noise experienced by Lyttelton residents.

Ships Generator Noise - A noise issue has arisen with the increasing visits of the Rio Class Maersk vessels now operating weekly along the NZ coast. The first visit of a Rio class was the Rio De Janeiro on 27/10/18. This was followed by a mixture of Rio and other vessels until 30/12/18 where each vessel on this service has been a Rio class vessel.

The service visits Tauranga, Napier, Lyttelton and Port of Otago.

Over the past couple of weeks LPC's has been receiving an increased number of complaints from Governors Bay area related to ships generator noise. The Rio Class ships on board generators produce a very low frequency noise experienced as a thumping character that travels long distances. Weather plays a part with still nights reportedly most problematic.

LPC has a work programme to try and resolve this issue however it will take some time as it requires testing & measuring the ships generators at varying levels and also trialing berthing the vessel stern out to sea as the noise is somewhat directional. All this will be pursued in the coming weeks to see if any of these adjustments help the situation or if the only solution is

LPC is in touch with the Governors Bay Community Association to keep them informed on

progress and seek their advice as this progresses.

Tony Dowson of CCC thanked LPC for the pro-active communications with the CCC noise team regarding the ships generator issue as CCC are able to provide the information to anyone who contacts them directly. CCC are responsible for overseeing LPC's implementation of the Port Noise Management Framework.

Noise Complaints

July to December 2018 - total of 9.

4 – cement ship

2 – scrap metal export

3 – ships generator noise

January 2019 to date (26th March 19) - total of 7

6 – ships generator noise (all from Governors Bay area)

1 – scrap metal export

PLC Community Members Update

Linda – has noticed & welcomes the changes to scrap metal export. Linda mentioned some port dust deposition on fruit trees in the residential area. LPC requested they be informed at the time and would send someone to investigate and take samples as deposition shouldn't be occurring over the property boundary.

Julian – notes that some vessels in the Te Ana Marina experience dust emissions from PKE when its unloaded at No 7. He notes one berth holder has moved their vessel. LPC advised it is outlined in the berth holder's agreements (to expect dust) as when ships are worked in No 7 it is almost impossible to prevent some dust being carried to the Marina. The resource consent limit for this dust is LPC's property boundary, not the Marina. While every effort is put to minimizing dust, the proximity makes it almost impossible to eliminate some dust deposition at the marina. Wherever possible vessels are worked at other locations. At the time of the meeting a PKE vessel was located on No 2.

Ken – Nothing to report.

Thomas – notes an increase in interest in emissions to air from shipping after the large dredge worked in the Harbour 24/7 late last year. Thomas reports the local Diamond Harbour facebook pages showed an increase in comments about this issue and with the reported increase in number and size of ships would like more information on LPC's view of this issue.

There was some discussion of the ECAN air quality survey which included approximately one year of monitoring data and had been requested by the Community Board. Thomas thought the study didn't include all of the parameters it could have i.e particles < PM10. LPC noted they supported the proposed ratification by the NZ Government of the MARPOL Annex VI and the move to lower sulphur fuels and urged all at the committee to consider how they could have a say on this issue.

Kim Kelleher advised there is a lot going on internationally and nationally on this issue and LPC will put this on the agenda for a future PLC meeting.

Thomas also acknowledged LPC had attended the Diamond Harbour Community Association (DHCA) meeting the previous night and the key issue was the concerns about light effects from the navigation aids which LPC is working through.

Acoustic Treatment Programme Update

LPC provided an update on the programme. The committee noted that Julian Cross is currently one of the recipients of the grant. One property is completed this financial year and two others are in the process with completion expected in late May. A further three properties are being lined up for treatment in the financial year starting 1st July 2019. Linda questioned what sort of feedback we are receiving from those who've had the work completed. LPC

advised anecdotally the feedback is very good but it would be worth formally asking for some feedback once the properties are complete so LPC will do that at the end of this round and report back to

Next meeting Tuesday 25th June 2019

Meeting Closes 6.45pm

DRAFT