

Port Tarakohe Advisory Group

Tasman District Council

Date and Time: 9 September 2022 @12.30 pm

Venue: Takaka Service Centre

Present: Cr. C Butler (Chair)
Bob Butts, Martin Potter, Daniel Hames, Tom Lakes,

Present by Zoom: Mike Holland, Hemi D Toia Ngati Koata and Ned Wells.

In attendance: Cr Chris Hill (apology for lateness), Nick Chin, Steve Tennant, Stephen Batt,
and Christina Ewing

Meeting opened at 12.30 pm

1. Welcome

The Chair welcomed everyone to the meeting and opened the meeting with a Karakia.

2. Apologies

Merv Solly, Allen Reed, and Shane Bray

That apologies be received.

Moved: Cr Celia Butler

Seconded: Martin Potter

Carried

3. Minutes of the last meeting

That the minutes from the 2 June 2022 meeting be accepted as a true and correct record.

Moved: Daniel Hames

Seconded: Martin Potter

Carried

4. Port Tarakohe Report (Nick Chin)

Port Tarakohe Development Overview

Mr Chin took the report as read. He outlined that the Port made a slight profit last year, given the demolition of the old wharf, which was funded out of the Port maintenance budget, he was happy with the results. Most of the increased revenue is coming from mussels. Currently Council is working on the six priorities outlined in the original business plan.

1. Maintenance - Repairs to the spalling on the concrete wharf.
2. Maintenance - Replacement of the fendering system on the existing concrete wharf.
3. Extension of the inner breakwater mole with a sheet piled end on the eastern side to provide increased protection from wave action and widening of the eastern inner breakwater to allow for additional carparking.
4. Add four concrete berths to the northern floating marina.
5. New ablutions/office building.
6. Construction of sheet piled wharf (on site of old timber wharf).

Staff members have advanced to the design development stage in order to comprehend the budget; however, the Council lacks the resources to finish all six goals, which would cost about \$12 million to complete. The Council has a \$5.4 million budget. The sheet piled wharf alone will cost about \$4.2 million to build. The Council keeps contacting Kānoa in an effort to acquire funds, but we haven't seen any progress yet. A tendering procedure has begun. Staff members are also considering concrete work at the Port's main entrance because it receives a lot of traffic.

The Chair requested input from the Marine Association regarding their views on the various stages of port development. According to Mr Ned Wells, current estimates show that mussel volumes/tonnage will continue to rise in the next years. Marine farmers prioritise the necessity for a separate food-grade wharf and some degree of isolation from the rock activity from the standpoint of food safety.

Mr Holland brought up a priority in Stage Two, that he believed needed to be brought up to Stage One of the priorities. That was having a pumping sewage facility, so that sewage is not pumped into the area where food is grown. Mr Holland outlined that Hiabs are also needed on the new sheet pile wharf, and it is also a priority for marine farmers. Mr. Chin said that as part of the ablution block update, the council wants to add grey and black water tanks. The Hiabs have not yet been considered since the Council lacks financing for the sheet pile wharf at this stage.

Penguin Fence

Staff have engaged with Mr Noakes the fencing contractor, due to the contractor's workload the fence will be up in December 2022.

Port Tarakohe lights

The new lights at the Port have prompted complaints to the Council. Staff are looking at engaging with a contractor to install new hoods and adjust the lights as to shield the light to minimise the 'light pollution' of the sky.

NPD

NPD representatives spoke with Mr. Chin; they will be relocating their fuel bowser, which is currently by the icetower to the end of the floating dock. This is to allow for continuing construction at the Port.

Mr. Butts acknowledged the significance of upgrading the current wharf. He said he had been told the concrete wharf could handle amounts of mussels of up to 100,000 tonnes. Additionally, Mr. Butt listed a few strategies for reducing dolomite dust, such as using mussel containers with caps or going back to the original bags that tie over. He described how the rock and dolomite generates income for the Port, and how dust may be reduced by installing sprinklers that keep the dock wet.

Mr Hames noted he was trying to understand the level of dust contamination risk that landed mussel product was subjected to at the concrete wharf. He questioned the need to spend a significant amount of money on a new sheet-piled wharf given the small timeframe landed product was on the wharf, the lack of future rock contracts, the low frequency of dolomite being loaded over the wharf and that other cheaper dust mitigation measures can be used as outlined by Mr Butts.

Mr Wells outlined mussel farmers are wanting uncontested space, separation, and an increase in unloading space, it doesn't have to manifest as a new wharf. Despite the recommended mitigation measures, according to Mr Holland, there is still a possibility of contamination.

The amount of investment required at this point, for the marine industry's development was the main concern voiced. The Chair questioned the likelihood that, in the absence of a food quality wharf, would the market reject mussels. According to Mr. Holland, the consequences and risk won't manifest until the product is on the market, and if the industry is shut down due to contamination, it will be very difficult to recover. It is best to prepare for these not being able to occur.

Mr. Chin thanked everyone for their comments and said he will keep talking about where to put the resilience ramp. The marine mussel users, who account for 50% of the Port's revenue, were also mentioned by Mr Chin as being a significant customer.

The Port Tarakohe Advisory Committee receives the Port Tarakohe and Financial Report.

Moved: Nick Chin **Seconded:** Bob Butts.

CARRIED

5. Port Tarakohe Operation and Health and Safety Report

Mr Tennant took the report as read.

The Committee was informed by Mr. Hames that slips had happened at the dam above the Port Tarakohe Limited land adjacent to the Port. Despite Mr. Hames clearing the dam, the water is unclean (contaminated). Port Tarakohe Limited is unable to fill the Port water tank at this stage. If necessary, potable water would be trucked to the wharf, said Mr Tennant.

- Private vehicle parking on the wharf was a problem, but it has gotten better, and Mr. Tennant will keep an eye on it.
- The Port Health and Safety induction for contractors is still progressing.
- Due to signing the contract with NPD, they will supply an oil spill kit at a Tier One level. Tier two will be held on a trailer over at the harbour masters building in Motueka. This is positive as if a spill occurs, we will also have extra manpower who are qualified oil responders
- The new barrier arm for the western end of the port has new access cards. This seems to be working.
- The new Port Tarakohe lights will be adjusted.
- Vehicles stopping at the gate at peak times, can cause blockage at the entrance.
- Early next year there will two cruise ships coming into the area, this will not affect normal operations as they will anchor out at sea. It will however be good for Golden Bay in general.
- Anticipation that the hectic mussel harvesting season is about to begin. The cleanliness of the dock has improved, and Mr Tennant will keep an eye on it.
- New power supply has been completed
- New iWeigh software is still in the process of being implemented.
- Recycling at the wharf is not working
- The ramp to the pontoon will need to be repaired

The team is investigating towards getting satellite into the Port, according to Mr Chin. This appears to be the most economical and trustworthy method of obtaining consistent data reception. We are unable to make the connection available to Council's external users due to cybersecurity concerns.

Council C Hill entered the meeting at 1.43 pm

Mr. Lakes and Mr Potter addressed the Committee regarding their worry that the recreation users are not being taken into account or properly consulted; Mr. Potter stressed the significance of being involved in the Stage Two part of the consultation process. In response, Mr. Chin stated that recreational users should be engaged early, because they are the Port's second-largest client. The following stage takes this into account, and he took note of Mr. Potter's remark about the necessity of consulting recreational users at the following stage.

6. General Business

Nil

The meeting closed at 2.03 pm

Next meeting: – November 2022

Closing Karakia by Cr Chris Hill.

7. Action Log

| Action | Status | Assigned to: |
|---|---|-----------------|
| Report back on the tender process and costs | Ongoing | Nick Chin |
| Request that Stantec speak at an upcoming Advisory Group meeting. | Ongoing | Nick Chin |
| Mussel tonnage forecast is expected to be supplied to Council, so that Port works can be planned. | Ongoing | Ned Wells |
| New Location for the ramp and high stand facility. | Ongoing | Nick Chin |
| Commercial (Enterprise) Committee site visit | With it coming to the end of the trillium existing and new Council members will be taken on an orientation around the Region, including the Port. | Christina Ewing |

CONFIRMED AS A TRUE AND CORRECT RECORD BY THE CHAIRPERSON AND CHIEF EXECUTIVE UNDER STANDING ORDER 27.4:

Chairperson 

Date 24.11.22

Chief Executive 

Date 8/12/22

