

Response ID ANON-URZ4-5FBZ-C

Submitted to Fast-track approval applications  
Submitted on 2024-05-03 11:33:53

Submitter details

Is this application for section 2a or 2b?

2B

1 Submitter name

Individual or organisation name:  
Port of Tauranga Limited

2 Contact person

Contact person name:  
Rowan Johnstone

3 What is your job title

Job title:  
Engineering Manager

4 What is your contact email address?

Email:  
s 9(2)(a)

5 What is your phone number?

Phone number:  
s 9(2)(a)

6 What is your postal address?

Postal address:  
  
Private Bag 12504  
Tauranga Mail Centre  
Tauranga 3143  
New Zealand

7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

The coastal marine area within (being adjacent to the Port of Tauranga) and outside the Tauranga Harbour (being the shipping channels and associated disposal grounds for dredged sediment).

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Capital and Maintenance Dredging Reconsenting Project Map.pdf was uploaded

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Do you have a current copy of the relevant Record(s) of Title?

No

upload file:

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Who are the registered legal land owner(s)?

Please write your answer here:

The common marine and coastal area is not owned by the Crown or any other person, in accordance with section 11 of the Marine and Coastal Area (Takutai Moana) Act 2011.

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

POTL holds a Coastal Occupation Permit (040128) for occupation of the coastal marine area in the Tauranga Harbour adjacent to the Port of Tauranga commercial activities.

## Section 2: Project details

What is the project name?

Please write your answer here:

Capital and Maintenance Dredging Reconsenting Project

What is the project summary?

Please write your answer here:

Dredging of material from the coastal marine area to deepen, widen and maintain the navigation channels of the Port of Tauranga. The deposition of the associated material at offshore deposition sites and the removal of dredged material from the coastal marine area.

What are the project details?

Please write your answer here:

The Port of Tauranga has been operating as a 'modern port' since 1953 and is New Zealand's largest port, handling 42% of all of New Zealand's containers and 50% of New Zealand's exports by value. The shipping channel has been created and modified over a series of capital dredging projects and requires annual maintenance dredging to maintain the required depth. The Port has existing consents that were granted in 2013 for its future Capital dredging and Maintenance Dredging requirements that expire in June 2027 which allow the following activities:

1. Deepen the existing channels and sitting basins to allow for larger vessels.
2. Widening of the existing channel in a defined location for the purpose of creating a swinging basin for the purpose of handling larger vessels.
3. Deposition of the associated dredged material in defined locations based on the composition of the material.
4. Maintenance Dredging to maintain the current depths of the shipping channels and sitting basins.

POTL has not undertaken the full extent of the dredging permitted by the 2013 consent as it has not been operationally necessary to do so to date. As set out below, some of the dredging permitted by the 2013 consent is not included in this application. However, it is anticipated that it will be necessary to undertake further capital dredging in the future because of the trend towards increased vessel sizes, and the need to ensure they can safely navigate to and from the Port's wharves. For this reason, POTL seeks a renewed consent for this further dredging.

Without undertaking dredging to maintain the shipping channels as they are currently, the vessels that access the Port of Tauranga today would not be able to do so due to the build-up of material in the shipping channels over time. Maintenance dredging is essential to the continued operation of the Port.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

Maintenance dredging occurs annually and takes approximately 3 to 4 weeks of day time operation. This work is carried out by a small Trailer Suction Hopper Dredge. The areas that require maintenance dredging are located through out the existing channel and sitting basins and required due to the

accumulation of material associated with storm and tidal processes as well as material that settles out from the upper harbour catchments.

Stage 1 of the deepening and widening of the existing shipping channel occurred in 2015/2016. This involved deepening the channel by 1.6 metres inside the harbour and 1.7m outside the harbour, widening of the cutter channel by approximately 115m inside the harbour to ease the entrance S-Bend for navigation safety. The proposed next stage for which the Port seeks a renewed consent is for the deepening of the channel by a further 1.5 metres inside the harbour and 1.6m outside the harbour. The widening of the channel to create a swinging basin of 38,733m<sup>2</sup> inside the harbour and deepening outside the harbour on the corner approaching the entrance to the harbour of 2,788m<sup>2</sup>, both to allow safer handling of larger vessels.

Due to the Port of Tauranga purchasing two larger tug boats the widening associated with the proposed swinging basin to be reconsented is less than that originally consented in 2013. Furthermore the widening of Tanea Shelf is no longer sought for reconsenting.

The timing of the second stage of capital dredging is driven by the shipping lines that dictate the vessels that will be deployed to New Zealand's Ports. The capital dredging can be expected to take 12 to 18 months depending on the size of the dredging equipment utilised.

What are the details of the regime under which approval is being sought?

Please write your answer here:

Resource Management Act 1991.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Bay of Plenty Regional Council.

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

The original application was lodged on 23 July 2009. There was a commissioners hearing 8-12 March 2010, followed by an Environment Court hearing from 4-26 April 2011, which was reconvened on 14-16 November 2011. Followed by a High Court hearing over 22-23 August 2012. Consent was finally granted in March 2013.

At this point in time the application to renew the consent has not been lodged.

Is approval required for the project by someone other than the applicant?

No

Please explain your answer here:

Aside from the resource consents that are being sought from the Bay of Plenty Regional Council, no other third party approvals are needed.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

The annual maintenance dredging requirements are informed by performing multibeam echo sounder surveys of the entire channel. This is carried out quarterly to monitor infill and maintenance dredging is performed as required to maintain a safe under keel clearance for visiting ships.

PoTL currently has a 10 year maintenance dredging contract with Dutch Dredging New Zealand that expires in 2027. This ensures there is a Trailer Suction Hopper Dredge on the New Zealand coast to meet our annual dredging requirements and for response to emergency storm infill. To provide continuity of protection for the ability to have a suitable dredge on the coast PoTL is currently in negotiations to extend the contract out to 2037. This requires a commitment to providing a minimum value of dredging during this time frame in return for the dredge being available in New Zealand.

The timing on completing the capital dredging for the larger vessels is less certain, which is why PoTL is applying for this activity to be listed on Schedule 2B, rather than 2A. The uncertainty is not if but when. There are well documented shipping line trends for larger vessels and their benefits. POTL does not dictate when shipping lines will deploy larger vessels to New Zealand. However, to make sure New Zealand is ready to be able to receive the vessels we need to be in a position to be able to respond. Through discussions with international shipping lines on vessel sizes the modelling and simulations of the anticipated next size of vessels to be deployed to New Zealand has been carried out. This was originally done for the 2009 application and more recently in 2022. The resulting channel design has been completed and more recently refined to decrease the swinging basin widening by 37,371m<sup>2</sup>.

The 2015/2016 capital dredging took approximately 12 months involving a small and medium sized Trailer Suction Hopper Dredge and a large Back Hoe Dredge. A similar spread of dredging equipment would be expected to complete the proposed capital dredging. Time frames would be expected to be 12 months again.

Given the inevitability of larger vessels PoTL maintains a relationship with international dredging contractors, has contract documents drafted, works on updating indicative pricing regularly and budgets for the capital expenditure to occur in the short term.

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

- Bay of Plenty Regional Council
- Tauranga City Council
- Ngāti Te Rangi
- Ngāti Ranginui
- Ngāti Pūkenga
- Waitaha
- Tauranga Moana Iwi Customary Fisheries Trust
- Ngāti Ranginui Fisheries Trust
- Ngā Hapu o Ngā Moutere Trust (collective of Matakana Island hapū)
- Ngāi Tukairangi
- Ngāti Kuku
- Ngāti He
- Ngāti Kaahu a Tamapahore
- Ngāti Kahu
- Ngāti Tapu
- Ngāi Tamarawaho
- Whareroa Marae
- Tauranga Harbour Master
- Tauranga Bridge Marina Limited
- Tauranga Marina

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

PoTL consulted with tangata whenua for the consent granted in 2013. However due to PoTL being involved in a lengthy Environment Court process over its proposed Stella Passage development with the same parties it has not been appropriate to try and run the consultation processes concurrently. PoTL had envisaged by starting consultation for the Stella Passage development in 2016 and lodging its application in May 2021 that the consultation processes would not of required to overlap. However, the need to renew these resource consents was a topic of discussion during the Environment Court hearing process for the Stella Passage development.

The original dredging consent and the current Stella Passage development application had similar topics of concern to Iwi and hapū:

- Effects on the mauri of the harbour. The degradation of mauri is closely linked to the discharge of contaminants, port activities, coastal development and dredging.
- Effects on kaimoana (in particular pipi at Te Paritaha and Tuangi off Whareroa). Te Paritaha is the largest pipi bed within Te Awanui and is renowned for its plentiful supply. The pipi bed has been a customary harvesting ground for many generations.
- Effects on sea grass. The sea grass provide a nursery for juvenile fish and are a barometer to the health of the harbour, in particular the amount of turbidity and sediment that may be smothering the seabed.
- Effects on current flows. Changes to the harbour current flows can have negative impacts on those carrying out traditional cultural interests.
- Effects on air quality. Given the proximity of Whareroa Marae to the Port of Tauranga there is concern that growth at the Port, including larger ships enabled by capital dredging, will have cumulative effects on the air quality in the area.
- Potential for larger vessels to be hosts for invasive species. The protection of native species is important to local Iwi in sustaining a healthy ecosystem.

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

N/A

### Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

Attached is the report prepared by the Ministry of the Environment and the Office of Māori Crown Relations under Section 17 of the Covid-19 (Fast-Track Consenting) Act 2020 in the course of the referral application process for the Stella Passage development under that legislation, which sets out the relevant iwi and iwi authorities, and treaty settlements in the area of the Port of Tauranga.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

No

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

Capital and Maintenance Dredging Reconsenting Project Map - s 17 Report.pdf was uploaded

## Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

PoTL obtained full expert assessments relating to the original dredging application as follows:

- Statutory Planning Assessment by Gavin Kemble;
- Assessment of environmental effects prepared by Professor Terry Healey, Geoffrey Thompson, Dr Roger V Grace and Kyle Spiers covering the following:
  - o Sedimentary Properties and Stratigraphy of the Sediments to be Dredged
  - o Chemical Characteristics of the Sediments to be Dredged
  - o Impacts Expected During the Operation
  - o Post Dredging Impacts on the Harbour System
  - o Disposal of Dredged Material
  - o Hydrodynamic Conditions at the Disposal Site
  - o Impacts at the Disposal Site
  - o Ecological Impacts

The assessments of effects were summarised as follows.

Coastal and Ecological - The proposed dredging was found through the Joint Coastal Statement to have minimal effects on Mauao. The Joint Ecologists' Statement stated there would be a net gain at Tanea Shelf with the relocated boulder reef. The Joint Coastal Statement found the coastal and ecological effects on Te Paritaha (Centre Bank pipi bed) are minimal both in terms of the availability of pipi for harvesting and the ongoing functioning of the pipi bed. Dr De Lange evidence showed that Panepane Point may be affected by flow increase around the end of the spit, and flow decrease on the south-western side, and the area is expected to continue to fluctuate within the historical limits of 1922 and 1995 shorelines. There was evidence given that the Tauranga Harbour and coastline are in reasonable shape especially in the Port Zone area. The primary influences on degraded habitat and water quality in the wider harbour are related to the sediment run-off and stormwater/effluent discharges. Dr De Lange's evidence in the Stella Passage hearing

was that effects from the dredging were in accordance with what he had predicted in terms of hydro-dynamics and coastal geomorphology.

Cultural – the cultural evidence centred around concerns of adverse effects of the proposal on their cultural and spiritual association with Te Awanui and Mauao including particularly the works in the Te Maunga o Mauao Mataitai Reserve and to Mauao. PoTL acknowledged to that extent there was a residual effect on cultural and spiritual values.

PoTL has assembled the a team of respected and experienced experts and commissioned reports pertaining to their specialist area for the renewal of the dredging consents.

- Statutory Planning Assessment - Gavin Kemble (Enspire Consulting Limited)
- Ecological (marine – excluding marine mammals & avifauna) - Dr Sharon De Luca (Boffa Miskell Limited)
- Ecological (avifauna) - Dr Della Bennet (Wildlands Consultants Limited)
- Ecological (marine mammals) - Helen McConnell (SLR Consulting Limited)
- Landscape, Visual & Natural Character - Stephen Brown (Brown New Zealand Limited)
- Coastal Geomorphology (including hazards), Hydrodynamics & Geology - Dr Willem de Lange (University of Waikato)
- Navigation Safety - Geraint Bermingham (Navigatus Consultants Limited)
- Water Quality - Dr Mike Stewart (Streamlined Environmental Limited)
- Biosecurity / Marine Pests - Dr Lauren Fletcher (Cawthron Institute)
- Noise & Vibration – Jon Styles (Styles Group Acoustics and Vibration Consultants)
- Economic Analysis - Peter Clough (NZIER)
- Recreation & Tourism - Rob Greenaway (Greenaway & Associates Limited)

The work is well advanced. An initial round of advice identified no actual or potential fatal flaws, but did highlight the need to undertake a comprehensive engagement exercise and complete environmental monitoring and investigation. Much of that investigation has been completed and PoTL is currently receiving first drafts of the technical reports that will, in time, support the resource consent application. The Assessment of Environmental Effects report for the reconsenting project is also being prepared. PoTL accepts that it needs to undertake inclusive and comprehensive engagement over the Reconsenting Project. As has been foreshadowed, that engagement is presently on hold while PoTL consults over the Stella Passage proposal.

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## Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

The New Zealand Coastal Policy Statement (NZCPS) is of particular relevance to the PoTL dredging reconsenting. The NZCPS seeks to achieve the purpose of the RMA in respect of the coastal environment of New Zealand. The capital and maintenance dredging was found to be consistent with the objectives and policies of the NZCPS in 2013. The reduced scope of the proposal from that which received resource consent in 2011-2013 and the information that has been gathered to date have not identified any adverse effects that would prevent the reconsenting project from being consistent with the direction of the objectives and policies of the NZCPS, and the outcomes they seek. PoTL is committed to working with its expert team, Tangata Whenua, the consent authority and the other key stakeholders in the expectation that the proposal will be able to be advanced in a manner that is consistent with this instrument. We note the following in particular:

- A sustainable national transport system requires an efficient national network of safe ports, servicing national and international shipping;
- Both the capital and maintenance dredging will enable people and communities to provide for their economic, social and cultural well-being of the community;
- Ports depend on and have a functional need to be located within the coastal environment;
- Providing for Port activities adjacent to and within the existing Port operational area ensures integrated management of resources in the coastal environment;
- Consultation and engagement has previously been undertaken with iwi who have an interest over the harbour, as well as hapū, to recognise their kaitiakitanga. Further consultation will occur;
- Adverse effects on indigenous taxa that are listed as threatened or at risk are being considered and will be avoided; and
- Considerable care will be taken for all other actual and potential effects. Again, the direction required by the objectives and policies of the NZCPS will inform and guide PoTL's responses to the adverse effects that the Proposal could cause.

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## Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

The fast-track process allows for time savings of up to three years and millions of further dollars in consenting costs. POTL's experience is that the normal RMA processes for consenting is lengthy and difficult. To date the Stella Passage project has cost in excess of \$5 million and it has been three years since the consent application was lodged with BOPRC, as set out in more detail below. That is for a project with a restricted discretionary activity status that has been signaled in the Regional Coastal Environment Plan for many years.

Conditions agreed on are increasingly complex and onerous, which has a cost in terms of process and compliance costs. Additionally, decisions often seek to create a compromise whereby restrictions and limitations are imposed through conditions that have the potential to result in a loss of productivity of the Port.

With respect to timeframes, POTL's experience includes the following examples:

- Mount Maunganui Wharves and Stormwater Consent – consultation began in 2012 and the final cultural impact assessment was received in 2017. The application was lodged on 21 December 2017 and the consent was subsequently granted on 7 June 2019.
- Channel Deepening and Widening Consent – the application was lodged on 23 July 2009 and the consent granted in March 2013 after two Environment Court hearings and an appeal to the High Court.
- Stella Passage Development – Consultation began in 2018 and an application to have the project fast tracked was made in November 2020 under the COVID-19 Recovery (Fast-track Approvals) Act 2020. This application was declined and a resource consent application for the project was lodged with BOPRC on 28 May 2021. The Environment Court hearing was held in February 2023 (after being delayed from July 2022) and an interim decision was released on 13 December 2023.

With respect to the costs of the process, POTL's experience is that the process for re-consenting its dredging and stormwater consents were \$2.263m and \$567,000 respectively. Given the time that has elapsed since the capital dredging was consented, it is expected that costs associated with re-consenting of these activities will increase significantly.

Given the cost and delays POTL has previously faced and is currently facing, the fast-track process offers much more certainty that the dredging re-consenting will be processed in a timely and cost-efficient manner.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

This project is well advanced with the necessary expert assessments and an Assessment of Environmental Effects underway. If the project is listed, an application could be lodged with the EPA in a time frame that ensures PoTL has certainty of a dredging consent prior to the expiry in 2027 while not placing immediate pressure on a process dealing with the priority projects such as the PoTL's Stella Passage development project. Therefore, referring this project will demonstrate the efficient operation of the fast-track process.

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

The Bay of Plenty Regional Council's Regional Coastal Environment Plan (Regional Coastal Environmental Plan) recognises that provision for the development of additional shipping capacity, including capital dredging and maintenance dredging in appropriate locations at the Port of Tauranga is important to the continued and efficient operation of the Port.

The channels necessary for the operation of ports have been defined in the Bay of Plenty's Regional Policy Statement as regionally significant infrastructure. It follows, therefore, that the re-consenting of PoTL's capital and maintenance dredging activities would support regionally significant infrastructure and is central to the Port's continued existence and operation.

The associated policy framework is consistent, in large part, with the direction set by the NZCPS (where it is not, the NZCPS take precedence). As a consequence, the RCEP establishes a relatively positive policy framework for the re-consenting project, provided key environmental, cultural and social outcomes can be achieved. For the reasons previously set out in our discussion of the NZCPS, PoTL expects to advance the re-consenting project in a manner that is consistent with these requirements.

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

The capital dredging and maintenance project will deliver both nationally and regionally infrastructure.

Capital dredging will deliver nationally significant infrastructure in the future by providing for ships that otherwise may not be able to enter any New

Zealand port due to their size. Maintenance dredging will ensure that nationally and regionally significant infrastructure is able to be accessed, and is crucial to the operation of the Port of Tauranga and its ability to accommodate the largest container vessels, being the only port currently in New Zealand that is able to do so.

The Port of Tauranga generally is pivotal to the regional economy of the Bay of Plenty, is a significant component of the national economy and its continued operation is of national importance.

A Port Zone was established in the RCEP to provide for the Port activities and to recognise that the Port of Tauranga cannot relocate from its current location and its continued operation and incremental growth is of national significance. The RCEP also recognises that the port areas including the Tauranga Harbour and its channels are necessary for the operation of the port which is pivotal to the regional economy and a significant component of the national economy and that its continued operation is of national significance.

Commercial port areas, including Tauranga Harbour, and the channels necessary for the operation of ports have been defined in the Bay of Plenty's Regional Policy Statement as regionally significant infrastructure. In the engagement draft of the Transitional National Planning Framework released in September 2023, nationally significant infrastructure was defined to include the port facilities of each port company referred to in Part A of Schedule 1 of the Civil Defence Emergency Management Act 2002, further demonstrating the role of the Port of Tauranga as nationally significant infrastructure.

Will the project:

increase the supply of housing

Please explain your answer here:

The Port of Tauranga is vital to the increase of housing supply as a gateway for building materials coming in to and moving around the country. The ability for ships to continue to be able to use the shipping channels provided through maintenance dredging ensures this critical part of the supply chain can continue supporting the increase in supply of housing.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The Port of Tauranga is vital to the Bay of Plenty regional economy and the national economy. The port's continued operation is of national importance. The Port of Tauranga is New Zealand's largest port both by volume and value. Some key metrics as to the significant role the port plays in New Zealand's economy are as follows:

- o 24% of New Zealand imports (tonnes)
- o 38% of New Zealand exports (tonnes)
- o 33% of New Zealand's total trade (tonnes)
- o 21% of New Zealand's imports by value
- o 50% of New Zealand exports by value
- o 35% of New Zealand's total trade by value

As New Zealand continues to grow in population and relies on international trade for its largest industries, the volume of import and export cargo will continue to grow. In order to accommodate this growth and realise the economic benefit that comes with it, vessels, and in particular increasingly large vessels need to be able to visit New Zealand. Both the future capital dredging and maintenance dredging are essential to this equation, to meet international shipping trends of larger vessels and ensure that New Zealand will maintain its competitiveness internationally.

Without maintenance dredging, the continued operation of the Port of Tauranga would not be possible and that would bring significant economic implications for the national economy. The ability for maintenance dredging to enable the continued operation of the Port of Tauranga is of national significance.

In summary, both parts of this proposal have significant economic benefits at a national scale, and there are significant economic costs at a national scale if consent cannot be obtained for the proposal.

Will the project support primary industries, including aquaculture?

Yes

Please explain your answer here:

The Port of Tauranga is an important gateway for primary industries, in particular the kiwifruit, forestry and dairy industries. The continued operation and ability to cater for lower cost shipping on larger vessels not only supports current activities but ensure growth in existing or new industries is provided for.

Will the project support development of natural resources, including minerals and petroleum?

Yes

Please explain your answer here:



The Port of Tauranga supports the development of natural resources by providing a gateway for exports of natural resource products.

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

The proposed development ensures that Port of Tauranga will be able to accommodate larger ships. Larger ships offer the most carbon efficient mode of transport. An analysis has been undertaken comparing the carbon footprint for a container being shipped from China to Ports of Auckland and the Port of Tauranga, and emissions are significantly reduced when shipping to Tauranga occurs due to the larger vessel size.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

As a company operating the Port of Tauranga, POTL is recognised as a lifeline utility under the Civil Defence Emergency Management Act 2002 (Schedule 1, Part A). Lifeline utilities play a vital role in recovery from natural hazards, and have statutory duties such as the need to ensure the ability to function to the fullest possible extent, even though this may be at a reduced level, during and after an emergency. None the less without the ability to perform maintenance dredging to remove infill created by an earthquake or ash following a volcanic eruption the channels may not be navigable.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

The proposed Capital Dredging ensures that Port of Tauranga will be able to accommodate larger container vessels. Larger ships offer the most carbon efficient mode of transport. This is because the largest proportion of greenhouse gas emissions in New Zealand's container supply chain relates to the 'blue water' or ocean-going component of the cargo journey. Landside emissions from road or rail transport contribute only a small percentage of the total carbon emissions related to container imports and exports. Providing for bigger ships means less small vessel trips, which has the effect of lowering overall carbon emissions.

For example, Port of Tauranga regularly receives visits from vessels with capacity of around 9,500 TEUs. The carbon footprint for a 20 foot, 15 tonne dry container from Shanghai to Port of Tauranga on a ship of that size is smaller than the same box shipped from Shanghai to Auckland on a 4,500 TEU vessel, even when taking into account the transfer by rail between Tauranga and Auckland.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

A preliminary planning assessment of the project against the relevant statutory planning documents has been undertaken. Its conclusion is that it is possible for the reconsenting project to be advanced so that it is consistent with those documents, which are the:

- Bay of Plenty's Regional Policy Statement; and
- Bay of Plenty's Regional Coastal Environment Plan.

This advice was founded on the work that has been undertaken in the past, a recommendation that a series of experienced and respected experts be engaged to advise the Port on the reconsenting project and to help define the extent and nature of the activities that are proposed, and a recommendation that PoTL advance genuine and extensive engagement with Tangata Whenua and all potentially affected parties. PoTL has accepted the recommendations made in the preliminary planning assessment and is advancing the project in a considered manner. Initial advice from all of the experts has not identified any actual or potential fatal flaws, and work is now underway on completing the additional work that is needed to further define the proposal and to consider what effects can be avoided, and which have to be remedied or mitigated in order to both reflect the opinions of the experts, and to achieve the various requirements of the statutory planning framework.

While the nature and extent of the resource consents required for the reconsenting project to proceed can only be determined when the nature and extent of the proposal is finalised, an initial assessment of the applicable rules concluded that the proposed disturbance of the seabed and any associated discharges from the proposed maintenance dredging are likely to be a controlled activity in accordance with Rule PZ 5 of the RCP. The same advice highlighted that the reconsenting of the capital dredging is likely to be a discretionary activity under the RCP. The depositing of dredged material in the existing consented Spoil Disposal Sites is expected to be a discretionary activity in accordance with the RCP.

Anything else?

Please write your answer here:

POTL would like to emphasise that to date it has cost in excess of \$5m obtaining resource consent for its Stella Passage project, being a process that it began in 2018. The RMA process is extremely inefficient for critical infrastructure and PoTL seeks that the reconsenting of the dredging consents that

expire in 2027 be listed in the Fast-track Approvals Bill to make sure New Zealand's largest Port can plan for the future with certainty.

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

## Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

No

If yes, please explain:

Climate change has seen changes in weather patterns and frequency of severe storms. Having a long term maintenance dredging consent allows contracts to be in place that with future financial commitments guarantee a suitable dredge will be on the coast and available to respond when required.

## Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

The Port of Tauranga Limited places great importance on ensuring compliance with resource consents, District and Regional Plans and regulations. The Port's operation area is shared by many different parties, who all have a part to play when it comes to compliance with the numerous conditions across many consents that govern the Port's operations, monitoring and maintenance. POTL has a positive record of compliance with consent conditions, and compliance issues experienced in the past have typically related to minor incidents that have been quickly addressed. POTL has been issued with four abatement notices in its history, two of which were cancelled soon after issue. These low-level enforcement actions have always been promptly addressed to a high standard and no further action has been taken by the relevant local authority.

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## Declaration

Do you acknowledge your submission will be published on [environment.govt.nz](https://environment.govt.nz) if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Cory Lipinski

Important notes