



Greater East Tamaki
Business Association Inc.

7 June 2013

Ports of Auckland Limited
PO Box 1281
Auckland 1140
New Zealand

Ports of Auckland Development Proposals: Your Port – Your Say Consultation (May 2013)

Thank you for the opportunity to provide Feedback on the Ports of Auckland Development Proposals.

This Feedback is made on behalf of the Greater East Tamaki Business Association Inc, representing a significant number of heavy and light industrial businesses in the East Tamaki business area.¹

We have taken the opportunity to review the consultation materials provided on your website. In particular, we found the *Ports of Auckland Development Proposals (May 2013) PDD Interactive Consultation Document* informative.²

By way of response, our Feedback below follows the questions set out in the *Your Port – Your Say Survey*, which was appended to the *Ports of Auckland Development Proposals (May 2013) Document*³

Your Port – Your Say Survey

1. Our contact details

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2. Do you agree that the port will need to become more efficient and expand moderately as Auckland's population and freight demands grow?

Yes. GETBA agrees that the port will need to become more efficient and expand moderately as Auckland's population and freight demands grow.

¹ East Tamaki is a manufacturing and distribution hub of some 2,000 businesses located close to the southern motorway, airport and port in the Manukau/Howick wards of Auckland. The area generates \$3 billion to the New Zealand economy each year, \$19 million in rates, and 30,000 jobs (with projected jobs of 45,000 on completion of the Highbrook Business Park).

² http://www.poal.co.nz/about_us/PDD_interactive/index.html#2

³ http://www.poal.co.nz/about_us/PDD_interactive/index.html#4

3. Do you support the port's plan to become more efficient by consolidating container operations to the east and general cargo to the west?

Yes. GETBA supports the port's plan to become more efficient by consolidating container operations to the east and general cargo to the west.

4. Do you think Captain Cook and Marsden wharves should be opened up for public access at some point in the future?

GETBA believes the people of Auckland are now well served with public open space along the city waterfront, particularly with the new developments in the North Wharf/Viaduct area and that the remaining port area should be utilised primarily for productive economic activities.

Nonetheless, we understand that your recommended Option 2 in the current *Ports of Auckland Development Proposals* allows for Captain Cook and Marsden wharves to be opened up for public access at some point in the future. We agree with this proposal as long as productive economic activities at the port are not undermined,.

5. Do you agree with our idea of creating a 'sub zone' within the port precinct to signal the northern reclamation limit?

We understand that this issue relates to decisions that need to be made now. The *Ports of Auckland Development Proposals* document says that what we need to think about now is the port zone. The port zone is the area set aside for port activities and where POAL is allowed to apply for resource consent for reclamation.

Your new proposal Option 2 shows where you think the boundary is of the smallest port you can build that will meet future demand. It shows, in effect, where the reclamation boundary can be drawn. Based on this, you are proposing that the Council redraw the port zone as shown on page 20 of the *Ports of Auckland Development Proposals* (May 2013) PDD Interactive Consultation Document. Your proposal is to create a 'sub zone' which sets a limit on how far north the port can expand but allows it to continue operations.

GETBA agrees with your idea of creating a 'sub zone' within the port precinct to signal the northern reclamation limit.

6. Do you agree that Bledisloe wharf should be extended so that it can accommodate large ocean liners such as the Queen Mary 2, which don't fit at Queens Wharf?

We understand that one of the concerns with the current configuration of the ports is that Queens Wharf cannot accommodate large ocean liners such as the Queen Mary 2.

Part of your new proposal Option 2, is for Bledisloe wharf to be extended so that it can accommodate large ocean liners such as the Queen Mary 2.

GETBA accepts that the extension of Bledisloe wharf as proposed this is the best option for accommodating large ocean liners.

7. Do you agree with our proposal not to have berths facing Devonport on Bledisloe wharf?

We understand that one of the concerns with the 'old' or 'existing plans' is that there are berths facing Devonport on Bledisloe wharf.

An element of your new proposal Option 2, is that there will be no berths facing Devonport on Bledisloe wharf. GETBA accepts this element of the Option 2 proposal.

8. Which of the two expansion options put forward by Ports of Auckland do you prefer? Option 1 (Retain Captain Cooks Wharf); Option 2 (Release Captain Cook Wharf for public use); the port should look at different ways to expand; the port should never expand.

GETBA supports your recommended Option 2 (Release Captain Cook Wharf for public use).

9. Overall, do you think the port's proposals for greater efficiency and less expansion are heading in the right direction?

GETBA agrees that the port's proposals for greater efficiency and less expansion are heading in the right direction.

10. Do you have any other thoughts on the future of Auckland's port?

As previously submitted with regard to the draft Auckland Plan, GETBA says be wary of grandiose plans that do not have economic activity at their heart. Cruise ship areas will need to retain usability in the seven months that the majority of cruise ships are in the Northern Hemisphere.⁴

The Port of Auckland is by far the highest value port in New Zealand and for the sake of the country needs to remain so. Ports of Auckland is New Zealand's largest and most important seaport, handling 37% of the country's total seaport trade, and 31% of trade across all ports, including airports. Approximately \$26.4 billion of trade passes through Ports of Auckland (POAL) each year made up of \$9.6 billion of exports and \$16.8 billion of imports. By value, POAL is New Zealand's largest port for both imports and exports. Of imports through the Ports, 90% is destined for an area within a 35km radius of the Ports.

Proposals for a cruise ship terminal and enhanced use of the waterfront for tourism need to be critiqued in the light of facts: 1. Cruise ships come to New Zealand predominantly during a five month window (November to March) so a terminal needs to be primarily available for that period. 2. Tourism is a low return, low-wage business and is highly susceptible to disruption from external events (plague, earthquakes, volcanic eruptions and terrorism are recent examples). It would be irresponsible to make plans for the Ports of Auckland with that at its centre.⁵

⁴ Submission to the draft Auckland Plan from the Greater East Tamaki Business Association Inc. (GETBA)

<http://www.getba.org.nz/advocacy/getba-submissions/>

⁵ The Auckland Plan Discussion Document: a response from the Greater East Tamaki Business Association Inc. (GETBA)

http://www.getba.org.nz/site/assets/File/GETBA_response_to_Auckland_Plan_Discussion_Document.pdf