



# **RESOURCE MANAGEMENT COMMITTEE**

## **THE WEST COAST REGIONAL COUNCIL**

Notice is hereby given that a meeting of the **RESOURCE MANAGEMENT COMMITTEE** will be held in the Offices of the West Coast Regional Council, 388 Main South Road, Paroa, Greymouth on **Tuesday, 14<sup>th</sup> June 2011**

**B.CHINN**  
CHAIRPERSON

M. MEEHAN  
Planning and Environmental Manager  
C. DALL  
Consents and Compliance Manager

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**THE WEST COAST REGIONAL COUNCIL****MINUTES OF THE MEETING OF THE RESOURCE MANAGEMENT COMMITTEE  
HELD ON 10 MAY 2011 AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL,  
388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 10.30 A.M.****PRESENT:**

B. Chinn (Chairman), R. Scarlett, D. Davidson, A. Robb, A. Birchfield, T. Archer, I. Cummings, T. Scott, F. Tumahai

**IN ATTENDANCE:**

C. Ingle (Chief Executive Officer), M. Meehan (Planning & Environmental Manager), C. Dall (Consents & Compliance Manager), R. Mallinson (Corporate Services Manager), T. Jellyman (Minutes Clerk)

**1. APOLOGIES**

There were no apologies.

**2. PUBLIC FORUM**

There was no public forum.

**3. MINUTES**

T. Scott drew attention to two missing words on page 2 of the minutes. The sentence should have read, "following the February earthquake in Christchurch". It was agreed that "earthquake in" would be added to this sentence. (see April minutes for the handwritten addition of these two words).

**Moved** (Archer / Scarlett) *that the minutes of the previous Resource Management Committee meeting dated 12 April 2011, be confirmed as correct, with the correction included.*

*Carried*

**Matters Arising**

There were no matters arising.

**4. CHAIRMAN'S REPORT**

Cr Chinn stated that he has nothing to report this month.

**5. REPORTS****5.1 PLANNING AND ENVIRONMENTAL GROUP****5.1.1 PLANNING & ENVIRONMENTAL MANAGER'S MONTHLY REPORT**

M. Meehan spoke to this report advising that planners have met in Wellington for caucusing for the Wetlands Appeal. He advised that a joint statement is being drafted and is due for completion on the 20<sup>th</sup> of May. The Environment Court date is now the 1<sup>st</sup> of August 2011.

M. Meehan reported that council has made a submission on the National Policy Statement on Indigenous Biodiversity which is attached to his report.

M. Meehan reported that a successful application for \$60,000 has been made to the Biodiversity Fund for fencing and planting at Lake Poerua. M. Meehan advised that further projects are being looked at for the Lake Brunner catchment. He stated that a good response was received from the article in the newsletter advising that council can provide assistance to other ratepayers to help them to access the Biodiversity Fund.

M. Meehan reported that the Marine and Coastal Area Bill has passed its final reading and will soon become law. The Bill will have little impact owners of coastal land on the West Coast; private freehold title landowners will be unaffected. M. Meehan advised that current consents, leases licences and permits will also continue unaffected. He advised that renewed or new consent applications would only be affected if customary title were sought for that particular area. M. Meehan advised that this has been discussed with Makaawhio but there has not been a response from Ngati Waewae on this matter.

M. Meehan reported that the National Policy Statement on Renewable Electricity Generation will come into effect on the 13<sup>th</sup> of May. M. Meehan advised that planning staff are working through what changes will be necessary as it is likely that changes will need to be made to the Regional Policy Statement and to our Plans.

M. Meehan reported that the National Policy Statement for Freshwater Management has now been released. He advised that council made a submission on this policy statement and it is looking as though there will be additional costs to council for monitoring and further plan changes. M. Meehan stated that Government is looking to target catchments and is looking to regional councils to set numerical water quality standards in each catchment, which could affect future consent applications. M. Meehan advised that a staff report would be provided for the next meeting on the potential implications on this NPS.

M. Meehan reported that funding has been received from Envirolink for new projects in Lake Brunner. M. Meehan reported that staff are working on the State of Environment report which is due on the 30<sup>th</sup> of June.

M. Meehan reported that the Waiho River is again causing issues with flood warning but it has not been as bad this month as previous months. He advised that council has commissioned a report into the longterm strategy for flood protection in the Waiho River.

T. Scott asked if the NPS for Freshwater Management has been released yet. C. Ingle responded that the NPS was released yesterday. The basic points are that it comes into effect on the 1<sup>st</sup> of July, it is based on the previous NPS that Council submitted on but the Minister has taken out some of the more controversial objectives and policies that would have made things difficult. The main costs would fall on regional councils. He stated that the new NPS is quite directive and tells councils what they must do and gives timeframes for changing regional plans which is about three or four years. Cr Archer asked C. Ingle if the original proposal for the NPS was to address and require to monitor and undertake study on every river to determine the quantity and quality of water is still in place. C. Ingle responded that he is yet to look into the detail but this matter is something that council may wish to speak to the Minister about when he visits on the 26<sup>th</sup> of May. C. Ingle stated that should this council be required to do three or four times the amount of monitoring and planning for the level of issues that we have with water quality then this would be an inefficient use of resources. Cr Archer asked M. Meehan if the NPS on Renewable Electricity Generation is retrospective from the point of view of current consents that are before the Environment Court, and are these consents before a decision is made, required to take into account the new NPS. C. Dall responded that the new NPS would need to be taken into account under Section 104, 1C of The Act. Cr Archer asked if there are any internal proposals and financial ramifications for compliance with the requirements of meeting the NPS being considered. M. Meehan responded that changes would be required for the Regional Policy Statement and the Land and Water Plan. Cr Archer asked if financial ramifications would need to be addressed for the Annual Plan and for the new financial year. M. Meehan responded that changes would not be required until May 2013, he stated that the Regional Policy Statement review would be held as a matter of course. C. Ingle advised that council's plans have already gone some way in this direction to enable small scale hydro schemes to go ahead although the plans had not gone as far as having a permitted activity rule for small scale schemes. He feels that this NPS is about encouraging council to carry on in the direction that they are going in.

Cr Chinn asked councillors for their opinions on the submission on the Proposed National Policy Statement on Indigenous Biodiversity. Cr Scarlett stated that this is a very good submission and that staff should be congratulated on putting forward such a good submission. Cr Archer concurred with Cr Scarlett. Cr Archer asked if there was any likelihood of the success with the acceptance of the proposal to get a directive to protect at least 30% of wetland types that have fallen below threshold. Cr Archer stated he supports the general principle and concept as it allows for the regeneration of these wetland types throughout the country. C. Ingle stated that

he feels it is possible, as wetlands is a big part of the NPS for Freshwater Management as well, and the important function of large wetlands in drier regions where they maintain the base flows of rivers. He advised that wetlands are being looked at from a multifaceted perspective and it may be that in the interests of irrigation and land use in the future that the enhancement of wetlands is promoted quite strongly in other regions. C. Ingle stated that the Biodiversity NPS on wetlands did not have its thinking very clear on wetlands as there had not been enough research and homework put in. C. Ingle feels that our detailed submission could provide an opportunity to influence the final decision on this NPS. Cr Archer stated that if the status quo is to remain unchanged then the West Coast is going to continue to be the conservation conscience of New Zealand and we will be required to provide all the wetlands for the whole country. T. Scott stated that he feels there needs to be very tight controls on how wetlands are managed. C. Ingle reminded T. Scott that this council is currently going through a series of court cases to establish this. T. Scott expressed his disappointment that DoC is criticised in the submission. Cr Davidson stated that the DoC has a major impact on the West Coast with 83% of the West Coast being in the conservation estate and 30,000 people are trying to survive on the rest of the land. Cr Archer stated that the DoC and other likeminded people, make submissions on consents based on their perceptions and do not take into account the statutory requirements of the RMA as they address conservation and not matters such as the economic, social or cultural matters. Cr Archer stated that in future commissioners might ask these submitters what consideration they have given to these matters when making their submissions.

Cr Birchfield asked if consents applications could be processed if there is a customary title in the area relating to the Marine and Coastal Area Bill. M. Meehan responded that both Makaawhio and Ngati Waewae were approached to get an indication on whether there are any customary titles sought in the areas on the West Coast. Makaawhio indicated that this matter is not on their horizon and Ngati Waewae is yet to respond. Cr Birchfield asked for further clarification on what avoiding reverse sensitivity effects on consented and existing generation activities means in relation to the NPS on Renewable Electricity Generation. Cr Archer gave an example of reverse sensitivity, where development is allowed in a rural area, that development occurs and then a person then moves into the area and then doesn't like what they encounter (e.g. rural smells and noise).

C. Ingle advised that he applied the Council seal on the \$60,000 Biodiversity Funding grant which council now has to administer.

**Moved** (Scarlett / Robb) *that this report is received.*

*Carried*

### 5.1.2 CIVIL DEFENCE & REGIONAL TRANSPORT REPORT

C. Ingle spoke to this report advising that work is progressing well with the Weather Radar. C. Ingle reported that a further funding application is being made to the Resilience Fund for an opinion survey on the community's attitude towards preparedness. C. Ingle advised that staff have investigated the policy on government financial support in recovery from Civil Defence Emergency Management events as we may be able to use this fund to assist with the various recovery work that has occurred following the December 28<sup>th</sup> floods. This could include the proposal for works in the Saltwater Creek / New River catchments which possibly could be part funded by civil defence funding. C. Ingle advised that this funding opportunity is being pursued. C. Ingle reported that the hearing for the Regional Land Transport Strategy is scheduled for the 17<sup>th</sup> of May and will be chaired by Cr Chinn. C. Ingle advised that there would be a Regional Land Transport Committee meeting on the 27<sup>th</sup> of May to ratify the decisions made at the hearing and to finalise the Regional Land Transport Strategy for the next few years. C. Ingle reported that the Minister is currently working on a GPS for Land Transport Funding. He advised that it is unlikely that there will be any significant impact on the programmes on the West Coast.

Cr Archer advised that management from Buller District Council requested that he pass on how very impressed they had been with the Regional Council's response to the Christchurch earthquake and in particular the quick and timely sharing of information to other councils. M. Meehan in particular was mentioned for his good work.

Cr Cummings asked if there has been any contribution from NZTA for the works at Saltwater Creek. M. Meehan responded that there will be a contribution and NZTA is contributing to the current work that the district council is carrying out.

Cr Chinn asked if the funding being applied for from Civil Defence could be used for private works that have sustained flood damage. C. Ingle responded that the government criteria state that it

has to be council owned infrastructure, and the proposed new protection works at Saltwater Creek / New River would need to apply for special policy.

Cr Davidson asked if we now have adequate radio communications to cope in a civil defence emergency should there be a major disaster. C. Ingle responded that the satellite dishes give councils a large amount of comfort even if telephones and cell phone towers are down. Cr Davidson stated that he does not feel that there is sufficient energy and fuels or storage on the West Coast. He feels that should there be a major disaster fuel is going to be a high priority. Cr Birchfield stated that there is difficulty with fuel supply at the moment and should there be an earthquake we would run out within a few days. Further discussion took place on fuel availability and fuel storage on the West Coast. Cr Davidson feels that fuel storage should be a high priority for civil defence. C. Ingle advised that the Lifelines Group who is part of Civil Defence put out a study on fuel storage on the West Coast but he noted that it was difficult to get information from these who have fuel storage capacity. Cr Davidson requested that a report on fuel storage on the West Coast is brought to the next meeting.

**Moved** (Scarlett / Cummings) *that the Council receive this report.*

*Carried*

## 5.2 CONSENTS AND COMPLIANCE GROUP

### 5.2.1 CONSENTS MONTHLY REPORT

C. Dall spoke to this report advising that the main issues during the reporting period have been the granting of a limited notified resource consent for a large treatment dam on the Stockton Plateau relating to Solid Energy's Ltd Stockton Coal Mine. C. Dall advised that this area is upstream of the consents that were granted for Hydro Developments Ltd operations. Cr Birchfield asked if HDL Ltd is ready to go. D. Dall responded that HDL's consents were confirmed in the Environment Court and they can now be implemented.

C. Dall reported that he has been busy collating information for the Royal Commission on the Pike River Coal Mine tragedy.

**Moved** (Archer / Robb) *that the May 2011 Consents report be received.*

*Carried*

### 5.2.2 COMPLIANCE & ENFORCEMENT MONTHLY REPORT

C. Dall spoke to this report advising that staff are continuing with dairy effluent inspections. He drew attention to a number of infringement notices that have been issued to farms who have not completed remedial work as requested by council previously.

C. Dall reported that there continues to be an increase in alluvial gold mining operations around the region with some issues being identified in relation to water management.

C. Dall advised that he has one change to his report, which relates to a bond release for RC07186, the bond holder is DH Mining Ltd. C. Dall proposes that the release of the bond is recommended once a replacement bond for the same amount has been lodged with the council. This bond release is expected this week.

**Moved** (Archer / Scarlett)

1. *That the May 2011 report of the Compliance Group be received.*
2. *That Council release the bond for RC07186 held by DH Mining Ltd once a replacement bond for \$6,000 has been lodged with Council.*

*Carried*

Cr Scarlett asked C. Dall for further information on site visits, under the activity heading, where the complaint response of six visits and 100% fully compliant rate. Cr Scarlett assumes there were six complaints and every one of these complaints was found to be compliant. C. Dall responded that sometimes a complaint is received and upon investigation it is found that an activity is happening but it may be complying with the relevant rules, or it may have stopped by the time the officer arrives on site. C. Dall advised that the term "compliant" means that at the time of inspection, staff did not find any non-compliance with the relevant rules or resource

consent conditions. T. Scott asked if resource consents are available to complainants. C. Dall advised that resource consents are readily available to anyone who requests them. Cr Birchfield noted the standard two complaints received in the Stafford area.

## 6.0 GENERAL BUSINESS

There was no general business.

The meeting closed at 11.14 a.m.

.....  
Chairman

.....  
Date



**THE WEST COAST REGIONAL COUNCIL**

Prepared for: Council Meeting – 14 June 2011  
 Prepared by: Michael Meehan – Planning & Environmental Manager  
 Date: 3 June 2011

**Subject: PLANNING & ENVIRONMENTAL MANAGER'S MONTHLY REPORT**

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**PLANNING**Wetlands – Variation 2

The time period within which Council was to hold hearings and release decisions on Variation 2 has been extended pursuant to section 37(1) of the Resource Management Act. The Council was required to release decisions by 17 July 2011. However, the time period has been extended for a further two years, to 17 July 2013.

The extension was required to enable the resolution of the outstanding appeals on Variation 1 before progressing with hearings on Variation 2 and the release of decisions. It is likely that through the appeals process there will be amendments to the policy framework and approach and it is considered to be more appropriate to hear submitters once the appeals have been resolved and the policy framework is more certain.

Environmental Protection Authority Act

The Environmental Protection Authority Act was passed by Parliament on 11 May 2011. This Act establishes a new Environmental Protection Authority (EPA) as a standalone crown agent from 1 July 2011.

National Policy Statement for Freshwater Management

The Minister for the Environment has released the National Policy Statement (NPS) for Freshwater Management. The NPS has effect from 1 July 2011. Staff are still assessing the NPS and its requirements.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

Cabinet has recently approved the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES). This is the first national control on soil contamination since the RMA was enacted, and it requires district councils to control land use changes, subdivision, and disturbance of soil affected or potentially affected by contaminants (this Council did not submit on the Proposed NES). The final regulations are still to be drafted, but the main features of the NES include:

- A set of soil contaminant values (SCVs (health)) for twelve soil contaminants, with lower acceptable contaminant thresholds than what was originally proposed;
- Requirement for a site-specific SCV (health) where use of contaminated land will result in greater human exposure to contaminants than for one of the five generic land use scenarios;
- Permitted and controlled activity statuses will apply where the contaminant levels are below SCVs, which is proved by the provision from the land developer of a site investigation report to the consent authority.
- Subject to meeting the SCV's, the removal of underground petroleum storage systems, small scale (25 m<sup>3</sup>), and temporary soil disturbance activities (1 month duration), including subsurface investigations, are permitted activities;
- For other activities, development of land where the risk to human health from soil contamination does not exceed the SCV (health) for the intended land use is a controlled activity;
- If soil contaminant concentrations exceed SCVs (health), the development will be classed as restricted discretionary.

The Environment Minister expects the NES to take effect on 1 September 2011.

New EEZ and ECS legislation

Cabinet has approved an Exclusive Economic Zone (EEZ) and Extended Continental Shelf (ECS) environmental effects policy, and has agreed to begin development of environmental effects legislation for the EEZ and ECS. Fishing and shipping are already regulated in the EEZ, so the proposed legislation will not override these existing controls. The EEZ legislation aims to manage the adverse environmental effects of currently unregulated activities in the EEZ and ECS, including:

- the construction of petroleum platforms
- seabed mining
- aquaculture structures
- carbon capture and storage
- marine energy generation structures

Legislation will allow the classification of activities or effects as permitted, discretionary, or prohibited depending on the degree of adverse effects. The Environmental Protection Authority (EPA) will consider and approve or decline consent applications under the new legislation.

It is expected that a bill will be introduced to Parliament before the end of 2011.

## RESOURCE SCIENCE

Council has completed the autumn round of sampling for surface water quality monitoring, and will commence the winter season sampling. Monthly sampling at Lake Brunner continues, with the addition of some further tests: absorbance measurements are being made monthly in the main tributaries and the lake to establish levels of coloured dissolve organic matter, or CDOM (the brown tea staining colouration). CDOM has increased over the last 10 years, reducing clarity along with nutrient driven phytoplankton growth. Additional monthly profiles are collected that measure the ratio between vertical light attenuation and back scattering to get a better handle on optical properties of the lake and how they affect phytoplankton growth. Increased phytoplankton growth in response to nutrient increases leads to reduced clarity in summer.

The first draft of the 2011 Surface Water Quality SoE report has been completed, and this is to be reviewed in-house and externally this month.

Resource science are undertaking detailed investigation of the Blackball Mine discharge with the initial goal of determining if there are any feasible ways of remediating the discharge and lessening its negative impact on water quality in Ford Creek. Guidance from CRL using Envirolink funding has been instrumental in making this happen, and is anticipated to be used in the near future to assess possible options.

### Flood Warning

Heavy rain fell on the West Coast on 25/26 May, caused by a large moist frontal system stalling over the Northern South Island. There were several large rainfall totals in Greymouth with 70mm in 3 hours and 123mm in 24 hours recorded. The heavy rain was mainly coastal, with lesser amounts recorded in the mid/upper catchment.

Site	Time of peak	Peak level	Warning Issued	Alarm threshold
Buller River @ Te Kuha	26/5/2011 04:50	9055mm	26/5/2011 00:00	7400mm
Grey River @ Dobson	25/5/2011 19:30	3661mm	25/5/2011 17:00	3400mm
Waiho River @ SH Br	25/5/2011 02:45	7203mm	25/5/2011 02:30	6900mm

### **Site Upgrades**

The Styx River at Mount Browning rainfall site upgrade has been completed. This is part of an ongoing tidy up of our mountain rainfall sites. A new tower was installed 100m from the old site. The existing rainfall site will be run along side the new site for 6 months and then removed. The removed site can then be redeployed elsewhere in the region.

**Flood Report 27/28 December 2010 weather event:**

Attached to the Council papers is the report into the 27/28 December 2010 weather event. This report provides information in regard to rainfall, river levels, flood damage and also provides a community comment.

**RECOMMENDATION**

*That this report, and the December 2010 flood report are received.*

Michael Meehan

**Planning & Environmental Manager**

**THE WEST COAST REGIONAL COUNCIL**

Prepared for: Resource Management Committee Meeting – 14 June 2011  
 Prepared by: Nichola Costley – Regional Planner  
 Subject: **CIVIL DEFENCE & REGIONAL TRANSPORT REPORT**

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**Civil Defence Emergency Management Update**

Welfare Advisory Group

Membership on the West Coast Welfare Advisory Group (WAG) has been reviewed in order to better align the roles of the Group and Local Welfare Committees. The Welfare Advisory Group met on 1 June in its new form. Key Agenda items included:

- Structure of Welfare on the West Coast

The WAG is considered to be primarily involved in pre-event planning now that they are supported by Local Welfare Committees which have been set up in each District. The consolidation of the WAG is to reduce duplicating roles at both a Local and Group level.

- WAG work programme

The work programme for the WAG includes training through the Coordinated Incident Management System (CIMS), linking in with District Council exercises in the National Tsunami Exercise in November 2011, and review of the local arrangements. Review of the Group Welfare Plan has been put on hold until the reports and reviews following the Canterbury and Christchurch earthquakes have been released.

- Red Cross national structure and direction of response teams

There has been a change in the operational focus of Red Cross. A Strategic Plan will be released for consultation shortly. The intent is to provide for more of a humanitarian role in the response to events. More resources will also be put on standby for deployment, including specific resources located on the West Coast to assist with rapid set up of welfare centres.

- Debrief on Christchurch earthquake welfare response on the West Coast

While there was a limited response undertaken to support displaced people from Christchurch following the event in February, the WAG identified several areas for future improvement.

West Coast Engineering Lifelines Group

The West Coast Engineering Lifelines Group met on 2 June. The Lifelines Group heard presentations from those involved in the February Christchurch earthquake response. A number of follow-up actions were identified by the Lifeline organizations present. The presentations emphasised the importance of resilience action being undertaken pre-event.

**Regional Transport Update**

Regional Transport Committee

The Regional Transport Committee (RTC) met on 27 May 2011. The RTC has endorsed the Regional Land Transport Strategy (RLTS) which is now to be adopted by the Regional Council. This is the subject of a separate Council Meeting Paper.

Other items on the Agenda included:

- Draft Regional Land Transport Programme - (RLTP)

Every three years, each RTC must prepare a RLTP on behalf of the Regional Council. The RLTP is used to inform the National Land Transport Programme. The current RLTP covers a period from July 2009 until June 2012. Therefore, the RLTP requires reviewing to provide guidance from July 2012 until June 2015. The RTC has agreed with using the transport priorities developed in the RLTS. A timeline of key tasks was also ratified by the RTC for the development and consultation of the RLTP. The final submission date is 31 May 2012.

- Mingha Bluff to Rough Creek Realignment

The NZ Transport Agency released consultation material on the realignment of Mingha Bluff to Rough Creek in May 2011. Cr. Paul Berry (Grey District Council) attended the community open day in Arthurs Pass and found that the buy in from the associated organisations was excellent. The project is on a section of State Highway 73 that the Council has been concerned about for many years. A submission supporting the project was made on behalf of the RTC and the Council by the closing date of 3 June.

- Taramakau Bridge and provision for walkers and cyclists

With the development of the Westland Wilderness Cycle Trail the RTC raised concern for the increased numbers of walkers and cyclists expected to have to use the single lane road rail bridge at the Taramakau River. The RTC felt that provision for their safe crossing was possible through a clip-on to the current bridge. A letter is to be sent to the NZ Transport Agency addressing this concern and seeking feedback on possible solutions.

#### Regional Transport Committee Membership

Francois Tumahai of Te Runanga o Ngati Waewae has been nominated as the cultural representative on the RTC. Terry Scott of Te Runanga o Makaawhio has been put forward as the alternate.

#### Total Mobility

Over past years Council has been required by the NZ Transport Agency to undertake an annual report on the Total Mobility programme on the West Coast. The survey measures satisfaction of the service. The services in the region have provided a consistently high level of satisfaction and many users comment on how appreciative they are to access such service.

Due to the size of the scheme on the West Coast and past levels of satisfaction, a two-yearly survey is considered more appropriate for the region. The two-yearly reporting would reduce the time required to administer the programme.

However, the 10/11 Annual Plan requires surveying of user satisfaction before July 2011. Staff consider the survey to be unnecessary and should be deferred to next year. The change to two-yearly reporting would mean that this performance would not be measured for the 2010/11 year.

### **RECOMMENDATION**

1. *That Council accept the nomination to the RTC of the Te Runanga o Ngati Waewae representative, and Te Runanga o Makaawhio alternate, on the Council's Regional Transport Committee.*
2. *That Council move to two-yearly surveying on total mobility satisfaction, and defer the annual plan reporting requirements for 2010/11 until 2011/12.*

Chris Ingle  
Chief Executive

## **THE WEST COAST REGIONAL COUNCIL**

Prepared for: Resource Management Committee Meeting  
Prepared by: Chris Ingle – Chief Executive  
Date: 2 June 2011  
Subject: **Civil Defence – Fuel Report**

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### **Background**

At the last Council meeting, Councillors requested a report on fuel storage on the west coast and fuel supply arrangements for the West Coast in the case of an emergency situation, such as a major earthquake.

### **2008 Fuel Study**

Please find attached a copy of the 2008 fuel study. Although the study is now three years old, not a lot has changed in the circumstances around fuel transport, storage, supply and demand.

Most of the follow-up actions at the back of the report have been attended to, with some still ongoing.

### **RECOMMENDATION**

*That this report be received.*

Chris Ingle  
Chief Executive



# Fuel Storage on the West Coast

Prepared for the  
West Coast Coordinating Executive Group  
and  
West Coast Engineering Lifelines Group

May 2008

Public Version

## Executive Summary

Fuel has been identified by the West Coast Engineering Lifelines Group (WCELG) and West Coast Coordinating Executive Group (CEG) as the most important resource to assist with response and recovery in a major event. Initial information indicates that there are a number of companies and farms that have various capacities of fuel storage on their properties. To date, this information had not been collated in a format that detailed locations or contacts to be used in an emergency response.

The following report provides a 'quick and dirty' summary regarding fuel storage on the West Coast. A response rate of 81% was achieved with contributions from national fuel providers, service stations, major industry, a sector of the farming community (Landcorp farms), and helicopter businesses.

There are four main distributors, or transporters, of fuel to the West Coast. Primarily fuel is transported via Arthurs Pass, with some fuel from Nelson via the Upper Buller Gorge or Lewis Pass.

In the event of a major Alpine Fault Earthquake, transportation routes will be severely affected. A number of alternative measures for transporting fuel have been identified including through the ports by barge, naval ship and local fishing vessels, by air with the use of helicopters, and storage options available once here.

Survey respondents have provided information regarding the quantity of fuel stocks they have on site. There is a range of quantities held by industry throughout the region. Service stations appear to be refueled approximately 2-3 days with industry tanks refueled anywhere between 2-3 days to 4-6 months.

Only 4 service stations are able to access fuel in the event of a long-term power outage. 38 industry respondents indicated they could access their supplies in such circumstances. 39 industry respondents had access to mobile fuel equipment. Primarily mobile fuel equipment included trailer tankers or mobile tanks.

There has been little hazard assessment undertaken on fuel storage sites. This was in particular regard to an MMVII or greater earthquake. Answers provided by respondents related to all types of hazards. Several organisations are planning to undertake some form of hazard assessment in the future.

Only 2 service stations had some form of pre-catastrophic event agreement in place. The national fuel companies and distributors had limited arrangements in place.

It is recommended that future action from the WCELG and CEG include developing local arrangements with the service stations and the preferred receivers of fuel in emergencies, and developing arrangements to assist service stations with being able to access fuel during an event (through procurement of generators etc). The West Coast CDEM Group will need to continue to push for arrangements and contingencies to be developed between MCDEM and the national fuel companies to ensure the supply of fuel, by whatever means available, in the case of an event the size of an Alpine Fault Earthquake.



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## **1. Introduction**

### **1.1 Background to the Report**

Fuel has been identified by the West Coast Engineering Lifelines Group (WCELG) and West Coast Coordinating Executive Group (CEG) as the most important resource to assist with response and recovery in a major event. An Alpine Fault Earthquake, identified as the number one hazard in the West Coast CDEM Group Plan, will result in normal supply routes disrupted for many weeks, if not months. The West Coast operates on a just in time delivery system, with extremely limited storage capacity available.

With fuel, in particular diesel, av-gas, and jet fuel in highest demand in a response and recovery operation, a Fuel Storage Study was proposed in November 2007 to identify all possible forms of fuel storage on the West Coast. This information would assist Lifelines and response agencies to be able to continue their operations when supply lines into the West Coast are disrupted. Additionally, providing information at a local level ensures that even if intraregional routes are disrupted through washed out bridges or landslides, fuel can be accessed from local sources. An application was made to the EQC and the Ministry of Civil Defence and Emergency Management for funding to undertake the research, of which both were successful. Information was also provided from West Coast Engineering Lifeline members.

The information contained within this report was primarily gathered by a Research Assistant employed by the West Coast Regional Council through a mail out mail back survey. Organisations identified as having fuel storage facilities including but not limited to service stations, contractors, a selection of farmers, mining companies, sawmills, and helicopter businesses were contacted. A total of 105 surveys were sent out. The initial response rate was 53%. Following this telephone contact was made with non-responders to ensure a comprehensive data set was obtained. The final response rate was 81% (85 from 105).

A request was also made in the West Coast Regional Council rates newsletter for voluntary information to be provided by any person who had stocks of over 500 litres of fuel who had not already been contacted through the survey process. No further information was received through this approach.

Due to privacy laws, the local distribution companies were unable to provide a breakdown of the amount of fuel provided to individual customers within the region.

### **1.2 Scope of the Report**

There were five components to the proposed Fuel Storage Study, which provided the scope for the research. These included:

- Fuel transportation
- Fuel storage;
- Access to stored fuel resources;
- Risk to storage facilities; and,
- Communicating with agencies/individuals at a national, regional and local basis.

Each of these five components are detailed below and form a section of this report.

### 1.2.1 Fuel transportation

- Collate information on the volume of petroleum transported into the West Coast region, and transportation routes.
- Identify other methods of transporting fuel supplies into the West Coast following the disruption of the major supply.

### 1.2.2 Fuel Storage

- Define the nature and location of current petroleum storage on the West Coast, tank (above and below ground) design, and in the type and amount of petroleum product storage, and nature of storage (details of storage tanks from ERMA and HAZNO register).
- Classification of petroleum products based on their type.
- Identify who the petroleum companies supply over 500 liters of fuel to.
- Assess whether fuel used for locomotives/ships can be used for other equipment, and identify average fuel capacity for them, and current fuel storage and capacity.

### 1.2.3 Access to stored fuel resources

- Identify methods of fuel dispensing (i.e. electricity or gravity fed), and if it is possible to obtain fuel from storage tanks without electrical power.
- Identify the locations of manual mobile fuel dispensing equipment (fuel pumps, mobile tankers) at the bulk fuel installations and major organisation users (e.g. Solid Energy).

### 1.2.4 Risk to storage facilities

- Determine whether an assessment of the vulnerability of storage facilities to natural and technological hazards, particularly for an MMVIII or greater, has been undertaken, or whether future work on this is anticipated for selected sites including petrol stations in Haast, Fox, Franz Josef, Whataroa, and Hari Hari.
- Identify which petrol stations have a pre-catastrophic event agreement in place to ensure supply during an emergency.
- Collect and compile the petroleum storage and natural and technological hazard information available.

### 1.2.5 Communicating with agencies/individuals at a national, regional and local basis

- Identify national/regional arrangements petrol companies have during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies and to report to the CDEM Group Controller.
- Establish contact database for fuel storage sites identified in 2.1.

**Note:** This is an information gathering study only, not an analysis on risk assessment etc.

## 2. Fuel Transportation

This section details how fuel is currently transported to the West Coast and also identifies alternative options for transporting fuel should the normal access routes via the state highways are non-operational.

### 2.1 Current transport routes and quantities

Information gathered indicates that fuel stocks are replenished almost daily on a consistent just-in-time delivery process. This is transported primarily from Christchurch, via Arthurs Pass, with smaller quantities transported from Nelson via the Shanandoah. The major fuel companies use independent distributors to transport the fuel who deliver to both service stations and individual organisations. Quantities of fuel transported to the West Coast are summarised in Table 1.

**Table 1: Volumes of Fuel Transported to the West Coast and Transport Routes Used**

TYPE	VOLUME (000'sL/mth)	Arthurs Pass	Lewis Pass	Shanandoah /Rahu	Haast Pass
Petrol	2125 – 2399				
Diesel	3982 – 4156				
Jet A1	90 – 100	57%	11%	30%	2%
Av Gas	37.5 – 47.5				
Kero	49 – 74				

All distributors indicate that they are transporting fuel on either a daily or every second day basis. Aratuna Freighters indicated that over winter, fuel demands reduce slightly for the farming industry.

Some fuel transported from Nelson is brought through the Lewis Pass as opposed to the Shanandoah. Discussions with the distributors has indicated that this is due to the Lewis Pass being easier for the trucks and tanker units than the Shanandoah section of State Highway 6. Transporting over the Lewis Pass takes approximately the same amount of time as coming through the Shanandoah on State Highway 6.

### 2.2 Alternative Transport Options

It is plausible to expect that the normal transport routes into the West Coast will be disrupted in a major event such as an Alpine Fault Earthquake. The West Coast Engineering Lifelines Report (Dewhirst, et al 2006) estimated that access via:

- Road:
  - State Highway 6 - Buller Gorge (including upper and lower) to Westport, Greymouth and Hokitika would take 6 days (emergency vehicles only) to reinstate;
  - State Highway 7 - Lewis Pass would take 16 days to reinstate;
  - State Highway 73 - Arthurs Pass reestablished after 7 months; and,
  - State Highway 6 - Haast Pass reestablished after 3 months (with more than a year anticipated to access the route between Haast and Hokitika).
- Airports:
  - Westport and Hokitika airports are undamaged and can be used immediately.
  - Greymouth airport is damaged by liquefaction and unusable to aircraft.

- Ports:
  - Ports at Westport and Greymouth suffer some damage but remain usable.
- Rail:
  - Railway authorities state that rail reinstatement can be faster than for roads.

Alternative methods of transporting fuel to the West Coast apart from the using the State Highway network are identified below.

### **Via sea**

There are three limitations when transporting fuel through the ports in the West Coast. These are:

- Sourcing suitable vessels due to the nature of the ports being situated inside river mouths.
- The ability to unload fuel from vessels once berthed; and,
- The available storage of fuel once it can be transferred to land.

#### 2.2.1 By barge:

Sea Works, a shipping company based in Wellington, has a 46m landing barge which has been indicated to be best suited for emergency response. The *Sea Wind* is a versatile vessel able to operate over long distances, working in shallow water with a maximum draft of 2.496m. In an emergency the barge is able to transport up to 4 filled fuel tankers (approximately 120,000 – 140,000 litres) from another port e.g. Wellington or Nelson, to be unloaded on the West Coast. *The Sea Wind* also has a fuel capacity of 200,000 litres (diesel).

#### **Issue:**

- Requires suitable unloading facilities such as a slipway or a compact beach access so trucks can exit vessel.
- Dewhirst (et al 2006) estimate that it could take three days or longer for mobilisation, loading and travel of a suitable barge and tug to enable fuel to be brought into the ports of Greymouth and Westport from New Plymouth for example.

#### 2.2.2 Naval ship assistance:

The naval ship *HMNZS Canterbury* with a maximum length of 131m would be unable to access the Greymouth port. However, it should be possible for this ship to berth at Westport. She will provide a sealift capability for the transport and deployment of equipment, vehicles and personnel, and capable of transferring cargo and personnel ashore in benign conditions (up to sea state 3) when port facilities are not available. The vessel has two 59 tonne Landing Craft Medium (LCM) capable of carrying 50 tonnes at 9 knots with a range of 250nm. The flight deck has space for two helicopters.

If berthing at Westport is not possible, the two LCM will provide capability to land supplies along the West Coast where required.

#### **Issue:**

- Depending on where the HMNZS Canterbury is deployed will determine response time in an emergency.

**NOTE:** No defence force assets should be used for planning purposes. This information has been included for completeness only.

### 2.2.3 Greymouth port

The current port requires redevelopment of the wharf and slipway in the Blaketown Lagoon which may be feasible if a case can be put forward to prove that there are potential cargo handling facilities for Greymouth required. This is currently underway. A floating gangway in the slipway area would be the most efficient and cost effective means for sea to land transfers of fuel and a means for assisting in a civil defence emergency response.

The Greymouth port can accommodate vessels to a maximum of 109m as this is the greatest turning radius possible. Blaketown Lagoon is currently 3.5m - 4 m deep at low tide, and 2.5m - 3m in the channel. The dredging regime is on a five-year cycle.

There is one operational crane located at the Greymouth wharf. The crane has the ability to lift a maximum of 12 tonnes. The second crane located at the wharf requires an overhaul to be operational

Issue:

- Funding for the redevelopment of the port is uncertain. Any redevelopment that does occur will most likely be directly specific to the type of cargo handling required as opposed to considering what would be required for a sea to land transfer of fuel.

### 2.2.4 Buller Port

Assuming roads are open, the Port of Westport is the obvious port for transporting fuel into coastal Buller and Northern Inangahua. Reefton is equidistant from Greymouth and Westport, however the lower Buller Gorge is more vulnerable in an earthquake than the Grey Valley and Reefton Saddle. If the lower Buller Gorge cuts off access to Reefton from Westport, road access is more likely to be available from Greymouth.

Westport also has rail access to the port, which could make rail distribution of fuel easier than from Greymouth, but the lower Buller Gorge access could preclude this option. However, rail transportation is limited in how many 'customers' can be reached than by road.

The largest regular user of the port is the cement carrier *mv Milburn Carrier II* which can take a maximum load of approximately 4,000 tonnes. Conditions at the port can change day-to-day and tide-to-tide. New vessels need to be put through the simulator and trialed in Auckland before entering port which necessitates a requirement to utilise ships that are already tested for these conditions.

Holcim New Zealand is part of the Used Oil Recovery Programme whereby used oil is co-processed with coal in the manufacture of cement. The used oil is transported through the port via Holcim's cement ships and transferred to shore via a pumping station before being transported by tanker to the plant. Tankers would need to be cleaned out before other fuel could be transported in them along with the pumping station at the port. This would also disrupt the supply of used oil to Holcim for cement production.

Located out of Port Westport is the *MV Westport*, the Holcim Cement vessel, which holds a capacity of 200,000 litres of diesel. Its sister ship, *The Milburn Carrier* uses an alternative type of light fuel which would be unsuitable to be transferred to run other heavy machinery. *The Milburn Carrier* has a crane on deck which is able to lift containers from ship to shore and vice versa up to a maximum of 20 tonnes. The crane would be able to lift drums of fuel, which could be palletized, up to the maximum weight capacity.

Westport port has one electric traveling crane which is able to lift a maximum of 12.2 tonnes. It has a 17m radius. Ideally it can lift 6 to 7 tonnes easily, and heavier weights need to be managed carefully. Mobile cranes are also available through Reefton Cranes.

Issues:

- Logistical issues regarding the transfer of fuel from ship to shore. This can be dependent on the logistics of the ship itself and whether it can pump direct to tanker or other option.
- Where and how to store fuel once on land.
- Possibility that with the loss of Holcim New Zealand Ltd, the Port will cease to exist, infrastructure will be lost, and there will be no capacity to bring fuel in via sea to the Northern West Coast area.

Both Greymouth and Westport ports can have periods where the port can be unworkable. Greymouth is exposed to swell conditions and Westport is more vulnerable to reduced depths. Both ports are not usually affected at the same time, but swell conditions can sometimes put both Westport and Greymouth out.

An alternative option to using the port is barging onto the shingle beach on the eastern side of the river mouth at Westport. This method was undertaken to bring in machinery for Solid Energy. This method would require the use of a vehicle that would have the capability to drive through the shingle without becoming stuck.

#### 2.2.5 Local fishing vessels

Using the internal tanks of fishing vessels to transport fuel has been identified as an option. One of the larger vessels of North Beach Fishing can provide 130m<sup>3</sup> of space to a total loading capacity of 70 tonnes. Fuel bladders may be the best option in this scenario to maximize carrying capacity while maintaining of the balance of the vessel.

Issue:

- Fuel bladders will need to be sourced and these are uncommon in New Zealand.

#### 2.2.6 Storage of fuel at the ports

At the Greymouth port there are two bulk storage tanks used to fuel local fishing vessels. BSP Services operate the fuel tank on the western side of the Blaketown Lagoon mouth, whilst BP (Marine) New Zealand operates the fuel tank on the town side of the Lagoon mouth. BP Marine said there was no access to fuel during power outages, while BSP Services did not answer the question. Tanks are sited relatively close to the wharf edge for access to vessels.

Issue:

- Accessing fuel from tanks during power outages.



- Limited storage capacity depending on what is already held in tank.
- Uncertainty whether can transfer from ship to tank with available fittings.

### 2.2.7 Alternative storage options

Christchurch based storage company, Strategic Tanks, provides for containerised fuel storage with tank volumes ranging from 1,000 litres to 80,000 litres. The containerised units are independent and portable, combining dispensing gear into the unit as well as bunding. The tank can be run from electric pumps powered by vehicles, diesel fuelled engine-pumping, solar panels, diesel fuelled generator, or a mix of these based on requirements.

The 25,000L ocean transportable tanks are ordinarily pumped into or out of by tanker. These tanks can only be used on the sea and once have been barged into port they are unloaded by tanker, which then transports the fuel to a storage location.

The fuel cubes with a 1,000L – 4,000L capacity, ordinarily have a 12v pump which runs off the vehicles system. These can be used as portable tankers, or a deck full of them can be transported around, dropping off tanks where they are most needed.

Tanks can be transported to the West Coast by sea, road and rail if open, and by air for smaller tanks. All Strategic Tanks are for the transport and storage of diesel, although there is work being undertaken on modifications to allow for them to contain Jet A1.

Issue:

- Length of time to get tanks to West Coast will depend on what is in stock and available at the time.

### 2.2.8 Mobile tankers and fuel dispensing equipment

The surveys asked respondents to indicate if they had tankers or mobile fuel dispensing units and the volumes that they were able to contain. It appears from the cursory analysis of the results that there are a large number of alternative smaller scale fuel storage units in the form of mobile tankers etc, and local transportation ability, available.

Issue:

- Only usable as far as can travel on roading network. Cannot access isolated and cut-off areas.

In the transfer of fuel, availability of the correct pumps, hoses, fittings is critical. Fuel Quip, Greymouth, who install and service fuel-dispensing equipment, believe that they should have a variety of fittings if required. In addition the fuel emergency response vehicle in Greymouth also provides a pump to use. However it is unknown whether these hoses, pumps and fittings would be suitable for bulk fuel transfers.

### **Via Air**

The major limitation on the transport of fuel via air is that generally only small amounts can be transferred at one time, and it takes a reasonable amount of fuel to operate the transporter. Transporting fuel via air is one possible means of the transfer of fuel to areas such as Haast, Fox, Franz, Karamea where transport via sea is unavailable. Additionally, the transport via air may assist with delivering fuel for

heavy machinery directly where required alleviating pressure to transport fuel via tanker if these are unavailable and the road transport network is broken. The options available however, are discussed below.

#### 2.2.9 By helicopter – Heli Harvest

Heli Harvest is New Zealand's leading heavy helicopter operator operating 2 Russian Mi-8 helicopters out of Taupo primarily. The external load capability of the Mi-8 is such that they can lift external loads of up to 5,000kg, and internal loads of 4,000kg. Initial discussions indicate that at least one helicopter would be available for emergency relief at any time. For the transportation of fuel in an emergency, Heli Harvest own one (the only one in New Zealand) 4,500 litre Fuel Ezi. Fuel Ezi are produced in Canada by SEI Industries and are a reinforced bladder held within a steel cage using a 2" cam fitting lock.

Heli Harvest also have experience in responding in event scenarios providing coverage for fighting fires in New Zealand and Australia, and providing disaster relief in Banda Aceh, Indonesia, in the aftermath of the Boxing Day tsunami.

#### Issue:

- A finite resource with only 2 helicopters. May be tasked to other activities.
- The Mi-8 can use up to 800 litres/hour flying which limits the amounts of fuel that can be left in the delivery location.

#### 2.2.10 Other helicopters

Alternatively to the Heli Harvest, fuel can be transported in 210 litre drums by smaller helicopters using a heavy duty net to carry beneath the craft. This option allows for smaller fuel deliveries to specific isolated areas. Drums will need to be sourced from fuel companies or wherever possible so that there were enough to transport fuel stocks.

#### Issue:

- Availability of drums to transport fuel stocks.
- As with Heli Harvest need to ensure that trips are short so fuel carried is not required to refuel the aircraft transporting it.

With either of the air options, where road transport routes have been severed, it is advisable to place the tanker, or receiving party, as close to the break in the network as possible. This will further reduce flying time and consequent fuel consumption.

### 3. Fuel Storage

#### 3.1 Fuel Storage Quantities, Types and Locations

The primary objective of this report was to ascertain the amount of fuel stored on the West Coast by type and location. Current estimates indicate that with normal activity there is expected to be just 3 days supply available at service stations.

Observations of the survey data indicate:

##### Service Stations:

- Service stations have listed maximum tank volumes, but as some have indicated these may only be partially full depending on season and demand.
- Refilling of tanks can depend on seasonal demands, especially for service stations. Service Stations in the urban areas appear to be restocked approximately every 2 – 3 days. Stations in the smaller towns tend to be restocked anywhere from weekly, fortnightly, or as one indicated, monthly.
- Tanks are primarily located below ground and use electric fuel pumps.

##### Industry including helicopters

- Major industry primarily stock diesel with limited petrol stocks. These are stored in tanks located either above or below ground.
- Helicopter/air services stock Av Gas and/or Jet A1 fuel.
- Restocking of tanks for industry and helicopter services shows that fuel restocking rates differ widely. These results have not been included in the Appendix of this report however these have been summarised in Table 2 from those who answered the question.

**Table 2: Restocking rates for industry**

REFILLED EVERY	ORGANISATIONS
2 - 3 days	5
Weekly	16
Fortnightly	12
Monthly	18
2 months	3
4-6 months	1
As required	9

There does not appear to be any distinction between frequency of restocking and the type of business surveyed.

- Of the fixed location tank, there are a larger number above ground than below ground with a high proportion using electric pumps.

#### 3.2 Locomotives and Boats – Assessment of Fuel

##### 3.2.1 Locomotives

Locomotives use diesel. Toll Rail has no fuel storage facilities on the West Coast, refueling the engines in Christchurch. Each locomotive has a capacity of 4,500L each

and use approximately 800L to reach the West Coast. On any given day there are three locomotives in various locations on the West Coast.

Toll Rail has storage facilities at the station in Otira. This is a self-contained system, where fuel is accessed through a card swipe system (electric). There is no alternative means to access fuel in the event of power outages, however the Toll Rail representative thought that there would be a manual override to empty the tank if required. This fuel is used for the banker stock (3 on location), which is used to assist with bringing trains through the Otira Tunnel to Arthurs Pass.

### 3.2.2 Boats

Fuel storage at the Greymouth port has been identified under 2.2.6. These diesel tanks are primarily used for the refueling of fishing boats but could be used for other purposes if required.

## **4. Access to stored fuel resources**

All respondents who were identified as having fuel storage located at their premises, or as part of their business, were asked if in the event of long term loss of power, did they have the ability to access fuel from their storage tanks or were they set up to run with a generator. If yes, they were then asked how fuel was to be accessed, and if no, then was this something they were considering for the future.

### **4.1 Service Station access to fuel during power outages**

The responses of the service stations are the most important in this scenario given that they are the most easily accessible, due to their locations in urban areas, and generally have bigger storage capacities than individual organisations.

### **4.2 Industry access to fuel during power outages**

There were 38 sites of other organisations with fuel storage that responded that they can access fuel from their tanks. To summarise, fuel could be dispensed in the following ways:

- Generator
- Petrol or diesel engines
- Gravity feed some of tank
- Hand winder – significantly lower dispensing rate
- Hand pumps
- 12 and 24 volt battery pumps

### **4.3 Mobile Fuel Dispensing Equipment**

Respondents were asked whether they had any mobile fuel dispensing equipment (fuel pumps, mobile tankers etc). There were 39 organisations that indicated that they had such equipment.

Primarily mobile fuel equipment included trailer tankers or mobile tanks. A number of respondents indicated that these were diesel or petrol pump operated. One national fuel company indicated that mobile tanks could be made available through contractors if required (capacity 2,000 - 5,000 litres).

Further details and issues are summarised in Section 2.2.8 of this report, including issues surrounding the transfer of fuel and the availability of the correct pumps, hoses and fittings.

## 5. Risk to storage facilities

### 5.1 Assessment of the vulnerability to storage facilities

Survey respondents were asked whether an assessment of the vulnerability of their storage facilities to natural technological hazards, particularly for an MMVII or greater earthquake had been undertaken. If the response was yes, a prompt for what sort was asked, and if any future work on the risk to storage facilities was anticipated.

Of the 49 organisations (including Service Stations and industry) who responded to this question in the survey:

- 16 organisations, comprising 26 sites, have had a risk assessment completed;
- 30 organisations, comprising 34 sites, had not completed a risk assessment;
- 1 did not know;
- 2 provided answers which were unclear either way.

Of the 19 Service Stations who responded to the survey:

- 13 had not undertaken any risk assessment on their storage facilities;
- 2 had undertaken risk assessments;
- 1 did not know; and,
- 3 did not answer the question.

Of the two Service Stations who had undertaken risk assessment, one did not provide any details of what sort of assessment, and the other listed the HSNO certification, which would have been completed for all sites.

Of the 26 organisations/sites who responded positively to the question, not all of the answers indicated what type of risk assessments were undertaken. Those that did provide this information are summarised in Table 3.

**Table 3: Type of Risk Assessments Undertaken for Fuel Storage Facilities**

#### ASSESSMENT TYPE

Flooding, fire, lightning strike  
Dangerous goods assessment with bund construction  
Removed underground tank because of earthquake and other risks.  
For leakage  
Assessed for landslide in portal area  
Tank enclosed in new spill tank  
Considered vulnerable (but low rating) to vehicle impact and theft  
Considered vulnerable (but low rating to) large earthquake and extreme flooding  
Considered vulnerable (but low rating to) large earthquake, vehicle impact and theft  
Considered vulnerable (but low rating to) large earthquake  
Considered vulnerable (but low rating to) large earthquake and theft  
Considered vulnerable (but low rating to) large earthquake and vehicle impact.  
Considered vulnerable (but low rating to) large earthquake and vehicle impact  
As part of HSNO include tank splitting in earthquake

## 6. Communication – National, Regional and Local Level

### 6.1 Pre-catastrophic event agreements

#### Service Stations

Service Stations were asked whether they had any pre-catastrophic event agreements in place to ensure supply during an emergency. Of the 19 service stations who responded only 2 indicated that they had any form of agreement in place. The agreements in place included:

- Will supply to police and fire.
- Will supply the local power station with a small tanker.

#### National Fuel Companies

The national fuel companies and their distributors were asked whether they had any national arrangements which could be employed in an emergency to coordinate the ongoing supply of fuel to regions that may be isolated. Table 5 provides a summary of the responses received.

**Table 5: Types of National Arrangements for the Supply of Fuel to Isolated Regions**

TYPE OF ARRANGEMENT
Depots in Nelson, Christchurch, Timaru, Dunedin and Invercargill.
None - But available to discuss further.
Support from Nelson Trucks along with support from BP New Zealand.
Crisis Management Team would co-ordinate response.
Have maintenance contracts with contractors who can be called in to facilitate access to fuel supplies

## 7. Future Actions

This Report has been peer reviewed by the WCELG and the CEG and the information will be applied in the next Group Exercise to assess its effectiveness in providing fuel information in an event.

Future actions required include:

- Develop local arrangements with fuel storage organisations, primarily service stations, for the provision of fuel to preferred response organisations in an emergency.
- Local arrangements developed to ensure that service stations, primarily, have alternative means of extracting fuel from tanks in the absence of mains power e.g. small petrol generator to drive fuel pumps or manual pumps, and how these are to be sourced and installed/implemented.
- Encourage standardisation of wiring and plugs for generator use at service stations.
- Develop protocols for fuel security in an emergency.
- Group to follow up on the national arrangements for the provision of fuel, and other major resources i.e. food, to ensure that these have been given consideration and planning through MCDEM with the national fuel companies and their distributors – particularly for isolated regions (and districts) that can expect to be isolated for extended time periods.
- Consider forming an emergency plan with national fuel companies for supply via the ports at Greymouth and Westport.



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## **8. References**

Dewhirst, R., McCahon, I. & Elms, D. (2006). *West Coast Engineering Lifelines Study*, West Coast Engineering Lifelines Group, New Zealand.

**THE WEST COAST REGIONAL COUNCIL**

Prepared For: Resource Management Committee – 14 June 2011  
 Prepared By: Nichola Costley – Regional Planner  
 Date: 30 May 2011

Subject: **Adoption of the West Coast Regional Land Transport Strategy and Regional Public Transport Plan**

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**Purpose**

The purpose of this report is to:

- (i) Present the West Coast Regional Land Transport Strategy (RLTS);
- (ii) Present the Regional Public Transport Plan (RPTP) as a chapter to the draft Regional Land Transport Strategy;
- (iii) Seek adoption of the combined RLTS and RPTP.

**Appended**

Draft West Coast Regional Land Transport Strategy (RLTS).

**Background**

As per section 74 of the Land Transport Management Act (the Act), each Regional Council must at least once in every 6 financial years:

- (a) Ensure that the relevant regional transport committee prepares, on behalf of the regional council, a regional land transport strategy that covers a period of at least 30 financial years; and,
- (b) Approve the regional land transport strategy.

This paper sets out the process undertaken in the development of the RLTS and seeks adoption of the Strategy.

The previous RLTS was adopted in February 2006 with a 10-20 year planning framework. The Act, prior to amendment, required the RLTS to be reviewed within 3 years. Consequently the review process was required to commence by February 2009. However, an extension of time was granted by the Minister of Transport due to the delayed release of national documents.

**Regional Public Transport Plan**

Under the Public Transport Management Act 2008, the Regional Council must have a Regional Public Transport Plan (RPTP) if financial assistance is provided to any operator or user of a taxi service. Due to commitments associated with Total Mobility throughout the region, a RPTP is required. The RPTP is required to be adopted by the Regional Council by January 2012.

The Regional Transport Advisory Group met in May 2010 to determine how to develop an RPTP for the West Coast. Due to the very small size of the public transport function on the West Coast, and the timing of the review for the RLTS, it was considered efficient and effective to develop both documents simultaneously. The combined process also reduced the cost and time involved in consultation.

A RPTP must at all times be kept current for a period of not less than 3 years in advance, but no more than 10 years. It may be reviewed by the Regional Council from time to time, but must be reviewed and, if necessary, renewed or varied at the same time as, or as soon as practicable after, a Government Policy Statement, relevant RLTS, RLTP, or long term council community plan is prepared and issued, approved, adopted, varied or amended. The purpose of a review of a RPTP is to consider whether the Plan will:

1. Continue to give effect to the public transport service components of the relevant RLTS,
2. Properly take into account the GPS and the public transport funding likely to be available, and
3. Meet the needs of the community.

If the Council is reasonably satisfied that the Plan does the three things specified above it must give public notice of that decision, or if not satisfied it must vary or renew the RPTP in

accordance with the Public Transport Management Act. In the West Coast situation, it is not anticipated that the RPTP will require amendment outside of the RLTS review timeframes.

### **Consultation Process**

The RTC approved the inclusion of the RPTP as a chapter in the RLTS at its meeting on 3 February 2011, and released the draft RLTS for consultation on 14 February 2011. The consultation requirements for both the RLTS and RPTP were adhered to throughout this process. A total of 14 submissions were received by the closing date of 14 March 2011.

Three submitters were heard at a hearing held on 17 May. The Hearing Panel was made up of a Councillor from each of the 4 Councils, and the representative from the New Zealand Transport Agency. Following the hearing, the Hearing Panel made decisions on submissions. A number of minor amendments were made to the RLTS following the decisions process.

### **Approval of the RLTS and RPTP**

An independent audit has been completed on the RLTS in accordance with Section 77(l), and a statement has been included in the Strategy which states that the process followed by the RTC complies with the requirements of the Act.

The RTC met on 27 May and endorsed the RLTS to be lodged with the Regional Council. As per section 79(2) of the Act, the Regional Council must now decide to either –

- a) approve the RLTS without modification; or
- b) to refer the RLTS back to the RTC with a request that the Committee reconsider one or more aspects of the document.

Based on the consultation undertaken, the hearings and decision making process, and the audit undertaken to ensure the RLTS is compliant with the legislation, staff recommend that the Council now adopt the new RLTS, including the chapter that is the RPTP.

### **RECOMMENDATION**

*That Council adopt the West Coast Regional Land Transport Strategy, and the Regional Public Transport Plan which is included as a chapter to the Strategy, pursuant to section 79(2)(a) of the Land Transport Management Amendment Act 2008 and section 9(1) of the Public Transport Management Act 2008.*

Chris Ingle  
Chief Executive Officer



# West Coast Regional Land Transport Strategy

2011 - 2041

**As approved by the West Coast Regional Land Transport Committee**

**May 2011**

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# 1. Background

## 1.1 Introduction

This Regional Land Transport Strategy (RLTS) covers a period of thirty years to provide guidance on the land transport outcomes sought by the region and is a statutory document required by the Land Transport Management Amendment Act 2003. The Regional Land Transport Programme (RLTP), which recommends funding for land transport activities within the region, must be consistent with the RLTS. The NZ Transport Agency must also take the RLTS into account when making funding decisions as part of preparing the National Land Transport Programme (NLTP).

This RLTS also incorporates the first Regional Public Transport Plan (RPTP) for the West Coast. The inclusion of the RPTP seeks to meet the requirements of the Public Transport Management Act 2008. Combining these documents provides for more efficient and effective management of regional transport matters on the West Coast.

To give the West Coast the best chance of having its transport programme funded under the NLTP the RLTS needs to present a clear view of what the Region wants to achieve for the West Coast's land transport system. The areas addressed in this RLTS are:

- Assisting economic development;
- Assisting safety and personal security;
- Improving access and mobility;
- Promoting public health; and,
- Ensuring environmental sustainability.

Maintaining and improving the land transport system is critical to the continued economic progress and social well being of the region.

## 1.2 Statutory Context

### **The Regional Transport Committee of the West Coast**

The RTC is a committee of the West Coast Regional Council with representation from each of the four Councils on the West Coast, the NZ Transport Agency, one cultural representative and one representative for each of the following objectives: economic development, safety and personal security, public health, access and mobility, and environmental sustainability. The functions of the RTC include:

- Preparing, monitoring, and reviewing a regional land transport strategy;
- Preparing, reviewing, or varying a regional land transport programme; and,
- Providing advice on transport matters requested by the West Coast Regional Council.

### **Legislative Context**

The Land Transport Management Amendment Act 2003 (the Act) requires the RTC to prepare a RLTS for the West Coast. The overall intent of the Strategy is to enable the Regional Council to provide guidance on the land transport outcomes sought by the region. The RLTS must now cover a period of at least 30 financial years and is an important planning document as it is required to be taken into account when making land transport decisions. The Public Transport Management Act 2008 requires the Regional Council to adopt a RPTP if financial assistance is provided to any operator. On the West Coast financial assistance is provided to the Buller and Hokitika taxi services by the District Councils to ensure the continued operation of the service and therefore the provision of Total Mobility. A RPTP is therefore required to be developed.

The RTC must ensure that the RLTS contributes to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system along with avoiding, to the extent reasonable in the circumstances, adverse effects on the environment. The Strategy must contribute to the following:

- Assisting economic development;
- Assisting safety and personal security;
- Improving access and mobility
- Protecting and promoting public health; and,

- Ensuring environmental sustainability.
- The RLTS must be consistent with any:
- National Land Transport Strategy; and
  - Relevant national policy statement; and
  - The West Coast Regional Policy Statement and/or Regional Plan.

The RLTS must also take into account the current Government Policy Statement (GPS), which has a three year funding focus, and which details the government's desired outcomes for the use of the National Land Transport Fund to support activities in the land transport sector. The RLTS must also take into account any relevant National Energy Efficiency and Conservation Strategy (EECS), along with any relevant district plan. Other matters that must be taken into account when preparing the Strategy are listed in Section 76 of the Act. These include any guidelines issued by the Minister; the land transport funding likely to be available within the region for implementing the Strategy; the views of affected communities, and of land transport network providers in the region; the need to give full consideration to land transport options and alternatives, and the Council functions under the Resource Management Act 1991 to consider the strategic integration of infrastructure with land use.

Under Section 77 of the Act, the RLTS must contain the following matters:

- a) Inter-regional and intra-regional transport outcomes relevant to the region.
- b) The strategic options for achieving those outcomes.
- c) An assessment as to how the RLTS complies with sections 75 and 76 of the Act.
- d) A statement of any relevant regional economic or land-use considerations, and the likely funding of any land transport infrastructure associated with these considerations.
- e) A demand management strategy.
- f) An assessment of the appropriate role for each land transport mode in the region.
- g) An assessment of the role of education and enforcement contributing to the land transport outcomes.
- h) A statement that identifies any strategic option for which cooperation is required with other regions.
- i) A statement that identifies persons or organisations who should be involved in the further development of strategic options.
- j) A statement that identifies persons or any organisations who should be involved in the further development of strategic options.
- k) Measurable targets to be achieved to meet the outcomes of the regional land transport strategy.
- l) A statement provided by an independent auditor of how the process followed by the regional transport committee complied with the requirements of the Act, and
- m) A summary of the policy relating to significance adopted by the regional transport committee under section 106.

The RTC is satisfied that the outcomes and policies identified and included in this RLTS meet the requirements of Sections 75, 76, and 77 of the Act.

### **The Government Policy Statement on Land Transport Funding**

The Government Policy Statement on Land Transport Funding (GPS) is the main guiding document by which the government can ensure that the land transport funding system focuses on the government's priority of generating economic growth and productivity. The GPS therefore aligns investment on the land transport sector more closely with this priority.

The government has also been clear in the GPS that the funding ranges specified closely reflect the modal choices that are realistically available to New Zealanders. Approximately 70 percent of all freight in the country is moved by road and 84 percent of people travel to work by car, truck, or motorbike. The government therefore states that there is a need for good roads to move freight and people. The government does support some mode shift over time, especially in the major cities of Wellington, Auckland, and Christchurch. However, they consider that this should not be accelerated to the point where the outcomes are economically inefficient.

The government has also indicated a strong focus on the seven 'Roads of National Significance' in terms of funding priorities. This will have a significant impact on transport funding allocations for regions with no Roads of National Significance within their jurisdiction. There are currently no Roads of National Significance identified on the West Coast.

As the GPS must be 'taken into account' when reviewing the RLTS, it is important that the Strategy's vision, land transport outcomes sought, issues, policies, and actions all recognise the national priorities identified by the GPS.

### 1.3 Authority and approval of the RLTS and RPTP

This RLTS and RPTP have been prepared and approved by the RTC in accordance with Section 73 of the Act, and Section 10 of the Public Transport Management Act 2008 (PTMA).

As per Section 21 of the PTMA, a RPTP must at all times be kept current for a period of not less than 3 years in advance, but no more than 10 years. It may be reviewed by the Regional Council from time to time, but must be reviewed and, if necessary, renewed or varied at the same time as, or as soon as practicable after, a Government Policy Statement, relevant RLTS, RLTP, or long term council community plan is prepared and issued, approved, adopted, varied or amended. The purpose of a review of a RPTP is to consider whether the Plan will continue to give effect to the public transport service components of the relevant RLTS, properly takes into account the GPS and the public transport funding likely to be available, and meets the needs of the community. If the Council is reasonably satisfied that the Plan does the things specified it must give public notice of that decision, or if not satisfied it must vary or renew the RPTP in accordance with the Public Transport Management Act. It is not anticipated that the RPTP will require amendment outside of the RLTS review timeframes.

In accordance with Section 73(1) of the Act, the RTC will review this Strategy within 6 years of approval and will amend as appropriate.

Three yearly progress reports on the implementation of the RLTS will be undertaken as required by Section 83(1). This will coincide with the review requirements of the RPTP as identified above.

The RTC recognises that there are a number of organisations, interest groups, and communities who should be involved in the further development of strategic options for transport on the West Coast as per Section 77(j) of the Act. The RTC will identify stakeholders who have an interest in the relevant documents and engage them in the development and consultation processes. The consultation process adds value to the plan/strategy development process and this feedback is closely considered throughout their development.



## 2. West Coast Context

The West Coast makes up 8 percent of New Zealand's total land area with approximately 1 percent of the country's population living within the region. The region is long and narrow, situated between the Southern Alps on the east and the Tasman Sea on the right. The distance of the region is approximately 600 kilometers between Karamea in the north and Haast in the south, further than the distance between Auckland and Wellington. The West Coast region has a temperate climate with significant rainfall. Approximately 86 percent of the region is under the administration of the Department of Conservation.

Mining, construction and electricity, gas and water supply; Agriculture; and Manufacturing are the top three regional industry sectors in terms of Gross Domestic Product (GDP). While forestry as an industry over the last decade has reduced its contribution in terms of Regional GDP, it is still an important sector with respect to land transport.

Tourism is playing an increasingly important role in the West Coast economy. The region's natural resources of mountains, coastline, forests, and waterways provide a stunning backdrop to the regions land transport network. The outstanding scenery of the coastline has resulted in the Coast Road (State Highway 6) being named as one of the World's Best 10 Drives by the Lonely Planet. The iconic TranzAlpine rail service, which travels the alpine route between Greymouth and Christchurch, will acquire a new fleet of carriages in recognition of its popularity with both national and international visitors to the region.

Table 1: West Coast Information Highlights

Resident Population (Census 2006)	<ul style="list-style-type: none"> <li>▪ 31,326</li> </ul>
NZ population %	<ul style="list-style-type: none"> <li>▪ 1%</li> </ul>
Regional area, distances and ownership	<ul style="list-style-type: none"> <li>▪ 8.5% of New Zealand land area, 23,000 sq km.</li> <li>▪ 6<sup>th</sup> largest region in New Zealand.</li> <li>▪ 600+km from Kahurangi Point to Awarua Point.</li> <li>▪ 86% of the land under the management of the Department of Conservation</li> <li>▪ Only region more than 150km from a major port or population centre.</li> <li>▪ 3 Districts and 1 Region - 62% of the population live in the 3 main towns (Greymouth, Westport and Hokitika).</li> <li>▪ 2 Runanga – Te Runanga o Makawhio, Te Runanga o Ngati Waewae</li> </ul>
Travel Modes (Census 2006)	<ul style="list-style-type: none"> <li>▪ 16,000 cars on the West Coast with 88% of households having access to at least one car (same as national average).</li> <li>▪ Travel to work: <ul style="list-style-type: none"> <li>- 58% (9,405) travel to work by car (national average – 63%).</li> <li>- 8% (1,242) walked to work (national average – 5%).</li> <li>- 2.5% (387) biked to work (national average – 2%).</li> <li>- 1.5% (228) used a motorcycle to get to work (national average – 1%).</li> </ul> </li> </ul>
Road Safety (NZ Transport Agency)	<p>Local Roads:</p> <ul style="list-style-type: none"> <li>▪ 8 deaths, 54 serious injuries, and 189 minor casualties (2005 – 2009).</li> <li>▪ Social cost of crashes in 2009 - \$14.94M</li> </ul> <p>State Highways:</p> <ul style="list-style-type: none"> <li>▪ 22 deaths, 145 serious injuries, and 490 minor casualties (2005 – 2009).</li> <li>▪ Social cost of crashes in 2009 - \$50.05M.</li> </ul>
West Coast Age Profile (Census 2006)	<ul style="list-style-type: none"> <li>▪ Median age is 40.2.</li> <li>▪ 13.8% of people are aged 65+ (NZ average is 12.3%).</li> <li>▪ 20.4% of people are aged under 15 (NZ average is 21.5%).</li> </ul>
West Coast Regional Incomes (Census 2006)	<ul style="list-style-type: none"> <li>▪ Median income is \$20,400 (NZ median income is \$24,400).</li> </ul>
Key industry figures and projections	<ul style="list-style-type: none"> <li>▪ Tourism (Ministry of Economic Development) <ul style="list-style-type: none"> <li>- 2,389,000 visitor nights in 2009 (1,199,000 domestic; 1,190,000 international).</li> <li>- Projected growth to 2,619,000 visitor nights in 2016 (9.6% increase; national projected average is 8.6%).</li> </ul> </li> <li>▪ Mining (Minerals West Coast) <ul style="list-style-type: none"> <li>- Coal - Current production is at 2.887 Million/Tonnes/pa. Projected growth in next 3 - 5 years is anticipated to increase production to 4-5</li> </ul> </li> </ul>

	<p>Million/Tonnes/pa. There is also the possibility for an additional mine/s to come into operation following this. Lifespan of mines coming into production is approximately 20 years.</p> <ul style="list-style-type: none"> <li>▪ Agriculture (dairy) (Westland Milk Products) <ul style="list-style-type: none"> <li>- Westland Milk Products (WMP) currently has a fleet of 22 tankers who travel a total of 4.1 million km/year. Between 2005 and 2010 production increased by 300,000litres (an average of 2-3%/year). WMP vision is to double dairy in the next 10 years, with an expected annual growth of 4%. This would require a fleet of 40 tankers to service the farming community.</li> <li>- Processed product is transported out of the region by rail. Increased rail demand anticipated over next 2-3 years.</li> </ul> </li> <li>▪ Forestry (PF Olsen Ltd) <ul style="list-style-type: none"> <li>- Current production is at 172,000 tonnes/pa. This amount is at a sustainable cut level and is anticipated to continue in perpetuity. Stillwater Mill is upgrading which will result in a total of 155,000 tonnes/pa being processed on the West Coast.</li> </ul> </li> </ul>
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## 2.1 Existing transport infrastructure

Table 2 identifies the key statistics relating to the West Coast's land transport network. The West Coast region has 8 percent of the State Highway roading network which is particularly high considering the region's population. The State Highway system is critical to the West Coast as for the majority of the region this is the only road to get from one town to another. The State Highway connects the region with its external markets and provides the key tourist route through the region.

Table 2: Approximate key statistics of transport in the West Coast region as given in the National Land Transport Programme 2009-2012. Note that data is based on 2007/08 figures.

	West Coast Region	New Zealand	West Coast as % of NZ
Imports (gross tonne) <sup>1, 2</sup>	800,000	79,200,000	1
Exports (gross tonne) <sup>1, 2</sup>	2.6 million	73.4 million	4
Gross Domestic Product (GDP) (\$)	1200 million	155,400 million	1
Passenger Transport - Bus - boardings	45,800	92,777,200	0
Long distance rail passenger numbers (excludes commuter train loadings)	100,000	350,000	26
Passenger Transport - Ferry - boardings	-	4,695,000	
Vehicle kilometres travelled (VKT)	500 million	40,200 million	1
Local roads - urban all (km)	286	17,298	2
Local roads - urban sealed (km)	263	16,956	2
Local roads - rural all (km)	1,611	65,601	2
Local roads - rural sealed (km)	790	33,698	2
State Highway - all (km)	872	10,906	8
State Highway - sealed (km)	872	10,850	8
State Highway - motorway (km)	-	172	

<sup>1</sup> Crude indication only – based on a ratio determined in 2002 by Booz Allan Hamilton between international and interregional freight movements.

<sup>2</sup> Includes both inter-national and interregional freight movements.

Source: New Zealand Transport Agency, KiwiRail

The rail network provides the primary means of freight transport for coal and dairy from the West Coast to Canterbury for international markets, as well as providing a key tourist link from the same region. The West Coast rail network (at a total of 370km) includes the Midland Line from Arthur's Pass to Stillwater, the Stillwater Ngakawau line, the Rapahoe line from Greymouth to Rapahoe and the Hokitika line from Greymouth to Hokitika (refer Appendix 1). This makes up 10 percent of the national total of 3,700 km. In 2010 the West Coast rail network carried 2.6 million tonnes, approximately 18 percent of the national rail total of 15 million tonnes.

In order to access rail networks, coal is also carted over private and local district roads to rail heads at Stillwater, Ngakawau, and Ikamatua. State Highways and District roads also provide important networks for dairy, beef, and forestry with processing plants and mills located within the region.

## 2.2 Vision for the future

The Vision for the West Coast transport network is for:

*A transportation system supporting increased prosperity, safety, and sustainable quality of life for current and future generations.*

This Vision can only be achieved through collaborative relationships developed between the NZ Transport Agency, road controlling authorities, rail, port, and heavy freight partners, local communities, and other stakeholders.

Route security is critical to the economic wellbeing of the region and strategically important to the freight market and tourism industry given the lack of alternative routes into, and within, the region. An ongoing focus is needed to ensure that local roads fulfill their purpose and are appropriately maintained.

The key economic drivers for the West Coast economy are from the primary industries and include minerals extraction (coal and gold), agriculture (primarily dairying), and forestry. Tourism numbers are also increasing. These industries are sustainable and are predicted to continue to drive the West Coast economy into the future. All of these industries rely heavily on a secure, efficient, safe, and well maintained network of roads and rail infrastructure.

The two main ports on the West Coast should be maintained where possible to retain flexibility in transport options and enable them to possibly become an import and export point to the region in the future. However, funding of this infrastructure is a key issue. The two river ports at Westport and Greymouth, and the Jackson Bay Wharf are key infrastructure for the fishing industry. The West Coast is part of the "Challenger" fishery area and this infrastructure and the transport links remain strategically important to service the fishing industry.

## 2.3 What do we want to achieve over the next 30 years?

The RLTS covers a financial period of thirty years and while it is challenging to list all projects that are to be undertaken during that time due to funding uncertainties, desired outcomes for the region can be identified.

Due to the current funding model for the Government's NLTP the West Coast is likely to struggle to obtain adequate funding for high capital cost projects such as the replacement of single lane bridges. The high volume of tourism traffic relative to inter and intra regional traffic has significant effects on the roading system, particularly in relation to safety. Therefore, we will continue to advocate for 'special project' funding to deal with issues that fall outside of the usual funding criteria.

### **District Councils**

#### General Demands

The Councils will continue to maintain their roading networks to a high standard and will upgrade or renew structures as required. It is forecast that the industries will demand higher weight limits on truck and tanker networks to allow their existing fleet to operate fully loaded, and the life expectancy of some roads and bridge structures may be hastened by the introduction of heavier commercial vehicles. This will require checking of all bridges, with strengthening as required, and strengthening of some pavements. The benefits are reduced numbers of coal trucks and milk tankers, and other freight vehicles, on the roads and greater efficiency in terms of fuel use and carbon emissions.

Continued steady growth in economic activity, particularly in the tourism and agricultural sectors, is forecast. An integrated, safe and sustainable transport system is essential to support this growth. The Councils also believe that there will be added ratepayer requests to fund cycle and pedestrian ways, particularly in tourist areas.

The ongoing reduction in death and injury on roads throughout the region is important. Safety improvements will continue to be made to all roads and all road controlling authorities will support road safety education targeted towards the reduction in death and injury on our roads.

Information on each Council's current and long term plans can be accessed on the individual council websites ([www.bullerdc.govt.nz](http://www.bullerdc.govt.nz); [www.greycdc.govt.nz](http://www.greycdc.govt.nz); and [www.westlanddc.govt.nz](http://www.westlanddc.govt.nz)).

#### Buller District

In the Buller District, further investigation into the viability of the Karamea to Collingwood road is envisaged. This road would provide an additional tourist route through the Tasman region into the northern half of the Buller District. The Old Ghost Road cycle project will provide linkages to New Zealand's national cycleways.

The Westport Harbour is important to the West Coast region as another transport mode into the future as an alternative to reduce freight on the State Highways, and also as an access option to cater for major disruptions to road and/or rail. Westport Airport services are forecast to continue to grow, with the real possibility of meeting future demand with higher capacity aircraft and also extending the flight destinations on offer.

#### Grey District

The Grey District is centrally located between Westland and Buller and includes Greymouth township as the main centre for the region. Greymouth currently has a population of around 10,000 people and is the commercial, service, professional, retail, and manufacturing centre of the West Coast. With the region's growth in the primary sectors, service industries are predicted to expand to meet the growing market.

The extraction industries still play a major part in the district economy, and growth is continuing in the fishing, manufacturing, agriculture, and tourism sectors. A number of regional bases and national chains are located in the Greymouth area for both the public and private sector.

Important inter-modal links are the Greymouth Railway Station and Midland Railway line (TranzAlpine Rail Service and freight (primarily coal)), Port of Greymouth (marine), and the Greymouth Airport. The District also provides two over-dimensional/overload and emergency routes which are used as alternatives to the State Highway network. These routes are Stillwater to Jacksons, and Coal Creek to Ikamatua.

Capital works in recent years has focused on the coal industry. New infrastructure has also been added to land transport networks through subdivision. While significant subdivision works are not predicted in the short term, capital works associated with the coal industry are continuing. With respect to maintenance and renewal works, the focus for the future will be on matching actual user needs with the level of information on the actual current and predicted future condition of existing infrastructure.

#### Westland District

The Westland and Grey District Councils have been successful in gaining financial assistance for construction of a National Cycleway project from Greymouth to Ross. This is expected to have substantial benefits to both Districts. An existing "choke" point, and potential cyclist safety hazard, on this route is the Taramakau Bridge. Urgent consideration needs to be given to the construction of a new two lane road bridge, with provision for walkers and cyclists.

A new road link between Haast and the Hollyford Valley is part of Westland's vision for the future, providing a world class tourism experience alongside a rugged coastline and remote lakes. This planned route also has substantial benefits for Milford Sound tourism by easing congestion on the Te Anau to Hollyford section of the Milford Road and creating the opportunity for visiting Milford Sound as part of a round trip, not the present long day trip in and out on the same road.

Hokitika Airport services are forecast to continue to grow, with the real possibility of meeting future demand with higher capacity aircraft and also extending the flight destinations offered. The Franz Josef Heliport and Franz Josef Airport provide mainly for tourism flights but also offer emergency aviation services.

The Jackson Bay Wharf is the only sheltered deep water wharf between Milford Sound and Greymouth. It is mainly used for commercial fishing but could also be an essential lifeline in an emergency. This structure is to be maintained and upgraded as required to ensure its survival.

#### Department of Conservation

The Franz Josef Glacier valley and Fox Glacier valley are two of New Zealand's foremost tourist attractions. The valleys are a dynamic environment, subject to a range of natural processes including rock fall, flooding, and melting of underlying ice. These processes present ongoing challenges in terms of maintaining safe public access to the glaciers.

Demand for visitor access to the valleys is high despite the difficulties of maintaining access for vehicles, cyclists, and pedestrians. In recent years the Department has made a considerable investment in improving levels of service and route security for these modes of transport. The Department will continue to maintain the two glacier roads in the Fox Glacier valley, the glacier access road in Franz Josef Glacier valley, and the walking and cycling access tracks in both valleys, acknowledging that natural processes present significant challenges in continuing to maintain such access.

#### **State Highways**

There are a number of key projects for State Highways on the West Coast going into the future. Route security is of primary importance to the West Coast economy, particularly of the gateway passes into the region including Mingha Bluff (State Highway 73), and the Gates of Haast (State Highway 6). These form strategic routes in and out of the West Coast region and both freight and tourism traffic are heavily dependent on their security. The replacement of the Taramakau road/rail bridge (State Highway 6 between Hokitika and Greymouth) will also contribute strongly to continued route security.

Continued improvements to enhance safety on the State Highways will continue as a key priority for funding. Improvements to Mingha Bluff – Rough Creek (State Highway 73), while in the Canterbury region, will complement the construction of the Otira Viaduct which has led to a steady increase in traffic as the route has become safer and more reliable. This is one of the last low standard sections of the highway needing to be upgraded.

The identification and construction of passing opportunities on West Coast State Highways will aid in improving road safety in future years. This is a long term project targeting the most problematic areas first.

#### **Rail**

Over the last 10 years, KiwiRail (and its predecessors, Tranzrail, and Toll Rail) has increased capacity on the rail network to the West Coast by upgrading rail infrastructure, increasing train sizes, and introducing technological improvements that have allowed a 100 percent increase in the annual tonnage carried on the network. KiwiRail will continue to work with its customers over the next 30 years (both existing and future customers) to ensure that it can provide transport solutions that meet their needs safely and efficiently.

A number of strategies to meet these needs will be required and are expected to include:

- Introduction of new, and more powerful, locomotives;
- Expanding the wagon fleet by introducing new wagons;
- Replacing the existing signaling system;
- Replacing timber bridges with new structures;
- Replacing track assets (sleepers and rail) as required;
- Replacement of the TranzAlpine train with new rolling stock;
- Upgrading track and structures on the Hokitika line to allow 18 tonne axles;
- Improvement to track alignment and clearances;
- Installation of additional level crossing protection;
- Introduction of new technology in loco and train control systems;
- Upgrading of drainage and formation to enhance route reliability;
- Construction of new sidings and/or freight terminals as required; and,
- Possible electrification of part, or all, of the route.

## 2.4 Regional Priorities

The West Coast Regional Land Transport Strategy outlines the high level vision, and outcomes for the West Coast region. The vision and outcomes align with the objectives of the Act. Strategic options developed for the 2006 RLTS are still relevant for this RLTS. The Vision has been broken down into the following transport outcomes and forms the priorities for the region.

The transport outcomes and priorities for the West Coast are:

- Ensuring the security and efficiency of transport corridors;
- Safety and personal security;
- Safe and efficient freight movement, especially in support of the primary industries;
- Supporting regional growth on the network;
- Improvement of passing opportunities;
- Continued progress toward replacement of single-lane bridges; and
- Increased use of viable public transport and active modes (walking and cycling).

### **Ensuring the security and efficiency of transport corridors**

The transport network needs to be managed in a way that is efficient and accessible to everyone; promotes energy conservation and reduced energy use of demands that arise from an efficient network; and minimises adverse effects on the environment. Network efficiency is also about designing, engineering, operating, and maintaining the roading network in a way that recognises the purpose and function of each level in the network hierarchy.

Links within the region, and to other regions are crucial for the West Coast from both an economic and lifelines perspective. Road and rail freight services both in and out of the region are strategically important as many services such as fuel and food essentially operate on a just-in-time basis. This means that it is important to ensure the land transport infrastructure is as secure and efficient as possible for the continued economic prosperity of the district and region.

The importance of the State Highway links east via State Highway 73 and Arthur's Pass, and via State Highway 7 and Lewis Pass; to the north via State Highway 6 and Hope Saddle; and to the south via State Highway 6 and the Haast Pass cannot be underestimated as the loss of any one of these routes can result in significant time delays for locals, tourists, and freight traffic if required to travel via an alternative route. Reliability, safety, and security of critical routes on which the Coast remains dependant on the State Highway network will continue to be a key area for investment effort to support regional economic growth and productivity. In particular State Highway 6 is critical to the West Coast economy as it provides part of the tourist loop of Christchurch to Queenstown, Milford Sound, and the glaciers. The dynamic environment of the glacier valleys presents challenges in ensuring that security of access to two of New Zealand's premier tourist attractions is not compromised.

The rural areas of the West Coast are heavily reliant on the rural roading network, with route security and reliability of these networks vital in ensuring future economic development, access and mobility, and safety for those living and working in these areas.

The West Coast is the only New Zealand region more than 150 kilometres from a major port or population centre. There are two river ports on the West Coast. These are located on the Buller River, Westport, and the Grey River, Greymouth. There is considerable effort undertaken in resourcing the Westport port to keep it fit for operation. While there could be more resourcing made available for improvements such as wharves, this is unwarranted due to the lack of certainty regarding the users and future use of the port. The Greymouth port is under-resourced and struggling to remain in operation. Freight into, and out of, the West Coast must go either by road, or rail. The rail network provides a link out of the region through Otira. However, there are constraints on the rail network limiting the number of trains that can use the line on any particular day. The iconic TranzAlpine train provides a return service daily from Christchurch to Greymouth and is a significant link in the tourism network for the region.

The opportunity of coastal shipping cannot be overlooked as the estimates of freight being moved around New Zealand are expected to increase by 70-75% in the period 2006/07 to 2031 in terms of tonnes lifted and in terms of tonnes-kms transported. The RLTS needs to recognise that funding priorities may change

in the future and therefore this Strategy will continue to enable the ports to provide a competitive choice for bulk freight transport and containerised cargoes by sea.

### **Safety and Personal Security**

There is a continual need to improve the roading network and the way it is used, and many of the outcomes sought in this strategy through road engineering will contribute to achieving this. Fatalities and injuries have both social and economic costs that are a heavy burden on individuals, families, and the wider community. Creating a safer and more reliable transport system is therefore critical to the economic and social well-being of the West Coast community.

As noted in the New Zealand Transport Strategy, safety with regard to transportation is also about ensuring that transport policy is underpinned by high standards of health, safety, and personal security for all people, including users, workers, and operators.

The Ministry of Transport released its Safer Journeys document in 2010. The focus on road safety has changed and now takes a more holistic approach with a vision of "a safe road system increasingly free of death and serious injury". The Safe System approach focuses on creating safe roads, safe speeds, safe vehicles, and safe road use. This is a different approach to previously and does not set specific targets for total fatalities and injuries. Instead there is a focus on the areas that contribute to crashes. The Road Safety Action Plans on the West Coast target the high risk areas associated with causing fatalities and serious injury to achieve a safer road system.

Currently the 5-year (2005-2009) average for road fatalities on the West Coast is at 6, with the serious crash 5 year average at 35. Whilst it would be preferable to have no deaths or injuries on West Coast roads this is not a realistic proposition. Therefore, the goal is to continue to work towards reducing road fatalities and serious crashes on the West Coast network through the implementation of the Safe System approach. Table 3 provides a breakdown of the fatalities and all reported injury crashes by vehicle, motorbike, cycle and pedestrian.

Table 3: All reported injury and fatality crashes by transport mode – 2001-2010

<b>Transport mode</b>	<b>All reported injury crashes (%)</b>	<b>All reported fatality crashes (%)</b>
Vehicle (car/van)	81	72
Motorbike	10	13
Cyclist	2	2
Pedestrian	3	10

Source: NZ Transport Agency

The National Rail Strategy recognises that, while rail is the safest form of land transport, there is still room for improvement with respect to safety and personal security, particularly in regard to rail crossings.

### **Safe and efficient freight movement especially in support of the primary industries**

A key focus of the RLTS is to ensure that the West Coast's existing transportation networks can operate at an optimal level now and into the future. This includes ensuring that all transport infrastructure is maintained and managed in a way that ensures its efficiency and effectiveness, as well as taking steps to improve the efficiency of the existing networks for all modes (including air and sea). With freight traffic predicted to increase nationally and on the West Coast, (in particular for agriculture and minerals extraction) there is a need to ensure that this is done safely and as efficiently as possible. There is potential for future conflicts between the increased freight and the projected increase in tourism numbers on transport networks. Managing this conflict will be critical to ensure the safety of all users. Road engineering through design and construction can assist with both improving safety and efficiency on the network, however this is currently constrained through funding availability.

### **Supporting regional growth on the network**

The land transport network on the West Coast contributes to economic activity within the region by providing for the efficient distribution of goods and people. The development and maintenance of this network within the region has therefore been recognised as a vital factor in supporting future economic growth, as well as endorsing the importance and reliability of key rail, State Highway, and strategic local road routes leading into and out of the region. To address this priority it is necessary to understand the key economic growth areas in the West Coast region, including the primary industries and tourism:

**Agriculture:** which is dominated by dairying, has a heavy reliance on the roading network for the transport of milk product from farms spread between Karamea and Fox Glacier in the South, and the movement of stock within, and in and out of the region. The industry has experienced rapid growth over the past 10 years. Finished product is railed out of the region to be exported from Lyttelton.

**Minerals extraction:** is the largest single contributor to the region's GDP, and is expected to continue to expand in the next ten years. In 2008, mining production accounted for 70% of the primary sector exports and 92% of the total sales made in the region. Coal is the primary mineral extracted and transport of the final product relies heavily on local roads within the region, and the rail network for export to markets through Lyttelton.

**Forestry:** has declined in recent years but still remains an important industry on the West Coast. Rationalisation of mills has occurred and the government has appointed PF Olsen to manage the remainder of the Crown estates in the region. Local roads and State Highways provide important linkages between forests, mills, and to market, throughout the region.

**Tourism:** Effective planning for anticipated tourism growth (both domestic and international) is an important aspect in catering for future levels of demand. The most popular destination is the Glacier Country encompassing Franz Josef and Fox glaciers, and the South Westland World Heritage Area. The second most visited area is Punakaiki. This industry relies heavily on the availability of, and ease of access to the roading network.

The promotion of continued growth and economic development will result in increased levels of traffic on the network which needs to be planned for. However, anticipated increased vehicle numbers are not anticipated to be high enough to attract national funding for roading projects under the current funding model. Therefore, only a limited number of roading projects are funded from national funds, the majority of these being continued road maintenance and minor safety works.

#### **Improvement of passing opportunities**

The West Coast network is characterised as a long, and in some areas, narrow and windy, roading system. Driver frustration as a result of following trucks, campervans, and other slow vehicles can lead to safety issues. These aspects are coupled with a high and frequent rainfall which can make ordinary passing opportunities dangerous. With both tourism and freight anticipated to continue to increase in years to come, improving passing opportunities throughout the region is a priority. Although traffic numbers are increasing, these numbers are not high enough to attract national funding for many roading projects, including the provision for passing lanes, as total vehicle numbers are still not as high as in other regions. Therefore, the focus is on identifying locations where slow vehicle passing bays and other passing opportunities can be developed instead.

The NZ Transport Agency is currently undertaking a Strategic Study on Passing Opportunities on the West Coast and funding has been allocated to provide for the development of the highest priority locations in the current Regional Land Transport Programme. Reducing the interaction between private and heavy vehicles through increasing the number of passing opportunities and slow vehicle bays will add to increased safety on the network and reduced driver frustration. High rainfall in the region poses an additional risk to safe overtaking and these provisions can assist potential conflicts. The importance of providing for these will continue to be promoted.

#### **Replacement of single-lane bridges**

The West Coast has a high proportion of single-lane bridges on the State Highway network compared to other regions throughout New Zealand. There are 50 single-lane bridges totaling 5,353m on the State Highway network. In comparison, second to the West Coast is Canterbury with a total of 24 single-lane bridges and Manawatu/Wanganui with 23, with total lengths of 1,949m and 656m respectively. This is a particular concern with the increasing number of tourists traveling the network and being unfamiliar with not only the road itself, but the concept of the 'single-lane' bridge. Single-lane bridges on State Highways have been recognised as an issue at a national level and are being addressed through a National Bridge Replacement Study. Whether West Coast bridges will feature high up on this list for replacement remains to be seen. However, where possible, replacement of these in a priority order for the West Coast will continue to be advocated for, particularly the Taramakau Bridge on State Highway 6.



### **Increased use of viable public transport and active modes (walking and cycling)**

There is currently a limited public transport function on the West Coast due to a small and widely dispersed population. The RLTS, and the RPTP included in Section 5, seeks to retain existing services, particularly the taxi services in each of the Districts, and encourage increased patronage for viable public transport into the future.

The RLTS can play an important role in improving public health through encouraging and supporting the development and uptake of active transport modes. Walking and cycling, as active transport modes on the West Coast, have taken a significant step forward with the development of the West Coast Regional Walking and Cycling Strategy.

The Strategy signals the need for safety improvements which can be undertaken on State Highways and local roads to facilitate an increase in these modes. This reflects the actions sought in the National Energy Efficiency and Conservation Strategy. However its implementation is subject to funding. For example, the 2009/10 – 2018/19 GPS saw a reduction in the amount of funding available for walking and cycling activities, along with cuts to the Community Road Safety Programmes. This has had an impact on the projects planned in the West Coast Regional Walking and Cycling Strategy.

Two key cycle/walkway initiatives have been planned for the region. These include the Old Ghost Road Cycle project in the Buller District, and the Westland Wilderness Cycle trail located in the Grey and Westland Districts. These projects are expected to contribute to the regional economy as well as providing increased opportunities for people to walk and cycle off road.

### **Other outcomes in the region**

There are several other outcomes that the region wishes to see achieved in the coming years for the land transport network that have not been explicitly referred to in the above priorities. These are also identified in the Policies found in Section 10 of this RLTS and include:

- Access and mobility – Focus is primarily on the continuation of the total mobility programme and supporting the development of viable public transport services. Due to the small and geographically dispersed population, the provision of a comprehensive public transport service is challenging.
- Environmental sustainability – Land transport can have adverse effects on the surrounding environment. Issues such as transport modes, vehicle and road design, fuel types, and driver behaviour can contribute to an environmentally sustainable land transport system. An integrated approach is therefore required to address the environmental effects of land transport.

## **3. Demand Management Strategy**

Demand management policies are a way of reducing the demand for travel or reducing conflicts between heavy vehicles and other traffic. Travel demand reduction can be achieved by encouraging switching to more efficient modes, or encouraging more efficient vehicle use through promoting higher vehicle occupancy (rideshare), the reduction in the number of trips made. Demand management is a useful tool for reducing carbon dioxide emissions and for managing traffic generation where options to build more road capacity are not practical, cost prohibitive, or will disrupt key qualities of the environment.

In the West Coast context, traffic congestion is not a major issue, instead it is the interaction between private and heavy vehicles. To reduce the potential conflict this can cause, the primary area for attention for this Strategy is the scope for achieving a mode shift from heavy vehicle road transport to rail, or coastal shipping, where appropriate. Optimising heavy truck movements by use of 'over dimension/over weight' permits may also be appropriate in some circumstances, along with the development of additional passing opportunities.

## **4. Role of Transport Modes**

The primary mode of transport throughout the West Coast is via the local and State Highway roading network. This reflects the nature of the region with its long narrow geographic area of approximately 600km from Karamea to Haast. An assessment of the appropriate role for each land transport mode in the region has been undertaken and is considered below.

### **Cars/private transport**

Travel by car or private transport (including motorcycles) is the dominant means of travel nationally and on the West Coast. In 2006 there were 16,000 private motor vehicles available on the West Coast, with many private vehicle trips undertaken as part of day-to-day social, work, and recreational activities. The role of the private motor vehicle is therefore to provide for the safe and efficient movement of people between many origins and destinations.

The geographical characteristics and the predominantly rural environment result in the roading network being the most utilised and reliable form of transport. It is anticipated cars and private transport will remain the primary method of transport for the foreseeable future, particularly with many industries also relying on the roading network and private motor vehicles to carry out their core business, enabling them to locate in areas which best suit their needs and providing them with reliable access to resources and appropriate markets. In rural areas of the West Coast other transport modes such as walking and cycling are not as viable as in urban areas due to long distances. In addition, given the limited public transport function in the region, the importance of the private motor vehicle will continue.

### **Road, Rail, and Coastal shipping for the movement of freight**

The movement of freight provides an integral role in assisting economic development activity and provides the means by which products throughout the region are transported in an efficient, timely, and reliable manner. The transport of freight is primarily undertaken on the roading network and for the most part on the State Highway network with its linkages to the regions of Nelson/Tasman, Canterbury, and Otago and Southland.

Rail freight is the most appropriate transport mode for the movement of high volumes of goods over longer distances. On the West Coast, rail is primarily used for the transport of coal and dairy product and plays an important role in removing freight vehicles from the road network, and moving it to different destinations in an efficient, timely, and reliable manner. Rail is also an important modal component to the tourism industry with the TransAlpine traveling to the West Coast daily.

Coastal shipping on the West Coast may undergo a resurgence in the future when increasing fuel prices places pressure on freighting goods by road. Currently the future of the ports is questionable, however their importance needs to be considered in decision making in case funding regimes change in the future.

The movement of freight can also have a negative impact on communities and the environment. This is recognised in the RLTS with a focus on modal shifts occurring between road, rail, and ports where possible, and identifying initiatives to further reduce potential conflicts between tourism and freight on the roading network.

### **Walking and Cycling**

The role of walking is to provide an alternative mode of transport for many shorter and local trips, while the role of cycling is to provide for the movement of people over short to medium distances as an alternative to motor vehicles, and as a form of recreation. These modes are predominantly undertaken for recreational or social purposes, but also as an alternative for traveling to work and school. Walking and cycling are widely recognised for their health and environmental benefits. Cycling has become more popular with summer season tourists. The importance of these modes has been recognised with the development of a West Coast Regional Walking and Cycling Strategy developed in 2009. However, funding of identified activities relies on the priorities accorded in the National Land Transport Fund.

### **Public Transport**

Public transport services are defined in the Public Transport Management Act 2008 (PTMA) as services for the carriage of passengers for hire or reward by means of a large passenger service vehicle, small passenger service vehicle, ferry, hovercraft, rail vehicle, or any other mode of transport (other than air transport) that runs to a schedule and is available to the public generally. It does not include a taxi service, dial-a-driver service, shuttle service, ambulance service or private hire service. It also does not include a service that is:

- Contracted or funded by the Ministry of Education for the purpose of transporting school children to and from school; or,
- A service carrying passengers that is operated to transport all those passengers to a predetermined event; or,

- A service that is operated primarily for the purpose of providing a tourism experience, rather than for transporting people from place to place; or,
- A service carrying passengers that is not available to the public generally; or,
- Any service excluded by the Governor-General from the definition of public transport service for the purposes of the PTMA.

The West Coast does not have a comprehensive public transport network. This is primarily due to a small population dispersed throughout a large geographical area. However, there are several small private schemes that operate throughout the West Coast where demand warrants. The current role of subsidised public transport on the West Coast involves providing and improving access and mobility for the transport impaired through the Total Mobility Scheme.

Regional public transport plans (RPTP) are required by the PTMA to identify how a region plans to: enter into any contract for the supply of public transport services, impose any controls on commercial public transport services, and provide any financial assistance to taxi or shuttle service operators. A RPTP has been included as part of this RLTS (refer section 5).

## 5. Regional Public Transport Plan

### 5.1 Background

Due to the size of the public transport function on the West Coast, the Regional Transport Committee has decided to include the RPTP as a section in the RLTS. This section is prepared under the PTMA. It signals Councils intentions in respect of Council-funded transport and taxi/shuttle subsidies. Similarly to the RLTS, public transport planning is guided by the New Zealand Transport Strategy and the Government Policy Statement on Land Transport Funding. As described above, a RPTP must state or describe the public transport services that the council proposes to provide in its region, and any taxi or shuttle service it intends to provide financial assistance for, and how the services will assist the transport disadvantaged.

An RPTP must specify any policies relating to public transport services in the region, and the methods for implementing these policies (refer section 10.3).

### 5.2 Transport Disadvantaged

The Public Transport Management Act 2008 requires the RPTP to describe how the public transport services and financial assistance Council intends to provide will assist the transport disadvantaged (s10(1)(a)(iii)). 'Transport disadvantaged' is defined as meaning "people whom the council has reasonable grounds to believe are the least able to get to basic community activities and services (for example, work, education, health care, welfare, and food shopping)". In this region the provision of public transport has to be considered in relation to the cost of the provision of services and the demand for such services.

The New Zealand Transport Strategy identifies factors to assist Council in determining who are transport disadvantaged. These include lack of modal choice, affordability, and disability. Table 4 describes the groups that Council considers are transport disadvantaged and how the RPTP will assist them.

Table 4: How the RPTP will assist the transport disadvantaged

Transport disadvantage factor	Groups affected	How Public Transport Services will assist
<b>Lack of modal choice</b>	Households with limited access to motor vehicles.	This Plan encourages the provision of viable public transport services where there is sufficient demand.  Services run in the past have been poorly patronised. Services in the future may need to be based on dial-a-ride or community van resources to be sustainable.
<b>Affordability</b>	West Coast ratepayers	Due to a small rating base, the Council is limited in the services it can fund. Therefore the Council has committed to the provision of Total Mobility for the most severely impacted in the community, and is encouraging viable services to be developed where there is sufficient demand.
<b>Disability</b>	People with disabilities that affect their ability to drive, mobility, and ability to access public transport (should a viable service be available of the West Coast).	Total Mobility services will continue to be provided in Westport, Greymouth, and Hokitika subject to continued funding from the NZ Transport Agency, and subsidies from the Buller and Westland District Councils (refer section 5.4).  The Total Mobility service will also continue to be provided through shuttle services to assist with connecting to Christchurch.

### 5.3 Registration of commercial public transport services

All commercial public transport services operating in a region must be registered with the Council. They must also give notice to the Council of fares and routes. The Council can decline to register a service on certain grounds, for example, if it is likely to disadvantage another service already operating that is financially supported by a regional or district council.

### 5.4 Public transport services

#### **Total Mobility**

Subsidised taxi fares (the 'Total Mobility Scheme') are provided to people with serious mobility constraints in the West Coast region who meet the nationally defined criteria. The Scheme is administered by the West Coast Regional Council (through rates) but is part of a nation-wide scheme partly funded by the NZ Transport Agency. Under the Total Mobility Scheme, Council provides vouchers ('chits') to eligible persons with proven mobility issues, which enables them to receive a 50% subsidy on the cost of their trip. This is up to a maximum trip cost of \$30.00, as at 31 May 2011. The Total Mobility user is required to pay the extra cost themselves. For example, if the cost of a trip is \$10.00, the Total Mobility user pays \$5.00; if the trip was \$35.00, the Total Mobility user would pay \$20.00 receiving the maximum subsidy of \$15.00. The operator claims the subsidised amount from the Regional Council monthly. The Council is currently reimbursed 50 percent of the taxi 'chit' subsidy by the NZ Transport Agency.

The scheme was recently reviewed to bring greater consistency across regions and to improve administration and coverage. Phase one of the improvements have been implemented and Council are considering implementing the Phase two requirements.

The Regional Council intends to continue to provide financial assistance for taxi/shuttles through the Total Mobility Scheme, subject to continued funding from the NZ Transport Agency. By agreeing to implement the Phase one improvements, the NZ Transport Agency assistance rate increased from 40 percent to 50 percent. Council will move to Phase two if it determines that the benefits outweigh the costs of implementing the improvements. This will change the NZ Transport Agency assistance rate from 50 percent to 60 percent.

#### **Subsidised Taxi Services**

Both the Buller and Westland District Councils subsidise their local taxi services to ensure a service continues to operate due to population size and low patronage numbers.

### **Super Gold Card**

Due to the limited number of public transport services operating on the West Coast there are currently no opportunities for Supergold Card holders to access free off peak travel. To access this service, public transport services need to operate between 9.00am and 3.00pm and after 6.30pm. Off peak travel also includes weekends. During peak hours, Supergold Card holders have to pay full price for public transport.

The Council will support the Supergold Card scheme by administering subsidies for off-peak free bus travel for superannuatants and veteran pensioners where scheduled urban bus services operate within the scheme parameters.

### **Bus Services**

The West Coast does not have a comprehensive passenger transport (bus) network. This is primarily due to a small population dispersed throughout a long narrow geographic area. However there are several small commercial services operating in the region. These services are not financially supported by the Regional Council, however the Council is supportive of these and is keen to encourage new commercial services to be developed in the region where viable.

There are also a number of community transport services e.g. community vans which provide a variety of services to members of their communities. The future of passenger transport services on the West Coast may see further use of community services and operations such as 'dial-a-ride' services developed, using community resources, where there is sufficient demand.

### **Inter-regional and inter-community services**

There are several inter-regional services operating through the West Coast including:

- Intercity
- Atomic Shuttle
- West Coast Shuttle
- East West Coach and Shuttle

These services provide linkages through West Coast communities and to neighbouring regions.

### **School bus services**

The Ministry of Education currently contracts for school bus services throughout the West Coast.

### **Access to Franz Josef and Fox Glacier Valleys**

If maintaining safe private vehicle access into the Franz Josef and Fox Glacier Valleys becomes infeasible due to the effects of natural processes such as riverbed aggradation, flooding, and melting of underlying ice, then the Department of Conservation may consider access options after consulting with other affected parties. Options may include a public or private passenger transport service and/or walking and cycling access only.

## **6. Relevant Regional Economic or Land Use Considerations**

Section 77(d) of the Act states that the RLTS must contain 'a statement of any relevant regional economic or land-use considerations and the likely funding of any land transport infrastructure associated with those considerations'. An amendment to the Resource Management Act (RMA) in 2005 (i.e. section 30(1)(gb) which specifies that regional councils must address the strategic integration of infrastructure with land use through objectives, policies, and methods) also highlights the need for regional strategic planning documents to recognise the need to ensure strategic integrated land use planning. The recognition of this resource management requirement has been incorporated in the 2008 amendments to the Act to reflect a desire to integrate transport planning with land use planning.

On the West Coast, the geographical spread of the major towns and communities, and the limited growth of these areas reduces the requirement of this planning function compared with the more urban regions. However, this RLTS contains policies to promote more sustainable travel methods for some activities through greater use of rail, walking, and cycling. This Strategy recognises the need for the integration of transport networks in conjunction with local and regional growth and development, and the application of regional and district planning tools.

The West Coast Regional Policy Statement, a statutory document prepared under the RMA provides the regional direction for the sustainable management of the West Coast's physical and natural resources. It also provides direction with regard to future economic growth and land use developments. There are currently no other tools that can provide an over-arching direction for integrated land use and transport planning across a region. It is therefore important to ensure that the RLTS and RPS are aligned. The RPS is currently being reviewed whereby these considerations will be assessed and modified to reflect the issues of the region.

## 7. Assessment of the Role of Education and Enforcement

The roles of enforcement and education on the West Coast contribute to the achievement of assisting safety and personal security across the region. The West Coast Road Safety Coordinating Committee oversees the development of the annual Road Safety Action Plan. The Plan consider the types of accidents and the actions required to be undertaken to reduce accident numbers as well as targeting the 'at-risk' user groups. These actions are then incorporated into the relevant Council or NZ Transport Agency programme which is reflected in the Regional Land Transport Programme, with the delivery of the educational aspects of the activities undertaken by the contracted Road Safety Coordinator.

The New Zealand Police receive annual government funding of around \$275 million for road safety work. In particular Police undertake:

- Speed-limit enforcement;
- Enforcement of alcohol limits;
- Enforcement of driving laws; and,
- Commercial vehicle investigation and highway patrols.

The West Coast Police follow the New Zealand Police Strategic Plan to 2010 that recognises road trauma as a challenge faced by the police. The Government's Road Safety to 2010 Strategy includes reducing annual road deaths to no more than 300 nationally. The West Coast Police are also bound by the New Zealand Police Statement of Intent (updated annually). The Statement of Intent establishes that the police will work to achieve the shared transport sector outcome of a transport system that is safer and more secure.

The continuation of the Road Safety Coordinating Committee meetings will ensure that collaboration between the Police, Councils, the West Coast Road Safety Coordinator, and other agencies as required, in developing and implementing safety and sustainability-focused activities will ensue.

## 8. Strategic options with other regions

The West Coast is reliant on its neighbouring regions to ensure that transport links, particularly for the State Highway and rail, have high levels of route security and are maintained to a high standard. This is particularly important for the regional link to Canterbury of which significant freight movements are made via State Highway 7 and 73 and the midland rail line, and with the Tasman, Canterbury, and Otago/Southland regions (State Highway 6) for the provision of a strong tourism network.

The distance from a major port results in a heavy reliance on cooperation with neighbouring regions to retain safe and efficient freight links through road and rail. The Alpine Passes (Lewis and Arthurs Pass) are of particular importance to the West Coast. These routes are not under the control of this region; therefore strong advocacy is required to highlight the importance of continual upgrading and improvement towards achieving increased route security and safety.

Of primary importance to the West Coast is the upgrade and realignment of State Highway 73 from Mingha Bluff to Rough Creek. This project is located in the Canterbury region but is considered critically important to route security and safety on the network. Completion of this project will contribute to the economic wellbeing of both the West Coast and Canterbury regions. In the longer term, potential links through Karamea to Collingwood in the north, and Haast to Hollyford in the south, provide for possible future tourism opportunities. However, there is considerable investigation required to assess whether these opportunities are viable.

The West Coast is also committed to constructing a stock truck effluent disposal site (STED) at Jacksons in the 2009 - 2012 Regional Land Transport Programme, and will further investigate a site for the Reefton/Springs Junction area. This will provide further strength to the South Island STED network and assist in removing effluent spillage from roads.

Collaboration and cooperation is required between neighbouring regions to ensure that network developments are the most appropriate and effective for each region. The opportunity to comment on Strategies and Programmes for regions are particularly useful for this purpose.

## 9. Funding

The Act, section 76(b) states that a RTC must take into account the land transport funding likely to be available within the region for implementing the Strategy during the period it covers.

### 9.1 Funding sources

There are several sources of transport funding. The primary sources on the West Coast are from local government rates, and from the NZ Transport Agency through the National Land Transport Programme (National and Regional funding, or central government cash injections).

The two main types of NZTA (government subsidy) funding currently available to the region are:

- Regionally distributed (R) funds are allocated to proposed activities judged to have the highest priority in each region. This effectively sets a minimum level of funding available for each region for improvement activities. 'R' funding comes from a portion of fuel excise tax duty and light road user charges and is allocated proportionally to regions based on population. This fund is available until 2015.
- Nationally distributed (N) funds are allocated to the highest priority activities in each activity class not funded by R funds. 'N' Funds are allocated to activities on the basis of national priority order until the funding available to each activity class is fully allocated.

Funding is mainly derived from road user charges, fuel excise, and motor vehicle registrations. The allocations for funding for each of the West Coast Councils will vary from year to year.

The four Councils and the Department of Conservation receive government financial assistance for most of their transport projects (with varying financial assistance rates (FAR)) and all State Highway projects receive 100% FAR as the Transport Agency has no other funding source option. Investment in the rail network is not funded by West Coast ratepayers. Some projects for rail and road may be funded by private organisations depending on the nature of the proposal.

### 9.2 Regional Land Transport Programme

The RTC is required to prepare a prioritised Regional Land Transport Programme (RLTP) to cover a period of three years in detail and ten years in outline. This programme allows the West Coast Council's to recommend funding for land transport activities from the National Land Transport Fund and other funding sources.

In June 2009, the RTC adopted a prioritised RLTP covering the period 2009/10 to 2011/12 in detail and to 2018/19 in outline. The adopted programme is based on the direction and activities in this Strategy. The NZ Transport Agency is required to prepare a National Land Transport Programme every three years. The NZ Transport Agency must ensure that the programme contributes to the aims of the Act and gives effect to the relevant GPS. It must also take account of RLTS' and RLTP's, amongst other policies and strategies.

The National Land Transport Programme for 2009-2012 was released in August 2009 and provides investment of \$110.8 million for the West Coast region over this period. The NLTP targets investment in the following three areas:

- \$57.8 million on state highway maintenance, operations, and renewals.
- \$24.4 million on local road maintenance, operations, and renewals.

- \$19 million on state highway improvement projects.

The RLTP and the NLTP are due to be updated in 2012. Variations to these programmes can be made during the three year period if a good reason exists to do so.

There is expected to be some discrepancy between the amount of funding available and the projects sought to be undertaken in the region. Future investment in the West Coast transport network is expected to primarily involve the maintenance of the network to the present standards as low vehicle numbers on roads compared to regions such as Auckland and Canterbury preclude the options for high capital cost projects. However, the RTC will continue to advocate for additional spending in the region to achieve the outcomes sought by West Coast communities.

A detailed programme of requested activities for the 2009-2012 years can be found in the West Coast RLTP 2009-12. The West Coast NLTP 2009-2012 lists the approved programme. The Council's Long Term Plans provide further detail on transport projects and their funding. A summary of the anticipated expenditure in key areas is summarised in Table 5.

Table 5: National Land Transport Programme Funding for the West Coast

<b>Activity</b>	<b>Indicative 3 year expenditure 2009/10 – 2011/12 (\$m)<sup>1</sup></b>	<b>Indicative forecast 3 year expenditure 2012/13 – 2014/15 (\$m)<sup>2</sup></b>
State Highway maintenance and operations	\$41.5	\$55
State Highway renewals	\$16.3	\$30
State Highway improvements	\$19.0	\$15
Local road maintenance and operations	\$13.3	\$23.7
Local road renewals	\$11.1	\$18.6
Local road improvements	\$6.7	\$12.1
Walking and cycling	\$1.0	\$1.9
Public transport services	\$0.2	\$0.5
Community focused activities	\$0.3	\$0.6
Transport planning	\$1.3	\$0.3
<b>TOTAL</b>	<b>\$110.7</b>	<b>\$158.08</b>
NZ Police land transport activities	\$3,733,400 per annum	

<sup>1</sup> NLTP 2009-2012 West Coast

<sup>2</sup> West Coast RLTP 2009 – 2012



## 10. Policies

The following policies have been developed to take into account the national transport objectives and the Vision sought for the West Coast. The policy framework developed has been designed to ensure that the outcomes sought are more measurable targets. This will assist with measuring progress when undertaking the 3 yearly reporting, and for when the RLTS is next reviewed.

### 10.1 Economic Development

Policy	Method	Performance Measure
<b>Assist economic development</b> in the West Coast region.	Appropriate protection, improvement, and development of key routes to gateways and markets within the West Coast region and inter-regionally to support increasing traffic levels for key economic activities.	Length of time taken to reopen key routes when disrupted. Projects undertaken to protect, improve, and develop key routes to the West Coast. Advocating with neighbouring RTC's on transport projects affecting West Coast links.
	Replacement or upgrading of substandard bridges (road/rail) on key routes to improve their reliability and security.	Bridges replaced or upgraded.
	Rail network upgrading, improvement, and risk reduction to ensure the network can meet the needs of all users (particularly for any potential increase in freight volume).	Work undertaken in upgrading the network.
	Preserving the iconic TranzAlpine passenger service.	Continuation of, and upgrades to, the service.
	Continued development and maintenance of an integrated and high quality travel experience through a regional network of facilities and services (information, rest areas, toilets, campervan discharge facilities, stock effluent disposal sites)	Development of facilities and services. Identification and development of stock effluent disposal sites.
	Consistent high quality visitor information signage on regional routes.	Adoption and implementation of signage strategy.
	Provision of passing opportunities at strategic points on the network with an emphasis on key tourist and freight routes.	Number and locations of passing opportunities or slow vehicle bays.
	Development of a network of stock truck effluent disposal systems throughout the region.	Stock truck effluent disposal sites to be constructed on State Highway 73. Identification of site, and construction of stock truck effluent disposal facility at Reefton.
	Enable the ports to provide a competitive choice for bulk freight transport and containerised cargos by sea.	Alternatives and options for sea transport are recognised in relevant plans and strategies.
	Where appropriate support modal shifts e.g. road to rail/port.	Maintain rail mode share and undertake further modal shift where practicable.
	Where appropriate, securing and protecting appropriate designated freight routes onto the wharves at Greymouth and Westport.	Designations undertaken or reviewed where appropriate.
Allow for the use of mechanisms such as 'over dimension vehicles' or 'overweight' provisions.	Over-dimension and over-weight provisions put in place where appropriate.	

## 10.2 Safety and Personal Security

Policy	Method	Performance Measures
Ensure transport related decision making <b>assists with safety and personal security.</b>	Implement the Safe Systems approach for transport networks on the West Coast	Reduction in fatalities and serious crashes on the roading network.
	Strategic development of road safety campaigns and initiatives.	Road safety campaigns reflect the crash rate incidents as per the road safety data reports.
	Addressing personal security concerns for pedestrians and cyclists through identification of risks and targeted safety improvement investments.	Safety improvements have been made as a result of identified risks.
	Continued progress towards the replacement of single-lane bridges.	Single-lane bridges replaced.
	Address the safety needs of vulnerable users through prioritised investment in street lighting and urban design (including footpaths).	Length of footpaths newly constructed or maintained. Other works undertaken to improve safety of vulnerable users.
	Implementation of safety management systems in each territorial authority.	Safety management systems have been reviewed as required and implemented as appropriate.

## 10.3 Access and Mobility

Policy	Method	Performance Measure
Ensure transport related decision making <b>improves access and mobility for everybody.</b>	<b>Total Mobility</b>	
	Maintain agreements with Total Mobility providers and continue to administer total mobility subsidies.	Provision of total mobility services across the Buller, Grey, and Westland districts, and through inter-regional Shuttles.
	Maintain the 'Phase one' higher funding levels for Total Mobility, and investigate 'Phase two' improvements required.	Maintain the requirements of the Phase one agreement for Total Mobility between the Council and the NZ Transport Agency.
		Review the requirements of the Phase two improvements, and implement if the benefits outweigh the costs of increased administration.
	Allow new operators to join the Total Mobility Scheme where appropriate.	Enter into total mobility agreements with new operators that meet the requirements of the scheme.
	Total mobility user satisfaction	Implement the total mobility programme where taxi services exist, ensuring at least 90 percent of users rate the overall service and value for money as good, very good, or excellent.
	<b>Passenger Transport Services</b>	
	Support existing passenger transport services.	Continue with provision of ongoing support for existing commercial services.
	Continue to identify existing services and identify other passenger transport services.	Identify, and make available to the public, existing passenger transport services including community services by 2012.
	Encourage the provision of new viable passenger transport services.	Support provision of new services (e.g. dial-a-ride, where demand is sufficient).
	<b>Supergold Card</b>	
	Encourage operators, where appropriate, and support the Supergold Card initiatives where services meet NZ Transport Agency criteria.	Administer Supergold Card subsidies for free off-peak travel if services are operating within criteria parameters.

Policy	Method	Performance Measure
	<b>Other</b>	
	Road space needs of users other than motor vehicles through encouragement of suitably designed and located walking and cycling routes and through road safety campaigns.	Development of alternative routes for walking and cycling. Number of road safety campaigns focused on cycling.

#### 10.4 Public Health

Policy	Method	Performance Measure
Transport related decision making <b>protects and promotes public health.</b>	Increase cycle mode share	Increase cycle mode share from 3.4 percent (2006) to 7.5 percent (2016) as per census data.
	Increase walking mode share	Increase walking mode share from 10.9 percent (2006) to 14 percent (2016) as per census data.
	Identification and development of cycle and walkways throughout the region.	Projects identified and level of development undertaken on potential cycle and walkways.
	Implement the West Coast Regional Walking and Cycling Strategy.	Actions identified in Strategy are undertaken where funding permits.
	Seal extensions on rural roads to reduce impact of dust on residences.	Length of seal extensions achieved.

#### 10.5 Environmental Sustainability

Policy	Method	Performance Measure
Transport related decision making promotes <b>environmental sustainability.</b>	Using planning controls and design guides to reduce environmental and amenity effects.	Planning controls and design guides are implemented.
	Greater provision and use of low energy transport options through encouragement of safe and attractive walking and cycling environments.	Increased walking and cycling levels.
	Where appropriate support modal shifts e.g. road to rail/port.	Maintain rail mode share and undertake further modal shift where practicable.

#### 10.6 Cultural

Policy	Method	Performance Measure
Transport related decision making incorporates cultural well-being issues.	Liaison and consultation process that enables clear understanding of issues of significance to Maori.	Local Runanga are consulted on Strategies, Programmes, and Plans in regards to transport in the region.
	Suitable arrangements maintained to enable identification of sites and activities of cultural significance.	Arrangements identified in district and regional plans.
	Regional transport initiatives appropriately take account of heritage considerations in decision making.	Heritage considerations identified in district and regional plans.

## 11. Significance Policy

The Regional Transport Committee has adopted the following policy to determine significance in respect of variations made to the Regional Land Transport Programme.

*"The following amendments or variations to the regional land transport programme are considered to be **not significant** for the purposes of consultation:*

- *Activities that are in the urgent interests of public safety; or*
- *A scope change that does not significantly alter the original objectives of a project (to be determined by the RTC), worth more than \$5 million; or,*
- *Replacement of a local authority project within a group of generic projects by another project and is less than or equal to \$1.5 million.*
- *Replacement of a State Highways project within a group of generic projects by another project and is less than or equal to \$4.5 million.*

*New preventive maintenance and emergency reinstatement activities.*

*Addition of an activity or activities that have previously been consulted and which the RTC considers complies with the provisions for funding approval in accordance with section 2 of the Land Transport Management Act."*

For the purpose of determining whether a proposed variation to the RPTP Chapter of the RLTS is significant for the purpose of section 21(6) of the Public Transport Management Act 2008 (and therefore whether the special consultative procedure must be used) the Regional Council will use the Significance Policy as stated in the 2009-19 Long Term Plan.

## 12. Statement of Process

The RLTS is required by section 77(1) of the Act, to contain a statement provided by an independent auditor of how the process followed by the Regional Transport Committee for West Coast complied with the requirements of this Act. In December 2010 the West Coast Regional Council engaged Mr Brian Baxter to provide an independent review of the procedures implemented during the development of the Strategy, with a view to providing a statement of compliance in accordance with the Act.

The following is therefore a statement by Mr Baxter as to how the process followed by the RTC complied with the requirements of the Act.

### **Auditor's Statement**

*I am satisfied that the Regional Transport Committee, in preparing the West Coast Regional Land Transport Strategy 2011-2041, has followed the processes set out in the Land Transport Management Amendment Act 2008.*

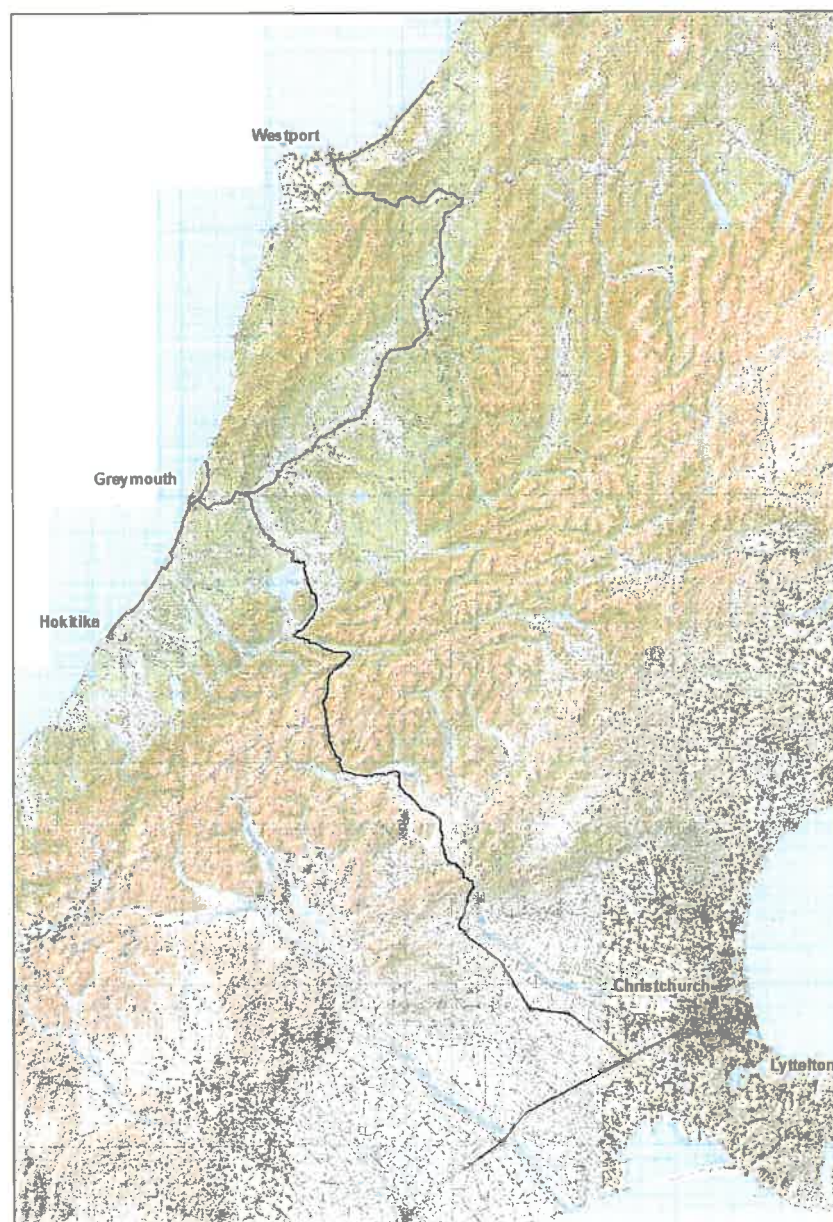
## Appendix 1: Regional Strategic Network Maps

The West Coast's strategic land transport network is made up of the road and rail networks, which have the following features:

- Its primary function is to move freight, visitor, and domestic traffic safely at all times;
- It is maintained to a standard that copes with the volume and type of traffic;
- It connects the region's main centres and links the region to adjoining regions;
- It serves the region's primary production and other industry locations;
- It provides links between the region's main tourist areas; and,
- It does not have major adverse impacts on local communities.

These features are essential for the social and economic well-being of West Coast communities. The rail and road links considered of strategic importance to the West Coast are identified in the following two maps.

### Strategic Rail Network





### Strategic Land Transport Road Network



## Glossary

Funding assistance rate (FAR)	The percentage of the total cost of an approved activity that the NZ Transport Agency pays.
Government Policy Statement (GPS)	The Government policy statement on land transport funding – the government’s statement of its short- to medium-term goals for transport investment.
Land transport	Transport on land by any means and the infrastructure, goods and services facilitating that transport, including: <ul style="list-style-type: none"> <li>▪ Coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure.</li> <li>▪ The infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to that transport.</li> </ul>
Local road	A road (other than a state highway) in the district, and under the control, of a local authority.
Local share	The portion of the total cost of an activity that is provided by an approved organisation.
Long term plan (LTP)	Produced by each local authority, a plan that describes its activities and provides a long term focus for its decision making. It must cover a period of 10 consecutive financial years though it is prepared every three years.
Land Transport Management Act 2003 (LTMA)	The main Act governing the land transport planning and funding system.
National Land Transport Fund (NLTF)	The set of resources, including land transport revenue, that are available for land transport activities under the NLTP.
National Land Transport Programme (NLTP)	A three yearly programme of investment in land transport infrastructure and services from the NLTF.
Regional Transport Committee	A committee required to be established by every regional council comprising a range of representatives, including from the regional council, local authorities, the NZ Transport Agency, one representing each of the five transport objectives and one from a cultural perspective. Its main functions are to prepare an RLTS and RLTP.
Regional Land Transport Programme (RLTP)	A three-yearly land transport infrastructure and services proposal for funding from the National Land Transport fund prepared by a Regional Transport Committee.
Regional Land Transport Strategy (RLTS)	A strategy that every Regional Transport Committee, on behalf of the regional council, must prepare, and consult on to provide guidance on the land transport outcomes the region seeks. The RLTS must be produced every six years, cover 30 years and contribute to its vision.
Road-controlling authorities	Authorities and agencies, including the NZ Transport Agency, local authorities, the Waitangi Trust and the Department of Conservation that have a legal responsibility for roading.
State highway	A road operated by the NZ Transport Agency, as defined by the LTMA.
Vehicle kilometres traveled (VKT)	The total annual vehicle kilometres traveled in an area.

Prepared for: Resource Management Committee  
 Prepared by: Colin Dall - Consents & Compliance Manager  
 Date: 3 June 2011

**Subject: CONSENTS MONTHLY REPORT**

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**CONSENTS**

Consents Site Visits from 27 April – 1 June 2011

<b>DATE</b>	<b>ACTIVITY, NAME &amp; LOCATION</b>	<b>PURPOSE</b>
16/5/11	RC11075 – Amalgamated Mining Ltd, Alluvial gold mining, Card Creek	To investigate a proposed gold mining operation together with DoC and to discuss mixing zones and riparian margin setback distances for the operation.
30/05/11	Consent Enquiry – Alpine Readymix & Contracting Ltd, Concrete manufacturing, Hokitika	To investigate the potential resource consent requirements associated with a proposed concrete manufacturing plant.
31/5/11	RC11103 – Fahey Contracting Ltd, Onsite sewage wastewater discharge, Ngahere	To assess the proposed onsite sewage treatment system against Rules 6 (RPDL) and 77 (PRLWP) – consent required.

Non-Notified Resource Consents Granted from 27 April – 1 June 2011

<b>CONSENT NO. &amp; HOLDER</b>	<b>PURPOSE OF CONSENT</b>
RCN99138 Ferguson Brothers Ltd	To undertake earthworks and vegetation clearance associated with quarrying at Whataroa.  To discharge sediment-laden water to land where it may enter water in Matainui Creek, Whataroa.
RC05065 W Begg & Son Ltd	To discharge dairy effluent from a stand off pad to land near Duffers Creek, Totara Flat.
RC05091 Ferguson Brothers Ltd	To disturb the dry bed of the Waiho River for the purpose of gravel extraction.  To disturb the dry bed of Canoe Creek for the purpose of gravel extraction.  To disturb the dry bed of the Taramakau River near Rangiriri Creek for the purpose of gravel extraction.  To disturb the dry bed of the Taramakau River near Rocky Point for the purpose of gravel extraction.  To disturb the dry bed of the Taramakau River near Rocky Creek for the purpose of gravel extraction.
RC10026 A Lyman and L McLay	To disturb the foreshore within the Coastal Marine Area within Mining Permit 41928 for the purpose of undertaking black sand (gold) mining.  To take sand within Mining Permit 41928 for the purpose of gold mining.
RC11027 Westland District Council	To discharge stormwater from the Hokitika reticulated stormwater system to the Hokitika River upstream of the coastal marine area.



	To discharge stormwater from the Hokitika reticulated stormwater system in the Hokitika River within the coastal marine area.
RC11050 Solid Energy New Zealand Ltd	To discharge water containing contaminants from drilling operations to land on the Denniston Plateau.
RC11056 The Christian Church Community Trust	To disturb the bed and banks of an unnamed tributary of Lake Haupiri for the purpose of constructing a jetty.
RC11059 Department of Conservation	To authorise the aerial discharge of 1080 (sodium monofluoroacetate) possum control cereal baits (up to an average rate of 5kg per hectare), containing a mean of 0.15% weight/weight of 1080, to land in the "Leslie/Karamea Discharge Area".
	To authorise the aerial discharge of 1080 (sodium monofluoroacetate) possum control cereal baits, containing a mean of 0.15% weight/weight of 1080, to water incidental to its aerial discharge to land in the "Leslie/Karamea Discharge Area".
RC11064 Graham Ford	To disturb the wet and dry bed of the New River for the purposes of gravel extraction.
	To disturb the wet and dry bed of Cariboo Creek for the purposes of gravel extraction.
RC11068 Haast World Heritage Ltd	To discharge treated domestic sewage effluent to land from a camping ground in Haast.
RC11071 New Zealand Railways Corporation trading as KiwiRail	To disturb the bed of Little Houhou Creek for the purpose of replacing Rail Bridge 30.
	To disturb the riparian margins of Little Houhou Creek for the purpose of replacing Rail Bridge 30.
	To take groundwater from Little Houhou Creek while dewatering piles for the purpose of replacing Rail Bridge 30.
	The incidental discharge of sediment to Little Houhou Creek for the purpose of replacing Rail Bridge 30.
	To discharge water containing contaminants to land from the dewatering of piles for the purpose of replacing Rail Bridge 30.
RC11072 South Pacific Forest Holdings Ltd	To undertake vegetation clearance and earthworks in an Erosion Prone Area 2 associated with track formation near Moana.
RC11074 New Zealand Transport Agency	To occupy the Coastal Marine Area (CMA) as a result of the placement of rock rip rap for erosion protection, Woodpecker Bay.
	To construct a structure (rock rip rap) for erosion protection, Woodpecker Bay.
	To disturb the foreshore or seabed by constructing a structure (including deposition of rock) for erosion protection, Woodpecker Bay.
RC11076 Grey District Council	To undertake earthworks within 50 metres of the Coastal Marine Area, associated with the construction and maintenance of a cycleway at Greymouth
RC11078 Solid Energy New Zealand Ltd	To discharge contaminants to land where they may enter water via seepage from settling ponds, Strongman Opencast Mine.

RC11084 WM & MJ Cain	To discharge dairy effluent to land at Waimangaroa (DS812) in circumstances where it will enter groundwater via seepage.
RC11085 L & E Neither	To discharge treated domestic sewage effluent to land from a dwelling at 6 Manawatu Street, Dobson.
RC11087 New Zealand Transport Agency	To undertake earthworks and vegetation clearance within riparian margins, Wombat Creek.  To undertake earthworks and vegetation clearance outside riparian margins, Waiho River/Wombat Creek.  Raising of the bridge and associated river protection works, Waiho River.  To divert water, Wombat Creek.  Incidental release of sediment associated with the bridge raising works, Waiho River/Wombat Creek.
RC11090 D & T Malone	To discharge dairy effluent to land at Harihari (DS140) in circumstances where it may enter groundwater via seepage.
RC11091 RK McKenzie	To authorise the construction of a stop bank in the bed of the Poerua River.
RC11093 Westland Schist Ltd	To disturb the dry bed of the Waitaha River for the purpose of gravel extraction.
RC11094 Cranley Farms Ltd	To undertake earthworks associated with humping and hollowing activities, Arahura Valley.  To discharge sediment from humping and hollowing activities to land where it may enter water, Arahura Valley.
RC11096 Keoghan Farm Ltd	To discharge dairy effluent to land at Sergeants Hill (DS791) in circumstances where it will enter groundwater via seepage.

Changes to Consent Conditions Granted from 27 April – 1 June 2011

<b>CONSENT NO, HOLDER &amp; LOCATION</b>	<b>PURPOSE OF CHANGE</b>
RC91035 Westland District Council Lake Kaniere	To increase water take volume for the community water supply.
RC98005 Titan Resources Ltd Bell Hill	To increase the maximum unrehabilitated disturbed area for gold mining operation.
RC05073 Ferguson Brothers Ltd Taramakau River	To authorise a change in location of the water take point.
RC05300 Animal Health Board Buller South Block	To change some of the area for the aerial 1080 operation, resulting in an overall reduction of the total area previously authorised by the consent.
RC06013 Animal Health Board Moana North Block	To change some of the area for the aerial 1080 operation, resulting in an overall reduction of the total area previously authorised by the consent.
RC08013 West Coast Regional Council Camelback Quarry	Increase in maximum unrehabilitated disturbed area for quarry operation.

<b>CONSENT NO. &amp; HOLDER</b>	<b>PURPOSE OF CONSENT</b>
RC09099 Westhaven Dairy Farm Ltd	To discharge dairy effluent to land and water (a farm drain) near DS288, Kokatahi.
RC10053 GN & SR Thompson	To disturb the bed of Waimea Stream to install a stock crossing bridge.
RC10056 GR Aitken & HP Rastrick	To discharge dairy effluent to land and water (an unnamed tributary of La Fontaine Stream) near DS154, Harihari.

Notified Consents Updates

The joint-hearing for Buller Coal Limited's consent applications for its proposed Escarpment Mine on the Denniston Plateau was scheduled to commence on the week beginning 7 June. The hearing is expected to last up to three weeks.

The appeals relating to Solid Energy New Zealand Limited's proposed hydro power scheme on the Stockton Plateau were resolved, with the draft Consent Order resolving the appeals being lodged with the Environment Court on 3 June.

Public Enquiries

54 written public enquiries were responded to during the reporting period. 44 (81.5%) were answered on the same day, 6 (11.1%) the following day, and the remaining 4 (7.4%) no more than 10 working days later.

**RECOMMENDATION**

*That the June 2011 report of the Consents Group be received.*

Colin Dall  
**Consents & Compliance Manager**

**THE WEST COAST REGIONAL COUNCIL**

Prepared for: Resource Management Committee  
 Prepared by: Colin Dall – Consents & Compliance Manager and Colin Helem Senior Compliance Officer  
 Date: 3 June 2011  
 Subject: **COMPLIANCE & ENFORCEMENT MONTHLY REPORT**

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**Site Visits**

A total of 95 site visits were undertaken during the reporting period, which consisted of:

<b>Activity</b>	<b>Number of Visits</b>	<b>Fully Compliant (%)</b>
Resource consent monitoring	10	60
Dairy shed inspections	57	79
Complaint response *	18	100
Mining compliance & bond release	10	60

\*Note that some of the complaint response visits were to gold mining operations.

**Specific Issues**

**Dairy Effluent Discharges:** Compliance staff carried out regular dairy farm inspections during May. Most farms have now ceased milking for the 2010/2011 season.

**Oceana Gold Limited (OGL) – Globe Progress Mine:** OGL reported that it had discovered sediment-laden water seeping from the saddle embankment of the tailings dam at the mine site. The Company then excavated a sump to capture the seepage and put in place a pump to pump the seepage back to the dam.

Some seepage had entered the adjacent creek prior to it being discovered. The Company undertook water quality sampling to assess the effects of the discharge and obtained geotechnical advice to ascertain the cause of the problem.

Results of the Council's routine water sampling of Devils Creek around the time of the problem showed a minor exceedance of the suspended solids compliance limit for the stormwater discharge from the mine site.

The Company is preparing a full report on the matter, which had not been completed at the time of writing this report.

**Solid Energy New Zealand Limited (SENZ)/Stockton Alliance – Stockton Coal Mine:** There were no reports of non compliance during the last reporting period

**Francis Mining Co Limited (Echo Mine):** Two incidents at the Echo Mine during May resulted in sediment-laden water and coal fines being discharged to tributaries of the Inangahua River. An earth bund in a steep gully had major seepage allowing sediment to discharge to Garvey Creek. There was also a slip that occurred after wet weather which carried mining overburden into Hut Creek. Further site visits are planned as part of the investigation of these incidents.

**Roa Mining Company Limited (RMC):** RMC is currently in breach of one of its consent compliance limits for the discharge of suspended solids from the Roa Mine site. Council staff also investigated a complaint about water quality in Ford Creek and found that the creek was running black as a result of contamination by coal fines.

**Gold Mining:** Alluvial gold mining operations were the subject of a number of complaints this month. Three operations were identified as discharging sediment-laden water in breach of their consent

conditions and, in one case, breach of the relevant permitted activity rules. Enforcement action was taken in all three cases.

### **Complaints/Incidents between 29 April and 31 May 2011**

The following 15 complaints/incidents were received during the reporting period:

<b>Activity</b>	<b>Description</b>	<b>Location</b>	<b>Action/Outcome</b>
Discharge to Water	Complaint about Ford Creek running black.	Blackball	The source of the discharge was unable to be substantiated by the site visit.
Earthworks	Complaint about sediment discharge from humped and hollowed area.	Stillwater	Non compliant – remedial works carried out.
Gold Mining	Complaint about minewater entering water way.	Blue Spur, Hokitika	Non compliant – remedial works carried out.
Riverworks	Complaint regarding unconsented works in the river bed	Waimea Creek	Compliant when inspected.
Gold Mining	Complaint about minewater entering water.	Stafford	Non compliant – remedial works carried out.
Discharge to Water	Diesel spill from a fishing boat while refueling.	Westport	Inspection undertaken and diesel contained.
Discharge To Land	Complaint about a truck firm discharging antifreeze where it entered a storm drain.	Westport	Company contacted and required to remediate the discharge.
Gravel Extraction	Complaint about gravel extraction undertaken outside of consent conditions.	Seddonville	Compliant at the time of inspection.
Coal Mining	Complaint about a creek running dirty with sediment.	Reefton	Non compliant – still under investigation.
Earthworks	Complaint about dumping gravel on the beach.	Blaketown	Compliant when inspected.
Earthworks	Complaint about track construction along side a river.	Seddonville	Compliant when inspected.
Gold Mining	Complaint about gold mining sediment	Mikonui River	Non compliant – remedial works carried out.
Aerial Spraying	Complaint about aerial spraying of pesticide.	Westport	Still under investigation.
Flooding	Complaint that flooding has caused erosion blocking a culvert.	Greymouth	Site visited – advice given.
Earthworks	Complaint that earthworks were causing the discharge of sediment to a creek.	Stafford	Non compliant – remedial works carried out.

## **Formal Enforcement Action**

The following 3 Abatement Notices and 5 Infringement Notices were issued during the reporting period:

<b>Notice</b>	<b>Activity</b>	<b>Location</b>
Abatement	Discharge of contaminants (sediment) to water associated with a gold mining operation.	Mikonui
Abatement	Discharge of contaminants (dairy effluent).	Whataroa
Abatement	Unauthorised gold mining activities.	Hokitika
Infringement	Discharge of contaminants (sediment) to water associated with a gold mining operation.	Mikonui
Infringement	Discharge of contaminants (sediment) to water associated with a gold mining operation.	Waimea Creek
Infringement	Discharge of contaminants (sediment) to water associated with a gold mining operation.	Blue Spur
Infringement	Unauthorised creek diversion associated with a gold mining operation.	Blue Spur
Infringement	Unauthorised earthworks associated with a gold mining operation.	Blue Spur

There was also one formal warning issued during the reporting period.

The hearing for the Council's/Crown's prosecution against Derek Newton for alleged illegal works in the bed of the Taramakau River and the sentencing hearing for Paul Stewart for an illegal discharge of dairy effluent to water took place in the Grey District Court in the week commencing 30 May.

In the Newton case, Judge Kellar needed to rule on two points of law before the jury trial could proceed. The two points of law were; (1) could the Jackson resource consent be interpreted in a way that allowed the works? and (2) where was the bed of the Taramakau River? After hearing the expert evidence given on these matters, Judge Kellar ruled that the Jackson consent did not allow the works and that the bed of the river was where the Council had identified it to be. Following these rulings the Crown Prosecutor and Mr Newton's lawyer met and an agreement was reached resulting in Mr Newton pleading guilty to 2 of the 6 charges laid against him. However, there will be Disputed Facts Hearing in regard to the effects of the illegal works, which is tentatively scheduled to take place at the end of September 2011.

In the Stewart case, Judge Kellar fined Mr Stewart \$25,000 for the illegal discharge of dairy effluent to water. Judge Kellar had set the starting point for the fine at \$60,000 and subsequently reduced the fine taking into account Mr Stewart's early guilty plea, good character, financial means, the work pressure he was under at the time and the limitations of the effluent system he was managing.

## **MINING**

### **Work Programmes**

The Council received the following four work programmes during the last reporting period. The three work programmes shown in italics are waiting on further information or were not been processed before the end of the reporting period, while the remaining programme was processed and accepted.

<b>Date</b>	<b>Mining Authorisation</b>	<b>Holder</b>	<b>Location</b>
<i>28/4/11</i>	<i>RC09059</i>	<i>P &amp; R Mining</i>	<i>Black Water</i>
<i>6/5/11</i>	<i>RC02260</i>	<i>Blues Mining Ltd</i>	<i>Notown Grey Valley</i>
13/5/11	RC97014	Cascade Coal	Denniston
<i>18/5/11</i>	<i>RC93033</i>	<i>PJ &amp; JA Fitzgerald</i>	<i>Taipo Valley</i>

**Bonds Received & Bond Releases**

The following mining bond was received during the reporting period:

<b>Mining Authorisation</b>	<b>Holder</b>	<b>Location</b>	<b>Amount</b>
RC07186	Phoenix Mining	Granville	\$6,000

No bonds are recommended for release.

**OIL SPILL RESPONSE**

On 11 May 2011, Council staff were participating in an oil spill response training day at the Westport Harbour. During the exercise, a fishing boat was refueling with diesel at the Wharf. The pump nozzle was left unattended and slipped out of the tank opening resulting in fuel being pumped onto the boat deck and into the harbour.

Council staff deployed booms and absorbent pads to contain the spill. Enforcement action is still being considered in relation to the matter.

**RECOMMENDATION**

*That the June 2011 Compliance report be received.*

Colin Dall  
**Consents & Compliance Manager**

# **COUNCIL MEETING**



## THE WEST COAST REGIONAL COUNCIL

Notice is hereby given that an **ORDINARY MEETING** of the West Coast Regional Council will be held in the Offices of the West Coast Regional Council, 388 Main South Road, Greymouth on **Tuesday, 14<sup>TH</sup> June 2011** commencing on completion of the Resource Management Committee Meeting.

A.R. SCARLETT  
CHAIRPERSON

C. INGLE  
CHIEF EXECUTIVE OFFICER

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<u>AGENDA NUMBERS</u>	<u>PAGE NUMBERS</u>	<u>BUSINESS</u>
<b>1.</b>		<b>APOLOGIES</b>
<b>2.</b>		<b>PUBLIC FORUM</b>
<b>3.</b>		<b>MINUTES</b>
	1 – 4	3.1 Minutes of Council Meeting 10 May 2011
	5 – 7	3.1.2 Minutes of Special Council Meeting 31 May 2011
<b>4.</b>		<b>REPORTS</b>
	8 – 9	4.1 Planning & Environmental Manager's Report on Engineering Operations
	10 - 12	4.2 Corporate Services Manager's Report
	13 – 17	4.2.2 Decisions on Submissions and Adoption of the 2011 / 12 Annual Plan
	18 – 20	4.2.3 LAPP Fund and Risk Protection Management of Council River, Drainage & Coastal Protection Infrastructure
<b>5.</b>		<b>CHAIRMAN'S REPORT (VERBAL)</b>
<b>6.0</b>	21	<b>CHIEF EXECUTIVE'S REPORT</b>
<b>7.</b>		<b>GENERAL BUSINESS</b>

THE WEST COAST REGIONAL COUNCIL**MINUTES OF THE MEETING OF THE COUNCIL HELD ON 10 MAY 2011,  
AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD, GREYMOUTH,  
COMMENCING AT 11.15 A.M.****PRESENT:**

R. Scarlett (Chairman), B. Chinn, A. Robb, T. Archer, D. Davidson, A. Birchfield, I. Cummings

**IN ATTENDANCE:**

C. Ingle (Chief Executive Officer), R. Mallinson (Corporate Services Manager), M. Meehan (Planning and Environmental Manager), C. Dall (Consents & Compliance Manager), T. Jellyman (Minutes Clerk)

**1. APOLOGIES:**

There were no apologies.

**2. PUBLIC FORUM**

There was no public forum.

**3. CONFIRMATION OF MINUTES**

**Moved** (Cummings / Birchfield) *that the minutes of the Council Meeting dated 12 April 2011, be confirmed as correct.*

*Carried*

**Matters arising**

There were no matters arising.

**REPORTS:****4.1 ENGINEERING OPERATIONS REPORT**

M. Meehan spoke to his report advising that quarry work is progressing well with a substantial amount of work being done in Blackball, Kiwi, Camelback and Inchbonnie quarries. M. Meehan reported that design work is underway in the Paroa / Saltwater Creek area. M. Meehan advised that a report has been received for design calculations for the Franz Josef Rating District upgrade. He stated that the riverbed has built up substantially and a report will be brought to next month's meeting regarding this. Cr Chinn stated that the tender price for the rock bought over from Whataroa for the Wanganui Rating District's works was very competitive. He stated that this tender price has saved the Wanganui Rating District close to \$100,000.

**Moved** (Robb / Archer) *that this report be received.*

*Carried*

**5.1 CORPORATE SERVICES MANAGER'S REPORT**

R. Mallinson spoke to his report advising that the surplus to the nine months is just under \$1.8M. He stated that this is a strong financial result and is very encouraging. Cr Archer commented that the Council's diversification strategy is now proving its worth.

**Moved** (Robb / Birchfield) *that this report be received.*

*Carried*

### 5.2.1 NZ LAPP (LOCAL AUTHORITY PROTECTION PROGRAMME DISASTER FUND)

R. Mallinson spoke to this report. He advised that he has been keeping council informed on this matter as our cover has been revoked as of the 13<sup>th</sup> of April. R. Mallinson advised that he will be attending a meeting in Wellington next week with the LAPP Fund administrators and this will provide a clearer picture as to where to from here. R. Mallinson advised that he would report back to council following this meeting. Cr Davidson feels that the LAPP fund has been an anticlimax as council has only ever had one claim. Cr Scarlett stated that \$180,000 was claimed for the Karamea flood and a lot of other councils will have contributed to LAPP but have never got anything out of it. R. Mallinson clarified that LAPP covers generally uninsurable assets. R. Mallinson advised that there are three options for council, private insurance which is cost prohibitive, community schemes such as LAPP or self insurance but the options are quite limited. Cr Archer commented that LAPP has always been considered to have reasonable premiums for the scope of the cover but the Christchurch earthquakes have pretty much used it all up. C. Ingle advised that up until the Christchurch earthquakes, regional councils were felt to be the biggest risk after the Manawatu floods. C. Ingle advised that following the earthquakes massive claims are coming from Christchurch City Council who have lost their stormwater and sewage infrastructure underground. Cr Davidson asked if there is any liability that Council could be held to by any affected parties who have protection works that fail while we are not covered by insurance. R. Mallinson responded that unless the works were poorly designed or constructed and they suddenly failed, we would not be liable. But should assets be damaged then Council would want to replace them for that community. Cr Birchfield stated that this is why is it very important for rating districts to rate to build up a fund in case of this type of situation.

**Moved** (Archer / Birchfield) *that this report be received.*

*Carried*

### 5.2.2 LONG TERM PLAN (2012 / 22) TIMELINE

R. Mallinson spoke to this report and advised that Council will soon be beginning the LTP project as required under Section 93 of the Local Government Act 2002. R. Mallinson stated that this is a significant project for Council that will require a sustained effort from staff and also councillors to achieve. R. Mallinson encouraged any councillors who are available to attend the SOLGM workshop on the 22<sup>nd</sup> of June which is to be held in conjunction with Grey District Council. Cr Scarlett asked if there would be any radical changes from the last LTP process carried out three years ago. R. Mallinson responded that the TAFM legislation requires a new financial strategy and various other new requirements.

**Moved** (Birchfield / Archer) *that this report be received.*

*Carried*

### 5.2.3 DEVELOPING A POLICY FOR VEXATIOUS COMPLAINTS

Cr Birchfield asked for this item to be placed on the agenda. Cr Scarlett invited Cr Birchfield to speak on this matter. Cr Birchfield stated that he received a phone call from a resident in the Stafford area who is being complained about by two individuals in this area. Cr Birchfield stated that most of these complaints are unsubstantiated. Cr Birchfield stated that he has been concerned about this matter for a couple of years now and he feels that it is time something was done. Cr Birchfield said that staff are being called out on the weekends for vexatious complaints and this is costing council money and it is annoying anyone who is trying to do anything in the area. Cr Birchfield stated that if this was happening in Karamea and staff were being sent up there the cost would be huge. Cr Birchfield feels that because Stafford is handy staff are being sent there all the time. Cr Birchfield stated that he would like the two individuals who are doing the complaining spoken to and he would like to see them charged for these visits from now on. Cr Scarlett asked C. Dall what legally could be done about this. C. Dall advised that legally Council has a responsibility to respond to the complaint as it may turn out that there is a non-compliance with a rule or a resource consent. C. Dall advised that Council has the discretion with how it deals with complaints and generally ascertains from the complainant whether the alleged activity is happening at the moment and if not then an immediate response is not required. If it is a long way away and there is a prospect that by the time staff get there it is nighttime or the activity has stopped then it is unlikely that a site visit would be made as a matter of urgency. C. Dall stated that if there is an opportunity to observe the problem then an inspection would be done. Cr Scarlett asked that if someone is making frequent and unsubstantiated complaints can council legally tell them to go away and advise the caller that a site visit would not be made. C. Dall advised that in the past contact has been limited between an individual and the council in responding to a particular issue. In this case the individual was

informed that one call per week would be accepted and any additional calls would not be answered. Cr Robb asked if it is fair that someone close by is getting visited by staff more often than if repeated complaints were made further away. C. Dall advised that complaints are followed up on and gauged as to how urgent or whether the activity has ceased or not. Cr Robb asked if several complaints are made and all are found to be innocent then are there guidelines in place for dealing with such vexatious complaints. C. Dall advised that if there is evidence that it is not a genuine complaint then council is entitled to say that the complaint is not going to be investigated but this would be done on a case by case basis. Cr Scarlett asked C. Dall if the person making the allegation could be charged for council's time if the complaint is proved to be innocent. C. Dall responded that there is not any provision under the legislation to charge for this. Cr Archer concurred with C. Dall and stated that every council in the country faces similar issues and stated that there is no mechanism within the RMA for charging a person and it spells out what you are allowed to charge for. Cr Archer advised that when long distances are a factor it might be possible to warrant or appoint an officer to do a quick check in an attempt to reduce costs. C. Dall stated that this could be a possibility and in the past council has worked with other councils or agencies for this purpose. Cr Scarlett asked if a councillor in the area could be asked to check on activity. C. Dall advised that council has done this in the past. Cr Cummings stated that a consent holder is visited twice annually by the council and he pays for that visit. C. Dall responded that this only provides a very small snapshot as most activities operate 365 days per year. Cr Scarlett stated that he thought that Phase 2 of the RMA reforms would deal with vexatious complaints. C. Ingle stated that this matter could be brought up with the Minister and MP Auchinvole when they visit on the 26<sup>th</sup> of May. C. Ingle advised MP Auchinvole chaired the select committee and this is an issue that happens across the whole of the country when repeat complainants become difficult to manage. C. Ingle feels that research should be done into how other councils manage this issue. C. Ingle advised that the Ombudsman told us that it is allowable to restrict phone calls from a frequent complainant to one phone call per week. Cr Robb asked if the person that is being complained against could take civil action against the complainant. Cr Scarlett stated that this can be done but one has to prove that the complainant is being vexatious. C. Dall advised that a lot of this comes down to judgement and is very much on a case by case basis. C. Dall agreed to look into this matter and report back to council. Cr Archer advised that over the years there has been a number of commissions of inquiry undertaken whereby the findings and recommendations of the commission have made it very clear that councils have a statutory duty of care to investigate all complaints. Cr Archer stated that until there is a change to the Act councils would still have to investigate all complaints. Cr Archer advised that if ten complaints were received over the telephone and one was justified, how could this be separated out over the telephone. Cr Archer advised that the reasonable test would only be able to be applied if the legislation allows for this. Cr Birchfield stated that there is one very simple way to cure this and that is to charge the complainant for the time. C. Dall advised that all charges set are under either the Local Government Act or the RMA. Cr Birchfield does not believe that a complainant cannot be charged for a call out of staff. C. Ingle responded that the consent holder can be charged if they are non-compliant but the reverse is not the case in law and this is why this matter must be brought to the Minister's attention.

## 6.0 CHIEF EXECUTIVES REPORT

C. Ingle reported that he attended the High Court hearing in Christchurch for the Wetlands case on the 19<sup>th</sup> of April. C. Ingle reported that he hosted a meeting with Grey District Council staff on the 20<sup>th</sup> of April to discuss Saltwater Creek / New River coastal river mouth works that were constructed under the RMA emergency provisions.

C. Ingle reported that he and Cr Scarlett attended the Zone 5 & 6 conference in Christchurch on the 26<sup>th</sup> and 27<sup>th</sup> of April. He advised that this was a very informative meeting and was also attended by Hon Chris Auchinvole.

C. Ingle reported that he spoke at the Federated Farmers Annual General meeting on the 2<sup>nd</sup> of May which was attended by both West Coast MP's.

C. Ingle reported that the latest BERL Economics report states that despite the national economic situation the West Coast is going well with a 4% GDP increase which is attributed mainly to the mining sector. He advised that there is good progress being made in the mining industry with new operations in pipeline for the Buller area for coal as well as gold.

C. Ingle advised that Dr Nick Smith's visit would provide a great opportunity to inform him of our concerns for the environment and how we are managing things and how things can be done better in the future. C. Ingle feels that the Minister will be very interested in elected members views on the new NPS for Freshwater Management that has recently been released.

Cr Chinn asked if there were any questions asked of C. Ingle at the Federated Farmers meeting. C. Ingle responded that there was some concern about the level of fines imposed on prosecutions and whether people would continue to complain with this level of fines. C. Ingle explained to them that the level of the fine is imposed by the court and it is out of Council's control. C. Ingle reported that there were

questions about council funding and the fact that there is no net rate increase again this year. C. Ingle stated that the major concern was the Biodiversity National Policy Statement. Federated Farmers had made a submission on this.

**Moved** (Robb / Davidson) *that this report be received.*

*Carried*

**7.0 CHAIRMANS REPORT (VERBAL)**

Cr Scarlett reported that he felt there were two standout speakers at the Zone 5 & 6 conference. One of these speakers was a Geologist who spoke about the Christchurch earthquakes who gave the meeting a very good insight to the Christchurch situation. Cr Scarlett reported that he also dealt with matters brought to his attention by local constituents.

**Moved** (Scarlett / Archer) *that this report be received.*

*Carried*

**GENERAL BUSINESS**

There was no general business.

The meeting closed at 11.55 a.m.

.....  
Chairman

.....  
Date

**THE WEST COAST REGIONAL COUNCIL**

**MINUTES OF A SPECIAL MEETING OF THE WEST COAST REGIONAL COUNCIL HELD ON THE  
31 MAY 2011, AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL,  
388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 10.30 A.M.**

**PRESENT:**

R. Scarlett (Chairman), B. Chinn, T. Archer, A. Robb, A. Birchfield, I. Cummings

**IN ATTENDANCE:**

C. Ingle (Chief Executive Officer), T. Jellyman (Minutes Clerk), The Media.

**1. APOLOGIES:**

There were no apologies.

**2. ANNUAL PLAN SUBMISSIONS**

The Chairman welcomed everyone to the meeting. He stated that this meeting is a hearing to listen to submitters. Council takes note of what submitters have to say and may also ask questions of clarification. The Chairman explained that this meeting was to hear submissions on the Council's Draft Annual Plan 2011/12 after which, at the conclusion of today's meeting a workshop will be held to discuss submissions. Decisions will be made at the next Council meeting on 14 June.

**Submissions on the Draft Annual Plan**

Four submitters appeared to present their submissions.

**Federated Farmers of New Zealand (Anna McKenzie).**

Anna Mackenzie and Katie Milne presented this submission to the Council, on behalf of Federated Farmers of New Zealand. A. Mackenzie congratulated Council on the joint IT Strategy with the three other local councils. She stated that this is a positive move and a great opportunity to reduce costs. A. Mackenzie stated the cost of dairy shed inspections is continuing to increase and Federated Farmers would like to see yearly inspections reduced to two yearly inspections for all compliant farms who have had three consecutive clear inspections. A. Mackenzie suggested that this could be achieved by the Council and the dairy company working together on this matter. A. Mackenzie stated that Federated Farmers continue to be involved in plans and policies with Council and feels that they have a very good working relationship.

A. Mackenzie offered to answer any questions from councillors. Cr Archer asked A. Mackenzie if she felt that farmers had been given plenty of notice regarding costs of dairy shed inspections rising. A Mackenzie responded that there had been sufficient notice. Cr Robb suggested that self documentation could be supported by the dairy company and this could be helpful. Cr Cummings stated that miner's activities are inspected twice per annum and miners are required to provide work programmes to council. A. Mackenzie stated that dairy shed inspections and effluent matters are a permitted activity and mining is a resource consent matter.

Cr Scarlett thanked Federated Farmers for their submission.

**Tb Free West Coast Committee**

K. Milne spoke to this submission. She thanked Council for its continued support towards the eradication of bovine tuberculosis and to the national Tb control programme. She stated that one third of New Zealand's cases of bovine Tb are on the West Coast. There are currently 31 infected herds on the West Coast but this has been as low as 23 herds, this April. K. Milne stated that the programme remains well on target but she would be delighted to see a further decrease in Tb on the West Coast.

K. Milne offered to answer questions. Cr Archer stated that funding is provided by both the targeted rate and the general ratepayer. He asked K. Milne what benefit does the general ratepayer get from this. K. Milne responded that the farming sector contributes more than \$700M a year to the region's economy and it is vital to the vitality of the coast. There are also benefits to biodiversity. If the number of Tb infected herds can be kept very low then the West Coast becomes an attractive area to farm. Cr Archer stated that Federated Farmers have remained virtually silent with regard to the anti 1080 faction. K. Milne responded that both organisations are supportive of the Tb Free programme but it is hard to be pro 1080 in this environment. K. Milne stated that in the past there have been threats made to herds and properties of those who have publicly supported the use of 1080.

### **Animal Health Board (Matthew Hall)**

Matthew Hall presented this submission to the Council, on behalf of the Animal Health Board. He thanked Council for its continued financial support of the Animal Health Board's Tb Free programme. M. Hall advised that Tasman District Council is unable to fully fund their programme and therefore some of funding could become available to the West Coast but this could not be confirmed until later in June. M. Hall advised that the Revised Pest Management Strategy order in council has now been passed by Parliament. Cr Archer asked M. Hall if there has been any progress in finding a suitable substitute toxin to 1080. M. Hall responded that at this stage progress has stalled with some of the research funding coming to an end. Discussion took place on other poison options. M. Hall advised that deer repellent is used in some areas but this needs further research. He stated that RS5 bait has been found to have less impact on Kea. M. Hall stated that the Animal Health Board believes that currently 1080 is still the best tool for the eradication of bovine Tb in back country possum populations and that if 1080 weren't used then there would be more cases of Tb. He stated that over the last five years there has been a steady decrease in bovine Tb on the West Coast. M. Hall answered various questions from councillors on funding options and the effectiveness of 1080. Cr Scarlett stated that in the past there has been tension between the Department of Conservation and hunters regarding the use of deer repellent in 1080 because deer repellent is not always allowed to be used on Department of Conservation land. M. Hall stated that he is aware of this and stated that it is the intention of the Animal Health Board to continue to work hard to eradicate Tb. Cr Scarlett thanked M. Hall for his submission.

### **Proposed New Lower Waiho Rating District**

Liz Ewins presented this submission. She spoke on behalf of fellow submitters J. Vychodil & A. Bangan, James R. Campbell and one other who wishes to remain anonymous.

L. Ewins stated that she and her fellow submitters do not benefit from flood protection from the Milton and Others stopbank but they do benefit from the rubbish bank stopbank and they are happy to pay for this. L. Ewins stated that most ratepayers in the Lower Waiho rating district will get a reduction in their rates whilst she and the submitters she is representing will be paying substantially more. L. Ewins stated that the Milton and Others stopbank has been wiped out by floods three times in the past. She stated that this stopbank is a long way downstream from the properties the submitters are representing. L. Ewins is concerned that the owners of small properties will be unable to afford to pay for protection and should there be a major flood event these property owners would be unable to afford to pay for repair works. L. Ewins stated that now that Transit NZ has taken over the maintenance of the stopbanks in the Canavans Knob area this has made it easier for council to reclassify the Lower Waiho Rating District.

L. Ewins spoke of the report by Bob Reid that recommends changes to the current Lower Waiho Rating district. L. Ewins feels that Mr Reid should be asked to make further investigations on behalf of the property owners she is representing to ascertain why they should pay for a stopbank that they do not get protection from. L. Ewins stated that Mr Reid's report is not comprehensive enough and does not fully address all of her concerns. Cr Chinn asked L. Ewins if she felt that a differential classification for residential parts of the rating district could be more accommodating. He explained how various differential classifications could work. Cr Scarlett advised that it would be very difficult to instigate a differential rate in this area due to the nature of the Waiho River and the fact that protection works benefit the whole area as a community. Cr Archer stated that L. Ewins submission is a very comprehensive submission and he noted that her main point is that the Milton and Others stopbank is quite a distance from the properties that she is representing. Cr Scarlett thanked L. Ewins for her submission.

C. Ingle noted that there are no further submitters wishing to speak to Council.

The Chairman indicated that the submissions would be considered at a workshop following this special meeting and the recommendations presented at the next Council meeting on the 14<sup>th</sup> of June 2011, where decisions would be made.

The meeting closed at 11.20 a.m.

.....  
Chairman

.....  
Date



Prepared for: Council Meeting – 14 June 2011  
Prepared by: W. Moen – River & Drainage Engineer &  
Paulette Birchfield – Engineering Officer  
Date: 2 June 2011  
Subject: **ENGINEERING OPERATIONS REPORT**

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### **1. RIVER AND DRAINAGE INSPECTIONS**

- Waitangitaona Rating District – Maintenance
- Wanganui Rating District – Capital Works
- Whataroa Quarry
- Punakaiki River – Inspection
- Franz Josef Rating District – Inspection
- Greymouth Rating District – Inspection
- Hokitika River – P. Cook - Inspection
- Grey River – Kamaka - Inspection
- Nelson Creek Rating District – Inspection
- Paroa Area – Flooding – Inspection
- Paroa – Tasman View – Slippage - Inspection

### **2. WORKS**

- a) **Wanganui River – Wanganui Rating District – Capital Works – March 2011  
Contract R 2011 / 1**  
This work, involving the placement of 1,467 tonnes of rock, has been completed by Arnold Contracting Ltd at a cost of \$45,477 (G.S.T. Exclusive)
- b) **Wanganui River – Wanganui Rating District – Capital Works – March 2011  
Contract R 2011 / 1**  
This additional work, involving the placement of 540 tonnes of rock, has been completed by Westland Contractors Ltd at a cost of \$15,870 (G.S.T. Exclusive)
- c) **Wanganui River - Wanganui Rating District – Capital Works – April 2011  
Contract R 2011 / 2**  
This emergency capital work, involving the placing of 3,900 m<sup>3</sup> of fill and 5,022 tonnes of rock over 150 metres has been completed by Westland Contractors Ltd at a cost of \$160,924 (G.S.T. Exclusive)
- d) **Greymouth Rating District – Cobden Island Spraying**  
This work involving the ground spraying of the cleared Cobden Island has been completed by Spiers Contracting, at a cost of \$4,000 (G.S.T. Exclusive)
- d) **Waitangitaona River – Waitangitaona Rating District – April 2011  
Contract R 2011 / 4**  
This work, involving the placement of 671 tonnes of rock and 467 tonnes of rubble, has been completed by Arnold Contracting Ltd at a cost of \$19,856 (G.S.T. Exclusive)
- e) **Nelson Creek – Nelson Creek Rating District – Maintenance  
Contract R 2011 / 5**  
This work, involving the placement of approximately 900 tonnes of rock has been tendered. 3 tenders were received.  
The successful tender was Westland Contractors Ltd at a cost of \$19,500 (G.S.T. Exclusive)

### **3. FUTURE POTENTIAL WORKS**

- Karamea Rating District – Flood Damage
- Taramakau Rating District – Maintenance
- Matainui Creek Rating District – Flood Damage
- Lower Waiho Rating District – Flood Damage
- Franz Josef Rating District – Upgrade
- Raft Creek Rating District – Channel Cleanout
- Mokihinui Rating District – Flood Damage
- Greymouth Floodwall – Access Gates
- Whataroa Quarry Cleanout
- Blackball Quarry Cleanout

**Franz Josef Rating District - Upgrade**

Good Earth matters have finalized the recalculated design floods. The gravel "build up" has increased the original flood levels significantly.

A contract is being prepared for raising the north banks by 1.00 metre in height.

**Quarry Rock Movements for the period 1 April 2011 to 30 April 2011**

Quarry	Rock In Quarry 1 April 2011	Rock Used	Rock Quarried	Rock In Quarry 30 April 2011
Blackball	2,746	960	0	1786
Camelback	1,023	1,593	570	0
Inchbonnie	0	1,700	1,700	0
Kiwi	338	1,444	3,000	1,894
Miedema	0	0	0	0
Okuru	946	0	0	946
Taramakau	0	0	0	0
Wanganui	0	0	0	0
Whataroa	4,730	4,662	1,500	1,568
<b>Totals</b>	<b>9,783</b>	<b>10,359</b>	<b>6,770</b>	<b>6,194</b>

**Quarry Work Permitted Since 14 April 2011**

Quarry	Contractor	Tonnage Requested	Permit Start	Permit Finish
Kiwi	GH Foster Contracting Ltd	1,700	6 May 2011	16 May 2011
Kiwi	Westland Contractors Ltd	900	16 May 2011	28 May 2011
Inchbonnie	Paul Steegh Contracting Ltd	400	17 May 2011	27 May 2011
Whataroa	Arnold Contracting	500	13 May 2011	18 May 2011
Kiwi	GH Foster Contracting Ltd	600	20 May 2011	27 May 2011
Inchbonnie	Paul Steegh Contracting Ltd	2000	25 May 2011	10 June 2011
Camelback	Westland Contractors Ltd	1000+	1 June 2011	1 July 2011
Camelback	Westland Contractors Ltd	150+	1 June 2011	2 July 2011

Council has almost completed the "mucking out" work at Blackball Quarry. Waste rock is being removed and transported to a Grey District Council approved dumpsite. Approximately 400 tonnes of usable rock has been recovered from the waste.

**RECOMMENDATION:**

*That this report is received.*

Michael Meehan  
**Planning and Environment Manager**

## THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting  
 Prepared by: Robert Mallinson – Corporate Services Manager  
 Date: 30 May 2011

## 1. Financial Report

FOR THE TEN MONTHS ENDED 30 APRIL 2011	ACTUAL	YEAR TO DATE BUDGET	ACTUAL % ANNUAL BUDGET	ANNUAL BUDGET
<b>REVENUES</b>				
General Rates	1,619,749	1,618,333	83%	1,942,000
Rates Penalties	50,279	62,500	67%	75,000
Investment Income	978,829	683,333	119%	820,000
Regulatory	598,832	786,698	64%	930,898
Planning Processes	122,375	86,750	118%	104,100
Environmental Monitoring	0	0	0%	0
Emergency Management	47,736	33,333	119%	40,000
River, Drainage, Coastal Protection	1,442,926	906,163	133%	1,087,395
Regional % Share Controls	553,899	541,667	85%	650,000
VCS Business Unit	2,861,177	3,291,667	72%	3,950,000
	8,275,802	8,010,444	86%	9,599,393
<b>EXPENDITURE</b>				
Representation	322,941	320,037	84%	384,044
Regulatory Activities	1,285,253	1,399,379	77%	1,673,900
Planning Processes	489,064	516,512	79%	619,814
Environmental Monitoring	614,619	615,064	83%	738,077
Emergency Management	111,497	112,250	83%	134,700
River, Drainage, Coastal Protection	1,243,936	986,279	105%	1,183,535
Regional % Share Controls	701,671	695,749	84%	834,899
VCS Business Unit	1,679,441	2,863,719	49%	3,436,463
Portfolio Management	59,383	0		0
	6,507,805	7,508,989	72%	9,005,432
<b>SURPLUS / (DEFICIT)</b>	1,767,997	501,455		593,961

BREAKDOWN OF SURPLUS (-DEFICIT)	Variance Actual V Budgeted YTD	ACTUAL	BUDGET Year to date	ANNUAL BUDGET
Rating Districts	102,768	207,001	104,233	125,080
Quarries	181,911	197,903	15,992	19,190
Regional % Share of AHB Programmes	6,311	-147,772	-154,083	-184,899
Investment Income	236,113	919,446	683,333	820,000
VCS Business Unit	753,789	1,181,736	427,948	513,537
General Rates Funded Activities	<del>-14,349</del>	<del>-590,317</del>	<del>-575,839</del>	<del>-698,947</del>
<b>TOTAL</b>	1,266,542	1,767,997	501,455	593,961

Net Contributors to General Rates Funded Surplus (-Deficit)	<u>Net Variance Actual V YTD</u>	<u>Actual</u>	<u>Budet ytd</u>	<u>Annual Plan</u>
Rates	1,415	1,619,749	1,618,333	1,942,000
Rates Penalties	-12,221	50,279	62,500	75,000
Representation	-2,904	-322,941	-320,037	-384,044
Regulatory Activities	-73,740	-686,421	-612,681	-743,002
Planning Activities	63,073	-366,689	-429,762	-515,714
River, Drainage, Coastal Protection (excl.	-5,572	-205,914	-200,342	-240,410
Environmental Monitoring	445	-614,619	-615,064	-738,077
Emergency Management	15,156	-63,761	-78,917	-94,700
	<del>-14,349</del>	<del>-590,317</del>	<del>-575,839</del>	<del>-698,947</del>

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**STATEMENT OF FINANCIAL POSITION @ 30 April 2011**

	@ 31/04/2011	@ 30/06/2010
<b>CURRENT ASSETS</b>		
Cash	370,470	70,406
Short term Deposit - Westpac	1,436,441	995
Accounts Receivable - Rates	437,629	308,868
Accounts Receivable - General Debtors	359,348	3,077,712
Prepayments	85,390	276,291
Sundry Receivables	451,563	101,014
Stock - VCS	18,697	17,066
Stock - Rock	20,131	89,727
Stock - Office Supplies	17,518	17,518
Accrued Rates Revenue	0	0
Unbilled Revenue	165,090	126,817
	<hr/> 3,362,277	<hr/> 4,086,414
<b>Non Current Assets</b>		
Investments	11,529,917	10,598,000
Fixed Assets	4,164,120	4,092,960
Infrastructural Assets	49,007,111	49,007,111
	<hr/> 64,701,148	<hr/> 63,698,071
<b>TOTAL ASSETS</b>	<hr/> <b>68,063,425</b>	<hr/> <b>67,784,485</b>
<hr/>		
<b>CURRENT LIABILITIES</b>		
Bank OD		0
Accounts Payable	404,102	1,885,994
GST	216,876	0
Deposits and Bonds	568,614	446,552
Sundry Payables	375,140	374,313
Accrued Annual Leave, Payroll	289,187	284,054
Other Revenue in Advance	55,572	823,679
Rates Revenue in Advance	590,535	59,145
	<hr/> 2,500,026	<hr/> 3,873,737
<b>NON CURRENT LIABILITIES</b>		
Future Quarry restoration	56,700	56,700
Greymouth Floodwall	2,057,334	2,100,000
Inchbonnie	91,913	100,000
Punakaiki Loan	216,674	248,003
Lower Waiho Loan	0	6,768
Office Equipment Leases	63,697	90,193
	<hr/> 2,486,318	<hr/> 2,601,664
<b>TOTAL LIABILITIES</b>	<hr/> <b>4,986,344</b>	<hr/> <b>6,475,401</b>
<b>EQUITY</b>		
Ratepayers Equity	18,157,524	18,157,524
Surplus Tsfrd.	1,767,997	
Rating District Equity Mvmts	-270,216	
Rating Districts Equity	1,631,675	1,361,459
Tb Special Rate Balance	-34,554	-34,554
Revaluation	32,316,638	32,316,638
Quarry Account	302,017	302,017
Investment Growth Reserve	9,206,000	9,206,000
<b>TOTAL EQUITY</b>	<hr/> <b>63,077,081</b>	<hr/> <b>61,309,084</b>
<b>LIABILITIES &amp; EQUITY</b>	<hr/> <b>68,063,425</b>	<hr/> <b>67,784,485</b>

## 2. Investment Portfolio

PORTFOLIO @ 30 APRIL 2011 Summary & Reconciliation		Cash	Bonds	Australasian Equities	International Equities	Property Equities	Alternative Asset Classes	Total	
Portfolio Value @ Start	01 July 2010	\$ 2,547,549	\$ 3,016,744	\$ 1,841,113	\$ 1,958,120	\$ 529,331	\$ 673,961	\$ 10,566,819	
Contributions		\$ 153,493		\$ 8,824	\$ 983,856	\$ 30,000	\$ 98,619	\$ 999,906	}-\$ 0
Withdrawals		-\$ 10,051	-\$ 989,854					-\$ 999,906	
Realised Gains/(Losses)		-\$ 13,194	-\$ 20,095	-\$ 59,965	\$ 62,146	\$ 1,780	\$ 52,194	\$ 22,867	}\$ 931,917
Unrealised Gains/(Losses)		\$ 27,692	-\$ 1,783	\$ 386,490	\$ 148,362	\$ 27,662	\$ 30,477	\$ 618,899	
Unrealised Hedging Gains/(Losses)		\$ -	\$ -	-\$ 76,652	\$ 632	-\$ 5,688	\$ 14,695	-\$ 67,013	
Mgmt Fee					\$ 1,091			\$ 1,091	
Income		\$ 75,358	\$ 146,109	\$ 71,947	\$ 13,068	\$ 28,335	\$ 11,326	\$ 346,143	
Accrued Interest		\$ 4,565	\$ 5,366					\$ 9,931	
Portfolio Value @ End Period	30 April 2011	\$ 2,785,412	\$ 2,156,487	\$ 2,154,110	\$ 3,167,274	\$ 551,420	\$ 684,033	\$ 11,498,736	
ytd return for	10 months	3.81%	4.99%	17.52%	10.54%	9.90%	17.29%	8.95%	

Asset Allocation %'s @ 30 April 2011	Benchmarks	Tactical asset allocation range	
Cash	24%	25%	10% - 50%
Bonds	19%	25%	10% - 50%
Australasian Equities	19%	15%	0% - 20%
International Equities	28%	15%	0% - 20%
Property Equities	5%	5%	0% - 10%
Alternative Asset Classes	6%	15%	0% - 20%
	100%	100%	

## 3. General Comment

The reported surplus for the ten months amounts to \$1.768 million dollars.

The VCS and investment portfolio returns continue to exceed budgeted expectations.

A small net negative budget variances in the general rate funded area amounts to \$14,349.

This continues the trend of strong financial results reported in previous months.

## 4. Review of Representation

Council approved a Representation review for public consultation at its April meeting that was unchanged from previous arrangements applying for the 2007 and 2007 elections, that is two (2) members representing the Buller constituency, three (3) members representing the Grey constituency and two (2) members representing the Westland constituency, a total of seven (7) elected members.

The unchanged representation scheme was publically advertised and no submissions were received.

The Local Government Commission will be advised accordingly. As there were no submissions received and the arrangements for each constituency (population / number of members) are within the statutory guidelines of + - 10% (of total population / 7 members), no reference to the Local Government Commission is required.

As representation arrangements are only required to be reviewed every 6 years, this means that the existing representation arrangements will continue to apply to both the 2013 and 2016 elections.

## RECOMMENDATION

*That this report be received.*

Robert Mallinson  
Corporate Services Manager

## 4.2.2

### THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting  
Prepared by: Chris Ingle  
Date: 2 June 2011  
Subject: **Decisions on Submissions and Adoption of 11/12 Annual Plan**

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#### **Council Hearings**

Public hearings on submissions on the Draft Annual Plan for 2010/11 were held at a Special meeting on 31 May 2011, where 6 submissions were received and 4 submitters appeared at the hearing.

The submitters who spoke at the hearing included Federated Farmers, TB Free West Coast Committee, Animal Health Board, and Liz Ewins.

#### **Council Workshop**

Council held a workshop following the formal hearings, at which time the submissions were discussed in more detail and staff input was sought. Staff recommendations are now attached to this report for Council to consider and make decisions on.

#### **RECOMMENDATIONS**

- (1) That Council formally consider each of the submissions and staff recommendations that follow, and make their decisions on each submission.*
- (2) That the Annual Plan for 2011/12 be adopted, including any amendments resulting from item (1) above.*

Chris Ingle  
Chief Executive

## **Staff Recommendations to address submissions on the 11/12 Annual Plan**

The six submissions are dealt with in turn below. The requests for amendments to the Draft Annual Plan are set out and the text in italics are the staff recommendations for each submission.

### **Federated Farmers**

Submission is mostly in support. Requested no increase in dairy inspection charge. In terms of the request that dairy inspections occur every second year where a farmer has been compliant three years running – this approach can be used within the existing wording of the Annual Plan Target, which requires Council visit a farm at least once every three years.

*1. It is recommended no change is made to the Annual Plan as a result of this submission.*

### **TB Free West Coast Committee**

Submission is again in support. No requests were made for changes to the Plan.

*2. It is recommended no change is made to the Annual Plan as a result of this submission.*

### **Animal Health Board**

Submission is again in support. No request was made to change the annual plan.

*3. It is recommended no change is made to the Annual Plan as a result of this submission. In terms of their request for an additional \$166,000, should there be savings in other regions, Council is recommended to respond that should we be in a financial position to assist we will consider a contribution.*

### **Liz Ewins and Jules Day (and others)**

Submission opposes proposed changes to the Lower Waiho Rating District boundary. Ms Ewins made a detailed submission, speaking also for 3 other ratepayers, one of whom wished to remain anonymous.

*4. It is recommended that Council advise Ms Ewins that Council has now received further comments on Ms Ewins submission points from Mr Robert Reid.*

*It is recommended that Council accept Ms Ewins view that the submitter's properties do not benefit from the Miltons and others stopbank. However they do get more benefit from the Rubbish Dump stopbank than property owners further downstream. There is no way to predict where the majority of the maintenance expenditure may be in the future, but the rating district as a whole should contribute to the maintenance of both banks where ever the need arises and with the priorities agreed between the Council and the rating district.*

*River rating districts are not about who gets what benefit from which piece of protection work. They are about a collective of property owners combining to pay for a system of works to give overall benefit to a wider area. The alternative would be to have a separate rating district for each piece of work. This would lead to a massive increase in the number of rating districts with increased administration costs and ratepayers contributing to multiple districts.*

*The principle of sharing the costs of maintaining rating district assets is a principle used in Council's rating districts up and down the region. Decisions on installing new Capital Works are made at each annual rating district meeting by the members of each rating district.*

*It is recommended that Council proceed with the proposed change to the boundary of the Lower Waiho Rating District, as detailed in the Draft Annual Plan.*

*Staff recommend that the Annual Plan be adopted containing the Draft Annual Plan's proposed changes to the Lower Waiho Rating District (see map and text attached).*

### **Active West Coast**

- a) Submission supports Consents and Compliance and Planning sections of the annual plan and supports Council's ongoing funding of total mobility.

*Staff recommendation to Council is to retain these sections of the Annual Plan without amendment.*

- b) Submission requests that Council support the development of a Regional Active Transport Forum, and offers assistance in the formation of such a group.

*Council's Transport staff recommend the following response, consistent with a similar submission received on the recent Land Transport Strategy:*

*Given the lack of available funding, some aspects of the Regional Walking and Cycling Strategy are on hold. Council does not wish to initiate a forum which may raise expectations of further walking and cycling activity. There are initiatives going ahead without this forum (eg. Westland Wilderness Trail, GDC Coastal Pathway).*

- c) Submission supports Council's monitoring of air quality. Encourages Council to scope practical options for implementing clean air projects within Reefton, including the supporting the EECA programme.

*Staff recommendation is to respond that it is considering the EECA submission with a view to possibly including this programme in its Draft Long Term Plan.*

*5. Staff recommend no change be made to the Annual Plan as a result of this submission.*

### **Energy Efficiency and Conservation Authority (EECA)**

EECA suggests that Council amend the Annual Plan to put in place a system to allow a voluntary targeted rate to be applied to landowners who wish to borrow money to improve their home's insulation or heating. Government grants of 33% of the insulation costs apply already, or 60% for community services card holders. The role Council could play would be to help homeowners to finance the balance of funding needed for warming their home, and recover this amount from rates on each property subscribing, over a ten year period.

The implications for Council should they wish to operate such a scheme is that it would require Council to borrow money to supply loans to assist community members to have warmer homes. The benefits include possibly reduced air pollutants if the subscribers accept the clean heating option. Operating the scheme would also use extra staff resources, and further enquires will be needed of other Council who are operating such schemes to clarify the costs and benefits of the proposal.

*6. Staff recommend that no change be made to the 11/12 Annual Plan as a result of this submission.*

*Staff recommend that Council investigates the option of running a warm homes funding scheme, as proposed by the submitter. The proposal should be notified at the draft stage of the next Annual Plan (LTP) so that other submitters have an opportunity to comment. Staff therefore recommend that Council signals their intent to:*

- 1. Investigate the feasibility of Council running such a scheme, and if feasible,*
- 2. Include the proposal in next year's Draft Long Term Plan 2012 - 22.*



## River, Drainage, and Coastal Protection Work

### Activities within this group

- Rating District management and administration
- Greymouth Floodwall structural maintenance
- Quarry management and administration

### Key Changes from the 2009/19 Long Term Council Community Plan

Lower Waiho Rating District. There was a proposal identified in the LTCCP with regard to the Lower Waiho Rating District to increase the level of protection for the area. It involved raising the existing stopbank to contain at least 2050 cumecs plus freeboard and extend the rubbish dump bank downstream to Rata Knoll. The work was provisionally budgeted in the LTCCP at \$1,000,000 for the 2010/11 year.

At the 2009 Annual Meeting the Rating District recommended to Council that this work be deferred. This recommendation has been accepted by Council.

As the Lower Waiho Rating District community does not support these works, they will not be proceeding in the foreseeable future.

#### Franz Josef.

A stopbank upgrade was identified for 2010/11 at an estimated cost of \$225,000 in the 2009/19 LTCCP. This capital expenditure work will now be completed during 2011/12 at an estimated cost of \$350,000. The design of the upgrade is under review due to recent riverbed aggradation which has caused a need to re-survey the riverbed and re-design the stopbank crest levels. This will also change the estimated cost.

#### Reclassification of Lower Waiho Rating District Boundaries

**Council was asked to undertake a reclassification of the Lower Waiho rating district boundaries.**

Council considered a report from Mr R E Reid (BE Civil (Hons)) regarding the boundaries of the rating district at its February 2011 meeting, and at its March 2011 meeting resolved that *"The area of the Lower Waiho rating district be extended south east towards SHW6 with the revised boundary being as defined and shown on the attached map."* It was also resolved that *"The basis of rating of the revised Lower Waiho special rating district be capital value and that the rates be levied on a uniform basis."*

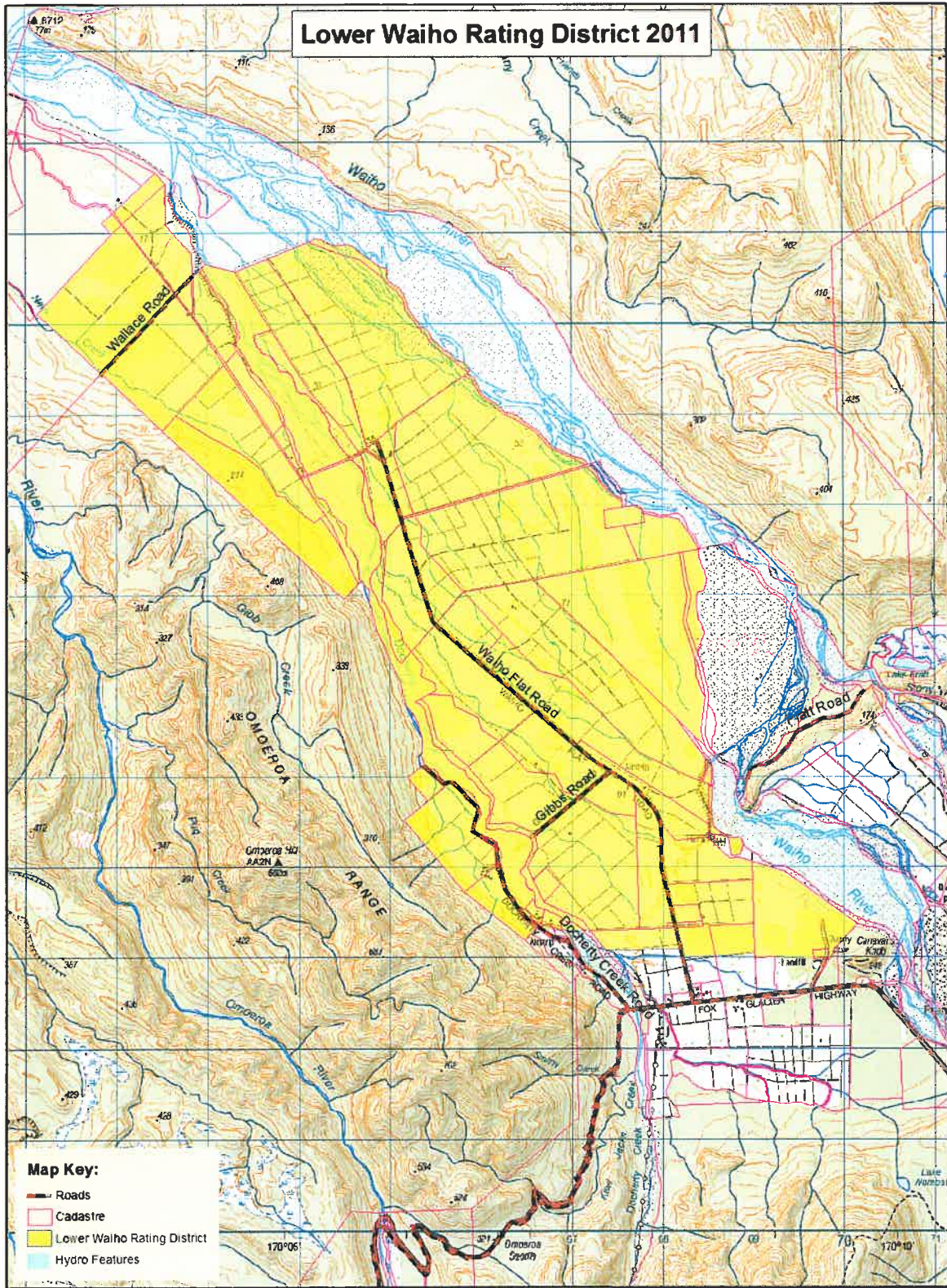
The proposal to amend the Lower Waiho rating district boundaries was included in the Draft Annual Plan as matter for public consultation. Submissions on this matter were considered by Councillors at the Annual Plan hearing and Council have now decided to adopt the changes to the boundaries of the Lower Waiho Rating District as proposed in the Draft Annual Plan. Council thanks submitters for their participation and for presenting their perspectives on the issue.

**The map of the boundaries of the new Lower Waiho 2010 rating district is on page 43 of this Plan.**

### Why do we administer Rating Districts?

The Soil Conservation and Rivers Control Act 1941 requires the Regional Council to prevent and mitigate soil erosion, and prevent damage by floods. To carry out these functions, the Council manages protection works for Rating Districts throughout the Region, participates on the Joint Greymouth Floodwall Committee, and rates for structural maintenance of the Greymouth Floodwall.

River cross-section studies and aerial photography of some riverbeds and coastal areas are carried out to monitor gravel build-up and changing patterns in river systems. This assists to identify what, if any, maintenance or additional protection is needed for Rating District works. This work will be done as needed depending on the urgency: for example, if gravel build-up increases the risk of flooding and harm or damage to people and property. The work will be done according to recognised engineering standards and practices and according to the affordability to the local community who are funding the work needed.



0 0.25 0.5 1  
 Kilometers  
**Scale: 1:55,000**

Projection: NZGD 2000  
 Creation Date: 03-06-2011

Notes:  
 No Notes


**THE WEST COAST REGIONAL COUNCIL**  
 Produced by the West Coast Regional Council



**THE WEST COAST REGIONAL COUNCIL**

Prepared for: Council Meeting  
Prepared by: Robert Mallinson – Corporate Services Manager  
Date: 3 June 2011  
Subject: **LAPP FUND AND RISK MANAGEMENT OF COUNCIL RIVER, DRAINAGE & COASTAL PROTECTION INFRASTRUCTURE**

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**Background**

Councillors were advised in a report to the May meeting that the LAPP Fund resources had been exhausted by the two Christchurch earthquakes and that cover had been suspended from 13 April until at least 1 July 2011.

I attended a briefing by the LAPP Fund Trustees on 17 May in Wellington. The Trustees advised that they expected to obtain \$100 million in reinsurance at an expected cost of \$7 million for 2011/12. We were advised by the LAPP Fund Trustees that would involve an approximate quadrupling of existing net levies.

I attach a copy of the 25 May 2011 letter from the LAPP Fund

WCRC presently pays \$29,000 net per annum to obtain 40% cover \$49 million of protection infrastructure assets. This quadrupling would increase the annual WCRC LAPP contribution to something close to \$120,000.

**Comment**

It is clear that the re-insurers are assessing LAPP risk on the basis of the large metropolitan underground infrastructure risk profile, which following the two Christchurch earthquakes is now assessed as very high. Regional Council above ground infrastructure is now tainted by this risk.

LAPP is not offering any contribution differentiation to Regional Councils.

If we stay in LAPP, we will essentially be subsidising large metropolitan risk. Another factor is that \$100 million reinsurance will go not very far in the event of another disaster in a major metropolitan area of a similar scale to that which occurred in Christchurch on 22/2/11.

WCRC budgeted LAPP contributions of \$40,000 for 2011/12.

**WCRC Position**

The LAPP Trust Deed requires Council's withdrawing from LAPP to give 12 months notice.

WCRC advised the LAPP Fund Administrator on 10 June 2010 of our intention to withdraw from the Fund as at 1 July 2011. This notice of withdrawal was to preserve our position while discussing with them previous concerns with regard to our contribution levels. To withdraw we need do nothing, although I would as a courtesy reconfirm our previous notice to withdraw to the LAPP Fund Administrator.

If we withdraw from LAPP, we must have a proper Risk management strategy in place with regard to the 40% of our \$49 million of protection assets.

I have instructed our Insurance Brokers / Advisors Willis NZ Ltd to investigate the possibility of commercial insurance cover of 40% of these assets (there is no indication that central government intends to back away from its 60% assistance in terms of the 1991 Disaster recovery Plan). We could offer a relatively high deductible to such commercial insurers to attempt to minimise the cover cost.

We will find out some time during June whether commercial cover is an affordable option.

If it is not, and Council agrees that we should withdraw from LAPP, then we will need to self insure by designating a portion of the \$11.5 million investment portfolio as a Regional Catastrophe Fund.

If commercial cover is a viable option, then we would probably still need a Regional Catastrophe Fund to enable us to accept relatively high excess. I will bring a further report to the July meeting with regard to the outcome of commercial cover investigations.

Council would need to adopt a suitable policy with regard to access to such a Regional Catastrophe Fund.

#### **Funding of a Regional Catastrophe Fund**

Although Council has in its Annual plans budgeted to withdraw sums of \$360,000 and \$400,000 in each of the 2009/10 and 2010/11 financial years to fund Council activities, no such withdrawals were made in 2009/10 or will be made in 2010/11. This has been possible due to better than expected financial results in these years.

I believe that it would certainly be a prudent use of these Council funds to establish an initial Regional Catastrophe Fund of say \$500,000. This could be set higher if commercial cover was not found to be cost effective.

Such a Fund would of course earn interest and we could budget to deposit say \$50,000 per annum into such a fund, in place of the annual LAPP contribution.

#### **RECOMMENDATIONS**

- 1. That Council reconfirm to the LAPP Fund Trustees our withdrawal from the LAPP scheme, as at 1 July 2011.*
- 2. That Council arrange commercial cover for 40% of its Infrastructure Assets if this is found to be a cost effective alternative.*
- 3. That Council establishes a Regional Catastrophe Fund of at least \$500,000 to be funded from the Forsyth Barr Ltd Investment portfolio.*

Robert Mallinson  
Corporate Services Manager



25 May 2011

Robert Mallinson  
 Manager Corporate Services  
 West Coast Regional Council  
 PO Box 66  
 Greymouth 7840

Dear Robert,

### LAPP TO CONTINUE

LAPP will be contributing about \$180 million to its two member Christchurch councils as a result of the Canterbury earthquakes and that will exhaust the LAPP Fund. For the reason it was established in 1993, to support councils with their responsibilities under the National Civil Defence Emergency Management Plan, the LAPP trustees have suggested it would be very desirable for LAPP to continue. Members overwhelmingly supported this idea at the LAPP members' meeting held in Wellington on 17 May.

The LAPP trustees, taking on board the members' comments, have determined:

- LAPP will provide cover for reticulation and flood protection assets from 1 July.
- Contributions will be adjusted by removing the 50% discount and doubling the levy, producing a fourfold increase, and by greater than this if the member has had a significant increase in the value of its assets protected.
- Contributions to LAPP are likely to remain high for the next few years, but will drop back significantly once the Fund has regained its former strength.
- The LAPP deductibles will increase for the time being to be the same as the deductibles that are used by central government for its 60% share.
- LAPP intends to continue covering 40% of emergency costs where central government under the CDEM Plan is meeting the other 60%.
- LAPP will seek such reinsurance cover as it can obtain, but this will be done in a way that balances the need to rebuild the LAPP Fund as quickly as possible.
- Central government support for the rebuild of LAPP will continue to be sought and indeed is still being discussed.

Presentations to the LAPP members' meeting can be found on [www.lappfund.co.nz](http://www.lappfund.co.nz). Members who have lost or need a new password to access this site or have any other questions are invited to contact me on [tim.sole@civicassurance.co.nz](mailto:tim.sole@civicassurance.co.nz) or (04) 978 1254.

Yours sincerely

Tim Sole  
 Chief Executive Civic Assurance, Fund Administrator

**New Zealand Local Authority Disaster Fund Trust Board**

14 Lambton Quay • PO Box 5521, Wellington • Telephone 64 4 978 1250 • Facsimile 64 4 978 1260

**THE WEST COAST REGIONAL COUNCIL**

Prepared for: Council Meeting 14 June 2011  
Prepared by: Chris Ingle – Chief Executive  
Date: 1 June 2011  
Subject: **CHIEF EXECUTIVES REPORT**

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**Meetings Attended**

The key meetings I have attended since my last report include:

- Met with Minerals West Coast, DWC, and other West Coast Council CEO's regarding the Minerals Resource Assessment at DWC offices on 11 May.
- Attended the LGNZ Regional Sector Group meeting in Wellington on 12 May.
- Attended the West Coast Minerals Assessment presentation at Parliament on the evening of 17 May.
- Hosted Dr Nick Smith's visit to Council on 26 May.
- Attended the West Coast Regional Land Transport Committee meeting on 27 May.
- Hosted a meeting with Westland Milk Products senior management on 30 May.
- Attended the Council's Annual Plan hearing on 31 May.

**Minister for the Environment's Visit**

Environment Minister Hon Dr Nick Smith visited the Council on Thursday 26 May. After an official welcome by Ngati Wae Wae, Councillors spent almost an hour with the Minister discussing Resource Management Act matters of mutual concern. The Minister outlined his intentions for further changes to the RMA should his government be re-elected this year.

Following the session with elected members the Council Chairman and I accompanied Dr Smith to a wetland area at Rapahoe, and the one at Saltwater Creek, Paroa. After lunch I accompanied Dr Smith to meet with Rod Quinn, CEO of Westland Milk Products and discuss the 'working together' agreement that we have with Westland Milk, and recent progress related to that agreement.

**RECOMMENDATION**

*That this report be received.*

Chris Ingle  
Chief Executive

## THE WEST COAST REGIONAL COUNCIL

To: Chairperson  
West Coast Regional Council

I move that the public be excluded from the following parts of the proceedings of this meeting, namely, -

- Agenda Item No. 8.  
22 – 23
- 8.1 Confirmation of Confidential Minutes 10 May 2011
  - 8.2 Overdue Debtors Report (to be tabled)
  - 8.3 Response to Presentation (if any)
  - 8.4 In Committee Items to be Released to Media

<b>Item No.</b>	<b>General Subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48(1) for the passing of this resolution.</b>
8.			
8.1	Confirmation of Confidential Minutes 10 May 2011		Section 48(1)(a) and in particular Section 9 of 2nd Schedule Local Government Official Information and Meetings Act 1987.
8.2	Overdue Debtors Report (to be tabled)		
8.3	Response to Presentation (if any)		
8.4	In Committee Items to be Released to Media		

I also move that:

- Chris Ingle
- Robert Mallinson
- Michael Meehan
- Colin Dall

be permitted to remain at this meeting after the public has been excluded, because of their knowledge on the subject. This knowledge, which will be of assistance in relation to the matter to be discussed.

The Minutes Clerk also be permitted to remain at the meeting.