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# **AGENDA**

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

**Tuesday 26 July 2022**  
commencing at 10.00am

To be held at the West Coast Regional Council  
and  
Live streamed via the West Coast Regional Council's Facebook Page:  
<https://www.facebook.com/WestCoastRegionalCouncil>

## **Membership of the West Coast Regional Transport Committee:**

Chairperson: Allan Birchfield (West Coast Regional Council)

### Members:

Peter Ewen	Clr, West Coast Regional Council
Jamie Cleine	Mayor, Buller District Council
Peter Haddock	Clr, Grey District Council
Ian Hartshorne	Clr, Westland District Council
James Caygill	Waka Kotahi NZTA
Wayne Costello	Department of Conservation

# West Coast Regional Transport Committee Agenda

1. Welcome (*Haere mai*)
2. Apologies (*Ngā Pa Pouri*)
3. Declarations of Interest
4. Confirmation of Minutes (*Whakau korero*) - 26 May 2021
5. Matters Arising from the Minutes of 26 May 2021

## Reports

6. Aotearoa New Zealand's first Emissions Reduction Plan (Nichola Costley – West Coast Regional Council)
7. Regional Speed Rule
  - 7.1 Waka Kotahi NZ Transport Agency presentation (James Caygill – Waka Kotahi)
  - 7.2 Regional Speed Management Plans (Nichola Costley – West Coast Regional Council)
8. State Highway update (James Caygill – Waka Kotahi)
9. Community Road Safety Concerns (Clr Peter Haddock, Grey District Council)
10. South Island Regional Transport Committee Chairs Group – Minutes (Nichola Costley – West Coast Regional Council)
11. General Business

THE WEST COAST REGIONAL TRANSPORT COMMITTEE

MINUTES OF THE MEETING OF THE WEST COAST REGIONAL TRANSPORT COMMITTEE  
HELD ON 26 MAY 2021 – COMMENCING AT 9.40 AM

**PRESENT:**

A. Birchfield (West Coast Regional Council – Chair), P. Ewen (West Coast Regional Council), I. Duncan (NZ Transport Agency), P. Haddock (Grey District Council), J. Cleine (Buller District Council)

**IN ATTENDANCE:**

N. Costley (West Coast Regional Council), M. Williams (Buller District Council), P. Connors (NZ Transport Agency), E. de Boer (Buller District Council)

**1. Apologies:**

I. Hartshorne (Westland District Council), M. Sutherland (GDC)

**Moved** (P. Haddock / P. Ewen) that the apologies be accepted.

**2. Confirmation of Minutes dated 22 March 2021**

The Minutes of the last meeting of the RTC were confirmed.

**Moved** (P. Ewen / J. Cleine) that the Minutes of the West Coast Regional Transport Committee meeting, dated 22 March 2021, be confirmed as correct.

*Carried*

**3. Matters arising from the previous Minutes**

P. Haddock re-emphasised the importance of removing pinch-points and ensuring that pull over areas are levelled to enable this to occur safely.

**4. Confirmation of the Minutes of the Hearing on the Draft Regional Land Transport Plan 2021-2031**

**Moved** (P. Ewen / P. Haddock) that the Minutes of the West Coast Regional Transport Committee meeting, dated 22 March 2021, be confirmed as correct.

*Carried*

**5. Draft Regional Land Transport Plan 2021-2031**

N. Costley spoke to this report and took it as read.

J. Cleine queried the timeframe once the RLTP is submitted to NZTA. I. Duncan to check timeframe etc. and come back to the Committee following the meeting.

**Moved** (J. Cleine / P. Haddock) *That the West Coast Regional Transport Committee:*

1. *Adopts the Decision Report containing the responses to individual submitters appended to this report;*
2. *Approves the West Coast Regional Land Transport Plan 2021-2031 appended to this report;*
3. *Recommends to the West Coast Regional Council that the Council adopt the West Coast Regional Land Transport Plan 2021-31.*

*Carried*

**6. General business**

There was no general business.

Meeting closed 9.45.

<b>Report to:</b> West Coast Regional Transport Committee	<b>Meeting Date:</b> 26 July 2022
<b>Title of Item:</b> Aotearoa New Zealand's First Emissions Reduction Plan	
<b>Report by:</b> Nichola Costley, Strategy and Comms Manager – West Coast Regional Council	
<b>Public excluded?</b> No	

## Report Purpose

The purpose of this report is to update the West Coast Regional Transport Committee (RTC) on Aotearoa New Zealand's First Emissions Reduction plan.

## Report Summary

The Aotearoa New Zealand's First Emissions Reduction Plan (ERP) sets out policies and strategies for meeting the first emissions budget period and sets a direction for emissions reductions in the second and third budget periods.

## Recommendation

**That the West Coast Regional Transport Committee:**

- 1. Receive this report.**

## Background

The Ministry of Business, Innovation and Employment summarises the Emissions Reduction Plan as follows:

*“New Zealand is on the path to a low emissions, climate resilient future. Government has set into law a target for net zero greenhouse gas emissions by 2050 (other than for biogenic methane). The Emissions reduction plan is one mechanism we are using to focus our collective efforts towards transitioning to a more resilient, low emissions economy.*

*The emissions Reduction plan will set out policies and strategies to decarbonise every sector of the economy, including the Energy and Industry sectors.*

*New Zealand has committed to both international and domestic reduction targets.*

*The Climate Change Response Act 2002 requires the Government to set emissions budgets, following recommendations from the Climate Change Commission. An emissions budget is a total quantity of emissions that is allowed during an emissions budget period. Emissions budgets act as ‘stepping stones’ to keep us on track to meeting our long-term emissions reductions targets. Each emissions budget covers a period of 5 years (except for the first emissions budget which will cover the period 2022 to 2025).*

*Government has now set the first 3 emissions budgets and published an Emissions Reduction Plan.*

*The Emissions Reduction Plan sets out policies and strategies for meeting the first emissions budget period and sets a direction for emissions reductions in the second and third budget periods. It takes into account the Climate Change Commission's recommendations.*

*The Emissions Reduction Plan includes actions relating to system settings for reducing emissions, including approaches for empowering Māori, ensuring an equitable transition and working with nature. It also includes plans for reducing emissions in key emitting sectors, including the energy and industry sectors.<sup>1</sup>*

The first Plan<sup>2</sup> sets out how New Zealand will meet the first emissions budget for 2022-25.

The following report will focus on the land transport parts of the Plan, rather than try and provide a comprehensive report on the whole document. It is noted however, achieving the Plan's transport targets will also depend on complementary policies, such as a strong New Zealand Emissions Trading Scheme price to incentivise low-emissions fuels, and changing the way we plan our towns and cities to make it easier and safer for people to reduce car travel.

## Discussion

Chapter 10 of the Plan addresses transport (p. 167 – 198). The Plan notes transport is one of New Zealand's largest sources of greenhouse gas emissions<sup>3</sup> and the current system is also inequitable<sup>4</sup>.

To reach net-zero long-lived emissions by 2050, New Zealand needs to largely decarbonise transport. Urgent action and system-wide changes are needed to put transport emissions on the trajectory to a low-emissions future.

Key focus areas, targets and initiatives are:

### Focus Area 1: Reduce reliance on cars and support people to walk, cycle and use public transport:

- Target 1 – Reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities.
  - Action 10.1.1: Integrate land-use planning, urban development and transport planning and investments to reduce transport emissions
  - Action 10.1.2: Support people to walk, cycle and use public transport
  - Action 10.1.3: Enable congestion charging and investigate other pricing and demand management tools to reduce transport emissions.
  - Action 10.1.4: Require roadway expansion and investment in new highways to be consistent with transport targets.
  - Action 10.1.5: Embed nature-based solutions as part of our response to reducing transport emissions and improving climate adaptation and biodiversity outcomes.

### Focus Area 2: Rapidly adopt low-emissions vehicles:

- Target 2 – Increase zero-emissions vehicles to 30 per cent of the light fleet by 2035.
  - Action 10.2.1: Accelerate the uptake of low-emissions vehicles.
  - Action 10.2.2: Make low-emissions vehicles more accessible for low-income and transport disadvantaged New Zealanders.
  - Action 10.2.3: Support the rollout of EV charging infrastructure.

### Focus Area 3: begin work now to decarbonise heavy transport and freight:

- Target 3 – Reduce emissions from freight transport by 35 per cent by 2035
- Target 4 – Reduce the emissions intensity of transport fuel by 10 per cent by 2035.

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<sup>1</sup><https://www.mbie.govt.nz/building-and-energy/energy-and-natural-resources/low-emissions-economy/emissions-reduction-plan/>

<sup>2</sup> <https://environment.govt.nz/assets/publications/Aotearoa-New-Zealands-first-emissions-reduction-plan.pdf>

<sup>3</sup> It is responsible for approximately 17% of gross domestic emissions and 39% of total domestic CO<sub>2</sub> emissions (p. 171 – ERP).

<sup>4</sup> For Maori, Pasifika, disabled people, low-income households, women, older people, children and rural communities.

- Action 10.30.1 Support the decarbonisation of freight.
  - Action 10.3.2: Accelerate the decarbonisation of the public transport bus fleet.
  - Action 10.3.3: work to decarbonise aviation.
  - Action 10.3.4: Progress the decarbonisation of maritime transport.
  - Action 10.3.5: Implement the Sustainable Biofuels Obligation.
- Cross-cutting measures to contribute to the delivery of a low-emissions transport system:
    - Action 10.4: Support cross-cutting and enabling measures that contribute to the delivery of a low-emissions transport system.

The targets are closely interrelated. The projected impact of achieving each target is conditional on achieving one or more of the others.

Many of the actions in the plan are considered to support an equitable transition, including by making clean and affordable transport options more accessible for low-income and transport disadvantaged New Zealanders.

Figure 1 highlights some of the key actions in the ERP that will put Aotearoa on track for achieving the four transport targets set for 2035.

More detail on how the various initiatives to deliver the actions are outlined on pages 177 – 191 of the ERP. While there is a focus on the more urban areas, there are initiatives which apply to rural areas to investigate the potential for public transport, walking and cycling in rural and provincial areas. The initiative to ensure the next Government Policy Statement on Land Transport guides investment that is consistent with the ERP will influence the next round of Regional Land Transport Plans.

## Considerations

### Significance Policy Assessment

There are no issues within this report in regard to the decision recommended in this paper.

### Views of affected parties

There are no matters in this report which require consideration under this heading.

### Financial implications

#### *Current budget*

There are no budget implications included in this report.

#### *Future implications*

In terms of implementing the relevant actions in the ERP, there will undoubtedly be financial implications that arise.

### Legal implications

There are no legal implications in regard to the decision recommended in this report.

### Attachments

None

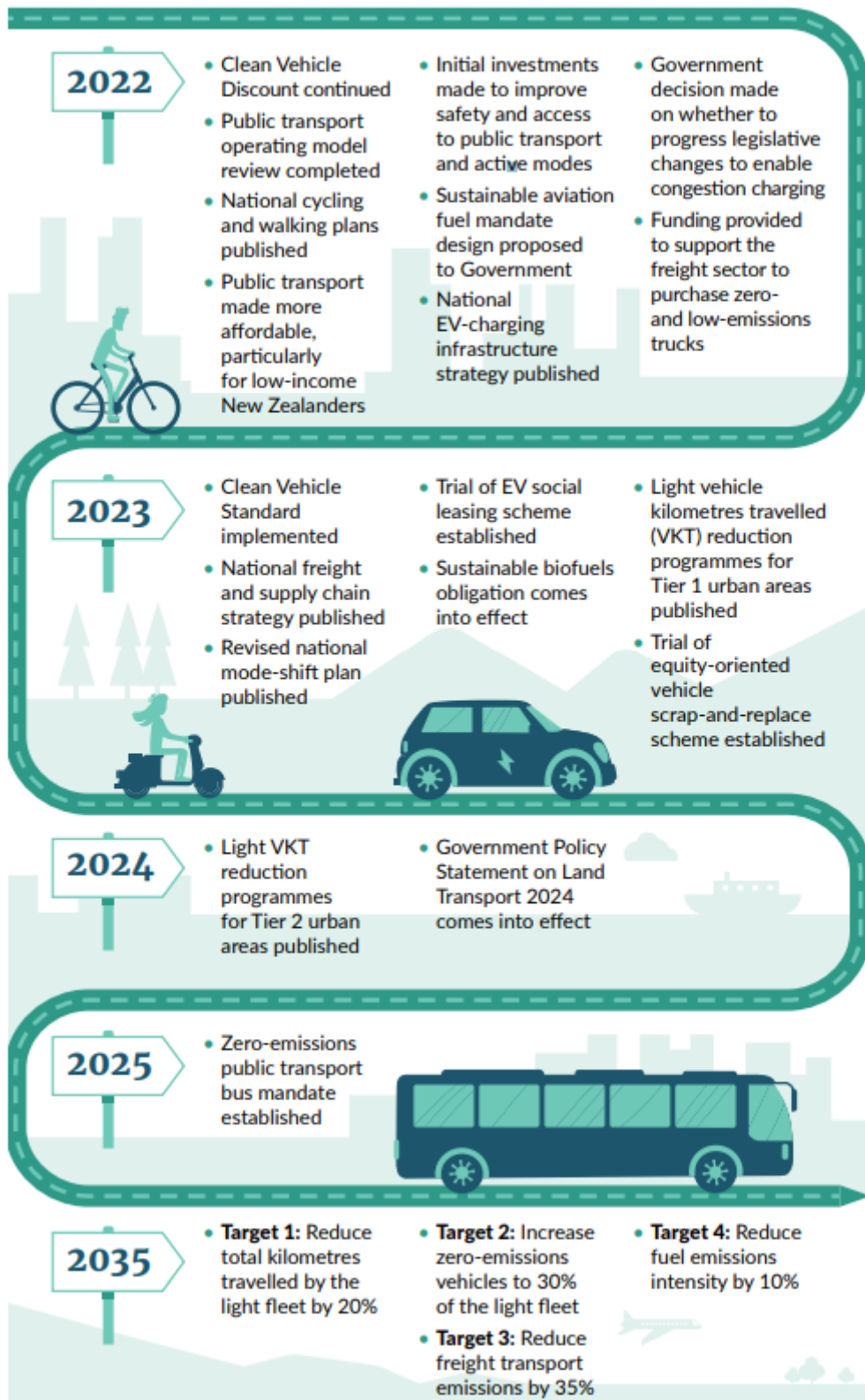


Figure 1 – ERP Transport route map to 2035



<b>Report to:</b> West Coast Regional Transport Committee	<b>Meeting Date:</b> 26 July 2022
<b>Title of Item:</b> Regional Speed Management Plans	
<b>Report by:</b> Nichola Costley – Strategy and Comms Manager, West Coast Regional Council	
<b>Public excluded?</b> No	

## Report Purpose

The purpose of this report is to introduce the West Coast Regional Transport Committee to the need to prepare Regional Speed Management Plans in the future.

## Report Summary

The Land Transport Rule: Setting Speed Limits 2022 (the Rule) forms the regulatory framework to improve how road controlling authorities plan for, consult on and implement speed management changes.

With respect to the functions of the Regional Transport Committee (RTC) and the Regional Council, the Rule:

- Requires RTCs to coordinate input from road controlling authorities (RCAs) in their region to create a regional speed management plan (RSMP), aligning with the regional land transport plan (RLTP) process; and
- Requires the Regional Council to facilitate the administrative function of regional consultation on speed management plans (SMPs).

This new approach to speed management planning supports Aotearoa New Zealand's road safety strategy, Road to Zero. The first full speed management planning period for which the RTCs will be required to prepare a regional speed management plan is likely to be 1 July 2024 to 30 June 2027.

It is not recommended that RTCs prepare interim RSMPs.

## Recommendations

**It is recommended that the West Coast Regional Transport Committee:**

- 1. Receives this report;**
- 2. Notes that there is no published guidance relating to speed management planning available from Waka Kotahi NZ Transport Agency as of yet;**
- 3. Direct the West Coast Regional Transport Advisory Group to prepare an agreed process to the development of a Regional Speed Management Plan for further consideration of the Committee; and**
- 4. Agrees not to prepare an interim Regional Speed Management Plans.**

## Report

### Background

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule<sup>1</sup>) came in to effect on 19 May 2022 and replaced the 2017 Rule. The Rule forms the regulatory framework designed to improve how road controlling authorities plan for, consult on and implement speed management changes.

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<sup>1</sup><https://www.nzta.govt.nz/assets/resources/rules/docs/setting-speed-limits-2022.pdf>

*“The Rule provides:*

- *A more effective process to select and set speed limits;*
- *Greater regional consistency, both in process and in transport outcomes; and*
- *That all parties are aligned as much as possible, for as long as possible, through the process.”<sup>2</sup>*

*“The Rule requires road controlling authorities (RCAs) to have 40% of school speed limit changes completed by 30 June 2024, with the remainder completed by 31 December 2027, and these changes must be built into speed management plans.”*

With respect to the functions of the RTC and the Regional Council, the Rule:

- Introduces a regional speed management planning approach on a three-year cycle that aligns with the three-year cycle of the National Land transport Programme (NLTP)
- Introduces a new consultation process that aligns with the three-year regional land transport planning process;
- Requires RTCs to coordinate input from RCAs in their region to create a regional speed management plan, aligning with the regional land transport plan process;
- Requires Regional Councils to facilitate the administrative function of regional consultation on speed management plans.

The first full speed management planning period for which the RTC will be required to prepare a RSMP is likely to be 1 July 2024 to 30 June 2027.<sup>3</sup>

At a high level, the process for preparing the RSMP is (clause 3.4):

- Each district (TA) provides the RTC with its speed management plan of the changes it is proposing to its speed limits, etc. (Clause 3.8(2));
- The RTC compiles that information in to a single document, including where a local road controlled by two TAs has a different speed and information from the State Highway Speed management Plan (SHSMP);
- If the RTC believes that there are inconsistent approaches to speed limits across the region it can ask the inconsistent TA to change their approach (but the TA does not have to);
- The RTC compiles the RSMP and provides that to the Regional Council to publish, accept and forward submissions, support TA consultation (e.g. collate submissions) [the regional council would not run the consultation – this comes back to the TA];
- The TA’s consider the submissions and advise the RTC of any changes they wish to make to their parts of the regional SMP;
- the RTC prepares a final regional SMP and again, if the RTC believes there are inconsistent approaches to speed limits across the region it can ask the inconsistent TA to change their approach (but the TA does not have to);
- The RTC provides the Director (Waka Kotahi) with the final RSMP;
- If the Director approves the Plan it is certified and published, but if not, they will refer the RSMP back to the RTC to fix.

Clause 3.14(3) of the Rule also requires Waka Kotahi NZ Transport Agency to supply guidance to RTCs. This guidance is currently still in development.

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<sup>2</sup><https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-management/speed-management-planning/>

<sup>3</sup><https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-planning-faqs.pdf> section 7.15 p.19.

## Discussion

After reading the Rule, it is challenging to see what benefit the regional process adds to speed management planning. That aside, it is a requirement that each region prepare a RSMP with the first likely to be for the period 1 July 2024 to 30 June 2027.

To progress this work, it is recommended that the West Coast Regional Transport Advisory Group meet to confirm an approach to the development of the RSMP for recommendation to the RTC.

In lieu of their being no published guidance from Waka Kotahi, it is likely that the first West Coast RSMP may be little more than a compilation process with potentially a common, concise, strategic “policy” section at the front of each Plan and with each TA’s SMP appended. The intent of the strategic section would be something for the Road Controlling Authorities (RCAs) to take into account when preparing their own SMPs. This approach is being adopted by other RTCs.

In the meantime, the Rule does not preclude RTCs from also preparing an interim RSMP for the current NLTP period (to 30 June 2024). Development of an interim plan is not recommended as:

- There is no published guidance available from Waka Kotahi;
- The Regional Council has not budgeted to prepare an interim RSMP;
- The work that will go into preparing an interim RSMP will be better invested in preparing the full RSMP, particularly given the short term any interim RSMP is likely to have.

## Considerations

### Significance Policy Assessment

There are no issues within this report which trigger matters in this policy.

### Views of affected parties

There are no matters in this report which require consideration under this heading.

### Financial implications

There are no financial consideration in regard to the decisions recommended in the report.

### Legal implications

There are no legal implications contained in this report.

### Attachments

None

<b>Report to:</b> West Coast Regional Transport Committee	<b>Meeting Date:</b> 26 July 2022
<b>Title of Item:</b> Waka Kotahi NZ Transport Agency Update	
<b>Report by:</b> Nichola Costley – Strategy and Comms Manager, West Coast Regional Council	
<b>Public excluded?</b> No	

### Report Purpose

The purpose of this report is to provide Waka Kotahi NZ Transport Agency (the Transport Agency) with the opportunity to provide the West Coast Regional Transport Committee (RTC) with a verbal update on its activities.

### Report Summary

Waka Kotahi will provide a presentation and verbal update on its activities since the last RTC meeting in May 2021. The topics are expected to be of interest to the RTC.

### Draft Recommendations

**It is recommended that the West Coast Regional Transport Committee resolve to receive the report and provide any feedback to the Waka Kotahi NZ Transport Agency on the topics included in the presentation.**

### Report

#### Background

The Transport Agency wishes to update the Committee on several topics they are currently working on. This will be a verbal update with additional information included in a presentation provided on the day.

### Considerations

#### Significance Policy Assessment

There are no issues within this report which trigger matters in this policy.

#### Views of affected parties

There are no matters in this report which require consideration under this heading.

#### Financial implications

##### *Current budget*

There are no budget implications included in this report.

##### *Future implications*

There are no future financial implications included in this report.

#### Legal implications

There are no legal implications contained in this report.

## Attachments

None

<b>Report to:</b> West Coast Regional Transport Committee	<b>Meeting Date:</b> 26 July 2022
<b>Title of Item:</b> Community road safety concerns	
<b>Report by:</b> Clr Peter Haddock – Chair, West Coast Road Safety Coordinating Committee	
<b>Public excluded?</b> No	

### **Report Purpose**

To bring community road safety concerns to the attention of the West Coast Regional Transport Committee.

### **Report Summary**

Concerns regarding the approaches to the Cobden Bridge (Greymouth) and the speed limit along Main South Road, outside Karoro School (Greymouth), and in Barrytown have been raised. These are outlined in the letter attached to this report.

As a member of the West Coast Regional Transport Committee (RTC), and Chair of the West Coast Road Safety Coordinating Committee, I would like the RTC to seek formal feedback from Waka Kotahi on how these matters can be addressed to improve the safety of all road users.

### **Recommendations**

**It is recommended that the West Coast Regional Transport Committee resolve to:**

1. Receive this report; and
2. Seek feedback from Waka Kotahi on how these community concerns can be addressed.

### **Attachments**

1. Letter from Ray Beckford

Hi Peter

Thanks for taking time for a phone call last week.

Firstly, I would like to start by saying a thank you to yourself and all other members that represent us Coasters on the council. I know it's a lot of work and can be a stressful position at times to make the hard decisions especially when the money is not endlessly there to spend.

I'm just wanting to give another voice to the progress of our hometown in which we choose to live our lives and be part of ensuring that we leave it in a better state than what we have found it.

I'm simply writing to give support to some roading issues that should be implemented by NZTA.

Firstly, I would like to ask for a push to NZTA to have a round-about on the town end of the Cobden Bridge. A simple solution to the constant congestion and frequent accidents that may be minor as far as statistics go but costly for us to cleanup the mess and broken signage which is by no means cheap in the long run. The problem was at it's worst in the 6 months before our first lockdown. I can remember an instance in which I suffered road rage, in disbelief, as I was waiting for a chance to turn onto the bridge coming from Coal Creek, but the cars were backed all the way across the bridge to Cobden. My thoughts on this are that those times are going to come again when the borders are fully operational again and the campervans come back. Yes, we need them, but we also need infrastructure to handle them. I think we need to push for this before it gets busy again.

Another 'simple to rectify' issue that I'm concerned about would be to move the 70km speed signs from near the Australasian hotel to past the Karoro School. It's only a matter of time before a fatality occurs. Why let this happen when it's such a simple thing to process and implement. As a frequent visitor to Weenink Rd I have seen far too many close calls at the intersection to Karoro Domain. These too would be rectified by moving the signs. The same issue is at Barrytown in which there is a constant renewal of skid marks in front of the pub. This should under no circumstances be a 100 km zone.

Thanks for taking the time to hear my concerns

Regards

Ray Beckford

<b>Report to:</b> West Coast Regional Transport Committee	<b>Meeting Date:</b> 26 July 2022
<b>Title of Item:</b> South Island Regional Transport Committee Chairs Group - Minutes	
<b>Report by:</b> Nichola Costley – Strategy and Comms Manager, West Coast Regional Council	
<b>Public excluded?</b> No	

### Report Purpose

The purpose of this report is to provide the West Coast Regional Transport Committee with the minutes of the South Island Regional Transport Committee Chairs Group and the South Island Freight Summit.

### Report Summary

The South Island Regional Transport Committee Chairs Group (SIRTC) was established in 2016 for the purpose of significantly improving transport outcomes in the South Island through collaboration and integrations. This report presents the confirmed minutes from meetings held on 29 November 2021, 21 February 2022 and 16 May 2022, 30 May 2022, for the Committee's reference.

The SIRTC also sponsored a South Island Freight Summit in Christchurch on 28 March 2022. The summit was a facilitated session, with presentations from various industry groups. The Summit Briefing Paper is attached to this report as well as the outcomes and next steps presented to the SIRTC at their 16 May 2022 meeting.

### Recommendation

**It is recommended that the West Coast Regional Transport Committee resolve to receive the report.**

### Considerations

#### Significance Policy Assessment

There are no issues within this report which trigger matters in this policy.

#### Views of affected parties

There are no matters in this report which require consideration under this heading.

#### Financial implications

##### *Current budget*

There are no budget implications included in this report.

##### *Future implications*

There are no future financial implications included in this report.

#### Legal implications

There are no legal implications contained in this report.

#### Attachments

- Minutes of the SIRTC meeting – 29 November 2021
- Minutes of the SIRTC meeting – 21 February 2022



- Minutes of the SIRT meeting – 16 May 2022
- Unconfirmed Minutes of the SIRT meeting – 30 May 2022
- South Island Freight Summit Briefing Paper
- South Island Freight Summit – Next Steps

# Minutes of the meeting of the South Island Regional Transport Committee Chairs held at Peppers Clearwater Christchurch on Monday, 29 November 2021

## Contents

1. Mihi/Karakia - Welcome & Apologies
2. Introductions
3. Guest address: Hon David Bennett
4. Regional Updates
5. Briefing: reducing transport sector emissions
6. **Reports**
  - South Island Strategic Network Modelling
  - South Island Transport and Tourism Project
7. Guest presentation: Waka Kotahi Resilience Programme
8. Matters for decision: Joint Freight Meeting
9. Next Meeting
10. Mihi/Karakia Whakamutunga – Closing

<b>Member Attendees:</b>	<i>Environment Canterbury</i> Clr Peter Scott Clr Tane Apanui	<i>Otago Regional Council</i> Clr Alexa Forbes
	<i>Environment Southland</i> Clr Lloyd McCallum Clr Allan Baird	<i>Tasman District Council</i> Clr Stuart Bryant
	<i>Marlborough District Council</i> Clr Francis Maher Clr Michael Fitzpatrick	<i>West Coast Regional Council</i> Clr Peter Ewen
	<i>Nelson City Council</i> Clr Brian McGurk	
<b>Guest Attendees:</b>	Hon David Bennett, NZ National Party	Stuart Woods, Waka Kotahi
<b>Transport Officer Attendees:</b>	Jesse Burgess, ECan Clare Pattison, ECan Luke Carey, ECan Garry Maloney, ORC	Russell Hawkes, SRC Drew Bryant, TDC Laura Skilton, MDC Alec Louverdis, NCC
<b>Apologies (all):</b>	Clr Kate Wilson, ORC, Clr Judene Edgar, NCC,	Nichola Costley, WCRC ( <i>may attend in part online</i> )

Clr Allan Birchfield, WCRC,  
Clr Anne Turley, TDC

Sue McAuley, NCC,  
Margaret Parfitt, NCC



## 1. **Mihi/Karakia - Welcome & Apologies**

The committee chair Cr Stuart Bryant opened the meeting with a karakia and welcome. David Bennett joined the meeting remotely via MS Teams.

The members around the table briefly introduced themselves. This was followed by an introduction from each of the transport officers and staff present.

## 2. **Apologies**

The following members apologies were received-  
Cr Kate Wilson, Otago RC,  
Cr Judene Edgar, Nelson City Council,  
Cr Allan Birchfield, West Coast Regional Council,  
Cr Anne Turley, Tasman District Council.

## 3. **Guest address: Hon David Bennett**

Hon. David Bennett, NZ National Party transport spokesman and MP for Hamilton East introduced himself to the Chairs and provided an overview of his party's policy on transport.

David spoke to the challenges of limited funding. Projects and costs are bigger, and returns are less. The government's commitments through ATAP, Lets Get Wellington Moving and other transport projects with future funding commitments are essentially leaving less for other regions. Suggested a shift toward more of a user pays model. Breaks up the integrity of the system when there are different pots of money - funding needs stability with regional plans and national plans. A more strategic South Island approach needed.

Addressing climate change and reducing transport emissions has cross-party support, but the approaches taken to get there would be different under a National-led government. Greater emphasis on shifting the vehicle fleet.

### **Discussion**

Population is driving investment outcomes. South Island has low-volume high-value networks. Need a long-term 10–15-year strategic approach to get the attention of central government. Govt will be pressured to act on climate change so that needs to be a part of the plan as well. Improve NLTP timing with LTPs.

**Action: Cr Maher (MDC) to pass on info to David Bennett on the Weld Pass project.**

## 4. **Regional Updates**

**Southland** – Support a South Island approach- we work with Otago and it works. Concern about funding going to larger cities and not provincial areas. No major NLTP spend in Southland. Resilience is a key issue.

**Canterbury** – Same troubles everyone else has. Funding; recently met with CE of Waka Kotahi on this. Case for co-funding of flood protection schemes and rivers maintenance. Freight mode shift is a big focus, recently Kiwirail have come to the table. 90% of the Canterbury freight task is internal but we need to have conversation from Picton to Bluff on the future of South Island freight and the role of rail and coastal shipping in that, consider ports strategy and AF8.

**Otago** – Urban issues and achieving mode shift important too. Wanaka has no public transport, limited cycle infrastructure. SH6 is full; 40% mode shift required there by 2040. Land use & transport integration. PT high cost to ratepayers and being hit by COVID. Ministry of Education pulling out of urban school services in Qtn and Dunedin. Huge challenges, significant investment required and no funding system; sinking lid on current funding sources as fuel taxes wane. Big opportunity to make a difference.

**West Coast** – Economy driven by wheels. No public transport. Long way from Auckland and Wellington. Need a can-do relationship with Canterbury. Progress joint funding of interregional projects where both regions benefit.

**Nelson** – Nelson future access study (rocks road). Improved PT; more routes, more frequency. Also done well in low cost low risk improvements.

**Tasman** – RLTP pretty much fully funded. Advantage in working together across top of the south. 3 years since Takaka Hill closed. Motueka signals and roundabouts. Contractors lacking resources to fix damaged roads.

**Marlborough** – Resilience a big issue. Full cost of July 17 storm not yet known. Bigger ferry, twice the capacity, reduced AKL-CHC rail transit time with a whole train per sailing. New ferries will have 1hr turnaround so a high intensity of vehicles entering the network at peak times.

**Waka Kotahi** – Hard to overstate the impact of the \$2bn debt funding released 2 weeks before NLTP launch, good in MOR and LCLR – substantively topped up. Debt funding acknowledges the funding model is not working, need to review but it will be a long time coming. Green bonds may form a chunk of transport funding. This coming decade nothing like the last decade, there are a lot of trade-offs and activities under pressure. We cannot do what needs to be done with the existing model. The loan will become immaterial if the funding system is tweaked, e.g. tweak to road user charges and fuel excise duty. Loan has not been drawn down yet.

## 5. **Briefing: reducing transport sector emissions**

Clare outlined four key targets put forward in ERP. A 20% reduction in VKT is the same as Level3 lockdown. Change in wording from Hikina to ERP- targets becoming aspirations. Introduced the new World Health Organisation Air Quality Guidelines and outlined some potential implications for transport, including comparing available data on deaths from poor air quality in NZ to the road safety death toll.

### **Next steps:**

Transport officers will continue to work closely with colleagues across the regional transport sector, Waka Kotahi, and the Ministry of Transport as Government develops its first emissions budget.

### **Discussion**

Not meeting the targets would impact on reputation of NZ inc. Major population centres may be the greatest opportunity to reduce transport sector emissions. How do we fund the transition? Need both carrots and sticks. Too much talk, not enough action. Government knows they're trying to move too fast.

Cr Forbes – question the methodology used in Hikina for shipping and aviation, would like more information on this. Need to look ahead, not back, work with our communities and urgently commit to action.

The targets are all movable and interconnected, will be a reluctance [on the part of government] to commit to any one target. RUC charges have not increased at the same rate as inflation. The changes [required] will be central government driven, except maybe VKT. It is currently unclear how significant the change to the GPS will be to give effect to this, but we know it is coming. In 2021-24 NLTP there were twice as many walking and cycling projects put forward than there was funding available for.

In May 2022 the next suite of tools will drop. Does seem to have cross-party support. If in the next year South Island communities can get clearer on what they want to do, and have a strategic plan, then we can go ask for the tools to partner on it.

All members – We need to work closely with central government on this, and clearly understand our role and ability to effect the changes required.

Staff - Will need to rapidly enable greater travel choice for more people, in more places. The physical built environment is a strong driver of behaviour. We can start the leg work for what that could look like in our communities and know that [central] government will eventually come to the table [with funding and other tools to help achieve the shift required].

Could have the Minister here in March 2022 for the freight discussion. Emissions is driving the freight challenges. Could have David [Bennett] as well.

**Action:** Transport officers to follow up on Cr Forbes' request for further information on the methodology used in Hīkina for calculating shipping and aviation emissions.

**Action:** Consider an approach to the Minister of Transport.

## **RESOLVED**

**That the South Island Regional Transport Committee Chairs:**

- 1. notes that, while not yet government policy, adoption of the interventions identified in Hīkina te Kohupara and the Emissions Reduction Plan will require a transformation of the transport system.**
- 2. notes that incorporation of climate change and emission reduction targets into Regional Land Transport Plans may will require a more significant review of existing plans in 2024.**

*An amendment was moved by Cr Lloyd McCallum and Cr Alexa Forbes that the word 'may' in recc. 2 be changed to 'will' require a more significant review of RLTPs in 2024.*

Cr Alexa Forbes/Cr Tane Apanui  
CARRIED

## **6. Reports**

### **6.1 South Island Strategic Network Modelling**

Luke outlined that the idea of a Strategic Network Model first arose in a meeting of Canterbury Transport Officers in August in discussions on the Canterbury RTC forward work programme. It was initially proposed as a project to inform the activity management plans of road controlling authorities. It was only on meeting and discussing with transport officers in Otago and Southland that it was identified that there may be some merit to progressing it as a South Island project.

#### **Discussion**

Greater use of inland ports is needed. Currently takes 5 days for rail goods to move from Auckland to Invercargill. Expectations around delivery times need to change to make a difference. Could carbon emissions/tonne be added to the model?

The South Island Strategic Network Study is now a decade old. Report was focused on containers to ports. Need to pick up on 2019 mode shift study. A lot of merit to a more strategic approach. Need to understand whole supply chain. What is the role of coastal shipping in decarbonisation?

## **RESOLVED**

**That the South Island Regional Transport Committee Chairs:**

- 1. receives the report.**

2. **Requests the South Island Transport Officials Group scope and further investigate the development of a Strategic Economic Network Model for the South Island.**
3. **[Addition] Directs officers to expand the scope of the strategic economic network model to include transport emissions impacts and responses.**

*An amendment was moved by Cr Lloyd McCallum and Cr Alexa Forbes to add recommendation 3 as noted above.*

Cr Alexa Forbes/Cr Tane Apanui  
CARRIED

## **6.2 South Island Transport and Tourism Project**

Drew Bryant spoke to the item. Original study is available online. The report noted that for the most part tourism organisations are inward-focussed, and it is difficult to obtain repeatable, unbiased data. Future discussions on tourism needs a multi-agency approach. Needs to be pulled together for a cohesive story and could be an all of NZ strategy.

### **Discussion**

Still many gaps in our understanding of tourism demands. When tourism comes back, what does it look like and how do people travel? Something needs to continue, but not the tourism study. Tourism NZ is looking at new tourism markets. Could have well-connected cycle trail systems for low-carbon tourism. Fleet replacement of coaches has slowed due to Covid.

### **RESOLVED**

**That the South Island Regional Transport Committee Chairs:**

1. **accepts the South Island Transport and Tourism Project report; and**
2. **agrees to end the South Island Transport and Tourism Project; and**
3. **notes that Chairs could use other forums to advocate central government for a multi-agency study into the future of tourism transport in New Zealand.**

Cr Alexa Forbes/Cr Peter Ewen  
CARRIED

## **7 Presentation – Waka Kotahi Resilience Programme**

Stuart Woods. Lead Advisor – Resilience at Waka Kotahi, presented on the Waka Kotahi resilience programme and the National Resilience Programme Business Case.

Ageing assets, higher needs, more events, more exposure. Centralisation of services means more travel and more issues if network is disrupted.

Developed a Waka Kotahi Resilience Framework (2018). Addresses the why & how.

- Improve robustness
- Increase alternatives
- Good response plans.

We cannot build our way out of it.

- Improve robustness
- Availability of alternative routes or modes.
- Supporting community planning
- Innovative solution e.g water taxis
- Better information
- Enhanced response plans
- Targeted maintenance

National Resilience Programme Business Case

An evidence-based approach – (Hazard frequency, duration of outage) likelihood, (criticality, detour availability) consequence. Provided a process and procedure for progressing to NLTP discussions.

40 extreme risks were identified. 20 were developed into 12 new business cases. Six were covered in existing business cases. Some in NZUP (Homer Tunnel and bridges in Buller) and some in LCLR. 5 required monitoring and maintenance approaches as opposed to a business case, and a further 5 improved maintenance.

Of the 12 new business cases, 6 went through. Five of these were in the South Island.

Currently working on

- Geospatial mapping of hazards
- Detour routes assessment
- Adaptation plan
- SH25 process
- MERIT – GDP impact of a disruption
- AF8 esp. SAFER report
- Recovery Framework -e.g. when to set up a SCIRT or NICTR and what that looks like
- Resilience Framework Update.

### **Discussion**

Major utilities also often run across bridges. This is an area the NZ lifelines council works in and is looking to coordinate those conversations. Rail and road is also often co-located. Current river management practices are not sustainable. Waka Kotahi has committed to talking to ECan about this. Is it more cost-effective to invest in the road or the flood protection? What other [non-traditional] bridging methods could be considered?

## **8. Joint Freight Meeting**

Luke Carey and Clare Pattison (ECan) provided a summary of the background to the meeting. Proposing date of 21 March 2022 to replace August meeting. Attendees; RTCs, Regional Council Chairs and CEs, Kiwirail, transport operators, airport.

The committee then workshopped the freight issues that are impacting their communities to inform future work with stakeholders early in the New Year.

### **Discussion**



Strategic drivers are decarbonisation of the freight network and improving efficiency. Reality is that global shipping operators will operate larger ships that can only call at the deepest ports.

Need to think drivers of growth; what freight sectors/locations are growing? Import movements are largely north-south, exports largely east-west. Then it becomes about last mile solutions.

Not joined-up in the South Island, need to have a joined-up conversation. Centred on international shipping and ports story, and focus on how we can make better use of coastal shipping and rail in the context of

- Decarbonising freight
- Hubbing
- Last mile delivery.

Reduce focus on airports.

**Action:** Circulate coastal shipping report commissioned by Waka Kotahi.

## 9. **Next Meeting**

It was agreed that an online meeting of South Island Chairs should be held in February 2022 prior to the Joint Freight Meeting.

## 10. **Mihi/Karakia Whakamutunga - Closing**

A karakia was provided by Clare and Luke.

The meeting closed at 3.00pm.

**CONFIRMED:**

\_\_\_\_\_  
Chair Stuart Bryant  
Councillor, Tasman District

\_\_\_\_\_  
Date

# Minutes of the meeting of the South Island Regional Transport Committee Chairs held online via MS Teams Monday, 21 February 2022

<b>Member Attendees:</b>	<i>Environment Canterbury</i> Cr Peter Scott Cr Tane Apanui	<i>Otago Regional Council</i> Cr Alexa Forbes Cr Kate Wilson
	<i>Environment Southland</i> Cr Lloyd McCallum Cr Allan Baird	<i>Tasman District Council</i> Cr Stuart Bryant Cr Anne Turley
	<i>Marlborough District Council</i> Cr Michael Fitzpatrick	<i>West Coast Regional Council</i> Cr Peter Ewen Cr Allan Birchfield
	<i>Nelson City Council</i> Cr Brian McGurk	<i>Waka Kotahi NZTA</i> James Caygill
<b>Guest Attendees:</b>	n/a.	
<b>Transport Officer Attendees:</b>	Jesse Burgess, ECan Clare Pattison, ECan Luke Carey, ECan Garry Maloney, ORC Laura Skilton	Russell Hawkes, SRC Drew Bryant, TDC Nichola Costley, WCRC Margaret Parfitt, NCC
<b>Apologies (all):</b>	Cr Judene Edgar, NCC	Cr Francis Maher, MDC



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### 1. Mihi/Karakia - Welcome & Apologies

The committee chair Cr Stuart Bryant opened the meeting with a karakia and welcome for 2022.

### 2. Apologies

The following members apologies were received-

- Cr Lloyd Mccallum (lateness)
- Cr Francis Maher
- Cr Judene Edgar

### 3. Minutes

There were no amendments to the minutes of the previous meeting as included in the agenda.

**Actions:** Luke to circulate coastal shipping report with the minutes of this meeting.

#### Recommendation

That the South Island Regional Transport Committee Chairs:

1. **Receive the minutes of the last meeting, held 29 November 2021.**
2. **Confirm this as a true and accurate record.**

**Moved / Seconded**  
*Councillor McGurk/ Councillor Birchfield*  
**CARRIED**

## 4. Regional Updates

**Purpose:** An opportunity for each region to speak to any regional transport matters in their area that have South Island relevance or significance.

### **Nelson-Tasman-Marlborough**

Takaka Hill Road open to two lanes. Motueka Town Centre upgrade well underway to be completed in 2022. SH6 an issue. Richmond deviation median barrier widening has caused some disruption to traffic. SH6 at Brightwater remains a concern. Resilience: alternative route of SH's 63, 6 and 65 is an issue.

Marlborough is still working through the July flood damage. Blenheim Integrated Transport Project workshops progressing. Continued new subdivision works.

Nelson: Weather events in Feb 22' closed Rocks Road and SH6 from Havelock for 3 days (debris). Required traffic to detour via SH63

*Cr McCallum joined at 9.47am.*

### **Canterbury**

Passenger rail notice of motion at RTC. Sought to create a working group, amended to request an update of staff w. next steps. Spoke to South Island benefit. Have agreed to broaden the scope of our mid-term RLTP review considering emissions. Arrangements for South Island freight summit progressing. View of ports.

### **Otago**

A commercial school bus operator in Dunedin has ceased operation and ORC has stepped in to implement replacement services. Dunedin City Council not happy with keeping the one-way system. A lot of work done on cycle trails and pedestrianising town centres. Climate action plan that QLDC has put together, calling for mode shift. Dunstan cycle trail newly opened is proving very popular. Plans underway to connect Queenstown and Arrowtown with a trail.

### **Southland**

Elles Road roundabout progressing apace. Had a good roadworks season. Weather has been kind.

### **West Coast**

Taramakau bridge opened. Seem to be more weather events. Damage to rail line north of Buller.

### **WK-NZTA**

Had higher than usual number of extreme weather events last year. Need to work out how to better respond to these events. Room for an extra leg on Elles Rd in future and cultural recognition. Opening event next week.

All Road Controlling Authority CE's will have received a letter from Nicole Rosie on the legal challenge to the 2021-24 NLTP on emissions. WK are defending the NLTP process. If the claim succeeds WK will have to re-do the NLTP. Councils have until 14 March to join the claim. James will be in touch with CEs in coming days to ensure they have the information they need.

Road to Zero. WK have launched a large public awareness campaign on the safe system approach and safer speeds. Recognise the need to bring the public on board with these changes.

## 5. Update on arrangements for a South Island Freight Summit

**Purpose:** To update the South Island Regional Transport Committee Chairs on arrangements for a South Island Freight Summit.

### Discussion

Luke gave an update on arrangements for the summit.

Cr McCallum – presentation needs to have more a view of international logistics and supply chains.

Cr Baird – Asked if members had read the Coastal Shipping Report, and who we could approach from that sector. Also expressed concern about foreign crews of ships undercutting local operators.

James expressed that having an operator present is probably better than the consultant who prepared the report. Luke mentioned that there is a maritime law that restricts international vessels' carriage of coastal cargo to that which is 'incidental' to their import/export cargoes.

Cr Scott – Spoke to his conversation with Roger Gray (CE, Ports of Auckland) and ports rationalisation.

**Action:** Officers to approach either Holcim or Pacifica Shipping.

**Action:** Officers to ensure international shipping and supply chain representation is appropriately represented.

### Next steps

South Island transport officers will continue to progress arrangements for a South Island Freight Summit and seek input from the Chair where appropriate.

### Recommendation

That the South Island Regional Transport Committee Chairs:

1. Receive the update on arrangements for a South Island Freight Summit.

**Moved / Seconded**

Councillor Wilson / Councillor Baird

**CARRIED**

## 6. Update on the Draft Scope of a South Island Strategic Network Model

**Purpose:** To update the South Island Regional Transport Committee Chairs on the draft scope of a South Island strategic network model.

### Discussion

Russel Hawkes spoke to the item.

Cr Wilson asked about the consideration of cycling in this work. Offer response is its not being considered as part of this work, which is focused on freight, but potentially could be considered.

Cr Wilson expressed that its more about cycleway trusts being more linked-up together. Bigger conversation around how the various groups' work contribute to something bigger.

Suggested a strategic cycle network piece of work with Nga Herenga (NZ Cycleways trust) and Waka Kotahi. Problematic so many cyclists on rural roads such as Cardrona road and Haast Road.

**Action:** Staff to consider and report back on a national approach to cycling.

### **Next steps**

With the agreement of South Island RTC Chairs, officers will await the release of the MoT issues paper and consider how this affects the draft scope of the project, which will be brought to a future meeting of South Island RTC Chairs for a decision.

### **Recommendation**

That the South Island Regional Transport Committee Chairs:

- 2. Agree that the Ministry of Transport issues paper on a National Freight and Supply Chain Strategy is a necessary pre-requisite to finalising the scope of the proposed Strategic Network Model project.**
- 3. Agree that a decision on progressing the project be made at a future meeting following the release of the issues paper.**

**Moved / Seconded**  
Councillor Wilson / Councillor McGurk  
**CARRIED**

## **7. Next Meeting**

Members discussed the date for their next meeting post the South Island freight meeting.

Cr McCallum asked what do we need to do from the election date backwards, to hand over to the next group.

Luke said that is up to members to decide. But suggested that at the very least having a clear approach lined up for the Strategic Network Modelling Project and the freight work, so that the next group can quickly and easily pick it up and progress it, would be a good place to be.

The group agreed in principle that early May would be a good time to meet in light of RTC meetings in July and August.

The meeting was closed with a karakia at 10.45am

# Minutes - South Island Regional Transport Committee Chairs

Venue: Online, MS Teams

Date: 16 May 2022, 1.00pm – 3.00pm

<b>Member Attendees:</b>	<i>Environment Canterbury</i> Cr Peter Scott Cr Tane Apanui	<i>Otago Regional Council</i> Cr Alexa Forbes Cr Kate Wilson
	<i>Environment Southland</i> Cr Lloyd McCallum Cr Allan Baird	<i>Tasman District Council</i> Cr Stuart Bryant (Chair) Cr Anne Turley
	<i>Marlborough District Council</i> Cr Francis Maher	<i>West Coast Regional Council</i> Cr Peter Ewen
	<i>Nelson City Council</i> Cr Brian McGurk Cr Judene Edgar	<i>Waka Kotahi NZTA</i> James Caygill
<b>Member Apologies:</b>	Cr Francis Maher Cr Allan Birchfield	Cr Judene Edgar Cr Michael Fitzpatrick
<b>Transport Officers Attendees:</b>	Clare Pattison, ECan Luke Carey, ECan Nichola Costley, WCRC Garry Maloney, ORC	Russell Hawkes, SRC Drew Bryant, TDC Margaret Parfitt, NCC Doug Rodgers, ORC
<b>Other:</b>	Erik Barnes, Auxilium Ltd	



## **Karakia Timatanga – Opening**

The meeting was opened with a karakia at 1.05pm.

## **Welcome**

Welcome from Chair Stuart Bryant.

## **Apologies**

The following member apologise were received

- Cr Francis Maher, Marlborough DC.
- Cr Judene Edgar, Nelson CC

**Moved / Seconded**

*Councillor Forbes/ Councillor Turley*

CARRIED

## **Minutes of previous meeting**

**Purpose:** To receive and confirm the minutes of the last meeting of South Island Regional Transport Committee Chairs.

There were no amendments or matters of accuracy raised with the minutes of the previous meeting.

### **Recommendation**

That the South Island Regional Transport Committee Chairs:

- 1. Receives the minutes of the last meeting, held 21 February 2022.**
- 2. Confirms this as a true and accurate record.**

**Moved / Seconded**

*Councillor Allan Baird / Councillor Kate Wilson*

CARRIED



## Regional Updates

Deferred to next meeting.

## Financial Update

**Purpose:** To update members on the financial arrangements of South Island RTC Chairs.

### Summary of Discussion

An overview of the financials was provided by the secretariat. Members asked if interest was being borne on the account. Currently no interest is being accrued, however staff will look into this. Members asked that the incoming Chairs Group be provided with an update and review the cost sharing arrangement at the start of the next term.

**Action:** staff to report back on if interest can be borne from the reserves funding.

**Action:** review cost share arrangement at the new term.

### Recommendation

That the South Island Regional Transport Committee Chairs:

1. **Receives the financial update**

**Moved / Seconded**

*Councillor Baird / Councillor Turley*

CARRIED

## Briefing on Freight and Supply Chain Issues Paper

**Purpose:** To brief members on the Ministry of Transport's Freight and Supply Chain Issues Paper, which is open for feedback until 3 June 2022.

### Recommendation

That the South Island Regional Transport Committee Chairs:

1. **Receives the briefing on the Freight and Supply Chain Issues Paper**

**Moved / Seconded**

*Councillor Lloyd McCallum / Councillor Brian McGurk*

*Committee moved into workshop on Freight Summit Outcomes and Next Steps at 1.44pm and moved back into the meeting at 2.35pm*

## **Submission on the Freight and Supply Chain Issues Paper**

**Purpose:** To seek direction from the South Island RTC Chairs group on the development of a submission on the Freight and Supply Chain Issues Paper.

**Summary of Discussion:** The key issues members discussed that the submission needs to cover are:

- Economic drivers across the system
- How to maintain margins for importers & exporters
- Accounting for carbon across the system
- Who coordinates the systems approach and collaboration across the sector
- Need to support a range of action across a range of modes; road, rail, sea, air
- Need to make greater use of rail and coastal shipping from a resilience perspective

### **Recommendation**

That the South Island Regional Transport Committee Chairs:

- 1. Agrees to submit on the Freight and Supply Chain Issues Paper**
- 2. Requests officers to draft a submission and circulate to Chairs via email ahead of their next meeting on 30 May 2022.**

### **Next steps**

**Moved / Seconded**

*Councillor Lloyd McCallum / Councillor Alexa Forbes*

**CARRIED**

## **Next Meeting**

The next meeting of the South Island Regional Transport Committee Chairs will be held from 9.30am-11.00am on Monday 30 May 2022.

## **Karakia Whakamutunga – Close**

The meeting was closed with a karakia at 2.57pm.

# Minutes - South Island Regional Transport Committee Chairs

Venue: Online, MS Teams

Date: 30 May 2022, 9.30am – 11.00am

<b>Member Attendees:</b>	<i>Environment Canterbury</i> Cr Peter Scott Cr Tane Apanui	<i>Otago Regional Council</i> Cr Alexa Forbes Cr Kate Wilson
	<i>Environment Southland</i> Cr Lloyd McCallum Cr Allan Baird	<i>Tasman District Council</i> Cr Stuart Bryant (Chair) Cr Anne Turley
	<i>Marlborough District Council</i> Cr Francis Maher Cr Michael Fitzpatrick	<i>West Coast Regional Council</i> Cr Peter Ewen Cr Allan Birchfield
	<i>Nelson City Council</i> Cr Brian McGurk Cr Judene Edgar	<i>Waka Kotahi NZTA</i> James Caygill
<b>Member Apologies:</b>	Cr Lloyd McCallum Cr Allan Baird	James Caygill, WK Cr Anne Turley Cr Judene Edgar
<b>Transport Officers Attendees:</b>	Clare Pattison, ECan Luke Carey, ECan Nichola Costley, WCRC Garry Maloney, ORC	Russell Hawkes, SRC Drew Bryant, TDC Laura Skilton, MDC (dep. 10am) Alec Louverdis, NCC (dep. 10am)
<b>Not in attendance:</b>	Cr Francis Maher	Cr Michael Fitzpatrick



## Welcome and Apologies

Chair Stuart Bryant opened the meeting with a welcome and noted the following apologies:

Cr Anne Turley  
Cr Judene Edgar  
Cr Lloyd McCallum  
Cr Allan Baird

**Moved / Seconded**

*Councillor Bryant / Councillor Wilson*

*CARRIED*

## 1. Minutes of previous meeting

**Purpose:** To receive and confirm the minutes of the last meeting of South Island Regional Transport Committee Chairs.

The unconfirmed minutes of the last meeting of South Island Regional Transport Committee Chairs, held 16 May 2022, are contained as appendix item 1.

### **Recommendation**

That the South Island Regional Transport Committee Chairs:

- 1. Receives the minutes of the last meeting, held 16 May 2022.**
- 2. Confirms this as a true and accurate record.**

**Moved / Seconded**

*Councillor Wilson / Councillor Ewen*

*CARRIED*

## 1. Submission on the Freight and Supply Chain Issues Paper

**Purpose:** To discuss the submission of South Island RTC Chairs on the Freight and Supply Chain Issues Paper and seek delegation to the Chair of the group to approve the final submission prior to the feedback closing date.

### Recommendation

That the South Island Regional Transport Committee Chairs:

1. **Address any further feedback on (or sought changes to) the draft submission, including any feedback (formal or informal) from their respective RTCs**
2. **Delegates authority to the Chair, Councillor Stuart Bryant, to review any further changes once incorporated by staff and approve the final submission prior to the feedback closing date of Friday 3 June 2022.**

### Next steps

1. With delegation to the Chair, officers will fold in any further feedback received at today's meeting and forward a final copy of the submission on to Councillor Stuart Bryant for approval.
2. With approval from the Chair, the final submission will be sent on to the Ministry of Transport prior to the submission closing date of 3 June. A copy will be circulated to all Chairs and their respective transport officers.

**Moved / Seconded**

*Councillor Wilson / Councillor McGurk*

*CARRIED*

*Cr Alan Birchfield voted against*

## 2. Freight Summit next steps

Staff provided a verbal update on next steps. The chair indicated that he sought a report back in August 2022.

### 3. Regional Updates

**Purpose:** An opportunity for each region to speak to any regional transport matters in their area that have South Island relevance or significance.

Otago – shortage of bus drivers. Now having to cancel/bring in a staged reduction of services. This group could think about drivers generally (bus and truck drivers). More ferry services across Lake Wakatipu.

Canterbury – also bus driver shortages. Amplified by Wellington now agreeing to pay drivers more. Road maintenance funding insufficient. North Island roads better than ours. Now scoping passenger rail.

West Coast – Bridge works proceeding well. Hoping for no more flood events.

Nelson – Recent accident highlighted lack of resilience across urban Nelson network.

Tasman – Waka Kotahi now funding Richmond business case study. Most of work on Motueka SH60 township upgrade now concluded. Some ongoing work on Takaka Hill.

### Next Meeting

A date for the next meeting of South Island Regional Transport Committee Chairs has yet to be confirmed.

Staff will plan for the first meeting of the incoming Chairs group to be held in-person in December 2022 or February 2023.

Direction to meet sometime around August. Leave that direction to staff.

## **Karakia Whakamutunga – Close**

***Kua hikitia te kaupapa***

*The purpose is apparent*

***Kua takoto te wero***

*The challenge lies before us*

***Me hoe tahi i runga i te whakaaro kotahi***

*Let us work together as one*

***Tiaki tō tāua oranga***

*We will look after ourselves*

***Kia kaha ai mo te tuku taonga***

*Strengthen for success*

***Kia tutuki ngā hiahia mō***

*Complete what is desired*

***Ka Hikitia***

*Rise up*

***Tihei mauriora!***

*This is life!*

***Ki te whai ao!***

*Towards the changing world!*

***Ki te whai oranga e!***

*Towards the changing life!*

***Mauriora!***

*What a positive feeling!*

# South Island Freight Summit

28 March 2022



## Briefing Paper: South Island Freight Summit

v1.0 16 March 2022

### Purpose

1. To provide a high-level briefing for attendees of the South Island Freight Summit (hosted by the South Island Regional Transport Committee Chairs Group) on South Island freight.

### Summit Purpose

To develop a shared understanding of South Island freight issues and opportunities.

### Attendees

- South Island Regional Transport Committee Chairs and Deputy Chairs
- Chairs and Chief Executives of South Island Regional Councils
- Waka Kotahi and Transport Officers.

### Guest Attendees

- Kirstie Gardener, Acting CE, Lyttelton Port Company
- Jan Hintz, Line Manager Pacifica Shipping
- Suqui Thng, Principal Advisor- Supply Chain, Ministry of Transport
- Kris Webster, Director, Sorted Logistics
- Sue McCormack, Chair, Kiwirail
- Mark Heissenbuttel, South Island Operations Manager Kiwirail
- Todd Moyle, COO, Ngai Tahu Holdings Ltd
- Mark Wareing, Wareing Group
- Ryan McDonald, Hiringa Energy

### Scope

Seaports, road, rail and coastal shipping (in scope). Freight and supply chain efficiency and freight decarbonisation. Freight mode shift to rail. Airports and air freight out of scope. Last mile delivery out of scope.



## **Background to the South Island Freight Summit**

The South Island Freight Summit meeting is a first step in picking up on previous freight work undertaken at a South Island level and enabling elected members across the South Island to work and advocate more collaboratively and effectively on freight.

The Canterbury Mayoral Forum (CMF) had a very successful freight tour in February 2021 visiting Christchurch International Airport Limited, Lyttelton Port Company, Kiwirail and Timaru. In August, the chairs and chief executives of South Island regional councils were to hold a follow-up freight meeting. This was unfortunately postponed due to COVID. Following that postponement transport officers identified the South Island Regional Transport Committee (South Island RTC) Chairs as a key forum to progress collaborative freight discussions and began to arrange an in-person meeting.

In November 2021 the South Island Regional Transport Committee (South Island RTC) Chairs met in-person for the first time in over a year and were briefed on the freight topic. The chairs subsequently agreed to hold a joint freight meeting with regional council chairs and chief executives in attendance to better understand and address South Island freight movement.

The Ministry of Transport also held a number of early stakeholder engagement workshops with freight sector operators across Aotearoa in September/October 2021. The intent of these workshops has been to hear directly from the industry about the issues it is facing and opportunities to improve transport system outcomes, with a view toward developing a national freight and supply chain strategy. This has informed the drafting of an issues paper that the Ministry intends to engage on in April-May 2022. The strategy will consider how to decarbonise freight, as well as improve freight efficiency and effectiveness.

## **Strategic issues impacting the freight sector**

### **Decarbonising Freight**

Reducing transport sector emissions is emerging as a major strategic driver of both central and local government investment in the transport network over the next 2-3 decades. As much as 40 per cent of road transport greenhouse gas (GHG) emissions in Canterbury and across the South Island can be attributed to the movement of freight. Freight emissions are very closely correlated with the amount of diesel used by trucks. Nationally, heavy vehicles contribute around a quarter of transport emissions in Aotearoa, despite representing just 6 per cent of vehicle kilometers travelled on NZ roads.<sup>1</sup>

The discussion document on a National Emissions Reduction Plan suggests a 25 per cent reduction in GHG emissions from freight is required by 2035 to put Aotearoa on a pathway to net zero emissions by 2050. Currently, with a steadily increasing South Island and national freight task, and without any new interventions, greenhouse gas emissions from heavy vehicles in NZ will peak much later than for light vehicles, as late as 2030.

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<sup>1</sup> *Green Freight Strategic Working Paper* (2020), NZ Ministry of Transport

More fuel-efficient heavy vehicles can help to reduce the amount of emissions produced, but the weight they carry and distance they travel limits their overall impact on emissions. Therefore, transitioning the existing trucking fleet directly to alternative energy sources (electric, hydrogen and biofuels) is seen as having the greatest emission reduction potential over the medium to long-term.

Achieving freight mode shift to rail and coastal shipping is also seen as a key part of the solution. Transporting freight by rail typically generates around 66 per cent fewer emissions than heavy road freight<sup>2</sup>. Coastal shipping is touted as being even less emissions intensive. However, road freight tends to be the cheapest option where distances are short and cargo volumes are low. As of 2012 the combined modal share of rail and coastal shipping was just 8.6% of the South Island freight task.<sup>3</sup> Since 2012, their share of South Island freight movement has fallen further.<sup>4</sup> Even if rail and coastal shipping freight volumes were to double in the next 10-20 years, the vast majority of domestic freight movement (over 80 per cent) will still travel by road. Decarbonising heavy vehicles will be critical.

There is a high degree of uncertainty around the timeframe in which zero emission freight vehicles will be commercially available. Battery electric heavy trucks are evolving rapidly however they are still not readily available and there remain significant barriers to uptake. While battery-electric heavy vehicle technology has the edge for lighter loads, shorter-hauls and urban distribution, hydrogen is emerging as the preferred candidate for heavier hauls across longer distances, and there will likely be a mid-range where the two technologies are directly competing. In the interim, the government considers increased use of biofuels could also have a role to play in reducing the emissions intensity of the existing fleet.

Given the market-led nature of the supply chain system, initiatives to reduce emissions will have to be carried out in close consultation with the freight industry and/or be private sector-led, with government providing a vision and direction for change and/or supporting infrastructure. Despite all this, the Ministry believes that concerted effort by industry has the potential to drive rapid emissions efficiency gains, with the right incentives.

## **Freight Resilience**

Ongoing supply chain disruption caused by COVID has exposed the vulnerabilities and inefficiencies in global and local supply chains. Current trends toward centralisation, just-in-time delivery and larger ships that only call at the deepest ports pose challenges for a country like NZ that is a distant point in global supply chains. Taken together, these changes suggest a need to shift toward more of a hub and spoke model and to work more effectively across transport modes. However, many freight stakeholders have a view only of their part of the system, and not of the whole sector.

The South Island freight task is forecast to increase substantially, but the island has a low population base, challenging geography and is prone to a range of natural hazards that frequently disrupt key freight routes. Waka Kotahi's National Resilience Programme Business Case identifies that for State Highways; Canterbury, Top of the South, West Coast

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<sup>2</sup> *The value of rail in NZ* (2021), prepared by EY consultants for Kiwirail.

<sup>3</sup> *Draft South Island Freight Plan* (2015), Waka Kotahi NZ Transport Agency

<sup>4</sup> Freight Information Gathering System (FIGS)

and Otago regions are four of the top 5 at-risk regions in New Zealand by number of natural hazard risks identified, and the top four regions by criticality (the number of risks with a major or critical risk rating).<sup>5</sup>

## Freight Efficiency

As mentioned earlier, the recent experience of the coronavirus pandemic has demonstrated that our domestic supply chains are perhaps not as efficient as they could be. Improving the efficiency of our supply chain includes opportunities to optimise freight routes, equipment and vehicles, and to make better use of data and supporting information sharing and collaboration.

While the evidence shows that NZ's freight sector is generally robust, competitive, and well-performing. The further role of a strong public sector in helping to overcome the challenges currently faced by freight operators and in encouraging greater innovation needs to be considered. This includes externalities the sector creates that might warrant public intervention.

## South Island Freight Task

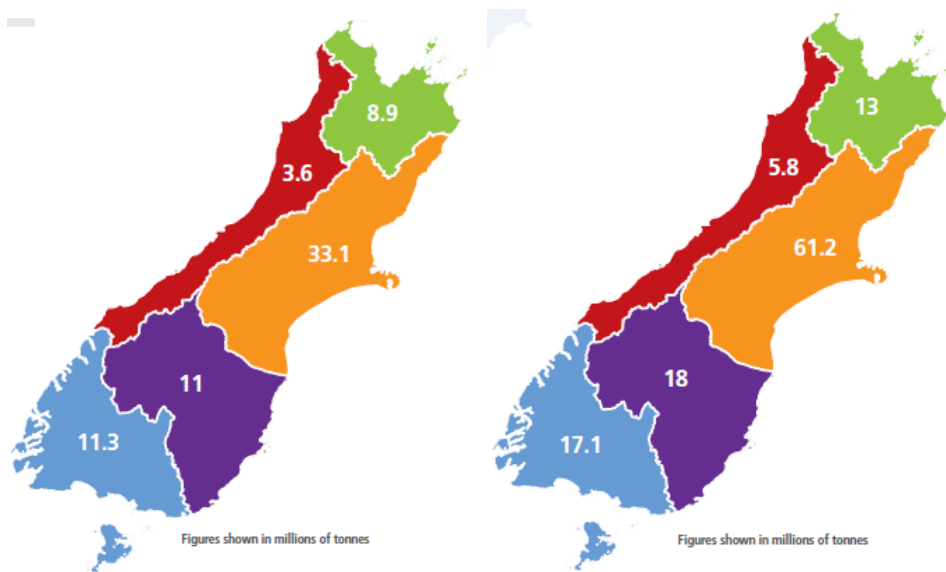
The Draft South Island Freight Plan (2015) showed that most freight (between 84 - 87%) travelled within the South Islands regions rather than across them. Canterbury accounted for approximately half of the total freight moved around the South Island. The South Island had substantial projected freight growth with an additional 47.7 million tonnes forecast to be carried annually in 2042 (compared with 69.3 million tonnes in 2012). This equated to an additional 1.7 million truck trips per annum in 2042 compared with 2012, or 4,667 truck trips per day across the South Island network. The fastest growing commodities (by weight) were liquid milk and manufactured dairy, aggregate, general freight and limestone, cement and fertiliser.

The South Island contains two major container ports, one at Lyttelton in Christchurch and another at Port Chalmers in Dunedin, plus six regional ports (Nelson, Picton, Westport, Greymouth, Timaru and Bluff). The report noted substantial flows into Canterbury from the West Coast, reflecting the movement of coal. There were also large flows outbound from Canterbury, reflecting its role as a distribution hub for the entire South Island. Canterbury was anticipated to account for approximately 60 per cent of South Island freight growth to 2042.

**Figure 1:** The South Island freight task, by region, 2012 actual (*shown left*) and 2042 predicted (*right*). All figures are in millions of tonnes. (Draft South Island Freight Plan, 2015)

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<sup>5</sup> See Appendix F (pages 7-8) of the National Resilience Programme Business Case [here](#).



There are a number of external influences that determine the routing of international container cargo within the South Island. History has shown that shipping lines from time to time alter their vessel schedules to either exclude or include ports. These decisions are driven by global companies and trends and at relatively short notice can place additional pressure on the local logistics network as international trade volumes shift to different areas and modes.

The opportunity to increase ship size following the opening of the new Panama Canal, the consolidation of international container ship operators into just three major alliances, and a surge in the building of ultra large container ships imply that larger ships will want to call at New Zealand ports, which will require large investment in port and harbour infrastructure. The international focus on sustainability is also a driver of greater economies of scale and investment in larger vessels.

### Investment in rail and coastal shipping

Rail and coastal shipping were included for the first time as an activity class in the 2021-24 Government Policy Statement (GPS) on Land Transport. This effectively means that rail and coastal shipping are now funded in the same way, and on an equal footing with, road networks. The new approach recognises that like roads, the rail and coastal shipping networks deliver broader transport benefits and should be funded accordingly. It means that future investment decisions can be based on which transport mode delivers the best overall outcomes for a given freight task. A sizeable portion of the South Island’s imports come into Auckland or Tauranga and are then railed or coastal shipped down.

### Coastal shipping

The 2021-24 GPS allocated \$30-45 million in funding for coastal shipping. Waka Kotahi has subsequently commissioned three reports to better understand the current state of the sector and assist it in how best to invest the GPS funding. The first of these reports ‘the state of play’ report has been completed and is appended to this briefing paper for further information.

New Zealand's coastal shipping sector consists mainly of the transport of dry and liquid bulks and containerised freight. The two main bulk commodities carried are petroleum products to/from Marsden Point refinery and cement, imported to Auckland and Timaru and then transhipped to smaller ports, and from Golden Bay Cement's Portland cement works in Northland. Nationally, coastal shipping carries about 3.5 per cent of NZ's total freight task. Containerised cargo and empty containers are transported by the Pacifica service (22%) and by international container ships transiting through NZ ports (78%). Some of this is repositioning of empty shipping containers, primarily from Auckland and Tauranga to South Island ports.

## **Rail**

The Government is also investing significantly in improving the rail network, including through renewing locomotives and the inter-island ferries which will support reducing the emissions from rail. A total of \$1.35bn has been committed to the Rail Network Improvement Programme (RNIP) in the 2021-24 period alone. Outside of the RNIP a total of \$4.58b is being invested in rail, including \$1.59b in rolling stock and mechanical facilities, \$664m in Auckland and Wellington metropolitan rail network upgrades, \$1.45m in new lines and stations and \$435m in the I-REX project, the Interislander ferry replacement. This includes 20-40 new locomotives for the South Island

The iReX – Inter-Island Resilience Connection project, is a significant inter-regional activity as the freight will flow into Canterbury, however most of the work on the rail network is in Picton and Spring Creek/Blenheim. The project will more than double the rail freight capacity on interislander ferries and reduce the transit time for rail between the North and South Islands by a whole day. Rail freight carried between the islands is mostly domestic goods e.g., household retail. This has not dropped off despite the shift to e-commerce.

However, South Island rail freight overall is down on previous years, due to many factors including disruption; Kaikoura earthquakes, Ashburton and Rangitata floods, and coal demand being down. Flooding means the rail network has been down for 1-6 weeks somewhere in the South Island annually for the last few years e.g. Ashburton, Rangitata. Prior to the Kaikoura earthquake Kiwirail ran 4 trains a day along the main north line, the service frequency now has only just returned to 3 services a day. Conversely, Kiwirail's Marlborough rail freight task has increased a sizeable amount through this period.

Coal is roughly 50 per cent of Kiwirail's South Island freight task by tonnage, and Kiwirail expects it will remain part of the freight task for a while yet. Kiwirail currently move 20 per cent of the freight through Lyttelton Port and consider this could realistically grow to about 40 per cent, but not much more, due to the origin-destination points of the remaining 60 per cent not being served by rail. The utilisation of rail at Port Chalmers is much higher, between 40-60 per cent.

Looking forward to the future, improving rail utilisation will mean investing in more projects such as the Fairfield freight hub in Ashburton and in rail sidings and spurs to link major producers to ports. Understanding how Regional Transport Committees can help support and nurture these projects through the planning and funding processes is critical.

## **The role of Regional Transport Committees**

The primary role of Regional Transport Committees is to prioritise projects put forward for central government co-funding within their regions in accordance with their Regional Land Transport Plans, which set the regional strategic direction for land transport. But they also have a key informal role supporting, advocating, and facilitating change across the whole transport sector. They work closely with Waka Kotahi and central government and are supported by transport staff in their respective councils.

The South Island RTC Chairs have previously developed or been heavily involved in-

*Draft South Island Freight Plan (2015)*, available [here](#).

The draft plan was led by Waka Kotahi and identified South Island wide actions and region-specific actions. Many of the actions sat with Waka Kotahi and some of them are now underway or completed. There is an opportunity to review and update the freight plan with a view toward finalising it.

The *South Island Freight Mode Shift Study (2019)*, available [here](#).

This study, commissioned by Chairs, concluded that there are substantial opportunities to achieve more beneficial freight mode splits by facilitating the movement of freight by rail; by either direct transfer from road or providing new opportunities for rail-served development.

The Chairs may look to pick up on this previous work and engage in the development of a National Freight and Supply Chain Strategy.



# South Island Freight Summit

16 May 2022

## Next Steps





# Agenda

## South Island Freight Summit

Developing a shared understanding of the issues and opportunities facing the South Island freight sector.

### Welcome & Summit Opening

### Presentations

### Infrastructure & Services Session

- › National & South Island View
- › Sea & ports (sea and inland hubs)
- › Rail
- › Road

### User Perspectives Session

### Issues, Opportunities, and Actions

- › Small group interactive sessions
- › Group feedback to plenary

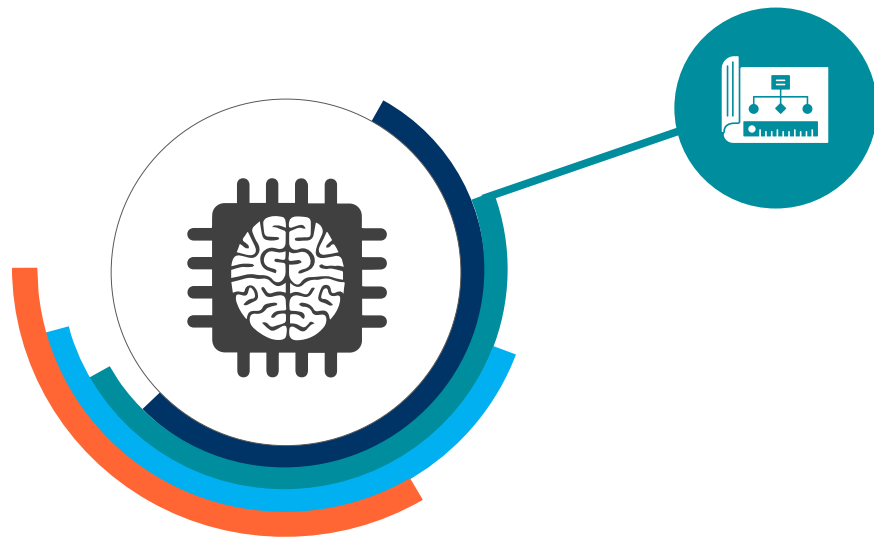
- **Ministry of Transport:** National View & Roads. Suqui Thng, Principal Advisor-Supply Chain
- **Lyttleton Port Company:** International shipping and ports. Kirstie Gardener, Acting CE
- **Pacifica Shipping:** Coastal shipping. Jan Hintz, Line Manager
- **KiwiRail:** Rail. Mark Heissenbuttel, South Island Operations Manager

- **Ngai Tahu Holdings:** Freight investor. Todd Moyle, COO
- **Wareing Group:** Rail freight hub / User group. Mark Wareing, Joint CE
- **Sorted Logistics:** End-to-end supply chain operator. Kris Webster, Director
- **Hiringa:** De-carbonization (Hydrogen). Ryan McDonald



# Panel Discussion

Developing a shared understanding of the issues and opportunities facing the South Island freight sector.



## Infrastructure & Services Session

## Panel Members

- *Ministry of Transport: National View & Roads.*
  - *Suqui Thng, Principal Advisor- Supply Chain*
- *Lyttleton Port Company: International shipping and ports.*
  - *Kirstie Gardener, Acting CE*
- *Pacifica Shipping: Coastal shipping.*
  - *Jan Hintz, Line Manager*
- *KiwiRail: Rail.*
  - *Mark Heissenbuttel, South Island Operations Manager*

# What you were thinking about during the presentations

get all trucks off the road even if they are decarbonized they are destroying our environment and harshly affecting our livability - and wellbeing

Looking for the opportunity for local government bodies to add value

What is the time line for the changes

how long will shipping delays continue for?

what about starting with citizens wellbeing to get big trucks off the road and then it might become a more simple and easier to change solution. We never had these big trucks prior to 1989

Is the competitive model for key port infrastructure the best way forward?

have we planned for bigger or medium ships not coming to NZ at all in the future which is already happening now according to various economic presentations. Just as the wide belly jets stopped coming to CHCH during covid... need a sustainable approach

Timeline to produce the freight and supply chain strategy?

Top of south has no rail. considering it's importance will we get rail?

# What you were thinking about during the presentations

Is there any appetite in Government to bring more regulation into the Port area so they are not trying to all service the same areas and attracting the same ships.

Without rail in Top of South i.e. Nelson & Tasman needs to be compensated with adequate roading systems, coastal shipping and local port capacities eg at Port Nelson and Port Taranaki where the muscle industry is set to grow substantially.

Local shipping served us well in the past maybe it is the future ... low emissions, low noise and sustainable with NZ crews and local provision of goods - perhaps this is the transformational way forward

Shipping mode shift is important. It needs to be done once and done right. Discarded batteries present problems at disposal time and is costly environmentally. Are other options being seriously considered?

Regional resilience is compromised with at risk bridges. What programme is in place or being considered to address this need.

I would be interested in your growth forecasts by sector

How many coastal shipping lines are there such as Pacifica?

How many containers on the world's first container ship (1956) and how many on the world's biggest? (2015)

Important to recognise the strategic intent of bigger and bigger vessels with inbound cargo. Stranded assets that could be a result of trying to compete with the bigger ports for cargo. South Island councils need to be smart.

# What you were thinking about during the presentations

What are the budget time lines? 30mill for coastal shipping, 80bill for rail...

...so cant do new stuff. investment to get off oil is needed. Spain spent \$10 billion on tram systems to cut reliance on oil driven by given very high unemployment during the last 2 oil shocks

How much quicker would train freight be without road crossings - especially sh1

Can presentation slides be shared with participants later for reference?

Does improving the rail network include building rail in Nelson/Tasman?

Spain comment should have said \$10 billion... after all we could find the dollars for covid response - thank goodness but why not the same attitude for our local transport system and for local jobs

The economy can't cope with oil price at more than 4% of GDP for the globe. Every time there's an oil price shock the globe goes into recession. Have to get off oil to stop the shocks. When barrel price goes up the same amount of output costs more

we need to invest heavily in rail after years of neoliberalism and under funding

Lots of services. Lack of system.

# What you were thinking about during the presentations

Nelson Tasman regions do not have any rail therefore reliant on road and coastal shipping. International shipping have pulled back from frequency of visits impacting on export commodities such as fruit and timber.

How do other ports feel about Lyttelton being hub for South Island. Are other investments competing or complimenting.

Investment in replacement engines for rail seems like a lost opportunity to electric or hybrid technology

Lots of individual competing interests including who owns what infrastructure and who do they serve. No joint up South Island view.

What thought has been given to manage competitive behaviour between port companies.

Agree with bigger competitive groups. could coastal shipping link East coast ports eg. Bluff, Timaru, Tauranga? Also link West coast, Nelson, New Plymouth/ Onehunga?

Good to see investment for climate.

What are the barriers to electrifying the South Island rail network

Is there a conflict of interest in the Port area where Regional Councils have large shareholdings that may well be offsetting rates. May not lead to a good holistic view being obtained.

# What you were thinking about during the presentations

What thought if any is being given to restoring Wellington to Littleton ferry route

How do we get the best value out of local and central govt for NZers. Who has over sight on progress and who/how do we tell our story

sustainability of forestry considerations around adding value to the logs before we export them... in climate change responses this will need to be high on everyone's agenda... build local economies

Alternative investments - are you suggesting PPP?

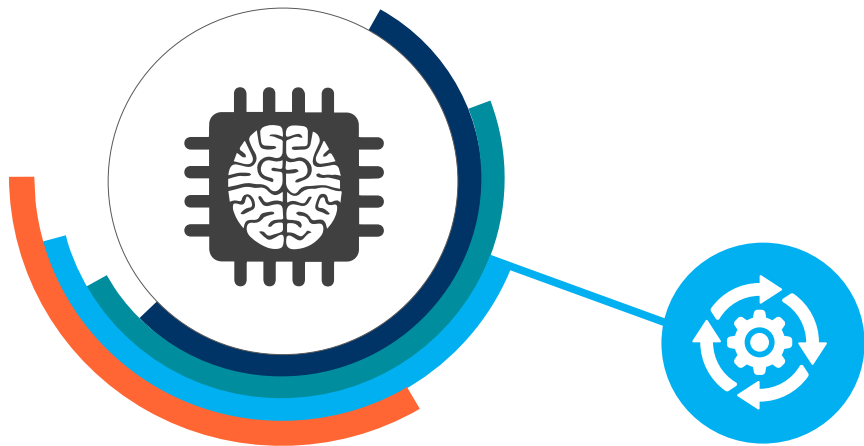
think council procurement policies requirements around collaboration for carbon reductions for infrastructure projects

How will regions like Tasman & gisborne be served

excellent day today. thanks a million to speakers and all attendees

# Panel Discussion

Developing a shared understanding of the issues and opportunities facing the South Island freight sector.



## User Perspectives Session

## Panel Members

- *Ngai Tahu Holdings: Freight investor.*
  - *Todd Moyle, COO*
- *Wareing Group: Rail freight hub / User group.*
  - *Mark Wareing, Joint CE*
- *Sorted Logistics: End-to-end supply chain operator.*
  - *Kris Webster, Director*
- *Hiringa: De-carbonization (Hydrogen).*
  - *Ryan McDonald*



# What you were thinking about during the presentations

A question for the panel. If they were able to do so what would be the next steps the RTC Chairs Group should be taking and the outcomes they would like to see.

What is warehousing capacity requirement if just in time no longer fit for purpose

How could SI hydrogen implementation be accelerated?

How does an intergenerational view of the South Island transport network and Ngāi Tahu's rangatiratanga of their takiwa help shape island conversations about transport investment and collaboration or aggregation for economies of scale?

Focus on managing costs, both for company and end use consumer worries me. There needs to be at least some understanding of the need to eliminate externalities and to reduce consumption.

These briefing notes say confident - may have missed it but can we have some clarity at end of presentation please

This is a good development. What's the access for other trucking companies to the rail siding? How does this work within the transport system rather than just for Wareing.

How about the embedded carbon in Hydrogen? How is this considered in green hydrogen claims?

Are buses in the 30 aggregate required in South Island to work



# What you were thinking about during the presentations

Noted that no hydrogen technology for Nelson Tasman regions. Is that correct?

We need to keep a broad outlook on energy source/storage. Too many academics have written off hydrogen, yet clearly industry is pushing ahead

Imagine banks being audited to what they invested in as far as carbon footprint rather than just financials

Air is generally out of scope atm, but so was Rail and shipping until the last GPS.



# Interactive Session

## Breakout Group Discussions



Developing a shared understanding of the issues and opportunities facing the South Island freight sector.

# Summit Interactive Session Issues, Opportunities, and Actions

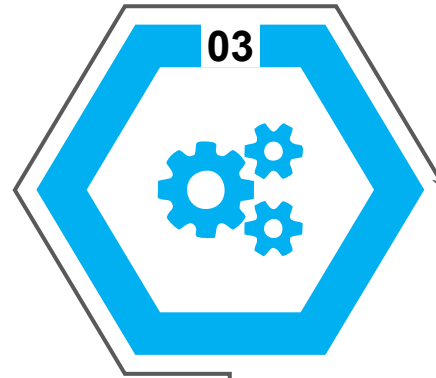
Working in small on-line groups



Identify the top 3 issues



Identify the top 3 opportunities



Identify the one action  
that can provide the  
most value



Present back to group



### Top 3 Issues Identified

- Govt depts/organisations working in silos and lack of local connection
- Funding mechanism (public vs private)
- Lack of agreed direction and focus on SH1/main trunk and considering more remote



### Top 3 Opportunities Identified

- Hydrogen
- Allocation of energy use conversation
- Reinvestment in coastal shipping (bulk goods)



### One action that can provide the most value

- Providing assistance to fast track consents for networks (pace of innovation)? Understand cost effectiveness including carbon costs of hydrogen (question research to date)



## Top 3 Issues Identified

- Lack of multi-modal connectivity. Lack of hubs and spokes models.
- Lack of resilience and redundancy e.g. Infrastructure not fit for purpose.
- Need for efficient and competitive freight system that is environmentally friendly.



## Top 3 Opportunities Identified

- Collective South Island view / strategy
- Bringing together private entities to solve / collaborate on issues.
- South Island / Regional passenger plan.
- Allow regional councils to carry out maintenance / clearance work.



## One action that can provide the most value

Advocacy role to central govt. e.g. advocate for mapping exercise for green infrastructure at more granular level, advocate for funding (e.g. for climate change resilience).



## Top 3 Issues Identified

- Lots of puzzle pieces (same puzzle?) who's putting it together? (private business? central government?)
- What's the problem? Where is the legitimacy for action?
- Limited resource, small country long way away,
- Systems approach and coordination
- Priorities – what is it and who decides?
- Coastal/pacific shipping – how to move containers around the country
- Viability of KiwiRail, particularly lower SI – better way to coordinate access to rail network
- Relative economics of freight options – road rail shipping
- Competition in freight



## Top 3 Opportunities Identified

- Decision making model for SI – inform and decide together (FfLG?)
- Create environment for commercial enterprise to flourish
- Identify vision for what we want to
- Better detail on freight tasks and economics of freight



## One action that can provide the most value

- No action noted

# Breakout Group Additional Notes

- Need to be linked up – transfer freight. More freight has been on the road than is appropriate for safety.
- Issue – Infrastructure – Roads not fit for purpose now, and we will be putting more trucks on. How do we address this? We want to be ready to run with big players e.g. hydrogen.
- Complete lack of rail in Nelson /Tasman area. Getting product to places we need to go to is the issue. All freight goes through one intersection (SH6). Could be up to 30 years away to address this.
- Rail is expensive and difficult (terrain issues) – would having a better coastal shipping service achieve the same thing?
- Issue – resilience and redundancy. Connectivity / multi-modal. We need another port in the south island to accommodate issues – improve resilience. (e.g. flooding, earthquakes).
- Opportunities for green hydrogen. Fertiliser opportunities (green nitrogen?). It will depend on where the big shipping companies go to. Future for most of the ports in some form or another. Smaller ports built for efficient way of getting products into / out of country. Neither rail nor roading have been competitive. Need a system that is efficient and competitive.
- South island chairs have a grasp on what's needed for each part of region. We're not in the driving seat yet to push these issues. Next steps will be quite crucial. Biggest issue – we're not driving this – in the passenger seat.