



# THE PORT LOVE IT OR LIST IT






# A cost-effective and productive supply chain

- provide for the growth of big transport and freight
- reduce the friction between freight and urban communities will be better for both



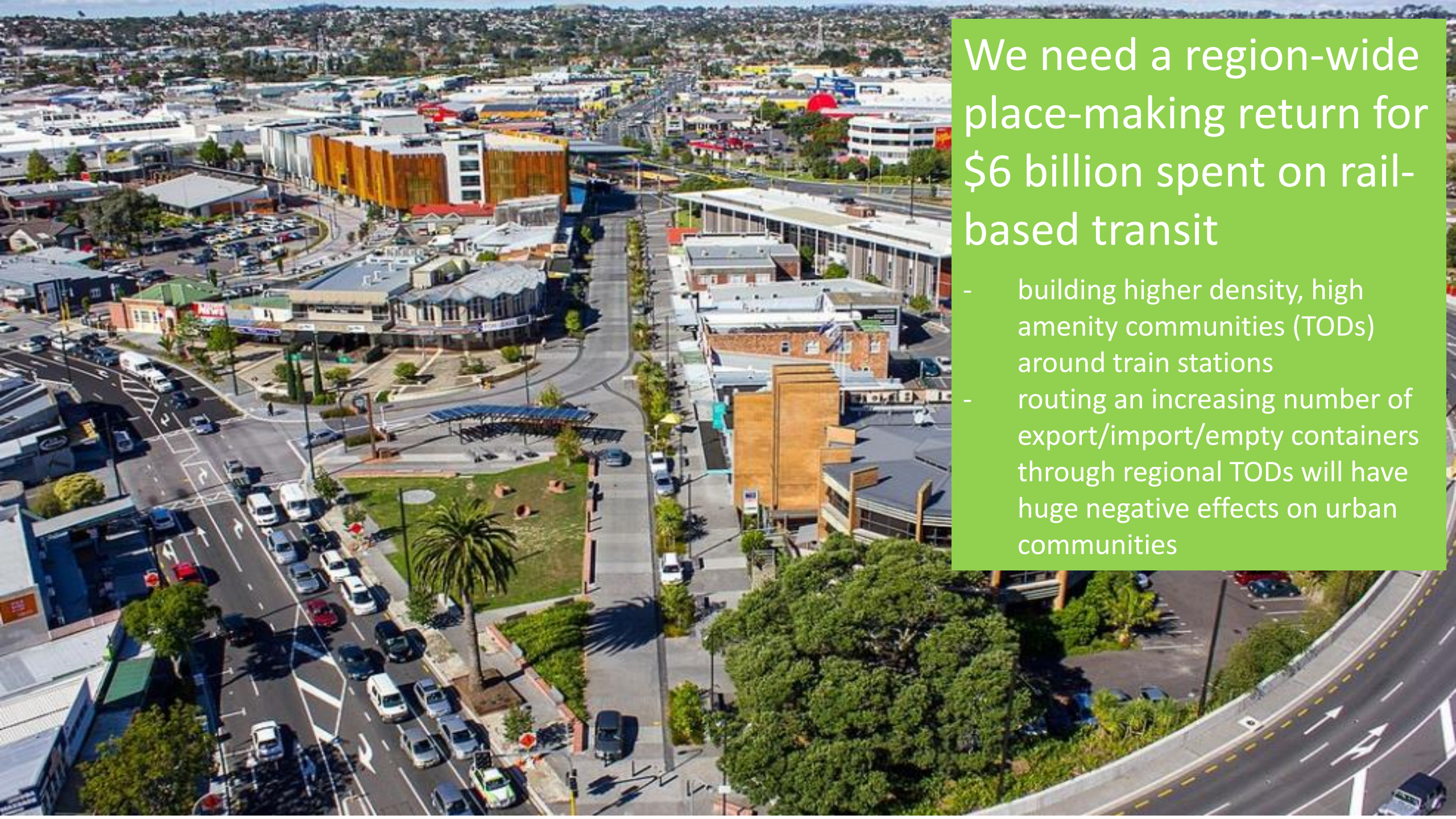


A panoramic night view of a city waterfront, likely Toronto. The CN Tower stands prominently in the background, illuminated with its signature red and white lights. The foreground is filled with the masts and rigging of several sailboats docked in the water. To the left, a modern building with a glass facade and a balcony is visible, with warm interior lights spilling out. The water reflects the city lights and the tower. The sky is a deep blue with some light clouds.

## A growing, vibrant and changing city centre and waterfront

- the city centre and port compete for space and by function
- it's not just about the city centre, its about other metropolitan centres too
- the effects of port operations extend beyond its boundaries





We need a region-wide place-making return for \$6 billion spent on rail-based transit

- building higher density, high amenity communities (TODs) around train stations
- routing an increasing number of export/import/empty containers through regional TODs will have huge negative effects on urban communities



## Northport

- + jobs in Northland
- + jobs in west Auckland
- ? freight around west and north AKL
- capacity at Northport
- distance for imports and exports
- Swanson-Avondale-Southdown line
- disruption to supply chains
- effects on rapid transit and TODs
- the overall economics



*“Thousands of extra containers by rail become more significant when it’s through your own neighbourhood.”*

## ***“2016 was a watershed port study year”***



1. Diverse Consensus Working Group, iwi well represented at the table
2. Independent port planning expertise in the room – at last!
3. *I'll carry on running the current port, you look for the alternative site*

## **Investment Logic Map - identified 3 problems**

1. *“Capacity will constrain the port’s ability to meet future freight and cruise demands, which may limit economic growth in the long term”*
2. *“Tension between and competition for limited resources for the CBD and the port will lead to suboptimal outcomes for one or both”*
3. *“Port activities create environmental, economic, social and cultural impacts which need to be understood and addressed”*

**Solution: establish a new port location – Firth of Thames or Manukau**



## **When to start building - 2 “triggers” - 3 scenarios**

1. Pull the city centre/Auckland/NZ Inc trigger
2. Pull the freight capacity trigger
3. For some reason, and because of changed future circumstances, pull neither trigger





Port Future  
Study

Martyn Evans

Auckland  
Business  
Chamber

Image © 2015 CNES / Astrium

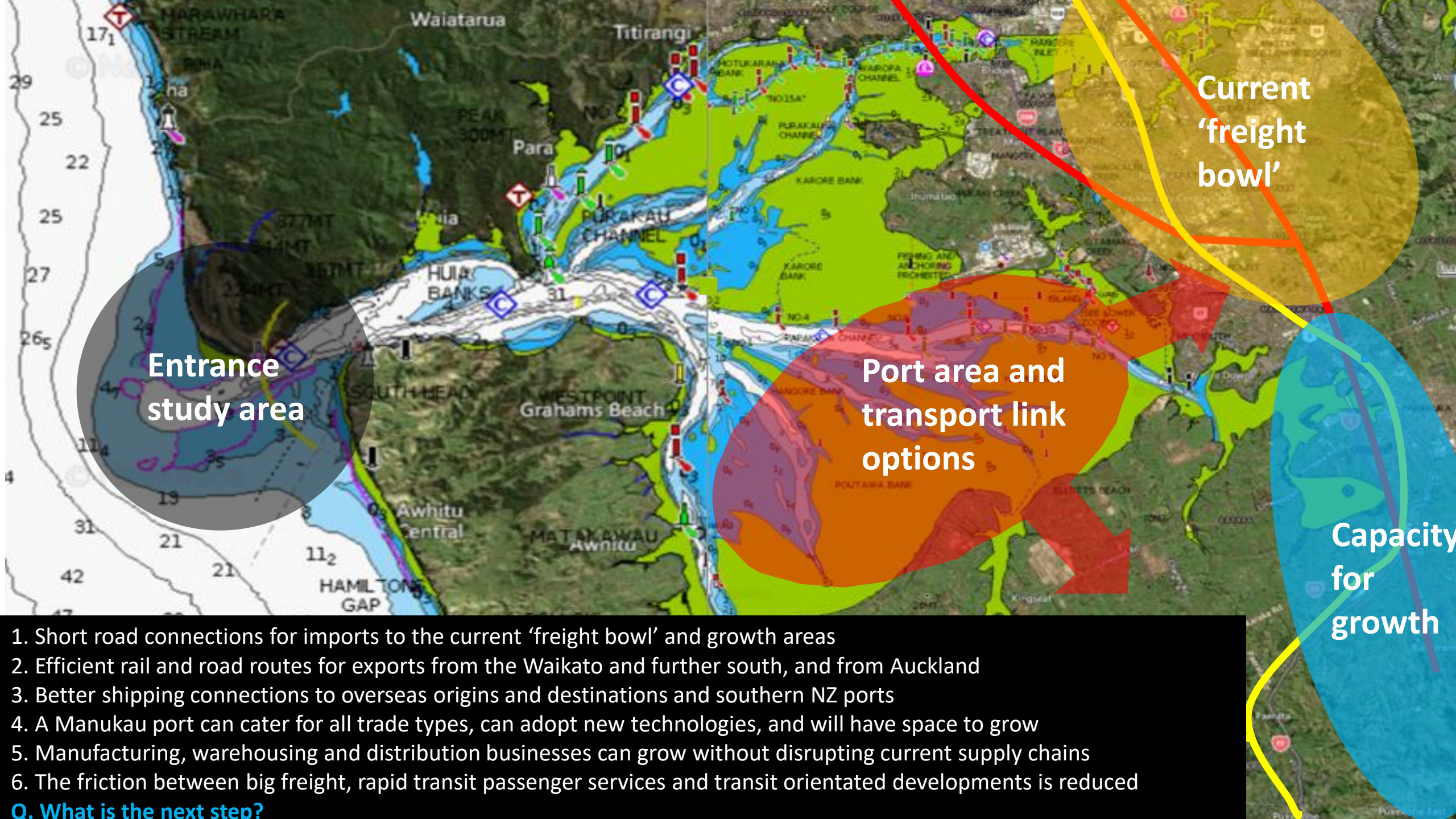
Data SIO, NOAA, U.S. Navy, NGA, GEBCO  
Image © 2015 DigitalGlobe

Google earth









Entrance  
study area

Current  
"freight  
bowl"

Port area and  
transport link  
options

Capacity  
for  
growth

1. Short road connections for imports to the current 'freight bowl' and growth areas
2. Efficient rail and road routes for exports from the Waikato and further south, and from Auckland
3. Better shipping connections to overseas origins and destinations and southern NZ ports
4. A Manukau port can cater for all trade types, can adopt new technologies, and will have space to grow
5. Manufacturing, warehousing and distribution businesses can grow without disrupting current supply chains
6. The friction between big freight, rapid transit passenger services and transit orientated developments is reduced

Q. What is the next step?



PORTS OF AUCKLAND LTD

AUCKLAND REGIONAL AUTHORITY

AUCKLAND CITY COUNCIL

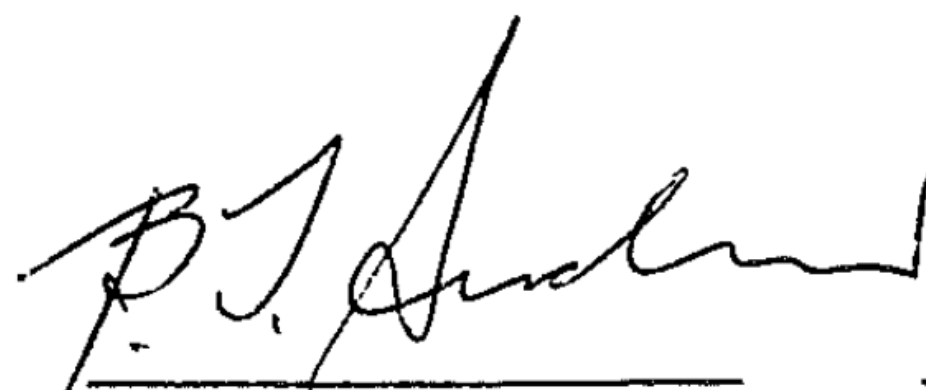
PORT DEVELOPMENT PLAN FOR AUCKLAND

AUGUST 1989



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Colin Knox  
Chief Executive  
Auckland Regional  
Authority



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Bruce Anderson  
Chief Executive  
Auckland City Council



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Robert Cooper  
Chief Executive  
Ports of Auckland Ltd



The site with the best potential to meet the Region's long-term port requirements is at Puhinui in the Manukau Harbour. It has marked advantages of proximity to major road and rail services as well as existing industrial areas and the international airport.

A staged development on this site in conjunction with the redeveloped existing Port should provide Auckland with adequate port facilities up to 2050 and the ability to expand beyond that time as required.

However, it would be essential in any planning and ultimate development of a major port in Manukau Harbour that the project be environmentally and culturally sensitive. Development of these aspects should be related to programmes for the improvement of the ecological health of the whole of Manukau Harbour.

Cultural and environmental aspects and local economic benefits of this proposal must be discussed with the tangata whenua as well as the relevant local authorities.



It is important to note that while the Puhinui site is excellent for port development presently there is a major impediment to deep draught shipping entering Manukau Harbour due to the shallow entrance bar.

To date there has been no overall study of the entrance with a view to determining whether a channel could be dredged to accommodate deep draught shipping and remain stable. Further, any study would need to establish the extent of maintenance dredging required due to sand being transported along the coastline. The mechanisms involved in the transport of sand on this high wave energy coastline are likely to be complex and difficult to forecast but with current technology they are not beyond determination.

The practicability of providing a suitable entrance and approach channel should be established within the next two years.



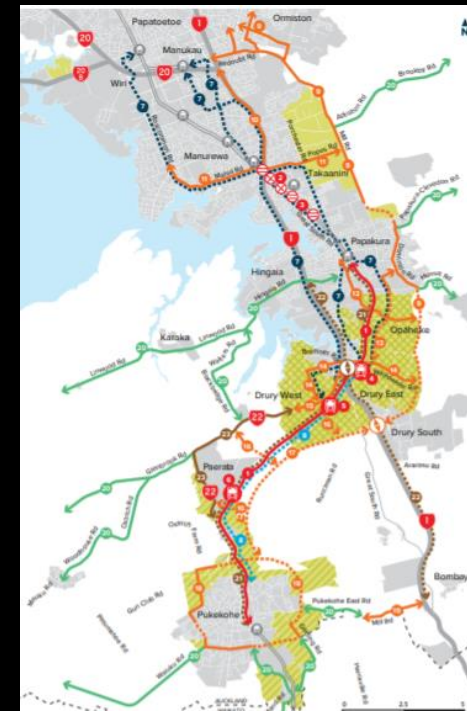
# Back to the Future to find what to do next ...

1. The entrance study is a small investment for a potentially big economic return
2. Save wasting money on other studies until it is done
3. More facts at hand will assist better cost estimates
4. Offers the best supply chain solution





- If ...
  - Port Future Study, Sapere, Auckland Business Chamber, Government
  - Population, GDP/capita and import consumption data and trends
- Where ...
  - Manukau is the first choice economically
  - Manukau also ranked first using MCA (Port Future Study)
- When ...
  - When freight volumes can't be catered for, or
  - When other economic, social, cultural, city-building or NZ Inc reasons prevail, or
  - When catering for all freight types matters more
  - **Timing is not determined by POA freight capacity only**
  - **Avoid over-investing in the current port**
  - **Land-based freight transport will get more difficult or more costly or possibly closed out if we do not plan and designate now**





*“The practicability of providing a suitable Manukau entrance and approach channel should be established within the next two years.”*

*Understand trigger and timing options*

*Cross-check 30-year land and transport plans now*

LOVE IT  
OR LIST IT

WE'RE NOT  
DECIDING  
THIS WEEK  
BUT WE HAVE  
TO GET ON  
WITH THE  
NEXT STEP