

CILT NZ Northern Section

Webinar

A Port on the Manukau - Conclusions

23 November 2021



Where does this leave us?

Mick has pointed to:

- Looming congestion issues at Auckland and Tauranga, even at present patterns of shipping
- The increasing size of ships and its impacts on port infrastructure
- The increasing tendency to relay cargo at hub ports by transshipment

Where does this leave us?

Mark has:

- Outlined the implications for Auckland and Tauranga
 - Greater transshipping swamps port capacity
 - Auckland and Tauranga won't cope
- Reviewed the Sapere report
 - Economics, engineering, operations, hinterland access and social issues all stack up
 - Outstanding issue is that of environmental consentability

Where does this leave us?

Sian has shown:

- How other projects overcome environmental and consentability challenges
- Proper planning to achieve balance
- Can progress through:
 - Data & information exchange
 - Adaptive management plans
 - Shared responsibility – but single point for delivery
 - Iterative flexible approach –monitoring, reporting and response

Steps to Progress

- In 1989, the Port Development Plan for Auckland (ARA, ACC, POAL) stated “*The practicability of providing a suitable Manukau entrance and approach channel should be established within the next two years.*”
- The Sapere report finally did this, 30 years later (2019). Finally, we are on the way.
- But it needs leadership.
- The project needs to be followed through to its conclusion, even if negative, although we see no evidence of any acceptable alternative.
- A sponsor is needed.
- It would seem incumbent on Government to empower a party to deliver the project.

Presenters

- Mick Payze, Fellow and Life Member, CILT
Shipping and Freight Enterprises Pty Ltd
NSW
Email: mick@shippingandfreight.com.au
- Mark Oxley, FCILT
Pacific Marine Management Ltd
Auckland
Email: maoxley@xtra.co.nz
- Sian John
Royal HaskongingDHV
Auckland
Email: sian.john@rhdhv.com