

2nd July 2021

ATTENTION: New Zealand Infrastructure Commission

Executive summary

- a. Lyttelton Port Company (LPC) welcomes the opportunity to make a submission on Infrastructure Commission's consultation document titled "He Tūāpapa ki te Ora – Infrastructure for a Better Future."
- b. The need for a comprehensive, New Zealand wide approach to infrastructure is well overdue and we congratulate the commission for its efforts.
- c. LPC supports the adoption of an infrastructure strategy for all of New Zealand that will promote an approach to infrastructure that focuses ultimately on improving New Zealanders' wellbeing.
- d. The strategy will need to have a wide remit, covering central as well as local government to ensure any regional competition is for the right reasons and always considers the wider context of 'what is right for New Zealand'.
- e. It is only a remit covering central and local government that will help address New Zealand's infrastructure challenges, particularly in the land and sea transport sectors.

Introduction

1.1 This is Lyttelton Port Company's (LPC) submission on Infrastructure Commission's consultation document titled, 'He Tūāpapa ki te Ora – Infrastructure for a Better Future'.

1.2 LPC is the main freight gateway between the South Island and the world. Last financial year, exports from LPC totally \$6.32b in value, while imports amounted to nearly \$4b. We take great pride in the role we play in New Zealand's economy and ensuring we stay connected to the worked – for all New Zealanders benefit.

1.3 LPC appreciates the opportunity to make a submission.

1.4 We commend Infrastructure Commission for its efforts in commencing the journey of developing an infrastructure strategy. For too many years the approach to infrastructure thinking and development has been piecemeal and disjointed. Standing back and considering all aspects of infrastructure on peoples lives and wellbeing can only be commended.

1.5 Whilst LPC broadly supports the various options discussed in the consultation document, our submission focusses on the transport network, and in particular port infrastructure.

1.6 Please direct enquiries to [REDACTED] at [REDACTED]

Our submission

We submit that more focus needs to be on:

- 1. The importance of ports in the national economy, and the importance of ensuring appropriate port infrastructure is in place**

The Covid-19 pandemic has highlighted how important the primary sector is to our economy. With international tourism curtailed, the primary sector has remained productive and ensured the resilience of our economy.

99 per cent of all freight by volume entering or leaving New Zealand moves via a sea port, underlining the importance of efficient ports with appropriate infrastructure to the overall success of the New Zealand economy. If ports do not have the appropriate and necessary infrastructure to support export growth and import demand, then New Zealand runs the risk of dampening its growth aspirations and reducing the margins on high value goods.

We submit the strategy should reflect that ports are a vital lifeline in New Zealand's economy, and plans should be developed to ensure the protection of these lifelines.

2. Integrated transport solutions from land to the sea, ensuring greater efficiencies and better environmental outcomes

Our transport network is under pressure. We have for too long relied on infrastructure delivered generations ago when the country had a third of the population that it has today.

Our rail infrastructure and our roading networks require investment. Our sea port infrastructure is dated and struggling under the pressure brought by larger vessels coming into the country. We submit that the strategy needs to set out a roadmap incorporating infrastructure relating to all three transport modes.

This roadmap needs to reflect our carbon reduction needs and the role an integrated and efficient transport network can play in this. This needs to encompass more efficient and frequent trains, dedicated freight routes and identified ports ready and able to meet the increased international shipping demands.

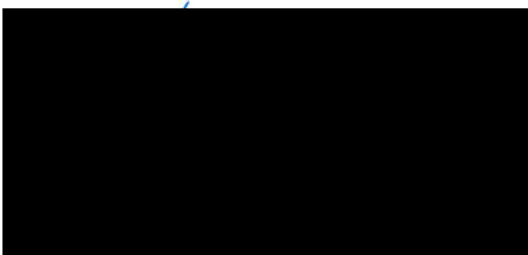
3. A big picture transport network logistics approach from a New Zealand perspective

There are five container ports in the South Island and five in the North Island servicing international shipping lines that are demanding increasing levels of service – depth (draft), width (beam) and weight (dead weight tonnage). It seems like an opportune time to review whether all ports trying to meet these demands is good from a New Zealand context.

The majority of ports have run out of usable land, their navigation channels require deepening and widening to service the large vessels and their infrastructure is coming to end of its useful life. In a country of 5 million people it does not seem a good use of limited funding for all of these ports to invest to increase their capability.

We submit that the strategy review New Zealand's global connectivity with a focus on sea port strategy and infrastructure.

Yours Sincerely



General Manager, Infrastructure and Property