

By Email

Te Manatū Waka Ministry of Transport,
PO Box 3175,
Wellington 6140

Submit to: supply.chain@transport.govt.nz

Tēnā koutou katoa,

Submission on the Freight and Supply Chain Issues Paper

The Future Port Forum (**the Forum**) thanks the Ministry of Transport for the opportunity to make this submission on the Freight and Supply Chain Issues Paper.

The Forum consists of Greater Wellington Regional Council, Waka Kotahi, Wellington City Council, KiwiRail, StraitNZ Bluebridge, and CentrePort, who are working together with iwi partners Taranaki Whānui and Ngāti Toa to ensure a coordinated approach to future development of ferry terminal facilities in Wellington.

Overall Comment

The Forum **supports** the broader strategic context and direction outlined in the Issues Paper and welcomes the initiative to develop a freight and supply chain strategy.

The Forum **supports** the adoption of the four proposed outcomes (low emissions, resilience, productivity & innovation, equity & safety).

The Forum wishes to **emphasise** the following points which are discussed further in our submission:

- a. The Future Port Forum is a key stakeholder in the development of a Freight and Supply Chain Strategy
- b. The supply chain strategy needs to address the critical role of Cook Strait ferry services, and their supporting infrastructure

1. The Future Port Forum is a key stakeholder in the development of a Freight and Supply Chain Strategy

The Forum supports the Ministry of Transport's commitment, as outlined in the Issues Paper, to *'take a collaborative approach and draw on the expertise and experience of stakeholders across the system.'* The Forum requests to be recognised as a key stakeholder in the development of the proposed strategy and be engaged with accordingly.

Through a master planning process conducted over 2021/22, the Forum has created future-proof design options for Wellington ferry infrastructure. This will enable KiwiRail to deliver on the requirement to accommodate its new Interislander ferries from 2025, while maintaining flexibility to accommodate potential future needs.

As a result of this work, an emerging preference for the multi-user precinct has been identified. This will require further design refinement which the Forum expects to be progressed once the design process for the KiwiRail terminal at Kaiwharawhara is completed early next year.

The future development of a multi-user ferry precinct for Wellington will deliver benefits from the co-location of Cook Strait ferry services and enable wider opportunities, in conjunction with other transport projects and urban development. Channelling heavy traffic directly on and off State Highway One into the precinct will reduce congestion and lower carbon emissions, while also improving safety and enhancing New Zealand's supply chain.

The Forum is happy to share this work with Ministry of Transport as the supply chain strategy is developed.

2. The supply chain strategy needs to address the critical role of Cook Strait ferry services, and their supporting infrastructure

The Forum was disappointed by the limited mention of the Cook Strait link in the Issues Paper and emphasises the need for this critical connection in the New Zealand supply chain to be appropriately considered in the strategy development phase. The Issues Paper recognises that *"connections across the Cook Strait are important for New Zealand's economy and transport system, and provide a vital link for people and freight between the North and South Islands"* (p.25). However, there is scant reference to ferry connections elsewhere in the document, other than a reference to stakeholder concerns that the Cook Strait ferries currently operate without redundancy due to a lack of spare capacity or alternatives, making it a key vulnerability in New Zealand's supply chain (Appendix 4).

The link across Cook Strait is both the 'wet' section of State Highway One and the connection of the Main Trunk Railway between the North and South Islands. It is critical to keeping freight and people moving across New Zealand. The two providers of ferry services move

approximately \$20b worth of cargo and more than a million people across this stretch of water annually, providing a vital connection that is essential to boosting national economic growth.

While the Forum recognises the significant financial investment by central government to upgrade the Interislander ferry fleet and related Interislander terminals, both the Wellington and Picton ferry terminals remain at risk of becoming significant 'pinch points' in the national freight network. Once completed, the multi-user ferry precinct will provide national-level benefits, but is still reliant on significant investment at both local and central government level in order to be able to proceed.

3. Further Contact

We welcome the opportunity for our team to engage further with the Ministry of Transport on any aspect of our submission. For future discussion, please contact:

Luke Troy
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Greater Wellington Regional Council
(on behalf of the Future Port Forum)