



TE MANATŪ WAKA
MINISTRY OF TRANSPORT

Manukau Harbour Technical Feasibility Study

Supplier briefing session

30 August 2022

Scene setting

- **Issue of moving POAL very divisive!**
 - Many opinions on what is the *best* location
 - Has the potential to be NZ's most expensive infrastructure project
- **Drivers:** poor use of waterfront land, congestion, ugly/noisy, lack of social license, long-term capacity constraints, regional economic development etc
- **There are many studies about future port locations surrounding POAL -> none have been conclusive on the issue of the technical feasibility of Manukau harbour**

Budget 2022: Manukau Harbour port idea gets another nudge

\$10b+ to move Ports of Auckland better spent elsewhere: Phil Goff

Manukau Harbour 'wouldn't work' as new Auckland port

Auckland port debate: Should we move the city's 'downtown' instead?

Where, why and how? The Auckland port debate heats up

Just another port study

Wayne Brown interview: Why the Ports of Auckland has to move

Auckland ports' move to Whangarei: explained

Is Govt probe on Manukau as future Auckland port putting the cart before the horse?

Port Future Study 2015/16 (Auckland Council)

- Manukau Harbour ranked, however recommended more detailed investigations to determine its feasibility:
- *“The Consultant and the peer reviewer both indicated that the design work completed for the Port Future Study must be regarded as preliminary and that more detailed engineering assessments covering geology, hydrodynamics and reliability would be required before the feasibility of a Manukau port could be definitively confirmed.”*



Upper North Island Supply Chain Strategy 2018/19

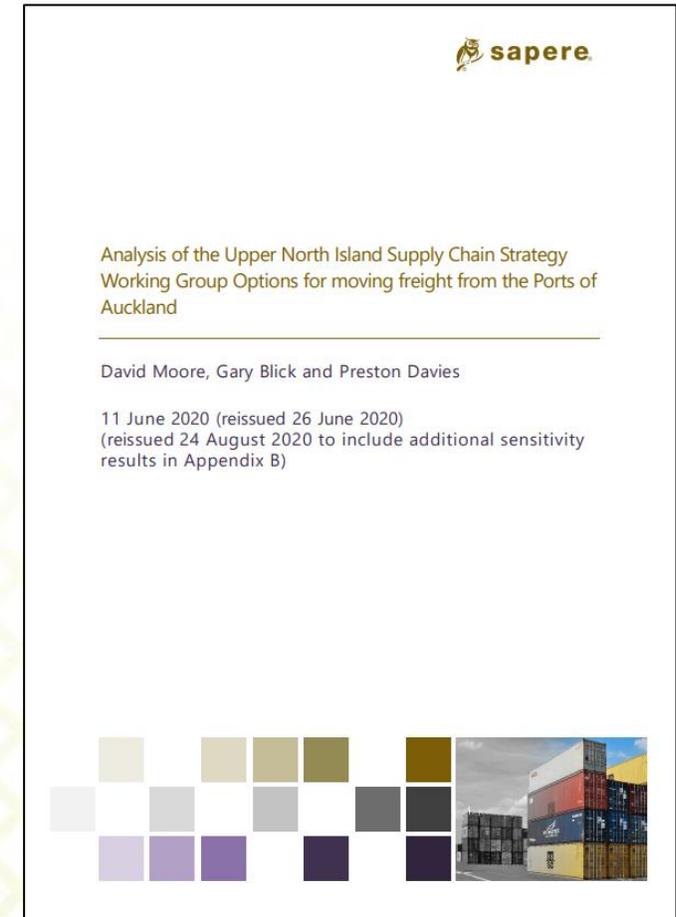
- **Independent Working Group chaired by Wayne Brown, recommended POAL gradual closure with Northport + POT development**
- *“We also discounted shifting Ports of Auckland’s freight operations to Manukau, given that entry conditions, in particular the shifting bar, have resulted in the maritime insurance industry stating that they would not support any ongoing large container shipping through that harbour.”*

Transforming Auckland;
Transforming Northland
Final Report of the Upper
North Island Supply Chain
Strategy Working Group

Information document
November 2019

Sapere report (2020)

- *“modelling suggests that a dredged entrance channel would be achievable and stable, with annual dredge volumes being comparable with other ports around New Zealand... it is unlikely that insurance considerations would be a barrier for shipping access”*
- *“A new port on the Manukau Harbour stands out as the highest-ranked option on the basis of being the least costly over the long-term, accounting for upfront capital expenditure and ongoing supply chain operating costs (-\$1.982 billion, net present value basis). The proximity of Manukau Harbour to the freight destinations in South Auckland is the major reason for this result, with the relatively short distances being favourable for freight movement and, to some extent, the landside infrastructure costs.”*



Manukau Harbour Feasibility Study – engineering assessments

- Past assessments (Port Future Study and Sapere) have relied on desk-top models -> field investigations missing link
1. Purpose: to complete expert detailed engineering assessments examining whether the Manukau Harbour could serve as a location for a future large-scale port
 2. Take into account safety and operational impacts (e.g. weather) and cost implications (e.g. dredging requirements)
 - Interested in a ‘fatal flaws’ type assessment that would impact feasibility (e.g. if annual dredging maintenance costs are extreme, weather impacts on operational reliability)
 - Likely require modelling to test what types of vessels could operate safely

Stakeholder engagement

- Anticipate significant interest from freight industry, mana whenua and Aucklanders
- Tap into the knowledge/experiences held by pilots, master mariners, shipping line executives and others with personal experiences operating/working at Manukau
- Engagement with senior officials, steering group and Ministers may also be required
- Media support to the Ministry (e.g. assisting in responding to media queries)
- Seek your advice via an engagement plan

Other various requirements

- **Fundamental:** We are looking for a technical feasibility study that will provide a clear recommendation stating whether the Manukau Harbour is a suitable location for a large-scale port
- **Quality assurance:** peer reviewed to ensure the findings / report are waterproof
- **Report:** needs to be in plain language that is publicly digestible, as it will be publicly released
- **Out of scope:** Not seeking consideration of consenting issues – these were examined as part of the Sapere process
- **This report is not asking whether POAL should move to Manukau Harbour, but if it could be a future location for a large-scale port. This report will inform policy work and Ministerial decisions about the future of POAL location, but this is not in scope of this exercise.**

Key dates

- RFP Closes Monday, 17 October 2022 10:00 AM
- Evaluation panel meeting late October
- Intention is to award a contract awarded in late November / early December
- Interim report mid 2023
- Final report late 2023

Thank you, we welcome
your questions