

Submission on Resource Consent Application

Form 13
Under Section 96 of the Resource Management Act 1991.



i A copy of your submission must also be given to the resource consent applicant as soon as possible.
All information provided in your submission is available to the public (on request).

1. Person making submission

Name in full: Warren Brandon Rance

Surname: Warren Brandon First Name(s): Rance

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Gisborne 4071

Town/City Postcode

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2. Submission on

Application No: 111365 - 111371

Name of applicant: Eastland Port

Type of resource consent applied for: Coastal Permit

Brief description of proposed activity: Development of Eastland Port

I support the application I oppose the application I am neutral to the application (neither support or oppose)

Clearly state which parts of the application you support or oppose or wish to have amended:
All parts of the application as I believe they have been well considered and assessed for their impacts.

The reasons for making my submission are (briefly describe the reasons for your views, attach further pages if necessary):

I have attached my decription of my reasons but i am happy for any questions.

Office use only

Received date: Support Oppose W.T.B H N.B.H

I wish the Gisborne District Council to make the following decision (give details, including the nature of any conditions sought):
Please approve the consent application asap.

Please tick:

- I wish to speak at the hearing in support of my submission
- Would you consider presenting a joint case with others who have made a similar submission? Yes No
- I do not wish to speak at the hearing in support of my submission

3. Signature

Signature of person making submission or person authorised to sign on behalf of submitter



Date: 26 October 2022

Postal address of person making submission (if different from previous page):

171 Main Rod, Matawhero, Gisborne, 4071

Name and phone number (if different from previous page):

Contact person:

Mobile: Other phone:

Email:

Warren Rance
Wbrance@forestmanco.com
0212220070
25 October 2022

The Gisborne District Council
15 Fitzherbert Street,
Gisborne

SUBMISSION IN SUPPORT OF CONSENT APPLICATION

Applicant: Eastland Port

Application: CP-2022-111365-00 / CD-2022-111366-00 / CC-2022-111367-00 / CR-2022-111368-00 / CO-2022-111369-00 / NC-2022-111370-00 / LU-2022-111371-00

Being relatively close to port operations over the past six years has provided a level of insight into the dependency we have as an industry and city on our port. The level of stress and anxiety that I have witnessed, not to mention the preventable waste of money, has been disgraceful.

In my opinion the following should receive consideration from those in a position to expedite the process of continued development of our infrastructure and asset that is the port.

Local and national economy

The forestry industry, in Gisborne, contributes significantly towards the local and national economy. Over the years there have been a number of studies undertaken to determine and quantify the extent of this contribution. The interconnected nature of the business and social environment in Gisborne results in a large proportion of the people in Gisborne being directly or indirectly affected by the forestry industry and their dependency on the port.

Local resilience

Being so dependent of the forestry industry is worrying and efforts should be made to grow and diversify away from this dependence. In the meantime however, we need to deal with what we have. From forestry workers to café owners, there is not a great deal of resilience and the boom or bust nature, more bust recently has taken its toll on the people of Gisborne, both financially and socially.

Sustainable development

Our lack of ability to control the market, especially considering the limited local processing and domestic market opportunities, makes us highly dependent on a relatively low value commodity market. This creates uncertainty and impacts the level of confidence of people, from forestry investors to a digger operator keen on buying a house. Confident people don't invest their time and or money and certainly don't create sustainable development, they try and fit in, in between the repeating boom or bust cycles.

Diversification

The lack of economically viable solutions to the transport challenges of the region limit the viability of the industry and/or the opportunities for developing processing and manufacturing opportunities,

as companies look to vertically integrate their businesses and add onshore value to products. There will continue to be opportunities to develop these value adding industries, but while the transport challenges remain, the uncertainty persists and so too, will the lack of downstream hi-tech processing and value adding so desperately needed.

Forestry investment

Over the past few years, the forestry industry has received unfavourable press. While everyone has been painted with a single brush, most would agree that the industry, as with other industries, needs to continuously improve. Real tangible improvements have been made in operations by the majority of forest owners, they continue to make these positive changes.

That being said, forests have served a real purpose here in Gisborne. In addition to the existing forests at the time, with the aim of mitigating erosion, impacts of flooding and loss of soil, large areas of land were converted to forests as part of the East Coast Forestry Project, now called Erosion Control Funding Program. This was to deal with land affected by Cyclone Bola, and also the fact that 26% of Gisborne land is susceptible to severe erosion as compared with the rest of New Zealand (8%). For many years these forests have served a forgotten purpose. These trees now need to be harvested. While some trees could potentially be left standing, the majority of the forests pose a greater environmental risk if not they are not harvested. The challenges in the value chain make harvesting, some of these forests, unviable, and we need, collectively, to address this.

Bottleneck

Market forces necessitates improvement to efficiencies. Business in general, should always be looking to continuously improve their operating environment and value chains. Bottlenecks in the supply chain impact our industry. At this point in time Eastland port poses the single largest bottleneck to our industry and others.

The harvest and production volumes expected over the decade, coupled with the expansion from the One Billion Trees program coupled with the emissions driven afforestation efforts, require increased capacity. Increasing agricultural production in the region will also require a more diversified and expanded port infrastructure.

Recent industry challenges (over the past 18 months), closely related to the port bottleneck, have resulted in significant losses to Gisborne INC and NZ INC. Demurrage costs and increased shipping costs, all but brought the industry to a standstill. Millions and millions of dollars bypassed Gisborne and ended up in the hands of shipowners in offshore havens. On our side of the water, businesses have moved out of town, contractors and services providers bankrupted or blacklisted and more people without work. This is expected to cost directly and indirectly, many more millions over the next few years in dollars, therapy and social services.

Once this bottleneck is sorted, Gisborne will work towards solutions for the next one and so on and so on, continuously improving our efficiencies, competitiveness and relevancy.

Efficiencies

Over the past years the team at the Eastland Port have worked hard and been very successful at making the port more efficient. Painful port efficiency meetings have been slogged through to continuously seek out changes and improvements to processes, systems and infrastructure. Considering the aged nature of the port, the increased challenges, the risks and mitigation of weather and failing infrastructure, the team at the port should be commended for their efforts.

Market

Gisborne has limited to no control over the commodity nature of the log market in China, we do have control over the supply chain costs in NZ and should be focused on working to resolve these wherever possible.

Manage what can be managed, is my view: transport, the cost of mitigating the fluctuations that is factored into rates, port costs, demurrage costs. Successfully managing these costs would make the forestry industry and Gisborne INC, more fleet-footed and able to navigate the commodity log market that is China.

I am confident that the team at Eastland Port will implement this development in the most risk mitigated manner possible. As such, I fully support the application for consents that would enable a more resilient Gisborne.

A handwritten signature in black ink, appearing to read 'W Rance', written in a cursive style.

Warren Rance