



Pacific Basin

Att: GISBORNE DISTRICT COUNCIL
Re: RESOURCE CONSENT SUPPORT

Dear Sir/Madam,

In supplement to our support of the application made by Eastland Port please see below comments: =

Under the current single berth operation, there are multiple bottlenecks, which cause delays to vessels, which ultimately increases the cost of freight while adversely affecting the environment by having marine vessels unnecessarily waiting to load cargo.

These bottlenecks include (but are not limited to):

1. During adverse surge and weather conditions vessels are forced to wait outside Eastland Port. This results in additional waiting time and penalties for exporters. These costs affect the pricing dynamic for exported products from Gisborne, and ultimately drives inflation. Vessels could remain alongside and perform lashing if a separate berth was available, reducing the risk profile and therefore price pressures for vessels calling Eastland Port.
2. New Zealand Biofouling requirements (Hull) promote vessels to remain within New Zealand territorial waters for as short as possible – but with port congestion this becomes infeasible; a second berth would remove the congestion.
3. Fumigation and debarking limitations results in exporters requiring the flexibility to load deck cargoes; having a lay-by berth where lashing could take place would provide additional flexibility to supply chains and promote more investment in the local Gisborne area.
4. Gisborne Port is currently restricted to vessels with a draft of <10m (depending on tide). Having flexibility in vessel size would allow exporters to ship larger volumes per shipment, and crucially allow the option of a single port and/or completion port loading operation. These improvements to economies of scale and operational efficiency would attract more export volume and facilitate growth in the local area

In 2021, Eastland Port had severe congestion, which caused vessels to wait up to 30-Days. This had multiple impacts on shipping logs from New Zealand.

1. The demand for log fitted vessels exceeded the supply meanwhile during the same period up to 10 vessels remained idle at anchorage. This meant that vessels had to ballast into other New Zealand ports from further away which significantly increased the cost of exporting Logs and made Gisborne less attractive as an export base.
2. The New Zealand Ministry of Primary Industries (MPI) Craft Risk Management Standard (CRMS), which was implemented in November 2018, states that any vessel remaining in New Zealand for an aggregated period exceeding 20-Days is considered a “Long Stay” vessel and would need to meet long stay port criteria. During the period of high congestion hull cleaning would be required for every vessel calling Gisborne. New Zealand does not currently have the capacity to clean vessels of this size.

Sincerely,

Andy Wright
Chartering Manager

Submission on Resource Consent Application

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



! 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:

Surname:

First Name(s)

Address:

No.

Street/Road

Suburb

Town/City

Postcode

Mobile:

Other phone:

Email:

2. Submission on

Application No:

Name of applicant:

Type of resource consent applied for:

Brief description of proposed activity:

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:

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

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 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:

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

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

Contact person:

Mobile:

Other phone:

Email: