



**Eastland**  
Port

# Twin Berth Stage Two

Proposed Twin Berth Stage Two Project Engagement  
Report



## Document control

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# Table of Contents

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1	Summary.....	5
2	Project Establishment.....	6
2.1	Introduction .....	6
2.2	Communications context .....	6
2.3	Collaboration requirements.....	6
2.3.1	<b>Neighbours and the Port Community Liaison Group.....</b>	<b>7</b>
2.3.2	<b>Te Tai Uru – Establishment and signing of Protocol .....</b>	<b>7</b>
2.3.3	<b>Ngati Oneone.....</b>	<b>8</b>
2.3.4	<b>Gisborne District Council regulatory and compliance .....</b>	<b>8</b>
2.4	Engagement framework .....	8
2.4.1	<b>Purpose of engagement .....</b>	<b>8</b>
2.4.2	<b>Engagement objectives .....</b>	<b>8</b>
3	Engagement approach.....	9
3.1	Engagement planning .....	9
3.2	Project information.....	9
3.3	Key Stakeholders .....	9
3.4	Project information.....	9
4	Engagement implementation.....	10
4.1	Channels .....	10
4.1.1	<b>Port community newsletters.....</b>	<b>10</b>
4.1.2	<b>Project website .....</b>	<b>11</b>
4.1.3	<b>Social media.....</b>	<b>12</b>
4.1.4	<b>Media .....</b>	<b>12</b>
4.1.5	<b>Gisborne A &amp; P Show .....</b>	<b>14</b>
4.1.6	<b>Presentations and Port Tours.....</b>	<b>15</b>
4.1.7	<b>Water users of Tūranganui-a-Kiwa/Poverty Bay workshop .....</b>	<b>18</b>
4.1.8	<b>Stakeholder engagement table .....</b>	<b>19</b>
4.1.9	<b>Ongoing communication .....</b>	<b>22</b>
5	Appendix.....	23
5.1	Te Tai Uru hui and agenda items .....	23
5.2	Ngati Oneone communications and hui .....	27



5.3	Port community liaison meeting and agenda items .....	29
5.4	Port community newsletters .....	33
5.5	Social media campaigns on Facebook and LinkedIn .....	37
5.6	The Gisborne Herald articles.....	42
5.7	Forestry for life feature.....	47
<b>5.7.1</b>	<b>April 2021 .....</b>	<b>47</b>
<b>5.7.2</b>	<b>April 2022 .....</b>	<b>48</b>
5.8	The Gisborne Herald poll .....	49
5.9	Shipping Gazette .....	50
5.10	Business quarterly feature .....	50
5.11	Shipping Gazette feature .....	51





# 1 Summary

This document has been prepared for use by Eastland Port to support resource consent applications for the Twin Berth project.

The engagement report is divided into three parts

## **1. Project establishment**

Sets out the foundation of the engagement campaign, the agreed approach, and the resources put in place to support the process.

## **2. Engagement approach**

Sets out Eastland Port's planned approach to communicating about the Twin Berth project and identifies key stakeholders.

## **3. Engagement implementation**

Record engagement activities carried out in the lead up to the preparation of the Assessment of Effects on the Environment (AEE) Report.



## 2 Project Establishment

This section sets out the foundation of the engagement principles for the project.

### 2.1 Introduction

The Twin Berth project will allow two 185-200 metre long ships to berth at once in Tūranganui-a-Kiwa/Poverty Bay, opening up the possibilities of shipping containers to and from the region via a coastal service, as well as other trade opportunities. The project has been split into two stages – the first stage is already consented and work has commenced.

Stage two which is the subject of the current proposal will involve

- the extension of the existing Wharf 8 and adjacent reclamation of the seafloor;
- upgrading of the existing breakwater;
- capital and maintenance dredging to deepen the turning basin and channels to accommodate larger vessel loads than can currently be achieved and disposal of this material in the Offshore Disposal Ground identified in the Tairāwhiti Resource Management Plan;
- upgrading the stormwater collection and treatment facilities across the Southern Log Yard; and
- replacement of the existing port coastal occupation permit that expires in 2026.

Recognising the importance of engagement as part of its corporate responsibilities, and in the statutory approvals processes, a comprehensive communication and engagement process has been progressed over the past 30 months.

This report sets out the nature and scope of the engagement, and the findings to date. Eastland Port sees the process as continually evolving and has made commitments to the community to continue to consult as the project proceeds.

### 2.2 Communications context

Recognising the project's scale and potential complexity, Eastland Port decided to proactively engage with its stakeholders, many of whom could be directly and indirectly impacted by the proposal.

This engagement extended to its neighbours, the wider community, and commercial stakeholders across Tairāwhiti. Eastland Port recognises its importance to the wider community but it also understood that beyond those who work or who have worked at the Port, the wider Tairāwhiti community may not have understood the importance of the Port in future-proofing the region. Therefore, the company decided it would actively work to increase understanding of the Port and its place in the region's economy through a variety of engagement activities. As part of this, Eastland Port chose to take a very open communications approach to this project.

The end result was a project team who were keen to engage with, and keep the community at the forefront of the stage two Twin Berth project.

### 2.3 Collaboration requirements

While the proposed location of the Twin Berth project is within Eastland Port's existing port management area, and the harbour limits of Tūranganui-a-Kiwa/Poverty Bay, Eastland Port was aware that any significant capital project of this nature would be of great interest to the community. Eastland Port wanted to understand the values and relationships the community, iwi and hapū have with the local environment that Eastland Port operates in, and how it could carry out the project while protecting those values and relationships.

While Eastland Port has reached out to numerous community stakeholder groups and individuals through this process, there are several obligations that have been imposed through various previous resource consents to formally and regularly meet with important community groups that Eastland Port has honoured.



### 2.3.1 Neighbours and the Port Community Liaison Group

The Port Community Liaison Group was formed in 2009 and representatives include local residents, apartment owners, Hauora Tairāwhiti, Gisborne District Council, and other community stakeholders.

The port meets regularly with members to address matters arising from port operations and provides updates on current and future projects.

Plans are shared with the group and measures worked through to minimise disturbance and impacts to the neighbours and community. It also provides members with the opportunity to give port management direct feedback.

As part of the Upper Log Yard resource consent granted in December 2013, a condition was imposed to formalise that the port must continue to meet regularly with the Port Community Liaison Group to ensure channels of communication are kept open.

The condition outlines the need for a point of contact between the port and the community in relation to the construction and operation of the extension of the upper log yard.

Since then, this condition has subsequently been repeated in every major granted Eastland Port consent to ensure there is ongoing obligations for two-way communication. This includes condition 6 for the Wharfside Log Yard, condition 5 for Wharf 6 and 7, and the various maintenance dredging and disposal consents.

Over the past 18 months the Twin Berth application has been a regular discussion point in the meetings. A table is provided in **appendix 5.3** from the last 12 months meetings, who attended and agenda items.

Eastland Port value the input from members of the group and foresee this consultative forum will continue for years to come.

### 2.3.2 Te Tai Uru – Establishment and signing of Protocol

In November 2020, Eastland Port volunteered condition 4 in the Wharves 6 and 7 and Slipway consent (this was a part of the Twin Berth stage one consent). This condition required that Eastland Port establish, maintain and financially support a group called, Te Tai Uru, for regular communication and collaboration with iwi and hapū.

Eastland Port recognised that forging closer connections with hapū and iwi is a fundamental component to the principle of partnership and important for meaningful and enduring relationships with iwi and hapū with mana whenua and mana moana.

#### Background

In October 2017, Eastland Port Limited applied for resource consents to enable the redevelopment of Wharves 6 and 7 and the Slipway at Eastland Port. In August 2018, Gisborne District Council granted those consents subject to conditions which included the creation of a 'Kaitiaki Partnership Group' and its operation pursuant to a Protocol.

In September 2018, Rongowhakaata Iwi Trust, Ngāti Oneone, Ngāti Porou Seafoods Limited, Te Aitanga a Māhaki Iwi Trust, and Te Runanga o Turanganui a Kiwa lodged appeals opposing the decision to the Environment Court.

Pursuant to mediation of the appeals, revised conditions were agreed between Ngāti Oneone, Rongowhakaata Iwi Trust, Te Aitanga a Māhaki Iwi Trust, and Te Runanga o Turanganui a Kiwa. The revised conditions provide for the establishment of Te Tai Uru, a group of Tūrangā hapū and provides for their involvement not only in the Wharf 6 and 7 consents but also the then anticipated Twin Berth Project. It provide for their involvement in the project including providing for regular information sharing prior to and during the entire Twin Berth project works.

Samuel Lewis of Rongowhakaata Iwi Trust gave the group the name Te Tai Uru. He says Tai Uru is synonymous with the roles, responsibilities, and actions of the group. Uru interprets as a spearhead while Tai is specific to tides and times. Like the tide floods, Te Tai Uru members come together to spearhead the tasks of the group and like the ebbing tide reveals, mahi undertaken by Te Tai Uru becomes visible and group members return to daily life<sup>1</sup>.

Eastland Port agreed to a protocol with Te Tai Uru in December 2020 which includes representatives of Gisborne District Council, Ngai Tawhiri, Rongowhakaata Iwi Trust, Whanau-a-Iwi, Ngati Maru, Ngati Kahutia and Ngati Te Rangitauwhiwhia.

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<sup>1</sup> Lewis, S, Te Tai Uru/Rongowhakaata representative. 29<sup>th</sup> June 2022. Email



Te Tai Uru considers matters of interest relating to the redevelopment of Eastland Port in accordance with the stage one consents and other subsequent resource consents associated with the anticipated Twin Berth applications (primarily, this stage two application).

The purpose of Te Tai Uru is to recognise and provide for the kaitiakitanga responsibilities of the hapū members. It will also provide recognition of the importance of sites of cultural significance and the mauri of the water bodies within and surrounding the port area as taonga to the hapū members. In addition, the clear intention in the creation of Te Tai Uru was to facilitate and encourage the sharing and mutual understanding of scientific knowledge and matauranga Māori.

In relation to the Wharf 6 and 7, Te Tai Uru has provided input into the development of management plans and monitoring reports required under the consents.

In relation to the wider Twin Berth Project, Te Tai Uru can prepare cultural impact assessments to inform the resource consent applications when necessary and make recommendations for applicable cultural site memorial structures.

A table is provided in **Appendix 5.1** of when each hui was held, who attended and agenda items. Eastland Port have held regular hui since Te Tai Uru was formed and those meetings will continue throughout this project. Eastland Port consider such meetings to be critical and values the input from its members and the knowledge they share.

### 2.3.3 Ngati Oneone

Eastland Port has a standing invite to Ngati Oneone, the remaining hapū of Tūranganui-a-Kiwa (who have not yet elected to joined Te Tai Uru), to join this Te Tai Uru when/if they are comfortable doing so. Eastland Port is hopeful the invitation will be accepted so cultural matters can be addressed at a single regular hui with all interested hapū and iwi of Tūranganui-a-Kiwa represented, but respects Ngati Oneone's decision to not join Te Tai Uru at this time.

However, in lieu of Ngati Oneone's participation in Te Tai Uru, Eastland Port have continued to meet with the hapū separately, covering the same matters to ensure consistency and to ensure that Ngati Oneone is kept up to date with the port's current and future projects.

A table is provided in **appendix 5.2** of when hui were held and what was discussed.

### 2.3.4 Gisborne District Council regulatory and compliance

Eastland Port has a monthly meeting with GDC officers to cover all matters regulatory and compliance. This is not a requirement but rather a mutual arrangement to ensure good, regular communications between GDC and Eastland Port occur.

Items discussed include upcoming consent applications, status of current applications, any upcoming compliance requirements and recent reports, any community complaints, or issues from the previous month. These meetings help ensure community matters are addressed in a regular fashion and continual progress is made.

## 2.4 Engagement framework

### 2.4.1 Purpose of engagement

Eastland Port has conducted early and open engagement with stakeholders and the community on its stage two Twin Berth Project. Engagement is a valuable source of information, particularly in identifying community values and relationships, and assessing potential adverse effects. Constructive engagement contributes to quality project development and design.

### 2.4.2 Engagement objectives

Engagement was led by the Eastland Group communications team with the intention that:

- All people and organisations interested in or affected by the project are given the opportunity to actively and fully participate in the engagement process.
- Best practice requirements for tangata whenua engagement are met.
- All participants in the process have sufficient understanding of the project to enable informed and useful responses.
- All participants are satisfied that engagement has been undertaken in a genuine and open-minded manner.
- All participants are satisfied that their responses, feedback and advice has been carefully considered.
- All participants have a full understanding of how the engagement output has been treated.
- The consent authority (GDC) is satisfied that the engagement has been undertaken comprehensively and competently.



## 3 Engagement approach

This section sets out Eastland Port's approach to engagement and communication, and how Eastland Port communicated with key stakeholders and the community.

### 3.1 Engagement planning

Eastland Port proactively engaged with the wider community and stakeholders ahead of lodging the resource consent and wanted to set a high standard for how that would be achieved. With that determined, the Eastland Group communications team was charged with developing a strategy and implementing it.

Eastland Port is part of Eastland Group, which specialises in regional infrastructure in the maritime, aviation and energy sectors. Eastland Group aim to deliver consistent growth and excellent returns to their sole shareholder, Trust Tairāwhiti, for the ultimate benefit of the whole community.

### 3.2 Project information

In order to inform stakeholders and the community about the project, Eastland Port needed to provide a suite of information.

Many components of the Twin Berth project contain technical information so it was important to ensure the language used was clear and understandable. It was recognised that this information needed to take a number of forms and be promoted through a range of channels.

### 3.3 Key Stakeholders

There were a number of key stakeholder groups identified that Eastland Port wanted to engage with. They included:

- Port staff and contractors
- Iwi and hapū
- Statutory bodies including central government
- Commercial enterprises
- Recreational groups
- Community groups, including port neighbours
- Businesses, including port customers and lease-holders
- Local government
- Relevant environmental groups
- Central government politicians

### 3.4 Project information

Eastland Port developed a stakeholder engagement plan as part of the engagement which outlined specific groups or individuals to engage with and the best approach for engaging with each. It also outlined what engagement had already occurred and identified gaps and actions for addressing them.

A engagement timeline was developed outlining which groups would be engaged, when and through what methods. The timeframes on this plan were later extended to enable additional design, investigation and follow up engagement.



## 4 Engagement implementation

This section is a record of the engagement activities carried out in the lead up to the preparation of the Assessment of Effects on the Environment (AEE) Report and the feedback collected and responses received by Eastland Port.

### 4.1 Channels

The engagement and communications plan identified a number of channels for Eastland Port to direct its messaging through. The channel and how it was used are detailed below:

#### 4.1.1 Port community newsletters

Eastland Port has sent out four community newsletters to both internal and external stakeholders (copies of which are available in the appendix), including staff, iwi and hapū, forestry customers, shipping lines, Gisborne District Council, community groups and the general public. The newsletters were distributed through multiple channels including targeted individual and group emails, social media, Eastland Port website, The Gisborne Herald online advertising, hard copies were given out at the A & P show and hard copies available for distribution at the Eastland Port office. Each newsletter has a different theme for key activities happening at that time. Each newsletter included ways people are able to communicate their questions, ideas and feedback.

##### **Newsletter 1: Summer at the port**

The first newsletter was sent in October 2020 to key stakeholders and printed in hard copy to share at the Gisborne A&P show.

The theme for this newsletter was 'Summer at the port' which gave a broad overview of some of the key projects the port would be working towards over the summer period.

The middle pages went into detail about why works needed to be undertaken on the slipway and Wharf 7. It also covered some of the environmental initiatives the port had undertaken recently including Kopuawhakapata Stream restoration and the award winning stormwater treatment system.

The final page profiled several inner harbour hospitality businesses.

##### **Newsletter 2: Progress at the port**

The second newsletter was sent in December 2020 with a focus on the 'Progress at the port' giving an update on some milestones that were reached and how the port expects projects to progress in the coming months.

It included a number of questions and answers that the port developed through some of the feedback received from the A&P show and Facebook comments.

The newsletter touched on Eastland Port's role with building closer relationships with kaitiaki and the community and informed people about reaching a major milestone with stormwater treatment system.

A profile on the Tairāwhiti waka hourua and recent visit from the HMNZS Manawanui was also included in the newsletter.

##### **Newsletter 3: Environment and the port**

After receiving feedback from the public, the port focused the next issue on 'Environment and the port'. This issue was released in June 2021 and covered the Waikahua Seawall project announcement and provided an overview of stage one and two of the Twin Berths project.

The newsletter also featured an article on Whaia Titirangi (a group of kaitiaki aiming to restore Titirangi) and their vision to have Titirangi pest free by 2023 – Eastland Port sponsored 200 rat traps to help facilitate their goal.

There was a profile on the appointment of Environment Manager, Daniel Kingsford. This was a newly established role to help prepare and manage resource consent applications and environmental management plans.

The final page informed people of Eastland Port's bark donation to schools and the port's commitment to their concrete recycling programme which will turn crushed concrete into construction material that will be re-used back at the port – ultimately saving tonnes of material going to landfill.



#### Newsletter 4: All go at the port

The fourth newsletter was sent in late June 2022. The leading story featured Wharf 7 contractor McConnell Dowell with a focus on their extensive experience and changes made to the original design of the wharf.

The newsletter included a story about the port getting closer to submitting the consent for Twin Berth stage two, a momentous occasion - being five years in the making. The story focused on the diversification of the port and the need to upgrade infrastructure to keep up with projected volumes of wood products, growing horticulture sector, cruise ships and containerisation. This page also included an article about Eastland Port's new electric water truck – a first for New Zealand.

. The newsletter also included a feature on Eastland Port's two new identical tugboats. The article refers to the two tugs being part of the port's broader expansion plans with the Twin Berth project.

The final page focused on the Waikahua Seawall project and the port's goal to create a protected coastal habitat for kororā. The aim of the article was to summarise the penguin management plan and inform people about what measures the port are putting into place to establish a habitat.

#### The next newsletter

The port is currently working on the next newsletter which will be based on the specific details of the Twin Berth project, facts and figures and the far-reaching benefits for the community. The newsletter will also include several profiles on various local businesses and how they see the Twin Berth project will impact their business or why they support it. This newsletter will be released in the coming months.

For copies and links all newsletters see **appendix 5.4**.

#### 4.1.2 Project website

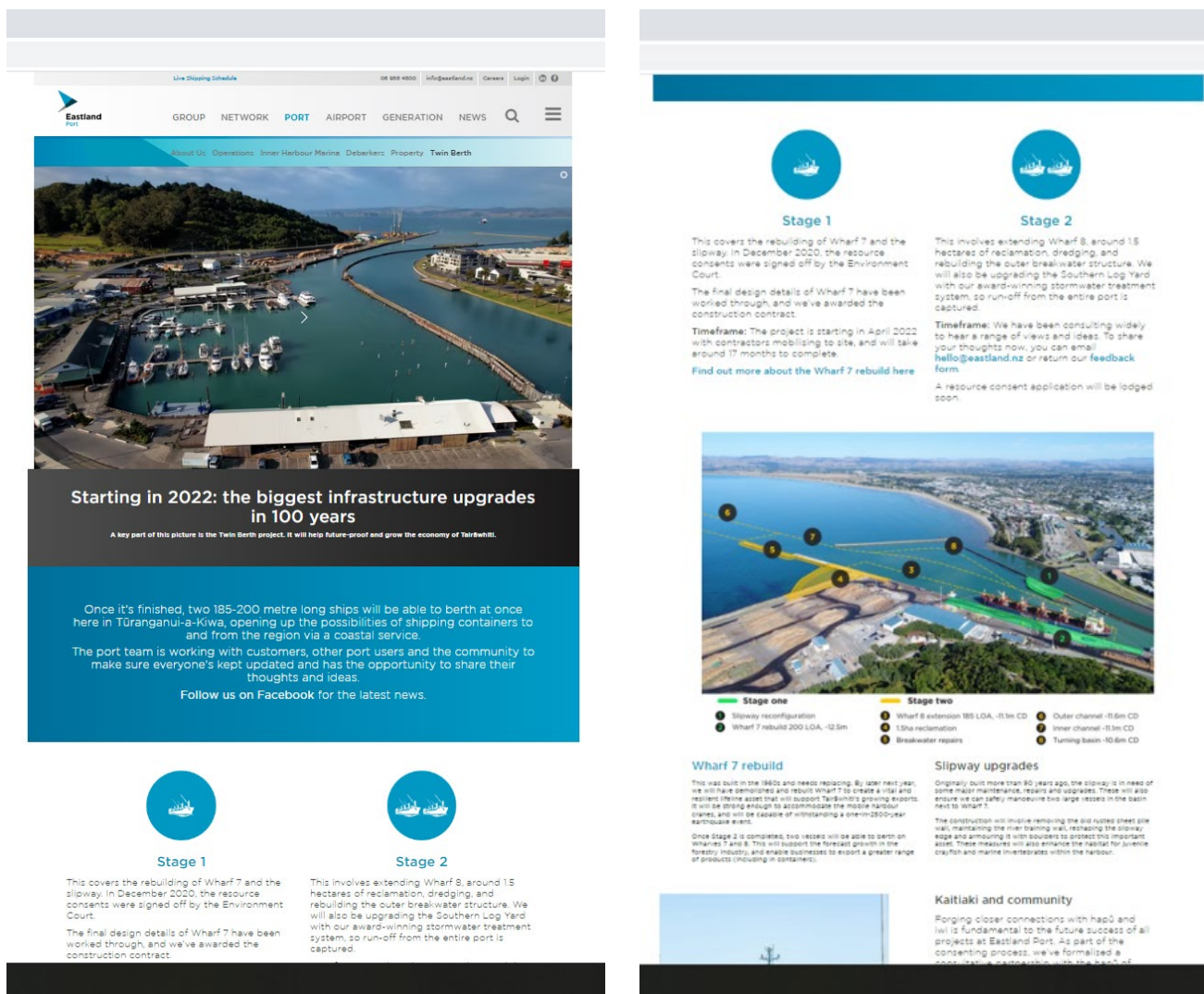
Eastland Port started a project website in December 2020 to provide high level information regarding the project to external stakeholders <https://www.eastland.nz/eastland-port/twin-berth-project/>

The website contains also contains links to the latest community newsletter, the ports social media platforms, some current project information and provides viewers the ability to provide feedback, suggestions or ask questions to port management via email ([hello@eastland.nz](mailto:hello@eastland.nz)) or the feedback form.

The website will also be a key source of information once the proposal is lodged. It is planned that the application and supporting documents will be uploaded and available to stakeholders to access during the submission period. Any further information generated during the processing of the application will be uploaded here as well.







#### 4.1.3 Social media

A social media campaign was developed to utilise contemporary media channels and to increase the organic engagement on the port's Facebook page. Facebook is the most popular social media platform for Tairāwhiti, so this was predominantly used throughout the campaign.

The campaign included a broad range of topics including links to the port community newsletter, informing the community of specific physical projects and events such as Wharf 7, frequently asked questions, or visits from key stakeholders.

Content relating to the Twin Berth project included a combination of informative videos, photos and infographics. They provided avenues for people to share their ideas/feedback or a link where people could read more.

For all social media posts relating to the Twin Berth project, see **appendix 5.5**.

#### 4.1.4 Media

A number of print and digital media outlets have published articles relating to the Twin Berth project.

See the table below for a summary of all articles relating to the Twin Berth Project which Eastland Port contributed to.





Date	Headline/link	Publication
2 November 2020	<a href="#">Major upgrade at Port</a>	The Gisborne Herald
9 December 2020	<a href="#">Nod to port works</a>	The Gisborne Herald
9 December 2020	<a href="#">Christmas freight jam: Will Gisborne be our latest container port?</a>	New Zealand Herald
9 December 2020	<a href="#">Eastland Port preparing for the most Significant Infrastructure Developments in more than a century</a>	Scoop
14 December 2020	<a href="#">Eastland Port gets OK to proceed with two major projects</a>	Dredging Today
5 February 2021	Port Development ( <b>appendix 5.11</b> )	Shipping Gazette
19 February 2021	<a href="#">3000 jobs to be created by upgrade</a>	The Gisborne Herald
27 March 2021	<a href="#">Future-proofing port</a>	The Gisborne Herald
28 April, 2021	Maximum capacity ( <b>appendix 5.7</b> )	Forestry for Life
3 May 2021	<a href="#">Gisborne port at Maximum Capacity</a>	Forest Enterprises
5 August 2021	<a href="#">Eastland Group rebounds</a>	The Gisborne Herald
11 August 2021	<a href="#">On port project, tugs and capital</a>	The Gisborne Herald
14 October 2021	<a href="#">Fix for breakwater</a>	The Gisborne Herald
9 November 2021	<a href="#">All ship-shape.. ISO brings mobile harbour cranes to Eastland Port</a>	FTD Supply Chain Management
9 November 2021	ISO brings mobile cranes to Eastland Port	Newsbreezer
16 December 2021	<a href="#">New cranes improve port safety</a>	Coast and country news
17 February 2022	<a href="#">Wharf 7 rebuild set to start</a>	The Gisborne Herald
18 February 2022	<a href="#">Rebuilding Eastland Port's Wharf 7</a>	Dredging Today



Date	Headline/link	Publication
14 April 2022	<a href="#">McConnell Dowell wins Wharf 7 rebuild contract</a>	Dredging Today
28 April 2022	Twin Berth project 'significant milestone' <b>(Appendix 5.7)</b>	Forestry for Life
26 May 2022	<a href="#">The blue highway</a>	The Gisborne Herald
2 June 2022	<a href="#">Tug Maki reporting for duty</a>	The Gisborne Herald
13 June 2022	<a href="#">Stage two of port development plan about to be submitted</a> <b>(Appendix 5.10)</b>	Business Quarterly
25 June 2022	Eastland to seek Wharf 8 consent <b>(Appendix 5.11)</b>	Shipping Gazette

#### 4.1.5 Gisborne A & P Show

Eastland Port had a stand at the Gisborne A&P Show on 16<sup>th</sup> and 17<sup>th</sup> October 2020. Members of the Eastland Port team were present to answer questions and take feedback about the port's activities and the Twin Berth Project specifically.

Refer to the below image for a summary of feedback captured by Eastland Port representations from conversations with the public at the A&P show.

## Feedback from the A&P show

"There are a lot of challenges, but good on you for acknowledging those challenges and trying to do the best you can for everyone."

"More walkways - that's always a winner."

"It's good that you're engaging with iwi, but remember that those representatives don't speak for all of us. You need to make sure you involve as many people as possible in the discussions."

"It's great that you're thinking about environmental impacts right from the beginning of the projects. I'm quite surprised, to be honest. That makes a real change."

"I'm interested to know more about the crayfish and what you're doing to protect them."

"Wow, that's a lot. I can see the economic benefits, and they're even more significant now with Covid."

"It's important to understand just how these developments will be good for the community."

"I can see how compromises need to be made by everyone, to achieve the benefits for everyone."

"The road into the port is a concern."

"One of your port team came to talk to us at U3A. It was fascinating and we'd love for you to come back and update us."

"This will benefit the whole community. Keep up the good work."



#### 4.1.6 Presentations and Port Tours

Eastland Port presented to various stakeholders with a select few having a port tour to get a ‘behind the scenes’ view of how the port is currently running and how the Twin Berth project will positively change the way it operates.

A base presentation was created to ensure consistent messaging was shared with each stakeholder. This presentation included an overview and brief description of each component of the Twin Berth project, timings, historical and forecast volumes and berth capacity, community and environment initiatives, economic contributions, ongoing economic uplift, and the port’s long term vision. From here, each presentation was tailored with more in-depth information about each stakeholder’s specific areas of interest.

To ensure maximum engagement there were several presentations held off-site. All presentations have been led by either Andrew Gaddum, Eastland Group Chief Operating Officer Regional Infrastructure or Marty Bayley, Eastland Port Infrastructure Manager and supported by other members of the Eastland Port team.

The stakeholders that were presented to are outlined in the stakeholder engagement table in **section 4.1.8**.



Eastland Port hosted a Gisborne Chamber of Commerce BA5 event (a networking event for local business people and community groups) at their office. The event had a total of 58 people attend.



Infrastructure Manager, Marty Bayley presented at a U3A function which had over 100 people attend. U3A is an organisation which aims to inform and improve the quality of life for older people.





Infrastructure Manager, Marty Bayley took a group from the Department of Conservation out onto the seawall to discuss the Twin Berth project and what the port is doing to minimise impacts on the environment.



Log export companies were invited to a presentation which focused on exports and the projected growth from making improvements as part of the Twin Berth project.



The planning and science team from Gisborne District Council were shown around the port to give them an understanding how it currently operates and discussed the Twin Berth application.







Chief Operating Officer – Regional Infrastructure, Andrew Gaddum took Gisborne District Councillors on Port to discuss how the Twin Berth project will future proof the port and support regional economic growth.



Members from the Gisborne Boardriders Club, waka ama clubs, kayak clubs, surf lifesaving clubs, yacht club and Sport Gisborne Tairāwhiti were invited to join a Zoom workshop to discuss the Twin Berth project. The workshop was held on Wednesday 16<sup>th</sup> of March and focussed on covering the effects of the port developments on the coastline and surf breaks within Tūranganui-a-Kiwa/Poverty Bay as assets of importance to the community.

Tūranganui-a-Kiwa Water Users Workshop, Eastland Port Twin berth project

08:27

People Chat Reactions More Camera Mic Share Leave

Tom Shand

Brett Beamsley

Eddie Beetham

+Room.TheHelmRoom (Crawford)

+Room.TheHelmRoom (Crawford)

Stage 2 application

The second application for the port capacity expansion will be lodged next month, April 2022.

Stage 1 application was lodged in 2017 and granted in December 2020.

What? Result is the first construction project of the wider Twin Berth project.

There are two areas of interest to the water users of the port.

Eastland Port

SP

SK

Stefan Pishief

Sonia Keepa

PW

Phil Watson

#### 4.1.8 Stakeholder engagement table

Stakeholder	Sector	Engagements	Key areas of interest/concern
Ngati Oneone	Iwi/hapū	<ul style="list-style-type: none"> <li>• Meetings</li> <li>• Emails</li> <li>• Phone calls</li> <li>• Port tour</li> </ul>	<ul style="list-style-type: none"> <li>• Water quality</li> <li>• Environment</li> <li>• Ecology</li> <li>• Cultural sites</li> </ul>
Te Tai Uru	Iwi/hapū	<ul style="list-style-type: none"> <li>• Meetings</li> <li>• Emails</li> <li>• Phone calls</li> <li>• Port tour</li> </ul>	<ul style="list-style-type: none"> <li>• Environment</li> <li>• Cultural sites</li> <li>• Dredging</li> <li>• Ecology</li> </ul>
Eastland Port staff	Internal	<ul style="list-style-type: none"> <li>• Internal staff newsletter</li> <li>• Presentation</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Environment</li> <li>• Cultural sites</li> <li>• Project as a whole</li> <li>• Greater opportunities</li> </ul>
Eastland Group directors	Internal	<ul style="list-style-type: none"> <li>• Presentation</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Environment</li> <li>• Cultural sites</li> <li>• Community impact</li> <li>• Greater opportunities</li> <li>• Project as a whole</li> </ul>
Eastland Group staff	Internal	<ul style="list-style-type: none"> <li>• Internal staff newsletter</li> <li>• Presentation</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Environment</li> <li>• Cultural sites</li> <li>• Greater opportunities</li> <li>• Project as a whole</li> </ul>
Trust Tairāwhiti Trustees	Shareholder	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Emails</li> <li>• Phone calls</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Community impact</li> <li>• Cultural sites</li> <li>• Greater opportunities</li> </ul>
Gisborne District Councillors	Elected representatives	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Port tour</li> <li>• Phone calls</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Environment</li> <li>• Ecology</li> <li>• Cultural sites</li> <li>• Greater opportunities</li> <li>• Community impact</li> <li>• Project as a whole</li> </ul>
Gisborne District Council planning team	Regulator	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Port tour</li> </ul>	<ul style="list-style-type: none"> <li>• Environment</li> <li>• Water quality</li> <li>• Ecology</li> <li>• Community impact</li> <li>• Cultural sites</li> <li>• Project as a whole</li> </ul>



Stakeholder	Sector	Engagements	Key areas of interest/concern
Forestry customers including Summit, Ernslaw One, Aratu, Forest Managers NZ, Ngati Porou Whanui Forests, Pacific Forest Products, Juken, PF Olsen	Existing customers	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Email</li> <li>• Phone calls</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Impact on operations</li> <li>• Project as a whole</li> <li>• Greater opportunities</li> <li>• Project as a whole</li> </ul>
Shipping companies including Pacific Basin, Maresk	Existing customers	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Email</li> <li>• Phone calls</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Impact on operations</li> <li>• Project as a whole</li> <li>• Greater opportunities</li> </ul>
Eastland Wood Council	Commercial	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Email</li> <li>• Phone calls</li> </ul>	<ul style="list-style-type: none"> <li>• Impact on operations</li> <li>• Greater opportunities</li> <li>• Containerisation</li> <li>• Environment</li> <li>• Financials</li> <li>• Project as a whole</li> </ul>
NZ Fruits, Four Seasons, Leaderbrand	Commercial	<ul style="list-style-type: none"> <li>• Presentation</li> </ul>	<ul style="list-style-type: none"> <li>• Impact on operations</li> <li>• Containerisation</li> <li>• Financials</li> <li>• Greater opportunities</li> <li>• Project as a whole</li> </ul>
Tairāwhiti Apple Growers Association	Commercial	<ul style="list-style-type: none"> <li>• Presentation</li> </ul>	<ul style="list-style-type: none"> <li>• Containerisation</li> <li>• Financials</li> <li>• Greater opportunities</li> <li>• Project as a whole</li> </ul>
Tourism/Cruise NZ	Commercial	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Emails</li> </ul>	<ul style="list-style-type: none"> <li>• Impact on operations</li> <li>• Greater opportunities</li> </ul>
Inner Harbour Berth holders	Commercial	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Emails</li> </ul>	<ul style="list-style-type: none"> <li>• Project as a whole</li> </ul>
Marina tenants	Commercial	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Emails</li> </ul>	<ul style="list-style-type: none"> <li>• Project as a whole</li> </ul>
Gisborne-Tatapouri Sports Fishing Club	Interest group	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Emails</li> </ul>	<ul style="list-style-type: none"> <li>• Project as a whole</li> </ul>
Department Of Conservation	Government	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Port tour</li> <li>• Emails</li> </ul>	<ul style="list-style-type: none"> <li>• Environment</li> <li>• Ecology</li> <li>• Cultural sites</li> <li>• Greater opportunities</li> <li>• Project as a whole</li> </ul>
Waka Kotahi (NZTA)	Government	<ul style="list-style-type: none"> <li>• Presentations</li> <li>• Emails</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic</li> <li>• Project as a whole</li> </ul>





Stakeholder	Sector	Engagements	Key areas of interest/concern
Port community liaison group	Neighbours	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Emails</li> </ul>	<ul style="list-style-type: none"> <li>• Environment</li> <li>• Ecology</li> <li>• Cultural sites</li> <li>• Traffic</li> <li>• Project as a whole</li> </ul>
Apartment owners	Neighbours	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Port tour</li> <li>• Emails</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Environment</li> <li>• Ecology</li> <li>• Cultural sites</li> <li>• Traffic</li> <li>• Project as a whole</li> </ul>
Gisborne Boardriders, Kayak Clubs, Surf Life Saving Clubs, Waka Ama Clubs, Sport Gisborne Tairāwhiti and Yacht Club.	Recreational – Water users of Tūranganui-a-Kiwa	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Emails</li> </ul>	<ul style="list-style-type: none"> <li>• Dredging</li> <li>• Environment</li> <li>• Water quality</li> <li>• Cultural sites</li> <li>• Project as a whole</li> </ul>
Tairāwhiti Rock Lobster Industry Association	Interest group	<ul style="list-style-type: none"> <li>• Emails</li> <li>• Presentation</li> </ul>	<ul style="list-style-type: none"> <li>• Ecology</li> <li>• Environment</li> <li>• Water quality</li> <li>• Project as a whole</li> </ul>
U3A	Interest group	<ul style="list-style-type: none"> <li>• Presentation</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Environment</li> <li>• Ecology</li> <li>• Traffic</li> <li>• Cultural sites</li> <li>• Project as a whole</li> <li>• Greater opportunities</li> </ul>
Business and professional women's group Gisborne	Business group	<ul style="list-style-type: none"> <li>• Presentation</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Environment</li> <li>• Ecology</li> <li>• Cultural sites</li> <li>• Project as a whole</li> <li>• Greater opportunities</li> </ul>
Chamber of Commerce	Business Group	<ul style="list-style-type: none"> <li>• Presentation</li> </ul>	<ul style="list-style-type: none"> <li>• Financials</li> <li>• Environment</li> <li>• Ecology</li> <li>• Cultural sites</li> <li>• Project as a whole</li> <li>• Greater opportunities</li> </ul>



#### 4.1.9 Ongoing communication

Engagement will continue after the Twin Berth stage two application is lodged.

As outlined above, the community has been well informed of the proposed plans however Eastland Port and the Eastland Group Communications team are currently looking at ways to continue to inform the community during the consenting process.

At this time the following is planned to be undertaken.

- The full consent application and supporting documentation will be available on the Eastland Port website once accepted by GDC,
- Nine key items that will be of interest to the community have been identified by Eastland Port. Documents discussing these topics and what has been done and/or considered regarding these will be prepared. These briefs will direct the reader to the more detailed reports to research more if they wish. The items are:
  - Why is this project being undertaken?
  - Effects of the reclamation and breakwater
  - Cultural and heritage considerations
  - Marine life effects
  - Economic impacts
  - Effects on surf breaks & coastline
  - Water quality effects
  - Noise effects
  - Traffic effects
- Advertised drop-in sessions will be held at Eastland Port offices throughout the submission period for people wanting to discuss or clarify points of the application.



## 5 Appendix

### 5.1 Te Tai Uru hui and agenda items

Date	Attendees	Agenda
8 <sup>th</sup> December 2020		Te Tai Uru was agreed and the protocol signed by participating hapū.
31 <sup>st</sup> March 2021	<p>Samuel Lewis, on behalf of Ngai Tāwhiri</p> <p>Ian Ruru, Te Whānau a Iwi</p> <p>Angus Ngarangioue, Ngati Te Rangitauwhiwhia</p> <p>Athena Emmerson, Ngāti Kahutia</p> <p>Sarah Hunter, Gisborne District Council</p> <p>Andrew Gaddum, Eastland Port</p> <p>Daniel Kingsford, Eastland Port</p> <p>Briar Hunter, Eastland Port</p> <p>Suzanne Winterflood, Eastland Group</p> <p>Apologies</p> <p>Marty Bayley</p>	<ul style="list-style-type: none"> <li>Developing the Cultural Values Relationship Framework updates.</li> <li>Update from EPL on progress of the Wharf 7/Slipway redevelopment: <ul style="list-style-type: none"> <li>Expected start date</li> <li>Resource consent obligations</li> <li>Crayfish pueruli settlement design and deployment plan.</li> </ul> </li> <li>Update from EPL on preparation of the resource consent applications for the Twin Berth development.</li> <li>Update from EPL on current resource consents lodged with the Gisborne District Council: <ul style="list-style-type: none"> <li>Upper Log Yard Variation;</li> <li>Maintenance Dredging and Disposal;</li> <li>Wharves 4 and 5 Redevelopment.</li> </ul> </li> <li>Proposed works to accommodate new tugs at wharf 1.</li> <li>Nomination of Independent Group Facilitator: <ul style="list-style-type: none"> <li>EPL are suggesting Reginald Proffit. A copy of his CV is attached.</li> <li>No suggestions have been received from TTU members.</li> </ul> </li> <li>Update from EPL on other programmed construction works.</li> <li>Waikahua Seawall</li> <li>Set date for the next meeting.</li> </ul>
9 <sup>th</sup> June 2021	<p>Reginald Proffit, Te Tai Uru Independent Group Facilitator</p> <p>Marty Bayley, Eastland Port</p> <p>Athena Emmerson, Ngati Kahutia</p> <p>Andrew Gaddum, Eastland Port</p> <p>Briar Hunter, Eastland Port</p> <p>Sarah Hunter, Gisborne District Council</p>	<ul style="list-style-type: none"> <li>Independent Group Facilitator <ul style="list-style-type: none"> <li>Group Facilitator Introduction</li> <li>Group Outcomes and Roles.</li> </ul> </li> <li>Cultural Values Relationship Framework Development</li> </ul>



Date	Attendees	Agenda
	Daniel Kingsford, Eastland Port Samuel Lewis, on behalf of Ngai Tawhiri Angus Ngarangioue, Ngati Te Rangitauwhiwhia Ian Ruru, Te Whanau a Iwi Murray Palmer, Rongowhakaata Iwi Trust Apologies Suzanne Winterflood, Eastland Group	<ul style="list-style-type: none"> <li>○ TTU Hikoi</li> <li>○ Map of Cultural Values</li> <li>○ In Harbour and surrounding area; In Turanganui-a-Kiwa</li> <li>○ Map of consented activities</li> <li>○ Potential effects of proposed activities</li> </ul> <ul style="list-style-type: none"> <li>● Update and discussion on Twin Berth stage two Resource Consent applications.</li> <li>● Update and discussion on Wharf 1 tug berth &amp; navigation channel dredging.</li> </ul>
16 <sup>th</sup> July 2021	Reginald Proffit, Te Tai Uru Independent Group Facilitator Marty Bayley, Eastland Port Athena Emmerson, Ngati Kahutia Andrew Gaddum, Eastland Port Briar Hunter, Eastland Port Sarah Hunter, Gisborne District Council Daniel Kingsford, Eastland Port Samuel Lewis, on behalf of Ngai Tawhiri Angus Ngarangioue, Ngati Te Rangitauwhiwhia Apologies Ian Ruru, Te Whanau a Iwi Murray Palmer, Rongowhakaata Iwi Trust	<ul style="list-style-type: none"> <li>● Project Updates:               <ul style="list-style-type: none"> <li>○ Wharf 7 Rebuild</li> <li>○ Wharf 1 tug berth</li> <li>○ Twin berth stage two</li> <li>○ Waikahua seawall</li> <li>○ Wharf 8 cranes</li> </ul> </li> <li>● Cultural Values Relationship Framework Workshop</li> <li>● General Matters Arising               <ul style="list-style-type: none"> <li>○ Rua Koura</li> <li>○ Kei Tua</li> </ul> </li> </ul>
15 <sup>th</sup> September 2021	Reginald Proffit, Te Tai Uru Independent Group Facilitator Marty Bayley, Eastland Port Athena Emmerson, Ngati Kahutia Andrew Gaddum, Eastland Port (from 1.22 p.m.) Briar Hunter, Eastland Port Sarah Hunter, Gisborne District Council Daniel Kingsford, Eastland Port	<ul style="list-style-type: none"> <li>● Project Updates               <ul style="list-style-type: none"> <li>○ Wharf 7 Rebuild</li> <li>○ Wharf 1 tug berth</li> <li>○ Twin berth stage 2</li> <li>○ Waikahua seawall</li> <li>○ Wharf 8 cranes</li> </ul> </li> <li>● Updates from members regarding development of each hapū Cultural Values Relationship Framework.</li> <li>● General Matters Arising               <ul style="list-style-type: none"> <li>○ Rua Koura</li> <li>○ Kei Tua</li> </ul> </li> </ul>



Date	Attendees	Agenda
	<p>Samuel Lewis, on behalf of Ngai Tawhiri Angus Ngarangioue, Ngati Te Rangitauwhiwhia (from 1.37 p.m.) Murray Palmer – Rongowhakaata Iwi Trust</p> <p>Ian Ruru – Te Whanau a Iwi</p> <p>Suzanne Winterflood, Eastland Group</p> <p>Apologies</p> <p>Doug Jones – Tamanuhiri</p> <p>Teina Moetara – Acting G.M. Rongowhakaata</p>	
10 <sup>th</sup> November 2021	<p>Reginald Proffit, Te Tai Uru Independent Group Facilitator</p> <p>Marty Bayley, Eastland Port</p> <p>Athena Emmerson, Ngati Kahutia (From 2:26pm)</p> <p>Andrew Gaddum, Eastland Port</p> <p>Briar Hunter, Eastland Port</p> <p>Sarah Hunter, Gisborne District Council</p> <p>Daniel Kingsford, Eastland Port</p> <p>Samuel Lewis, on behalf of Ngai Tawhiri</p> <p>Angus Ngarangioue, Ngati Te Rangitauwhiwhia</p> <p>Murray Palmer – Rongowhakaata Iwi Trust(From 2:15pm)</p> <p>Ian Ruru – Te Whanau a Iwi (Until 2:45pm)</p> <p>Teina Moetara – Acting G.M. Rongowhakaata (Until 3:05pm)</p> <p>Hayden Green – Eastland Port (Until 3:18pm)</p> <p>Apologies</p> <p>Doug Jones – Tamanuhiri</p>	<ul style="list-style-type: none"> <li>• Project Updates <ul style="list-style-type: none"> <li>○ Wharf 7 Rebuild</li> <li>○ Wharf 1 tug berth and dredging</li> <li>○ Twin berth stage 2</li> <li>○ Waikahua seawall</li> <li>○ Wharf 8 cranes</li> </ul> </li> <li>• Updates from members regarding development of each hapū Cultural Values Relationship Framework.</li> <li>• General Matters Arising</li> </ul>
23 <sup>rd</sup> February 2022	<p>Reginald Proffit, Te Tai Uru Independent Group Facilitator</p> <p>Marty Bayley, Eastland Port</p> <p>Daniel Kingsford, Eastland Port</p> <p>Ruby Murdoch, Eastland Port (Minute Taker)</p> <p>Murray Palmer, Rongowhakaata Iwi Trust</p> <p>Samuel Lewis on behalf of Ngai Tawhiri</p> <p>Athena Emmerson, Ngati Kahutia</p> <p>Cristal Bennett, GDC</p>	<p>Project Updates:</p> <ul style="list-style-type: none"> <li>○ Wharf 7 Rebuild</li> <li>○ Wharf 1 tug berth and dredging</li> <li>○ Twin berth stage 2</li> <li>○ Penguin response</li> <li>○ Piers 4 and 5 redevelopment</li> <li>○ Slipway consolidation</li> <li>• Updates from members regarding development of each hapū Cultural Values Relationship Framework.</li> <li>• General Matters Arising</li> </ul>



Date	Attendees	Agenda
20 <sup>th</sup> April 2022	Reginald Proffit, Chair Marty Bayley, Eastland Port Daniel Kingsford, Eastland Port Briar Robb, Eastland Port (Minute Taker) Murray Palmer, Rongowhakaata Samuel Lewis, Rongowhakaata Angus Ngarangioue, Ngati Te Rangitauwhiwhia  Apologies: Ian Ruru, Athena Emmerson & Andrew Gaddum	Project Updates: <ul style="list-style-type: none"> <li>• Wharf 7 Rebuild</li> <li>• Wharf 1 tug berth and dredging</li> <li>• Twin berth Stage 2 application</li> <li>• Kororā response</li> <li>• Slipway consolidation</li> </ul> General Matters Arising
26 July 2022	Reginald Proffit, Chair Marty Bayley, Eastland Port Athena Emmerson, Nga Tāmanuhiri – (Online) Briar Robb, Eastland Port Cristal Bennett, Gisborne District Council (Online)  Daniel Kingsford, Eastland Port Samuel Lewis, Rongowhakaata Apologies: Andrew Gaddum and Murray Palmer	Project updates: <ul style="list-style-type: none"> <li>• Wharf 7 Rebuild</li> <li>• New Tugs – Ika Nui and Maki</li> <li>• Dredging applications</li> <li>• Condition 65 (Wharves 6 &amp; 7 resource consents)</li> <li>• Twin berth Stage 2 application</li> <li>• Kororā response</li> </ul> General Matters Arising



## 5.2 Ngati Oneone communications and hui

Date	Topic
12 <sup>th</sup> September 2019	<ul style="list-style-type: none"> <li>Meeting held to discuss relationship between Eastland Port and Ngati Oneone</li> </ul>
20 <sup>th</sup> February 2020	<ul style="list-style-type: none"> <li>Meeting held to discuss general matters</li> </ul>
6 <sup>th</sup> March 2020	<ul style="list-style-type: none"> <li>Meeting held to discuss Wharf 4</li> </ul>
27 <sup>th</sup> July 2020	<ul style="list-style-type: none"> <li>Meeting to discuss Eastland Port and Ngati Oneone MOU</li> </ul>
15 <sup>th</sup> October 2020	<ul style="list-style-type: none"> <li>Further MOU discussion</li> </ul>
11 <sup>th</sup> December 2020	<ul style="list-style-type: none"> <li>Meeting held to discuss Wharf 4/boat ramp</li> </ul>
7 <sup>th</sup> April 2021	<ul style="list-style-type: none"> <li>Meeting held to discuss: <ul style="list-style-type: none"> <li>Ngati Oneone and Port supported projects</li> <li>Wharf 7/Slipway update</li> <li>Stage two Twin Berths update</li> <li>Cultural Impacts Engagement Discussion</li> <li>Current resource consent applications</li> <li>New Tug location – Wharf 1</li> <li>Waikahua Seawall update</li> </ul> </li> </ul>
4 <sup>th</sup> June 2021	<ul style="list-style-type: none"> <li>Meeting held to discuss Eastland Port's development plans for Inner Harbour precinct and surrounding area</li> </ul>
14 <sup>th</sup> June 2021	<ul style="list-style-type: none"> <li>Meeting held to discuss Waikahua Seawall project commencement blessing</li> </ul>
28 <sup>th</sup> July 2021	<ul style="list-style-type: none"> <li>Meeting held to discuss: <ul style="list-style-type: none"> <li>Ngati Oneone and Port supported projects</li> <li>Wharf 7 Rebuild</li> <li>Wharf 1 tug berth</li> <li>Twin berth stage two</li> <li>Waikahua seawall</li> <li>Wharf 8 cranes</li> <li>Kei Tua</li> </ul> </li> </ul>



Date	Topic
6 <sup>th</sup> October 2021	<ul style="list-style-type: none"> <li>Meeting held to discuss:               <ul style="list-style-type: none"> <li>Ngati Oneone and Port supported projects</li> <li>Wharf 7 Rebuild</li> <li>Wharf 1 tug berth</li> <li>Twin Berth stage two</li> <li>Waikahua seawall</li> <li>Wharf 8 cranes</li> <li>Wharves 4 &amp; 5</li> </ul> </li> </ul>
27 <sup>th</sup> October 2021	<ul style="list-style-type: none"> <li>Meeting held to discuss the handover of side by side vehicle</li> </ul>
23 <sup>rd</sup> November 2021	<ul style="list-style-type: none"> <li>Communication regarding mobile harbour cranes blessing</li> </ul>
10 <sup>th</sup> December 2021	<ul style="list-style-type: none"> <li>Communication around offer of plants for Whaia Titirangi</li> </ul>
28 <sup>th</sup> February 2022	<ul style="list-style-type: none"> <li>Request to join meeting regarding the Wharf 4 jumping area</li> </ul>
7 <sup>th</sup> March 2022	<ul style="list-style-type: none"> <li>Request for meeting to discuss dredge disposal ground</li> </ul>
4 <sup>th</sup> April 2022	<ul style="list-style-type: none"> <li>Communication regarding wharf 7 blessing</li> </ul>
7 <sup>th</sup> April 2022	<ul style="list-style-type: none"> <li>Request for catch-up on port supported projects and update on Twin Berth application</li> </ul>
30 <sup>th</sup> May 2022	<ul style="list-style-type: none"> <li>Brief discussion and penguin search on Waikahua Seawall with Whaia Titirangi</li> </ul>
5 <sup>th</sup> July 2022	<ul style="list-style-type: none"> <li>Meeting scheduled to cover port supported projects and update on Twin Berth application. Meeting postponed due to members from Ngati Oneone being unwell.</li> </ul>





### 5.3 Port community liaison meeting and agenda items

Date	Attendees	Agenda
29th July 2020	Patrick Willock (Chairperson) Marty Bayley, Eastland Port John Gordon, Eastland Port Briar Hunter, Eastland Port Deane Purdue, Harbourview Body Corporate Allyson Burrows, resident Anne Gemmell, Pacific Harbor Motor Inn Brent Cuthbert, resident Cathy Walker, Hauora Tairāwhiti Warwick Bruce, Harbourview Body Corporate Ron South, resident Lisa McKendry, resident Dugald Hamilton, resident Kate Sykes, Gisborne District Council (GDC) Larry Foster, GDC Councillor and resident Claudette Collis, resident Ronald Pomana, resident Murray Palmer(online), Rongowhakaata	Environmental <ul style="list-style-type: none"> <li>- Community complaints + correspondence</li> <li>- Upper Log Yard performance</li> <li>- Upper Log Yard improvements</li> <li>- Southern Log Yard performance</li> <li>- Dredging sediment monitoring</li> <li>- Kaiti beach litter project</li> </ul> Projects <ul style="list-style-type: none"> <li>- Wharfside Log Yard redevelopment construction</li> <li>- Maintenance dredging application</li> <li>- Upper log yard stormwater upgrade</li> <li>- Southern log yard extension/port entry upgrade</li> <li>- Kaiti beach + Southern log yard seawalls</li> <li>- Twin Berth project. Stage one and two updates</li> </ul>
15 December 2020	Andrew Gaddum, Eastland Port Warwick Bruce, Harbourview Body Corporate Allyson Burrows, Kaiti Resident Deane Purdue, Harbourview Body Corporate Patrick Willock, president of the group Larry Foster, Kaiti Beach Resident & Gisborne District Council (GDC) Councillor Sarah Hunter, GDC Daniel Kingsford, Eastland Port Briar Hunter, Eastland Port Marty Bayley, Eastland Port John Gordon, Eastland Port Oz Mansoor, Hauora Tairāwhiti Cathy Walker, Hauora Tairāwhiti Anne Gemmell, Pacific Harbour Motor Inn	Environmental <ul style="list-style-type: none"> <li>- Community complaints + correspondence</li> <li>- Upper Log Yard performance</li> <li>- Upper Log Yard improvements</li> <li>- Southern Log Yard performance</li> <li>- Dredging sediment monitoring</li> <li>- Kaiti beach litter project</li> </ul> Projects <ul style="list-style-type: none"> <li>- Wharfside Log Yard redevelopment construction</li> <li>- Maintenance dredging application</li> <li>- Upper log yard stormwater upgrade</li> <li>- Southern log yard extension/port entry upgrade</li> <li>- Kaiti beach + Southern log yard seawalls</li> <li>- Twin Berth project. Stage one and two updates</li> </ul>



Date	Attendees	Agenda
22nd April 2021	Patrick Willock, PCLG Chair Marty Bayley, Eastland Port Meredith Akuhata-Brown, resident/GDC Warwick Bruce, Harbour View Allyson Burrows, resident Claudette Collis, resident Brent Cuthbert, resident Andrew Gaddum, Eastland Port Dineke Hambling, resident Taylor Hills, Whaia Titirangi Daniel Kingsford, Eastland Port Oz Mansoor, Haora Tairāwhiti Margaret Ngawharau, resident Pele Paenga, resident Deane Purdue, Harbour View Kate Sykes, GDC Cathy Walker, Hauora Tairāwhiti	Projects <ul style="list-style-type: none"> <li>- Maintenance dredging application</li> <li>- Kaiti beach + Southern log yard seawalls</li> <li>- Twin Berth stage two application</li> <li>- Wharf 7 and slipway rebuild</li> <li>- Inner harbour maintenance dredging/Wharf 1 tug relocation</li> <li>- Piers 4 &amp; 5 replacement.</li> </ul> Environmental <ul style="list-style-type: none"> <li>- Upper Log Yard performance</li> <li>- Southern Log Yard performance</li> <li>- Dredging sediment monitoring</li> <li>- Community complaints + correspondence</li> </ul> Resident's Items <ul style="list-style-type: none"> <li>- Purpose of the PCLG;</li> <li>- Noise Management Plan</li> <li>- Noise Complaint Procedure</li> <li>- Privacy Concerns</li> <li>- Impact Noise</li> <li>- Cumulative Noise (ULY &amp; Trailer Hoist)</li> <li>- Dust Mitigation</li> <li>- ULY</li> <li>- Trailer Hoist</li> <li>- Concerns over property values</li> <li>- Vibration Report</li> </ul>



Date	Attendees	Agenda
13th October 2021	Patrick Willock, PCLG Chair Marty Bayley, Eastland Port Warwick Bruce, Harbour View Allyson Burrows, resident Larry Foster, GDC Councillor and resident Anne Gemmell, resident Dougal Hamilton, resident Sarah Hunter, GDC Anura Jayasinghe, Hauora Tairāwhiti Daniel Kingsford, Eastland Port Soraya Pohatu, Rongowhakaata Deane Purdue, Harbour View Kate Sykes, GDC Bernice Wilkinson, Hauora Tairāwhiti Suzanne Winterflood, EGL (online)	Projects <ul style="list-style-type: none"> <li>- Maintenance dredging application</li> <li>- Kaiti beach + Southern log yard seawalls</li> <li>- Twin Berth stage two application</li> <li>- Wharf 7 and slipway rebuild</li> <li>- Inner harbour maintenance dredging/Wharf 1 tug relocation</li> <li>- Piers 4 &amp; 5 replacement.</li> </ul> Environmental <ul style="list-style-type: none"> <li>- Upper Log Yard performance</li> <li>- Southern Log Yard performance</li> <li>- Dredging sediment monitoring</li> <li>- Community complaints</li> <li>- Hauora Tairāwhiti - High Level Review of Community Noise Impacts</li> <li>- Upper Log Yard Dust</li> </ul>
16th February 2022	Patrick Willock, PCLG Chair Marty Bayley, Eastland Port Suzanne Winterflood, Eastland Port – via zoom Warwick Bruce, Harbour View Allyson Burrows, resident Deane Purdue, Harbour View Andrew Gaddum, Eastland Port Jamie Gallacher, Eastland Port Hugh Robertson, McConnell Dowell Daniel Kingsford, Eastland Port Hiren Bhati, GDC – via Microsoft Teams Larry Foster, GDC and resident Andre Taylor, – via Microsoft Teams Kate Sykes, GDC – via Microsoft Teams Cristal Bennet, GDC – via Microsoft Teams Samuel Lewis, Rongowhakaata Iwi Trust - via Microsoft Teams Ruby Murdoch, Eastland Port (Minute Taker)	Wharf 7 update (Condition 8 requirement of Wharf 7 consent) <ul style="list-style-type: none"> <li>- Timeline stages and breakdown</li> <li>- Key Construction</li> <li>- Construction sequence</li> <li>- Key environment controls</li> <li>- Key consent conditions</li> </ul>



Date	Attendees	Agenda
6 <sup>th</sup> April 2022	Patrick Willock, PCLG Chair Marty Bayley, Eastland Port Briar Robb, Eastland Port Andrew Gaddum, Eastland Port Allyson Burrows, Resident Louise Burrows, Resident Kate Sykes, GDC Osman Mansoor, TDH – via Microsoft Teams Dineke Hambling, Resident Andre Taylor, Waka Kotahi – via Microsoft Teams Cristal Bennett, GDC – via Microsoft Teams Anne Gemmal, Pacific Harbour Inn Ruby Murdoch, Eastland Port (Minute Taker)	<b>Projects</b> <ul style="list-style-type: none"> <li>- Twin Berth Stage 2 application</li> <li>- Wharf 7</li> <li>- Maintenance dredging application</li> <li>- Inner Harbour maintenance dredging/Wharf 1 tug relocation</li> <li>- Piers 4 &amp; 5 replacement</li> <li>- Southern Log Yard seawall</li> </ul> <b>Environmental</b> <ul style="list-style-type: none"> <li>- Upper Log Yard performance</li> <li>- Southern Log Yard performance</li> <li>- Community complaints</li> <li>- Upper Log Yard Noise Mitigation</li> <li>- Hauora Tairāwhiti - Review of Community Noise Impacts</li> </ul>
28 <sup>th</sup> July 2022	Patrick Willock, Port Community Liaison Chair Marty Bayley, Eastland Port Briar Robb, Eastland Port (minute taker) Andrew Gaddum, Eastland Port Daniel Kingsford, Eastland Port Allyson Burrows, Resident Kate Sykes, GDC Osman Mansoor, TDH – via Microsoft Teams Dineke Hambling, Resident Anne Gemmal, Pacific Harbour Inn Deane Purdue, Resident Warwick Bruce, Resident Larry Foster, Resident Winston Moreton, Submitter Cristal Bennett, GDC – via Microsoft Teams	<b>Projects</b> <ul style="list-style-type: none"> <li>- Twin Berth Stage 2</li> <li>- Wharf 7 Rebuild</li> <li>- Maintenance dredging applications</li> <li>- New Tugs</li> <li>- Southern Log Yard seawall</li> </ul> <b>Environmental</b> <ul style="list-style-type: none"> <li>- Inner Harbour Stormwater performance</li> <li>- Southern Log Yard performance</li> <li>- Community complaints</li> <li>- Noise Management Plan Review</li> </ul>



## 5.4 Port community newsletters

### Summer at the port

<https://www.eastland.nz/wp-content/uploads/2020/10/Eastland Port Community newsletter October 2020.pdf?x42381>



# SUMMER at the port

**What's happening in and around Eastland Port**

Eastland Port sits at the very heart of the Tairāwhiti community. Geographically, we're located in the centre of the city, at the base of Teitangi, surrounded by homes, businesses and important cultural sites. Economically, more than one in four households in the region has a member whose job is dependent on forestry. And many others are involved in the horticultural industry, which is a key export product through the port.

The port's place in the community was starkly highlighted when COVID-19 first began to spread. Once dormitory overnight, the entire forestry supply chain came to a halt. Fortunately, during the past months, experts have reassessed strongly and the port is hummering. Our inner harbour remains a welcoming local and visitor base for a healthy and recently upgraded hospitality district. And the boats continue to enjoy the legendary fishing in the coastal waters of Tairāwhiti.

But we must get ready for the future, to ensure Eastland Port continues to support a vibrant, thriving Tairāwhiti.

We are currently preparing for the most extensive infrastructure upgrades and developments that the port has seen in over 100 years. We're also carrying on with a range of environmental initiatives that will continue to improve the water and land that surrounds us.

Over the summer, you'll start to see a kind of activity along the shore and around the port. So, we wanted to let you know what's happening, what's in the air, and the reasons why each project is important. We've focused on the next six months in this issue.

Andrew Gaskin  
Eastland Port Chief Operating Officer



### Enjoy the inner harbour this summer

A favourite destination for locals and visitors, the inner harbour precinct is home to some of Tairāwhiti's most popular restaurants, wine bars and historic attractions. Enjoying a glass of world renowned Gisborne Chardonnay, looking across the water at the sun sets, is a favourite way to relax at the end of the day. If you prefer a beer and a healthy option, you'll find that the east has you. You can also pick up freshly caught fish for a take-home meal or to eat.



#### A new community feel

The inner harbour is part of a working port as well as being a community destination, which gives it a vibrant atmosphere.

The area has been redesigned to create safe pedestrian connections, perfect for a stroll or a jog with friends and family.

The inner harbour redevelopment project was led by Gisborne District Council, with support from Eastland Port. The port team created four walkways with native plants, seating, drinking fountains and bike racks.

They also provided new outdoor seating and a new playground. You can sit and take in the view on benches, or play on the new playground.

Cultural design elements are woven throughout the inner harbour, including paving representing coastal features and beaches, and historic design elements incorporated around the waterfront.

Visit this unique area, navigate the Tairāwhiti Heritage Trail, climb Tairāwhiti Hill, and take in the spectacular view from the summit.

#### Top visitor attractions

The inner harbour is the place to visit for genuinely one-of-a-kind, single-day experiences.

Tairāwhiti Wake House, operated by the Tairāwhiti Voyaging Trust, explores the voyaging stories of Tairāwhiti's Whānau and Ancestry. On board you'll discover the knowledge and skills of traditional Pacific voyaging, and the unique traditions, culture and history of the Tairāwhiti region and its people.

They provide opportunities for all ages and experience levels, including separate programmes, day sails and in-port excursions, education programs for schools, groups, professional development and team-building programs, charters and more.

Other unique experiences include taking a cruise around the bay on the HMV Tairāwhiti, New Zealand's oldest motor vessel.

During the summer season and on special occasions, you can also take a ride on the historic, World Steam locomotive, operated by Gisborne City Vintage Railway.

#### Delicious dining options

If you wander down to the inner harbour from the town centre, the first place you come to is Lone Star in Shed 1. Located right on the water, Lone Star is famous in Gisborne for its great food, friendly atmosphere and excellent service. It's also the perfect place to watch all the top sporting events. Lone Star is open from 11am to 11pm seven days a week.

Also in Shed 1, and with equally spectacular marine views, is the Wharf Bar & Grill. A popular weekend brunch spot, they're also open Tuesday to Sunday for lunch and dinner. The Wharf Bar & Grill's menu is chef-driven, and if it's a special event you can be entertained and watch their chefs prepare your meal in style, using the finest local ingredients.

Walk around the inner harbour a bit further and you'll find yourself at the legendary Gisborne Tairāwhiti Sport Fishing Club. As a foundation member of the inner harbour community, the fishing club pride themselves on a membership that represents 95% of the Gisborne population.

They have a busy restaurant and bar with arguably the best exhibition of mounted fish in the southern hemisphere. Competition days add to the excitement of the whole area.

Just across the road from the wharf, where boats land to offload the catch of the day, is Reef Fresh. This is the place to go for the freshest fish, seafood, fish, shellfish and other specialty seafood products.

Owned and operated by Ngati Poru Whānau Group, Reef Fresh is famous for Akaroa Kōhika, the wharf's after-noon market.

Tōmū Collab is a tech specialist education and training provider for Tairāwhiti. They welcome children to participate in workshops during the school term for and during the holidays. Workshop topics include animation, engineering, 3D design, robotics, coding, programming and more. Tōmū Collab's team of experienced teachers, through their own experience, encourage learning through exploration, learning through trial and error, and encouraging families to lead their own educational journey. They encourage inquiry, investigation and experimentation through hands-on creative exploration.



A commercial underpass sits right behind the shops, where they make their seafood. Also, moved from the wharf, is the new seafood market. Fish ranges, local produce and other seafood are available to your home or office.

Heading on to Shed 3 you'll find Crawford Road Kitchen. Open for breakfast, lunch, dinner and drinks, they have a fantastic outdoor dining area where you can make the most of this spectacular harbour view. Crawford Road Kitchen works with local women to showcase the best of the region, and offer knowledgeable wine tasting and food matching.



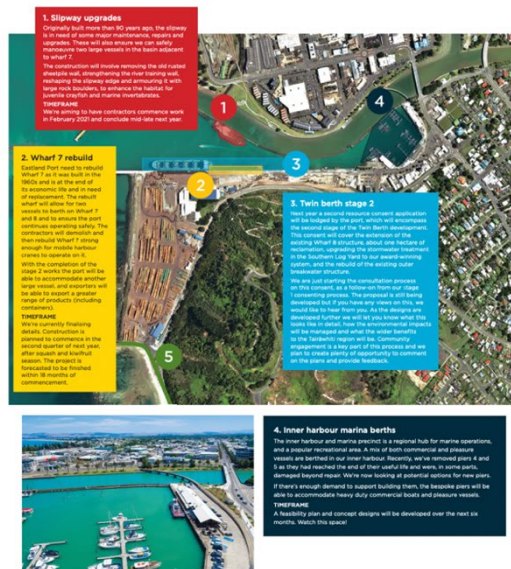
### Major projects starting in the next six months

Our aim is to maintain and upgrade our infrastructure to help support future-proof and grow the economy of Tairāwhiti.

A key part of this picture is the Twin Berth project. This is Eastland Port's major redevelopment project to expand the port's marine infrastructure to meet the needs of the region's thriving industries, and allow for long Haulage (100-200m long) ships to be berthed at once. We would also like to create a coastal container terminal to expand the options for exporters, enabling more types of goods to be exported and imported via the sea highway.

Some of the wharves and other infrastructure are over 100 years old which means they need upgrading anyway, to continue to be fit for purpose. Since we first engaged with the community on these plans, several years ago, we've worked through the details with local iwi, and other key stakeholders, and have made a number of significant changes to accommodate and reflect their feedback.

Here are the key developments you can expect to see getting underway over the next six months:



- 1. Slipway upgrades**  
Originally built over 50 years ago, the slipway is in need of some major maintenance work and upgrades. These will also ensure we can safely and sustainably use large vessels at the port. Do what? The slipway will be upgraded to allow larger vessels to be berthed at once. We would also like to create a coastal container terminal to expand the options for exporters, enabling more types of goods to be exported and imported via the sea highway.
- 2. Wharf 7 rebuild**  
Eastland Port need to rebuild wharf 7, which is at the end of the wharf, and is in need of major maintenance work and upgrades. The rebuild will also ensure we can safely and sustainably use large vessels at the port. Do what? The slipway will be upgraded to allow larger vessels to be berthed at once. We would also like to create a coastal container terminal to expand the options for exporters, enabling more types of goods to be exported and imported via the sea highway.
- 3. Twin berth stage 2**  
The second stage of the twin berth project will be to build a second berth, which will allow larger vessels to be berthed at once. We would also like to create a coastal container terminal to expand the options for exporters, enabling more types of goods to be exported and imported via the sea highway.
- 4. Inner harbour marina berths**  
The inner harbour and marina precinct is a regional hub for marine operations, and a major commercial and passenger vessel. As part of the inner harbour redevelopment, we're building at general berths for new ports. If there's enough demand to support building them, the Berthside party will be able to accommodate more daily commercial boats and pleasure vessels.

### 5. New coastal walkway

There are some beautiful coastal views around Eastland Port, and we want to ensure you can see and enjoy them. The new coastal walkway will be a safe and scenic route for walking, jogging, and cycling. It will also provide a great view of the port and the surrounding area.



### Caring for our community and the environment

#### Kopuwhakapata Stream restoration

A combined effort by Ngati Orewa and Eastland Port is underway to restore the Kopuwhakapata stream. We're started by planting hundreds of native shrubs and trees along the catchment area to stabilise the stream edge and purify the water entering the stream. The ultimate aim is to improve the health of the area and wharves, for the benefit of all of Tairāwhiti.

#### Stormwater treatment

To minimise runoff from our water-side operations, we have installed two award-winning, innovative stormwater treatment systems around the port. These are designed to treat the runoff from our operations, and ensure that the water entering the stream is clean and safe.

#### Supporting Tairāwhiti wellbeing

Progress to Eastland Port's business is set to increase to community funding, with returns from the port being used to support local initiatives. The Tairāwhiti Whānau Group is also working on a number of projects to support the wellbeing of the community.

#### A cleaner inner harbour

The inner harbour marina now has two Seabins. A Seabin is a floating rubbish bin that filters water to collect rubbish, oil and microplastics. The Seabins are also used to teach local students about the importance of looking after our oceans and disposing of rubbish correctly.

#### Coming soon: electric water truck

From November, you'll see a customised electric truck being used for watering and dust suppression at Eastland Port. Co-funded with a grant from the Low Emission Vehicles, Community Fund, the all-electric truck will take over the tasks of traditional diesel-powered trucks, it will help reduce noise levels, and will be a substantial step towards significantly cutting our emissions and meeting our responsibilities as part of the Climate Leaders Coalition.

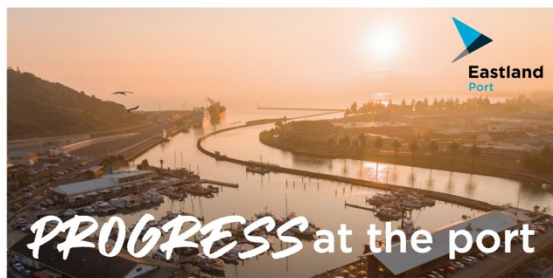
See the walkway ideas in detail. Full designs will be released soon.





# Progress at the port community newsletter

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## Biggest infrastructure developments in 100 years

Eastland Port is preparing for its most extensive infrastructure developments in more than a century. After years in the planning, we received the official go-ahead to proceed with two major infrastructure projects. On December 2, the Environment Court advised that they have signed off the resource consents for the rebuild of Wharf 7 and the slipway. This is the culmination of a process we started five years ago. It's a significant milestone for Eastland Port and Tairāwhiti, and one we've worked together to achieve.

The rebuilding of Wharf 7 and the slipway are part of the port's plans to maintain and upgrade essential infrastructure, some of which is more than 100 years old.

They are the first stage of the Twin Berth project, which will help support, future-proof and grow the economy of Tairāwhiti. This will allow for two 185-200 metre long ships to berth at once, and open up the possibilities of shipping containers to and from the region via a coastal service.

The resource consents for Stage One were lodged in 2017 and originally granted by independent commissioners in 2018. Several parties subsequently appealed that decision to the Environment Court.

We've worked through the issues raised, and have collectively come up with solutions that address them. We significantly altered the plans based on input from local hapū, iwi, other stakeholders and the community. Key outcomes include ensuring that the integrity of Te Toka-a-Taiata, the historic rock at the mouth of the Torangunu River, is respected and preserved. The slipway upgrades will provide an enhanced habitat for juvenile crayfish and marine invertebrates. And, we'll monitor and report on a wide range of environmental factors.

Developing closer relationships with hapū and iwi is fundamental to the future success of all projects here at the port.

We have formalised a consultative partnership with the hapū of Tōrangunu-a-Kiwa and are currently finalising the protocols for how this will operate.

With the changes and initiatives agreed by all the involved parties, the consents went back before the Environment Court and have now been signed off by the chief Environment Court Judge.

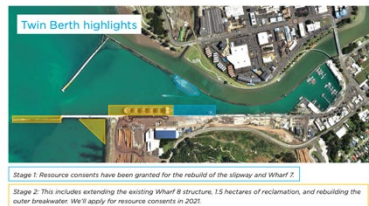
The first design details and costings of Wharf 7 are currently being worked through. It's expected that consent negotiations will be completed early 2021, and awarded once final board and shareholder approval is received. Construction is planned to begin in the second quarter, after a winter and kaitiaki season.

Contractors will demolish and then rebuild Wharf 7 so it has the strength to allow mobile harbour cranes to operate on it, and provide a stronger, more resilient lifeline asset for Tairāwhiti. Construction is expected to take approximately 18 months.

The port team will work closely with our customers, other port users and the community to make sure they're kept updated, and we're aiming to minimise the impacts of the construction work as much as possible.

In 2021 the second significant resource consent application will be lodged by the port, which will encompass Stage Two of the Twin Berth development. Community consultation is a key part of our Stage Two consent process, and will include presentations, newsletters, emails, drop-in sessions, a website and other opportunities for you to share your thoughts and ideas.

Andrew Gaddum  
Eastland Port Chief Operating Officer



**Questions, ideas, feedback?**  
Please e-mail us: [hello@eastland.nz](mailto:hello@eastland.nz)



## Eastland Port reaches clean water milestone

In September, Eastland Port reached a major milestone: our award-winning stormwater treatment plants have cleared over 50 million litres of stormwater. That's enough water to fill 62 Olympic-sized swimming pools.

The plants use a system more commonly found in town drinking water processing, including Gishmore City's. This system removes the fine sediments that, in the past, regularly turned Gishmore's harbour brown.

Run-off from the port's yards is transformed into cleaned, clear water that can be safely released into the ocean.

Infrastructure manager Mary Bayley says that Eastland Port is the first port in the world to utilise this technology.

"Over the past 10 years we've been closely monitoring water quality surrounding our operations. Not only do the plants allow us to operate within our stormwater consents, they are helping us to safeguard the marine habitats surrounding port operations."

In late 2020, a sustained period of stormy weather caused foam to appear in the Hapūwhakaitahi Stream. "From like this sometimes occurs in streams and on beaches after dry periods followed by heavy rain,"



**ISO move into bespoke workshop**  
Port Logistics company ISO Limited have moved into their new facility at Eastland Port. The bespoke four bay workshop will be used by ISO mechanics and engineers to fit machinery and equipment, and to load ships. The facility enables us to invest in equipment and personnel to repair and maintain heavy machinery to a higher standard, in order to service the industry," says ISO area manager Neal Eddell. "It's a great improvement, and the team are very excited to use the new premises."

The port's chief operating officer, Andrew Gaddum, agrees. "This new facility will improve efficiency by making better use of the space in this area. It's great to see these guys getting upgraded facilities and equipment as they work really hard."

"Now that we've completed this project, we are also commencing work on improving traffic management. We're currently looking at ways to make working on the port more efficient."

> ISO staff standing outside their new workshop. From left to right: Arwyn Sharma, Ted Toms, Jo Cule, David Gendrick, Mark Richards (Eastland Port Project Manager), Grant Toms, Neal Eddell.

**Q. How will Tairāwhiti benefit from the Twin Berth project?**

A. Over a quarter of employment in Tairāwhiti is from agriculture, forestry and the processing of the products from these industries.

The Twin Berth project means that two ships will be able to load and unload safely at once. This will help support Tairāwhiti's long term economic growth by unlocking the potential of a coastal container service, providing the capacity needed by a thriving forestry industry, offering more opportunities for exporters and importers, and creating more jobs across Tairāwhiti.

**Q. What does Stage 1 consist of?**

A. This includes the rebuild of Wharf 7 and the slipway. Resource consents have been signed off by the Environment Court. Next steps involve getting the final go ahead from our board and shareholders, and awarding the contracts. Construction for both will begin in 2021. We'll be sharing detailed updates, and showing what the finished projects will look like, as we go along.

**Q. What does Stage 2 consist of?**

A. This consent will cover the extension of the existing Wharf 8 structure, about one and a half hectares of reclamation, dredging the channel and harbour, and the rebuilding of the existing outer breakwater structure. It will also include upgrading

**Q. How much will the Twin Berth project cost?**

A. In total, the projects are part of the \$140 million upgrade of port facilities planned over the next five years.

**Q. How is this being funded?**

A. Like many other Eastland Group infrastructure projects, the redevelopments will be funded through the Group's retail facility and paid down over time through cashflow.

**Q. What will you be doing to manage environmental impacts?**

A. We'll monitor and report on a wider range of environmental factors, and follow all resource consent conditions. We're aiming to minimise the impacts of the construction work on neighbours and port users as much as possible, and will give regular updates once we've appointed contractors and confirmed plans.

**Q. What other infrastructure projects are in the pipeline?**

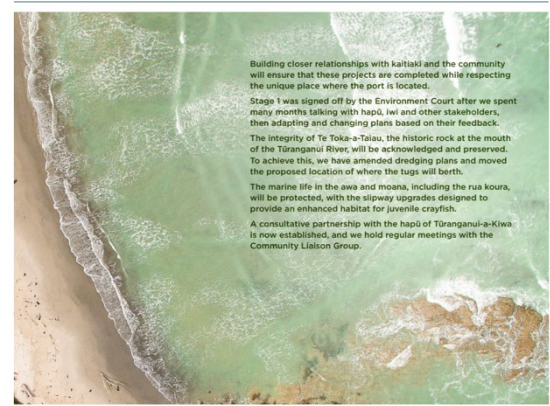
A. The sea wall is an essential part of our sea defences, and it needs major repairs. At the same time, we're taking the opportunity to create a community coastal accessway. This will allow pedestrians to walk from Kaiti Beach and around the perimeter of the log yard, and include steps to the ocean, seating areas and fishing facilities.

Resource consent was granted several years ago. Construction is due to start early in 2021 and be finished mid year.

**Q. How can I stay up to date on progress?**

A. In 2021 we'll be giving you lots of opportunities to share your thoughts on the plans for Stage 2. In the meantime, you're invited to follow the Eastland Port Facebook page, email [hello@eastland.nz](mailto:hello@eastland.nz) with your feedback, and find out more at [eastlandport.nz](http://eastlandport.nz)

## Kaitiaki and the community



## Voyaging waka Tairāwhiti carries piece of port history

The Tairāwhiti waka hōuara is carrying a piece of history with it in the form of a 120 year old totara beam which has been used to make a structure for the waka's ladder (āhinga) Ahi.

The totara was discovered during excavations for Eastland Port's wharf side log yard in 2018 and was originally part of the old wharf structure. The beam has been used to hold the ladder securely in place and lift it higher so it is safe in log saws.

"It is special to be able to re-use the old totara on the waka as it is part of the port's history and was likely sourced from the region," says Eastland Port commercial manager and trustee of the Tairāwhiti Voyaging Trust Hayden Green.

Waka skipper Jorge Sanchez is also thrilled to be able to re-purpose this special totara.

"I could've just gone to Bunnings for the wood but it made sense to use this beautiful totara on the waka," he says.

Master carver Matahi Brightwell has given them some guidance and helped them to lash it on the back of waka.

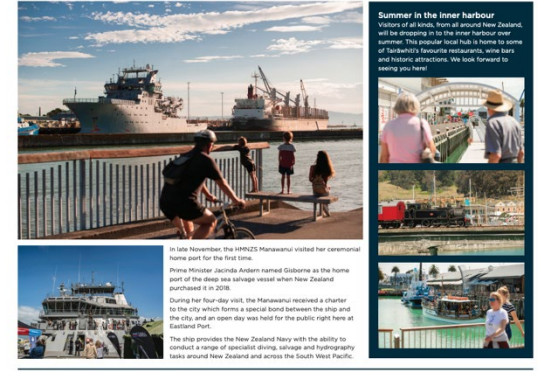
The lashing is a way of securing the wood with rope - the structure is not bolted, it is just lashed into place.

Mr Brightwell is a pioneer of waka in New Zealand and also built the twin-hulled voyaging canoe Hōwaki-Nui which he sailed to New Zealand from Tahiti in 1985. Some of the original totara from Hōwaki-Nui has been used to make dowels or cylindrical rods to hold together the waka's interior and of the ladder beam on the Tairāwhiti waka.



Onboard the Ahi are Hayden Green, Chelene Brightwell and Jorge Sanchez.

## HMNZS Manawanui visits her home port



**Summer in the inner harbour**  
Visitors of all kinds, from all around New Zealand, will be dropping in to the inner harbour over summer. This popular local hub is home to some of Tairāwhiti's favourite restaurants, wine bars and historic attractions. We look forward to seeing you here!

In late November, the HMNZS Manawanui visited her ceremonial home port for the first time.

Prime Minister Jacinda Ardern named Gishmore as the home port of the deep sea salvage vessel when New Zealand purchased it in 2018.

During her four-day visit, the Manawanui received a charter to the city which forms a special bond between the ship and the port of the deep sea salvage vessel when New Zealand purchased it in 2018.

The ship provides the New Zealand Navy with the ability to conduct a range of specialist diving, salvage and hydrography tasks around New Zealand and across the South West Pacific.









## All go at the port community newsletter

[https://www.eastland.nz/wp-content/uploads/2022/06/Port\\_A3\\_newsletter\\_4\\_screen.pdf](https://www.eastland.nz/wp-content/uploads/2022/06/Port_A3_newsletter_4_screen.pdf)



### Wharf 7 rebuild underway

After years in the planning, the Wharf 7 rebuild is underway and will be made into a vital and resilient future asset that will support Eastland's growing exports.

The original wharf was built in the 1960s and needs replacing. The new Wharf 7 will be strong enough to accommodate the three mobile harbour cranes and be capable of withstanding a new-in-2050 event, providing significant regional resilience in case of a natural disaster.

Infrastructure construction specialists McConnell Dowell are undertaking the work which is one of the most significant parts of Eastland Port's Twin Berth project and will take around 17 months to complete.

Eastland Port Infrastructure Manager Marty Bayley said, "McConnell Dowell were awarded the contract because they are specialists in construction projects."

"They have more than six decades of experience delivering award winning marine projects across New Zealand, Australia, and Asia."

McConnell Dowell Managing Director NZ & Pacific Fraser Wylie said, "Our team have recently completed the successful Wyndard Edge Alliance in Auckland and were able to leverage the learnings for the Eastland Port Wharf 7 rebuild."

Following a significant value engineering process, the design of wharf 7 was refined so only 50 percent of piles were needed.

"We are excited to be back in the region and playing a part in Tairāhiti's amazing growth story."

"Ports are a hub for economic activity, and we feel privileged to be part of a project that will increase capacity and bring long term positive outcomes for the community."

Wharf 7 lies between the tugboat and log ship pictured above.

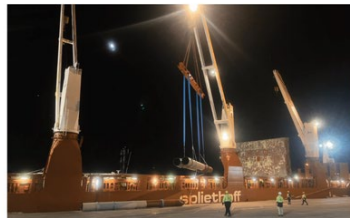


The original Wharf 7 was built in 1966 at Tairāhiti's first international berth that could host vessels up to 170m long and 12,000 tonnes.

Hardfill isn't required anymore, which leaves the seabed below as it is today, without interrupting the kaitiaki (snapper) and local ecology. It also results in 1,500 fewer truck movements through the city.

We've formalised consultative partnerships with hapū of Tairāhiti-a-Kiwa, to ensure cultural values and relationships are considered and recognised.

We are now in stage two of the wharf 7 rebuild which includes installing steel piles with a concrete hammer. Pictured is the first of 102 piles that were delivered in May.



### Major renovation underway for inner harbour hospo hot spot

Eastland Port owns and manages a wealth of properties lining the inner harbour. As landlords, we're working collaboratively with tenants to continue expanding and upgrading this vibrant hospitality district.

"The inner harbour is part of a working port, as well as being a community destination, which gives it a unique maritime atmosphere," says Eastland Port community manager Haydon Green.

The new Look Lane Bar will have a contemporary extension out towards the river, replacing the old shade canopy.

"This is one of the best waterfront locations in New Zealand, so we want to maximise the building and set it up for the future," adds Eastland Port property manager James Jenkins.

The extensive renovation includes the new extension, which will feature an opening lounge roof, kitchen and bathroom upgrades, as well as some interior cosmetic upgrades.

Work was completed at the end of last year to strengthen the building. The renovation, designed by architect Dan King from Tairāhiti Architects 44, will make the space modern and inviting.

"The waterfront building, which houses The Wharf Bar and Grill at one end and Look Lane at the other, used to be an old wharf shed," says Mr Jenkins.

"It was built in 1929 - ships berthed there and cargo would be unloaded directly from the boats."

"We really wanted to keep the original character of the building and Dan King at Architects 44 has done a great job."

"This extension will serve as a multi-purpose space for Look Lane," says Mr King. "It will offer another area to relax and socialise in terms of being able to cater to different user requirements."

"It will be in keeping with the materials, detailing and proportions of the original wharf building. Large expanses of glass will maximise the views of the harbour and ensure the space is light and airy."

"The material palette will be simple, based on solid exposed timber and a charcoal and white colour scheme."

Old wood from Eastland Port is being repurposed to make furniture.

Look Lane owner Brendan Hini said he was looking forward to the end result.

"We've been a tenant of Eastland Port for almost 30 years and have always had a good relationship," he says.

"We're a popular destination for locals and visitors alike and we're sure the new renovation will expand on all that."

"We're making good progress with the project and looking forward to the opening in the coming weeks," said Mr Green.



A natural palette and plenty of light feature in Look Lane's new interior.

This shot shows the trusses that have been positioned for the extension to the building. The trusses have been made out of recycled timber from the old boathouse building (now NZ Post) on Children's Road. Source: CDEvents

### Maki and Ika Nui

We are excited for the arrival of our two new identical tugboats, Maki and Ika Nui.

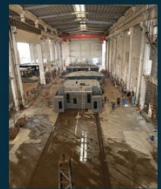
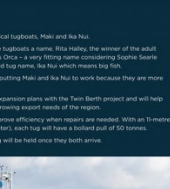
Last year a public competition was held to give the tugboats a name. Ika Nui, the winner of the adult competition named the first tug Maki, which means Oia - a very fitting name considering Sophie Savary from Wharfedale Beach School came up with the second tug name, Ika Nui which means big fish.

Andrew Giddum said, "We are looking forward to putting Maki and Ika Nui to work because they are more suited to our requirements."

The new tug is part of Eastland Port's broader expansion plans with the Twin Berth project and will help ensure the Port continues to be able to meet the growing export needs of the region.

The tug has been intermountain parts which will improve efficiency when repairs are needed. With an 11-metre beam, 100hp and a 4.5-metre draft, it can carry a load of 10 tonnes.

Both tugboats will be based on Wharf 6 and a barge will be held once they both arrive.



The identical tugs were designed by Robert Adam Ltd and built at the Chelmsford Shipyard.

Sophie Savary (pictured here) received a cheque for her donation from Eastland Group chair sponsoring regional infrastructure Andrew Giddum tonight and community manager Blair Ridd (left) for naming one of the tugboats.



Maki arrived in early June (pictured) and Ika Nui is expected to arrive early July.

### Twin berth application close to submission

After five years in the planning, the Twin Berth stage two application is very close to being submitted. The application will cover the extension of wharf 6, one hectare of reclamation, dredging the channel and harbour, and rebuilding the outer breakwater.

It will also include upgrading the list of the port's log yards with its award-winning stormwater treatment system.

Eastland Port Infrastructure Manager Marty Bayley said, "This is a significant milestone for Eastland Port and Tairāhiti. We've worked with many different experts, hapū and iwi, neighbours, businesses, our customers, and the community to future proof the port."

"Together we have developed a balanced solution that considers the integrity of historical and cultural sites around the port and the local environment, while at the same time supporting the community and economy."

"Now more than ever we need to upgrade our infrastructure and process the port to ensure we can keep ahead of the demand of projected volumes of wood products, the growing horticulture sector, cruise ships, and increased containerisation."

When completed, two ships between 165 and 200 metres long will be able to safely berth at the same time. These will include logging ships, produce vessels, wood chip ships, coastal container vessels and smaller cruise liners.

"The Twin Berth project will help unlock Tairāhiti's long term economic growth by providing the capacity needed by a thriving forestry industry, offering more



opportunities for exporters and importers, and creating more jobs for our region," said Mr Bayley.

"With more than a quarter of employment in Tairāhiti coming from forestry and agriculture, and the processing of the products from these industries, increased capacity at Eastland Port will bring huge benefits to the region."

"Economic modelling for the project shows \$84 million will be put into the pockets of local contractors through construction and in the long term it will enable an extra \$250 million to be added to our region's GDP."



### NZ's first electric water truck in action at Eastland Port



Eastland Port are the proud owner of New Zealand's first electric water truck, one of the largest used legal electric trucks in the country.

The water truck is deployed daily to depress dust on the yard and is an essential part of port operations.

The benefits include lower maintenance costs than a normal diesel vehicle, lower running costs, and it's quiet.

The electric truck replaces a Diesel 1996 Mitsubishi Fuso truck with a 10,000 litre water tank fitted to the back. The old water truck consumed 287 litres of diesel over a 35-day period. Using the ECEA CO2 emissions calculator, which estimates the amount of CO2 created by burning fossil fuels, the old vehicle produced 0.77 tonnes of CO2 over this same 35-day period.

"We wanted to get this one up and running to see how it performs for a year or so and then figure out whether we could use EVs in other parts of our fleet, like moving logs around or to the port."

"We envisage a future where logging trucks, and other heavy vehicles in the logistics and marine sectors, move from internal combustion engines to electric models. The introduction of this electric water truck at the port has been a very positive first step on this journey."

Eastland Port operations manager Rod Dale and Eastland Group chair operating officer regional infrastructure Andrew Giddum stand in front of NZ's first electric water truck.



Eastland Group chair operating officer regional infrastructure Andrew Giddum said, "Using an electric water truck in our operations is helping Eastland Port reduce carbon emissions and is part of our commitment to sound environmental practices."

The water truck is deployed daily to depress dust on the yard and is an essential part of port operations.

Eastland Group chair operating officer regional infrastructure Andrew Giddum said, "Using an electric water truck in our operations is helping Eastland Port reduce carbon emissions and is part of our commitment to sound environmental practices."

### Creating a protected coastal habitat for kororā



A kororā conservation management plan covering the Waiheke Island and immediate surroundings at Kaiti Beach is now in place.

Eastland Port engaged local ecologist, Steve Sawyer to develop the penguin management plan after several kororā were discovered during the rebuild of the Waiheke Island last year.

Local iwi and hapū, Whāia Tīrangā, Department of Conservation, Gisborne District Council and Eastland Port have reviewed the plan which includes multiple actions to enhance the coastal habitat and protect the kororā.

Enhancing the penguin habitat

A penguin exclusion fence will be installed to prevent kororā from entering the southern log yard and interacting with port operations. The fence will also act as a barrier for ferrets which are known predators of kororā.

Several protected breeding/heating burrows will be installed on the seawall which will be surrounded by low growing coastal plants and provide additional shade and shelter to prevent visiting kororā from overheating in the summer months.

Accessibility at the bottom of the rock wall is to be improved to ensure penguins are able to get up the seawall around boulders easily and find the nesting boxes and burrows.

Predator control

Steve Sawyer highlights in his experience that kororā populations in Tairāhiti have largely been attributed to both domestic dogs and ferrets. This pattern is recorded at other sites around New Zealand also.

The nesting area on the seawall is now largely protected from dogs behind a security fence. Signage will also be erected to raise awareness about kororā and encourage dog owners to keep their dog on a lead around the seawall area.

With help from Whāia Tīrangā, predator traps will be deployed and monitored along the Waiheke Island, Tīrangā and Kaiti Beach. Whāia Tīrangā are a group of passionate kaitiaki aiming to restore Tīrangā.

Ongoing monitoring

The plan recognised that annual population monitoring of kororā would be vital in evaluating the success of the conservation efforts.

A specialist dog and handler will be brought in to undertake kororā surveys along the Waiheke Island between September and October annually. Locations of individual or nesting pairs amongst the rock wall structure and dedicated penguin bins will be recorded with GPS.

A report will be produced annually and will include a summary of the number of pairs, breeding success, chick productivity to fledging, and include plans for the following season.

Looking forward

Eastland Port Infrastructure Manager Marty Bayley said, "Through Steve Sawyer's experience with successfully establishing a kororā colony locally, informed advice and input from local iwi and hapū, Department of Conservation, and various stakeholders, we have come up with a comprehensive penguin management plan to protect this special kaitiaki."

"This is a long-term commitment and our shared goal is to implement a protected coastal habitat which will support visiting and breeding kororā now and into the future."

"We are excited about the prospects of this project and hope to report positive results moving forward."

Specialist penguin dog, Rua and conservation dog, Annie, have been searched around rocks for signs of kororā late last year.

Specialist penguin dog, Rua and conservation dog, Annie, have been searched around rocks for signs of kororā late last year.

We need your help to protect the kororā

Kororā mortalities in our region have been largely attributed to domestic dog attacks. Here are a few ways you can help when walking on Kaiti Beach:

- Keep your dog on a leash at all times
- Keep your dog away from the rock wall and off Kaiti Beach
- Keep your dog away from the rock wall
- If you see a penguin that is injured or for any other conservation emergency, contact the DOC hotline on 0800 362 488

• Keep your dog on a leash at all times

• Keep your dog away from the rock wall and off Kaiti Beach

• Keep your dog away from the rock wall

• If you see a penguin that is injured or for any other conservation emergency, contact the DOC hotline on 0800 362 488

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## 5.5 Social media campaigns on Facebook and LinkedIn

**Eastland Port**  
Published by Suzanne Winterflood · 27 October 2020 ·

We have some major projects beginning soon. In fact, we're preparing for the most extensive infrastructure upgrades and developments that the port has seen in more than 100 years. So we've put together our first newsletter, Summer at the Port. This provides an overview of key activity that will be taking place in and around the port.

Click here to read the newsletter <http://bit.ly/EPLnewsletterOct>

Please let us know what you think in the comments section below. (There will be lots more opportunities to share your ideas over the coming months.) And, like our FB page to stay up to date.



**855** People reached **131** Engagements **—** Distribution score [Boost again](#)

Boosted on 28 October 2020  
By Suzanne Winterflood

People reached	0	Post engagements	0
----------------	---	------------------	---

[View details](#)

6 2 comments 2 shares

**Eastland Port**  
Published by Suzanne Winterflood · 10 December 2020 ·


After years in the planning, we are thrilled to announce we've received the green light from the Environment Court to rebuild Wharf 7 and the slipway.

This is the first stage of the Twin Berth project, which will help support, future-proof and grow the economy of Tairāwhiti.

"It's a significant milestone for Eastland Port and Tairāwhiti - and one we've worked together with iwi, hapū, other stakeholders and the community to achieve," said chief operating officer Andrew Gaddum.

Read all about next steps here: <https://bit.ly/37NKDZf>

And please let us know your feedback in the comments below.



EASTLAND.NZ  
**Eastland Port preparing for most significant infrastructure developments in 100 years -**

**1,021** People reached **235** Engagements **—** Distribution score [Boost again](#)

Boosted on 10 December 2020  
By Suzanne Winterflood

People reached	0	Post engagements	0
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[View details](#)

27 6 comments 3 shares

**Eastland Port**  
Published by Suzanne Winterflood · 17 October 2020 ·

It's a perfect day for the A&P Show at the Gisborne Showgrounds. Come by the Eastland Wood Council stand, have a go on the simulator, check out some BIG vehicles, and find out what's happening at Eastland Port over the summer.




**628** People reached **131** Engagements [Boost post](#)

11 1 share


**Eastland Port**  
Published by Briar Work · 28 February ·

**Q. How will Tairāwhiti benefit from the Twin Berth project?**

**A.** Over a quarter of employment in Tairāwhiti is from agriculture, forestry and the processing of the products from these industries.

The Twin Berth project means that two ships will be able to load and unload safely at once. This will help support Tairāwhiti's long term economic growth by unlocking the potential of a coastal container service, providing the capacity needed by a thriving forestry industry, offering more opportunities for exporters and importers, and creating more jobs across Tairāwhiti.

For more information <http://www.eastland.nz/eastland-port/twin-berth-project/>



**849** People reached **90** Engagements **—** Distribution score [Boost post](#)

9 1 comment 2 shares

[Like](#) [Comment](#) [Share](#)

Comment as Eastland Port

**Pete Claffey**  
One of the best things that could happen for this region and long overdue, be great to see containers arriving in Gisborne possibly too. Well done Eastland port a great investment!

[Like](#) [Reply](#) [Hide](#) 37 w



**Eastland Port**  
Published by Briar Work · 16 November 2020 ·

Did you know the port is preparing for the most extensive infrastructure upgrades and developments it's seen in more than 100 years?  
Have a read of this newsletter to find out about key activity that will be taking place in and around the port <https://bit.ly/EPLnewsletter>  
Please let us know what you think in the comments section below.



**SUMMER at the port**  
What's happening in and around Eastland Port

5,943 People reached 1,172 Engagements - Distribution score [Boost again](#)

Boosted on 16 November 2020  
By Suzanne Winterflood

People reached	5.9K	Post engagements	441
----------------	------	------------------	-----


[View results](#)

63 18 comments 2 shares

**Eastland Port**  
Published by Briar Work · 17 February ·

🔊 **Wharf 7 rebuild** 🔊

In the video below our Infrastructure Manager, Marty takes you behind the scenes on the port and talks about the upcoming wharf 7 rebuild.  
Follow this link for more information [www.twinberth.nz](http://www.twinberth.nz)



6,954 People reached 1,719 Engagements [Boost again](#)

Boosted on 18 February  
By Suzanne Winterflood

People reached	6K	ThruPlays	2.4K
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[View results](#)

80 14 comments 12 shares

[Like](#) [Comment](#) [Share](#)

All comments

Comment as Eastland Port

**Linda Tatare**  
Am I correct in remembering that Butler's Wall formed part of the port infrastructure.  
Best wishes for this development

[Like](#) [Reply](#) [Hide](#) · 38 w

**Eastland Port**  
Kia ora Linda Tatare, yes you are correct. Thank you for your wishes. ~Briar

[Like](#) [Reply](#) · Commented on by Briar Work · 38 w


**Ronnie Amann**  
Why don't you repair the breakwater to reduce the southerly swell surge...?

[Like](#) [Reply](#) [Hide](#) · 38 w

**Eastland Port**  
Kia ora Ronnie, repairing the breakwater is part of stage 2 of our Twin Berth project. See the picture below. ~Briar

**Eastland Port**  
Published by Suzanne Winterflood · 27 January ·

We're preparing for the biggest infrastructure upgrades the port has seen in more than 100 years.  
Check out this video, and click on the link for more information:  
<http://www.eastland.nz/eastland-port/twin-berth-project/>  
Please let us know your ideas, feedback and questions in the comments section below.



**Eastland Port Twin Berth** [Send Message](#)

4,150 People reached 710 Engagements [Boost again](#)

Boosted on 27 January  
By Suzanne Winterflood

People reached	3.5K	ThruPlays	826
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[View results](#)

33 5 comments 8 shares

[Like](#) [Comment](#) [Share](#)

All comments

Comment as Eastland Port

**William Ngatai**  
Get the truck going back up on the road b good c the up grade at the port need it more truck coming

[Like](#) [Reply](#) [Hide](#) · 41 w

**Marion Amalia Kiwakiwi Zion Kiwi-Kiwi Matini**

[Like](#) [Reply](#) [Hide](#) · 41 w


**Harmony Hauraki-downes Sam Walker** your in this

[Like](#) [Reply](#) [Hide](#) · 41 w

**Eastland Port**  
Published by Briar Work · 21 March ·

**Q. How is the Twin Berth project being funded?**

A. Like many other Eastland Group infrastructure projects, the redevelopments will be funded through the Group's debt facility and paid down over time through cashflow.  
For more information <http://bit.ly/TwinBerth>



690 People reached 18 Engagements - Distribution score [Boost post](#)

4 2 shares

[Like](#) [Comment](#) [Share](#)





**Eastland Port**  
Published by Briar Work · 15 April ·

On Wednesday we had the pleasure of taking the [Gisborne District Council & Civil Defence Tairāwhiti](#) councillors out onto the Port for a tour to talk about the Twin Berth project.

It was great for the councillors to see first-hand how the Port operates, why we need to upgrade the Port and answer all of their questions.

For more information about the Twin Berth project, click here: <https://bit.ly/TwinBerth>



2,450  
People reached

288  
Engagements

Boost post

22 3 shares

**Eastland Port**  
Published by Suzanne Winterflood · 18 February ·

Work is starting soon on a major milestone for the port and Tairāwhiti.

- \* We're rebuilding Wharf 7 to create a vital lifeline asset that will provide regional resilience - and support Tairāwhiti's growing exports.
- \* The innovative design will minimise environmental impacts.
- \* And, we'll be carrying out the work while keeping the port running.

Find out more here! <https://bit.ly/35ap176>

EASTLAND.NZ

**Eastland Port's Wharf 7 rebuild ready to get underway -**  
After years in the planning, work will begin soon on one of the most significant parts of Eas...

1,860  
People reached

135  
Engagements

—  
Distribution score

Boost a Post

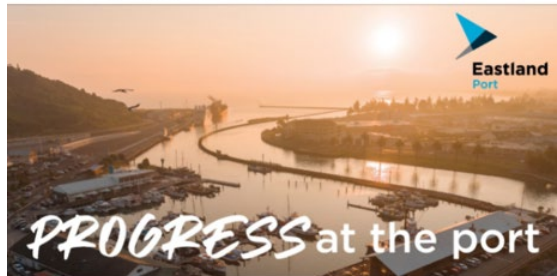
36 3 shares

**Eastland Port**  
Published by Briar Work · 18 January ·

You may have heard we recently received Environment Court sign off for our stage one consent to rebuild wharf 7 and the slipway. It's a significant milestone for Eastland Port and Tairāwhiti, and one we've worked together to achieve.

Click here to read our latest newsletter for more details about the Twin Berth project <http://bit.ly/Progressattheport>

Please let us know what you think in the comments section below.



383  
People reached

24  
Engagements

—  
Distribution score

Boost post

4 1 share

Like Comment Share

Comment as Eastland Port

**Eastland Port**  
Published by Briar Work · 28 October 2021 ·

Port logistics company [ISO Limited](#) will soon bring three new large mobile harbour cranes to Eastland Port - the first two cranes are scheduled to arrive at Eastland Port on November 8, while the third will arrive on November 16.

Here are some quick facts about these impressive machines:

- 1 The cranes will enable ISO to remove personnel from high risk areas of the wharf.
- 2 A greater volume of logs can be loaded on to vessels within a 24-hour period by using these mobile cranes rather than ships' cranes.
- 3 At 53 metres high, each mobile Liebherr harbour crane can lift a maximum of 124 tonnes - safe to say, we're looking forward to seeing this world leading technology operating here in Tairāwhiti.

Keep an eye out on our Facebook page next week for more details about their unloading timeline and the best spots to view. \*\*

For more information, click here: <https://bit.ly/ISOcranes>



5,692  
People reached

1,396  
Engagements

—  
Distribution score

Boost post

128 24 comments 11 shares





TUE, 27 APR

### Eastland Port Twin Berth Presentation

Gisborne

3 went · 15 interested

746

People reached

18

Engagements

Boost a post

5



We have recently signed a contract with [McConnell Dowell](#) to rebuild Wharf 7 into a vital and resilient lifeline asset that will support Tairāwhiti's growing exports.

Eastland Port Infrastructure Manager [Marty Bayley](#) said, "McConnell Dowell were awarded the contract because they are specialists in construction projects that are challenging and require creative thinking and engineering."

[McConnell Dowell](#) Managing Director NZ & Pacific [Fraser Wyllie](#) said, "Our team were fresh from successes like the Wynyard Edge Alliance in Auckland and so were keen to take on a large complex project like the Eastland Port Wharf 7 rebuild and apply what they had learned on a new job."

"We are excited to be back in the region and playing a part in Tairāwhiti's amazing growth story. Ports are a hub for economic activity, and we feel privileged to be part of a project that will increase capacity and bring long term positive outcomes for the community."

Read the full story here: <https://bit.ly/Wharf7MD>



### Eastland Port signs Wharf 7 rebuild contract -

eastland.nz · 2 min read

Kim Parkinson and 164 others

1 comment

Upgrades underway for historic inner breakwater

- ✓ The repairs and rebuild started this week.
- ✓ We're reinforcing a structure that was built back in the 1880s.
- ✓ The project will be done in two stages, over this summer and next.
- ✓ The work won't affect access to the harbour.

Read the full story: <https://bit.ly/2YRGi1H>

Photo credit: Tairāwhiti Museum



1,173

People reached

61

Engagements

↓ -1.9x lower  
Distribution score

Boost post

25

1 share

Throwing it back all the way to 1966 when the original Wharf 7 was being built into Tairāwhiti's first international berth that could host vessels up to 170m long and 12,000 tonnes.

Fast forward to 2022, we are now rebuilding Wharf 7 into a vital and resilient lifeline asset that will support Tairāwhiti's growing exports, and be able to berth a ship up to 200m long and 60,000 tonnes.

Click here for more information about the Wharf 7 project <https://bit.ly/3KrdPBS>

Gisborne Photo News



1,182

People reached

63

Engagements

~  
Distribution score


Boost post

29

2 comments











**Eastland Port**  
484 followers  
1mo ·


Great to have [Ian McKelvie](#), National Party Spokesperson for Forestry visit our port last week.


Eastland Port Infrastructure Manager, [Marty Bayley](#) took Ian for a tour of the port and discussed the positive impacts the Twin Berth project will have on our community.

[Neal Ebbett](#) from [ISO Limited](#) also showed Ian their robotic scaling machines, mobile harbour cranes and auto-tally shed.

 Sarah Hunter and 26 others

 1 share



**Eastland Port**  
17 June at 14:23 ·

After five years in the planning, the Twin Berth stage two application is just weeks away from being submitted.

The application will cover the extension of wharf 8; one hectare of reclamation; dredging the channel and harbour; rebuilding the outer breakwater; and upgrading the last of the port's log yards with our award-winning stormwater treatment system.

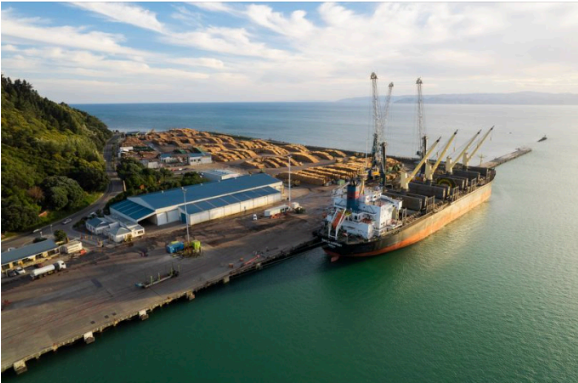
This is a significant milestone for Eastland Port and Tairāwhiti, and one we've worked with many different experts, hapū and iwi, neighbours, businesses, our customers, and the community to future proof the port.


Together we have developed a balanced solution that considers the integrity of historical and cultural sites around the port and the local environment, while at the same time supporting the community and economy.


Now more than ever we need to upgrade our infrastructure and prepare the port to ensure we can keep ahead of the demand of projected volumes of wood products, the growing horticulture sector, cruise ships and enable containerisation.


When completed, two ships between 185 and 200 metres long will be able to safely berth at the same time. These will include logging ships, produce vessels, wood chip ships, coastal container vessels and smaller cruise liners.


Click on the following link for more information <https://bit.ly/TwinBerth>





 38


 6 comments

 1 share


 Like

 Comment




 Share




Write a comment...




**Toby Parker**  
Would have thought this would have started to be planned when the wall of trees was planted after cyclone bola 30 odd years ago including upgrading the roads. This will be good for gizzly tho can't wait to see progress.





1w





**Eastland Port**  
517 followers  
1w ·


After five years in the planning, the Twin Berth stage two application is just weeks away from being submitted.




 Marty Bayley and 141 others

 4 comments



 Like

 Comment



# The Gisborne Herald

TE NUPEPA O TE TAIRAWHITI

FRIDAY, FEBRUARY 19, 2021

HOME-DELIVERED \$1.90, RETAIL \$2.20



- |                                   |  |                           |
|-----------------------------------|--|---------------------------|
| <b>Stage one</b>                  | <b>Stage two</b>                       |                           |
| 1 Slipway reconfiguration         | 3 Wharf 8 extension 185 LOA, -11.1m CD | 6 Outer channel -11.6m CD |
| 2 Wharf 7 rebuild 200 LOA, -12.5m | 4 1.5ha reclamation                    | 7 Inner channel -11.1m CD |
|                                   | 5 Breakwater repairs                   | 8 Turning basin -10.6m CD |

## 3000 jobs to be created by upgrade

**PORT PLANS:** Stage 1 of the redevelopment of Gisborne's port, consists of work on the slipway (No.1 in image) and Wharf 7 (No.2) to start later this year. Stage 2 includes land reclamation (No.4) rebuilding the other breakwater (No.5) and dredging and deepening of the channels (No.6 and No.7) and the turning basin (No.8).  
Image supplied

by Wynsley Wrigley

CONSTRUCTING a twin berth facility in Gisborne's harbour has been described as the port's biggest infrastructure development in a century and the largest job creator for the region "by a significant margin".

Eastland Port chief operating officer Andrew Gaddum yesterday updated Gisborne district councillors who were sitting as the operations committee.

Mr Gaddum said the development, which is scheduled to be completed by 2024, would be 2028.

■ Boost gross regional profit by \$250 million

■ Raise net household income by \$65 million

■ Create 3000 additional jobs in the district (with 5500 jobs currently linked to port activity).

The 3000 new jobs was "the most staggering number," he said.

It would be the biggest single job creation project "in our region by a country mile".

In the short term alone there would be an initial 107 jobs for locals during construction while 60 percent of construction costs (\$84m) would be spent locally.

Mr Gaddum said the port had reached capacity and its core infrastructure required upgrading.

Stage 1 of port development to start June-July

TOMORROW	GISBORNE	RUATORIA	WAIROA	Local News..... 1-5	Business..... 11	Racing..... 17-18	Television..... 23
				Births & Deaths... 4	Opinion..... 12	Literature..... 19	Sport..... 24-28
				National..... 6-10	World..... 13, 16	Classifieds... 20-22	Weather..... 27-9



CONTINUED ON PAGE 3



# MAJOR UPGRADE AT PORT

EASTLAND Port is preparing for the most extensive infrastructure upgrades and developments it has seen in more than 100 years, to help support, future-proof and grow the economy of Tairāwhiti.

The cornerstone of this is the Twin Berth project, Eastland Port's major redevelopment project to expand the port's marine infrastructure. It will allow for two Handymax (150-200m long) ships to be berthed at once, and meet the needs of the region's thriving industries.

"While logs are our primary export today, we want to create a coastal container terminal to expand the options for exporters, enabling more types of goods to be exported and imported via the blue highway," says chief operating officer Andrew Gaddum.

"Since we first engaged with the community on these plans, several years ago, we've worked through details with local hapū, iwi and other key stakeholders and have made a number of significant changes to accommodate and reflect their feedback."

Stage one of the port redevelopment will begin this summer.

Major maintenance, repairs and

upgrades for the slipway are due to begin early in 2021.

Construction work will involve removing the old rusted sheet pile wall, strengthening the river training wall, reshaping the slipway edge and armouring it with large rock boulders to stop any further erosion and enhance the habitat for juvenile crayfish and marine invertebrates.

The second project, to rebuild Wharf 7, will begin in the second quarter of 2021. The wharf was built in the 1960s and is at the end of its economic life and in need of replacement.

Contractors will demolish and then rebuild Wharf 7 so it is strong enough for mobile harbour cranes to operate on it, and provide a stronger, more resilient lifeline asset for Tairāwhiti.

Next year a second resource consent application will be lodged by the port which will encompass the second stage of the Twin Berth development. This consent will cover the extension of the existing Wharf 8 structure; about 1.5 hectares of reclamation; dredging the channel and harbour deeper and upgrading the stormwater treatment systems in the Southern Log Yard.





# FREIGHTER DIVERTED

## Forced to truck export kiwifruit to another port

by Murray Robertson

NEARLY 50 truck and trailer loads of export kiwifruit had to be trucked out of the district last week when a freighter that was to call here was diverted to Tauranga because of sea conditions.

The first export kiwifruit of the season scheduled to be shipped from here was instead trucked the 280 kilometres to Port of Tauranga and shipped from there.

Zespri had booked its first vessel of the 2021 export season to call at Eastland Port last Friday to load 1400 pallets destined for Japan.

"The freighter Kakariki is a brand new reefer vessel built specifically to carry fruit products to Asian markets," said NZ Fruits director Bill Thorpe.

"She is nine metres longer than the typical reefer ships and that provides an additional challenge in turning and docking the vessel given the current configuration of Eastland Port.

"Unfortunately, strong southerly conditions forecast for last Friday meant the planned Gisborne call was cancelled and the vessel was diverted to Tauranga."

Forty-eight truck and trailer loads were needed to get the 1400 pallets to the Bay of Plenty port.

"That's a massive amount of extra truck traffic on our roads," Mr Thorpe said.

The ship has now sailed from Tauranga for Japan and South Korea. "It was particularly disappointing for

THE consignment on the MV Kakariki was the first shipment of what is expected to be a record season of New Zealand-grown Zespri kiwifruit.

The ship is the second of three new specialised reefer vessels built by Fresh Carriers to ship New Zealand-grown kiwifruit to Zespri's Asian markets.

Zespri chief global supply officer Alastair Hulbert said it was the first of 57 charter reefer shipments this season — up from 49 last season.

This season will comprise five sailings to North Europe, 12 to the Mediterranean and 40 to Zespri's Asian markets.

"We're expecting to supply around 177 million trays of kiwifruit this season, or approximately

700,000 tonnes, which will be a record-breaking crop of New Zealand-grown Zespri kiwifruit," Mr Hulbert said.

"Our latest forecasts indicate we could potentially reach 100 million trays of Zespri SunGold kiwifruit this season, which would be a significant milestone for the industry and reflects the growing popularity of the variety since its commercialisation 10 years ago.

"We're also excited to be providing consumers in China with their first opportunity to try Zespri red kiwifruit."

The red variety will be available in New Zealand stores shortly, with the first shipments scheduled to arrive in Singapore, Japan and China in early April.

operating officer Andrew Gaddum.

"As Bill notes, it also highlights exactly why rebuilding wharves 7 and 8 is so important.

"There are very tight limitations on berthing a vessel the length of the Kakariki at Eastland Port. Key requirements are good weather and sea conditions that are within our standard operating procedures.

"Conditions at the time meant that due to operational safety, the Kakariki couldn't berth as planned.

"Once Wharf 7 is rebuilt and Wharf 8 extended, this will be much less of an issue, with 120 metres of extra berth space created, and two 185-to-200-metre-long ships able to berth at once.

"It will allow for more room between

vessels on the berth and longer ships."

The Kakariki would have docked behind a log boat that was in port on Friday.

"Both the ships have to be on shore lines because the tighter spacing means we cannot use our shore tension mooring system," Mr Gaddum said.

"Under the new port layout we will have enough room for two sets of the shore tension mooring system, one on each berth, and having that system will allow us to hold ships through rougher weather."

Mr Gaddum said the rebuilding of the outer breakwater would improve swell (surge) conditions in the port.

"This aspect is hard to quantify at this stage but it will have an impact and further to this, a deepened channel will allow for ships to use it in increased swell conditions.

"We're working closely with the horticultural industry, among others, as we progress the Twin Berth project.

Their support is greatly appreciated." The 2021 kiwifruit season has been in progress for two weeks.

"Gisborne has supplied more than half of the nationally-packed export volume of fruit during this initial part of the season," Mr Thorpe said. "NZ Fruits has been operating two shifts — processing fruit from 5.30am to 11pm each day to prepare the fruit for export."

The next kiwifruit shipment from Eastland Port is scheduled for early April.

# Container vessels

## key to port's future

FROM PAGE 1

The twin berth facility would provide two ships between 185 and 200 metres length, including logging ships and, most importantly, coastal container vessels.

The 3000 new jobs would come from increase in wood products exports and horticultural sector, enabled through coastal containerisation.

It was important to get container vessels in Gisborne for exporters and importers, he said.

Carbon miles would be a crucial factor for exporters and coastal shipping was a low carbon emitter.

Containers would be stored off the port, possibly around Dunstan Road.

The port currently averaged about 500 loaded trucks a day and this would grow to around 800, depending on the season.

Mr Gaddum said he believed Gisborne would not have a rail line in the near future but coastal shipping would more than compensate.

Councillor Meredith Akuhata-Brown said she believed rail could be beneficial to the district.

Mr Gaddum replied that "the port redevelopment would complement rail if it comes but Gisborne would not be left without an option if it did not".

Contractors were due to start stage 1 — the slipway reconfiguration and the

rebuild of Wharf 7 — probably in June or July. It would take about 18 months.

Mr Gaddum said the new Wharf 7 would be capable of withstanding a one-in 2500-year earthquake event. The slipway, built around in 1925, would be "tidied up".

The slipway would become a grassed area and the rock wall around it would be excellent for housing crayfish, he said. But what it looked like in the longer term was being worked through with iwi.

Stage 2 consisted of reclaiming 1.5 hectares of land, the rebuild of the other breakwater and dredging and deepening of the channels and turning basin.

Stage 2 consent applications would be lodged with the council about three-quarters of the way through this year.

Mr Gaddum said Wharf 7 would be unavailable during stage 1, with all ships using Wharf 8.

Room would be tight, with squash ships, kiwifruit ships and log ships all coming to Gisborne in the January-March period.

The level of disruption would only exist for one squash-kiwifruit season.

"It's going to be busy, with lots of ships in the bay, and we are working closely with customers on the logistics."

Mr Gaddum said sea access was an issue raised by the public and Eastland Port was aiming to look at options to get people out on the breakwater after the

twin berth project was completed.

Recreational opportunities, in addition to fishing, would be available.

The integrity of Te Toka-a-Taiau, the sacred rock — where James Cook met a Rongowhakaata man in 1769, but was blown up for port development in 1877 — would be respected and preserved.

No capital dredging would take place in that area.

There would be a "huge raft" of regular reporting and monitoring of crayfish stock levels, stormwater and other environmental factors to ensure any effects were appropriately and responsibly managed.

The port would have some of the most intensive monitoring of any port in the country.

Stakeholders and the community would be kept updated throughout the development. Consultation was a key part of the stage 2 consent process.

Mr Gaddum said that on completion the port would be more than a place for logging ships.

It was an area which meant many things to many people — such as a location for fishing, "bombing", and visiting Titirangi, Puhī Kai Iti or Gisborne Tatapouri Sports Fishing Club, he said,

Eastland Port wanted to get right the balance of historical, cultural and environmental factors. 19.03.21





# Future-proofing port

## Twin Berth eight-part project scheduled for July start

by Andrew Ashton 27-03-21

WITH Eastland Port having reached capacity for exports, plans for a multimillion-dollar berth expansion are "too important" not to support, Gisborne Chamber of Commerce members were told on Thursday.

Speaking to about 60 people at the Chamber's BA5 (Business After 5) event, Eastland Port representatives gave a presentation of plans to build a second berth.

The twin berth facility will provide for two ships between 185 and 200 metres in length, including logging ships, produce vessels, wood chip ships, coastal container vessels and (sub-200m-long) cruise liners.

"The business case for this is accommodating the region's forestry exports and also future-proofing the port so we can facilitate container trade and get those other opportunities into the port," Eastland Port infrastructure manager Marty Bayley said.

"Right now we can't entertain other opportunities because we are tapped out, despite being the most efficient log exporting port in New Zealand."

"We're reaching the maximum volumes we're able to export with what we have."

Mr Bayley said the port's single log berth was already over 65 percent capacity and that sometimes equated to queues in the bay.

"Queued ships cost people money and



**EXPANSION VITAL:** Having reached "the maximum volumes we're able to export with what we have", Eastland Port infrastructure manager Marty Bayley says the Twin Berth project is vital to the region's future. Herald file picture

horticulture, agriculture, forestry and other local industries, and add \$250m to the region's gross domestic product.

Mr Bayley said it was important people provided feedback through the resource consent process for the second stage of the project, which was expected to start mid-year.

"What we've come up with has been developed over a long time and is based on many years of engagement and consultation. It's what we believe is a really balanced washing machine."

**Right now we can't entertain other opportunities because we are tapped out, despite being the most efficient log exporting port in**

the environment had significantly changed, increasing costs, meant the drinking water changes in water policy, legislation and died and 4000 became sick, along with the North Island water supply was the

"It's too important not to get behind." Asked if work would affect Gisborne's surf breaks, Mr Bayley said in-depth studies were being undertaken, including coastal morphology analysis.

Initial findings suggested any dredging disposal would have minimal effects on Gisborne's five protected surf breaks, and dredging activities might raise wave heights by just five centimetres in a two-metre swell.

Once these studies are completed there would be opportunities for surfers, water users and others interested in this to attend workshops specifically to discuss these reports in detail with the port.

Asked what items could be expected to

\$11 million stimulus package, will include funded through the Three Waters

The immediate improvement work, Programme

central government Three Waters Reform

## Region 'could bear cost of rest of nation's carbon issues'

A MAJOR factor in the future of port exports will be how the Government sets regulations around the Emissions Trading Scheme.

Eastland Port chief operating officer Andrew Gaddum pointed this out at the Chamber of Commerce BA5 meeting on Thursday.

"It comes back to the log question and what happens. Are they going to come out or are they going to be turned into carbon?"

"We are reasonably confident, with current settings, that the stuff that's in the ground will come out. What we are not confident about is that if the Government doesn't get this right we could see wholesale planting of our region in exotic trees to suck up carbon that will never see the light of day in terms of going to the mill, port or anywhere."

"It is a huge risk for our region. What's going to happen is people are going to gravitate to the cheapest land and although we think our land prices and house prices are going through the roof, we are comparatively cheap compared with the rest

The latest referendum in February with the existing annual water charge, rate change of the capital share, along

carry that cost in the form of an annual ratemakers connected to the supply will



# Coastal shipping potential exciting

EASTLAND Port officials are in talks to bring coastal shipping here.

Shipping giant Maersk has announced the launch of a new coastal service to New Zealand involving two dedicated container ships.

Although the announced routes (Timaru, Lyttelton, Nelson, Auckland and Tauranga) do not include Gisborne, Eastland Group chief operating officer regional infrastructure Andrew Gaddum said the port was "in discussions with several parties in relation to coastal shipping" at Eastland Port.

The Twin Berth stage 2 application is very close to being submitted, which will cover the extension of Wharf 8, one hectare of reclamation, dredging the channel and harbour, upgrading the southern log yard stormwater treatment system, and rebuilding the outer breakwater.

"When completed, two ships between 185 and 200 metres long will be able to safely berth at the same time. These will include logging ships, produce vessels, wood chip ships, coastal container vessels and smaller cruise liners.

"We need to upgrade our infrastructure to future-proof and keep ahead of the demand of projected volumes of wood products, the growing horticulture sector, cruise ships and enable containerisation.

"The recent focus on coastal shipping nationally is hugely exciting as it will help unlock opportunities that will have several major benefits for our region."



## 5.7 Forestry for life feature

### 5.7.1 April 2021

14

The Gisborne Herald • Wednesday, April 28, 2021



#### Kia Ora

Eastland Wood Council is pleased to bring you the latest issue of Forestry For Life in conjunction with The Gisborne Herald. We acknowledge the many industry leaders for their advertising, which supports Forestry For Life.

"This month we take a closer look at Eastland Port's Twin Berth project, which will meet the increased capacity need for forestry and other industries vital to the economic wellbeing of Tairāwhiti.

— Eastland Wood Council chief executive Philip Hope.

#### Port plans for forestry's future

"The forestry industry is a key driver of Tairāwhiti's economy so it's essential Eastland Port can continue to handle the predicted increases in log export volumes.

Eastland Port is the second-largest and most efficient log export port in New Zealand. The port and ISO teams ensure that around three million jcs is exported each year off a single log berth.

But as the multiple ships often waiting in the bay show, the port has reached capacity.

"Right now we can't entertain other opportunities because we are tapped out, despite being the most efficient log exporting port in New Zealand," said Eastland Group chief operating officer Andrew Gaddum.

"We're reaching the maximum volumes we're able to export with what we have."

To support the growth in forestry in the future, the port must upgrade existing infrastructure and increase its capacity to handle logs and berth ships. There are also opportunities to introduce containerisation. This will help underpin further development in wood processing, along with the horticulture and agriculture industries, by capitalising on the "blue highway".

So, Eastland Port is embarking on its biggest infrastructure project in more than 100 years.



Picture by Paul Rickard.

#### Twin Berth project

Planning for the Twin Berth project started five years ago and will be a significant milestone for Eastland Port and Tairāwhiti.

When completed, two ships between 185 and 200 metres in length will be able to load and unload safely. These will include logging ships, produce vessels, wood chip ships, coastal container vessels and smaller cruise liners.

This will help unlock Tairāwhiti's long-term economic growth by providing the capacity needed by a thriving forestry industry, unlocking the potential of a coastal container service, offering more opportunities for exporters and importers, and creating more jobs in the region.

Stage 1 of the Twin Berth project at Eastland Port has received consent and will start in the next few months, with the rebuild of Wharf 7 and the slipway.

#### Plans amended after consultation

The resource consents for Stage 1 were lodged in 2017 and originally granted by



The Gisborne Herald • Wednesday, April 28, 2021

15



independent commissioners in 2018. Several parties subsequently appealed that decision to the Environment Court.

Eastland Port has worked through the issues raised and collectively come up with solutions. As a result, the plans have been altered significantly based on input from local hapū, iwi, other stakeholders and the community.

Key outcomes include ensuring the integrity of Te Toka-a-Tāuā, the historic rock at the mouth of the Turangāni River, is respected and preserved.

The slipway upgrades will provide an enhanced habitat for juvenile crayfish and marine invertebrates.

And Eastland Port will monitor and report on a wider range of environmental factors.

"What we've come up with takes into consideration what the benefits to the region will be, and not just in terms of export opportunities and the associated region-wide economic benefits," said Mr Gaddum.

"The plans also respect the integrity of historical and cultural sites around the port, and will support social, recreational and environmental initiatives.

"Developing closer relationships with hapū and iwi is fundamental to the future success of all projects here at the port."

As part of this the port has formalised a consultative partnership with the hapū of Turangāni-a-Kiwa.

#### Wharf 7 and the seawall

The tenders for Wharf 7 will be reviewed over the coming weeks, with final design details and costings being worked through. The rebuild is due to start around July and will take 20 months to complete.

Contractors will demolish and then rebuild Wharf 7 so it has the strength to allow mobile harbour cranes to operate on it.

"The new wharf will be a 'level 4 lifeline asset', meaning it will be designed and constructed to operate after a once-in-2500-year earthquake event," Mr Gaddum said.

"This is the same standard required for other critical lifeline infrastructure, with special post-disaster functions like hospitals. Our customers will work closely with the other partners, other port users and the



Picture by Paul Rickard

community to make sure they're kept updated, and we're aiming to minimise the impacts of the construction work as much as possible."

The seven-metre high seawall is a vital line of defence against disruptive swell, large waves and small-to-medium-sized tsunamis, and it helps protect the log yards located at sea level.

Eastland Port has awarded the tender to rebuild the eastern end of the seawall. This will begin shortly, with the project due to be completed before the end of the year.

#### Twin Berth Stage 2

Later this year, the second significant resource consent application will be lodged by the port, encompassing Stage 2 of the Twin Berth development.

This consent will cover the extension of the existing Wharf 8 structure; about one-and-a-half hectares of reclamation; dredging the channel and harbour; and the rebuilding of the existing outer breakwater structure.

It will also include upgrading the southern log yard with the port's award-winning stormwater treatment system.

#### Feedback important

Community consultation is a key part of the Stage 2 consent process and includes presentations, newsletters, emails, drop-in sessions, a website and other opportunities for people to share their thoughts and ideas. "It's important people in the forestry sector and right across the community provide feedback through the resource consent process for the second stage of the project," said Mr Gaddum.

#### \$140 million in upgrades

In total, the projects are part of the \$140 million upgrade of port facilities planned over the next 10 years. Like many other Eastland Group infrastructure projects, the redevelopments will be funded through the group's debt facility and paid down over time through cashflow.

#### Supporting regional employment

With more than a quarter of employment in Tairāwhiti coming from forestry and agriculture, and the processing of the products from these industries, increased capacity at Eastland Port will bring huge benefits to the

region.

In the short-term, economic modelling suggests the project will create over 100 direct jobs and put \$84 million in the pockets of local contractors. Long-term, it is forecast to support the creation of as many as 3000 new jobs across forestry, horticulture, agriculture and other local industries, and add \$250m to the region's GDP.

#### A record-breaking March

■ In March, Eastland Port shipped 337,698 tonnes of wood, a new record. The previous best was 322,000 tonnes in November 2019.

■ Cart-in was 341,673 tonnes, another record. The previous best was 300,000 in March 2019.

■ This was achieved despite 62 hours of weather delays.

■ March saw two squish ships and 12 logging ships go through the port.

"I'd like to take this opportunity to thank ISO, the port team, the truckies and everyone in the forestry supply chain for playing their part," said Mr Gaddum. "It's a result that we can all be very proud of, as it helps to underpin a thriving forestry industry and a thriving Tairāwhiti."



**Forestry for life**





## Twin Berth project 'significant milestone'

**E**astland Port is close to submitting resource consent for the Twin Berth project.

Five years in the planning, the Twin Berth stage 2 application is just weeks away from being submitted.

The application will cover the extension of wharf 8, one hectare of reclamation, deepening the channel and harbour, and rebuilding the outer breakwater.

It will also include upgrading the last of the port's log yards with its award-winning stormwater treatment system.

Eastland Port infrastructure manager Marty Bayley said, "This is a

significant milestone for Eastland Port and Tairāwhiti. We've worked with many different experts, hapū and iwi, neighbours, businesses, our customers, and the community to future-proof the port."

"Together we have developed a balanced solution that considers the integrity of historical and cultural sites around the port and the local environment, while at the same time supporting the community and economy."

"Now more than ever we need to upgrade our infrastructure and prepare the port to ensure we can keep ahead of the demand of projected volumes of

wood products, the growing horticulture sector, cruise ships and enable containerisation."

When the project is completed, two ships between 185 and 200 metres long will be able to safely berth at the same time. These will include logging ships, produce vessels, wood chip ships, coastal container vessels and smaller cruise liners.

"The Twin Berth project will help unlock Tairāwhiti's long-term economic growth by providing the capacity needed for a thriving forestry industry, offering more opportunities for exporters and importers, and creating more jobs for our region," Mr Bayley said.

"With more than a quarter of employment in Tairāwhiti coming from forestry and agriculture, and the processing of the products from these industries, increased capacity at Eastland Port will bring huge benefits to the region."

"Economic modelling for the project shows \$84 million will be put into the pockets of local contractors through construction and in the long-term it will enable an extra \$250 million to be added to our region's GDP."

Visit [www.eastlandport.nz](http://www.eastlandport.nz) for more information about the Twin Berth project.



**Stage one**

- 1 Slipway reconfiguration
- 2 Wharf 7 rebuild 200 LOA, -12.5m

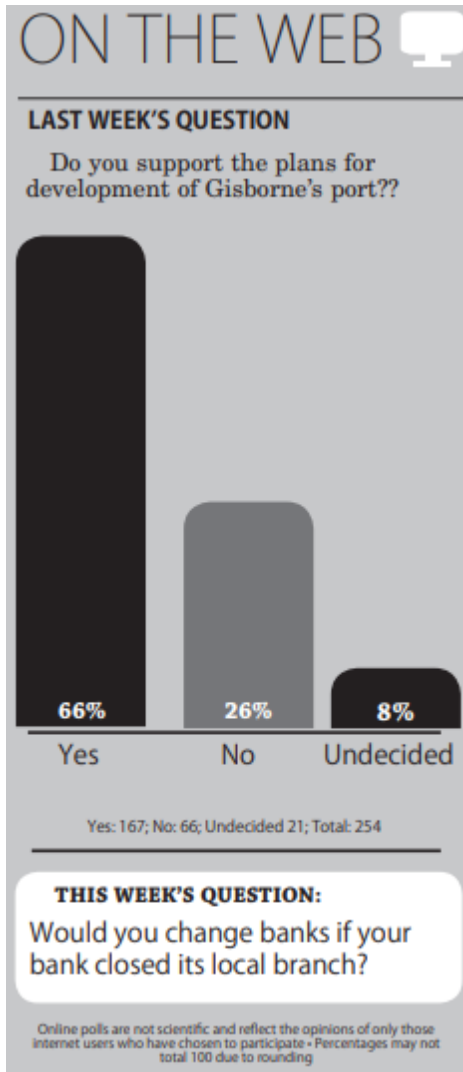
**Stage two**

- 3 Wharf 8 extension 185 LOA, -11.1m CD
- 4 1ha reclamation
- 5 Breakwater repairs

- 6 Outer channel -11.6m CD
- 7 Inner channel -11.1m CD
- 8 Turning basin -10.6m CD



## 5.8 The Gisborne Herald poll



# Proposed port plan finds support with most

AN overwhelming 65 percent of Herald poll respondents support the announced plan for the development of Gisborne's port.

The poll attracted 254 responses with 65.76 percent (167) supporting the development, 25.98 percent opposing (66) and 8.27 percent (21) were undecided.

Most supporters like the envisaged economic benefits, making comments such as:

- "An upgraded port is vital for this region."
- "Our port is way too small. We need to allow more and bigger ships to enter the port."
- "Anything that brings people willingly to work in this sad community is worth supporting."

But even supporters of the development expressed reservations.

- "Where is the labour coming from to support 3000 jobs?"
- "But the port must initiate and drive heavy traffic access to the port."
- "What effects will there be on the nearby reefs and channels at Kaiti Beach."

Opposing comments included:

- "They cannot get 30 or so workers for horticulture, how on earth are they going to get 3000 (for the port)?"
- "Open up the rail line first, then see if the port development is needed."
- "They said they wanted to keep cultural and environmental factors in mind. Well, too late for that. You stole the land, you blew up the rock, you continue to do so. All for economic gain. You are definitely anti-rail, making sure you can't use rail at the port. So dumb."





## Special Report – Port Development

February 2021

## Eastland launches development project

Warren Head

When the Environment Court signed off in December resource consents for two major infrastructure projects to proceed at Eastland Port, it green-lighted a process started five years ago.

Eastland Port's ambitious plan for a twin berth project is a major redevelopment intended to expand the port's marine infrastructure to meet the needs of the region's expanding business base and rising population. The overall project is the next step in the transformation of the regional port, currently focused on forestry, fishing and some horticultural exports. Tairāwhiti has in recent years benefited from tourist and community recreation initiatives including development of an attractive waterfront hospitality precinct.

The Environment Court gave consent for the first stage of the Twin Berth project – the rebuild of Wharf 7 and the port slipway.

"It's a significant milestone for Eastland Port and Tairāwhiti, and one we've worked together to achieve," said Eastland Port chief operating officer Andrew Gaddum.

The port's relevance to Tairāwhiti was created home when COVID-19 impacted the port's major export market, China, and the forestry supply chain abruptly stopped.

According to Mr Gaddum, the physical works will commence mid-year, after final design of the project is completed and the call for construction tenders.

The overall project will be staged across various components, beginning with the development of Wharf 7 and related removal of the port's disused slipway.

The port is currently progressing a competitive ECI process with two shortlisted contractors for the Wharf 7 rebuild, HEB Construction which recently completed Lyttelton Port's cruise berth, and McConnell Dowell who are currently completing Port of Nelson's wharf extension.

After final design of the project and the call for tenders, contract negotiations will be held and awarded once final board and shareholder approval is received. Construction is planned to begin in the third quarter, after aquash and kiwifruit season.

These projects are part of a master plan to upgrade essential infrastructure, some of which is more than 100 years old.

Given the age of the original port works, Eastland has been carrying out extensive geotechnical testing port wide "to try to eliminate any chance of surprises". The last of that work was completed in mid-January.

The existing Wharf 7 is a 1960's era dock, and it is at the end of its economic life. Mr Gaddum told Shipping Gazette "that the port is not reliant on the old structures" and it's a total rebuild.

Contractors will demolish and then rebuild Wharf 7 so it has the strength to allow mobile harbor cranes to operate on and berth a fully loaded 200m LGA handymax vessel. Wharf 7's future engineering profile will differ from the existing deck-on-piles structure and will be a piled structure with a retaining wall and backfill behind. Construction is expected to take approximately 18 months.

The port's slipway was built more than 90 years ago and has been in need of major maintenance and repair for some time. The slip itself hasn't been used for over a decade and will be decommissioned and removed for shipping navigation requirements. In the future, it will be important to allow the safe maneuvering of larger ships in the basin adjacent to Wharf 7.

The construction will involve removing the old rusted shore pile wall, maintaining the river training wall, reshaping the slipway edge and armouring it with boulders to protect the asset.

"The port team will work closely with our customers, other port users and the community to make sure they're kept updated, and we're aiming to minimise the impacts of the construction work from both projects as much as possible," said Mr Gaddum.

Later this year the second significant resource consent application will be lodged by the port, which will encompass Stage Two of the Twin Berth development.

This consent application will cover the extension of the current Wharf 8 structure; approximately one and a half hectares of reclamation; capital dredging the channel and harbour; and the rebuilding of the existing outer breakwater structure.

It will also include upgrading the Southern Log Yard with the port's award-winning stormwater treatment system.

The Wharf 8 upgrade will extend the contiguous quay line, allowing for two 185-200 metre long ships to berth at once.

Infrastructure manager Marty Bayley says the berthing depth will be increased from 8.6 metres to 12.5 metres on Wharf 7 and be able to handle fully loaded Handymax vessels. Wharf 8 will increase in berthing depth from 10.2 to 11.1 metres.

Wharf 7 is presently 210 metres in length and will be stretched to 240 metres. Wharves 7 and 8 combined currently offer 390 metres of operational quay line, which will be extended to a combined 500 metres.

"When the build is complete we will be able to handle two 185-200 metre vessels and operate a turning basin of ~200 metres with channel depth of 11.1 metres."

Mr Gaddum told Shipping Gazette "the port has considered the possible impact of climate change increasing sea levels. We're relatively comfortable with the height of the wharves and have considered this in our designs. If required in the future the port could increase their height."

**Container Prospects** Eastland Port hopes to create a coastal container terminal. The redevelopment will increase the prospects of shipping containers coming to and from the region via a coastal service.

With full completion of the combined wharves, the port will be able to accommodate calls by two large vessels simultaneously and export a greater range of products, including by containers, which is not the case at present.

The reclamation area will be utilised for either logs or for container movements.

Mr Gaddum says the port's log trade has boomed since the COVID-19 lockdown disruption in 2020. "Indications are that the coming year will be a good year for forestry as well. There is a lot of timber coming on in future years."

The log yard capacity will be increased by 15,000m<sup>3</sup> to allow for the forestry sector growth.

Nevertheless, Eastland Port's objective is to reduce reliance on a single export in a single market.

The projects are part of a \$140 million upgrade of port facilities planned over the next five years.

The second stage will be much larger in complexity and cost than stage one as the breakwater and reclamation reversion construction will be a significant component.

Stage two will only begin after the completion of Wharf 7 which will present good opportunities for the contractor successful in securing the Wharf 7 rebuild.

It will also include upgrading the last of the port's log yards with its award-winning stormwater treatment system.

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Eastland Port, located in the heart of Gisborne city, is readying for its most extensive port infrastructure development programme in more than a century. The rebuild of Wharf 7, starting this year, is the first stage of a Twin Berth project that will transform export and import opportunities for the region.



Eastland Port (above) is looking to diversify trades with a twin berth strategy.

infrastructure, some of which is more than 100 years old.

Given the age of the original port works, Eastland has been carrying out extensive geotechnical testing port wide "to try to eliminate any chance of surprises". The last of that work was completed in mid-January.

The existing Wharf 7 is a 1960's era dock, and it is at the end of its economic life. Mr Gaddum told Shipping Gazette "that the port is not reliant on the old structures" and it's a total rebuild.

Contractors will demolish and then rebuild Wharf 7 so it has the strength to allow mobile harbor cranes to operate on and berth a fully loaded 200m LGA handymax vessel. Wharf 7's future engineering profile will differ from the existing deck-on-piles structure and will be a piled structure with a retaining wall and backfill behind. Construction is expected to take approximately 18 months.

The port's slipway was built more than 90 years ago and has been in need of major maintenance and repair for some time. The slip itself hasn't been used for over a decade and will be decommissioned and removed for shipping navigation requirements. In the future, it will be important to allow the safe maneuvering of larger ships in the basin adjacent to Wharf 7.

The construction will involve removing the old rusted shore pile wall, maintaining the river training wall, reshaping the slipway edge and armouring it with boulders to protect the asset.

"The port team will work closely with our customers, other port users and the community to make sure they're kept updated, and we're aiming to minimise the impacts of the construction work from both projects as much as possible," said Mr Gaddum.

Later this year the second significant resource consent application will be lodged by the port, which will encompass Stage Two of the Twin Berth development.

This consent application will cover the extension of the current Wharf 8 structure; approximately one and a half hectares of reclamation; capital dredging the channel and harbour; and the rebuilding of the existing outer breakwater structure.

It will also include upgrading the Southern Log Yard with the port's award-winning stormwater treatment system.

The Wharf 8 upgrade will extend the contiguous quay line, allowing for two 185-200 metre long ships to berth at once.

Infrastructure manager Marty Bayley says the berthing depth will be increased from 8.6 metres to 12.5 metres on Wharf 7 and be able to handle fully loaded Handymax vessels. Wharf 8 will increase in berthing depth from 10.2 to 11.1 metres.

Wharf 7 is presently 210 metres in length and will be stretched to 240 metres. Wharves 7 and 8 combined currently offer 390 metres of operational quay line, which will be extended to a combined 500 metres.

"When the build is complete we will be able to handle two 185-200 metre vessels and operate a turning basin of ~200 metres with channel depth of 11.1 metres."

Mr Gaddum told Shipping Gazette "the port has considered the possible impact of climate change increasing sea levels. We're relatively comfortable with the height of the wharves and have considered this in our designs. If required in the future the port could increase their height."

**Container Prospects** Eastland Port hopes to create a coastal container terminal. The redevelopment will increase the prospects of shipping containers coming to and from the region via a coastal service.

With full completion of the combined wharves, the port will be able to accommodate calls by two large vessels simultaneously and export a greater range of products, including by containers, which is not the case at present.

The reclamation area will be utilised for either logs or for container movements.

Mr Gaddum says the port's log trade has boomed since the COVID-19 lockdown disruption in 2020. "Indications are that the coming year will be a good year for forestry as well. There is a lot of timber coming on in future years."

The log yard capacity will be increased by 15,000m<sup>3</sup> to allow for the forestry sector growth.

Nevertheless, Eastland Port's objective is to reduce reliance on a single export in a single market.

The projects are part of a \$140 million upgrade of port facilities planned over the next five years.

The second stage will be much larger in complexity and cost than stage one as the breakwater and reclamation reversion construction will be a significant component.

Stage two will only begin after the completion of Wharf 7 which will present good opportunities for the contractor successful in securing the Wharf 7 rebuild.

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## Eastland launches development project

From page 6

There is no requirement for the port to raise external funding, such as underwriting a public offer as Napier Port did in 2019 to raise expansion capital. Eastland Port, as a part of Eastland Group, has a different ownership structure from most New Zealand ports with ultimate tie-back to Trust Tairāwhiti its 100% shareholder.

Different funding options were considered but the logical decision was to remain internally financed. Like many other Eastland Group infrastructure projects, the redevelopments will be funded through the parent company balance sheet and will utilise Eastland Group's debt facility with the project cost paid down over time through cashflow.

Eastland Port is optimistic about the regional economic growth rate. The port has invested in just-in-time storage off-site and cold storage for the kiwifruit industry.

The December quarterly Waipapa McDermott Miller Regional Economic Confidence survey said Gisborne/Hawke's Bay is the most bullish region in the country. "Confidence jumped a whopping 34 points over the quarter, with a net 33% of respondents now expecting the region's economy to improve over the next 12 months."

"The region's primary industries have underpinned the surge. Forestry's rebound in activity has led the charge, but horticulture is not far behind, while the sheep and beef sector continues to tick over. The region also has the hottest housing market in the country, with prices up over 20% for the year."

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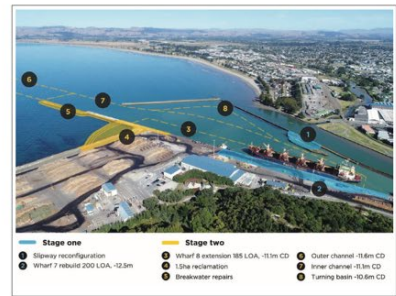
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## Special Report – Port Development



## Close relationship with community

Forging closer connections with hapū and iwi is seen as fundamental to the future success of all projects at Eastland Port.

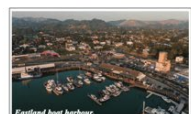
As part of the ongoing process, a consultative partnership with the hapū of Tairāwhiti-Kiwa is considered essential. Values and relationships are considered and included in consulting decisions.

Marty Bayley, Eastland Port infrastructure manager, notes that the port responded positively to issues raised in the Environment Court process related to protection of the Tairāwhiti Kaitiaki, the historic rock in the Tairāwhiti River. The mounds of the rock will be respected and preserved, as was agreed with the hapū of Tairāwhiti-Kiwa.

"We changed our development plans to respect this issue raised and agreed we would not capital dredge in that area identified to maintain the integrity and mauri of Te Tika-a-Tairāwhiti."

While the sea wall is an essential part of the port protecting its log yards, Eastland is working to make this infrastructure multi-use and will be repairing it to create a community asset.

A coastal accessway on top of the sea wall will allow pedestrians to walk from Kaiti Beach and around the log yard. It will include steps to the ocean, seating areas and fishing facilities. Resource consent was granted for this



Eastland Port harbour.

In 2018, this accessway will link with the Tairāwhiti track – a 500m pathway around the base of Tairāwhiti mounds that (Eastland) built to link Kaiti Beach with the historic Pahi Kai to Cook Landing site – and other walking tracks in the popular Tairāwhiti Reserve.

"Community consultation is a key part of our Stage Two consent process, and will include presentations, newsletters, emails, drop-in sessions, a website and other opportunities for people to share their thoughts and ideas."

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## Eastland to seek Wharf 8 consent

Eastland Port's resource consent application for the second stage of the twin berth project will be submitted within weeks.

The application will cover the extension of Wharf 8 at Gisborne; one hectare of reclamation; dredging the channel and harbour and rebuilding the outer breakwater.

Other works will include upgrading the last of the port's log yards with a stormwater treatment system.

Eastland Port infrastructure manager, Marty Bayley told media, "This is a significant milestone for Eastland Port and Tairāwhiti, and one we've worked with many different experts, hapū and iwi, neighbours, businesses, our customers, and the community to future proof the port.

"Together we have developed a balanced solution that considers the integrity of historical and cultural sites around the port and the local environment, while at the same time supporting the community and economy.

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*Eastland Port (above) is moving into the next phase of its wharf development.*

projected volumes of wood products, the growing horticulture sector, cruise ships and enable containerisation," added Mr Bayley.

Eastland Port signed a contract in April with McConnell Dowell to rebuild Wharf 7 into an asset that will

support Tairāwhiti's growing exports.

Once the new berths are completed, two 185-200 metre long ships will be able to berth simultaneously, thus opening up the possibilities for a coastal service

**To page 4**



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