

21 October 2022

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New Zealand

### **Submission in support of Eastland Port Twin Berth Stage Two Project**

Ravensdown provides its support for the Eastland Port Twin Berth Stage Two project, which we see as an important opportunity to increase freight capacity and resilience in the New Zealand supply chain.

For a number of years Ravensdown utilised the Napier-Gisborne railway link to move fertiliser in bulk to the Gisborne region. Since the decommissioning of this line, we have relied almost solely on road freight to complete this task, with occasional coastal bulk loads on the Anatoki supporting this.

Port congestion and berth availability over the course of the last 3 years has meant very limited use of coastal shipping to support the road network, at times placing pressure on our ability to meet customer demand.

We see the Eastland Port Twin Berth Stage Two project as opening up opportunities for increased use of coastal shipping into the region, particularly now there is increased bulk product capacity with the introduction of the MV Rangitata by Coastal Bulk Shipping this month. From a greenhouse gas reduction perspective, on this route, moving 2000mt fertiliser by coastal vessel saves approximately 60% of our CO<sub>2</sub>e emissions verse the road alternative.

Additionally, we have a shipping joint venture, Ravensdown Shipping Service, who import fertiliser on our behalf, and utilise empty vessels on the New Zealand coast to (predominantly) export logs to the world market. They see the potential for shipping efficiency, by way of decreased dwell time at anchor and port, as the key deliverables of this infrastructure improvement. This brings efficiency benefits to all stakeholders in the value chain. It also opens the opportunity for international vessels to discharge bulk fertiliser directly into Gisborne.

Yours sincerely



Ant Boyles  
National Logistics Manager, Ravensdown Limited