

# Submission on Resource Consent Application



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

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

## 1. Person making submission

Name in full:   
Surname: First Name(s)

Address:  
No.  Street/Road  Suburb   
Town/City  Postcode

Mobile:  Other phone:

Email:

## 2. Submission on

Application No:

Name of applicant:

Type of resource consent applied for:

Brief description of proposed activity:

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

Clearly state which parts of the application you support or oppose or wish to have amended:

See attached PDF document.

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

See attached PDF document.

## Office use only

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

I wish the Gisborne District Council to make the following decision (give details, including the nature of any conditions sought):


See attached PDF document.

Please tick:

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

### 3. Signature

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



Date: 21-10-2022

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

Per previous page

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

Contact person: Per previous page

Mobile:  Other phone:

Email:

**Clearly state which parts of the application you support or oppose or wish to have amended:**

I am making this submission on behalf of Trust Tairāwhiti which has a role to support economic development in the region. Our key deliverable as the Economic Development Agency for Te Tairāwhiti can be summarised as follows:

*We work with Tairāwhiti businesses to support a diverse, innovative, resilient, and regenerative economy with opportunities for well-paid jobs.*

Trust Tairāwhiti supports fully this resource consent application for the reasons discussed in the section below.

As a declaration of interest, Trust Tairāwhiti is the parent company of Eastland Group. Eastland Port is an operating business that sits under the umbrella of the Eastland Group. Nonetheless, it is noted in Eastland Port's "Sustaining the Economy" document, under "Community return", that increased volumes of product through Eastland Port, will result in increased returns; a greater dividend payable to Trust Tairāwhiti and greater levels of distributions back to the community.

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

Economic development, simplistically, is about supporting existing businesses to improve their profitability and sustainability (i.e. resilience) and attracting new businesses to set-up in region.

On both counts, the Twin Berth project is critical to the region as an underpinning piece of highly desirable infrastructure. Logistics into and out of region are limited without rail and significant volumes of product are trucked out of region. Oftentimes, these trucks are destined to either the Port of Napier or the Port of Tauranga, for export of their contents to offshore markets.

While the Twin Berth project will allow two log ships to berth simultaneously - improving productivity of the log export market at a time when the log harvest is growing – the opportunity to institute a coastal container shipping service is highly compelling.

For existing businesses there is the security of an additional mode of transport to move goods out of region. As well, a coastal shipping service will result in freight cost savings and improve the environmental and social footprint of the region through the consequent reduction of trucks on our roads (which have a higher carbon footprint).

For new businesses looking to set-up in region, logistics costs for getting their product to domestic markets further afield and to export markets is a key component of any business case that will be prepared to support the investment. Given the absence of rail, product must be delivered by trucks which is more expensive, cannot be scaled and provides no alternative option. A coastal shipping operation addresses both of these issues and removes a significant barrier that a new investor will need to consider when comparing this region against other potential regions for significant investment. A case study for this, based on a new wood processing plant in region, is presented below. This could equally be applied to kiwifruit, apples and other products.

**Case Study: New sawmill in region**

Trust Tairāwhiti, working with regional stakeholders and central government, is exploring the option to establish a greenfield sawmill in region that will process up to 1 million tonnes of log-in per annum. Based on typical yields from log grades in region, a sawmill of this size would produce around 500,000 tonnes per annum of invoiced product. This lumber would predominantly be exported, mainly to Asia. Let's assume 80% is exported, so 400,000 tonnes per annum.

Currently this export product would need to be trucked out of region on a curtain sider truck and trailer which can carry about 60 cubic meters of lumber total. Whether to the Port of Napier (210 kms) or the Port of Tauranga (270 kms), total distance is significant. The total number of truck movements would be  $400,000/60 = 6,667$  per annum. Furthermore, there is a backload inefficiency in terms of goods that can be trucked back into Gisborne.

If a coastal container shipping option was available, as proposed by the Twin Berth project, containers could be stuffed at the sawmill and delivered only 10 km from the likely site in Dunstan Road to the Eastland Port. Twin container trucks can carry about 80 cubic metres of lumber. In this case, the total number of truck movements =  $400,000/80 = 5,000$  per annum. None of these truck movements go beyond the city boundaries.

The Twin Berth project gives any investor looking at a greenfield sawmill in Tairāwhiti, a second option for product freight out that will be cheaper and more environmentally sustainable.

**I wish the Gisborne District Council to make the following decision (give details, including the nature of any conditions sought):**

For the reasons and rationale discussed above, Trust Tairāwhiti is 100% supportive of this project and would request that GDC grant the resource consent application as requested by Eastland Port.

