

Submission

By the: Northland Regional Council

On

Infrastructure Facts and Issues: Towards the First National Infrastructure Plan

To: National Infrastructure Unit

1. The Northland Regional Council (Council) thanks the Infrastructure Unit for the opportunity to make a submission on the Infrastructure Facts and Issues; Towards the First National Infrastructure Plan.
2. The Council supports the development of a National Infrastructure Plan.
3. The Council supports the matters raised in the submission by the New Zealand Society for Local Government Managers (SOLGM). However the Council would like to draw attention to two other areas which should be included within the National Infrastructure Plan – The New Zealand Refinery and Northport.

New Zealand Refinery

4. The Council considers that the nationally significant issue of fuel supply is currently missing from the Facts and Issues report. Of particular interest to the Council is the New Zealand Refinery operating out of Marsden Point and its operations which include both coastal shipping and a fuel pipeline directly to Auckland. Additionally the Refinery is currently undertaking a significant expansion project, commonly referred to as the point forward project.
5. The New Zealand Refinery is the only oil refinery within the country and as such is a nationally significant facility. Interruptions to the refining process or pipeline which transfers fuel to Auckland have the potential to cripple Auckland's road freight, public transport and private vehicle use. Additionally the Auckland International Airport only has approximately three days fuel storage.

6. The Council requests that this topic be included in any future work on a National Infrastructure Plan.

Northport

1. Northland has the only truly deep water port, at Marsden Point, in that it requires only very minor dredging and channel deepening in comparison to the other two key ports in the north of the North Island (Auckland and Tauranga) in order to handle the new generation container ships that are now entering service. Northland's port area has a significant land holding behind the port which is appropriately zoned by the Whangarei District Plan.
7. The port has completed construction of its third berth as part of its expansion plans and consent has been gained for one more, to be opened 'when increasing port volumes attain a viable level'.
8. The Council requests that the development at Northport be included in the National Infrastructure Plan. The appropriate roles and relationships of each of the three significant ports – Marsden Point, Auckland and Tauranga should also be addressed within the National Infrastructure Plan.

Conclusion

9. The Northland Regional Council thanks the National Infrastructure Unit for the opportunity to comment on the Facts and Issues: Towards the First National Infrastructure Plan.



Vaughan Cooper
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