

rapport



Ports of Auckland

May 2013

The latest information and community news from Auckland's Port



Quick Facts

- Dividends from the port help keep rates down
- Over 70% of our freight comes and goes from the Auckland region
- The upper North Island is growing fast, and will need all three ports, Auckland, Tauranga and Whangarei, to handle freight growth
- With a 6.6ha reclamation we can double capacity and open 3ha of wharves to the public
- Our port is ready to take larger ships. No dredging required
- We have good road and rail links with capacity for future growth.

Over the past year Ports of Auckland has rethought its future development. We scrapped the controversial 2011 development plan and focussed on becoming compact, efficient and green. The results of that work are now out, and we'd like to know what you think.

Auckland's population will increase by up to 1 million people over the next 30 years, and as we grow so will the amount of freight we import and export. We can't rely on Tauranga or Whangarei to handle that freight; they have their own growth to cope with. And we can't afford to build a new port at a cost of over \$4 billion. So Auckland's port will have to get ready to handle Auckland's growth.

By working harder and smarter, our existing container terminal can handle

over twice as many containers. We don't need any big investments to do that – we can already take bigger ships and our road & rail connections are good – so we'll be able to handle container growth and deliver higher profits and more dividends to ratepayers.

We handle more than containers though. 170,000 vehicles for instance, 80% of New Zealand's vehicle imports, most of which are destined for Auckland. Bulk cargoes too, like wheat, fruit, timber, steel, and less common items like wind turbines, boats and horses – almost anything you can imagine.

Non-container cargo is handled at the wharves to the west of the port. This area is not well laid out and is too small for the expected freight growth over the

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next 30 years. So we need to reclaim land in this area and change the layout to make it more efficient. The good news is that we don't need to reclaim much, and the more efficient layout means we can open two of our existing wharves – Captain Cook & Marsden – to the public.

We've put forward two possible development options to council. There's no need to choose an option now – it will be years before we need extra space – but we'd like to know what you think of the work we've done to date. For example, do Aucklanders want access to Captain Cook wharf, or is there enough public space at Wynyard Quarter and Queen's wharf?

Below are the two options put forward and there's more information

online at www.poal.co.nz.

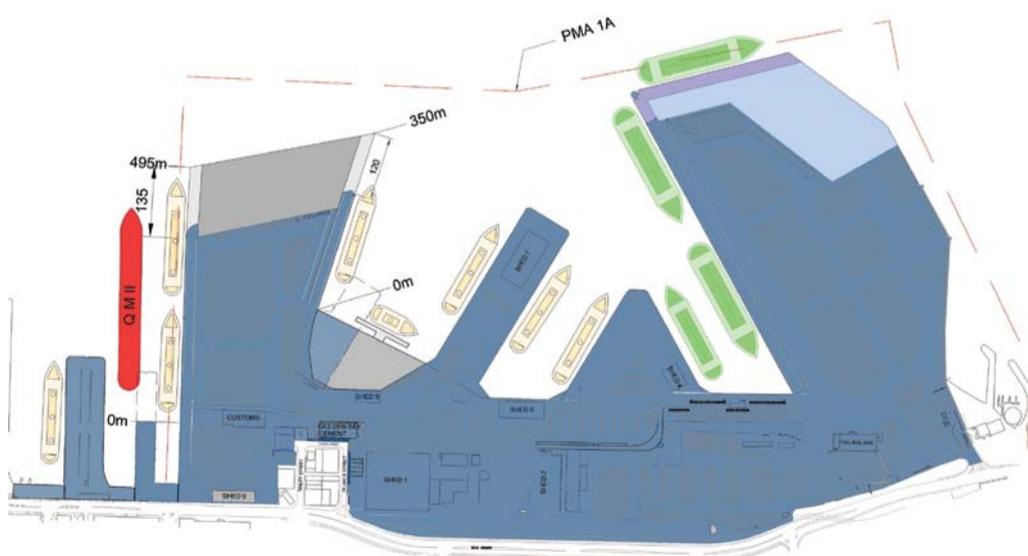
Auckland's port is important for the whole of Auckland. It is a strategic economic asset for our region, facilitating over \$12.5 billion in trade and 187,000 jobs. Whether you live in Parnell or Panmure, Devonport or Drury, the future of the port matters to you. Please take the time to have your say.

Have your say

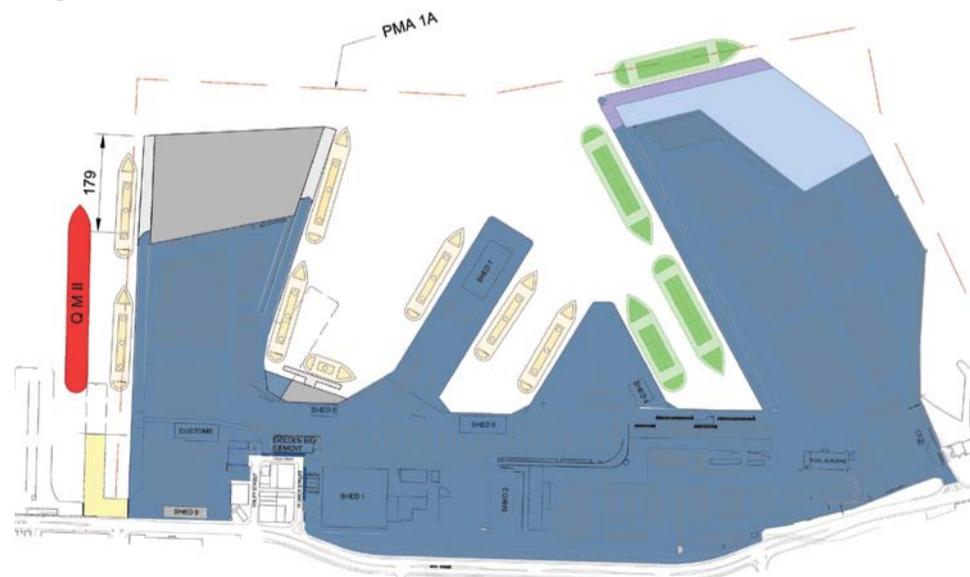
Let us know what you think of our ideas and how you think we should plan for our port's future.

Visit www.poal.co.nz for information and fill out our feedback form. We look forward to hearing from you.

Option 1



Option 2



Existing infrastructure
Consented Reclamation/Pavement
Consented Wharf

Proposed Reclamation
Proposed Wharf Extension

Container Ship Berth
Multi Cargo/Bulk Ship Berth
Queen Mary 2