

BoP Regional Freight Flows Study

Trees, Cows and Kiwi's

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20 DEC 2019



Intro / Scope / Method



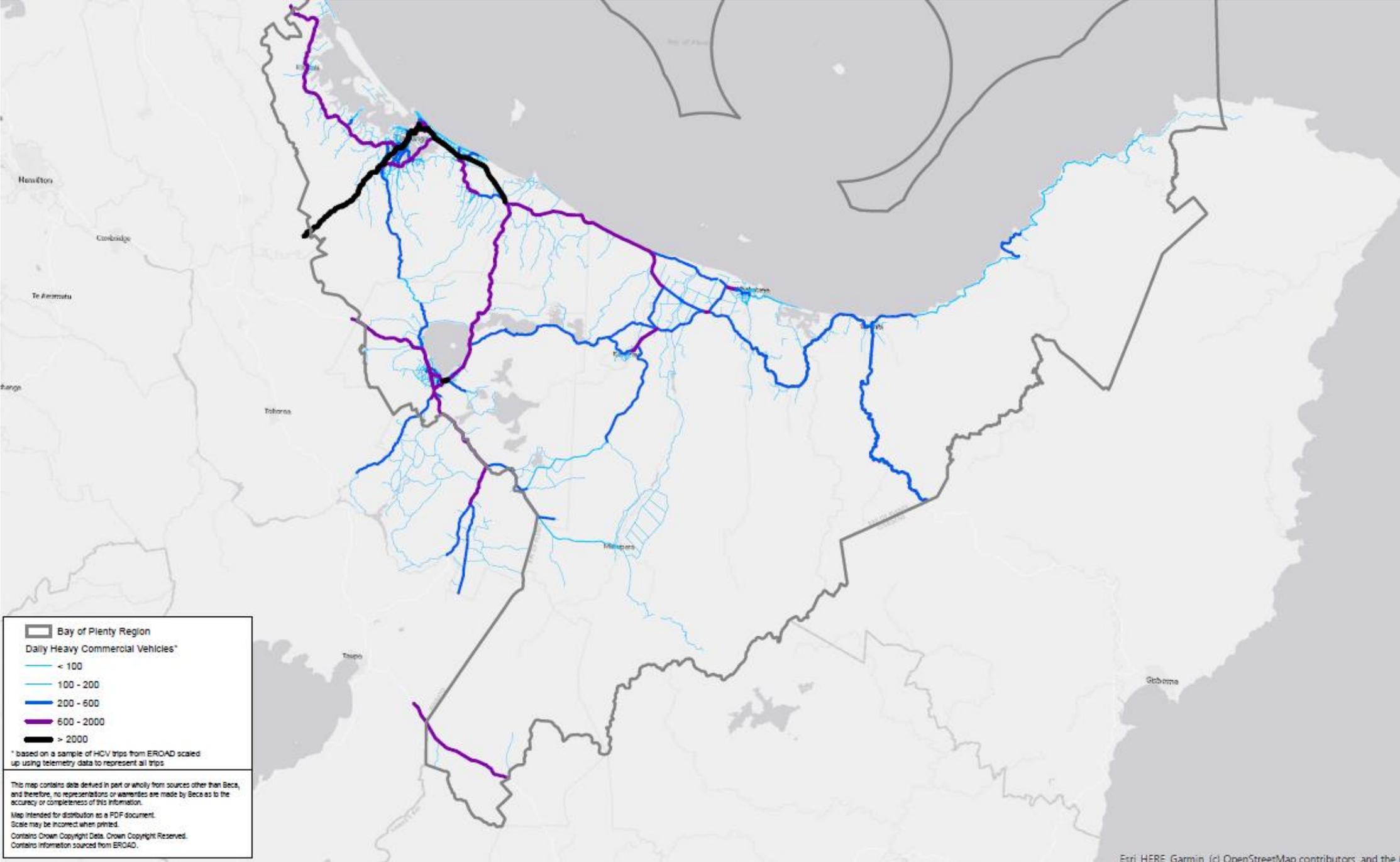
Scope:

- Provide data on current and projected future freight flows (road and rail) to, from and through the Bay of Plenty
- Addressing key questions and framing of scenarios that could be tested in the Tauranga Transport Model.

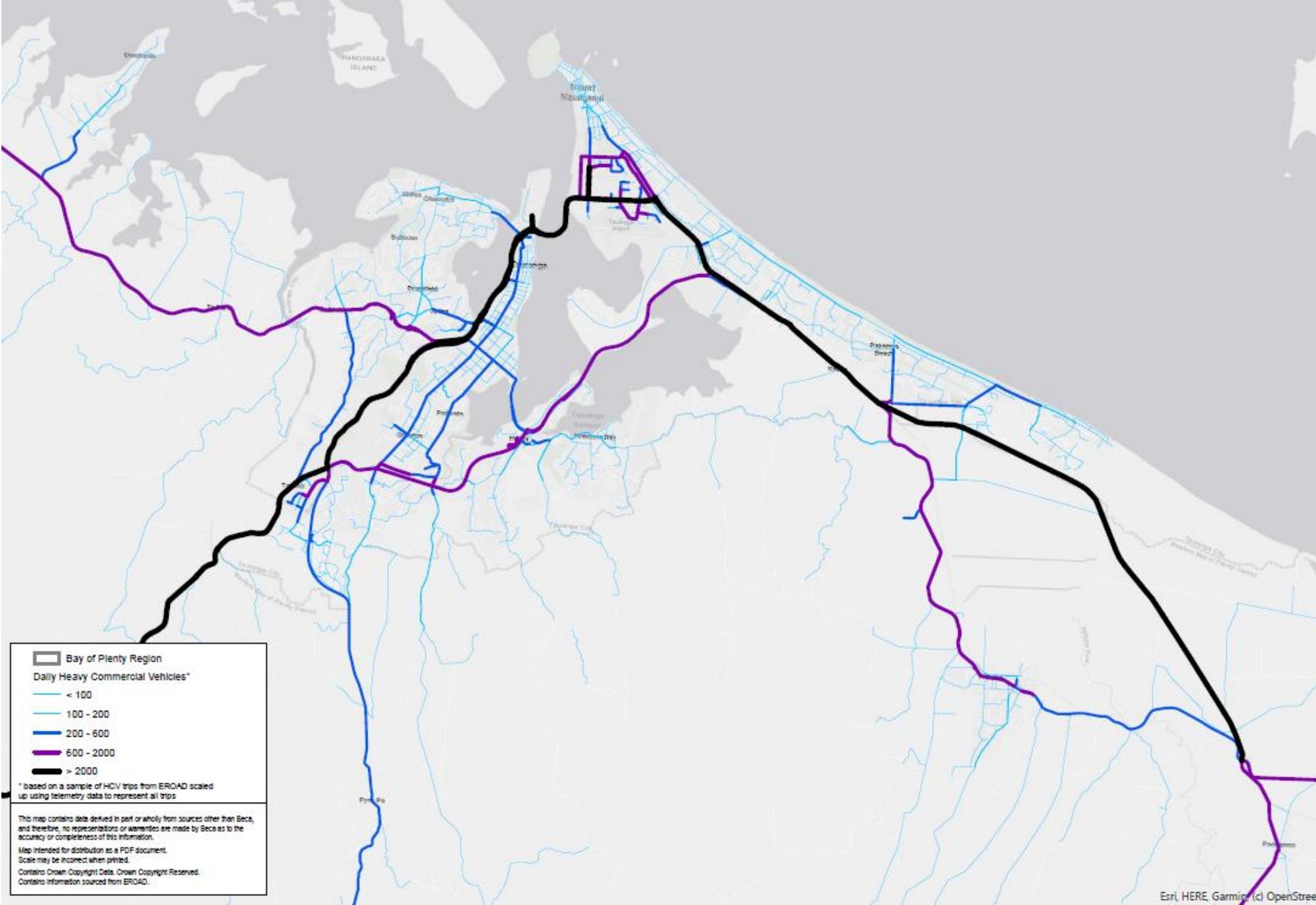
Method:

- Beca, Richard Paling and Murray King collaboration
- EROAD freight data and NFDS analysis
- Stakeholder interviews

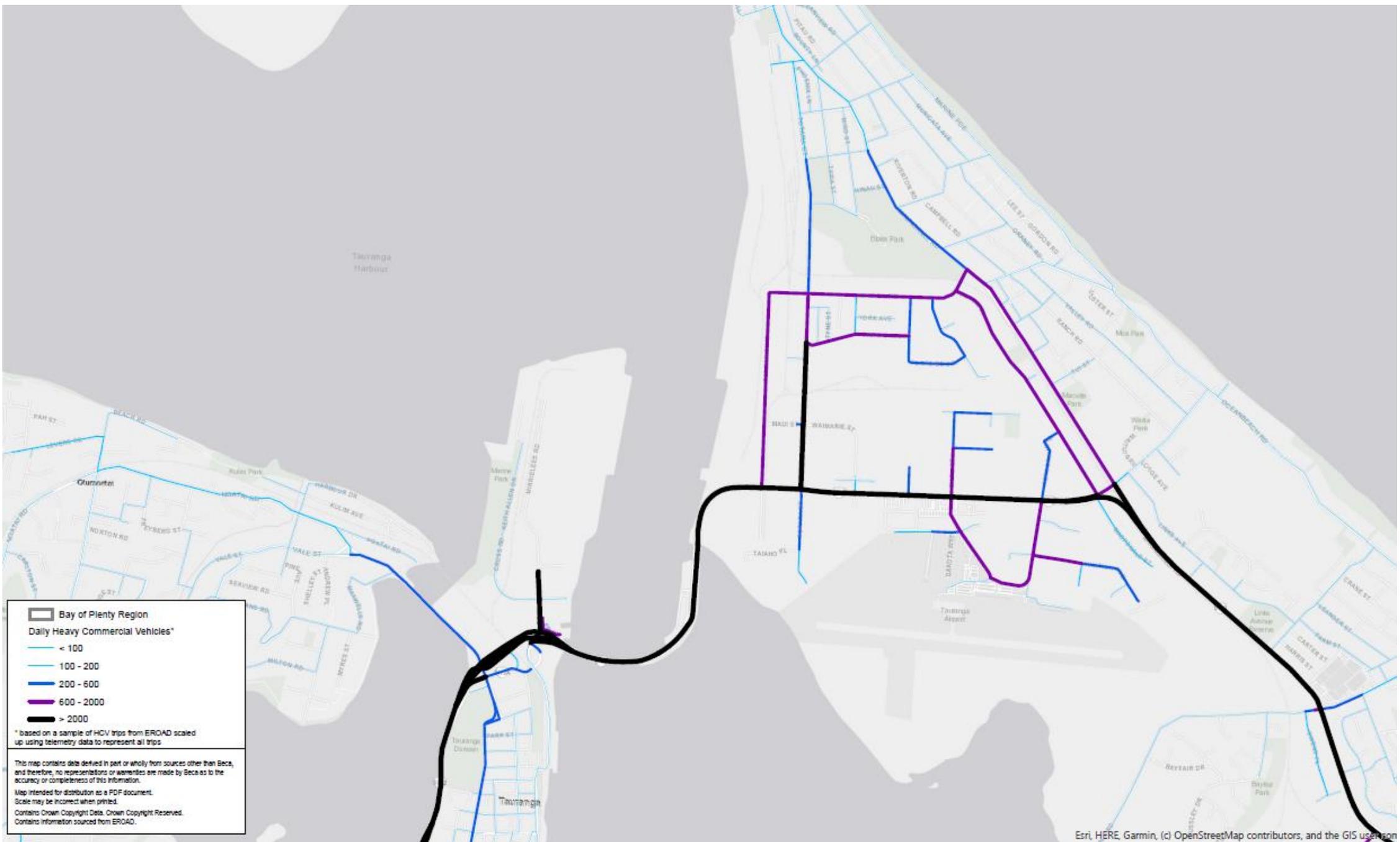
Existing Freight Movements EROAD Data



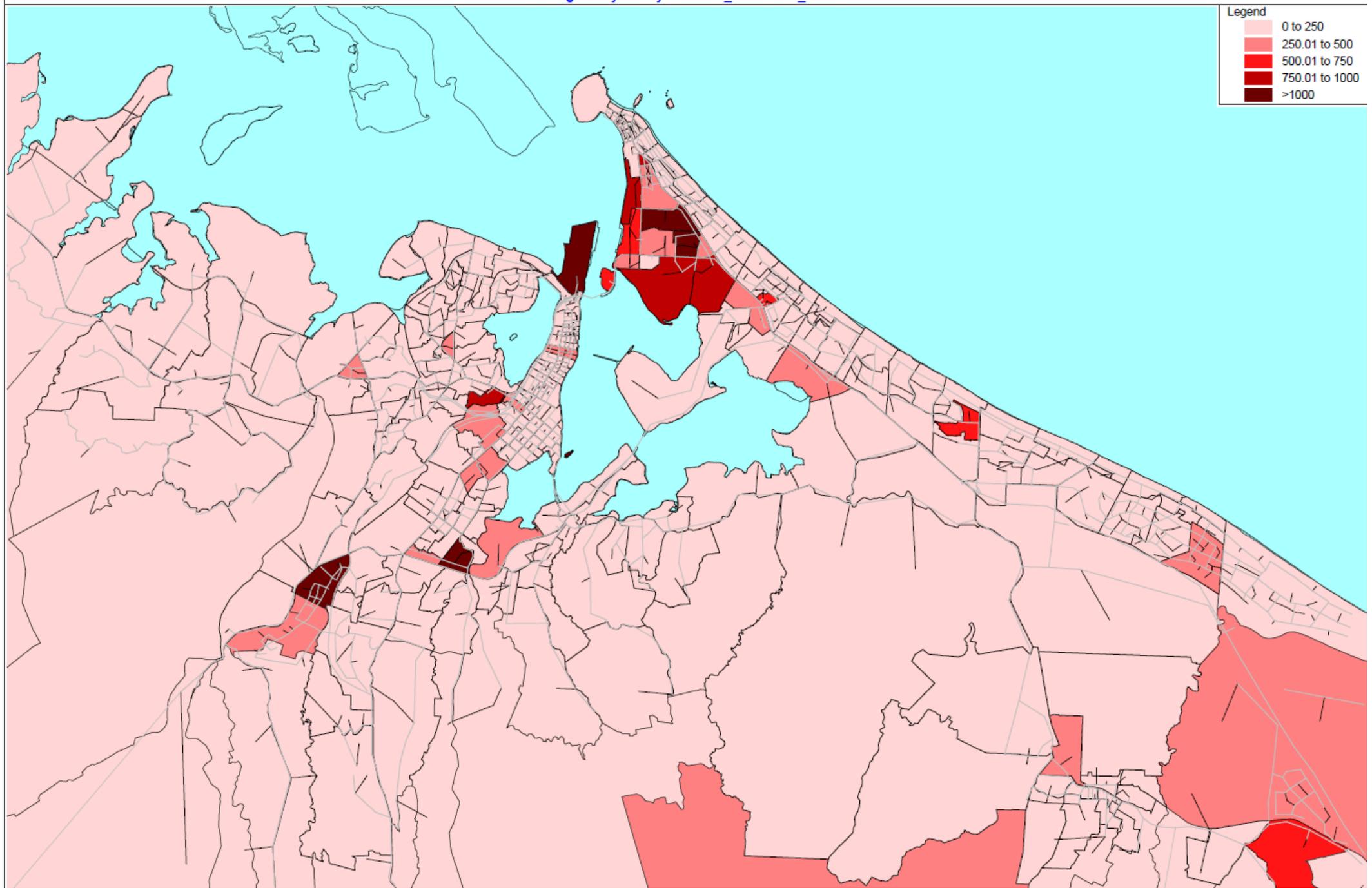
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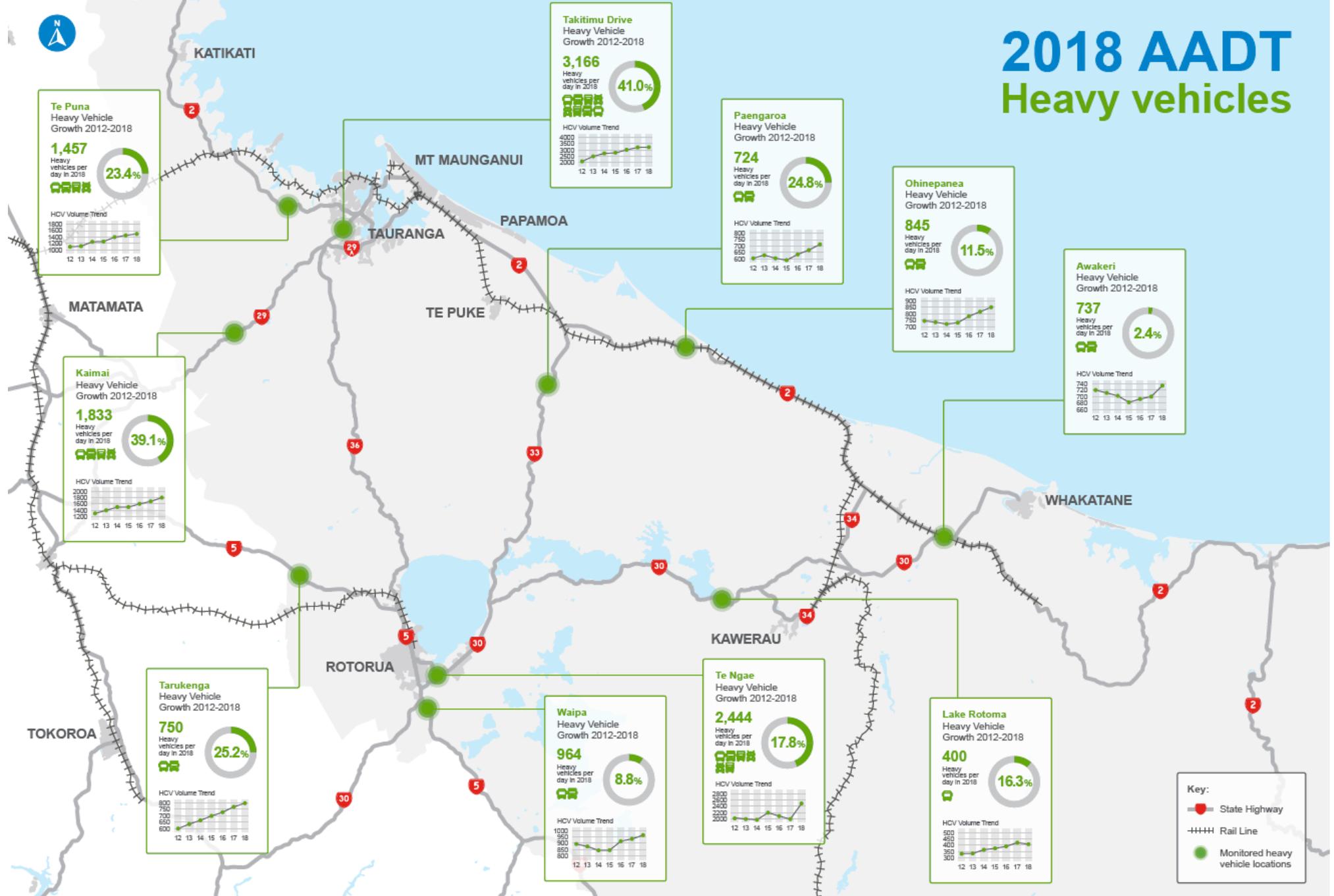


Existing
Freight
Movements
TTSM Data

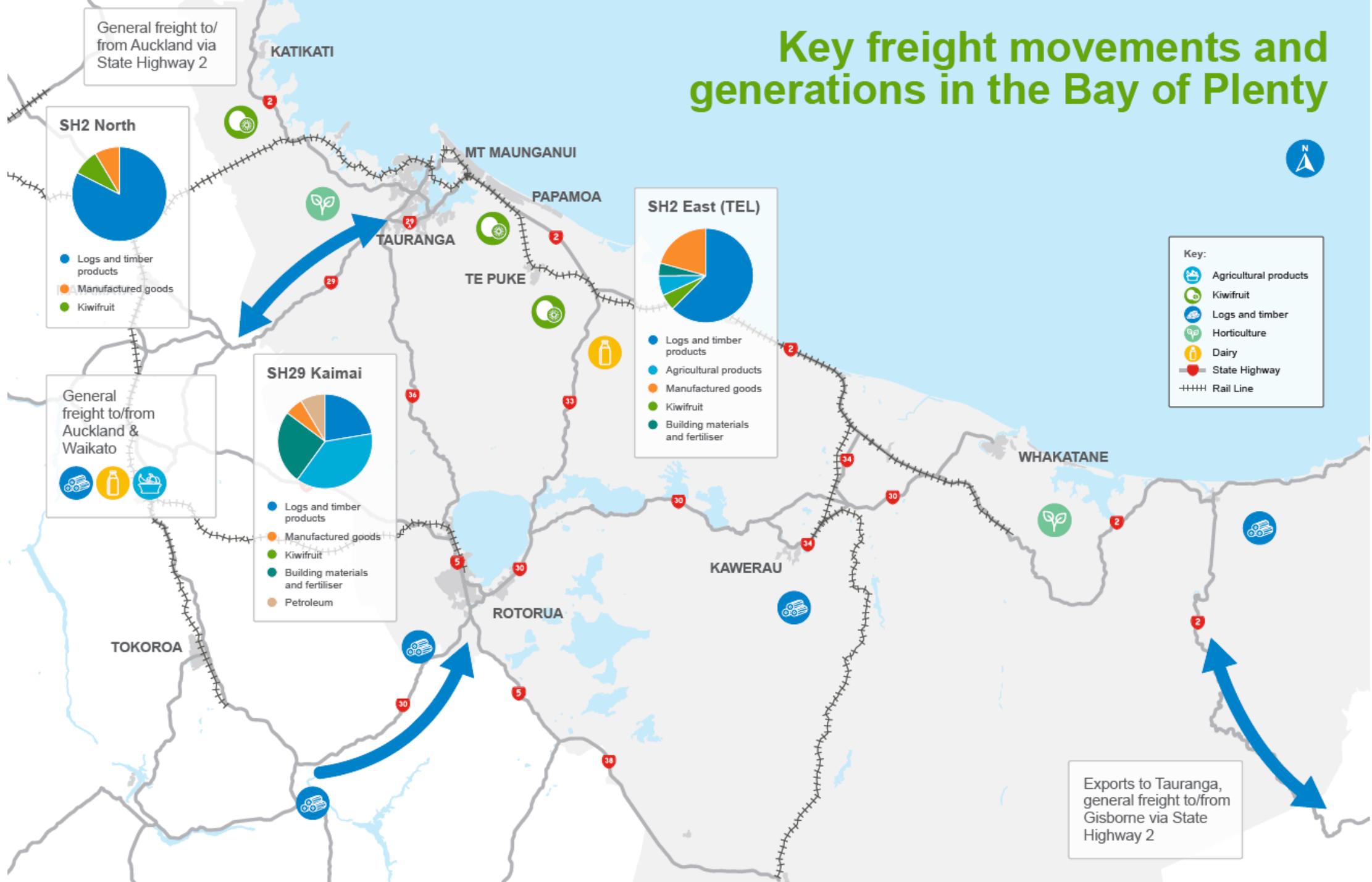


Growth in HCV volumes

2018 AADT Heavy vehicles



Key freight movements and generations in the Bay of Plenty



Predicted Future BAU Freight Movements

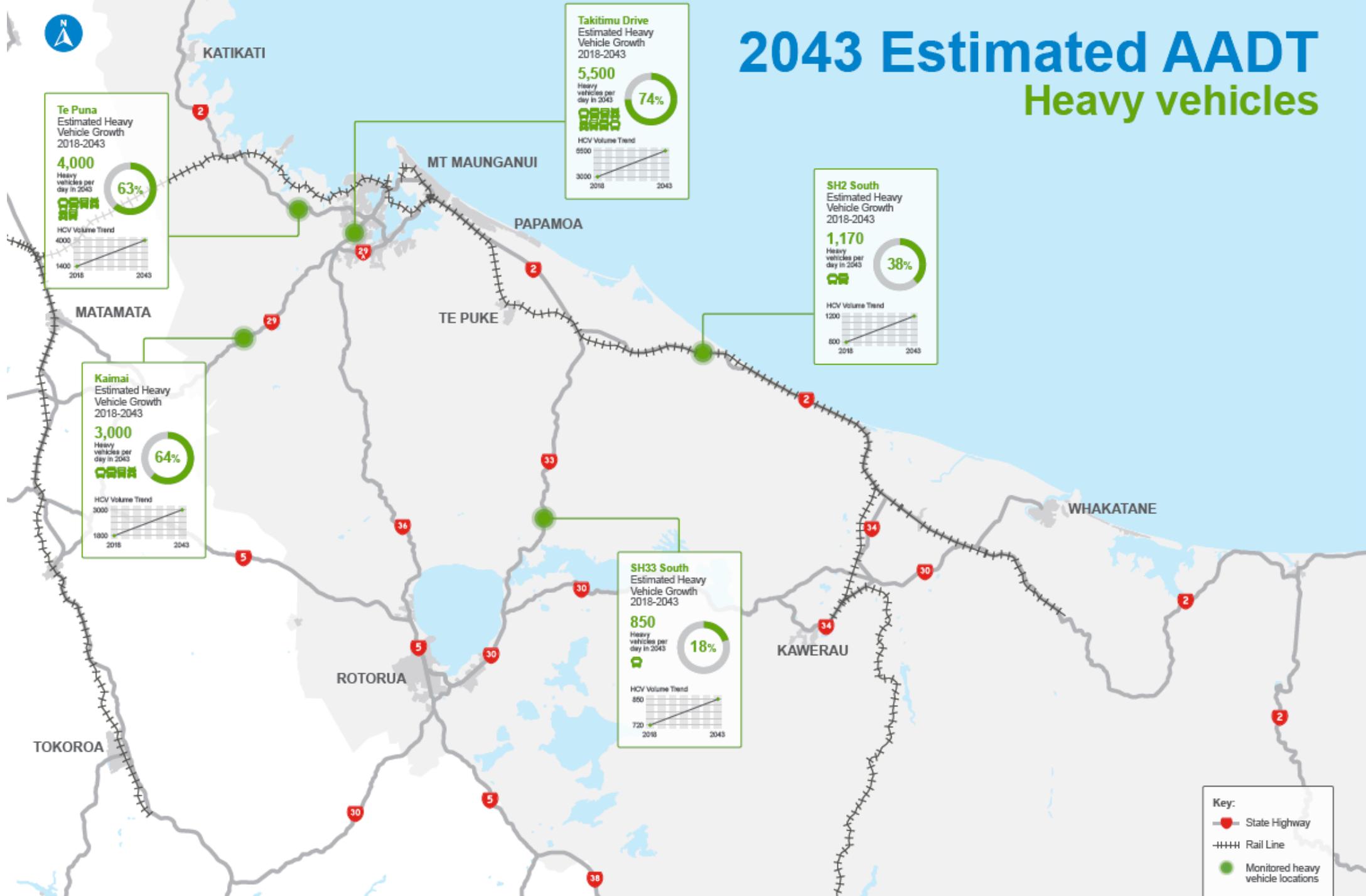


- Inter-regionally some shifting of commodity flows between corridors, but overall growth per annum is projected at around 1-2%.
- Higher growth within the region, growth in key commodities such as kiwifruit and possible disruptors such as aquaculture and water bottling. Increased shift to rail.
- Tauranga Transport Model HCV growth is around 3%pa to 2043 then 2%pa, aligns with study predictions.
- Case to model Port trips more specifically is recommended.

% Change in flows to BoP 2018 to 2043				
	SH2/29	SH5/30	SH2 Gisborne	Rail
Dairy products	-2%	0%	0%	-2%
Logs and timber	-23%	15%	64%	9%
Meat	0%	0%	0%	0%
Other agriculture	6%	15%	9%	9%
Building materials	60%	60%	0%	0%
Manufactured goods	40%	21%	26%	30%
Total	20%	15%	48%	16%

% Change in flows from BoP 2018 to 2043				
	SH2/29	SH5/30	SH2 Gisborne	Rail
Dairy products	-2%	-2%	0%	-2%
Logs and timber	0%	23%	-7%	22%
Meat	0%	-38%	0%	-57%
Other agriculture	0%	5%	0%	0%
Building materials	59%	44%	44%	57%
Manufactured goods	13%	25%	13%	21%
Coal + petroleum	28%	0%	2%	0%
Total	20%	24%	15%	21%

2043 Estimated AADT Heavy vehicles



Rail Freight



- The Government is in the process of reviewing the way rail is planned and funded, with the aim of supporting a resilient and reliable rail system
- A 10 year Rail Plan is expected to cover the government's longer-term strategic vision for rail, the planning and operating environment for rail, a 10-year programme of indicative investments and benefits. The plan includes looking at how rail fits into national and regional transport planning, and how rail infrastructure can be funded sustainably
- Capacity issues will affect both the running lines and the terminals. In fact, if traffic increases significantly, the terminals will be the first to feel the pinch
- The future demands on the Sulphur Point rail terminal from both east and west may place an upper limit on the role of rail in the region, well ahead of any restriction imposed by the Kaimai tunnel for example. This is an area that planning should be focused on before the tunnel capacity.

Potential Major Disruptors

- The growth of aquaculture in Opotiki and water bottling plants in the eastern bay
- The proposed growth in high value horticulture may also have some impact on traffic flows
- Kawerau container terminal could result in a shift to rail. The Ruakura inland port and Matamata freight terminal could also result in transfer from road to rail
- Relocation of Port of Auckland to Northland could lead to significant increases in freight through Port of Tauranga
- The Rangiuru Business Park has potential to support rail freight, but is possibly too close to the port of Tauranga to be a transfer option like Kawarau or Ruakura (unless POT relocate some activities there – possibly also supporting improvements in the Hull – Hewlett’s area)
- Technology (electric or hydrogen trucks) is not expected to impact freight movement in the short term. For electric, this is due to the weight of batteries and systems to support electric trucks. Hydrogen trucks may be more attractive. But conversion likely to be a long time away. Ultra low emission diesel vehicles also a possibility.

Key Implications



- Importance of effective State Highway and Rail network to support freight movement is significant in supporting regional industry & jobs
- Possibility of increased HCV growth from eastern bay to PoT
- Potential risk of increased train movements at level crossings in the region and the potential need to grade separate in future
- Long term considerations re upper north island freight changes
- Possible opportunity to consider the Port and Rangiuru interaction and opportunities
- Potential future rail capacity constraint at Sulphur Point.

