



# EASTERN BAY OF PLENTY JOINT COMMITTEE

## NOTICE IS GIVEN

that the next meeting of the **Eastern Bay of Plenty Joint Committee** will be held in the **Opotiki District Council Chambers, 108 St John Street, Opotiki** on

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**Tuesday, 17 March 2020, commencing at 1.30pm**

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Aileen Lawrie  
Chief Executive Officer  
Opotiki District Council

# Membership

<b>Chairperson:</b>	Aileen Lawrie (CEO, Ōpōtiki District Council) will chair the meeting until the new Chairperson is confirmed
<b>Appointees:</b>	Mayor Judy Turner, Deputy Mayor Andrew Iles (Whakatāne District Council); Mayor Malcolm Campbell, Deputy Mayor Faylene Tunui (Kawerau District Council); Mayor Lyn Riesterer, Councillor Steve Nelson (Ōpōtiki District Council); Councillor Bill Clark, Councillor Toi Kai Rakau Iti, Councillor Norm Bruning – Alternate (Bay of Plenty Regional Council)
<b>Committee Advisor:</b>	Gae Finlay (Ōpōtiki District Council)

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## AGENDA

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## EASTERN BAY OF PLENTY JOINT COMMITTEE TERMS OF REERENCE

### Membership

<b>Chairperson</b> Elected by the Joint Committee at its first meeting each Triennium	Yet to be appointed
<b>Deputy Chairperson</b>	Yet to be appointed
<b>Members</b> Two representatives from each: Bay of Plenty Regional Council  Kawerau District Council  Ōpōtiki District Council  Whakatāne District Council	Cr Bill Clark Cr Toi Kai Rākau Iti Cr Norm Bruning (Alternate) Mayor Malcolm Campbell Deputy Mayor Faylene Tunui Mayor Lyn Riesterer Cr Steve Nelson Mayor Judy Turner Deputy Mayor Andrew Iles
<b>Quorum</b>	Four members, being half the number of members
<b>Meeting frequency</b>	Quarterly

### Purpose

To form, explore and make recommendations for strategic collaborative initiatives between the partner councils of Bay of Plenty Regional Council (BOPRC), Kawerau District Council (KDC), Ōpōtiki District Council (ODC) and Whakatāne District Council (WDC) for responding to and managing a range of Eastern Bay of Plenty issues.

For the purposes of the Joint Committee, “Eastern Bay of Plenty” is defined as the Territorial Authority areas of Kawerau District Council, Ōpōtiki District Council and Whakatāne District Council.

## Role

The Eastern Bay of Plenty Joint Committee is guided by the Terms of Reference and the Eastern Bay of Plenty Joint Committee Memorandum of Understanding (MOU) as agreed by the partner councils.

To make recommendations on the following:

Opportunities for joint collaboration on initiatives that support the needs of Eastern Bay of Plenty communities;

Coordination of and encouragement of beneficial interrelationships and connections between activities/services across the Eastern Bay of Plenty;

Mitigation of adverse cross boundary effects of decisions, planning and activities on other regions, cities and districts;

Resolution of differences and conflicts, and ensuring no surprises, where activities in one district may affect another;

Sharing of information, expertise, databases and research where there is a mutual interest and benefit;

Encouraging integration and consistency of planning across the Eastern Bay of Plenty;

Developing agreed positions as appropriate on matters of importance and major Government initiatives and, through each respective council, communicate these positions to Central Government and relevant national organisations;

Investigating opportunities for achieving cost efficiencies by sharing responsibilities and services;

Where appropriate and applicable, recommendations must be supported by cost-benefit analyses.

## Joint Committee Procedures

Eastern Bay of Plenty Joint Committee is established under the Local Government Act 2002 (LGA) and is therefore obligated to the requirements of the LGA and the requirements of the Local Government Official Information and Meetings Act 1987 (LGOIMA).

A meeting is duly constituted if a quorum is present, whether or not all of the members are voting or entitled to vote.

Business may not be transacted at any meeting unless at least a quorum of members is present during the whole of the time at which the business is transacted.

The quorum at a meeting of EBOPJC is half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.

The members of the joint committee will engage with their respective councils on strategic issues under discussion and all councils will maintain their own operational inter-council relationships as normal.

The Chief Executive, or the Chief Executive's representative, of each partner Council shall attend meetings and will act as advisors to the Joint Committee.

Meetings will be coordinated and recorded by staff from the partner Council as scheduled by the Joint Committee.

Meetings may be attended by further staff support as considered appropriate by their Chief Executive.

External speakers and participants, including mayors from territorial authorities who are not parties to EBOPJC, with specific interests in the items under discussion, may be invited to attend meetings.

Meetings will be held at times and in places set out in an agreed schedule.

Any formal public communications from meetings will be approved by the Joint Committee prior to release.

The Chairperson and Deputy Chairperson shall be determined, on an annual basis, by the process as set out at clause 25 of Schedule 7 of the Local Government Act 2002.

Each Chairperson will have a term of one year.

A member cannot be appointed as the Chairperson, if either of the previous two Chairpersons were representatives of that member's constituent Council.

Decisions on recommendations of the Committee shall be made in accordance with Clause 24 of Schedule 7 of the Local Government Act 2002 – by vote of majority of members that are present and voting.

The Chairperson will have a deliberative vote.

In the case of equality of votes, the Chairperson does not have a casting vote and the status quo is preserved.

A Deputy Chair shall be determined by the process as set out at clause 25 of Schedule 7 of the Local Government Act 2002.

The Deputy Chair shall act in the absence of the Chairperson.

If a Chairperson resigns from their position before the end of their term, the Deputy Chair shall take their place and will serve out the remainder of the term as Chairperson.

If a Chairperson resigns and the Deputy Chair becomes Chairperson, cl 25 Schedule 7, LGA 2002 does not apply.

Nothing in this Terms of Reference precludes the Joint Committee from appointing an independent Chairperson.

If an independent Chairperson is appointed, they will also be appointed as a member and will continue to be a member until the end of their term.

### **Power to Act**

To make all decisions necessary to fulfil the role of the Joint Committee subject to the limitations imposed.

Each Council participating in a joint initiative will fund its own proportion of that joint initiative as determined by the Joint Committee.

### **Power to Recommend**

Eastern Bay of Plenty Joint Committee is a joint committee of councils that make recommendations to the constituent councils.

# **PUBLIC FORUM**

**Public Forums are a defined period of time, usually at the start of a meeting, which, at the discretion of a meeting, is put aside for the purpose of public input. Public Forums are designed to enable members of the public to bring matters, not necessarily on the meeting's agenda, to the attention of the local authority.**

## **Time Limits**

A period of up to 30 minutes, or such longer time as the meeting may determine, will be available for the Public Forum at each scheduled meeting. Requests must be made to the Chief Executive (or their delegate) at least one clear day before the meeting; however this requirement may be waived by the Chairperson. Requests should also outline the matters that will be addressed by the speaker(s).

Speakers can speak for up to 5 minutes. No more than two speakers can speak on behalf of an organisation during a Public Forum. Where the number of speakers presenting in the Public Forum exceeds six in total, the Chairperson has discretion to restrict the speaking time permitted for all presenters.

## **Restrictions**

The Chairperson has the discretion to decline to hear a speaker or to terminate a presentation at any time where:

- A speaker is repeating views presented by an earlier speaker at the same Public Forum;
- The speaker is criticising elected members and/or staff;
- The speaker is being repetitious, disrespectful or offensive;
- The speaker has previously spoken on the same issue;
- The matter is subject to legal proceedings; and
- The matter is subject to a hearing, including the hearing of submissions where the local authority or committee sits in a quasi-judicial capacity.

## **Questions at Public Forums**

At the conclusion of the presentation, with the permission of the Chairperson, elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by a speaker.

## **No Resolutions**

Following the Public Forum no debate or decisions will be made at the meeting on issues raised during the forum unless related to items already on the agenda.

## **ITEM 03**

### **CHAIRPERSON AND DEPUTY CHAIRPERSON FOR 2020**

A new Chairperson is appointed each year to the Committee. The Deputy Chairperson usually takes on this role and a new Deputy Chairperson is appointed from a different Council on a rotational basis.

#### **RECOMMENDATION:**

**THAT Mayor Lyn Riesterer be appointed as Chairperson of the Eastern Bay of Plenty Joint Committee for 2020 and Mayor Malcolm Campbell be appointed as Deputy Chairperson.**



# Minutes of the Eastern Bay of Plenty Joint Committee Meeting held in Mataatua Room, Bay of Plenty Regional Council, 5 Quay Street, Whakatāne on Tuesday, 3 September 2019 commencing at 1.00 p.m.

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## Present:

**Chairperson:** Councillor Bill Clark (Bay of Plenty Regional Council)

**Deputy Chairperson:** Deputy Mayor Lyn Riesterer (Ōpōtiki District Council)

**Appointees:** Mayor John Forbes (Ōpōtiki District Council), Mayor Malcolm Campbell (Kawerau District Council), Mayor Tony Bonne (Whakatāne District Council), Councillor Norm Bruning (Bay of Plenty Regional Council), Deputy Mayor Judy Turner (Whakatāne District Council)

**In Attendance:** Bay of Plenty Regional Council: Chairman Doug Leeder, Rebecca Roe – Programme Manager: Regional Economic Development, Stephen Lamb – Environmental Strategy Manager, Amanda Namana – Committee Advisor

Whakatāne District Council (WDC): Stephanie O’Sullivan – Chief Executive

Ōpōtiki District Council (ODC): Aileen Lawrie – Chief Executive

Kawerau District Council (KDC): Russell George – Chief Executive

Others: Ian Morton – General Manager: Operations (Toi EDA)

**Apologies:** Councillor David Sparks (Kawerau District Council)

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## 1 Apologies

Resolved

That the Eastern Bay of Plenty Joint Committee:

- 1 Accepts the apology from Councillor David Sparks (Kawerau District Council) tendered at the meeting.

Clark/Forbes  
CARRIED

## 2 Public Forum

Nil.

### 3 **Acceptance of Late items**

Nil.

### 4 **General Business**

Nil.

### **Order of Business**

The Chairperson advised that the Order of Business would be changed to hold the Committee Members' Discussion at the conclusion of the reports, due to this being the last meeting of the triennium.

### 5 **Confidential Business to be Transferred into the Open**

Nil.

### 6 **Declaration of Conflicts of Interest**

Nil.

### 7 **Previous Minutes**

#### 7.1 **Eastern Bay of Plenty Joint Committee Minutes - 04 June 2019**

#### **Resolved**

That the Eastern Bay of Plenty Joint Committee:

- 1 **Confirms the Eastern Bay of Plenty Joint Committee Minutes - 04 June 2019 as a true and correct record.**

Clark/Campbell  
CARRIED

### 8 **Reports**

#### 8.1 **Regional Economic Development Update**

Rebecca Roe, Programme Manager: Regional Economic Development presented this item and provided key regional updates on economic development activity.

#### Key Points

- Highlighted the two recent Provincial Growth Funding announcements:
  - \$980,000 contribution to Tauranga City Council for the Cruise Gateway and Welcome Hub
  - \$15M contribution toward the re-opening of the Rotorua Museum, expected to occur in 2022
- Outlined the first meeting held with Bay of Connections Leadership Team on 26 August 2019. The next meeting was scheduled for the end of October 2019
- Following the report and review, four priority areas emerged – infrastructure, Māori economic development, low carbon/circular economy and workforce

- Bay of Plenty Regional Council and Bay of Connections had provided letters of support for the Whakatāne Regeneration Programme, including the redevelopment of the harbour and the infrastructure to support it.

#### In Response to Questions

- Timeframes for construction and opening of the Cruise Welcome hub at Mount Maunganui were yet to be confirmed and were also dependant on securing the remainder of the funding required
- The Eastern Bay of Plenty could benefit from tourists partaking in activities advertised at the Information Centre facility within the new Welcome Hub.

## **Resolved**

**That the Eastern Bay of Plenty Joint Committee:**

- 1 Receives the report, Regional Economic Development Update.**

**Bonne/Forbes  
CARRIED**

## **9 Standing Items**

### **9.1 Toi EDA Update**

*Refer PowerPoint Presentation Objective ID: A3354738*

Toi EDA General Manager: Operations Ian Morton presented this item.

#### Key Points of Presentation

- The Regional Growth Leadership Group identified four key growth clusters and strongly supported these. The focus was on getting the Provincial Growth Fund (PGF) applications in and through Central Government with the aim of creating jobs and addressing deprivation issues in the Eastern Bay of Plenty
- Outlined Toi EDA's strategic framework, aspirations and measures of success for how they might be achieved
- Described opportunities for how value could be added in supporting growth in the Eastern Bay of Plenty
- Workforce development to support growth was going to be a key consideration
- There were mechanisms to gain sustainable workforces which needed to be considered and worked through

#### **High Value Horticulture**

- Outlined kiwifruit development along the East Coast and production of Miro berries in Te Teko area
- Provided updates on this cluster including Raukōkore irrigation, Te Kaha and Ōmaio developments
- Noted development at Te Kaha as a significant piece of work and the \$13.5M PGF amount received was primarily for a 30 hectare land block development, accommodation for workers, irrigation and a Centre of Excellence
- Digital Connectivity had successfully been installed at Raukōkore marae, allowing the hosting of presentations for large hui
- Ōmaio development was not currently being progressed due to lack of hapū support

#### **Aquaculture**

- Aquaculture processing cluster included sea farm expansion and Ōpōtiki Harbour, for which the focus was on getting a PGF application in by 2 October 2019

- The processing plant would deliver a significant amount of all year round jobs in the Ōpōtiki area with the opportunity for workers to be upskilled and promoted
- Whakatōhea funded sea farm acceleration project was in the process of developing a marine spatial plan, expected to be completed by November 2019
- Different species being investigated for the 4,000 hectare area included mussels, seaweed and oysters which could drive additional revenue

#### **Tourism and Whakatāne Revitalisation**

- Whakatāne CBD cluster of focus was around the regeneration and revitalisation of Whakatāne, along with driving tourism
- The value and the constraints of the boat building sector were better understood and the industry was now much more engaged in the process
- Ngāti Awa were on board and helping drive the project together with Whakatāne District Council
- The new boat harbour would provide safe access for boats along with the additional functionality of a travel lift for larger boats
- Regional tourism and growth of the boat building industry were at the forefront of the initiative
- A potential marine training centre was another important aspect being considered to help build skills and support the growing industry
- Providing training locally would prevent people leaving the region to study

#### **Kawerau – Pūtauaki Industrial Development**

- KiwiRail Container Terminal analysis was complete and was now expected to be sent through for PGF funding within the next six weeks
- Stage one of the new State Highway 1 intersection and the Waiū commissioning were both nearing completion
- The Eastern Bay of Plenty Driver and Operator Training Centre was open and study was underway with courses including Supply and Logistics, Chemical handling and Forklift operation
- Additional funding was available to help create further Pathways to Work for rangatahi
- Various barriers to work needed to be targeted including driver licensing, numeracy and literacy issues, mental health, drug and alcohol problems which could benefit from Toi EDA playing advocacy and support roles.

#### Members' Comments

- It would be beneficial to show Raukōkore on the presentation map
- Noted that the economy was interrelated and benefits from these initiatives positively impacted the entire region
- Ensuring relationships with Pacific Islands were fostered was extremely important in relation to seasonal workers
- Whakatōhea mussels were at the leading edge internationally in terms of the scale and positive results of the project
- Providing workers with guaranteed minimum hours of pay year-round gained loyalty of workers and exhibited a strong family ethos
- A strong potential of the mussel industry was offering continuity of employment for its workers
- A second bridge in Whakatāne was an increasingly important issue in planning for regional developments underway and into the future
- Commended the work of Toi EDA and the positive differences the current leadership had made in a short period of time
- The initiatives were all really commendable but needed to be integrated across a suite of actions.

#### In Response to Questions

- Soil analysis funded through the Ministry for Primary Industries had been undertaken at Raukōkore to ensure the land was suitable

- The timing of Miro berry production cycles had a slight overlap with that of kiwifruit
- Workforce support to progress development was a key consideration.

## 10 Committee Members' Discussion

A brief discussion was held by members on topics including natural resources and water assets in the Eastern Bay of Plenty and comments were made regarding the success of the Eastern Bay of Plenty Joint Committee (EBoPJC) to date.

Members noted the importance of having continuity among the councils and that EBoPJC had been beneficial in sharing knowledge and provided an effective way of identifying things to do better together.

Mayor Bonne and Mayor Forbes were acknowledged for their significant contribution to the Eastern Bay of Plenty.

### 10.1 Public Excluded Section

#### Resolved

#### Resolution to exclude the public

**THAT the public be excluded from the following parts of the proceedings of this meeting.**

**The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:**

General Subject of Matter to be Considered	Reason for passing this resolution in relation to this matter	Grounds under Section 48(1) LGOIMA 1987 for passing this resolution
11.1 Public Excluded Eastern Bay of Plenty Joint Committee Minutes - 04 June 2019	Please refer to the relevant clause in the minutes	Good reasons for withholding exists under section 48(1)

Clark/Bonne  
CARRIED

**The meeting closed at 2.58 pm.**

Confirmed 17 September 2019



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Cr Bill Clark - Chairperson

Cr Bill Clark – Chairperson  
Eastern Bay of Plenty Joint Committee



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Fiona McTavish – Chief Executive  
Bay of Plenty Regional Council



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Subject: **ECONOMIC DEVELOPMENT UPDATE – EASTERN BAY OF PLENTY**

To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **17 MARCH 2020**

Written by: **IAN MORTON & KARL GRADON, TOI-EDA GENERAL MANAGERS**

File Reference: **A194091**

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## **1 PURPOSE OF THIS REPORT**

The purpose of this document is to provide an update on key Economic Development activities in the Eastern Bay of Plenty (EBOP), this includes work that is progressing through the Regional Growth Leadership Group (RGLG) and Toi-EDA.

## **2 BACKGROUND**

A report was commissioned through Stakeholder Strategies in 2018, which identified over 68 potential projects, which would deliver over 6,000 new jobs for the EBOP. There were four key cluster areas identified (1) High value Horticulture, (2) Ōpōtiki Harbour and Aquaculture, (3) Kawerau Putuaki Industrial Development and (4) Whakatāne CBD revitalisation and Tourism. Ministers and key officials attended hui across the EBOP and were extremely positive about the report and collaboration approach between iwi, district councils, regional council and Toi-EDA. Following this a Regional Growth Leadership Group (RGLG) was set up, chaired by Kiri Allan and Sir Michael Cullen, and attended by local government, iwi leaders and MBIE. This group was formed to deliver against the recommendations of the Stakeholder Strategies report in a cohesive approach for the EBOP.

This report identified significant economic opportunity in the EBOP however there were constraints noted, such as capacity and capability, workforce, housing and transport. The three District Councils applied for PGF funding to help address the capacity constraint, and got funding for an EBOP Programme Manager. The role of this Programme Manager was to support the 68 projects to get their funding applications into the PGF and to drive job growth. Ian Morton and Karl Gradon were appointed to the role of EBOP Programme Manager in March 2019. Since then Ian and Karl have been helping support

key projects with their applications, and been helping to identify other opportunities which will drive growth in the EBOP.

In parallel with this work being led by RGLG to drive growth in the EBOP, Toi EDA went through a refresh with David Turner (Sequal) taking on the chair role and additional trustees appointed:

- Arihia Tuoro (Whakatōhea, Tainui, Ngaitai), who holds Ministerial appointed positions on Poutama Trust, BoP DHB, and two Lotteries Committees
- Wiremu Doherty (CEO - Te Whare Wānanga o Awanuiārangi),
- Ray Sharp, who has a lot of governance experience and kiwifruit investor
- Aaron Milne, ex investment banker and also on the board of the Eastern Bay Energy Trust

New General Managers were appointed in 2019, with Ian Morton and Karl Gradon taking on the role.

In 2019 the Toi-EDA board approved a refreshed strategy focussed around three key pillars

1. Winning brand for EBOP.
2. Economic Development.
3. Thriving communities.

### **3 RELEVANCE TO EASTERN BAY OF PLENTY**

This Economic Development report is purely focussed on the EBOP, although we will explain how we are engaging with the wider BOP.

### **4 DISCUSSION**

Over the last 12 months significant PGF application have been submitted to MBIE, to date we have received extremely positive feedback from MBIE in regard to these applications. If all of these applications are successfully announced, this could result in investment in the EBOP of between \$400million - \$800 million over the next 3-5 years. This is an amazing opportunity for the EBOP, however we do face some challenges, which we would like to seek some advice on.

#### **4.1 EBOP Brand and Brand Toi-EDA**

The objective of this strategy is to change the existing narrative about the EBOP to a more genuine and positive story about our region. Despite the many positive things happening in our region, the brand image and reputation for the EBOP is still not appropriately strong to create hope and to attract and retain talent, investment and other resources. By creating a communications strategy that brings to life who we are and the abundance of opportunity here we will take a long term view on how to develop a



winning brand using internal and external capability. Due to the role that tourism in the subregion plays, it is expected that tourism communications and strategy will be highly aligned with our genuine positioning as a wonderful place to live and visit. The Toi-EDA Brand will be anchored in the success of the region and not focused on what Toi-EDA does – our success will be telling the story of others that are winning in our region.

We seek to understand **how an EBOP branding exercise, underpinned by a joint visitor attraction communications plan, can be achieved and resourced given we have three distinct tourism initiatives underway today?**

#### **Regional Growth Leadership Group – Way Forward**

This has been an amazing group, bringing together the views of iwi, local government and MBIE on our approach to submitting PGF applications. As all the PGF applications have been submitted and as announcements are made over the next three months (hopefully), we move more into implementation.

Given the success of this aligned approach, we seek advice on **how the EBOP Joint Committee sees this group's future purpose, functioning, and how regularly it meets?**

## **4.2 Housing and Workforce**

The District Councils and Regional Council have made it clear that Toi-EDA should focus on addressing constraints to economic growth, this includes Housing, Workforce and Infrastructure (digital and transport), while creating a Winning Brand for the region.

Toi-EDA has a clear workforce plan in place for 2019/20, however this needs to be refreshed to ensure that the workforce needs of the PGF projects are clearly mapped out & solutions identified on how we will meet the resource needs for these projects.

To understand the housing needs of the EBOP, Toi EDA are commissioning a report to better understand the current housing stock, what the demand for housing looks like & where, and potential solutions to address this need. A Request for Proposals (RFP) process is underway and we should understand how much this will cost and the timeline for delivery by the end of February 2020. This study will not stop Toi-EDA from delivering tactical solutions of introducing appropriately qualified investors to the region to begin investment discussions.

The Winning Brand initiative is highly aligned with the visitor economy and the need to attract talent and investment in the post-PGF environment. Toi EDA proposes taking the sub-regional lead in creating

the narrative and Branding for our region to ensure we change the narrative to one of hope that lowers perceived risk to investors while making it a highly desirable place to live.

With the significant increase in investment in EBOP (\$400 - \$800 million over the next 3-5 years), if we do not invest in workforce development and housing, we will not be able to support the proposed economic growth.

Currently Toi-EDA gets the following income:

- Whakatāne District Council                      \$121,000 per annum
- Ōpōtiki District Council                         \$31,000 per annum
- Kawerau District council                        \$25,000 per annum
- Bay of Plenty Regional Council                \$10,000 per annum

Toi-EDA also receives in kind support from Councils as follows:

- Ōpōtiki District Council provides up to \$15,000 in kind support for admin support
- Kawerau District Council provides their CFO to prepare all the financial reports (estimated to be approx. \$20,000)
- Whakatāne District Council fully funded the strategy refresh in 2019/20 (\$14,000)
- Bay of Plenty Regional Council provides offices (estimated to be approximately \$15,000). It is noted that due to renovations Toi-EDA will need to vacate these offices, with timings TBC. BOPRC is able to accommodate Toi-EDA in its current location for another six months and suggests a review in August 2020 to ensure a smooth transition (if required). Noting: BOPRC have confirmed they will not fund Toi-EDA office expenses if this is required.

It should be noted that Toi-EDA receive philanthropy funding. This enables us to look at systems level reform such as driver licencing, and fund a significant part of our workforce strategy, however we cannot use this funding for individual project support (i.e. Whakatāne Mussel Processing Factory).

Also Toi-EDA has funding from MBIE to run a Driver Operator Training Centre. This focusses on upskilling of NEETS (and others) to provide them with qualifications, allowing them to fully participate in the workforce. This model is intended to be replicated with the Marine Technical Training Centre.

To achieve our strategic objectives, as agreed by the four Councils, Toi-EDA will need further resourcing. Toi-EDA has begun to deliver against that strategy. Given the PGF is likely to deliver all major infrastructure projects there is opportunity to support this in a cohesive pan-regional manner which is cost effective for all Councils. The funding model for Toi-EDA is to receive appropriate core funding from

local Councils, while leveraging this to attract external funding from other entities such as central Government and charities. We recommend that the Councils fund 2 FTE equivalents with direct core funding that can then be amplified into other funding sources, which will begin to support the overhead recovery. \$400,000 in direct core funding from Councils is requested which can then be leveraged to attract over \$2.6m in external funding.

We seek advice from EBOP JC **on what support the individual Councils would like to receive from Toi over the next 18 months and how this could be funded.**

#### **4.3 Linking in with BOP wide initiatives**

We are working closely with Bay of Connections (BoC) to try and identify potential synergies, with Rebecca Roe invited to the EBOP ED managers' meeting and both Rebecca / Fiona McTavish invited to all Toi-EDA board meetings. Karl Gradon has been invited to the next BoC leadership meeting in March 2020.

The current BoC strategy (prepared in 2018) is based around four key priority areas:

- Infrastructure
- Workforce
- Low carbon / circular economy
- Maori economic development

We will continue to work with BoC to identify partnership opportunities around these areas.

Toi-EDA / BoC and Local Government CEs are currently identifying a relevant resource to join the BoC Leadership Group.

Toi-EDA has provided direction and support to BoC who has been taking the lead in a BOP wide workforce strategy, together with Carol Ngawati at MBIE. The ROVE review and feedback on the role of the Regional Skills Leadership Group has been provided to ensure that the unique needs to the EBOP are not ignored. A sub-regional strategy is in place and we hope to see continued support from BoC to deliver on this.

Sub-regionally relevant data in line with our three strategic areas of activity is one area of support we think BoC can help support Toi-EDA with.

**5 CONCLUSION**

There is a significant investment in economic development in EBOP expected over the next 3-5 years. We need to ensure there is relevant funding in place to support this proposed development.

**6 RECOMMENDATION**

1. THAT the **ECONOMIC DEVELOPMENT UPDATE – EASTERN BAY OF PLENTY** report be received.

**Report Authorisation**

Report Writers:	Ian Morton and Karl Gradon	GM – Toi EDA
First Approval:	Sarah Jones	Corporate Planner & Executive Officer, ODC
Final Approval:	Aileen Lawrie	CEO, ODC



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Subject: **ŌPŌTIKI HARBOUR ROCK SUPPLY**

To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **TUESDAY, 17 MARCH 2020**

Written by: **JOHN GALBRAITH, PROJECT MANAGER, ŌPŌTIKI HARBOUR  
TRANSFORMATION**

File Reference: **A193962**

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## **1 PURPOSE OF THIS REPORT**

To update the Eastern Bay of Plenty Joint Committee on the rock procurement for the Ōpōtiki Harbour Project.

## **2 EXECUTIVE SUMMARY**

During 2019, Ōpōtiki District Council successfully procured the supply of 500,000 tonnes of rock for its harbour project at significant savings, compared with previous supply from existing out-of-region quarries. The procurement followed an investigation of more local sources funded by the Provincial Growth Fund.

In addition, the legacy value to the Eastern Bay from creation of the two new quarries in the region is estimated at approx. \$3m pa in avoided transport costs for armour rock supply, and high value sealing chip and other products, compared with currently available sources.

The Ōpōtiki rock procurement story illustrates the unique capacity of a motivated local authority to work with the industry to combine strong commercial outcomes with wider community and regional benefits.

## **3 BACKGROUND**

On 14 December 2018 Minister for Regional Economic Development Hon Shane Jones announced an investment by the Provincial Growth Fund of \$750,000 to assist with the development of a business case to progress an affordable Ōpōtiki Harbour plan. Included in the budget was \$203k provision for rock sources investigations. This funding was alongside \$250,000 invested by Ōpōtiki District Council (ODC) for redesign and retendering work, following a value engineering process through 2018.

GNS Science and the Aggregate and Quarry Association were subsequently retained to carry out desktop reviews of local geology and then field inspections of promising sites for suitable rock. The field work was completed in February 2019. The resulting report from GNS concluded that there are

sufficient sources of rock within approx. 50 to 60 km of the harbour site to provide suitable armour rock, subject to some new consent and new development requirements.

It was agreed with HEB Construction that ODC would take responsibility for rock supply to the harbour project, while HEB and designers Tonkin + Taylor focussed on the redesign and retendering work.

In planning for the rock supply procurement for the harbour, ODC consulted with other users of armour rock (also known as rip-rap rock) in the Eastern Bay and adapted its procurement programme to take account of the current higher level of demand by the BOP Regional Council for stopbank and flood protection works.

<b>Estimated rip-rap rock demand EBOP, tonnes pa (rip rap is &gt;100mm dia)</b>						
FYE June:	Harbour	BOPRC (1)	WDC (2)	Other EBOP	NZTA	Total
2019/20		60,000	5,000		1,500	66,500
2020/21	40,000	60,000	5,000		1,500	106,500
2021/22	80,000	10,000	5,000		1,500	96,500
2022/23	80,000	10,000	5,000	1,500	1,500	98,000
2023/24		10,000	5,000	1,500	1,500	18,000
	200,000	150,000	25,000	3,000	7,500	385,500
Other harbour rock (aggregate, etc)	289,000					
	489,000					

#### 4 RELEVANCE TO EASTERN BAY OF PLENTY

The Ōpōtiki harbour rock procurement process has very high relevance and value to the Eastern Bay of Plenty.

The savings achieved through direct procurement and, in particular, the approach to encouraging development of new sources of rock, have been key to achieving an acceptable cost for construction of the harbour and consequent success with funding. Investment in the harbour in turn realises the full potential of the sea farms and associated infrastructure and their enduring benefit to the people of the Eastern Bay.

As described in the Legacy Value section of this report, the scale of the harbour demand for rock is sufficient to support investment in accessing new, local rock sources, with significant ongoing savings to river and road protection works in the region and wider demand for quality rock and aggregate.

#### 5 ROCK SUPPLY PROCUREMENT

Registration of Interest (ROI) and Request for Tenders (RFT) processes were completed with all known and potential quarry and rock supply entities in the Eastern Bay and adjacent districts between 31 May and 13 August 2019.

During the ROI and RFT phases, the quantities and specifications for rock changed as designs advanced. The RFT was based on quantities required for the fully compacted harbour walls design, being:

- 280,000 tonnes of rock for the core of the walls (subsequently revised to 256,200 tonnes)
- 198,000 tonnes of armour rock
- 34,000 tonnes of other rock.

The total rock requirements were split into four equal parcels for supply and tenderers were invited to tender for up to three parcels. ODC's objective is to contract supply from at least two different sources, for risk mitigation.

The RFT invited Alternative Tenders, primarily to encourage and enable new quarry developments. Alternative tenders, if selected for further consideration by ODC, had additional time to progress evaluations, consents, etc.

The ROI and RFT documents also clearly spelled out an expectation that rock suppliers should take maximum advantage of the transport productivity available on the supply routes, as allowed under the HPMV, including 50-Max, regulations. (50-max (50-tonne gross) and HPMV (up to 58-tonne). The background to this requirement is that aggregate cartage in the Eastern Bay has traditionally been delivered on conventional 44-tonne gross truck units; for a variety of reasons not implementing the higher weight configurations available and used for transporting logs, milk and other primary products.)

Tenders and proposals were received from existing quarry operators, as well as from a brand new source and a redevelopment of a previously uneconomic site, located 20km and 50km from the harbour site. Some of the rock sources investigation budget has been used for investigative drilling at a new site, to confirm quality and extent of the resource.

While contracts are still in the process of being finalised, it is clear that there are significant benefits from these new sources – costs for the harbour construction will be lower by about \$8M and the new quarries will also be of significant ongoing value to the subregion in increased rock capacity and significantly reduced cost.

## **6 OTHER COSTS**

The rock supply tenders include the requirement for establishing and operating a rock stockpile near the harbour construction site. The function of the stockpile is to decouple the rock supply and construction work and to allow a longer supply period for the rock supply.

It is planned to commence supply to stockpile mid-2020, once the access road, an extension to Snell Road, is completed.

## **7 RISKS AND CONTINGENCIES**

A comprehensive set of contingency and risk allowances has been included in the costings for the rock supply, recognising the inherent variability of natural rock resources from new development quarries. As noted earlier, supply will be contracted from at least two different source as primary risk mitigation. The contingency allowance is primarily for the event of one new quarry failing or falling short on quality, in which case supply can be allocated to another supplier and/or sourced from existing quarries, including out-of-region, at higher tendered transport costs.

The rock contingency allowance is equivalent to 12% of contract value, which is considered appropriate to the risk.

## **8 LEGACY VALUE OF NEW CAPACITY**

The Eastern Bay is currently short of local supplies of armour quality rock and imports this supply from Rakauroa quarry in Gisborne District and from quarries in Waikato and Taupō at distances between 90 and 120km. The new resources provide suitable material within 10 to 60km of most of the river control works in the Eastern Bay.

The Eastern Bay has also been known for its supply of high quality road sealing chip (specified for its high polished stone value (PSV)) which enhances tyre grip and which is supplied across much of the upper North Island. This has primarily been manufactured from river gravels extracted mainly from the Waioeka catchment in Ōpōtiki district. The need for closer management of river gravel extraction across the region constrains the supply of this high quality resource. One of the new quarries is likely to be supplying widely into this market.

There is also interest by Kiwirail in stockpiling some of the high quality rock for rail ballast at Kawerau, for subsequent delivery on their wagons to construction sites in the upper North Island.

The transport savings from delivery of aggregate requirements from the new sources, outside of the harbour demand, are expected to be approximately \$3M pa, equivalent to approximately \$49M in Nett Present Value (NPV) terms.

## **9 DISCUSSION**

The Ōpōtiki rock procurement story illustrates the unique capacity of a motivated local authority to work with the industry to combine strong commercial outcomes with wider community and regional benefits.

It's not always sensible for suppliers to look beyond the immediate requirements in a tender and proactively create a new regional resource, because the commercial imperatives of certainty and risk management encourage the industry to work competitively. But where local authorities are prepared to take a wider view, it provides the opportunity for the industry to respond with innovative and effective solutions.

Setting the expectation of suppliers to take maximum advantage of the transport productivity available on the supply routes, in a situation where the market itself had not delivered, is also an example of positive intervention. The resulting upgrade of the local fleet will add to the legacy value of the harbour project.

This is a similar concept to that employed by including pathways to work and local recruitment expectations in the original harbour construction tender in 2016. That requirement identified that roughly 1/3 of the construction workforce roles could be suitable for local and P2W candidates. A similar requirement within the rock tenders has identified that approx half of the roles within the new workforce to operate the quarries and rock delivery could be suitable for qualified P2W candidates. Since 2016, Ōpōtiki stakeholders have developed strong P2W and similar programmes, feeding into existing job opportunities and ready to take full advantage of the upcoming construction work.



## 10 CONCLUSIONS

1. The provision of funding by the PGF for rock sources investigations resulted in the identification of sufficient new sources of rock within approximately 50 km of the harbour site to provide suitable armour rock, subject to some new consent and new development requirements.
2. ODC subsequently carried out a competitive procurement process for rock, via ROI and RFT processes during May to August 2019. Tenders and proposals were received from current and two proposed new/redevelopment sources, located 20km and 50km from the harbour site.
3. The two proposed new sources are expected to provide total rock supply for the harbour at approximately \$8M savings, compared with existing sources, including allowance for contingencies and costs.
4. ODC is contributing to the ground drilling programme at one of the new sites to further evaluate its rock resource and quality, utilising some of the PGF funding budgetted for this purpose.
5. In addition, the legacy value to the Eastern Bay from creation of the two new quarries in the region is estimated at approx. \$3m pa in avoided transport costs for armour rock supply, and high value sealing chip and other products, compared with currently available sources.
6. The Ōpōtiki rock procurement story illustrates the unique capacity of a motivated local authority to work with the industry to combine strong commercial outcomes with wider community and regional benefits.

## 11 RECOMMENDATION

1. **THAT** the ŌPŌTIKI HARBOUR ROCK SUPPLY report be received.

### Report Authorisation

Report Writer:	John Galbraith	Project Manager, Ōpōtiki Harbour Transformation
Final Approval:	Aileen Lawrie	CEO, Ōpōtiki District Council



Subject: **UPDATE ON MOTU TRAILS GREAT RIDE PROPOSED WESTERN COASTAL EXTENSION FROM OPŌTIKI TO WHAKATĀNE**

To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **TUESDAY, 18 MARCH 2020**

Written by: **GARRY PAGE, RESERVES MANAGER, OPŌTIKI DISTRICT COUNCIL**

File Reference: **A194163**

## 1 PURPOSE OF THIS REPORT

To update members of the current situation regarding the Motu Trails Great Ride proposed extension from Opōtiki to Whakatāne.

## 2 BACKGROUND

Opōtiki District Council and Whakatāne District Council have worked jointly in producing a business case to support an application to MBIE for funding from the New Zealand Cycle Trail: Enhancement and Extension Fund. MBIE has initially granted funding of \$94,000 to assist in the completion of this business case that was originally completed and submitted on 16 August 2018. MBIE responded with general support for the proposal noting a number of recommendations and points to address in a revised business plan and application. A considerable amount of work was undertaken to complete a revised business plan that took into account all of their recommendations and points they had raised. The revised business case and funding application was submitted to MBIE on 12 July 2019.

The funding breakdown is summarised below

Funder	Amount
MBIE	\$2,171,550
Opōtiki District Council	\$640,00
Whakatāne District Council	\$1,031,700
Opōtiki Local (Non Council)	\$500,000
NZTA – low Cost Low Risk Fund	\$299,999
<b>Total</b>	<b>\$4,643.249</b>

*The split between local and national funding (excluding NZTA which is in addition) is 50:50*

On 1 November 2019 MBIE advised they had decided to help fund detailed designs for the proposed extensions. It was felt that this was the best way for them to gain a full understanding of the costs and confirm the feasibility of the project, provide greater certainty of the estimated costs and confirm the local and central government funding required to deliver the project.

The detailed design costs for Ōpōtiki District Council is \$233,540 and Whakatāne District Council is \$216,225 of which MBIE would co-fund half.

### 3 RELEVANCE TO EASTERN BAY OF PLENTY

The 10 year Motu Trails vision is to extend and enhance two great Rides Te Ara Ahi and Motu Trails linking Rotorua, Kawerau, Whakatāne and Ōpōtiki into a single journey across the Eastern Bay of Plenty. Highlights of the EBOP Trail will include thermal and volcanic activity; spectacular lakes, coastal and forest riding – White Island, Mount Pūtauaki, Mount Tarawera and Motu waterfalls and Mataatua cultural experience and more. Rotorua to Ōpōtiki is an iconic 150km journey that will be an economic enabler for the smaller rural townships linking the trail. The short-term priority is to link the highly successful Motu Trail with Whakatāne. The longer term vision is to link Motu Trails and Te Ara Ahi with access from two regional airports and supported by numerous accommodation providers and holiday parks immediately alongside the Trail.

A cost Benefit analysis has been completed on the business case and gives a positive return on the investment as set out in the table below

	Regional Level	National Level
NPV Benefits	\$15,632,545	\$17,962,132
NPV Costs		
Central Government Costs	0	\$2,726,147
Local costs	\$2,627,950	\$2,627,950
Total NPV Costs	\$2,627,950	\$5,354,097
<b>NPV</b>	<b>\$13,004,595</b>	<b>\$12,608,036</b>
<b>Benefit: Cost ratio, Societal total</b>	5.9	3.4
<b>Internal rate of return (IRR)</b>	66%	37%

Employment benefits will be with up to 74.6 jobs created during trail construction and 93 jobs created after 10 years of the trail being developed.

The trail will also result in a net benefit from additional visitor expenditure in the region of up to @2,921,517 after 10 years and \$427,425 nationally

#### 4 DISCUSSION

The issue has arisen of Councils now having front up expenditure towards the detailed design work without any assurance that the project will still proceed, even if the estimates originally provided prove to be correct the feasibility of the project as submitted is confirmed. The estimates submitted were as requested and on the same basis as when the original Motu Trail funding application was submitted. That is the pricing was estimated on a design and build calculation. This has now been changed to two separate processes, without any assurance the build component will be funded, even if the detailed design comes out supporting the project as submitted.

This will mean ODC will have to commit \$116,770 and WDC committing \$108,112 without any assurance of the project funding progressing any further. This is not what ODC consulted on in its latest LTP. Both Councils have put in a considerable amount of staff time into the original and revised applications, and are now being asked for more, without any guarantee of an outcome

It is understood that Whakatāne District Council has been exploring the option of funding being made available through the Economic Relief Programme following the Whakaari eruption but ODC has not been party to any of these discussions

#### 5 RECOMMENDATION

1. **THAT** the Update on Motu Trails Great Ride Proposed Western Coastal Extension from Ōpōtiki to Whakatane report be received.

##### Report Authorisation

Report writer:	Garry Page	Reserves Manager, Ōpōtiki District Council
Final Approval:	Gerard McCormacke	Planning and Regulatory Group Manager, ODC



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Subject: **JIANGXI UPDATE**

To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **17 MARCH 2020**

Written by: **SIMON APPLETON, GM EASTERN BRIDGE LIMITED**

File Reference: **A194076**

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## **1 PURPOSE OF THIS REPORT**

The provide an update on the Eastern Bay of Plenty – Jiangxi Relationship

## **2 BACKGROUND**

The Eastern Bay of Plenty – Jiangxi Relationship was formally launched in 2019 to promote Economic and community co-operation between the two regions.

## **3 RELEVANCE TO EASTERN BAY OF PLENTY**

The Jiangxi relationship provides a conduit from the Eastern Bay of Plenty to China, New Zealand's biggest export education and export markets as well as New Zealand's second largest source of international tourism.

The three Eastern Bay of Plenty districts are the foundation of the relationship and while other councils, businesses or organisations may be invited to join the relationship it is ultimately the Eastern Bay's relationship.

## **4 DISCUSSION**

**Coronavirus** – As the spread of the virus is rapidly changing I will provide a verbal update on the day of the meeting. The virus has significantly hurt businesses which rely on China, including schools, exporters as well as retails who rely on China for stock. The personal hurt and distress for the people in Jiangxi has also been significant. A letter was sent from the EBOP Joint Committee to the Jiangxi Provincial Government to express sadness at what is happening.

**Facts Finding Tour** - In November I travelled to Jiangxi and held meetings with the Jiangxi Provincial Government as well as with the Fuzhou, Xinyu and Yingtan local governments to discuss progressing the relationship with the EBOP. A number of opportunities have been discussed, some of which have progressed and are listed in the discussion section of this report. Other opportunities require the buy in of the Joint Committee and are listed under 'Options'.

**Student Programmes (Holiday Study Tours)** – Holiday Study Tours are popular in China. Students will travel in groups to a particular country where they will participate in a combination of study, activities and sightseeing. Eastern Bridge already manages such programmes in the Hawkes Bay Region providing income to the participating schools, activity providers, accommodation providers and auxiliary businesses. There is an appetite for such holiday programmes from Jiangxi schools and the programme has been discussed with five EBOP High Schools. As of 25 February one school has confirmed its participation. Due to the Coronavirus it is unclear if such a programme can be run in 2020.

**Internships** – The fully funded internship programme has been postponed from April 2020 to September 2020 due to the Coronavirus. Half of the applicants for the programme have come from, or are linked to, the Eastern Bay of Plenty. The internship is a one month programme where the participants will undertake two weeks of intensive study relating to China, as well as a two week placement in Jiangxi based organisations. The placement choices will relate to the interns New Zealand employment whenever possible.

**High School Scholarships** - 25 students have been selected for this scholarship which has also been postponed until September 2020. This is a fully funded programme where students will travel to Jiangxi province and be hosted at Jiangxi Normal University. During their placement they will attend classes relating to Chinese language, culture, etiquette, business and economics. They will have chances to do sightseeing around Shanghai and the Jiangxi Province.

**Jiangxi Scholarship** – At the formalisation of the EBOP – Jiangxi relationship the Governor announced a 1 million RMB (approximately \$200,000) annual scholarship to be established to assist high achieving Jiangxi students to study long term in the Eastern Bay of Plenty. The first intake of students was expected to take place in January, however due to the coronavirus the programme's start date has been postponed.

**Jiangxi TV and Film Bay of Plenty Co-operation** – Anton Steel from Film Bay of Plenty travelled to Jiangxi and met with representatives from Jiangxi TV. During the meeting there was discussion on the development of two projects: a short documentary filmed in the Bay of Plenty showcasing the region and; a television comedy/drama focusing on a group of EBOPers living in Nanchang (Jiangxi's capital city). A pilot script is currently under development, distribution in China has been secured, options for distribution in New Zealand is under way. Approximately 60% of the funding has been secured from China. The intention is to film the studio work in the Eastern Bay of Plenty (in a packhouse) and location shoots in Jiangxi.

**Solar Farm Project in Te Kaha** – Xinyu, the sister city of Ōpōtiki district is a major producer of solar panels. A company linked to the manufacturer wishes to establish small solar farms in New Zealand. Te Kaha was identified as the first location. Discussions have been held with Te Whānau a-Apanui and Toi-EDA regarding the project. Eastern Bridge provided the company with key information about the New Zealand power sector and a business case was developed. Letters of support from Te Whānau a-Apanui, Toi-EDA and the Ōpōtiki District Council have been sent to the company. A visit from the company representatives is expected to take place once the Coronavirus has been brought under control.

**Bay of Plenty Foreign Language Portal** – The portal, now officially named “Hongi” will be relaunched in mid-March. While the previous version was purely a source for information for Chinese migrants, the new version is multi-lingual. The portal provides a range of information for non-English speaking tourists, international students and migrants. As well as being an information resource the portal includes a travel planner, e-store, news services, discussion boards and an international student management system. The new version will be rolled out in stages with the Waikato section being launched on 2 March. The Hawkes Bay and Waikato sections will be launched on 9 and 16 March respectively. Other regions will follow during 2020. In 2021 Korean and Vietnamese versions will be added with additional languages in subsequent years. Under the agreement Eastern Bridge already maintains with the three Eastern Bay of Plenty Councils individual Council sections have been added to the portal providing a wide range of information about Council services, facilities, rates, by-laws and regulations.

**The Bay of Plenty Centre** – The Bay of Plenty Centre is now fully established. The Jiangxi Foreign Affairs Office has arranged for a private business to provide a grant to cover the running costs of the centre. The centre is a free to use resource for the participating Councils, businesses or organisations. The internship and student scholarship participants will spend part of their time at the Bay of Plenty centre where they will take part in workshops.

**Jiangxi Foreign Affairs Visit** – The Jiangxi Provincial Government’s Foreign Affairs Office plans to lead a delegation including representatives from Yingtan, Xinyu and Fuzhou cities. The Foreign Affairs Office also plans to include approved business people. The goal of the delegation is to prepare for the Jiangxi Governor’s visit to the region later in 2020 (or 2021), as well as to identify meaningful business, investment and community projects. Currently due to the coronavirus there is no set date.

**Jiangxi Governor Visit** – There is a tentative plan in place for the Governor of Jiangxi Province to visit the Bay of Plenty. While in the region he has the desire to visit working examples of co-operation between Jiangxi and the Bay of Plenty. Due to the coronavirus no dates have been set.

## 5 OPTIONS

**Identifying Investment Projects** – There is an appetite from Jiangxi to invest and do business with the Eastern Bay of Plenty. The key constraint to this happening is the lack of information about projects at our end. There is an opportunity for the Councils, a Council Controlled Organisation

(ToiEDA?) or private company to be engaged to develop a database of realistic business / investment opportunities.

**Encouraging participation in Hongi** - In the second half of 2020 Eastern Bridge will market Hongi in China through several influencers. For the Bay of Plenty to benefit from this promotion it is important that they participate in the service:

The Joint Committee and member Councils can provide their press releases and public notices to Hongi which will be translated and broadcast on the portal. Information could be targeted at local residents or visitors.

If Councils are aware of businesses wishing to market to Chinese speaking migrants, visitors or potential international students they can provide an introduction to the Hongi portal. There are two options for businesses to be listed on the portal: a free listing, including the company name, address, website and email address; or a paid fully translated four page mini-site included within the portal.

**Incorporating more members into the relationship** – By encouraging other Bay of Plenty councils, Iwi and organisations to join the regional relationship it will further add to the credibility and strength of the relationship. An increase in income from the additional partners will also allow Eastern Bridge to put more energy into developing the relationship, identifying new opportunities and increasing the speed that the opportunities are realised.

## 6 CONCLUSION

Even with constraints due to the coronavirus there have been significant strides in developing the Jiangxi – Eastern Bay of Plenty relationship.

The Eastern Bay – Jiangxi relationship is unique in New Zealand. Firstly, there are no such provincial relationships between a New Zealand region and a Chinese counterpart; what also makes the relationship unique is how our specific relationship is considered in China, with the Governor of the Province taking a direct interest in it. This relationship provides a valuable and rare opportunity for the region, however it requires the Bay of Plenty side to actively participate.

1. **THAT** the **JIANGXI UPDATE** report be received.
2. **THAT** Eastern Bridge is invited back to provide another update in three months' time.

### Report Authorisation

Report Writer:	Simon Appleton	GM, Eastern Bridge Limited
Final Approval:	Gerard McCormack	Planning and Regulatory Group Manager, ODC





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Subject: **RESPONSE TO COVID 19 CORONAVIRUS**

To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **TUESDAY 17 MARCH 2020**

Written by: **MURIEL CHAMBERLAIN, CORPORATE SERVICES MANAGER, ODC**

File Reference: **A193970**

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- 1 The purpose of this report is to share information and to provide an update on how the Eastern Bay territorial authorities, and the regional authority are prepared to take care of our staff and prepared for business continuity in response to the spread of Covid 19 coronavirus.

## 2 BACKGROUND

Covid 19 began in Wuhan, China, in late December 2019. It has spread to more than 70 countries, caused thousands of people to be sick, and more than 3,000 people are dead with these figures increasing daily, as communities try to implement strategies for limiting the spread.

### RELEVANCE TO EASTERN BAY OF PLENTY

While not wanting to overstate a negative position recent media reports confirm that the illness is spreading fast. Both China and Italy have closed their borders and Australia has confirmed that they have 'community transmission'. This means that people are becoming sick without leaving the country, or coming into contact with family members who have been overseas.

Given the emerging cases in New Zealand and comparing this to patterns of spread elsewhere, it is likely that New Zealand will experience more cases. Current figures from the Ministry of Health say that 9,000 New Zealanders or households have been self-isolating since the outbreak of the virus. They have also widened testing. As well as testing those with travel history and typical flu-like symptoms, i.e. fever, cough, body aches, fatigue, and sometimes vomiting or diarrhoea, the Ministry have added to testing to include people hospitalised with serious respiratory illnesses.

As people, including those from overseas have the ability to move in and out of the region, it is probable that in time there will be cases of Covid 19 in the Eastern Bay of Plenty.

In New Zealand, we are feeling the impact economically before the spread of the virus starts to affect us more directly from a health and wellbeing perspective. In some industries, for example transport, hospitality and tourism, cutbacks and reduction in work are already affecting people socially and financially. As well as the people concerns, there are some supply chain issues beginning to emerge.

### **3 DISCUSSION**

There is a lot of information, some of it conflicting regarding the spread of Covid 19, the rate of spread, the time from infection that people are contagious, the likelihood of recovery, and the mortality rates. What is consistent is messaging around protecting ourselves, or taking precautions that in addition to protection will help to limit the spread. Self-management includes washing your hands for at least 20 seconds, using sanitisers with an alcohol content of 70 percent or more, not touching your mouth, nose and eyes with unwashed hands. Other precautionary actions include, sneezing into your arm, or tissue, not eating shared or communal food, avoiding close contact i.e. shaking hands, regular cleaning and sanitising commonly used surfaces and items such as doorknobs, phones and keys, social distancing, and avoiding close contact with people who are showing symptoms of respiratory infections, and critically self-isolation if you are unwell.

Below are measures that are either already implemented, or in the process of being implemented across the Councils.

Common activities include developing tactical responses and reviewing business continuity plans, and operational processes specifically for the scenarios that appear to be most likely. Providing staff with updated and regular advice for hand washing and other basic hygiene to minimise any spread. Increased cleaning regime, especially in public areas, such as council chambers, work vehicles, booking in flu vaccinations as early as possible, ensuring employee details are up to date, and having a register of employees who are going overseas. At both leadership levels and at an operational level regular discussion to specifically monitor potential impacts and actions that might be taken.

In addition to the above, Bay of Plenty Regional Council have carried out a 'working from home' test scenario successfully, and a test for critical office based processes, for example payroll. Whaktane District Council have facilitated a 20-minute staff presentation by Dr Ian Gourlay – Fit for Work, and they have provided 'corona kits' for staff which include anti-bacterial spray and hand sanitisers, and created a register of staff who are going overseas. Ōpōtiki will also carry out a 'test scenario' with staff working from home and we are reminding staff to raise any concerns they may have regarding the virus with their manager or HR.

In addition to the external communications from the Ministry of Health and the media, strong internal communications and support systems for staff are essential during times of uncertainty. Good communication will also support the continuing review and update of business continuity plans and practical tactical responses as more information becomes available, or as the Ministry of Health might direct us.

It would also be good practice to take extra care of staff who are more vulnerable, i.e. they have health issues such as chest/heart issues, or diabetes.

### **4 OPTIONS**

The preferred option is to maintain business as usual while ensuring that we have good systems, and processes in place for staff to be able to work remotely while feeling supported if directed by the Ministry of Health.

**5 CONCLUSION**

While we may not be able to stop Covid 19 from entering the Eastern Bay of Plenty, we can as individuals and as organisations minimise the spread and health impacts by being vigilant with the practices outlined above, and further increase our resilience by continuing to share information and practical solutions across the region.

**6 RECOMMENDATION**

1. **THAT** the **COVID 19 EASTERN BAY OF PLENTY RESPONSE** report be received.

**Report Authorisation**

Report Writer:	Muriel Chamberlain	Corporate Services Manager, ODC
Final Approval:	Gerard McCormack	Planning and Regulatory Group Manager, ODC



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Subject: **STRATEGIC TRANSPORT MATTERS FOR THE EASTERN BAY OF PLENTY**

To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **17 MARCH 2020**

Written by: **BRON HEALEY, SENIOR TRANSPORT PLANNER, BOPRC**

File Reference: **A3106282**

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## **1 PURPOSE OF THIS REPORT**

The purpose of the report is to update the Committee on strategic regional transport related matters of relevance to the Eastern Bay of Plenty.

## **2 INTRODUCTION**

There is a range of strategic regional transport related initiatives currently under way or recently completed that are relevant to the Eastern Bay of Plenty. These include development of the next Regional Land Transport Plan (RLTP), the Bay of Plenty Regional Freight Flows Study, initial thinking on a Regional Mode Shift Plan, proposed public transport service enhancements, and the Bay of Connections Low Carbon Economy priority area.

## **3 REGIONAL LAND TRANSPORT PLAN REVIEW**

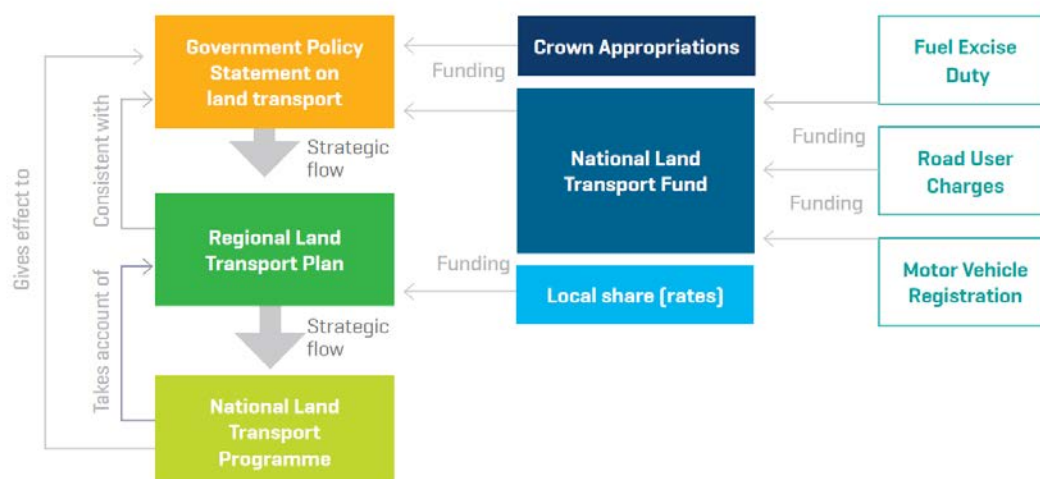
The RLTP is a statutory document that must be prepared and reviewed in accordance with the Land Transport Management Act (LTMA).

The RLTP is important because it represents the whole region's 'bid' for funding from the National Land Transport Fund (NLTF). To this end, it combines the proposed land transport activities of all local authorities in the region as well as the Bay of Plenty state highway programme. The RLTP must also assign a regional priority to all significant improvement activities.

Under the LTMA, the Regional Transport Committee (RTC) is tasked with preparing and reviewing the RLTP. The RTC is a statutory governance body established by the Regional Council but with a membership comprising of representatives from the Regional Council, all city and district councils in the region, and Waka Kotahi NZ Transport Agency (NZTA).

Each region's RLTP must be developed in way that is consistent with the Government Policy Statement on Land Transport (GPS). It is then used as an input into the National Land Transport Programme, which is the programme that the NZTA develops to allocate funding from the NLTF (see Figure 1).

**Figure 1** *LTMA planning and investment framework*



### 3.1 DEVELOPMENT OF REGIONAL LAND TRANSPORT PLAN 2021

The RTC recently commenced development of the next RLTP (2021). At its 21 February meeting, the RTC agreed that much of the content of RLTP 2018 was still largely fit for purpose (subject to updating to reflect new information) and that the process should focus on two key areas:

- the development of ten-year transport investment priorities (and alternative options); and
- confirming and applying a prioritisation approach and methodology.

Best practice guidance has been developed for the sector which will assist with this process.

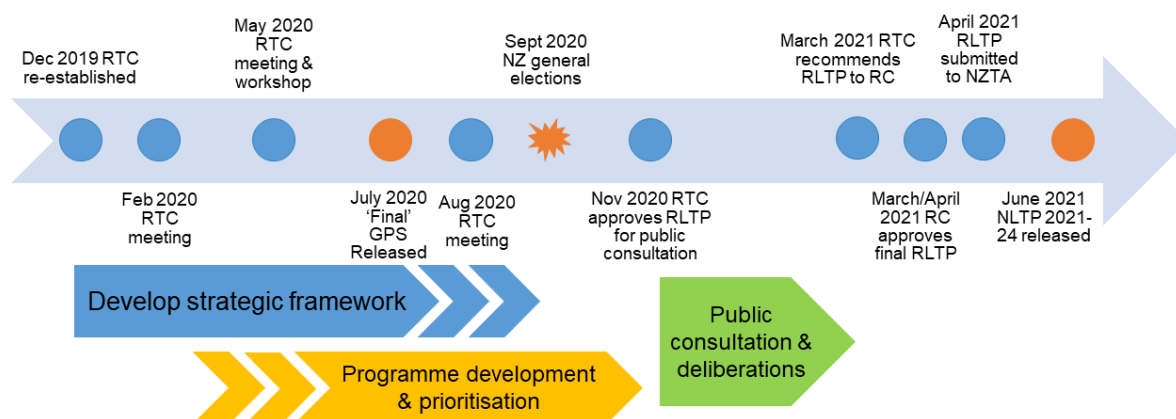
### 3.2 IMPLICATIONS OF RECENT PROVINCIAL GROWTH FUND ANNOUNCEMENTS

The current RLTP recognises a number regional economic development opportunities in the Eastern Bay of Plenty, including both the Kawerau Container Terminal and the Ōpōtiki Harbour Development. The RLTP also includes a local road improvement activity for Ōpōtiki Harbour Access Roads. The recent confirmation of funding means that the transport implications arising from these development opportunities will need to be front of mind as we progress the development of the next RLTP.

### 3.3 TIMELINE

The new RLTP must be prepared by the RTC and submitted to the NZTA by 30 April 2021 in order to meet the statutory requirements in the LTMA. This is to enable the release of the NLTP 2021-24 on 30 June 2021. Figure 2 shows a high level timeline with key milestones.

**Figure 2** *RLTP 2021 development timeline*



### 3.4 NEXT STEPS

The RTC will hold a workshop in May to re-confirm the RLTP’s core land transport problems and benefits and begin developing ten year transport investment priorities.

The Regional Advisory Group (RAG) is the transport officers’ group that provides advice and assistance to the RTC in carrying out its functions. Membership is comprised of transport officers from the organisations that are voting members of the RTC i.e. the Regional Council, city and district councils and the NZTA. It therefore includes officers from Ōpōtiki, Whakatāne and Kawerau District Councils. RAG meetings are scheduled for March and April in the lead up to the RTC workshop, and RAG members will be involved throughout the RLTP 2021 development process.

## 4 BAY OF PLENTY REGIONAL FREIGHT FLOWS

The Bay of Plenty Regional Freight Flows Study was initiated to develop an updated evidence base on regional freight flows (road and rail) to, from and within the region. The Study was designed to inform both the Western Bay of Plenty Urban Form and Transport Initiative (UFTI) planning and modelling, and to build a wider regional picture to support the development of RLTP 2021.

The study team made use of a number of key data sources, including:

- commercial GPS data obtained via EROAD;
- information sourced from the update to the National Freight Demand Study;
- information sourced from KiwiRail; and
- outputs from the Tauranga Transport Strategic Model.

These data sources were supplemented with insights from key stakeholders who were interviewed by the study team.

The high level conclusions from the study are:

- Freight in the Bay of Plenty is dominated by log and timber products for export or processing.

- There are substantial flows of milk and dairy products inbound for export, with outbound flows being mainly agricultural products like cattle feed. Manufactured goods flow in both directions.
- Other key commodities moved in the region include kiwifruit, building materials (including aggregates and concrete) and fertilizer.
- It is predicted that in the future, overall growth rates in bulk agricultural commodities into the region will be more limited. This will be offset by increasing supply chain complexity and growth of requirements for construction activities.
- Anticipated growth in high quality horticulture and aquaculture will contribute to local flows in the region.
- Growth in commercial vehicle movements is anticipated to be higher around the Tauranga urban area particularly on routes to and from the port.
- There are several possible disruptors including higher growth in exports from the east by road and a high shift to rail which will have an impact on level crossings.

The Study is available from the following link: <https://ufti.org.nz/reports/>.

#### **4.1 EASTERN BAY OF PLENTY CONSIDERATIONS**

Section 5.1 of the report provides a preliminary assessment of the freight implications arising from future development in Eastern Bay of Plenty. This includes the high level implications of the Kawerau Container Terminal, and aquaculture opportunities unlocked by the Ōpōtiki Harbour Development. It should be noted that this focuses on the primary routes to and from the Port of Tauranga, so it does not include a more fine-grained analysis of potential changes to internal freight patterns in the Eastern Bay of Plenty.

### **5 BAY OF PLENTY REGIONAL MODE SHIFT PLAN**

The Government has signalled that it expects NZTA and regional and district councils to make significant progress with mode shift – reducing dependence on single occupancy car journeys in favour of increased shared mobility (including public transport) and walking and cycling.

The Government's initial focus is on the regions containing the six high-growth urban areas with the highest potential to achieve mode shift: Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown are located.

The Regional Council has commenced some initial thinking on how the Bay of Plenty as a region might respond, and has identified the following potential benefits arising from the development of a regional mode shift plan:

- Provides a region-wide structure for mode shift, within which sub-regional specifics can be identified and implemented.
- Brings together existing actions and initiatives, identifies gaps where further work is needed, and provides aspirations for the near to medium-term (4-10 years).
- Could cover a range of mode shift options, including public transport, cycling, walking, ferries, rail and car pooling. The mode shift plan will look at the most efficient use for an area.

- Aligns with programmed mode-shift related work, including the Rotorua and Eastern Bay public transport network reviews.
- Contributes information for future Long Term Plans, the Regional Land Transport Plan, and the Regional Public Transport Plan.

## **5.1 MODE SHIFT FOR THE EASTERN BAY OF PLENTY**

The planned bus network review for the Eastern Bay may be an appropriate launching pad for the creation of a mode shift plan for Whakatāne, Ōpōtiki and Kawerau. The mode shift plan could then incorporate planning for active modes as well as the possible extension of on-demand public transport services (to be informed by a proposed on-demand trial service for Kawerau).

## **6 PUBLIC TRANSPORT**

### **6.1 REGIONAL TERTIARY/COMMUTER BUS SERVICES TRIAL 2020**

A fare-free regional bus service for tertiary students was launched in 2020 across the Bay of Plenty region. The service is a joint venture between the University of Waikato, Toi Ohomai Institute of Technology and the Regional Council, with each organisation contributing funds to make the service available, along with a subsidy from the NZTA. The service is also available to the public at a cost.

The service will mean students from around the Bay in Katikati, Rotorua and Whakatāne will be able to travel into Tauranga and back on weekdays from 3 February 2020 to 20 December 2020.

This will be a one year trial initially and will be reviewed at the end of 2020. Tertiary services commence toward the end of February. From that time we will begin to see the uptake in the service and the Regional Council will be in a position to report back on patronage.

### **6.2 DRAFT BAY OF PLENTY REGIONAL COUNCIL ANNUAL PLAN 2020/21**

The Regional Council is currently developing topics for consideration in the Annual Plan 2020/21 or Long Term Plan 2021-2031 consultation programmes. These include a high level regional fare review, a Kawerau on-demand service one year trial, and an Ōpōtiki/ Kawerau health shuttle.

### **6.3 HIGH LEVEL REGIONAL FARE REVIEW**

The Regional Council has been scoping a comprehensive regional fare review. This has included developing a range of options for changes to the current fare structure to be consulted on in either the Regional Council Annual Plan 2020/21 or in pre-consultation on the Long Term Plan 2021-31.

The following options are currently being considered:

- Option 1 - reduced fares for all users, remove concessions;
- Option 2 - weekly fare cap for regular users;
- Option 3 - 100% disability concession;
- Option 4 - free travel for school age children, all hours;
- Option 5 - introduce urban fare zones;



- Option 6 - free travel for tertiary students; and
- Option 7 - 40% community service card concession.

#### **6.4 KAWERAU ON-DEMAND SERVICE**

The Kawerau community have been requesting improved public transport services for many years through previous annual plan and long-term plan submissions. Broadly speaking the community sees a need for two deferent types of service:

- 1) a local service for better access within Kawerau, and
- 2) an enhanced service between Kawerau and Whakatāne.

Initial consultation with the Kawerau community showed broad agreement around the services that would best meet their needs and discussions were held about the willingness to pay for the services through a targeted rates.

A plan to implement a local on-demand service within Kawerau has subsequently been developed to address the first identified need. The community's need for a better Whakatāne to Kawerau service is clear and this will be addressed through the scheduled Eastern Bay Network Review to allow integration with bus services operating across the wider Eastern Bay area.

The on-demand service will see a wheelchair accessible van operate within the local community to provide access to local shopping and medical facilities. The service would operate on a door-to-stop basis, with collection from people's homes and drop offs to key locations in Kawerau.

In general, targeted rates are developed to fund services targeted at local communities. In this case, the proposal is for the service to be operated on a trial basis for 1-year (funded through general funds). Subject to the outcomes of this trial, a new targeted rate for Kawerau would be considered in the next Regional Council Long Term Plan.

Next steps in implementing the trial are:

- Undertake final consultation with the Kawerau community with regard to route design and timetables;
- Verify costs with operator for inclusion in Annual Plan 2020/21;
- Develop a marketing and communication plan for service implementation; and
- Plan for implementation of the proposed service with a target date of 1 July 2020.

#### **6.5 ŌPŌTIKI AND KAWERAU HEALTH SHUTTLE**

Requests have been made through the previous year's Annual Plan for the trial of a health shuttle in Kawerau and Ōpōtiki for patients requiring access to hospitals in Whakatāne and Tauranga. These requests are the result of increasing medical pressures in Kawerau and Ōpōtiki and restricted access to services. The Regional Council is currently exploring the option of including a proposal in the draft Annual Plan 2020/21.

## 7 BAY OF CONNECTIONS – LOW CARBON ECONOMY

Identified as a key priority area through the Bay of Connections review, a focus on a low carbon economy is becoming increasingly important for the wider region. Through Bay of Connections, a number of discussions have been held about how we can best support the region in its future transition to a low carbon economy/circular economy that will both benefit the region and also support infrastructure, Māori economic development and workforce development. Bay of Connections is currently looking at how this can be translated into a potential work programme.

## 8 RECOMMENDATION

1. **THAT** the Full Name of Report as above report be received.

### Report Authorisation

Report writer:	BRON HEALEY	SENIOR TRANSPORT PLANNER
First Approval:	NAMOUTA POUTASI	GENERAL MANAGER, STRATEGY AND SCIENCE
Final Approval:	NAMOUTA POUTASI	GENERAL MANAGER, STRATEGY AND SCIENCE



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Subject: **NATIONAL POLICY DIRECTION UPDATE**

To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **17 MARCH 2020**

Written by: **JULIE BEVAN, MANAGER POLICY AND PLANNING, BOPRC**

File Reference: **A3493704**

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## **1 PURPOSE OF THIS REPORT**

This report provides an update on the Government's current national policy direction instruments programme. A number of national policy statements (NPS), national environmental standards (NES), and section 360 regulations are likely to be gazetted for implementation in the middle of this year.

Also several aspects of the national planning standards (planning standards) commence implementation this year.

## **2 BACKGROUND**

National direction instruments support local decision-making under the Resource Management Act 1991 (RMA). This is provided using national policy statements (NPS), national environmental standards (NES), national planning standards (planning standards) and section 360 regulations. There are a number of national direction instruments currently under development or being scoped which will impact on Regional and District Council's statutory requirements and work programmes.

- The reasons for national direction include:
  - the issue is of national importance and greater direction should be provided to local authorities at a national level to give certainty
  - the issue involves significant national benefits or costs
  - the costs of local variation outweigh the benefits
  - it is necessary to give effect to other Government policy or regulation (such as the New Zealand Energy Strategy)
  - the issue relates to Government obligations including the Treaty of Waitangi and international obligations.
- The range of instruments under the RMA that can be used to develop a nationally consistent approach to resource management issues, including:

- national policy statements — which state objectives and policies for matters of national significance that are relevant to achieving sustainable management. They may also include more specific direction on how the objectives and policies are to be given effect to in policy statements and plans.
  - national environmental standards — which are regulations that prescribe technical standards, methods or other requirements for environmental matters
  - national planning standards — which set out requirements relating to the structure, format or content of regional policy statements and plans
  - regulations under section 360 — which generally deal with matters of detail or implementation, of a technical nature and/or are likely to require frequent alteration or updating.
- National direction documents currently in effect are:
    - New Zealand Coastal Policy Statement 2010
    - National Policy Statement on Electricity Transmission 2008
    - National Policy Statement for Renewable Electricity Generation 2011
    - National Policy Statement for Freshwater Management 2017
    - National Policy Statement on Urban Development Capacity 2016
    - National Environmental Standards for Air Quality 2004
    - National Environmental Standards for Sources of Human Drinking Water 2007
    - National Environmental Standards for Electricity Transmission Activities 2009
    - National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
    - National Environmental Standards for Plantation Forestry 2018
    - National Planning Standards 2019
    - A range of Regulations under section 360.

### 3 RELEVANCE TO EASTERN BAY OF PLENTY

A number of National Policy Statements, National Environmental Standards and a s360 regulation are anticipated to be gazetted in the middle of this year. These instruments will require implementation, as relevant, through the regional policy statement (RPS), regional plans and district plans and will involve additional research, data collection and monitoring. While some aspects of the implementation of the NES requirements may not require a Schedule 1 Plan Change process the NPS's implementation will generally require the preparation of RPS changes and/or regional plan changes and/or district plan changes.

A number of the NPS matters will require the regional and district councils to work collaboratively together to deliver the outcomes. For example, the Proposed National Policy Statement for Indigenous Biodiversity (NPS-IB) requires the district councils to identify and map Significant Natural Areas (SNA) and manage adverse effects on the SNAs in relation to new subdivision, use and development etc. The regional council must prepare a regional biodiversity strategy in collaboration with territorial authorities, tangata whenua, communities and other identified stakeholders. The local authorities

must have regard to regional biodiversity strategy when developing restoration and enhancement objectives, policies and methods for inclusion in regional and district plans.

#### 4 DISCUSSION

##### National Direction under Development

This table provides a list of resource management matters the Government is developing national direction on:

National Instrument	Direction	Lead Agency	Status
Proposed National Policy Statement for Urban Development (NPS-UD)		Ministry for the Environment (MfE) and Ministry of Housing and Urban Development (MHUD)	<ul style="list-style-type: none"> <li>• Replacing the existing National Policy Statement on Urban Development Capacity</li> <li>• Submissions under review</li> <li>• The NPS-UD is likely to take effect in mid-2020</li> </ul>
Proposed National Policy Statement for Highly Productive Land (NPS-HPL)		Ministry for Primary Industries (MPI) with support from MfE	<ul style="list-style-type: none"> <li>• Submissions under review</li> <li>• The NPS-HPL is likely to take effect in early/mid-2020</li> </ul>
Essential Freshwater work programme:  Proposed National Policy Statement for Freshwater Management  Proposed National Environmental Standard for Freshwater  Proposed Stock Exclusion section 360 Regulations		Cross-government water taskforce	<ul style="list-style-type: none"> <li>• Submissions under review</li> <li>• The National Policy Statement for Freshwater Management, National Environmental Standards for Freshwater Management and Regulations are likely to take effect in mid-2020</li> </ul>
Proposed amendments to the National Environmental Standard for Sources of Human Drinking Water (NES-DW)		MfE with support from Department of Internal Affairs (DIA) and Ministry of Health (MoH)	<ul style="list-style-type: none"> <li>• These amendments are part of the drinking water regulatory reforms being progressed through the Three Waters Review</li> <li>• Status to be confirmed</li> </ul>
Water Services Regulator Bill		Cross government lead by Minister of Local Govt, DIA	<ul style="list-style-type: none"> <li>• This bill establishes Taumata Arowai—the Water Services Regulator as a new Crown agent and provides for its objectives, functions, operating</li> </ul>

		<p>principles, and governance arrangements. Government has indicated that more detailed drinking water source protection, stormwater and wastewater policy proposals will be consulted on in mid-2020</p> <ul style="list-style-type: none"> <li>Released for public consultation</li> <li>Submissions closed on 4 March 2020</li> </ul>
Proposed National Environmental Standards for Wastewater Discharges and Overflows (NES- WDO)	MfE with support from DIA	<ul style="list-style-type: none"> <li>These amendments are part of the drinking water regulatory reforms being progressed through the Three Waters Review</li> <li>Status to be confirmed</li> </ul>
Proposed National Policy Statement for Indigenous Biodiversity	MfE with support from Department of Conservation (DoC)	<ul style="list-style-type: none"> <li>Public consultation is open 26 November 2019 to 14 March 2020</li> <li>Submissions closed on 14 March 2020</li> </ul>
Proposed amendments to the National Policy Statement for Renewable Electricity Generation (NPS REG)	Ministry for Business, Innovation and Employment (MBIE) with support from MfE	<ul style="list-style-type: none"> <li>The Government is developing amendments to this NPS in response to the Interim Climate Change Committee’s recommendations on accelerated electrification (PDF, 567 KB) [Ministry for Business, Innovation and Employment website] and the Productivity Commission’s recommendations on low-emissions economy</li> <li>Public consultation likely to be undertaken in 2020</li> </ul>
Proposed amendments to the National Environmental Standards for Air Quality 2004	MfE	<ul style="list-style-type: none"> <li>Consultation on the proposed Amendments to the NES-Air Quality commenced 26 February 2020. The amendments proposed introduce PM<sub>2.5</sub> as the primary regulatory tool to manage ambient particulate matter and establish both a daily and an annual standard for PM<sub>2.5</sub> (fine particulate matter), retaining the PM<sub>10</sub> standard for managing potential issues for coarse particulates and amending how we determine if airsheds are polluted.</li> <li>Submissions close 24 April 2020</li> </ul>

<p>Proposed National Environmental Standards for the Outdoor Storage of Tyres (NES-OST)</p>	<p>MfE</p>	<ul style="list-style-type: none"> <li>• Consultation on the proposed NES-OST commenced 25 February 2020. NES is one of the main tools to respond to the risks associated with tyres stored outdoors and to provide the clarity needed about regulation of such tyres under the Resource Management Act 1991. The main risks are fire (causing toxic smoke and run-off) and leachates. It is proposed to make the NES the responsibility of regional councils, rather than district councils as was originally proposed.</li> <li>• Submissions close 25 March 2020</li> </ul>
<p>Proposed National Environmental Standards for Marine Aquaculture</p>	<p>MPI with support from MfE and DoC</p>	<ul style="list-style-type: none"> <li>• Finalising instrument.</li> <li>• Cabinet has approved final policy provisions for the drafting of the NES-MA. Following drafting, the NES-MA will be put in front of Cabinet for final decisions. The NES-MA is likely to take effect in 2020.</li> </ul>
<p>National Planning Standards</p>	<p>MfE</p>	<ul style="list-style-type: none"> <li>• On 5 April 2019, the Ministry for the Environment (Mfe) and the Department of Conservation released the inaugural set of 17 individual National Planning Standards (NPStds). The NPStds aim to make it easier to prepare, use and understand RMA plans and policy statements.</li> </ul>

**5 CONCLUSION**

The extent of national policy direction that will require implementation this year is significant and will require the regional and district councils to work together to deliver the outcomes within the timeframes. The establishment of linkages across our organisations and the opportunities to support, engage and work collaboratively together will ensure that we integrate the delivery.

**6 RECOMMENDATION**

1. THAT the NATIONAL POLICY DIRECTION UPDATE report be received.

**Report Authorisation**

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Report Writer:	Julie Bevan	Manager Policy and Planning, Bay of Plenty Regional Council
Final Approval:	Namouta Poutasi	General Manager, Strategy & Science, Bay of Plenty Regional Council