



**la Ara Aotearoa Transporting New Zealand Incorporated**

**submission to**

**Waitematā Harbour Connections**

**on**

**the way we cross Te Waitematā (Waitematā Harbour) and  
use the wider transport system in the future.**

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# **Ia Ara Aotearoa Transporting New Zealand Incorporated submission to Waitematā Harbour Connections on the way we cross Te Waitematā (Waitematā Harbour) and use the wider transport system in the future.**

## **1. Representation**

- 1.1 Ia Ara Aotearoa Transporting New Zealand Incorporated (Transporting New Zealand) is made up of several regional trucking associations for which Transporting New Zealand provides unified national representation. It is the peak body and authoritative voice of New Zealand's Road freight transport industry which employs 32,868 people (1.2% of the workforce), and has a gross annual turnover in the order of \$6 billion. This is part of a wider transport sector that employs 108,000 people, or 4 percent of the country's workforce and contributes 4.8 percent of New Zealand's GDP<sup>1</sup>.
- 1.2 Transporting New Zealand members are predominately involved in the operation of commercial freight transport services, both urban and inter-regional. These services are entirely based on the deployment of trucks both as single units for urban delivery and as multi-unit combinations that may have one or more trailers supporting rural or inter-regional transport.
- 1.3 According to Ministry of Transport (MOT) research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand or about 85% of the surface freight activity measured in tonne-kilometres.

## **2. Introduction**

- 2.1 Transporting New Zealand provides sector leadership and believes we all need to operate in an environment where the following must be managed and co-exist:
  - The safety and wellbeing of our drivers and other road users, our drivers are our most valuable asset
  - The impacts of transport on our environment
  - The transport of goods by road is economically feasible and viable and it contributes the best way it can to benefit our economy.
- 2.2 Transporting New Zealand welcomes the opportunity to comment on the Waitematā Harbour Connections ways to integrate transport improvements with quality urban development, to enable a thriving and sustainable city for generations to come.
- 2.3 The predominant lens and scope of our submission is the impacts and risks associated with commercial (road freight) traffic and the economy that traffic serves.

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<sup>1</sup> [Transport factsheet \(mbie.govt.nz\)](https://www.mbie.govt.nz/transport-factsheet)

### 3. Submission

- 3.1 The road freight sector is critical to the success of our economy and will continue to be so for the foreseeable long-term future. The volume of freight that flows through this vital corridor is significant and will only increase over time.
- 3.2 Easing traffic congestion and improving roading efficiency is an important element of decarbonising road transport. No transport operator wants to be idling in traffic-jams.
- 3.3 In February this year Transporting New Zealand formally launched its Green Compact: Our framework for decarbonising road freight transport by 2050. Transporting New Zealand's Green Compact adopts the five decarbonisation pillars identified by the International Road Union to reduce emissions. These are: alternative fuels, efficient logistics, collective mobility, vehicle technologies and driver training. To reflect New Zealand's roading and political environment, Transporting New Zealand includes a sixth pillar: designing infrastructure.
- 3.4 Therefore, the Waitematā Harbour Connections project has good alignment with Transporting New Zealand's emission reduction strategy. In particular, facilitating light rail will improve collective mobility, and whether travel is increased by bridge, tunnel or both, that demonstrates our view and strategy that good investment in infrastructure is an important element to reducing emissions.
- 3.5 Transporting New Zealand is pleased that Waitematā Harbour Connections has begun consultation on potential scenarios and options and it supports this initial high-level approach being taken to develop preferred connections. Narrowing down the most viable options for further detailed design and analysis should save considerable time and money.
- 3.6 The options preferred by Transporting New Zealand have been selected based on the presumption that the integrity of the data provided by Waitematā Harbour Connections, in particular the comparison of the eight (8) quantitative and qualitative factors, is reliable.
- 3.7 Following the damage created in February this year by the heavy rain in and around Auckland and Cyclone Gabriele in Gisborne and Hawkes Bay, Prime Minister Hipkins told Parliament *"how we recover has to be done a little bit differently this time ... We've got to build back better, we've got to build back safer and we've got to build back smarter."* We are pleased Government has realised this and we believe this philosophical future proof thinking must also be applied when considering new infrastructure and the crossing of Waitematā Harbour is a good example.
- 3.8 Our preferred option is Scenario 4. While we acknowledge this option is an additional 33% in cost (\$20b) compared to the cheapest option (\$15b for Option 2), and the construction time is longer, 15 years compared to the least build time (10 years for Option 2), we believe the proportionally increased benefits to the areas of: resilience, efficiency, disruption to address sea level rise and protection and enhancement of Te Waitematā, justify the additional cost and construction time.
- 3.9 Scenario 2 is the only option that does not include a tunnel and therefore unsurprisingly it is the cheapest and takes the least construction time. It also then

appears logical that its commensurate benefits are significantly less than the tunnel options. Bearing in mind the project is still in the scenario design gestation stage, we suggest the next stage should be that Waitematā Harbour Connections undertake a significantly more detailed analysis comparing options 2 and 4 to confirm the degree of the relative differences in the qualitative and quantitative criteria. This would provide a much higher level of confidence to key stakeholders and public that the quantum of benefits justifies the additional cost of building a tunnel.

- 3.10 Transporting New Zealand will follow the Waitematā Harbour Connections with keen interest and it looks forward to being proactively involved in the next round of consultation.

**END**