



Port of Tauranga

Connecting New Zealand and the World

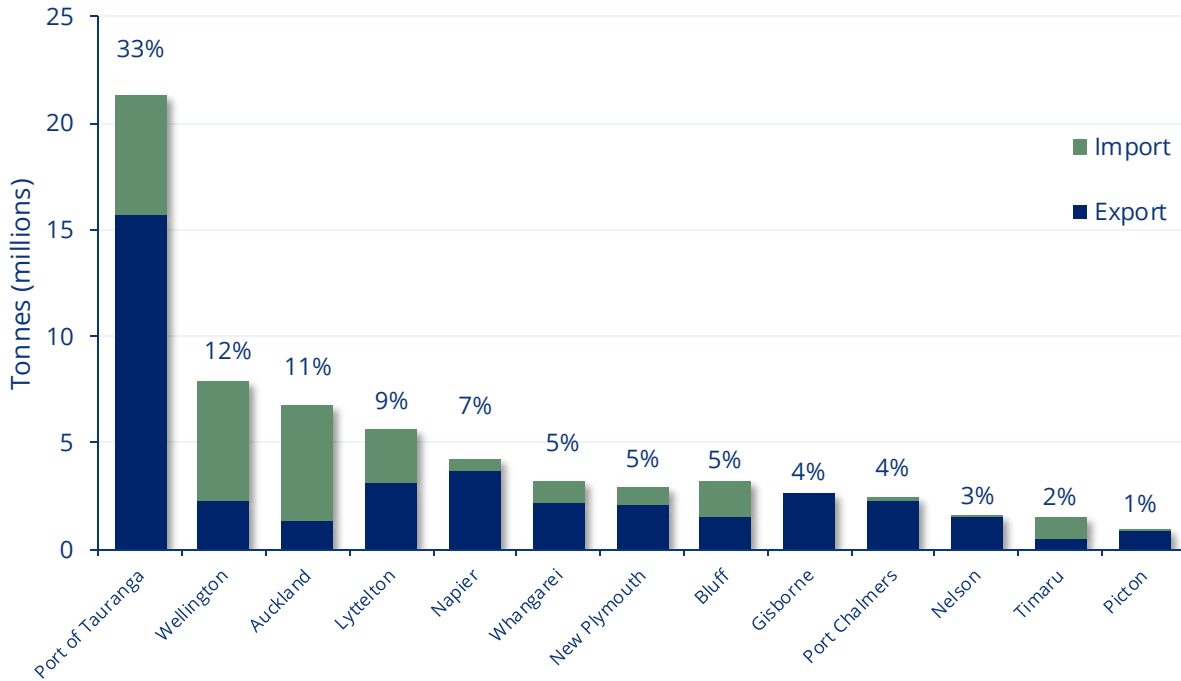
Expert Panel Overview Conference Stella Passage Development

March 2026

New Zealand's largest port

Connecting New Zealand and the World

Total New Zealand tonnes by Port for the year ending June 2025

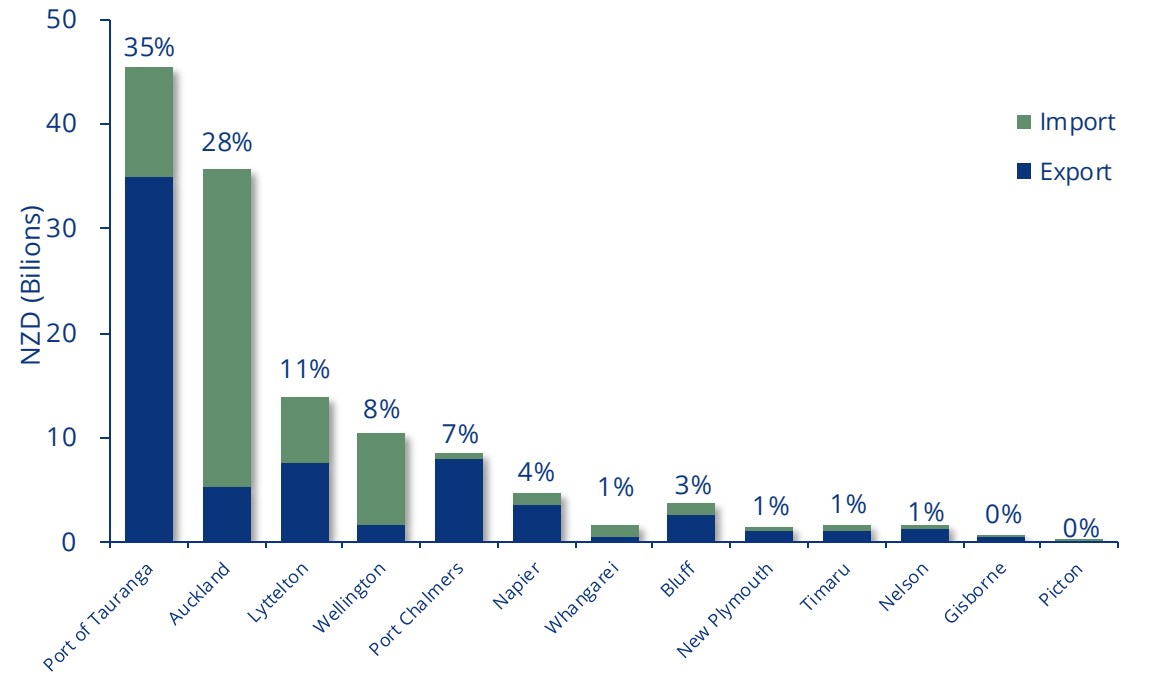


38% of New Zealand exports (tonnes)

23% of New Zealand imports (tonnes)

33% of New Zealand's total trade

Total New Zealand cargo value by Port for the year ending June 2025



43% of New Zealand exports by value

17% of New Zealand imports by value

35% New Zealand's total trade by value

Source: StatsNZ Overseas Cargo Statistics (Annual-Jun) 2025

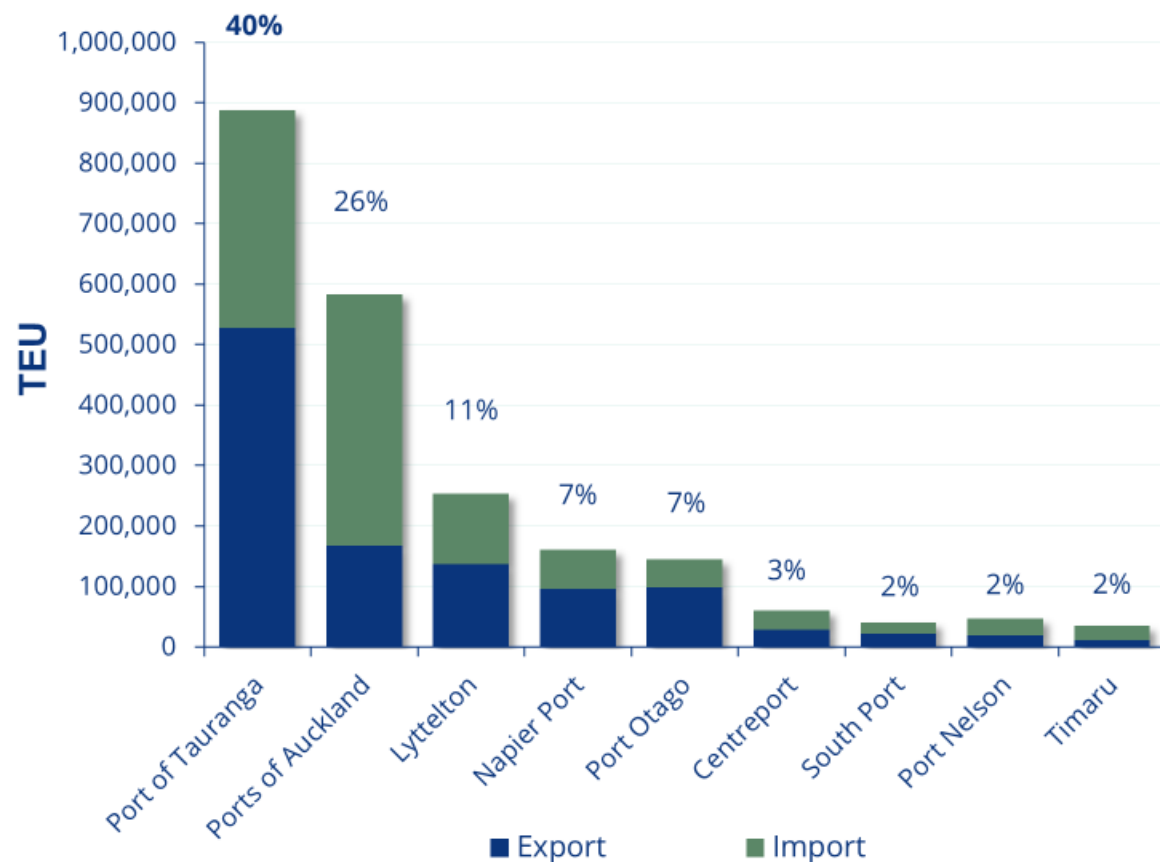
New Zealand's largest container terminal

NZ Ports Overall TEU - Year End June 2024 (exclude Tranship/Restow)						
	Export	%	Import	%	Total FY25	%
Port of Tauranga	528,037	48%	360,201	32%	888,238	40%
Ports of Auckland	167,159	15%	416,667	38%	583,826	26%
Lyttelton	137,571	12%	116,231	10%	253,802	11%
Napier Port	96,488	9%	64,085	6%	160,573	7%
Port Otago	98,327	9%	46,905	4%	145,232	7%
Centreport	28,540	3%	31,856	3%	60,396	3%
South Port	22,456	2%	18,687	2%	41,143	2%
Port Nelson	19,229	2%	28,367	3%	47,596	2%
Timaru	11,438	1%	23,653	2%	35,091	2%
Total (TEU)	1,109,245		1,106,652		2,215,897	

- 40% of New Zealand's total container trade (TEU)
- 48% of New Zealand exports (TEU)
- 32% of New Zealand imports (TEU)

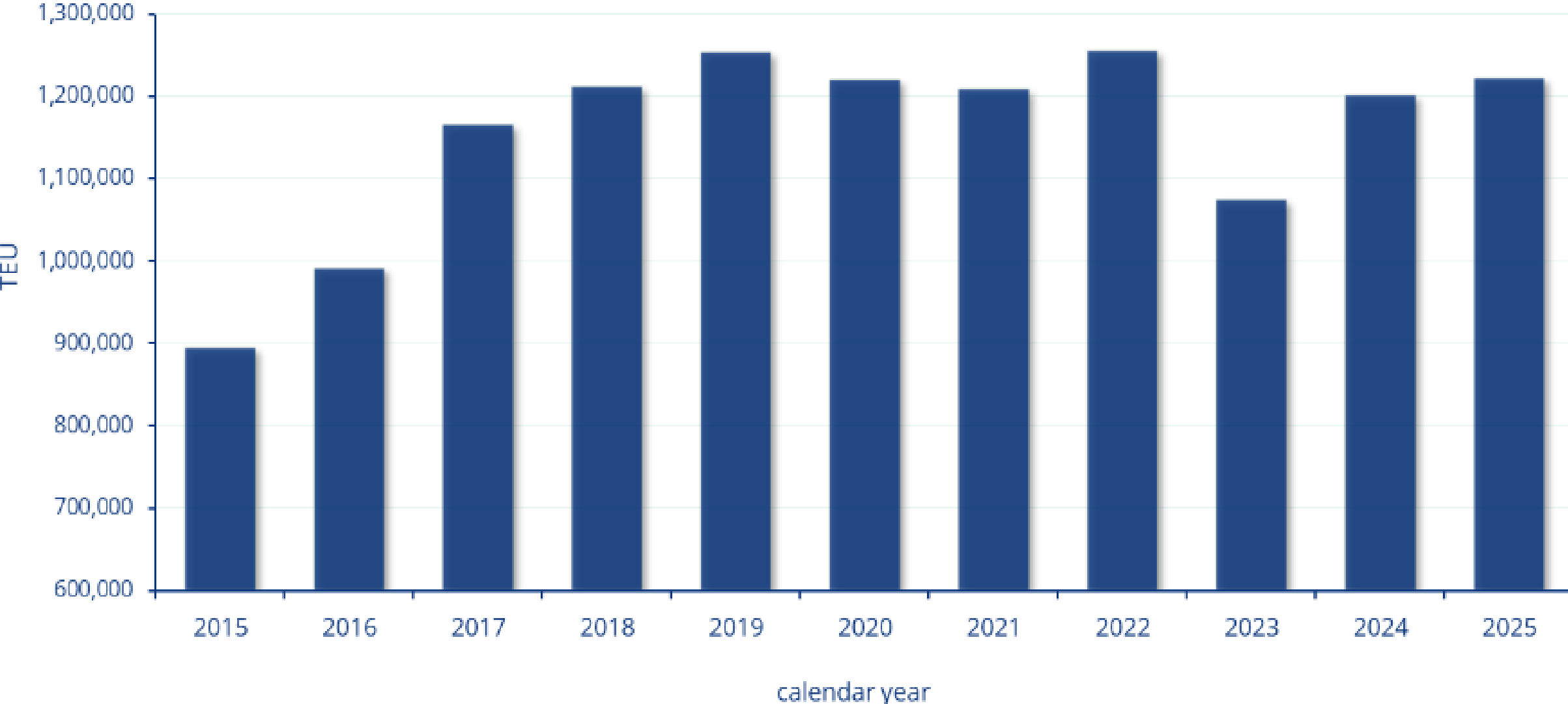
Source: FIGS transport.govt.nz - twelve months to 30 June 2025- overall TEU, exclude transhipment and restows

Total New Zealand TEU by Port - Year end June 2025
Full and Empty TEU (excluding transhipment)



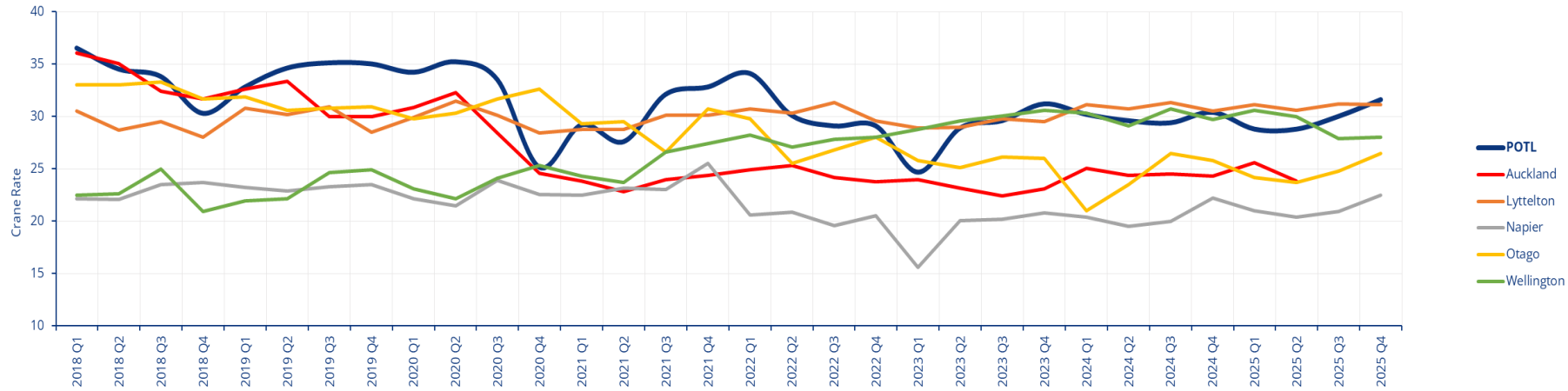
Source: FIGS-TransportData <https://www.transport.govt.nz/>

Port of Tauranga container volume
to the year ending December 2025



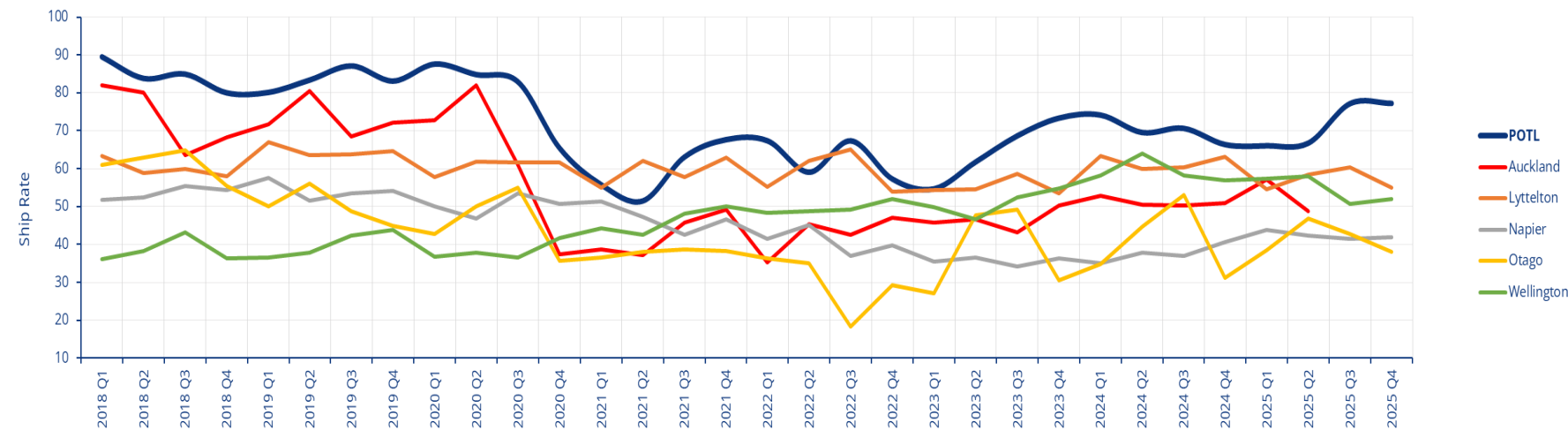
New Zealand port productivity

New Zealand Ports - Crane Rate (Containers per hour / Elapsed Crane Time) 2018 - 2026



Data from Auckland no longer published from 2025Q3

New Zealand Ports - Ship Rate 2018 - 2026

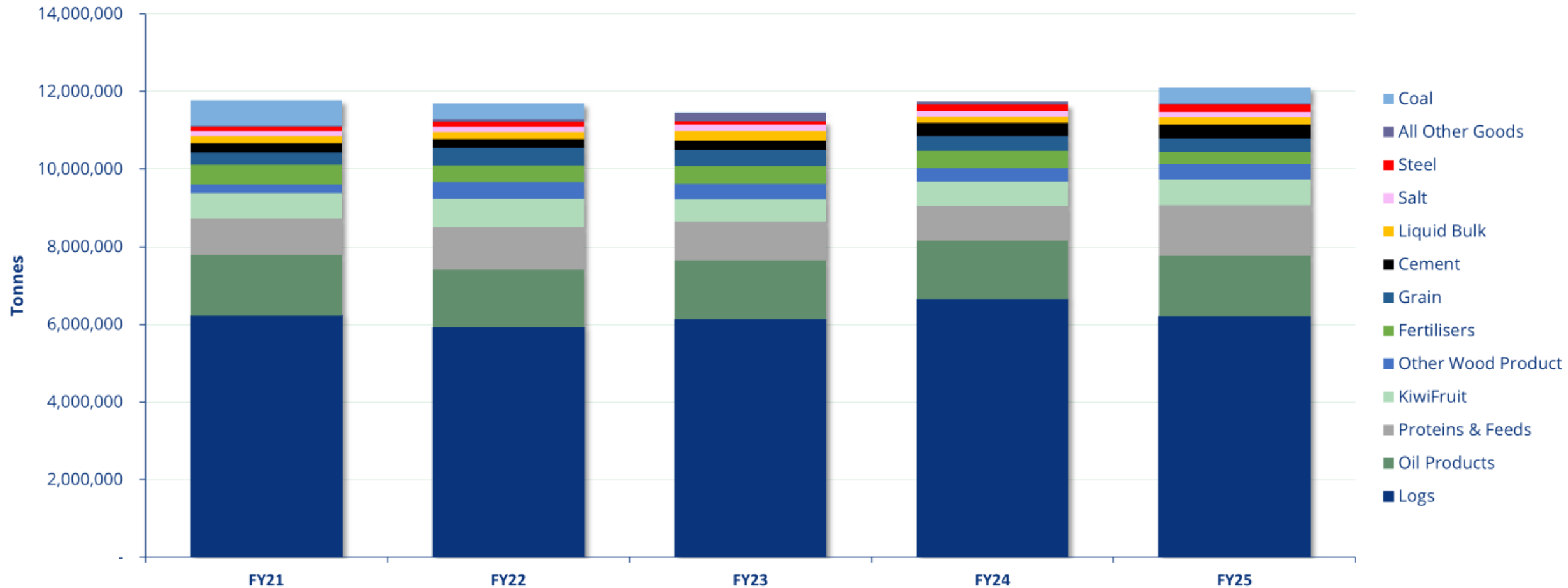


Data from Auckland no longer published from 2025Q3

- Select Committee inquiry into port sector highlights productivity a key area of focus.
- Expect performance data and reporting to be a recommendation.
- Direct correlation between on-time vessel arrival and port productivity.
- Multiple initiatives implemented to support safe productivity improvements in Tauranga.

Total bulk cargo volumes increased by 4.8%

For the year ended June 2025



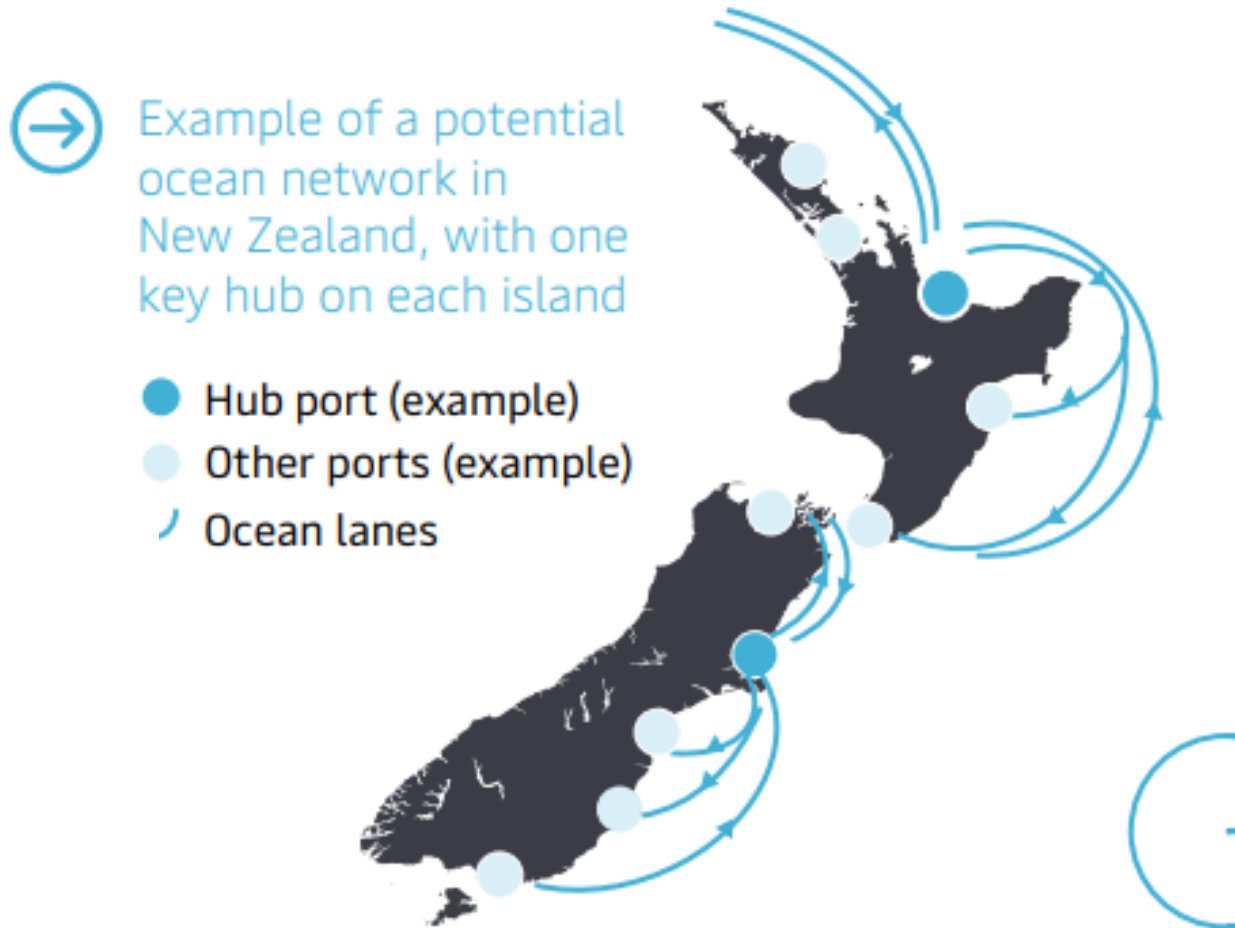
- Coal volumes for FY25 – 405,000 tonnes - supporting New Zealand’s energy needs.

Development to accommodate increasing vessel sizes



New Zealand future hub and spoke model

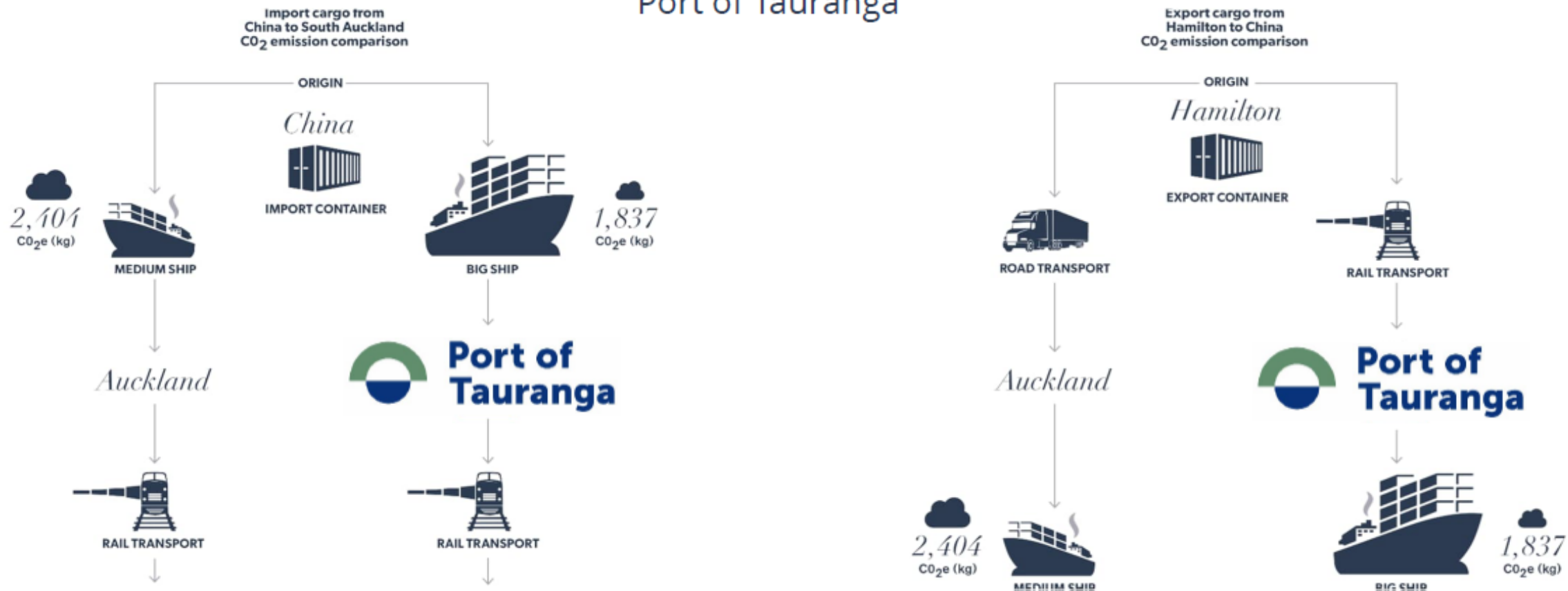
Government's inquiry into ports and the maritime sector



- New Zealand must modernise its port sector to improve efficiency and expand port capacity to remain competitive in global trade.
- Major international shipping lines and exporters support a move to a New Zealand hub and spoke port model.
- Larger, more efficient vessels servicing a more consolidated cargo profile, calling larger, more productive ports, will create significant cost savings and improve reliability for New Zealand importers and exporters.
- Port of Tauranga will benefit from this move.

Bigger ships = lower carbon supply chain

Currently a 24% Saving in CO₂e via Port of Tauranga

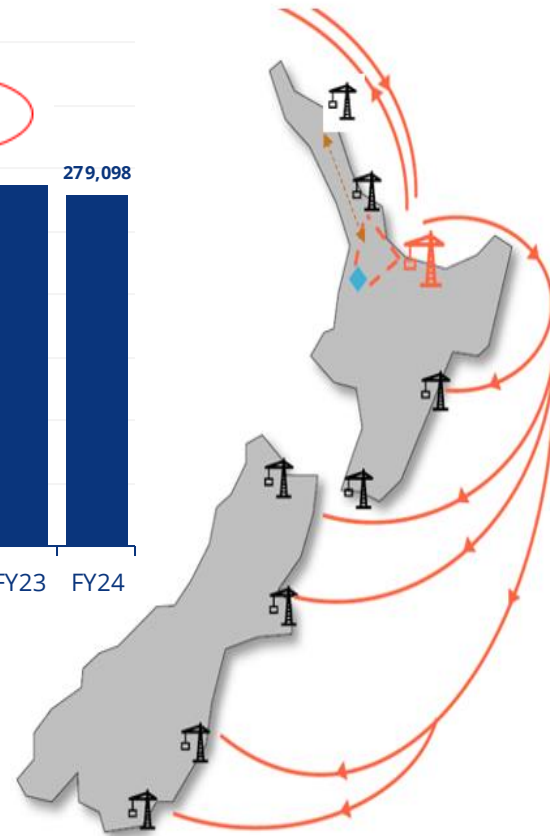
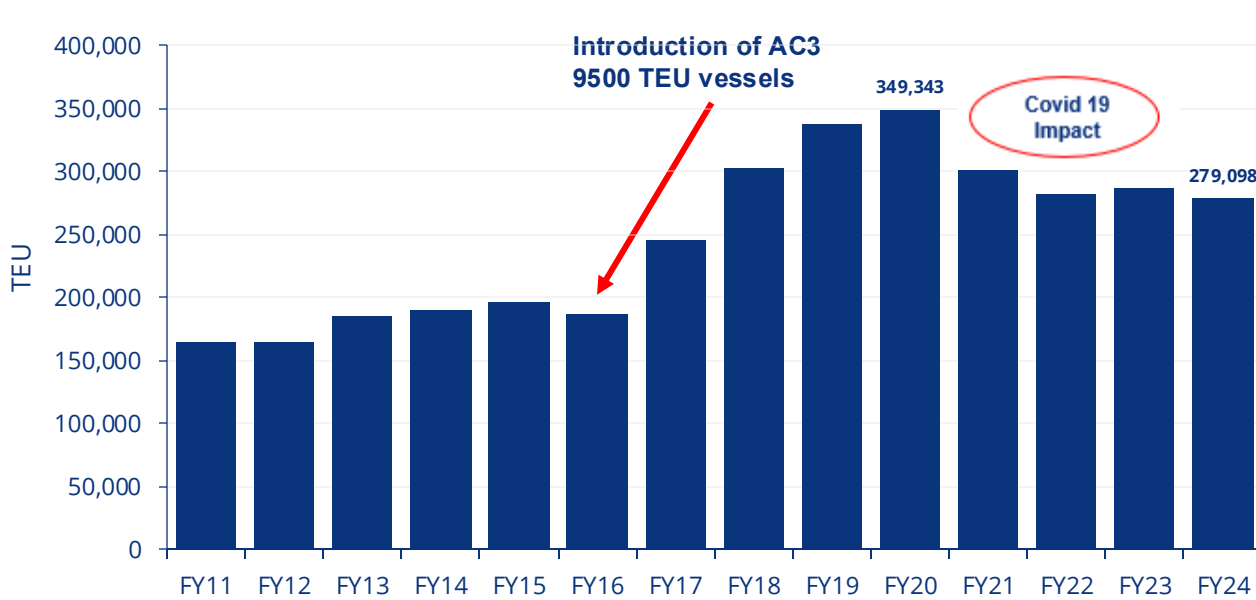


CO₂e calculations are based on a 20' 15 tonne container shipped on a typical container vessel size of 3,000-4,000 TEUs (via Auckland) and 8,000+ TEUs (via Tauranga)

Coastal shipping – growing transshipment

Larger vessels require greater use of coastal shipping for cargo aggregation

Transshipment volume by financial year



Mode	Grams of CO ₂ per tonne-kilometre
Road	123.1
Heavy duty road vehicles	92.0
Rail	22.8
Coastal shipping	13.9



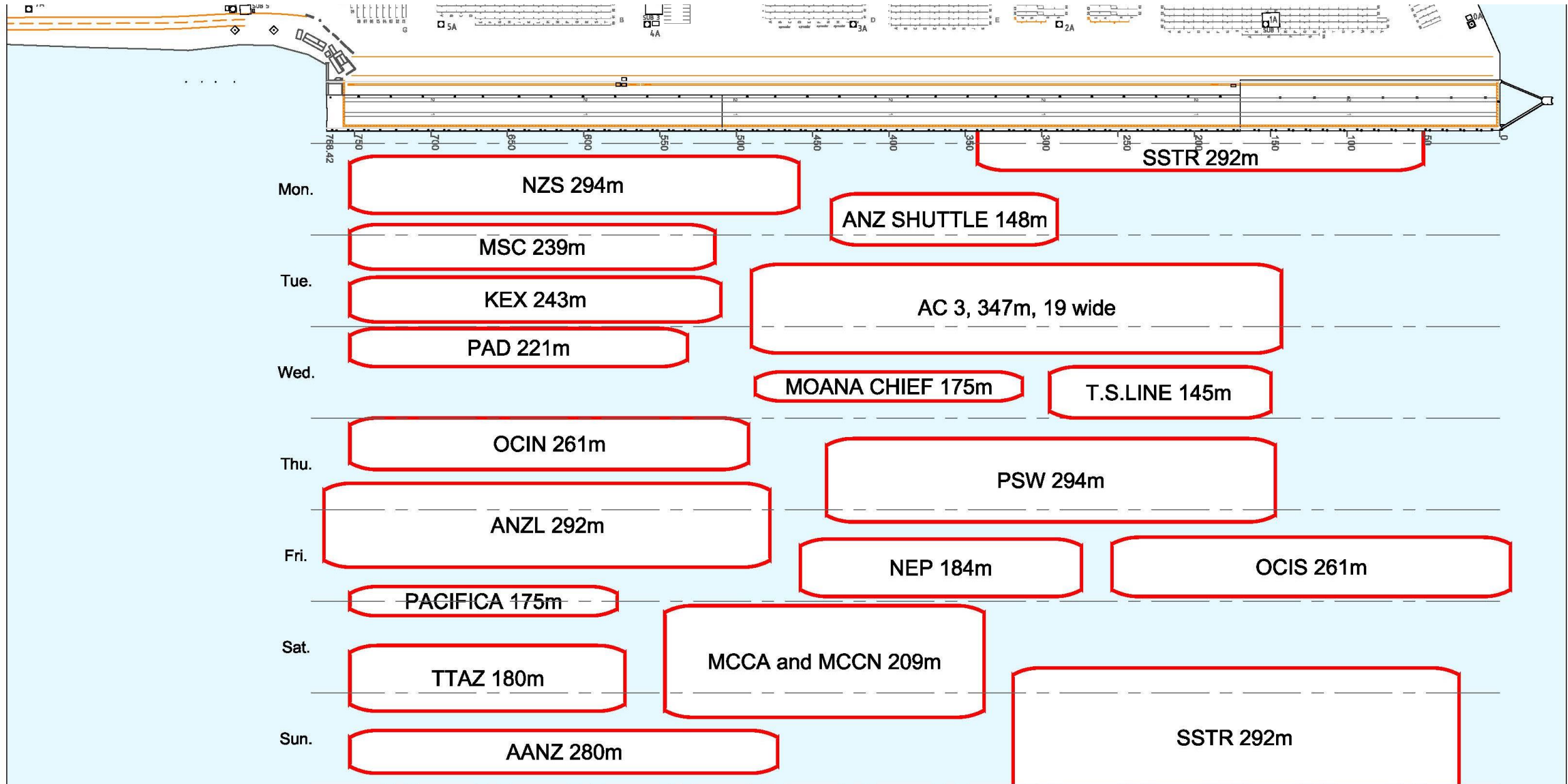
Transshipment represents 1/3 of POTL container volume

Circa 50% growth over past 10 years

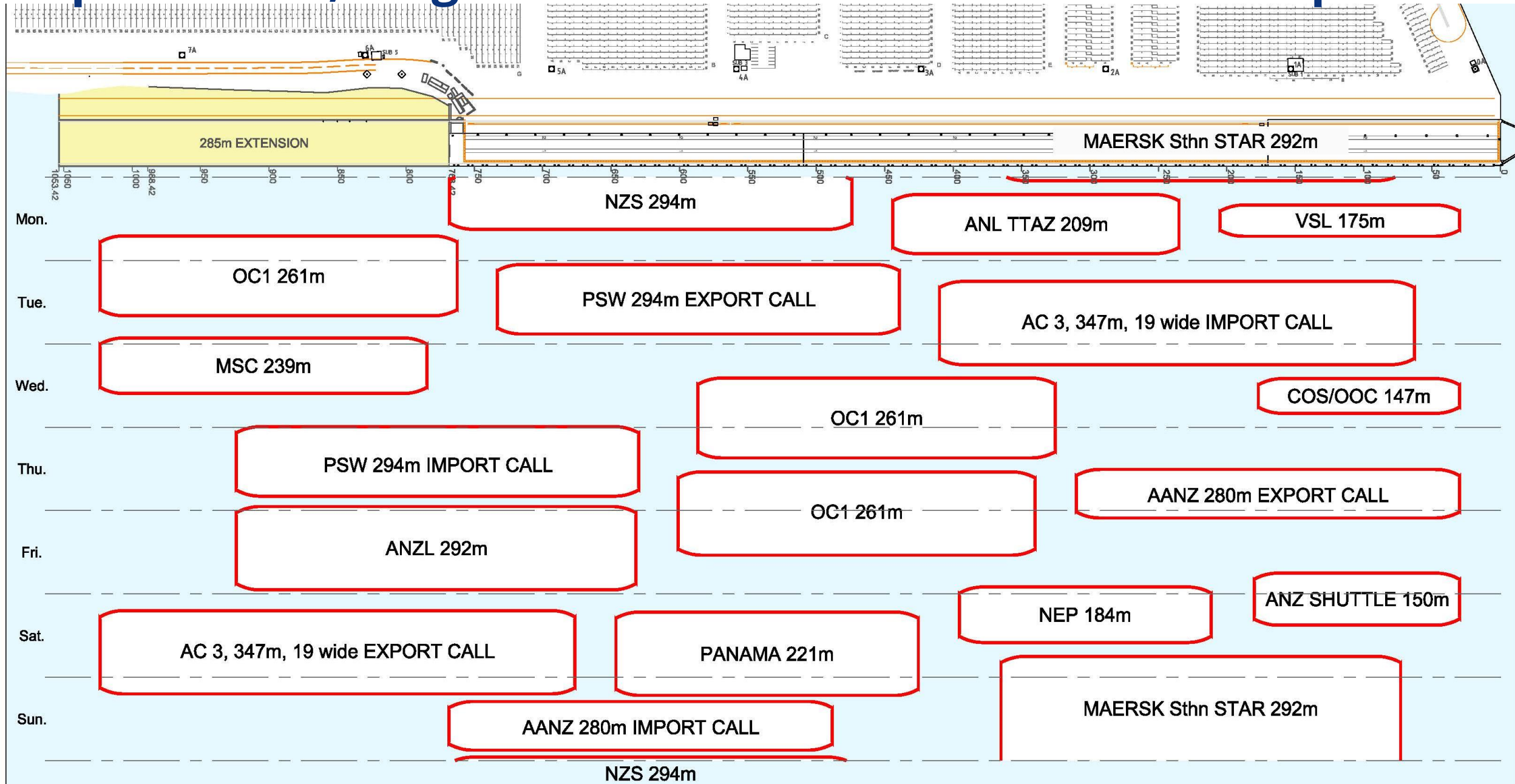
CGI of Stage 1, 285m wharf extension, cranes and automation, Sulphur Point



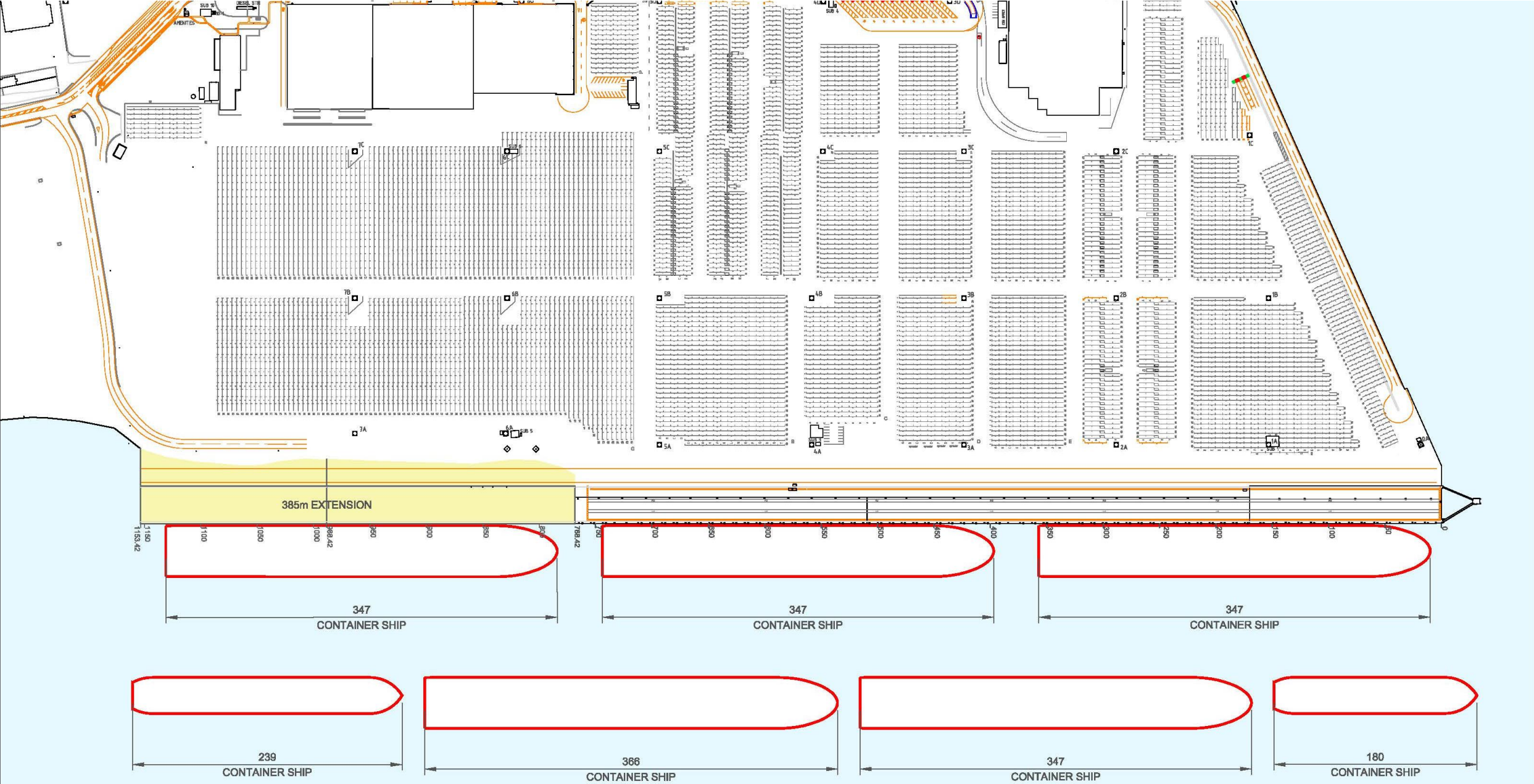
Existing Shipping at Sulphur Point - Two Berth Operation



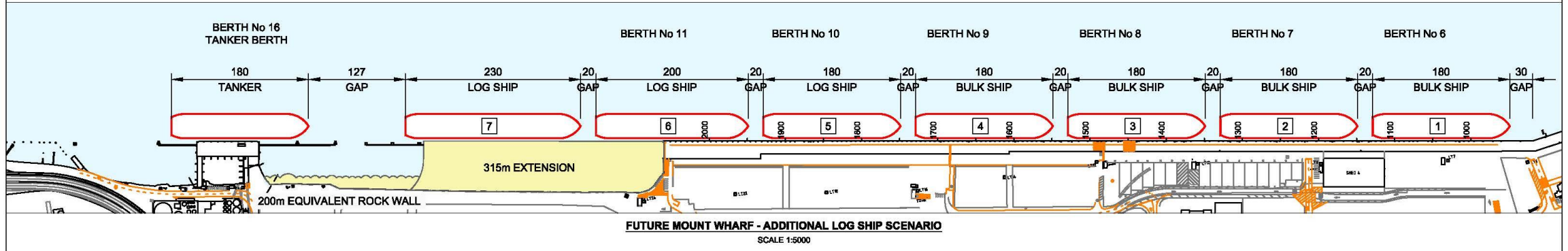
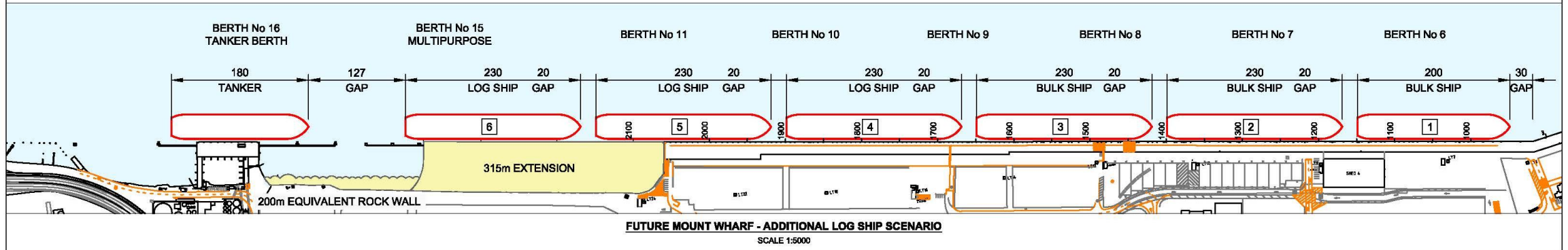
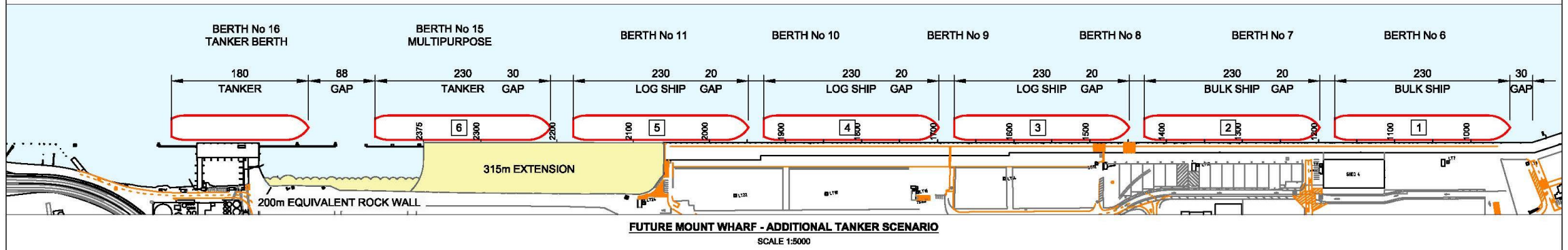
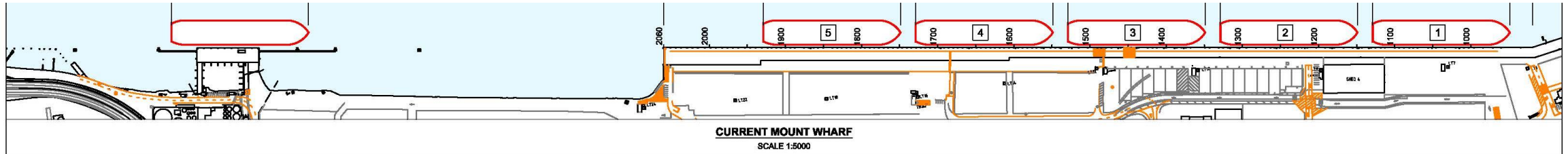
Sulphur Point, Stage 1 285m Extension - Three Berth Operation



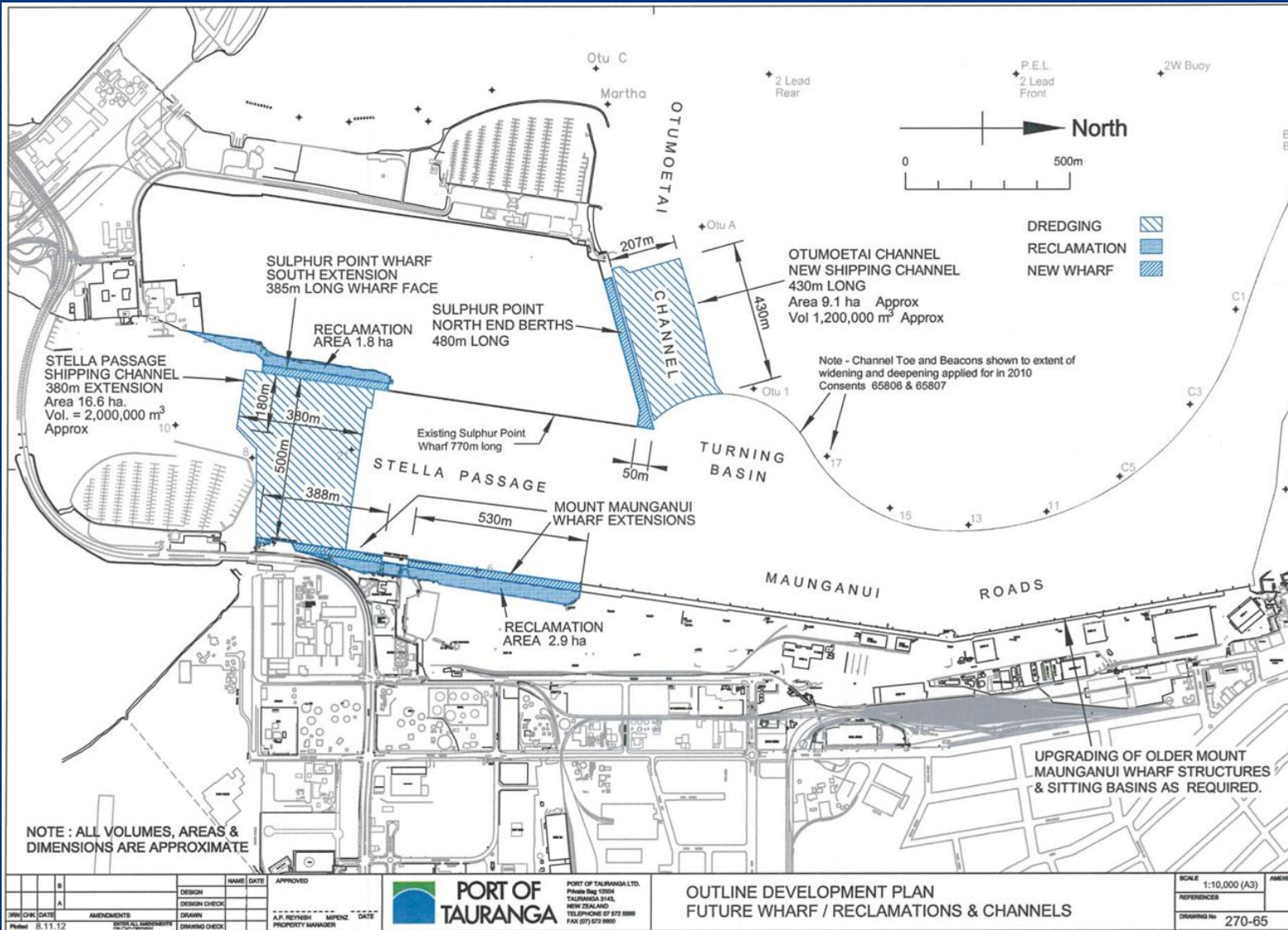
Sulphur Point 385m Extension (Stages 1 and 2)- Three Large Vessel Operation



Mount Wharf - Current & Future Vessel Scenarios



Contemplation of POTL Development



- The berth extensions have been contemplated since 1991.
- They were included in the original coastal area occupation permit granted in 1994 and again adopted in the 2003 and 2013 Regional Coastal Environmental Plans.
- The extent of the works contemplated under that plan is greater than what is proposed in POTL's application.

Project Background

- 2019: Commencement of consultation
- September 2020: COVID-19 Recovery (Fast-track Consenting) Act 2020 application
- May 2021: Environment Court direct referral application lodged
- December 2023 and 2024: First and second interim decisions made (respectively). Stage One granted, subject to approval of conditions
- December 2024: Environment Court's decision appealed to High Court by s 274 parties
- April 2025: First FTAA substantive application lodged
- May 2025: Withdrawal of the direct referral application
- August 2025: Judicial review of first substantive decision
- September 2025: Referral application lodged
- December 2025: Fast-track Amendment Act 2025 passed
- January 2026: Lodgement of this substantive application



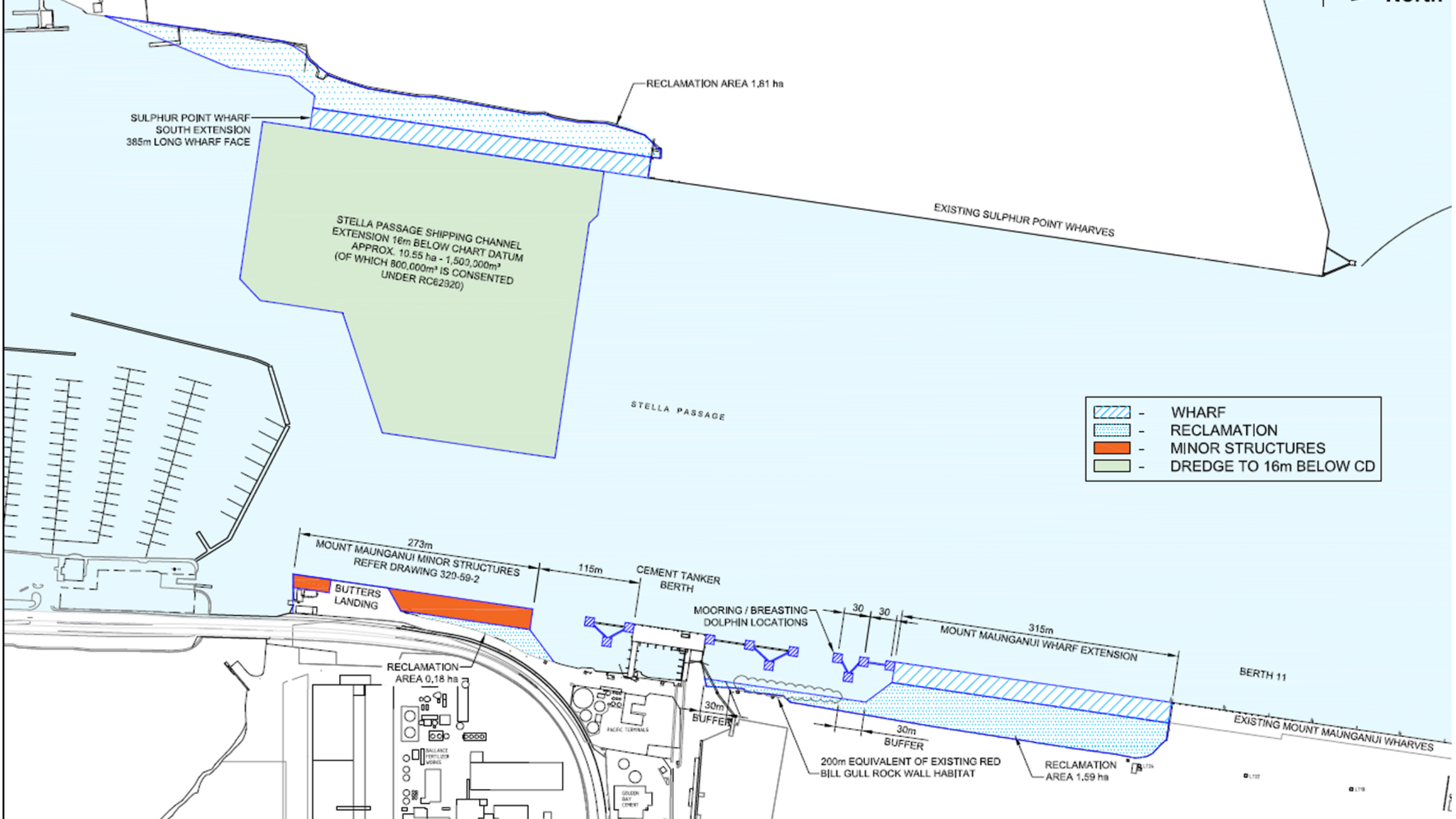
Original Environment Court
Direct Referral Scope



Amended Scope in
Response to Cultural
Feedback

Development Overview

- 385m berth extension and reclamation at Sulphur Point (in two stages).
- Associated dredging to extend existing channel (in two stages)
- 315m berth extension and reclamation to Mount Wharves.
- Addition of mooring dolphins to existing tanker berth.
- Minor structures and reclamation south of tanker berth.
- Installation of four cranes



SULPHUR POINT WHARF SOUTH EXTENSION
385m LONG WHARF FACE

RECLAMATION AREA 1.81 ha

STELLA PASSAGE SHIPPING CHANNEL
EXTENSION 16m BELOW CHART DATUM
APPROX. 10.55 ha - 1,500,000m²
(OF WHICH 800,000m² IS CONSENTED UNDER RC62920)

EXISTING SULPHUR POINT WHARVES

STELLA PASSAGE

- | | |
|--|--------------------------|
| | - WHARF |
| | - RECLAMATION |
| | - MINOR STRUCTURES |
| | - DREDGE TO 16m BELOW CD |

273m
MOUNT MAUNGANUI MINOR STRUCTURES
REFER DRAWING 320-59-2

115m

CEMENT TANKER BERTH

BUTTERS LANDING

MOORING / BREASTING DOLPHIN LOCATIONS

30

30

315m
MOUNT MAUNGANUI WHARF EXTENSION

BERTH 11

RECLAMATION AREA 0.18 ha

30m BUFFER

30m BUFFER

200m EQUIVALENT OF EXISTING RED BILL GULL ROCK WALL HABITAT

RECLAMATION AREA 1.59 ha

• L112

• L119

Immediate Priority - Stage One

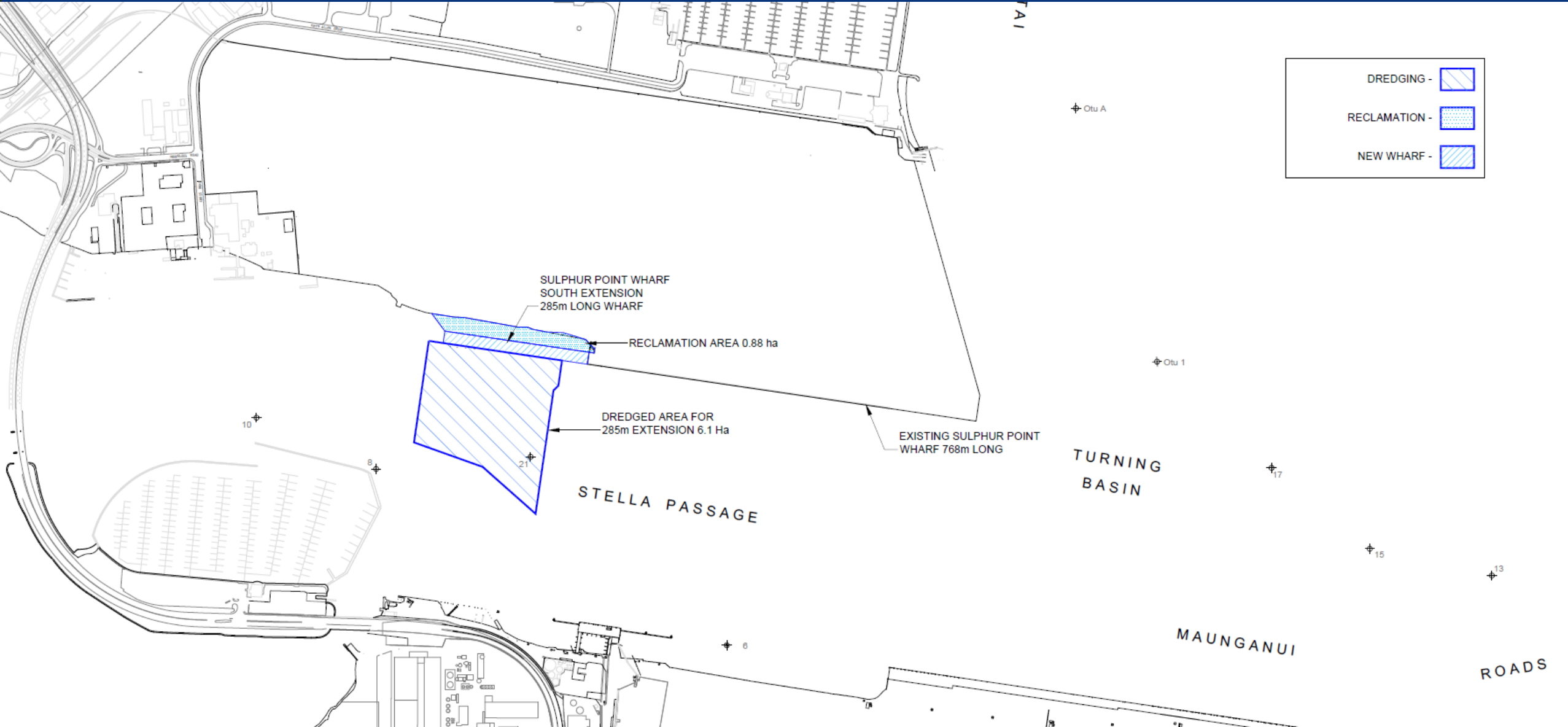
Sulphur Point

- Reclaim 0.88 ha of the coastal marine area south of the Sulphur Point Wharf.
- 285m long extension to Sulphur Point Wharf in front of that reclamation.

Stella Passage

- Dredging of 6.1 ha to 16 m chart datum on the western side of Stella Passage.

Immediate Priority – Stage One



Stage Two

Sulphur Point

- Reclaim 0.93 ha of the coastal marine area adjacent to the stage one Sulphur Point reclamation.
- 100 m long extension to Sulphur Point Wharf in front of that reclamation.

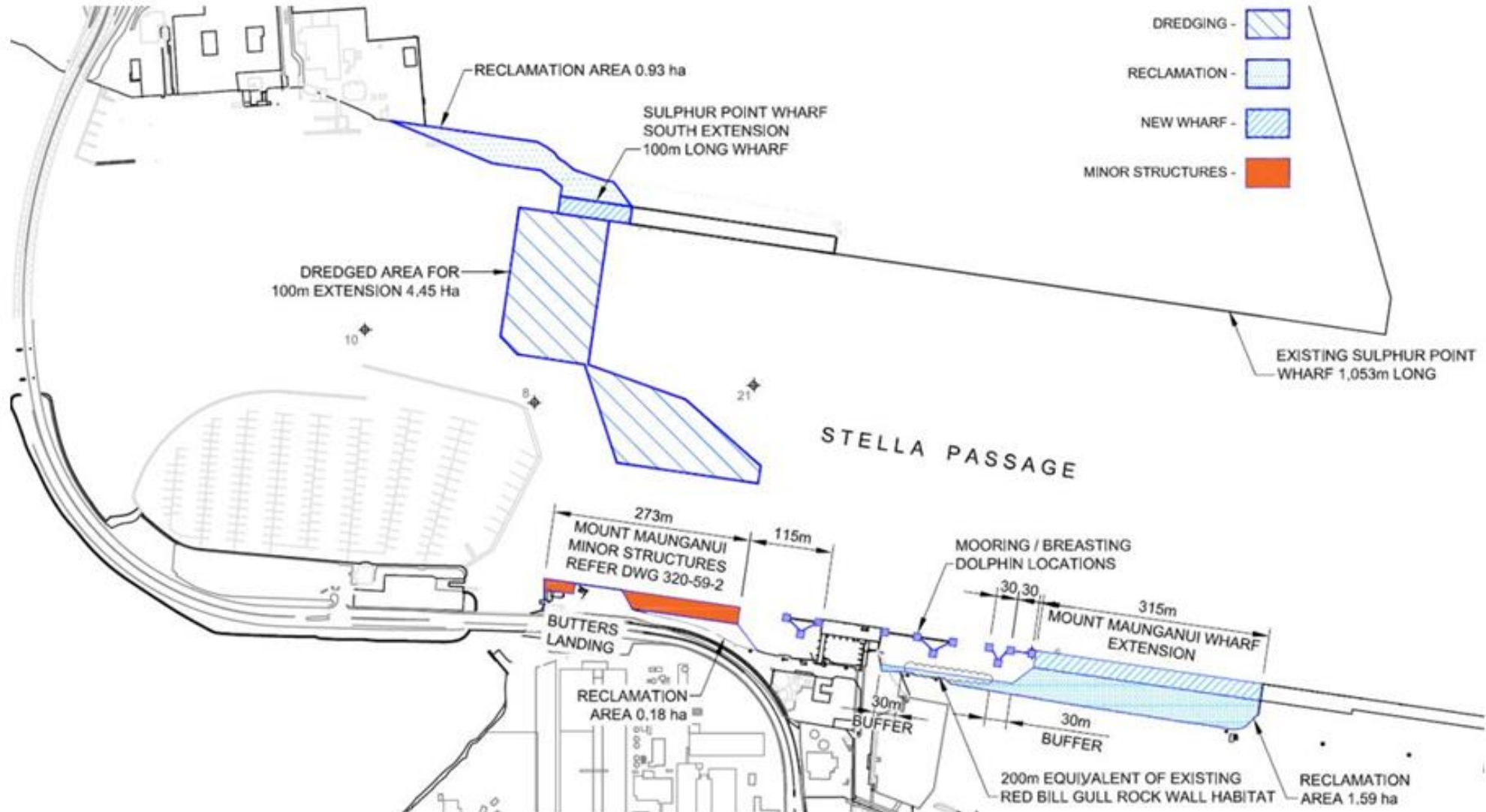
Mount Maunganui

- Develop a bunker barge jetty.
- Reclaim 1.77 ha of the coastal marine area south of the Mount Maunganui wharves.
- 315 m long extension to the Mount Maunganui wharves in front of that reclamation.
- Installation of 11 mooring/breasting dolphins.
- Provide the equivalent of 200 m of gull habitat.
- Move the existing ferry ramp northwards.
- Move existing jetties north towards the ferry ramp.
- Develop a penguin ramp and habitat.

Stella Passage

- Dredging of 4.45 ha to 16 m chart datum on western wide of Stella Passage.

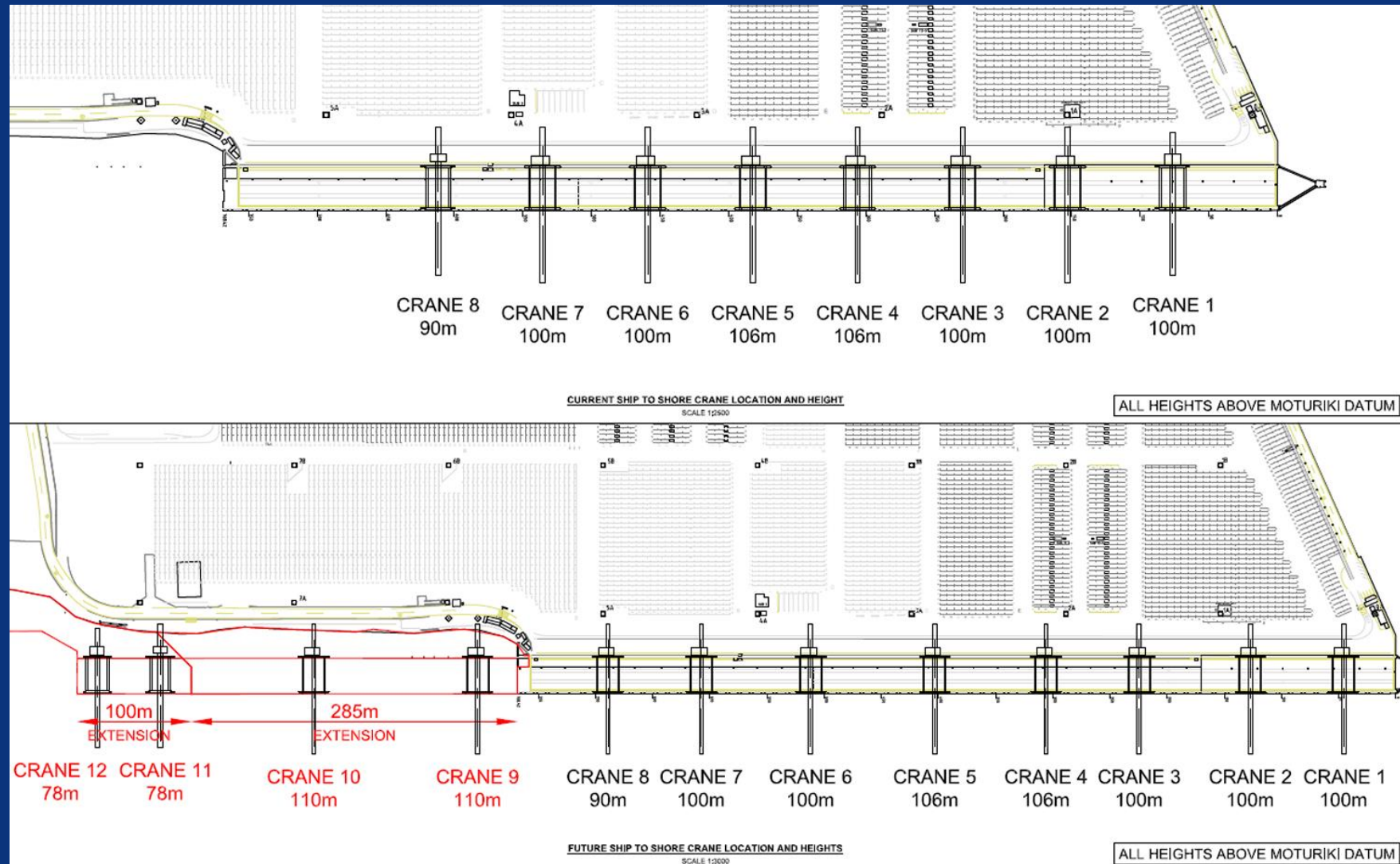
Stage Two



Sulphur Point Cranes

Installation of four cranes on the Sulphur Point Wharf Extensions:

- Two 110m tall cranes on the stage one extensions – the timing of installation is not limited to either stage one or two.
- Two cranes, up to 78 m tall, installed on the stage two Sulphur Point Wharf extension.



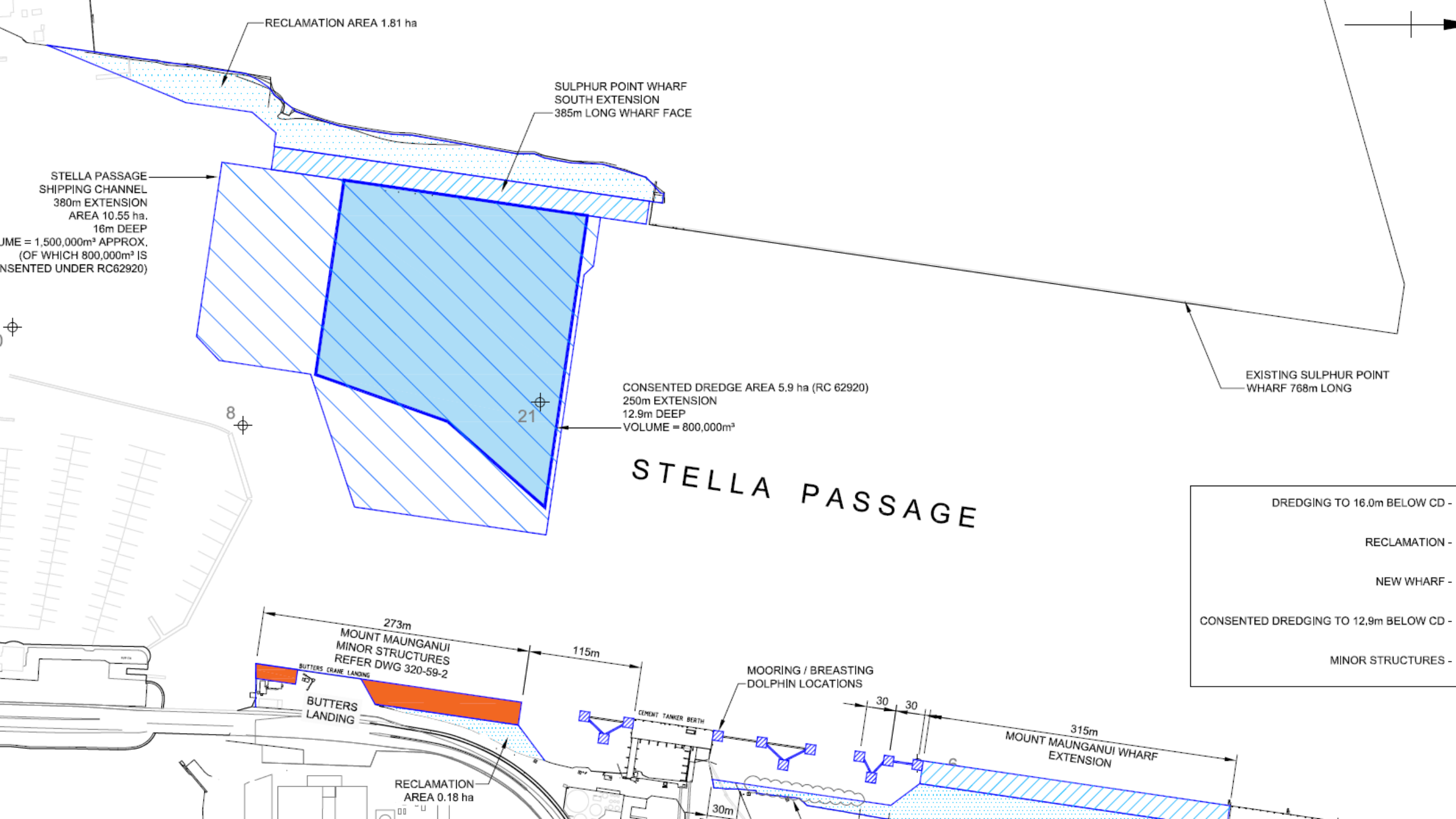


Dredging

- Required to extend channel for Sulphur Point extension only.
- No dredging on the eastern side of the Stella Passage channel to limit vessel size adjacent to Whareroa Marae.
- Disposal of dredged material to separately consented disposal area (existing RC 65806)

Dredging under RC 62920

- 5.9 ha (800,000m³) (to a depth of 12.9m chart datum) of the proposed 10.55 ha dredging already consented under POTL's existing RC 62920.
- This application does seek to re-consent this previously consented dredging.
- RC 62920 was initially set to expire on 31 January 2026.
- Its expiry was extended (in December 2025) to 31 December 2027 by the Resource Management (Duration of Consents) Amendment Act 2025.
- Dredging under RC 62920 currently underway.
- POTL proposes to provide an update on the volume dredged under 62920 closer to the time the draft decision is released so the panel can factor this into the draft condition set.



RECLAMATION AREA 1.81 ha

SULPHUR POINT WHARF SOUTH EXTENSION 385m LONG WHARF FACE

STELLA PASSAGE SHIPPING CHANNEL 380m EXTENSION AREA 10.55 ha. 16m DEEP VOLUME = 1,500,000m³ APPROX. (OF WHICH 800,000m³ IS CONSENTED UNDER RC62920)

EXISTING SULPHUR POINT WHARF 768m LONG

CONSENTED DREDGE AREA 5.9 ha (RC 62920) 250m EXTENSION 12.9m DEEP VOLUME = 800,000m³

STELLA PASSAGE

DREDGING TO 16.0m BELOW CD -
 RECLAMATION -
 NEW WHARF -
 CONSENTED DREDGING TO 12.9m BELOW CD -
 MINOR STRUCTURES -

8

21

273m
 MOUNT MAUNGANUI MINOR STRUCTURES REFER DWG 320-59-2
 BUTTERS CRANE LANDING
 BUTTERS LANDING

115m

MOORING / BREASTING DOLPHIN LOCATIONS

CEMENT TANKER BERTH




30 30

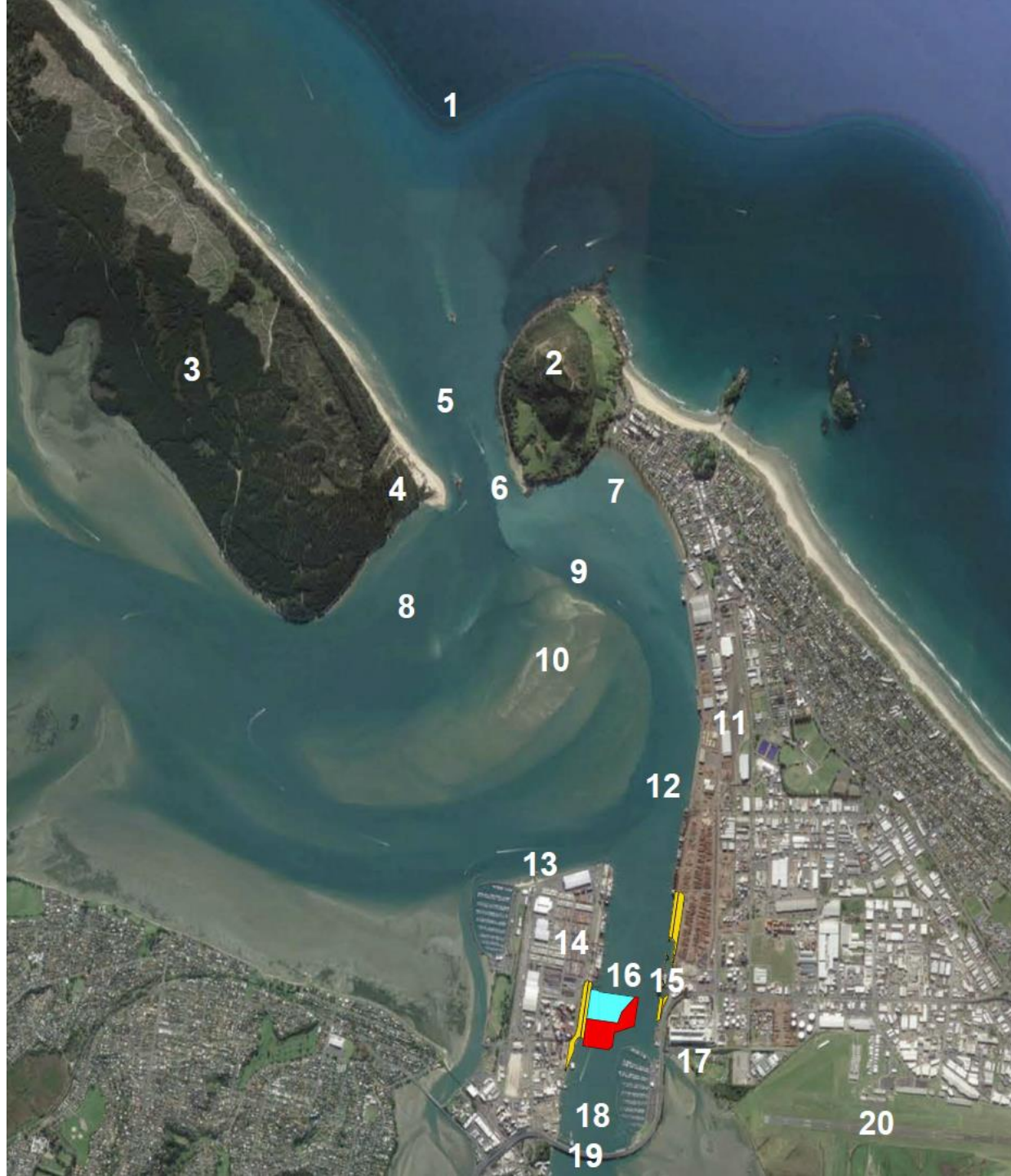
315m
 MOUNT MAUNGANUI WHARF EXTENSION

RECLAMATION AREA 0.18 ha

30m

1. MATAKANA BANK EBB TIDE DELTA
2. MOUNT MAUNGANUI
3. MATAKANA ISLAND
4. PANEPANE POINT
5. ENTRANCE CHANNEL
6. TANEA SHELF
7. PILOT BAY
8. WESTERN CHANNEL
9. CUTTER CHANNEL
10. TE PARITAHA
11. MOUNT WHARVES
12. MAUNGANUI ROADS
13. OTUMOETAI CHANNEL
14. SULPHUR POINT WHARVES
15. TANKER BERTH
16. STELLA PASSAGE
17. WHAREROA MARAE
18. TOWN REACH
19. HARBOUR BRIDGE
20. TAURANGA AIRPORT
21. WAIKAREAO ESTUARY
22. WAIPU BAY
23. RAILWAY BRIDGE
24. HURIA MARAE
25. MATAPIHI
26. HUNGAHUNGATOROA MARAE
27. WAIKARI MARAE
28. WAIMAPU ESTUARY
29. MAUNGATAPU BRIDGE
30. RANGATAUA BAY
31. MAUNGATAPU MARAE
32. TAMAPAHORE MARAE
33. WAIROA RIVER
34. RANGIWAEA / OTAPU CHANNEL (HUNTERS CREEK)
35. RANGIWAEA MARAE
36. OPUREORA MARAE
37. OPUREORA CHANNEL
38. PETEREHEMA MARAE

-  - PROPOSED EXTENSION
-  - PROPOSED DREDGING
-  - CONSENTED DREDGING



Notable Sites in the Project's Vicinity

1. MATAKANA BANK EBB TIDE DELTA
2. MOUNT MAUNGANUI
3. MATAKANA ISLAND
4. PANEPANE POINT
5. ENTRANCE CHANNEL
6. TANEA SHELF
7. PILOT BAY
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38. PETEREHEMA MARAE

- - PROPOSED EXTENSION
- - PROPOSED DREDGING
- - CONSENTED DREDGING



Notable Sites in the Project's Vicinity *(cont.)*

An aerial photograph of a coastal town, likely in New Zealand, showing a mix of urban development, green spaces, and a large body of water. The town is densely packed with buildings and roads, with a prominent airport runway visible in the lower right. The water is a deep blue-green color, and there are several small islands and peninsulas. The image is overlaid with a dark blue gradient on the right side.

Notable Sites in the Project's Vicinity

Panepane Point

Te Paritaha

Whareroa

Consultation – Tangata Whenua

- POTL, through involvement with Ngā Mātarae Charitable Trust, had been outlining its Stella Passage development plans since 2016.
- Invitations were sent to tangata whenua in 2019 to inform them of the proposed development and to seek high level and early feedback on areas of concern.
- Draft application provided prior to referral application under the COVID-19 fast-track application to establish cultural view on effects.
- Further engagement prior to lodgement of direct referral application.
- Initial direct referral hearing deferred from July 2022 to February/March 2023 at the request of s 274 parties due to COVID-19. POTL continued to engage during that period.
- Tangata whenua participated in the direct referral hearing.
- During the hearing POTL reduced the scale of extensions, reclamations, and dredging adjacent to Whareroa in response to tangata whenua issues.
- Environment's Court's first interim decision directed POTL meet a series of directions – many were to be undertaken collaboratively or in consultation with tangata whenua.
- Between January – September 2024 POTL entered into a phase of engagement to meet the Court's directions.

Consultation – Tangata Whenua (*cont.*)

1. Pre Fast-track Context and Early Engagement (Oct–Dec 2024)
 - Pre-engagement with iwi and hapū informed approach and relationships
 - Notified intent to use the FTAA post-enactment
2. Engagement Strategy Development (Late 2024 – Jan 2025)
 - Developed strategy informed by prior processes and FTAA requirements
 - Identified groups and committed to transparent, well-resourced engagement
3. Formal Consultation Initiation (January 2025)
 - Letters issued outlining process, timelines, and participation arrangements
 - Initial hui held to introduce fast-track pathway and engagement approach
4. Intensive Engagement Phase (Feb–April 2025)
 - Delivered hui, technical forums, open days, and regular pānui updates
 - Provided service level agreements, funding, expert access, and extended lodgement timeframe (for the first substantive application)

Consultation – Tangata Whenua (*cont.*)

5. Outputs from Consultation (Jan–April 2025)
 - Received cultural assessments and reports from multiple groups
 - Feedback informed application design, mitigation measures, and conditions
6. Post-lodgement (April–May 2025)
 - Planned post-lodgement (first substantive application) engagement on cultural assessments and reports and draft consent conditions
 - Engagement paused due to judicial review proceedings
7. Re-engagement and Ongoing Communication (Aug–Dec 2025)
 - Re-engaged groups, signaling referral application and maintaining communications
 - Held hui and resumed pānui updates across multiple Port projects
8. Strategic Shift Emerging from Engagement
 - Shifted toward co-developing an outcomes framework with iwi and hapū
 - Focus moved to long-term relationships beyond project-specific consultation

Cultural Values Reports and Cultural Impact Assessments

- POTL supported tangata whenua parties to develop CVRs.
- CVRs / cultural impact assessments were received from 11 groups (set out to the right).
- The Ngāti Kuku Hapu Trust and the Ngā Tai ki Mauao provided a CIA and statement of effects (respectfully) directly to the EPA for the first substantive application.
- Ngāti Ranginui Iwi Society
- Ngāti Ranginui Fisheries Trust
- Ngāti Pūkenga (Te Tāwharau o Ngāti Pūkenga and Te Rūnanga o Ngāti Pūkenga ki Tauranga on behalf of the whānau of Ngāti Pūkenga)
- Ngāi Tamarāwaho (on behalf of Ngai Tamarāwaho Hapū and Ngai Tamarāwaho Tribal Authority Trust)
- Te Kapu o Waitaha Trust
- Ngāti Tapu Hapu Trust
- Ngāi Tukairangi Hapū Trust
- Tauranga Moana Customary Fisheries Trust
- Ngāi Te Rangi Settlement Trust
- Ngā Pōtiki a Tamapahore Trust
- Ngā Hapū o Ngāti Ranginui Settlement Trust

Consultation – BOPRC, TCC, DOC, MFE, and Tauranga Airport

- BOPRC: Engaged throughout the COVID fast-track, direct referral, and FTAA applications. POTL maintains an ongoing working relationship with BOPRC in relation to this project. The substantive application was reviewed by BOPRC's experts prior to lodgement.
- TCC: Engaged throughout the FTAA applications. POTL maintains an ongoing working relationship with TCC in this FTAA process.
- DOC: Notice of substantive application for wildlife approval provided in February 2025, followed by a meeting in March 2025 and an ongoing exchange of correspondence.
- MFE: Notified of POTL's intent to process a fast-track application prior to lodgement of the application.
- Tauranga Airport: Engaged in relation to the development of cranes on the Sulphur Point extensions. Letter of support provided.

Application Pathway

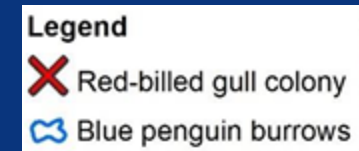
- The Stella Passage Development is listed in Schedule 2 of the FTAA and is a regionally and nationally significant project.
- Under s 38 FTAA the Minister for Infrastructure has specified it as a priority project.
- POTL's application is for **resource consents** and a **wildlife approval**.
- The application includes all information required by s 43 and schedules 5 and 7 FTAA.
- Pre-lodgement consultation and notification requirements under s 29 FTAA are met.
- The application does not propose any ineligible activities under s 5 FTAA.
- The application does not affect any existing resource consents under s 30(3) FTAA.

Resource Consents Sought

- The resource consent application is for land use consents, and coastal and discharge permits under sections 9, 12 and 15 of the RMA respectively.
- The proposal is a restricted discretionary (**RDIS**) activity under the Bay of Plenty Regional Coastal Environment Plan (**RCEP**) and Tauranga City Plan (the matters of discretion or control are listed in the application and relevant plans):
 - RCEP Rule PZ 5: Maintenance dredging, associated disturbance and deposition – controlled
 - RCEP Rule PZ 8: Structures and coastal occupation – RDIS
 - RCEP Rule PZ 9: Cranes (will occupy airspace within the CMA) – RDIS
 - RCEP Rule PZ 10: Capital dredging, associated disturbance and deposition – RDIS
 - RCEP Rule PZ 11: Reclamations – RDIS
 - TCP Rule 18A.15(b): Cranes (land use outside the CMA) – RDIS
- POTL's expert assessments and draft consent conditions address the matters of discretion.
- No resource consents are required under any National Environmental Standard.

Wildlife Approval Sought

- A **wildlife approval** is required to “possess” absolutely protected wildlife under s 63(1)(b) of the Wildlife Act 1953.
- A precautionary wildlife approval is sought to capture and relocate kororā/blue penguin to replacement habitat nearby, in case individual birds do not relocate of their own accord.
- No wildlife approval is required in relation to project-related disturbance of red-billed gulls/tarāpunga. The gull colony will re-establish at a replacement habitat nearby, or elsewhere.



Summary of Environmental Effects Assessed

POTL's technical assessments provide the following conclusions on post-mitigation effects:

- Economics: Regionally and nationally significant project. Substantial economic opportunity cost of not proceeding.
- Hydrodynamic/Sediment: Negligible (outside shipping channel) and Low (inside shipping channel).
- Marine Ecology: Very Low to Low
- Marine Mammals: Negligible to Low
- Avifauna: Temporary, less than minor effects
- Construction Noise: Negligible to Low
- Navigational Safety: Negligible
- Air Quality: Negligible to Low
- Landscape: Very low to Low except 1 Moderate effect from a Whareroa Marae viewpoint
- Natural Character: Very low
- Climate Change: Low

Conditions: Management Plans and Monitoring Measures

- Dredge Management Plan (example lodged): *dredging, condition 8*
- Reclamation and Construction Management Plan (example lodged): *reclamation and structures, condition 11*
- Marine Mammal Management Plan (lodged for Panel certification): *reclamation and structures, condition 12*
- Avifauna Management Plan (lodged for Panel certification): *reclamation and structures, condition 13*
- Water quality monitoring of turbidity: *dredging, condition 16*
- Ongoing monitoring of Te Paritaha shellfish bed: *dredging, condition 13*
- Māori cultural monitoring of capital dredging: *dredging, condition 14*
- Acoustic monitoring of impact pile driving: *reclamation and structures, condition 12.4*
- \$27,000 funding for biosecurity monitoring of wharf extensions: *reclamation and structures, condition 11*

These measures build on those deployed successfully in previous Port projects.

Conditions: Proposed Māori Cultural Effects Management Response

- The RCEP's Port Outline Development Plan anticipates this project and has been tested through RCEP reviews. However, the Applicant has reduced the project scope compared to the scale anticipated by the Outline Development Plan, in response to concerns iwi/hapū raised in the previous Environment Court direct referral process.
- Tangata whenua and POTL have been unable to agree an appropriate management response to the project's potential effects on Māori cultural values.
- POTL proposes (conditions 1 to 3 in the *dredging* and *reclamation and structures* condition sets) funding of a tangata whenua-led SPDAG with a wide scope, including to:
 - Be the primary iwi and hapū liaison forum with POTL
 - Monitor and advise on consent implementation
 - Provide feedback on dredging, reclamation and construction, marine mammal, and avifauna management plans
 - Prepare a Mātauranga Monitoring Plan and deliver it for the duration of consent
 - Attend annual strategic planning meetings with POTL's Chief Executive and Chair

Conditions: Proposed Māori Cultural Effects Management Response (*cont.*)

The proposed consent conditions empower SPDAG to administer **\$6.1M** in funding at its discretion:

Condition	Funding	Reclamation and Structures	Dredging
Te Awanui health and abundance projects	\$2,000,000 one-off payment	15.1	18.1
Establishment of pouwhenua/other structures	\$500,000 one-off	15.2	18.2
Whareroa longitudinal health/wellbeing assessment	\$250,000 one-off	15.3	18.3
Independent audit of discharges into Te Awanui	\$100,000 one-off	15.4	18.4
Whareroa infrastructure projects	\$1,000,000 one-off + \$25,000/year for consent term	15.5	18.5
Prepare and deliver a Mātauranga Monitoring Plan	\$25,000/year for consent term	14.5	15.5

Conditions: Proposed Māori Cultural Effects Management Response (*cont.*)

Condition	Funding	Reclamation and Structures	Dredging
Mātauranga Māori State of the Environment report	\$100,000 one-off	-	12.1
Education/research scholarships for iwi/hapū	\$250,000 one-off	-	19.1
Avifauna habitat enhancement projects	\$150,000 one-off	13.4	-
Annual monitoring of Te Paritaha pipi bed	Funded by POTL	-	13
Māori cultural monitoring of capital dredging	Funded by POTL	-	14
POTL will prepare a land use policy addressing incompatible activities on POTL land adjacent to Whareroa Marae	Funded by POTL	-	18.6



Conditions: Proposed Dredging Turbidity Controls

Condition 8 of the dredging condition set requires a Dredge Management Plan. The draft Dredge Management Plan attached to the application anticipates the following measures:

- Upstream and downstream manual monitoring of any plume
- Continuous turbidity monitoring in the wider receiving environment
- No overflow dredging by Trailer Suction Hopper Dredge on flood tide
- Maximum 15-minute overflow dredging by Trailer Suction Hopper Dredge on ebb tide
- Trailer Suction Hopper Dredge to have green valve technology

Other Consent Conditions



Conditions 12 and 13 of the structures and reclamation condition set provide the specifications for a Marine Mammal Management Plan and an Avifauna Management Plan. These plans accompany the application. They provide comprehensive measures to:

- Guide the conduct of marine mammal observation and works shut-down zones during piling work
- Protect the operational sand pile at Sulphur Point for birds
- Safely relocate penguins in the existing rock wall at the Mount Maunganui wharves to a new habitat
- Provide the equivalent of 200 m of the existing rock wall at the Mount Wharves for gulls to occupy

Summary

- Project has been contemplated since 1991.
- Economic assessment reveals that failing to consent it will have high, compounding costs for the region and New Zealand.
- POTL's technical consultants assess environmental effects as negligible to low, excepting a moderate landscape effect in one view-line.
- Previous similar projects mean potential effects are known. Management measures that have proven successful in the past are being redeployed.
- In addition to conventional Māori cultural monitoring measures, the proposed management response to potential Māori cultural effects will provide:
 - A forum for iwi/hapū and POTL leaders to engage on strategic Port issues; and
 - Discretion for iwi/hapū to administer \$6.1M in funding for Te Awanui and Whareroa Marae projects.

Summary (*cont.*)

- The proposed conditions appropriately address all potential environmental effects. The management plans provided for are orthodox and have the appropriate scope to be adapted, if necessary.
- The proposal meets the statutory tests for the grant of consent, and entails significant benefits for the region and New Zealand.

