

Kia ora

See attached a comment approved by the Minister of Climate Change for the below. He had one additional comment for consideration noted to us:

- The Wharf should enable low emission ships and consider new low emission fuel capability, if applicable

Thanks
Jamie



Jamie Molea | Private Secretary – Climate Change
Office of Hon. Simon Watts
Minister of Climate Change
Minister for Energy
Minister of Local Government
Minister of Revenue

M: 021 215 2180

E: [REDACTED]

Parliament Buildings, Wellington 6160, New Zealand

From: Substantive <Substantive@fasttrack.govt.nz>

Sent: Wednesday, 28 May 2025 10:02 AM

To: Substantive <Substantive@fasttrack.govt.nz>

Subject: Bledisloe North Wharf and Fergusson North Berth Extension FTAA-2503-1028 — Invite to comment under Fast-track Approvals Act 2024

Tēnā koe

Notice of application by Port of Auckland Limited, and invitation to comment under the Fast-track Approvals Act 2024

Notice of Application

On 10 March 2025, Port of Auckland Limited lodged an application with the Environmental Protection Authority (EPA) for the Bledisloe North Wharf and Fergusson North Berth Extension under the Fast-track Approvals Act 2024 (the Act). The application included applying for the following:

- an approval described in section 42(4)(a) or (d) (resource consent or designation);
- an approval described in section 42(4)(h) (wildlife approval);

On 12 March 2025, the EPA determined that the application complied with section 46(2) of the Act. On 26 March 2025, the EPA decided under Ministerial delegation that the application does not have competing applications or existing resource consents under section 47 of the Act and has now referred the application to the Bledisloe North Wharf and Fergusson North Berth Extension expert panel (the Panel) for processing and decision.

Invitation to Ministers to provide written comments on a project under the Fast-track Approvals Act 2024

You have been invited under section 53 of the Fast-track Approvals Act 2024 (the Act) to provide written comments on a substantive application in the fast-track process.

To comment on the project application, please either use this template, or send a letter to the expert panel. Please mark in the subject line: "Comments on [Name] project Fast-track Application from Minister (of/for Portfolio)."

Comments are due 20 working days from the date of the panel's request for comments. Comments are due on 27 June 2025 for this particular substantive application (Bledisloe North Wharf).

Before the due date, for assistance on how to access application documents in the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

Written comments must be received by expert panel no later than the due date.

Important information

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All information held by MfE is subject to the Official Information Act 1982.

More information on the fast-track approvals process and providing comments can be found at [Process overview](#) | [Fast-track website](#)

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Bledisloe North Wharf and Fergusson North Berth Extension project
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Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
*Portfolios	Climate Change (Adaptation and Mitigation)		
*First name	Rebecca		
*Last name	Clements		
Contact person (if different from above)			
*Contact phone number		Alternative	
*Email			

2. Officials advise you do not provide a comment on this application
From a preliminary review, officials have not identified any substantive matters relating to the substantive application that the Minister for Climate Change should comment on. More information is provided in Appendix 1.

3. If recommended, provide your comments on this application
No Comment.

Minister's signoff



Hon Simon Watts
Minister for Climate Change

21/6/25
Date

Appendix 1 – Supplementary advice

Project summary	Mitigation comment	Adaptation comment	Possible comment to enter in fast-track portal	Due date
The project seeks approval to construct a wharf at the end of the existing Bledisloe Terminal and an extension to the length of the existing Fergusson North Berth to accommodate larger container ships.	<p><i>As part of the panel's consideration of the approvals and the extent of the project's regional or national benefits, they can consider any comments received.</i></p> <p>The project will support climate change mitigation, but not to a notable level, for the following reasons:</p> <ol style="list-style-type: none"> 1. Less petrol used due to decreased congestion 2. Improved/increased number of public transport ferries as the other port has more space. 	<p><i>As part of the panel's consideration of the approvals and the extent of the project's regional or national benefits, they can consider any comments received.</i></p> <p>The project does not significantly support climate change adaptation, reduce risks arising from natural hazards, or support recovery from events caused by natural hazards.</p> <p>While the project will be at risk to natural hazards due to the coastal location, by necessity the port must be located in these areas, and the wharf structures have been designed to modern standards to be resilient to natural hazards. The Project will not increase the risk of social, environmental, and economic harm from natural hazards, and will avoid the establishment of development that would increase</p>	The application includes certain measures that support emissions reductions or climate change adaptation. Considered alone, these are minimal.	27/06/2025

		<p>the risk of adverse effects from natural hazards.</p> <p>The project undertook assessments to determine if the project will be resilient to coastal hazards. Assessors concluded that the “proposed developments will not increase wave overtopping risks, as deck levels of both wharves are elevated above storm tide levels.” They were advised that the “structural design must account for dynamic forces from wave action during extreme conditions.” nothing “that future sea level rise may lead to increased exposure to coastal hazards, necessitating potential adaptive measures for the wharves over the long term.”</p>	
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