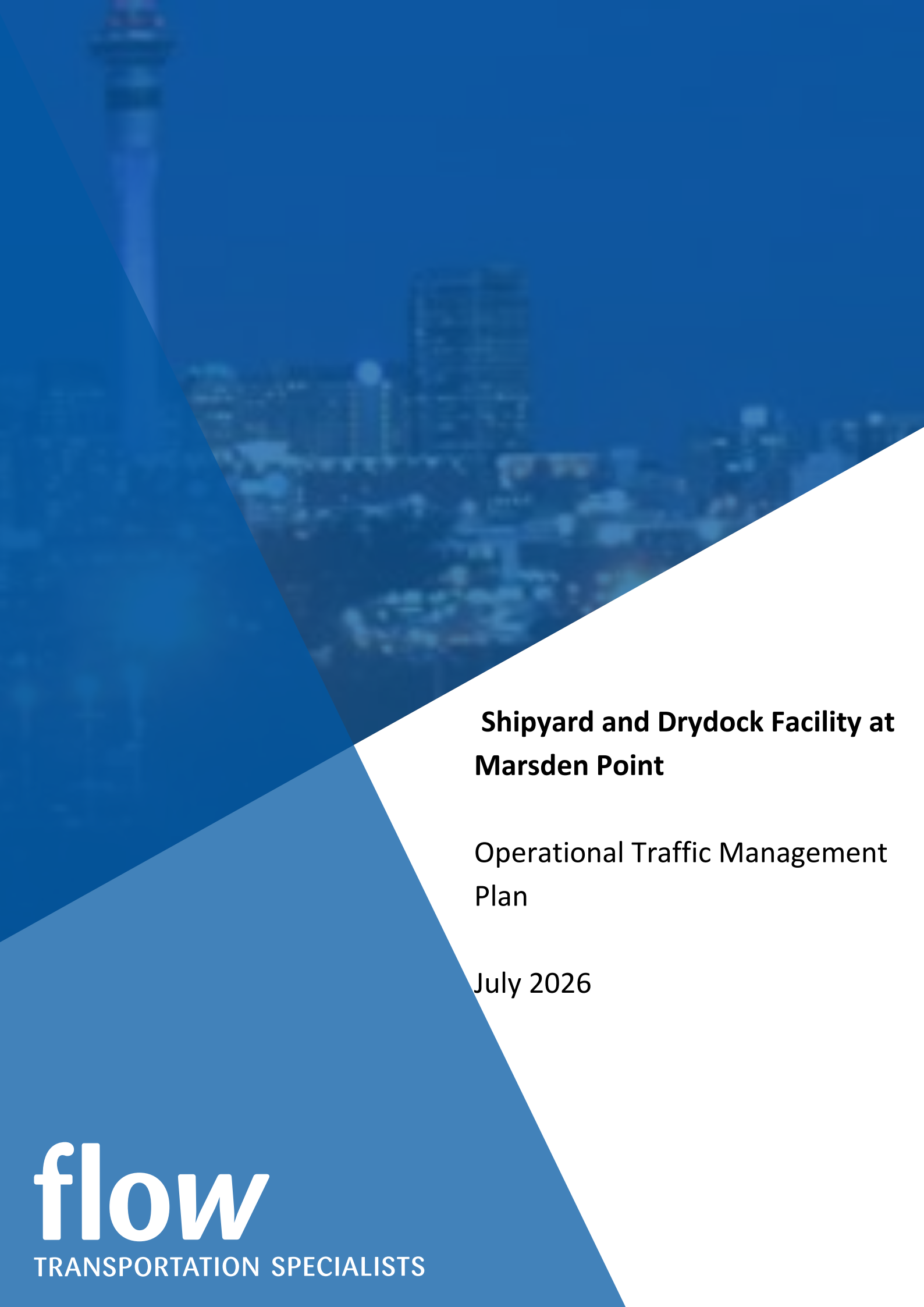


APPENDIX 9G

DRAFT OPERATIONAL TRAFFIC MANAGEMENT PLAN (OTMP)





Shipyard and Drydock Facility at Marsden Point

Operational Traffic Management Plan

July 2026

flow

TRANSPORTATION SPECIALISTS

Project: Shipyard and Drydock Facility at Marsden Point
Title: Operational Traffic Management Plan
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1 INTRODUCTION

Flow Transportation Specialists Ltd (Flow) has been commissioned by the Ministry of Business, Innovation and Employment (MBIE) to prepare an Operational Traffic Management Plan (OTMP) to support a fast-track application for the Shipyard and Dry Dock facility at Marsden Point, Whangārei Harbour (“the Site”). The Site includes a reclamation, vessel haul-out system, and associated wharf structures, dredging, and supporting infrastructure.

The purpose of this OTMP has been prepared to align with the requirements of the Health and Safety at Work Act 2015 (HSWA 2015), Managing Work Site Traffic (February 2021) prepared by WorkSafe, and the NZ Transport Agency Waka Kotahi’s (NZTA) New Zealand guide to temporary traffic management (NZGTTM) and any relevant road controlling authority requirements where works interface with the public road network. The OTMP includes:

- ◆ A description of the site layout and key vehicle routes, pedestrian routes, access and exit points, loading areas, parking areas and exclusion zones
- ◆ Measures to separate pedestrians from vehicles through the implementation of barriers, marked walkways and controlled access areas
- ◆ Speed management measures such as temporary speed limits, speed calming devices, warning signage and visibility requirements
- ◆ Requirements for signage, pavement markings, barriers to ensure all traffic routes and hazards are easily identifiable
- ◆ Roles and responsibilities for the management of the Shipyard and Dry Dock facility
- ◆ Emergency procedures including emergency vehicle access, incident reporting and site evacuation arrangements
- ◆ Monitoring and review procedures to ensure the OTMP remains effective and is updated as Site operations change.

This report has been prepared in conjunction with an Integrated Transport Assessment which has also been prepared by Flow which will also be submitted as part of the Substantive Application.

2 THE PROPOSAL

The Proposal includes the construction and operation of a marine maintenance operations facility abutting the western side of the existing Northport facility as shown Figure 1 and includes the following key transport planning and engineering elements:

- ◆ reclamation of approximately 9.7ha
- ◆ a ‘cutout’ to the reclamation where a vessel haul out system is to be located, being a floating drydock or potentially shiplift or other lifting mechanism
- ◆ construction of a piled wharf structure to accommodate vessels either temporarily (before/after haul out), or for extended periods where works not requiring haul out can be undertaken

- ♦ dredging stage one: capital and maintenance dredging associated with construction and ongoing operation of the marine maintenance operations facility, including a berth pocket and a vessel turning basin to provide for safe navigation
- ♦ dredging stage two: capital dredging to ensure sufficient volume of dredge spoil is available to construct both the NDD and Northport's Vision for Growth development.
- ♦ fixed plant and buildings to accommodate marine maintenance activities and materials
- ♦ sufficient working & laydown areas for marine maintenance operations, including the ability to transfer vessels to hardstand
- ♦ access to and around the marine maintenance operations facility, including a landside area for staff carparking
- ♦ public access around the edge of the reclamation to a public fishing platform

The marine maintenance operations facility is to provide vessel maintenance, repairs, and servicing, including but not limited to cleaning, painting, and repair of commercial and naval vessels, including Cook Strait ferries and Royal New Zealand Navy logistics vessels, along with other vessels such as international freight vessels and super yachts. The facility has design capacity to accommodate vessels ~50m to 230m in length with displacement between 500t and 28,000t. The facility will be based on normal working hours of 7am-6pm but the capacity to operate 24/7/365 where required, subject to appropriate restrictions on noise-generating activities.

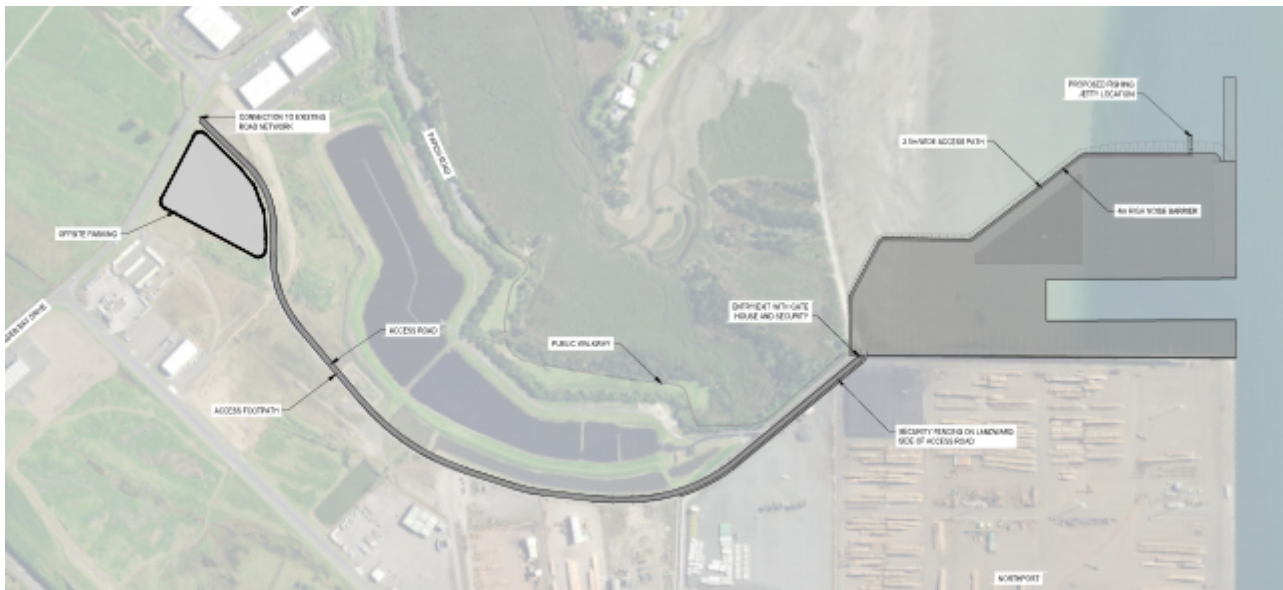
The location of the facility has been carefully selected for functional and operational requirements, including the need for deep water access, sheltered harbour conditions, proximity to existing port services, sea and land transport links, and integration with established and proposed marine and land-based industrial infrastructure.

The project is listed in Schedule 2 of the Fast-track Approvals Act 2024 as having significant regional or national benefits.

Typical operations of the Site include:

- ♦ Staff and visitors will park in the main car park adjacent to Marsden Bay Drive. From there, they will be able to access the Northland Shipyard and Dry Dock facility via the footpath on the southern side of the private access road. The exact location and design of the car park area is subject to change and may be located closer to the Site than currently shown
- ♦ Larger trucks and delivery vehicles will be permitted to use the private access road and will only be allowed entry through the gatehouse at the entrance to the Northland Shipyard and Dry Dock facility
- ♦ All staff will be issued a swipe card to access the Shipyard and Dry Dock facility via the gatehouse entrance
- ♦ There will be no access between the Shipyard and Dry Dock facility and the existing Northport facility, except for security staff and authorised personnel.

Figure 1: Scheme plan of the Site produced by Beca¹



The facility will have capacity to cater for 500 full time equivalent staff (FTEs). The facility will operate with two staff rotations, with the first batch of staff arriving at 6:00am with a shift changeover occurring at 2:00pm. Some changes to shift patterns may occur to address natural events such as tidal and weather conditions, but these changes will be temporary and will not change regular shift patterns.

A new private access road from Marsden Bay Drive is proposed. The existing access to Northport from Port Marsden Highway (SH15) will remain unchanged and will remain separate from the Northland Shipyard and Dry Dock facility.

3 OPERATIONAL TRAFFIC MANAGEMENT PLAN EXTENT

This OTMP focuses on the operations of the Shipyard and Dry Dock. The key focus area of this OTMP is shown in Figure 2.

¹ Drawing 3237966-CA-K7000-D dated 28/07/5/2026

Figure 2: Shipyard and Dry Dock facility²



The Shipyard and Dry Dock facility will be subject to the full requirements of this OTMP, including access controls and operational safety procedures, as detailed in the following sections of this report.

4 OPERATIONAL TRAFFIC MANAGEMENT PLAN OBJECTIVES AND LEGISLATIVE CONSIDERATIONS

4.1 Objectives

This OTMP has the following objectives:

- ♦ To provide a clear framework for ongoing management of the Northland Shipyard and Dry Dock car parking, access corridors and loading areas with access from the private internal road
- ♦ The coordination and scheduling of activities of the Northland Shipyard and Dry Dock facility to manage the available capacity loading spaces
- ♦ To ensure the Northland Shipyard and Dry Dock facility operates safely.

² Drawing 3237966-CA-K0001-E dated 06/08/2026

It is intended that the OTMP will remain a live document and be updated by the Consent Holder, should there be any changes to typical operations.

The Site Operator, Site Warden and H&S Officer will be responsible for reviewing and addressing health and safety incidents, concerns, and related matters.

4.2 Legislative Considerations

The HSWA 2015 is the principal legislation governing workplace health and safety in New Zealand. It defines the legal duties and responsibilities of organisations and individuals to ensure that work is carried out safely and does not expose people to risk of injury or illness.

In addition to HSWA 2015, the Shipyard and Dry Dock facility must also comply with related supporting regulations and frameworks, such as:

- ◆ The NZ Transport Agency Waka Kotahi's New Zealand Guide to Temporary Traffic Management
- ◆ New Zealand Port and Harbour Marine Safety Code 2026
- ◆ Health and Safety at Work (General Risk and Workplace Management) Regulations 2016
- ◆ Health and Safety at Work (Worker Engagement, Participation and Representation) Regulations 2016
- ◆ Health and Safety at Work (Hazardous Substances) Regulations 2017.

The HSWA 2015 is designed to reduce workplace harm by requiring that health and safety is proactively managed and integrated into all work activities and decision-making processes.

The H&S Officer will integrate the above regulatory documents and frameworks to ensure safe access, traffic management, and risk control across all port users, workers, contractors, and visitors.

Overall, the legislative framework is designed to ensure that all activities within the Northland Shipyard and Dry Dock facility are planned and carried out safely, with strong emphasis on risk management, worker participation, and continuous compliance.

5 SHIPYARD AND DRY DOCK FACILITY WORKING GROUP

The Shipyard and Dry Dock facility will include a working group to maintain day to day operations and maintain a high standard of safety. The roles and responsibility of key personnel in the working group, as they pertain to this OTMP, are defined below:

- ◆ Site Warden – Responsible for the overall site safety
- ◆ Site Operator – Runs daily site operations, manages shutdowns during high risk work, and coordinates with contractors, and vessels entering and exiting the Northland Shipyard and Dry Dock facility
- ◆ Traffic Management Coordinator – Plans and controls traffic flow into and out the Northland Shipyard and Dry Dock facility

- ◆ Dock Manager – Oversees docking and undocking, tug operations, and dry dock changes and sets safety zones and communicates marine movements to land teams
- ◆ Health and Safety (H&S) Officer – Ensures health and safety compliance, reviews risks, audits procedures, and investigates incidents and near misses
- ◆ Security Supervisor – Controls site access, review permits, restricts unauthorised entry, and enforcement
- ◆ Emergency Response Coordinator – Manages emergency evacuation routes, coordinates response to incidents, keeps access clear, and liaises with emergency services.

The working group is subject to change as the operational requirements of the Northland Shipyard and Dry Dock facility are further defined.

6 GENERAL REQUIREMENTS

6.1 PPE requirements

A PPE policy will be drafted that considers this OTMP for personnel, contractors and visitors. Examples of PPE are shown in Figure 3.

Figure 3: Examples of PPE (Source: Work Safe³)



6.2 Speed limits

The maximum speed within the Shipyard and Dry Dock facility will be confirmed by the Site Operator. The speed of vehicles within the Shipyard and Dry Dock facility should be limited to speeds appropriate for the safety risks identified; such as those adopted by the adjacent Northport site, of 30 km/h generally and 20 km/h for unrestrained loads.

Ensuring operational speeds are within posted speed limits could be achieved through the implementation of traffic calming devices such as speed humps or line marking in combination with signage.

All vehicles including forklifts, cranes and loading vehicles must follow all defined speed limits.

³ <https://www.worksafe.govt.nz/>

6.3 Access to the Shipyard and Dry Dock Facility

Access to the Shipyard and Dry Dock facility will be controlled through a security gate, which will serve as the sole entry point for all transport modes, including vehicles and pedestrians. The gate will be operated and monitored by the Security Supervisor to ensure appropriate access control, safety, and compliance with site requirements.

6.4 Contractors

All contractors must familiarise themselves with the relevant sections of this Operational Traffic Management Plan (OTMP) prior to entering or operating within the Shipyard and Dry Dock facility to ensure the safe and efficient movement of vehicles, mobile plant, personnel, visitors, and pedestrians throughout the site. Contractors are also required to complete all site inductions before undertaking any works within the Shipyard and Dry Dock facility.

6.5 Personnel

All personnel must be familiar with the relevant sections of this OTMP prior to entering or operating the Shipyard and Dry Dock facility to ensure the safe and efficient movement of vehicles, mobile plants, contractors, visitors and pedestrians within the Site.

All personnel are required to attend site inductions prior to undertaking any works within the Northland Shipyard and Dry Dock facility.

6.6 Visitors

All visitors must comply with the following arrangements:

- ◆ Visitors must travel to the security gatehouse
- ◆ Visitors must be parked only within the designated allocated parking spaces located in the Northland Shipyard and Dry Dock facility.

All visitors are required to attend site inductions prior and are required to have an escort throughout the duration of stay in the Shipyard and Dry Dock facility.

Designated visitor parking will be provided to ensure all visitors can be assigned reserved parking spaces, minimising the need for additional traffic operational inductions. Allocation and management of visitor parking spaces will be controlled by the Security Supervisor.

6.7 Oversize / Over-Dimension Vehicles

Oversize and over-dimension (OD) vehicles such as cranes are expected to access the Northland Shipyard and Dry Dock facility infrequently. All OD vehicle movements shall be planned and undertaken in accordance with an approved Temporary Traffic Management (TTM) Plan. Where required, the relevant TTM plan(s) shall be obtained and approved through the appropriate Road Controlling Authority and should be prepared in accordance with NZTA's NZGTTM.

OD vehicle access to the Shipyard and Dry Dock facility must be coordinated in advance to ensure safe integration with general traffic and to minimise disruption to the public road network, specifically on Marsden Bay Drive and Port Marsden Highway.

All OD movements shall be supervised and managed by the Traffic Management Controller, with controls adjusted as necessary to maintain safety throughout the operation.

6.8 Emergency Evacuation

In the event of an emergency, all instructions issued by staff or the Emergency Response Coordinator must be followed without delay. Emergency evacuation signage will be clearly displayed throughout the Shipyard and Dry Dock facility. Emergency vehicles will be provided with an access card to obtain access to the Shipyard and Dry Dock facility.

6.9 Safety Incidents

All incidents are to be reported to the Health and Safety (H&S) Officer. The Health and Safety (H&S) Officer is required to establish and maintain reporting procedures for all transport and operational incidents to support corrective action and continuous improvement in site safety and performance.

7 POTENTIAL MITIGATION MEASURES TO MAINTAIN SAFE OPERATIONS

This section outlines potential mitigation measures to separate vehicles and pedestrians, and to clearly identify high risk, medium risk, and low risk zones within the Shipyard and Dry Dock facility.

The mitigation measures presented in the following sections of this report are indicative only and used to demonstrate how traffic risk could be mitigated on site. Any mitigation should be designed and implemented in a manner consistent with related operations, including the existing operations at the adjacent Northport site or other New Zealand dry dock facilities (if relevant).

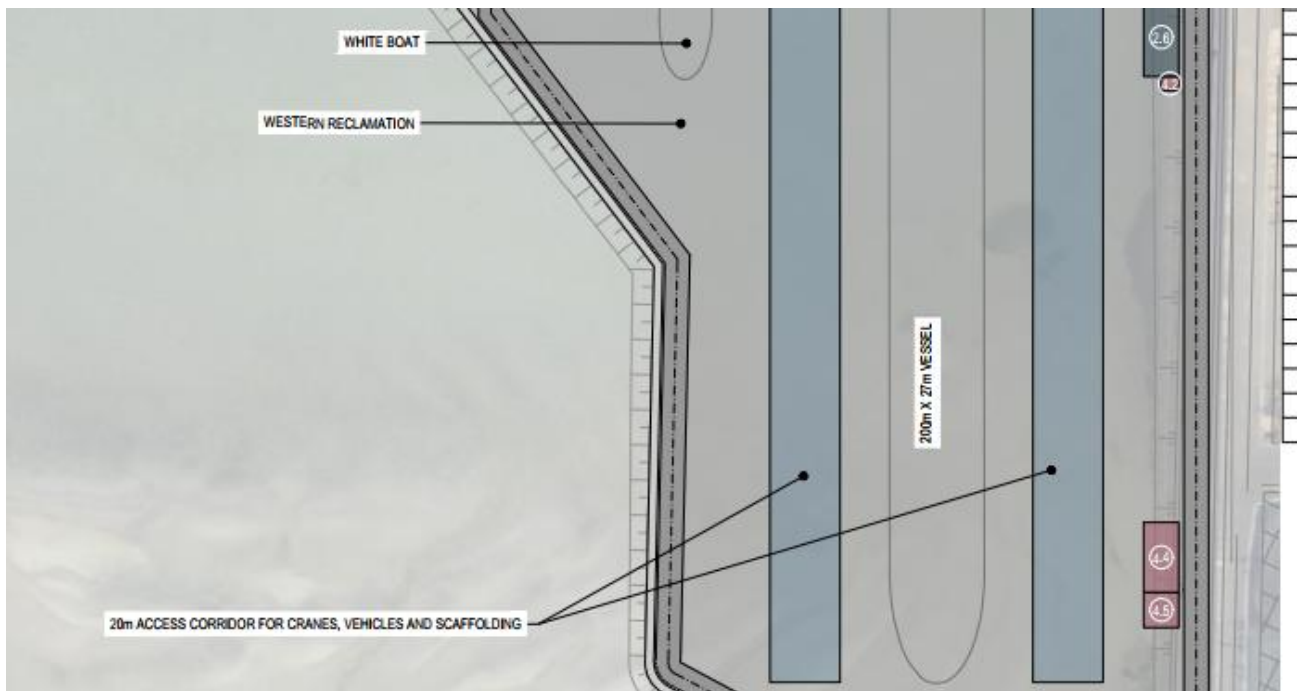
7.1 Shipyard and Dry Dock facility

7.1.1 High Risk Zones (20 m Access Corridors – Heavy Plant Zones)

High risk zones should be managed by eliminating risk, where possible, of pedestrian and heavy vehicle conflict through use of barriers or other restrictions to prevent or control access.

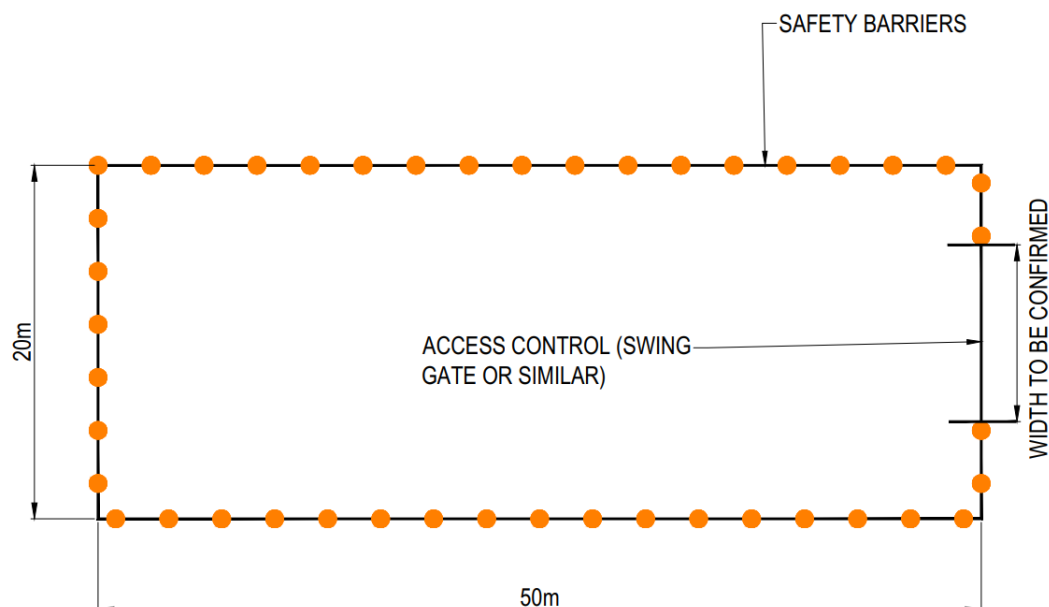
The Shipyard and Dry Dock facility will include two 20 m access corridors adjacent to the dry dock berth pocket as shown in Figure 4. These corridors will primarily be used by heavy plant such as cranes, forklifts and trucks.

Figure 4: Indicative location of the 20 m access corridors within the Northland Shipyard and Dry Dock facility



To maintain the safe operation of these corridors, safety barriers could be installed around the full perimeter with swing gates to control access. The swing gate (or similar) with warning devices is to be controlled by the Dock Manager. An alternative solution could be to install traffic light systems to manage the entry and exit movements at these high risk corridors. A possible layout of how these corridors could be implemented is shown in Figure 5.

Figure 5: Indicative 20 m access corridor layout



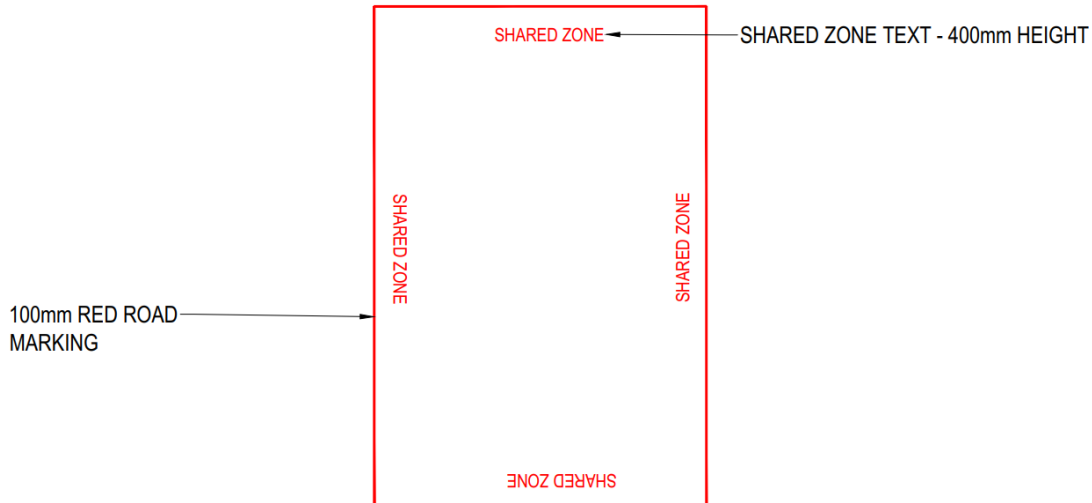
7.1.2 Medium Risk Zones

Medium risk zones are generally those zones where pedestrians and vehicles may use the same space or come in close proximity, such as shared zones or loading bays.

Shared Zones

The Shipyards and Dry Dock facility may include shared zones which will be able to be used by machinery or vehicles (e.g forklifts) and pedestrians. These areas could be defined by including 100 mm solid red lines with 400 mm high “Shared Zone” text. A possible arrangement of how the shared zone layout could be implemented is shown in Figure 6.

Figure 6: Indicative shared zone layout

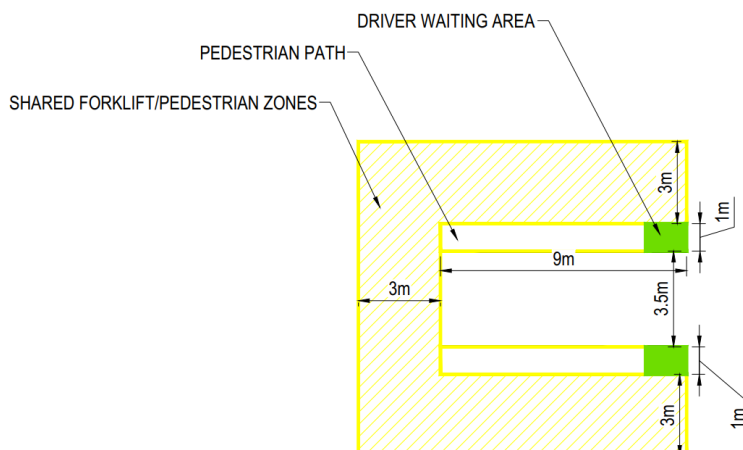


Loading Zones

Loading bays should be implemented by clearly defined yellow line markings with minimum dimension of 9 m length by 3.5 m width as per the District Plan requirements with a 1m wide pedestrian path (including a drive waiting area) and 3 m wide exclusion zone. The exclusion zone will only be able to be used by forklifts. The width of the exclusion zones could be widened as required to suite operational needs of the Shipyards and Dry Dock facility. Pedestrians must not enter these exclusion zones while forklift operations are underway. Convex mirrors could be installed to improve visibility and safety of loading vehicles with pedestrians and forklifts. All line marking at the loading bays should be installed in accordance with the Traffic Control Devices Manual which has been prepared by NZTA.

A possible arrangement of how the loading bays could be implemented is shown in Figure 7.

Figure 7: Indicative loading bay layout



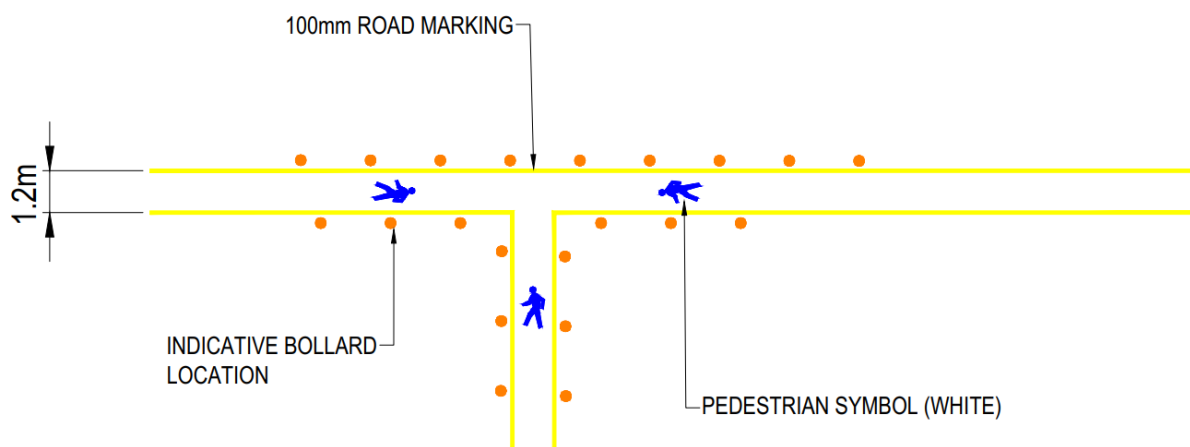
7.1.3 Low Risk Zones

Low risk zones are those zones where no heavy equipment or vehicles are expected.

Pedestrian Pathways and Accessways

Within the Shipyard and Dry Dock facility, pedestrian walkways should be clearly delineated with line markings along internal accessways and adjacent to key pedestrian routes throughout the site. These designated walkways will provide safe and defined pedestrian access between the gatehouse and the Shipyard and Dry Dock areas and must be used by all pedestrians at all times. A possible arrangement of how pedestrian pathways could be implemented such as the inclusion of bollards (or pedestrian hand rails) to provide protection from forklifts/vehicles is shown in in Figure 8.

Figure 8: Indicative pedestrian pathway layout with bollards



Pedestrian pathways should be widened in areas with high pedestrian activity, such as adjacent to the main administration building, to improve pedestrian safety and accessibility.

Where pedestrian pathways cross vehicle accesses or other higher risk zones, additional controls should be considered. Additional controls could include:

- ◆ Additional signage and line marking denoting the higher risk zone and providing clear messaging about right of way
- ◆ Installation of swing gates or other barriers to either prevent unauthorised access to key parts of the Northland Shipyard and Dry Dock facility, or to denote to authorised pedestrians that they are entering a higher risk zone.

7.2 Access between the Car Park and the Northland Shipyard and Dry Dock Facility

All personnel and contractors that park within the main car parking area must use the dedicated footpath located on the eastern side of the private access road when travelling from the main car park to the Shipyard and Dry Dock facility. Access to the Shipyard and Dry Dock facility will be controlled via access card entry and managed through the security gatehouse.

We acknowledge, the walking distance between the main car park and the Shipyard and Dry Dock facility is approximately 1.2 km, which is considered a long walking distance for personnel accessing the Site.

Managing pedestrian movements between the car park and the Shipyard and Dry Dock facility could be aided through the following (optional) interventions:

- ◆ covering the pedestrian walkway to provide shelter
- ◆ provision of at least 17 bicycle parks and end-of-trip facilities within the administration building for personnel, noting there will be opportunity to provide additional bicycle parked if necessary
- ◆ bookable shuttle services for less mobile visitors or employees
- ◆ bookable visitor car parks within the facility to reduce walking distances for less mobile visitors or employees
- ◆ drop-off zones within the dry dock facilities, enabling people and equipment to be dropped off closer to the work zones.

The selection of interventions to aid access will be subject to more detailed Engineering Plans and subject to the final layout and location of the car parking spaces.

7.3 Public access

The private access road, including the footpath along the eastern side of the private internal access road, is not intended for public use. Public will have access to the proposed fishing jetty on the west side of the site via the Blacksmiths Creek walkway. This public access will be separated from the site with a fence. To ensure safe operation, access beyond the security gatehouse into the Northland Shipyard and Dry Dock facility will be restricted to authorised personnel only.

7.4 Main Car Park

All car parking spaces within the main car park near Marsden Bay Drive will be line marked with signage to differentiate personnel and visitor parking spaces. If required, access to the car park may be controlled by boom gates operated via swipe card access. Signage will be implemented to discourage members of the public from accessing the car park and private access road.

All standard signage and line marking will be installed in accordance with NZ Transport Agency specifications such as the Traffic Control Devices Manual and NZS/AS 1319:1994 (Safety Signs for Occupational Environment).

8 ACTION PLAN DEVELOPMENT AND IMPLEMENTATION

The following actions are proposed to be implemented to ensure the objectives can be achieved. The management plan will be reviewed at 12 months after the commencement of the operation and thereafter at least every 24 months to ensure it remains effective and relevant.

The management plan shall include:

- ◆ The use of an automated booking system to enable:
 - Loading spaces to be booked in advance

- Vehicle details, including registration number and vehicle dimensions, to be confirmed prior to arrival
- ◆ Procedures for managing unscheduled vehicle arrivals, including provision of a 24/7 intercom service at the main car park to the security gatehouse to facilitate access and instruction
- ◆ Defined core operating hours of 6:00 am to 6:00 pm, during which loading activities will be coordinated and managed by the Dock Manager
- ◆ Outside of core hours, drivers will be issued access cards where required, or may utilise the gatehouse intercom system for entry and instructions
- ◆ Installation of line marking to clearly define pedestrian paths, exclusion zones, loading zones and shared areas throughout the Shipyard and Dry Dock facility
- ◆ Installation and maintenance of signage identifying vertical clearance restrictions throughout the Shipyard and Dry Dock facility.

All standard signage and line marking will be installed in accordance with NZ Transport Agency specifications, Traffic Control Devices Manual and NZS/AS 1319:1994 (Safety Signs for Occupational Environment). All bespoke signage will be installed in accordance with the requirements of the Site Operator prior to the commencement of any on-site activities.

9 MONITORING PROGRAMME AND MANAGEMENT PLAN REVIEW

Monitoring of the management of the Shipyard and Dry Dock facility will be important to ensure its effectiveness in addressing the use of parking, loading, and access areas. The management plan will include a monitoring programme to provide a structured way to track performance, assess the outcomes of the management plan, and provide refinements over time.

Monitoring will include at a minimum:

- ◆ Review of the car parking booking system data to assess whether sufficient capacity is allocated throughout the day
- ◆ The Dock Manager should keep a record any operational issues that can be referred to in the process of reviewing the management plan after each monitoring cycle
- ◆ Following each monitoring cycle, the management plan will be reviewed to evaluate whether the objectives are being achieved. This will involve:
 - Reviewing monitoring results and commentary on the outcomes of implemented actions
 - Identifying any operational issues that have arisen
 - Review of the action plan annually and making any updates if required, with new or refined actions, based on performance to date and results of the survey.

The monitoring process will be iterative (and carried out annually, at a minimum), allowing flexibility to respond to operational requirements, and confirm the extent of any issues and ensure that the management plan measures remain effective. This will include worker engagement, participation and representation by the Health and Safety (H&S) Officer to assist with monitoring worker exposure, worker health and ongoing improvements to improve safety at the Shipyard and Dry Dock facility.

This document must be reviewed at least every two years from the date of issue. However, earlier review and revision may be required in response to changes in legislation, policy, or operational requirements.