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It's time to shake it up

## **JT for Mayor Ports of Auckland Policy**

### **Leadership for the Ports of Auckland and easing Ports traffic congestion**

The purpose of this policy is to give Ports of Auckland stakeholders certainty about the future of Auckland Ports operations.

There is an increasing acceptance that the Ports of Auckland will at some stage have to move all or most of its operations from downtown Auckland. This will include making better use of Northport, Tauranga, Onehunga and Inland Ports having an integrated national ports strategy. However, it's important to have a clear timetable, so port customers and stakeholders, including hundreds of port workers, have the certainty necessary to plan ahead.

In addition, we need to take some immediate actions concerning the increasing traffic congestion around the Ports roads and arteries. We must ensure the Auckland ratepayers receive ongoing value for the port operations.

#### **John Tamihere's Plan for the Ports of Auckland**

- Separate the Ports of Auckland business operations from the land owned by the Auckland ratepayer
- Sell the Ports operations through a Request for Proposal, and lease the current 77 hectares of prime land to the new port operators for 25 years. This will ensure a guaranteed financial return to Auckland and de-risk the Auckland ratepayer from the cost of relocating the port over time. At the end of the Ports lease, the land can be developed for public and other uses that make the best use of the prime waterfront real estate.
- Establish a transition fund to support affected Ports staff and future projects, funded by a contribution container turnover levy.
- The incoming Mayor to chair a Stakeholder Forum to agree on immediate solutions to chronic ports traffic congestion by encouraging trucks work off peak hours. If this forum cannot agree within 12 months, trucks will be congestion taxed out of the Central Business District between 9pm-5am.

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## Policy Background

The development of a rational approach to the short and long term future of the Ports of Auckland and prime Auckland real estate owned by the Auckland ratepayers is a key platform to John Tamihere's mayoral campaign.

The announcement of the Ports of Auckland policy also touches on heavy haulage congestion at and around the Ports in particular.

Tamihere says separating the Ports business from the Ports land is at the centre of the conversation of where the port operations will move to long term.

Tamihere's vision is to create a thriving and vibrant city that operates 24/7.

"The Ports of Auckland already works a 24 hour, 7 day week roster. That sets a behavioural benchmark and pattern for how transport industries aligned with the Port, that includes truck drivers, NZ Rail freight, warehouses and courier drivers, should work as well. This will enable a new mayor to negotiate with these stakeholders the best way to streamline heavy traffic in and out of the Ports, and avoid peak traffic congestion."

JT has already met with major stakeholders including Ports of Auckland executives, Maritime Union officials, , Auckland Chamber of Commerce Transport Forum and freight company executives whose business moves a majority of the freight coming into and out of the Ports. He has also met with Transport Minister Phil Twyford.

No one has opposed this policy.

***John Tamihere will use a common sense approach, encouraging the collaboration of all stakeholders.***

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