# **Council**

Tuesday 26 August 2025 at 10.15am





# **Northland Regional Council Agenda**

Meeting to be held in the Council Chamber 36 Water Street, Whangārei on Tuesday 26 August 2025, commencing at 10.15am

Recommendations contained in the council agenda are NOT council decisions. Please refer to council minutes for resolutions.

RĪMITI (Item) **Page** 1.0 NGĀ MAHI WHAKAPAI / HOUSEKEEPING Key Health and Safety points to note: If the fire alarm goes off – exit down the stairwell to the assembly point which is the visitor carpark. Earthquakes – drop, cover and hold Visitors please make sure you have signed in at reception, and that you sign out when you leave. Please wear your name sticker. The toilets are on the opposite side of the stairwell. Please note that the public section of this meeting will be recorded and livestreamed via Youtube to the NRC website. As a participant in the meeting or a member of the public gallery your presence may be recorded. By remaining present at the meeting it is understood your consent is given if your image or voice is broadcast. Opinions expressed or statements made by individual persons during a meeting are not the opinions or statements of the Northland Regional Council. Council accepts no liability for any opinions or statements made during a meeting. KARAKIA TIMATANGA – TAUĀKI Ā ROTO / OPENING KARAKIA 2.0 NGĀ WHAKAPĀHA / APOLOGIES 3.0 4.0 NGĀ WHAKAPUAKANGA / DECLARATIONS OF CONFLICTS OF INTEREST NGĀ WHAKAAE MINITI ME TE MAHERE MAHI / COUNCIL MINUTES AND ACTION SHEET 5.0 5.1 Confirmation of Minutes - 24 July 2025 6 5.2 Receipt of Action Sheet 14 6.0 NGĀ RIPOATA PUTEA / FINANCIAL REPORTS Externally Managed Investment Funds: 2024/25 Performance and Allocation of 6.1 Returns 16 6.2 Request for Approval to Carry Forward Operational Budget from the 2024/25 Financial Year into the 2025/26 Financial Year 52 6.3 Request for Approval to Carry Forward Capital Expenditure Budget from the

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**ACC** - Accident Compensation Corporation MPI - Ministry for Primary Industries **ALGIM** - Association of Local Government Information MSD - Ministry of Social Development MTAG - Māori Technical Advisory Group (a subgroup of Management AMA - Aquaculture Management Area TTMAC) **AMP** - Asset Management Plan/Activity Management Plan NCMC - National Crisis Management Centre AP - Annual Plan NDHB - Northland District Health Board **BOI** - Bay of Islands NEMA - National Emergency Management Agency **BOPRC** - Bay of Plenty Regional Council **NES** - National Environmental Standards **CAPEX** - Capital Expenditure (budget to purchase assets) NFT - Northland | Forward Together **CBEC** - Community, Business and Environment Centre NGO - Non-Governmental Organisation cco - Council Controlled Organisation NIF - Northland Intersectoral Forum **CCTO** – Council Controlled Trading Organisation NINC - Northland Inc. Limited **CDEM** - Civil Defence Emergency Management NIWA - National Institute of Water and Atmosphere **CEEF** – Chief Executives Environment Forum **NORTEG** - Northland Technical Advisory Group **NPS** - National Policy Statement **CEG** - Co-ordinating Executive Group **CEO** - Chief Executive Officer NPS-FM - National Policy Statement for Freshwater **CIMS** - Co-ordinated Incident Management System (emergency Management management structure) NZCPS - New Zealand Coastal Policy Statement NZTA – Waka Kotahi New Zealand Transport Agency CMA - Coastal Marine Area **CPCA** - Community Pest Control Areas NZTE - New Zealand Trade and Enterprise **CRI** - Crown Research Institute NZWWA - New Zealand Water and Wastes Association **DOC** - Department of Conservation **OFI** - Opportunity for Improvement **OPEX** – Operating Expenditures **DP** - District Plan E350 - Extension 350 programme **OSH** - Occupational Safety & Health ECA - Environmental Curriculum Award **OTS** – Office of Treaty Settlements **ECAN** - Environment Canterbury PCBU - Person Conducting Business or Undertaking **EECA** - Energy Efficiency Conservation Authority **PPE** - Personal Protective Equipment EF - Environment Fund **RAP** - Response Action Plan **RBI** - Regional Broadband Initiative **EMA** - Employers and Manufacturers Association **EOC** - Emergency Operations Centre **RFI** - Request for Information **EPA** - Environmental Protection Authority **RFP** - Request for Proposal **ETS** - Emissions Trading Scheme **RLTP** - Regional Land Transport Plan FDE - Farm Dairy Effluent RMA - Resource Management Act 1991 **FNDC** - Far North District Council **RMG** - Resource Managers Group (Regional Councils) **FNHL** - Far North Holdings Limited RMZ - Riparian Management Zone FPP - First Past the Post ROI - Return on Investment **GE** - Genetic Engineering RP - Regional Plan **GIS** - Geographic Information System **RPMP** - Regional Pest Management Plan **GMO** - Genetically Modified Organism **RPMS** - Regional Pest Management Strategy **HBRC** - Hawke's Bay Regional Council **RPS** - Regional Policy Statement Horizons - Brand name of Manawatu-Wanganui Regional Council RPTP - Regional Public Transport Plan RRSAP - Regional Road Safety Action Plan **HR** - Human Resources **RSG** – Regional Sector Group **HSNO** - Hazardous Substances & New Organisms Act HSWA - Health and Safety at Work Act 2015 **RSHL** - Regional Software Holdings Ltd IHEMP – Iwi/Hapū Environmental Management Plan **RTC** - Regional Transport Committee **ILGACE** - Iwi and Local Government Chief Executives Forum **RTO** - Regional Tourism Organisation IPPC - Invited Private Plan Change SIG - Special Interest Group IRIS - Integrated Regional Information System SIPO - Statement of Investment Policy and Objectives JREDC - Joint Regional Economic Development Committee **SITREP** - Situation Report **KDC** - Kaipara District Council **SOE** - State of Environment (or) State Owned Enterprise **KPI** - Key Performance Indicator **SOI** – Statement of Intent LAWA – Land, Air, Water Aotearoa **STV** - Single Transferable Vote LEA - Local Electoral Act 2001 TAG - Technical Advisory Group Te Ruarangi – Te Taitokerau Māori & Council Working Party LGA - Local Government Act 2002 LGNZ - Local Government New Zealand TKoT - Te Kahu o Taonui **LGOIMA** - Local Government Official Information & Meetings Act Tier 1 - Site level plan or response for an oil spill Tier 2 - Regional level plan or response to an oil spill Tier 3 - National level plan or response to an oil spill **LIDAR** – Light detection and ranging LTI - Long time injury TLA - Territorial Local Authority - City & District Councils LTP - Long Term Plan TON - Top of the North (regions) MBIE - Ministry of Business, Innovation & Employment TTNEAP – Tai Tokerau Northland Economic Action Plan MFE - Ministry for the Environment TMP - Treasury Management Plan MFL - Māori Freehold Land TOR - Terms of Reference MHWS - Mean High Water Springs TPK - Te Puni Kökiri (Ministry of Māori Development) MMH - Marsden Maritime Holdings Limited TWWAG - Tangata Whenua Water Advisory Group MNZ - Maritime New Zealand **UNISA** - Upper North Island Strategic Alliance **MOH** - Ministry of Health WDC - Whangarei District Council

WRC - Waikato Regional Council

**WSMP** - Workplace Safety Management Practices

**MOT** - Ministry of Transport

**MOU** – Memorandum of Understanding



# Tauāki ā roto

Tenei au

Tēnei mātou

He kaikaunihera

He kawenga i ngā whakataunga

I ngā tikanga

Ki uta, ki tai

Kia rewa ai ngā iwi katoa o

Te Taitokerau

Haumie hui e

TĀIKI E!

Here I am

Here we are

Your councillors

The bearers of sound

decision making power

Reaching inland and coastal

To uplift all peoples of

Northland

Bring forth unity

Tis Done!



TITLE: Confirmation of Minutes - 24 July 2025

From: Meloney Tupou, Maori Governance and Engagement Support Admin

Authorised by Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement, on

**Group Manager/s:** 21 August 2025

# Ngā mahi tūtohutia / Recommendation

That the minutes of the council meeting held on 24 July 2025, be confirmed as a true and correct record and that these be duly authenticated with the Chair's electronic signature.

# Attachments/Ngā tapirihanga

Attachment 1: Unconfirmed council minutes - 24 July 2025 🗓 📆

26 August 2025 Attachment 1

Council Meeting 24 July 2025

# **Northland Regional Council Minutes**

Meeting held in the Council Chamber 36 Water Street, Whangārei on Thursday 24 July 2025, commencing at 9.30am

# Tuhinga/Present:

Chairperson, Geoff Crawford
Deputy Chairperson, Tui Shortland (via audio-visual link - left 10.05am)
Councillors:

John Blackwell
Jack Craw
Peter-Lucas Jones (via audio-visual link)
Amy Macdonald
Rick Stolwerk
Joe Carr

# I Tae Mai/In Attendance:

#### **Full Meeting**

Independent Tangata Whenua - George Riley (via audio-visual link)
Pou Taumatua GM Corporate Services
Pou Manawhakahaere - GM Governance and Engagement
Group Manager - Community Resilience
Pou Tiaki Taiao - GM Environmental Services
Pou Tiaki Pūtaiao - GM -Biosecurity
Translator (via audio-visual link)
Māori Engagement and Governance Support Administration
PA Group Manager Corporate Services

#### **Part Meeting**

Tāhūhū Rangapū - Chief Executive Officer (via audio-visual link - from 9.40am)
Finance Manager
EriksensGlobal (via audio-visual link)

The Chair declared the meeting open at 9.30am. The meeting commenced with a karakia by Councillor Macdonald.

# Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Karakia Timatanga – Tauāki ā roto/Opening karakia (Item 2.0)

26 August 2025 Attachment 1

Council Meeting 24 July 2025

# Ngā whakapāha/Apologies (Item 3.0)

#### Moved (Jones/Craw)

That the apologies from Councillor Robinson and independent Advisor Steve Watene for non-attendance be received.

#### Carried

# Nga whakapuakanga/Declarations of Conflicts of Interest (Item 4.0)

It was advised that councillors should make declarations item-by-item as the meeting progressed.

#### Confirmation of Minutes - 24 June 2025 (Item 5.1)

# Report from Meloney Tupou, Māori Governance and Engagement Support Admin

#### Moved (Carr/Blackwell)

That the minutes of the council meeting held on 24 June 2025, be confirmed as a true and correct record and that these be duly authenticated with the Chair's electronic signature.

#### Carried

#### Receipt of Action Sheet (Item 5.2)

#### Report from Chris Taylor, Governance Specialist

#### Moved (Jones/Crawford)

That the action sheet be received.

#### Carried

Secretarial Note: GM Corporate Services to update council via email on progress with the letter to Mr Parker.

#### Retrospective Approval - Inquiry into Ports and the Maritime Sector (Item 6.1)

# Report from Darryl Jones, Economist

#### Moved (Jones/Blackwell)

- 1. That the report 'Retrospective Approval Inquiry into Ports and the Maritime Sector' by Darryl Jones, Economist and dated 7 July 2025, be received.
- 2. That council retrospectively approve the submission (included as Attachment One) to the Inquiry into Ports and the Maritime Sector.

#### Carried

Secretarial Note: Council acknowledged the strategic importance of Opua in Northland as a registered international port in relation to cruise ship activity. It was suggested that this matter be referred to the Infrastructure Committee for further discussion. The Chair confirmed that New

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Council Meeting 24 July 2025

Zealand First List MP Andy Foster was scheduled to visit Northland in the coming weeks. A meeting has been proposed, and if it proceeded, the Chair would have the opportunity to raise the issues.

# Retrospective Approval - Council submission on the Regulatory Standards Bill (Item 6.2)

**Report from Justin Murfitt, Strategic Policy Specialist** 

#### Moved (Craw/Jones)

- That the report 'Retrospective Approval Council submission on the Regulatory Standards Bill' by Justin Murfitt, Strategic Policy Specialist and dated 2 July 2025, be received.
- That the submission (included as Attachment One) be retrospectively approved by council.

#### Carried

The Chief Executive Officer joined the meeting at 9.40am

#### Approval of National Directions Package Submissions (Item 6.3)

Report from Tami Woods, Policy and Planning Manager and Alison Newell, Policy Specialist Moved (Stolwerk/Craw)

- That the report 'Approval of National Directions Package Submissions' by Tami Woods, Policy and Planning Manager and Alison Newell, Policy Specialist and dated 1 July 2025, be received.
- 2. That the council approve the lodgement of two submissions on the National Directions package. A submission on the Packages One (Infrastructure and Development) and Two (Primary Sector) and a separate submission on Package Three (Freshwater) as included in Attachments 1 and 2.
- 3. That the Pou Tiaki Taiao GM Environmental Services be authorised to make minor changes to the submissions in Attachment 1 and 2, prior to lodgement, to address any minor technical amendments or grammatical changes.

#### Carried

# Northport Group Limited Director Remuneration Pool (Item 6.4)

Report from Bruce Howse, Pou Taumatua – Group Manager Corporate Services Moved (Stolwerk/Carr)

- 1. That the report 'Northport Group Limited Director Remuneration Pool' by Bruce Howse, Pou Taumatua Group Manager Corporate Services and dated 7 July 2025, be received.
- 2. That council approves:
  - A standard directors' fee pool for NGL of \$350,000.

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> An increased directors' fee pool for NGL of \$400,000 for the first year only to accommodate the additional workload associated with integration.

 That council notes that any NGL committee work or additional duties will be allocated from within the approved pool as determined by the NGL Chair and subject to board oversight.

#### Carried

Secretarial Note: Northport Group Ltd Directors Julian Smith and Lindsay Faithfull expressed an interest in meeting with council to gain clarity on the expectations of NRC and to better understand the rationale and direction behind the initiative.

#### Action:

The GM Corporate Services to coordinate a meeting between Northport Group Ltd Directors Julian Smith and Lindsay Faithful in August and confirm the date with council.

# Health and Safety report for final quarter 2024-2025 and end of financial year (Item 7.1)

Report from Tamsin Sutherland, Health and Safety Advisor and Shane Cleary, People and Culture Manager

#### Moved (Crawford/Blackwell)

That the report 'Health and Safety report for final quarter 2024-2025 and end of financial year' by Tamsin Sutherland, Health and Safety Manager dated 7 July 2025, be received.

#### Carried

# People and Culture Report 2024 - 2025 (Item 7.2)

Report from Kayla Ludlow, Human Resources Advisor; Shane Cleary, People and Culture Manager and Jessica Matson, Human Resources Advisor

#### Moved (Stolwerk/Macdonald)

That the report 'People and Culture Report 2024 - 2025' by Kayla Ludlow, Human Resources Advisor; Shane Cleary, People and Culture Manager and Jessica Matson, Human Resources Advisor and dated 7 July 2025, be received.

#### Carried

# Chair's Report to Council (Item 7.3)

Report from Rae Hetaraka, Executive Assistant to the Chair

#### Moved (Crawford/Carr)

That the report 'Chair's Report to Council' by Rae Hetaraka, Executive Assistant to the Chair and dated 3 July 2025, be received.

#### Carried

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#### Chief Executive's Report to Council (Item 7.4)

#### Report from Jonathan Gibbard, Tāhūhū Rangapū - Chief Executive Officer

#### Moved (Carr/Jones)

That the report 'Chief Executive's Report to Council' by Jonathan Gibbard, Tāhūhū Rangapū - Chief Executive Officer and dated 15 July 2025, be received.

#### Carried

#### Action:

The Quarry Road Bridge was completed ahead of time. Chief Executive to co-ordinate an event to mark the completion of the project with Minister Jones in November.

Councillor Shortland left the meeting at 10.05am.

# Legislative compliance half yearly report January - June 2025 (Item 7.5)

**Report from Samuel van Hout, Corporate Policy Analyst** 

#### Moved (Blackwell/Stolwerk)

That the report 'Legislative compliance half yearly report January - June 2025' by Samuel van Hout, Corporate Policy Analyst and dated 27 June 2025, be received.

#### Carried

# Receipt of Committee Minutes (Item 8.1)

# Report from Meloney Tupou, Māori Governance and Engagement Support Admin

Moved (Blackwell/Crawford)

That the unconfirmed minutes of the:

- Civil Defence Emergency Management Group 3 June 2025 and
- Regional Transport Committee 10 June 2025

be received.

#### Carried

#### Kaupapa ā Roto/Business with Public Excluded (Item 9.0)

# Moved (Blackwell/Stolwerk)

- That the public be excluded from the proceedings of this meeting to consider confidential matters.
- 2. That the general subject of the matters to be considered whilst the public is excluded, the reasons for passing this resolution in relation to this matter, and the specific

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grounds under the Local Government Official Information and Meetings Act 1987 for the passing of this resolution, are as follows:

Item No.	Item Issue	Reasons/Grounds
9.1	Confirmation of Confidential Minutes - 24 June 2025	The public conduct of the proceedings would be likely to result in disclosure of information, as stated in the open section of the meeting
9.2	Externally Managed Funds: Recommendation to Exit Councils Investment in Castlerock Partners	The public conduct of the proceedings would be likely to result in disclosure of information, the withholding of which is necessary to prevent the disclosure or use of official information for improper gain or improper advantage s7(2)(j).
9.3	Kaipara Service Centre (KSC) Tenancies	The public conduct of the proceedings would be likely to result in disclosure of information, the withholding of which is necessary to enable council to carry out, without prejudice or disadvantage, commercial activities s7(2)(h) and the withholding of which is necessary to enable council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) s7(2)(i).
9.4	Northport Group Limited Shareholders Resolution	The public conduct of the proceedings would be likely to result in disclosure of information, the withholding of which is necessary to enable council to carry out, without prejudice or disadvantage, commercial activities s7(2)(h).

3. That the Independent Advisors be permitted to stay during business with the public excluded

.Carried

# **Open Meeting**

#### Moved (Blackwell/Carr)

That the council resumes in open meeting.

Carried

# Confirmation of Confidential Minutes - 24 June 2025 (Item 9.1)

Report from Meloney Tupou, Māori Governance and Engagement Support Admin Moved (Blackwell/Stolwerk)

1. That the confidential minutes of the council meeting held on 24 June 2025, be confirmed as a true and correct record and that these be duly authenticated with the Chair's electronic signature.

#### Carried

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Council Meeting 24 July 2025

# Kaipara Service Centre (KSC) Tenancies (Item 9.3)

#### Report from Phil Heatley, Strategic Projects and Facilities Manager

#### Moved (Blackwell/Carr)

- 1. That the report 'Kaipara Service Centre (KSC) Tenancies' by Phil Heatley, Strategic Projects and Facilities Manager and dated 7 July 2025, be received.
- 2. That council agree in principle to Kaipara District Council proposal (the Proposal) to relocate their new Dargaville library into the KSC ground floor.
- 3. That management provide staff resource to support a feasibility study into how the reception, library and office space(s) may be best configured and operated for the benefit of council.
- 4. That the Chief Executive report back with a recommendation on the Proposal.

#### Carried

# Northport Group Limited Shareholders Resolution (Item 9.4)

Report from Bruce Howse, Pou Taumatua – Group Manager Corporate Services Moved (Stolwerk/Carr)

- 1. That the report 'Northport Group Limited Shareholders Resolution' by Bruce Howse, Pou Taumatua Group Manager Corporate Services and dated 8 July 2025, be received.
- 2. That council retrospectively approve the Chair's signing of the Shareholders Resolution and EPA document (Attachment 1).

#### Carried

#### Whakamutunga (Conclusion)

The meeting concluded at 10.35am.

TITLE: Receipt of Action Sheet

From: Chris Taylor, Governance Specialist

Authorised by Chris Ta Group Manager/s:

Chris Taylor, Governance Specialist, on 21 August 2025

# Whakarāpopototanga / Executive summary

The purpose of this report is to enable the meeting to receive the current action sheet.

# Nga mahi tutohutia / Recommendation

That the action sheet be received.

# Attachments/Ngā tapirihanga

Attachment 1: Council Action Sheet - August 2025 🗓 📆

#### Council Actions as at 12/08/2025

ld	Meeting	Target Date	Officer Responsible	Description	Request Details	Most Recent Comment
8215	Council 24/06/2025	8/07/25	Versteeg, Stephanie	Receipt of Committee Minutes	A letter to be drafted on behalf of council to the retired Minister Parker, who had championed the Kaipara Moana Remediation programme, acknowledging his efforts and funding support.	COMPLETE. Letter sent.
8232	Council 24/07/2025	7/08/25	Howse, Bruce	Northport Group Limited Director Remuneration Pool	The GM Corporate Services to coordinate a meeting between Northport Group Ltd Directors Julian Smith and Lindsay Faithful in August and confirm the date with council.	
8236	Council 24/07/2025	7/08/25	Gibbard, Jonathan	Chief Executive's Report to Council	Chief Executive to co- ordinate an event to mark the completion of the Quarry Road Bridge project with Minister Jones in November.	Tentative date - Friday 28 November 2025.

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TITLE: Externally Managed Investment Funds: 2024/25

**Performance and Allocation of Returns** 

From: Simon Crabb, Finance Manager

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 19

**Group Manager/s:** August 2025

# Executive summary/Whakarāpopototanga

Councils Externally Managed Investment Funds (Portfolio) generated annual returns of \$6.297million(m) in 2024/25 which is \$1.052m greater than the annual budget of \$5.245m.

**Table 1a** presents a summary of the performance for each investment fund within the Portfolio and the returns generated compared to budget.

Table 1a

Externally Managed Investment Fund Portfolio - Returns Generated (Gains and Interest) At 30 June 2025							
Investment Fund	Annual Return % pa	Annual Objective % pa	Annual Return \$000	Budgeted Return \$000	3 Year Actual Return % pa	5 Year Actual Return % pa	
Long Term Investment Fund (LTF)	8.9%	7.5%	5,802	4,867	7.6%	7.8%	
Short Term Investment Fund (STF)	6.3%	6.7%	496	377	6.1%	4.7%	
Total Portfolio	8.7%	7.4%	6,297	5,245	7.5%	7.0%	

Further detail on the performance of individual fund managers is provided in the EriksensGlobal report presented in <u>Attachment 1</u>.

The Portfolio returns (comprising of gains and interest), earned during the 2024/25 financial year have been distributed in accordance with the approved framework for the allocation of annual surpluses as set out in **Table 1b**.

Table 1b.

Step	Source	Allocate	Used to:	\$000
1	Externally Managed Investment Fund Returns	Greater than budget returns to the Northport Group (JV Equalisation) Reserve (Associated cash placed in the Debt repayments component of the Long Term Investment Fund)	Reduce the debt associated in financing Councils investment in Northport Group	1,291
2	Operational	\$1.074m to the Opex Reserve (Associated cash placed in NZ Trading Bank Term Deposits)	Offset the planned reduction in rating revenue for the 2025/26 financial year	1,074
3	Surplus	\$1.096m Residual to the Northport Group (JV Equalisation) Reserve (Associated cash placed in the Debt repayments component of the Long Term Investment Fund)	Reduce the debt associated in financing Councils investment in Northport Group	1,096

#### **Non-Compliance with SIPO**

On 30 June 2025, the Portfolio was in breach of the Statement of Investment Policy and Objectives (SIPO), with Private Equity exposure reaching 36.2% of the Long-Term Fund (LTF) balance and exceeding the SIPO limit of 35%.

26 August 2025

To address this non-compliance, council resolved at its July 2025 meeting to fully redeem its investment in Castlerock, thereby reducing the Portfolio's over-exposure to Private Equity and bringing it back within the approved policy limits.

#### **Recommendations:**

- 1. That the report 'Externally Managed Investment Funds: 2024/25 Performance and Allocation of Returns' by Simon Crabb, Finance Manager and dated 2 August 2025, be received.
- 2. That the budgeted funding of \$1,582,231 for specific operational expenditure items in the 2024/25 financial year be withdrawn from the managed investment fund portfolio and reinvested across the working capital component of the Short Term investment fund, Operating Costs reserve term deposits, and the Vessel Replacement component of the Long Term investment fund.
- 3. That the budgeted 2024/25 general funding contribution of **\$2,017,160** from the Managed investment fund portfolio be withdrawn and reinvested into the working capital component of the Short Term investment fund.
- 4. That managed investment fund returns of \$1,291,483 for the 2024/25 financial year be withdrawn from the managed investment fund portfolio and reinvested into the Debt Repayment component of the Long Term investment fund, and earmarked specifically for the future repayment of debt incurred in financing council's investment in Northport Group Limited.
- 5. That \$490,335 of targeted river scheme rates collected for future debt repayment and \$528,302 of river scheme and vessel replacement scheme depreciation funding are withdrawn from the Short Term investment fund and invested into the Debt Repayment component of the Long Term investment fund.
- 6. That all withdrawals from, and placements into, fund managers undertaken to execute the adopted recommendations of this agenda item be guided by advice provided by EriksensGlobal.

#### **Options:**

No.	Option	Advantages	Disadvantages
1	Recapitalise Portfolio returns in line with budget, withdraw Portfolio returns to reimburse working capital and ensure the Opex Reserve term deposits are increased to align with the returns required as general funding in 2025/26.  And  Deposit Targeted rates,	Maintain working capital at forecasted levels to ensure council can meet its operational requirements, fund capital investments, and support debt servicing obligations related to the funding of the Northport Group investment, (particularly if proceeds from investment property sales earmarked for debt repayment do not eventuate as expected.)	While allocating surplus Portfolio returns toward debt repayment can strengthen council's financial position, it may also constrain the ability to pursue new initiatives or respond to unforeseen costs or economic shocks. However, council retains access to a range of asset-backed reserves that can be drawn upon if required.
	depreciation collected, and residual managed fund returns into the LTF	Reducing future interest expenses helps alleviate	

No.	Option	Advantages	Disadvantages
	to progress towards having sufficient funds set aside and available to repay external LGFA borrowing upon maturity.	the financial burden on ratepayers by lowering the cost of servicing debt over time.	
2	Do not withdraw any Portfolio returns to reimburse councils working capital nor top up the Opex Reserve Term deposits	Preserve the capital base of the Portfolio and retain the financial capacity to support future strategic opportunities or respond to unforeseen needs.	Increase reliance on other operational funding sources, potentially delaying or constraining the delivery of core services or planned new initiatives.
3	Retain surplus Portfolio returns instead of using them to reduce debt.	Surplus returns can be redirected toward community initiatives, infrastructure projects, or service level improvements that deliver direct ratepayer benefit rather than being absorbed into debt servicing.	Without debt reduction, future budgets may face greater pressure to meet repayment obligations, limiting flexibility for operational or capital spending

The staff's recommended option is 1.

#### **Considerations**

# 1. Climate and Environmental Impact

Being a purely administrative matter, any decisions arising from this report will not have any environmental impact or climate change implications.

#### 2. Community views

Community views are unknown.

#### 3. Māori impact statement

There are no known impacts on Māori which are different to the general community in relation to this decision.

#### 4. Financial implications

The recommendations outlined in this report regarding the withdrawal, transfer, and recapitalisation of gains and interest generated from Council's externally managed investment funds are aligned with the strategic approach adopted in the 2024-2034 Amended Long Term Plan. This strategy was further refined by council at its May and June 2025 meetings.

These recommendations have been incorporated into the provisional operating result reflected in the draft annual accounts.

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#### 5. Implementation issues

Councils' auditors require a complete set of financial statements on the 18 August 2025 when they arrive on site to undertake their annual audit. Any changes stemming from the Council meeting on the 26 August 2025 will require the financial statements to be amended and may be costly due to the additional audit fees associated with reauditing the changes.

#### 6. Significance and engagement

In relation to section 79 of the Local Government Act 2002, this decision is considered to be of low significance when assessed against council's Significance and Engagement Policy because it is part of council's day to day activities. This does not mean that this matter is not of significance to tangata whenua and/or individual communities, but that council is able to make decisions relating to this matter without undertaking further consultation or engagement.

# 7. Policy, risk management and legislative compliance

The activities detailed in this report are in accordance with council's Statement of Investment Policy and Objectives (SIPO), and also in accordance with the Treasury Risk Management Policy and 2024-34 Amended Long Term Plan, both of which were approved in accordance with council's decision-making requirements of sections 76–82 of the Local Government Act 2002.

#### Background/Tuhinga

# 1. Externally Managed Investment Fund Portfolio – Year End Position and Allocation of Returns

On 30 June 2025, council held a total of \$69.129m in its Portfolio. Over the financial year, the Portfolio generated \$6.297m in returns, comprising of gains and interest.

A detailed breakdown of the application of the Portfolio returns is provided in **Table 1c**.

Specifically, surplus returns have been applied as follows:

- Recapitalisation in line with the approved annual budget, \$1.406m.
- Funding of specific expenditure items included within the approved annual budget, \$1.582m (refer to recommendation 2).
- General funding support, in line with the approved annual budget, \$2.017m (refer to recommendation 3).
- Directed towards reducing debt associated with council's investment in Northport Group Limited, \$1.291m (refer to recommendation 4)

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Table 1c

Externally Managed Investment Fur For the 12 months ending 30 June 2	ds Portfolio - Returns Generated and Applied D25	Actual \$	Full Year Budget \$	Variance \$
Portfolio Returns Generated				
Long Term Investment Fund - Gain		\$5,547,930	\$4,782,379	\$765,551
Long Term Investment Fund - Inter	est from loans issued to Water companies	\$253,578	\$85,050	\$168,528
Short Term Investment Fund - Gair	s	\$415,210	\$377,479	\$37,731
Short Term Investment Fund - Inte	est from Term Deposits	\$80,374	\$0	\$80,374
Total Externally Managed fund	Gains & Interest received	\$6,297,092	\$5,244,908	\$1,052,184
Portfolio Returns Applied as:			ĺ	
Reinvestment (recapitalisation)				
Reinvested into the Funds (recapit	ilisation) - in Ine with budget	-\$1,396,885	-\$1,396,884	-\$0
Reinvested into the IGR portion of	Long Term Fund	-\$9,334	-\$884	-\$8,450
		-\$1,406,219	-\$1,397,768	-\$8,450
<b>Funding for Specific operational items</b>				
Management Fees		-\$76,716	-\$68,065	-\$8,650
Northland Inc Funding contribution		-\$966,482	-\$966,482	\$0
Vessell replacement scheme		-\$145,621	-\$145,621	-\$0
Unallocated interest & Opex Reser	ve Top Up	-\$393,412	-\$555,678	\$162,266
Predator Free and River Schemes		\$0	-\$94,134	\$94,134
		-\$1,582,231	-\$1,829,980	\$247,749
Funding for General operational items	(in line with budget)	-\$2,017,160	-\$2,017,160	-\$0
Debt repayment				
Residual Gains & Interest - Attributed & held in the LTF to repay Debt	o the Northport JV Reserve  Allocation Framework Step 1	-\$1,291,483	\$0	-\$1,291,483
<b>Total Application of Managed F</b>	ind Gains and Interest	-\$6,297,092	-\$5,244,908	-\$1,052,184
Balance of Externally Managed Investn	ent Fund Gains & Interest	-\$0	-\$0	\$0

Following the planned recapitalisation of the Portfolio returns and the allocation of funds to support council's 2024/25 operational needs, it is recommended that a total of \$1,291,483 in returns is transferred to the Debt Repayment component of the LTF and specifically held to reduce the debt associated with council's investment in Northport Group Limited.

Investment management fees totalling \$77k (excluding GST) were paid to EriksensGlobal in 2024/25 (2023/24: \$78k) and have been proportionally allocated across all the reserves.

#### 2. Property Reinvestment Reserve (PRR)

The purpose of the PRR is to represent funds in the LTF and Short-Term Fund (STF) that are to be invested in income producing assets, pending the identification of approved property investments. The returns from this reserve represents funds available for operational spend for other activities where needed.

The closing balance of the PRR at year end was \$24,700,325 as presented in Table 2.

Notably, the Hannah Street Project has not progressed in 2024/25 as initially intended.

It is recommended that the returns generated from the PPR capital component of the LTF in 2024/25 are:

- Recapitalised in line the approved annual budget, \$658,776.
- Used to fund specific expenditure items included within the approved annual budget, \$26.845.
- Used to provide General funding support, in line with approved annual budget, \$1,087,282.
- Directed towards reducing debt associated with council's investment in Northport Group Limited, \$475,321.

Table 2	2024-25					
PROPERTY REINVESTMENT RESERVE (PRR)	Actual		Revised Budget			
Opening Reserve Balance		\$24,502,944		\$26,219,256		
Increase in Reserve						
Sale proceeds from the sale of forestry carbon credits	\$1,075,362		\$1,075,362			
Exit Fee from Balance	\$140,958					
		\$1,216,320		\$1,075,362		
Decrease in Reserve						
Carbon Credit sale proceeds used as Northport Group investment funding	-\$1,075,362		-\$1,075,362			
Decrease in Reserve due to property development and maintenance costs						
Hannah Street Project	-\$204,557		-\$4,000,000			
Kaipara Service Centre Project	\$19,093		\$0			
St Pierres Project	-\$56,312		\$0			
Waipapa Service Centre	\$0		-\$450,000			
Funding for Approved Repairs and Maintenance	-\$223,497		-\$223,497			
Funding for Approved Capital improvements	-\$137,080		-\$109,581			
		-\$1,677,716		-\$5,858,440		
Increase in Reserve due to Reinvestment back into the Reserve						
Gains and interest earnt on PRR balance	\$2,248,224		\$1,771,291			
Less Gains utilised to fund Investment Management Fees	-\$26,845		-\$25,233			
Less Surplus Gains in excess of budget for Debt repayment	-\$475,321		\$0			
Less Gains for General Funding (in line with budget)	-\$1,087,282		-\$1,087,284			
Total Gains Reinvested back into the PRR (in line with budget)		\$658,776		\$658,776		
PROPERTY REINVESTMENT RESERVE - CLOSING BALANCE		\$24,700,324		\$22,094,954		
Reconciled to the Investment backing the Property Reinvestment Reserve						
LTF and STF Fund Managers Balance 30 June 2025	\$25,202,491		\$22,094,954			
Gains derisked during Year & held in Term deposits till year end	\$1,087,282		\$0			
		\$26,289,773		\$22,094,954		
less adjustments due to occur after balance date						
Withdraw from the LTF or Derisked TDs						
2024-25 Investment Management Fees (invest into STF)	-\$26,845					
2024-25 Surplus Gains - in excess of budget for Debt repayment	-\$475,321					
2024-25 Gains - for General funding (in line with budget)	-\$1,087,282					
		-\$1,589,448		\$0		
TOTAL INVESTMENT BACKING THE PROPERTY REINVESTMENT RESERVE		\$24,700,325		\$22.094.954		

# 3. Regional Projects Reserve (RPR)

The purpose of the RPR is to represent funds set aside in the LTF for approved infrastructure and economic development investments with a view to stabilising the impact of large irregular infrastructure projects on council's income and capital requirements. The returns from this reserve represents funds available for operational spend for other activities where needed.

The closing balance of the RPR at year end was \$8,686,791 as presented in **Table 3.** 

It is recommended that the returns generated from the RPR capital component of the LTF in 2024/25 are:

- Recapitalised in line the approved annual budget, \$441,097.
- Used to fund specific expenditure items included within the approved annual budget, \$10,953.
- Used to provide General funding support, in line with approved annual budget, \$599,350.
- Directed towards reducing debt associated with council's investment in Northport Group Limited, \$247,614.

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Table 3:		2024-25				
REGIONAL PROJECTS RESERVE (RPR)	Acti	ual	Revised Budget			
Opening Reserve Balance		\$13,100,073		\$13,381,083		
Increase / (Decrease) in reserve						
Loan issued to Te Tai Tokerau Water Trust (TTTWT)		-\$5,000,000		\$0		
2024-25 Gains earnt on & transferred from Vessel replacement funding		\$145,621		\$0		
Increase in reserve due to Reinvestment back into the Fund						
Gains and interest earnt on RPR balance	\$1,045,902		\$969,204			
Interest earnt from two Loan issued to Water Companies	\$253,111		\$85,050			
Less Gains utilised to fund Investment Management Fees	-\$10,953		-\$13,807			
Less Surplus Gains in excess of budget for Debt repayment	-\$247,614		\$0			
Less Gains withdrawn as general funding	-\$599,350		-\$599,350			
Total Gains Reinvested back into the RPR (in line with budget)		\$441,097		\$441,097		
REGIONAL PROJECETS RESERVE CLOSING BALANCE		\$8,686,791		\$13,822,180		
Reconciled to the Investment backing the Regional Projects Reserve						
Balance in the LTF at 30 June 2024	\$8,507,556		\$13,822,180			
Total Gains earnt on Vessel replacement funding held as debt repayment	\$250,695		\$0			
Gains de-risked during Year & held in Term deposits till year end	\$599,350					
		\$9,357,601		\$13,822,180		
plus / (less) adjustments due to occur after balance date						
Invest into the LTF						
Deposit accrued Interest earnt on water company loan	\$187,107					
Withdraw from the LTF & derisked TDs						
2024-25 Investment Management Fees (invest into STF)	-\$10,953					
2024-25 Surplus Gains - in excess of budget for Debt repayment	-\$247,614					
2024-25 Gains - for General funding (in line with budget)	-\$599,350					
		-\$670,810		\$0		
TOTAL INVESTMENT BACKING OF THE REGIONAL PROJECTS RESERVE		\$8,686,791		\$13,822,18		

# 4. Economic Development Reserve (EDR)

The purpose of the Economic Development Reserve is to represent funds set aside in the LTF to support economic development activity including investment in community infrastructure.

The closing balance of the EDR at year end was \$17,424,671 as presented in Table 4.

It is recommended that the returns generated from the EDR capital component of the LTF in 2024/25 are:

- Recapitalised in line the approved annual budget, \$297,012.
- Used to fund specific expenditure items included within the approved annual budget, \$23,662.
- There are no funds recommended to be used as General funding in line with budget.
- Directed towards reducing debt associated with council's investment in Northport Group Limited, \$326,578.

Table 4		2024-25				
ECONOMIC DEVELOPMENT RESERVE (EDR)	Actu	al	Revised Budget			
Opening Reserve Balance		\$18,520,151		\$19,489,492		
Decrease in Reserve						
Funding the structuring of councils investment in Northport group		-\$1,392,492		-\$1,392,492		
Increase in Reserve due to Reinvestment back into the Reserve						
Gains and interest earnt on EDR balance	\$1,613,734		\$1,281,753			
Less Gains utilised to fund Investment Management Fees	-\$23,662		-\$18,259			
Less Gains utilised to fund the Investment and Growth Reserve	-\$966,482		-\$966,482			
Less Surplus Gains in excess of budget for Debt repayment	-\$326,578		\$0			
Total Gains Reinvested back into the EDR (in line with budget)		\$297,012		297,012		
ECONOMIC DEVELOPMENT RESERVE - CLOSING BALANCE		\$17,424,671		\$18,394,012		
Reconciled to the Investment backing the Economic Development Reserve						
Balance in the LTF at 30 June 2025	\$18,227,469		\$18,394,012			
Gains de-risked during Year & held in Term deposits till year end	\$966,482		\$0			
		\$19,193,951		18,394,012		
less adjustments due to occur after balance date						
Withdraw from the LTF or Derisked TDs						
2024-25 Investment Management Fees (invest into STF)	-\$23,662					
2024-25 Investment and Growth Reserve funding (invest into STF)	-\$966,482					
2024-25 Strategic Project funding year-end wash up invest into STF)	-\$452,557					
2024-25 Surplus Gains - in excess of budget for Debt repayment	-\$326,578					
		-\$1,769,280		0		
TOTAL INVESTMENT BACKING OF THE ECONOMIC DEVELOPMENT RESERVE		\$17,424,671		\$18,394,012		

#### 5. Operational Costs Reserve (Opex Reserve)

The Opex Reserve represents a series of designated term deposits established to provide financial resilience for council. Its primary purpose is to mitigate the risk associated with the potential non-receipt of dividends and Portfolio returns that council relies on for general funding. This reserve represents a contingency to ensure continuity of funding should these sources not eventuate as anticipated.

To ensure adequate coverage for the potential non-receipt of the Portfolio returns relied upon for general funding in the 2024/25 financial year, the requirement within the Opex Reserve is \$2,696,876. In line with Council policy, it is recommended that the identified shortfall of \$285,237 be withdrawn from the Portfolio and reinvested in Term Deposits to meet this requirement.

The Opex Reserve continues to hold \$1,074,000 transferred into the reserve at the end of the previous financial year. This represents a funding mechanism to allow future operational surpluses to be used to reduce rate increases in subsequent years.

In addition, the Opex Reserve represents \$1,074,000 of the 2024/25 operational surplus. It is proposed that this amount be specifically set aside in term deposits and be available to offset the planned reduction in rating revenue for the 2025/26 financial year. A recommendation supporting this allocation is provided in Agenda Item 6.4.

The composition of the Opex reserve is presented in **Table 5**.

Table 5	2024	-25
OPERATING COSTS (OPEX) RESERVE	Actu	ıal
Opening Operating Costs Reserve Balance		\$5,041,45
Increase/ (Decrease) in Reserve		
Interest earnt and accrued on Opex Reserve Term deposits in 2024-25	\$215,615	
Increase in cover for the 2025-26 general funding requirement from gains	\$285,237	
Transfer of Operating surplus for 2025/26 rates reduction (Allocation Framework - Step 2)	\$1,074,000	
,		\$1,574,85
OPERATING COSTS RESERVE - CLOSING BALANCE		\$6,616,30
COMPRISING FUNDING COVER FOR:		
2025-26 Gains requirement as General funding	\$2,518,630	
2025-26 Estimated External Advisor Fees	\$58,246	
2025-26 Estimated Unallocated Interest Expense	\$120,000	
2025-26 Rates reduction funding	\$1,074,000	
Operating Resilience - Dividend shortfall contribution	\$1,771,433	
Forecasted Surplus Resilience (Future Surety for another reduced annual rate increase)	\$1,074,000	
OPERATING COSTS RESERVE - CLOSING BALANCE		\$6,616,30
Reconciled to the Term Deposits backing the OPEX Reserve		
OPEX Term Deposit #183	\$207,368	
OPEX Term Deposit #184	\$209,534	
OPEX Term Deposit #185	\$210,321	
OPEX Term Deposit #186	\$210,654	
OPEX Term Deposit #187	\$206,607	
OPEX Term Deposit #188	\$237,823	
OPEX Term Deposit #189	\$241,204	
OPEX Term Deposit #190	\$173,025	
OPEX Term Deposit #191	\$214,892	
OPEX Term Deposit #308	\$354,482	
OPEX Term Deposit #309	\$355,327	
OPEX Term Deposit #310	\$356,289	
OPEX Term Deposit #311	\$358,282	
OPEX Term Deposit #312	\$359,727	
OPEX Term Deposit #313	\$361,985	
OPEX Term Deposit #314	\$364,629	
OPEX Term Deposit #315	\$366,072	
OPEX Term Deposit #316	\$367,454	
Balance held in 18 NZ Trading Bank Term deposits at 30 June 2025		\$5,155,673
plus / (less) adjustments due to occur after balance date		
Invest into NZ Trading Bank Term deposits:		
2024-25 Surplus gains used to top up the Opex reserve	\$285,237	
2024-25 Operating Surplus for 2025/26 Rates reduction (Allocation Framework - Step 2)	\$1,074,000	
Accrued term deposit interest earnt & not reinvested at 30 June 2025	\$101,399	
·		\$1,460,636
TOTAL TERM DEPOSITS BACKING THE OPERATING COSTS RESERVE		\$6,616,309

# 6. Funding earmarked for future debt repayment and capital renewals.

The 2024/25 operating surplus, surplus Portfolio returns, targeted river rates, and other revenue sources earmarked for debt repayment, as well as depreciation collected for future river scheme and

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maritime vessel renewal are currently deposited as funding within the Debt Repayment component of the LTF.

It is recommended that the returns generated from the Debt repayment capital component of the LTF in 2024/25 are:

- Used to fund specific expenditure items included in the approved annual budget, \$400,815.
- Directed towards reducing debt associated with council's investment in Northport Group Limited, \$90,926.
- There are no Debt repayment returns recommended to be used as General funding,
- There are no Debt repayment returns recommended to be recapitalised.

It is further recommended that the following 2024/25 amounts be deposited into the Debt repayment component of the LTF:

- \$490,335 from targeted river rates collected.
- \$356,287 in river-related depreciation.
- \$172,015 in depreciation associated with the new maritime pilot vessel.

These contributions will provide council with the capacity to meet future debt obligations and fund critical asset renewals.

As outlined earlier in this report, it is recommended that the surplus Portfolio returns of \$1,291,483 from the 2024/25 financial year are also deposited into the Debt Repayment component of the LTF. The allocation of the 2024/25 operating surplus of \$1,096,300 into the Debt Repayment component of the LTF is supported by a recommendation contained in Agenda Item 6.4.

**Table 6** over the page provides a detailed breakdown of all the components held within the LTF for debt repayment and asset renewal.

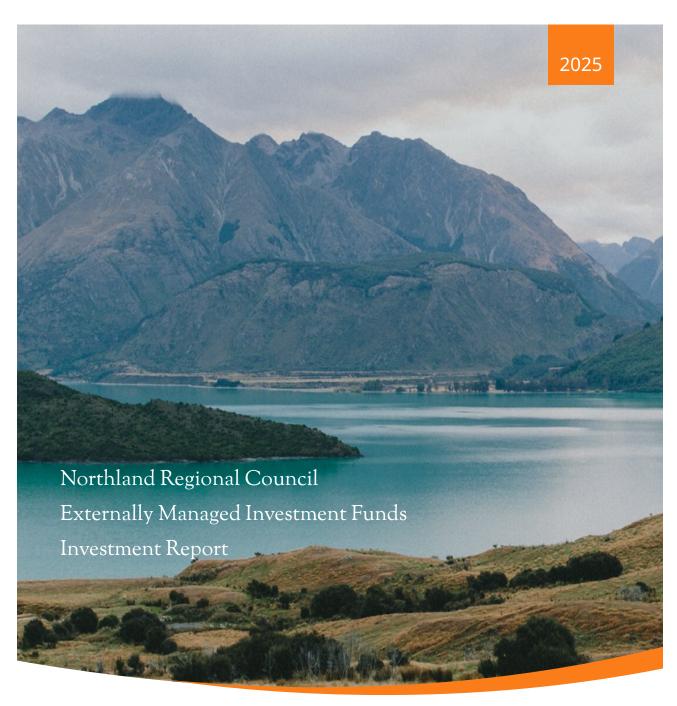
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Table 6: Debt repayments and Depreciation Collected & held in the	2024-25		
Long Term Investment Fund (LTF)	Act	ual	
Opening Balance - 1 July 2024			
Debt repayments collected and held in the LTF at 1 July 2024	\$5,985,949		
Depreciation collected and held in LTF at 1 July 2024	\$1,365,439		
Topicolation contested and meta in 211 at 25th, 2521	Ψ_,000,00	\$7,351,389	
2024-25 Debt Repayments collected		<b>,</b> , , , , , , , , , , , , , , , , , ,	
Whangārei Urban rivers scheme rates	\$490,335		
Northport Group Limited JV (Allocation Framework Step 1)	\$1,291,483		
Northport Group Limited JV (Allocation Framework Step 3)	\$1,096,300		
,	T -/	\$2,878,118	
2024-25 Net depreciation collected		. , ,	
Awanui river scheme	\$185,195		
Kāeo - Whangaroa rivers scheme	\$7,953		
Whangārei Urban rivers scheme	\$93,231		
Taumārere Rivers Scheme	\$69,908		
Vessel replacement scheme	\$172,015		
	Ŧ = , = , 0 1 0	\$528,302	
2024-25 Gains/(losses) from LTF		,	
Gains & interest earnt on fund balance	\$491,740		
Less Gains utilised to fund Investor Fees	-\$7,403		
Less Gains utilised to fund unallocated interest expense costs	-\$108,175		
Less Surplus Gains for increase in funding cover held in Opex reserve	-\$285,237		
Less Surplus Gains - in excess of budget for Debt repayment	-\$90,926		
Gains retained	Ψ30,320	\$0	
CLOSING BALANCE	· ·	\$10,757,80	
Comprising:			
Awanui River scheme debt repayments & depreciation held	\$1,641,535		
Kāeo - Whangaroa river scheme debt repayments & depreciation held	\$51,319		
Whangārei Urban rivers scheme debt repayments & depreciation held	\$3,174,891		
Taumārere rivers scheme debt repayments & depreciation held	\$110,564		
Regional Flood Infrastructure debt repayments & depreciation held	\$1,563,774		
Vessel Replacement Scheme debt funding & depreciation held	\$1,827,944		
Northport Group Total Debt Repayments held	\$2,387,783		
CLOSING BALANCE		\$10,757,80	
Reconciled to the Investment backing in the LTF			
Balance in the LTF at 30 June 2025		\$7,852,809	
olus / (less) adjustments due to occur after balance date			
nvest into the LTF			
2024-25 Net river scheme rates	\$490,335		
2024-25 Net river scheme depreciation	\$356,287		
2027 25 Net river scheme depreciation	\$172,015		
2024-25 Net replacement vessel scheme depreciation	\$1,291,483		
2024-25 Surplus Fund Gains transferred to repay debt			
2024-25 Surplus Fund Gains transferred to repay debt 2024-25 Operational surplus transferred to repay debt	\$1,096,300		
2024-25 Surplus Fund Gains transferred to repay debt 2024-25 Operational surplus transferred to repay debt Withdraw from the LTF	\$1,096,300		
2024-25 Surplus Fund Gains transferred to repay debt 2024-25 Operational surplus transferred to repay debt Withdraw from the LTF 2024-25 Investment Management Fees (invest into STF)	\$1,096,300 -\$7,403		
2024-25 Surplus Fund Gains transferred to repay debt 2024-25 Operational surplus transferred to repay debt Withdraw from the LTF 2024-25 Investment Management Fees (invest into STF) 2024-25 Unallocated interest expense cost(invest into STF)	\$1,096,300 -\$7,403 -\$108,175		
2024-25 Surplus Fund Gains transferred to repay debt 2024-25 Operational surplus transferred to repay debt  Withdraw from the LTF 2024-25 Investment Management Fees (invest into STF) 2024-25 Unallocated interest expense cost(invest into STF) 2024-25 Surplus Gains - increase Opex reserve funding	\$1,096,300 -\$7,403 -\$108,175 -\$285,237		
2024-25 Net replacement vessel scheme depreciation 2024-25 Surplus Fund Gains transferred to repay debt 2024-25 Operational surplus transferred to repay debt Withdraw from the LTF 2024-25 Investment Management Fees (invest into STF) 2024-25 Unallocated interest expense cost(invest into STF) 2024-25 Surplus Gains - increase Opex reserve funding 2024-25 Surplus Gains - in excess of budget for Debt repayment (net off)	\$1,096,300 -\$7,403 -\$108,175	\$2,905,000	

# Attachments/Ngā tapirihanga

Attachment 1: Externally Managed Funds Investment Report to 30 June 2025 - prepared by EriksensGlobal J.

26 August 2025 Attachment 1



# Investment Report to 30 June 2025

Report Dated 30 July 2025

STRICTLY PRIVATE & CONFIDENTIAL

# **ERIKSENSGLOBAL**

Actuaries & Investment Consultants

26 August 2025 Attachment 1

Investment Report to 30 June 2025 Northland Regional Council

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Attachment 1

Investment Report to 30 June 2025 Northland Regional Council

# Contents

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Investment Report to 30 June 2025 Northland Regional Council

# **Executive Summary**

#### Performance

The LTF outperformed over all monitored periods. The STF performed in line with its objective over the month and 3 month and underperformed over longer periods. The STF performed 1.5% below the LTF for the rolling three-year period.

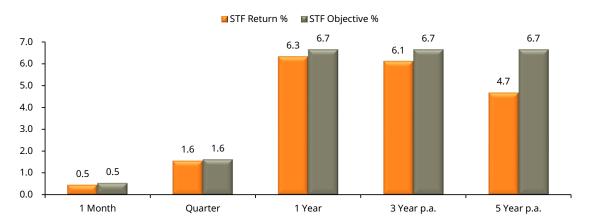
	1 Month %	3 Month %	1 Year %	3 Year (p.a.) %	5 Year (p.a.) %
LTF	1.2	2.3	8.9	7.6	7.8
Objective	0.6	1.8	7.5	7.5	7.5
Over / Underperformance	0.6	0.5	1.4	0.1	0.3

Key = Achieved product target: Teal, Less than 2% below: Orange, More than 2% below: Red



	1 Month %	3 Month %	1 Year %	3 Year (p.a.) %	5 Year (p.a.) %
STF	0.5	1.6	6.3	6.1	4.7
Objective	0.5	1.6	6.7	6.7	6.7
Over / Underperformance	0.0	0.0	(0.4)	(0.6)	(2.0)

Key = Achieved product target: Teal, Less than 2% below: Orange, More than 2% below: Red



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Actuaries & Investment Consultants

26 August 2025 Attachment 1

Investment Report to 30 June 2025 Northland Regional Council

#### Recommendations/Actions

The overall private equity exposure was over the 35% limit in June. We recommend that the Castlerock Investment be redeemed in full to reduce the private equity over-exposure.

# **Private Equity**

Continuity Capital PE Funds No. 2 and 6 made distributions in June. Castlerock made a quarterly distribution in June. Direct Capital VI made a distribution of dividends during the month. Pioneer Capital Partners III and IV made capital calls for management fees during the month.

#### Portfolio Highlights

Global equities posted strong gains in June, rising 3.9% in local terms and 2.8% in NZD terms. The rally was supported by a reduction in perceived risks related to U.S. tariffs. The S&P 500 rose 5.1% for the month, reaching a new all-time closing high on the final trading day. Market sentiment was further supported by expectations of potential corporate tax reductions. Volatility remained contained, with the VIX ending the quarter below 17, down 1.8 points from the previous month.

New Zealand equities rose 1.5% in June, with Health Technology among the strongest contributors. Small caps outperformed again, gaining 3.3%. Australian equities also advanced, rising 1.4%, with nearly all sectors within the S&P/ASX 200 posting gains, led by Energy (up 9%), followed by Financials (up 4.3%). In contrast, defensive sectors such as Utilities, Consumer Staples, and Health Care underperformed.

In fixed income, the S&P U.S. Treasury Bond Index rose 1.1% as Treasury yields declined across the curve. The 2-year yield fell 18 basis points to 3.72%, while the 30-year yield declined 16 basis points to 4.78%. Global bonds hedged to NZD returned 0.9%. In New Zealand, bond indices rose across the board, with Government Bonds up 0.7%, Corporate Bonds gaining 0.8%, and the 90-Day Bank Bill Index up 0.3%.

New Zealand listed property continued its positive momentum from May, rising 2.7% in June. For commodities, Brent crude prices spiked mid-month following Israel's June 13 air strikes on Iranian facilities but ended June up 6.3%. Downward pressure came from the Organization of the Petroleum Exporting Countries (OPEC+), whose plans to unwind voluntary production cuts raised expectations of ample supply in the second half of 2025. Gold ended June up 0.4% at US\$3,303 per troy ounce.

The NZ dollar rose 1.8% against the Japanese Yen, 1.7% against the U.S. dollar, 1.2% against the Chinese Yuan, 0.1% against the British Pound. It declined 1.6% against the Euro, and 0.1% against the Australian dollar.

The best performers over the month were the PCP III Zespri Co-Investment, Nanuk New World Fund, and CPEC 9.

26 August 2025 Attachment 1

Investment Report to 30 June 2025 Northland Regional Council

# Introduction

This is an investment report for the Northland Regional Council by EriksensGlobal, and is based on the Statement of Investment Policy and Objectives dated 24 September 2024. The SIPO is reviewed annually.

Investment Objective (Net of Fees)

Long Term Fund

NZ CPI (rolling over five years) plus 3% per annum

Short Term Fund

NZ OCR (rolling over three years) plus 2% per annum

The NZ CPI (rolling over five years) as at <u>31 March 2025 (latest data available)</u> was 4.3% per annum. The Long Term Fund Objective for shorter time periods are based on the annualised rolling five-year CPI.

The NZ OCR (rolling over three years) as at <u>30 June 2025 was 4.7% per annum</u>. The Short Term Fund Objective for shorter time periods are based on the annualised rolling three-year OCR.

All performance figures are time-weighted returns shown <u>net</u> of fees, <u>gross</u> of tax and include currency gains and losses associated with conversion back to NZD. Past performance is not necessarily a guarantee of future performance and care should be exercised not to make decisions based on past performance only.

The returns have been calculated from monthly data provided by each asset manager. There may therefore be a discrepancy if the amounts invested in a particular asset have changed during the month.

Each Fund is invested in a multi-manager structure, with the managed products holding their own individual mandate (see Appendix 1).

Underlying Fund allocations are categorised as follows:

- · Growth assets: global equities, Australasian equities, property and Australasian private equity
- Income assets: global bonds, Australasian bonds and other debt instruments
- Cash assets: cash or short duration bonds

The financial year-end for the Fund is 30 June, thus year-to-date returns are excluded from this report.

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# Market Events and Updates

#### **Economic Comments**

The finalised US annualised economic growth figure of -0.5% in Q1 was below expectations and a reversal on the previous upward revision to the figure in the 2nd estimate. After declining in the first quarter, US job openings rose to 7.77 million in May, almost identical to the January level and above levels recorded in the years prior to the Covid-19 pandemic.

The US Fed kept interest rates unchanged at their meeting in June, much to the disappointment of President Trump. In a hand-written note Trump asked Fed chair Jerome Powell to "cut rates by a lot" and suggested that Powell had "cost the USA a fortune." Trade uncertainty and reciprocal tariffs (many of which are due to come into effect on the 1st of August) has weighed on the Fed, with concerns of resurgent inflation later this year still particularly salient.

Australia's monthly CPI inflation indicator recorded 2.1% inflation in May, below expectations and the lowest since October last year. While headline inflation in New Zealand has been below 3% since June last year, food inflation is at its highest since December 2023 (4.4% in May 2025, compared to 4.8% in December 2023 and a recent low of -0.3% in June last year).

The US bombed Iranian nuclear facilities on the 22nd of June following indirect talks between the countries in April and May. The attack raised concerns that Iran could close the Strait of Hormuz which would have impacted shipping and oil supplies (both of which would constitute short-term inflationary shocks); Fortunately, the Strait remained open. Iran and the US are set to restart nuclear talks "in the next week or so", according to US Special Envoy to the Mideast Steve Witkoff.

The Bank of England kept interest rates unchanged at 4.25% in June, though 3 out of the 9 members of the Bank's Monetary Policy Committee voted for a rate cut. Both the Reserve Bank of Australia and Reserve Bank of New Zealand similarly held interest rates unchanged as the impact of trade uncertainty continues to weigh on central bankers globally.

#### Manager/Fund Updates

Continuity Capital PE Fund No. 8 LP (CC 8) has now exceeded \$73 million in committed capital with up to \$10m in the pipeline and invested in four primaries and three co-investments. CC 8 closed for new investors on 30 June.

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# Long Term Fund

# Performance

Asset	1 Month	3 Month	1 Year	3 Year p.a.	5 Year p.a.
Diversified Growth					
Aspiring	2.9	4.0	4.0	9.3	9.3
Benchmark	0.6	1.9	8.0	8.0	8.5
Over / Underperformance	2.3	2.1	(4.0)	1.3	0.8
Castle Point 5 Oceans	1.0	2.8	9.4	5.5	5.4
Benchmark	0.5	1.5	7.3	7.7	6.0
Over / Underperformance	0.5	1.3	2.1	(2.2)	(0.6)
Milford Active Growth	1.7	5.2	12.3	12.5	10.7
Benchmark	8.0	2.4	10.0	10.0	10.0
Over / Underperformance	0.9	2.8	2.3	2.5	0.7
Mint Diversified Growth	2.0	6.0	9.3	9.6	7.9
Benchmark	0.7	2.1	8.5	8.5	9.0
Over / Underperformance	1.3	3.9	0.8	1.1	(1.1)
Schroder Real Return	1.7	1.3	8.5	7.7	6.4
Benchmark	0.7	2.1	8.6	8.6	8.3
Over / Underperformance	1.0	(0.8)	(0.1)	(0.9)	(1.9)
Global Equity					
Harbour T. Rowe Price Global Equity	2.6	4.8	10.2	16.0	9.8
Benchmark	2.8	4.0	16.6	18.3	15.0
Over / Underperformance	(0.2)	0.8	(6.4)	(2.3)	(5.2)
Nanuk New World	4.3	9.2	26.0	17.0	
Benchmark	2.8	4.0	16.6	18.3	
Over / Underperformance	1.5	5.2	9.4	(1.3)	
Total Private Equity*	0.4	(0.9)	7.4	5.1	12.2
Diversified Income					
Betashares AU Invst Grade Corp Bond Fund	0.9	2.9	6.3		
Benchmark	0.4	1.2	5.8		
Over / Underperformance	0.5	1.7	0.5		
Fermat ILS Yield	1.3	(0.2)	9.7	12.0	
Benchmark	0.8	0.3	7.3	7.5	
Over / Underperformance	0.5	(0.5)	2.4	4.5	
Harbour Income	1.0	2.9	8.4	6.7	5.9
Benchmark	0.5	1.7	7.8	8.2	6.5
Over / Underperformance	0.5	1.2	0.6	(1.5)	(0.6)
Milford Diversified Income	0.7	2.8	9.3	7.4	5.9
Benchmark	0.5	1.4	6.8	7.2	5.5
Over / Underperformance	0.2	1.4	2.5	0.2	0.4
Mint Diversified Income	1.0	2.5	9.1	6.2	3.5
Benchmark	0.6	1.7	7.0	7.0	7.5
Over / Underperformance	0.4	0.8	2.1	(0.8)	(4.0)
Cash					
Fisher Institutional NZ Cash	0.4	1.1	5.5		
Benchmark	0.3	0.9	4.7		
Value Added	0.1	0.2	0.8		
Total Fund	1.2	2.3	8.9	7.6	7.8
Fund Objective	0.6	1.8	7.5	7.5	7.5
Over / Underperformance	0.6	0.5	1.4	0.1	0.3

Key = Achieved product target: Teal, Less than 2% below: Orange, More than 2% below: Red

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<sup>\*</sup>Detailed breakdown of Private Equity funds is provided in a separate table

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# Private Equity

Asset	1 Month	3 Month	1 Year	3 Year p.a.	5 Year p.a
Castlerock	1.4	1.4	7.8	1.1	
Benchmark	0.6	1.9	8.0	8.0	
Over / Underperformance	0.8	(0.5)	(0.2)	(6.9)	
Continuity Capital No.2	2.7	(2.6)	0.2	8.1	22.2
Benchmark	1.2	3.6	15.0	15.0	15.0
Over / Underperformance	1.5	(6.2)	(14.8)	(6.9)	7.2
Continuity Capital No.4	(0.1)	(1.9)	6.8	10.1	17.4
Benchmark	1.2	3.6	15.0	15.0	15.0
Over / Underperformance	(1.3)	(5.5)	(8.2)	(4.9)	2.4
Continuity Capital No.5	0.9	(1.1)	11.2	15.1	17.4
Benchmark	1.2	3.6	15.0	15.0	15.0
Over / Underperformance	(0.3)	(4.7)	(3.8)	0.1	2.4
Continuity Capital No.6	0.7	(0.2)	7.8	2.9	
Benchmark	1.2	3.6	15.0	15.0	
Over / Underperformance	(0.5)	(3.8)	(7.2)	(12.1)	
Continuity Capital No.7	0.4	(0.7)	6.4	1.3	
Benchmark	1.2	3.6	15.0	15.0	
Over / Underperformance	(0.8)	(4.3)	(8.6)	(13.7)	
Continuity Capital No.8	(0.3)	(3.1)			_
Benchmark	1.2	3.6			
Over / Underperformance	(1.5)	(6.7)			
CPEC 9	3.1	1.1	15.3	(3.9)	
Benchmark	1.2	3.6	15.0	15.0	
Over / Underperformance	1.9	(2.5)	0.3	(18.9)	
Direct Capital VI	0.9	(0.1)	1.7	1.2	14.6
Benchmark	0.6	1.9	8.0	8.0	8.0
Over / Underperformance	0.3	(2.0)	(6.3)	(6.8)	6.6
ederation Alternative	0.1	(1.9)	7.2	8.2	
Benchmark	1.2	3.8	16.0	16.0	
Over / Underperformance	(1.1)	(5.7)	(8.8)	(7.8)	
Milford PE III	(2.4)	0.3	12.7	10.6	
Benchmark	0.6	1.9	8.0	8.0	
Over / Underperformance	(3.0)	(1.6)	4.7	2.6	
MLC PE II	0.2	(9.5)	(1.4)	(0.7)	12.5
Benchmark	1.2	3.6	15.0	15.0	15.0
Over / Underperformance	(1.0)	(13.1)	(16.4)	(15.7)	(2.5)
MLC PE III	(1.3)	(2.5)	12.4	10.2	
Benchmark	1.2	3.6	15.0	15.0	
Over / Underperformance	(2.5)	(6.1)	(2.6)	(4.8)	
MLC PE IV	0.1	(1.9)	( 11)	( 11)	
Benchmark	1.2	3.6			
Over / Underperformance	(1.1)	(5.5)			
Oriens Fund 2	0.0	3.5	1.4	(8.6)	
Benchmark	0.6	1.9	8.0	8.0	
Over / Underperformance	(0.6)	1.6	(6.6)	(16.6)	
PCP III	(0.4)	(0.4)	9.3	(0.4)	(4.5)
Benchmark	0.6	1.9	8.0	8.0	8.0
Over / Underperformance	(1.0)	(2.3)	1.3	(8.4)	(12.5)
PCP III Zespri Co-Investment	6.2	13.1	83.0	4.5	()
Benchmark	0.6	1.9	8.0	8.0	
Over / Underperformance	5.6	11.2	75.0	(3.5)	
PCP IV	(0.9)	(0.9)	2.6	(4.1)	
Benchmark			8.0	8.0	
	0.6	1.9	60	Q U	
Over / Underperformance	(1.5)	1.9 (2.8)	(5.4)	(12.1)	

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# Continuity Capital PE No.2 LP (Historical Return)

The table below shows the returns of Continuity Capital PE No. 2 LP, including the period before it was transferred from the old PRF to the LTF.

Asset	1 Month	3 Month	YTD	1 Year	3 Year p.a.	5 Year p.a.
Continuity Capital PE No.2 LP	2.7	(2.6)	0.2	0.2	8.1	22.2
Benchmark	1.2	3.6	15.0	15.0	15.0	15.0
Value Added	1.5	(6.2)	(14.8)	(14.8)	(6.9)	7.2

Key = Achieved product target: Teal, Less than 2% below: Orange, More than 2% below: Red

#### Australian Dollar-Denominated Fund Returns

The following table shows the movements of the NZD/AUD cross rate which affect the unhedged Schroders, MLC, Continuity Capital, CPE Capital, Nanuk and Federation returns. A negative change in the cross rate is beneficial to the unhedged NZD return, while a positive change is detrimental to the unhedged NZD return.

Asset	1 Month	3 Month	1 Year	3 Year p.a.	5 Year p.a.
NZD/AUD	(0.1)	1.9	1.5	0.8	(0.2)
Schroder Real Return (NZD)	1.7	1.3	8.5	7.7	6.4
Benchmark	0.7	2.1	8.6	8.6	8.3
Over / Underperformance	1.0	(8.0)	(0.1)	(0.9)	(1.9)
Schroder Real Return (AUD)	1.5	3.4	10.5	8.6	5.9
Benchmark	0.7	2.1	8.6	8.6	8.3
Over / Underperformance	0.8	1.3	1.9	0.0	(2.4)
MLC PE II (NZD)	0.2	(9.5)	(1.4)	(0.7)	12.5
Benchmark	1.2	3.6	15.0	15.0	15.0
Over / Underperformance	(1.0)	(13.1)	(16.4)	(15.7)	(2.5)
MLC PE II (AUD)	0.0	(7.8)	0.1	0.4	12.6
Benchmark	1.2	3.6	15.0	15.0	15.0
Over / Underperformance	(1.2)	(11.4)	(14.9)	(14.6)	(2.4)
MLC PE III (NZD)	(1.3)	(2.5)	12.4	10.2	
Benchmark	1.2	3.6	15.0	15.0	
Over / Underperformance	(2.5)	(6.1)	(2.6)	(4.8)	
MLC PE III (AUD)	(1.4)	(0.6)	14.1	11.0	_
Benchmark	1.2	3.6	15.0	15.0	
Over / Underperformance	(2.6)	(4.2)	(0.9)	(4.0)	
MLC PE IV (NZD)	0.1	0.0			
Benchmark	1.2	3.6			
Over / Underperformance	(1.1)	(3.6)			
MLC PE IV (AUD)	0.0	0.0			
Benchmark	1.2	3.6			
Over / Underperformance	(1.2)	(3.6)			

Key = Teal, Less than 2% below: Orange, More than 2% below: Red

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Asset	1 Month	3 Month	1 Year	3 Year p.a.	5 Year p.a.
Continuity Capital No.5 (NZD)	0.9	(1.1)	11.2	15.1	17.4
Benchmark	1.2	3.6	15.0	15.0	15.0
Over / Underperformance	(0.3)	(4.7)	(3.8)	0.1	2.4
Continuity Capital No.5 (AUD)	0.8	0.8	12.9	16.1	17.2
Benchmark	1.2	3.6	15.0	15.0	15.0
Over / Underperformance	(0.4)	(2.8)	(2.1)	1.1	2.2
Continuity Capital No.7 (NZD)	0.4	(0.7)	6.4	1.3	
Benchmark	1.2	3.6	15.0	15.0	
Over / Underperformance	(0.8)	(4.3)	(8.6)	(13.7)	
Continuity Capital No.7 (AUD)	0.3	1.2	8.0	2.2	
Benchmark	1.2	3.6	15.0	15.0	
Over / Underperformance	(0.9)	(2.4)	(7.0)	(12.8)	
Nanuk New World (NZD)	4.3	9.2	26.0	17.0	
Benchmark	2.8	4.0	16.6	18.3	
Over / Underperformance	1.5	5.2	9.4	(1.3)	
Nanuk New World (AUD)	4.2	11.3	27.9	18.0	
Benchmark	2.6	6.0	18.4	19.2	
Over / Underperformance	1.6	5.3	9.5	(1.2)	
Federation Alternative (NZD)	0.1	(1.9)	7.2	8.2	
Benchmark	1.2	3.8	16.0	16.0	
Over / Underperformance	(1.1)	(5.7)	(8.8)	(7.8)	
Federation Alternative (AUD)	0.0	0.0	8.9	9.1	
Benchmark	1.2	3.8	16.0	16.0	
Over / Underperformance	(1.2)	(3.8)	(7.1)	(6.9)	
Fermat ILS Yield (NZD)	1.3	(0.2)	9.7	12.0	
Benchmark	0.8	0.3	7.3	7.5	
Over / Underperformance	0.5	(0.5)	2.4	4.5	
Fermat ILS Yield (AUD)	1.2	1.7	11.4	12.9	
Benchmark	0.7	2.1	8.9	8.4	
Over / Underperformance	0.5	(0.4)	2.5	4.5	
CPEC 9 (NZD)	3.1	1.1	15.3	(3.9)	
Benchmark	1.2	3.6	15.0	15.0	
Over / Underperformance	1.9	(2.5)	0.3	(18.9)	
CPEC 9 (AUD)	3.0	3.0	17.1	(3.5)	
Benchmark	1.2	3.6	15.0	15.0	
Over / Underperformance	1.8	(0.6)	2.1	(18.5)	

Key = Achieved product target: Teal, Less than 2% below: Orange, More than 2% below: Red

Any differences between performance in the Fund (summary tables above) versus the below Performance Commentary are due to rounding, tax treatment and time period invested. Any differences between benchmarks in the Fund and in the Performance Commentary are due to different methods of benchmark construction.

## Performance Commentary

The Aspiring Fund was up 3.0% in June and 4.0% for the quarter. The New Zealand (up 3.9%), Australian (up 1.7% in AUD terms), and international equity portfolios (up 5% in USD terms) all contributed to performance over the month. The standout performer over the period was Tourism Holdings, which surged 63% after receiving a non-binding takeover offer. Media speculation around Spark's data centre

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sell-down into an off-balance sheet special purpose vehicle drove investor interest, lifting its share price 9%. Santos gained 17.7% following a takeover bid by a consortium led by Abu Dhabi's state-owned oil company Adnoc. The Fund's international tech holdings also performed well, with Meta (up 14%), Amazon (up 7%), NexGen (up 12%), and Netflix (up 11%) all benefiting from the risk-on environment. On the downside, Visa (down 3%) and Mastercard (down 4%) detracted from performance amid concerns that stablecoins could disrupt traditional payment networks following the introduction of the GENIUS Act. Aspiring sees the recent rebound in equity markets, along with the stabilisation of volatility and bond yields, as having contributed to a pickup in equity capital market and takeover activity. The manager believes this environment presents opportunities for the Fund to have the value in its existing holdings better recognised, as well as to efficiently deploy capital into new situations. Should this stability persist, Aspiring believes the conditions are in place for this trend to continue into the second half of the year, with the Fund well positioned to benefit.

The Castle Point 5 Oceans Fund was up 1.0% in June and was up 2.6% over the quarter. The main contributors to return over the month were the Schroders Global Value Fund (up 2.4%), the Castle Point Ranger Fund (up 2.0%), the Castle Point Trans-Tasman Fund (up 1.5%) and the Te Ahumairangi Global Equity Fund (up 0.8%). Income strategies and currency hedging also contributed to returns. The Kohinoor downside-protection strategy detracted from returns which Castle Point notes is expected during a market rally. The exposure to the Castle Point Trans-Tasman Fund was 10.2%, the Ranger Fund was 3.8% at month end and the Fund held 4.2% in cash. The allocation to NZ Emissions Units (carbon credits) was 1.4%.

The Harbour T. Rowe Price Global Equity Fund was up 2.7% in June, underperforming its benchmark (the MSCI ACWI in NZD) by 0.1%. Over the quarter, the Fund was up 5.1%, outperforming its benchmark by 1.0%. Over the 3-year period the Fund underperformed its benchmark by 1.6% p.a. At a sector level, the largest detractor from relative returns over the month was the financial sector (detracting 0.49% from relative performance) driven by stock selection within the sector. Strong stock selection in the consumer discretionary and information technology sectors somewhat offset the detraction from financials, with the sectors contributing 0.15% and 0.14% respectively. At the stock level, the largest detractor was the Fund's holding in Argentine bank Grupo Financiero Galicia which detracted 0.16% from returns over the month. The stock fell following weaker than expected first-quarter results and HSBC's sale of 9% of its stake in the bank at a discount. The largest contributor was the Fund's overweight position in Taiwan Semiconductor Manufacturing Company, contributing 0.19%. The company benefitted from cooling rhetoric on US-China trade and AI spending from customers like Nvidia and Apple.

The Milford Active Growth Fund rose 1.7% in June and 5.2% over the quarter. The main contributors over the month were a mixture of US tech companies including Oracle (up 32.1%), Micron (up 30.5%), and Meta (up 14.1%) as well as UK real estate service company Jones Lang LaSalle (up 14.9%). The strong rise in NZ dollar value was a headwind for performance. Milford believes that the short-term outlook for shares remains uncertain due to the impact of tariffs and their potential to slow growth and company profits. Medium-term positives for shares include the potential for increased government spending in the United States and Europe and lower interest rates as inflation pressures subside. The Fund remains biased (albeit less than last month) towards Europe where Milford sees more attractive valuations, the

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potential for lower rates and lower risks to economic growth. The Fund also retains a bias towards shares with higher earnings certainty.

The Mint Diversified Growth Fund was up 2.0% over June and was up 5.9% over the quarter with 98% of foreign currency exposure hedged back to the New Zealand dollar. At month end the Fund had 85% in equities, 11% in fixed interest and 4% in cash.

The Continuity Capital PE Fund No. 2 LP was up 2.7% over June and was down 2.6% over the quarter. The Fund's 51<sup>st</sup> distribution was made in June at a rate of 0.3193 cents per unit, resulting in a payment received of \$6,386.

The Continuity Capital PE Fund No. 4 LP was down 0.1% over June and was down 1.9% over the quarter. The Fund's 19<sup>th</sup> capital call and 23<sup>rd</sup> distribution were made in June both at a rate of 0.6390 cents per unit, resulting in no payment required.

The Continuity Capital PE Fund No. 5 was up 0.8% over June in AUD terms. In NZ dollar terms it was up 0.9% over the month owing to the NZD depreciating against the AUD. Over the quarter the Fund was up 0.8% in AUD and was down 1.1% in NZD terms. There were no capital calls nor distributions over the month.

The Continuity Capital PE Fund No. 6 LP was up 0.7% over June and was down 0.2% over the quarter. The Fund's second distribution was made in June at a rate of 1.0905 cents per unit, resulting in a payment received of \$21,810

The Continuity Capital PE Fund No. 7 was up 0.3% over June in AUD terms. In NZ dollar terms it was up 0.4% over the month owing to the NZD depreciating against the AUD. Over the quarter the Fund was up 1.2% in AUD and was down 0.7% in NZD terms. There were no capital calls nor distributions over the month.

The Continuity Capital PE Fund No. 8 LP was down 0.3% over June and was down 3.1% over the quarter. There were no capital calls nor distributions over the month. New subscriptions saw the fund value grow to \$6.5m by the end of June (\$73m Committed Capital).

Castlerock Partners LP was up 1.4% over the quarter. The share price fell one cent (-1.1%) from \$0.88 to \$0.87, owing to softer profitability across the portfolio, as the difficult trading environment continues. Quarterly distribution remained at 2.2 cents per share, a 2.5% quarterly cash yield. The Fund paid a distribution of \$18,752 funded by distributions from the underlying companies. The distribution was paid in cash. Castlerock has provided positive total returns for 18 of the last 21 quarters, albeit below longer-term expectations. The Fund increased in value to \$45.5m over the quarter. Brooklands and HQ Travel Group are the largest investments each at 22% of the Fund with Tile Depot (18%), HELL (17%), Vivo (16%) and Majestic Horse Floats (5%) making up the rest of the Fund.

Direct Capital VI made a distribution of portfolio company dividends in June, resulting in a payment received of \$14,591.

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Pioneer Capital Partners III made a capital call for management fees in June, resulting in a payment made of \$4,191.

Pioneer Capital Partners IV made a capital call for management fees in June, resulting in a payment made of \$5,751.

Overall, the PE Portfolio was up 0.4% in June.

Fermat ILS Yield was up 1.2% over June in AUD terms, outperforming its benchmark by 0.7%. The NZD depreciated slightly against the AUD resulting in an NZD return for the month of 1.3%.

The Harbour Income Fund was up 1.1% over June, bringing its quarterly return to 3.2%. Gains in Australasian equities and falling yields in the NZ fixed interest market were key factors behind the Fund's return over the month. Harbour continues to retain a core holding in inflation-indexed bonds which they view as being priced cheaply. Over the next 1 to 2 years harbour anticipates wider credit spreads as NZ government bond supply concerns diminish. As a result, the Fund's allocation to credit of around 35% is lower than Harbour would generally target. The yield to maturity of the Fund at the end of June was 4.73% with a duration of 2.22 years, and a weighted average rating of BBB+.

The Milford Diversified Income Fund rose 0.7% in June and 2.8% over the quarter. Most of the regions and sectors the Fund invests in through shares contributed positively. Standout performers included Bank of America (up 7.8%), Spark NZ (up 9.0%), and UK electricity provider SSE (up 4.0%). Australian energy company Santos also delivered a strong return, rising 16.2% following a takeover offer. The position was sold during the month. Detractors included stocks that had recently performed well such as Spanish airport operator Aena that declined 4.4% in June but was up 20.1% year to date. The Fund's slightly cautious positioning heading into June meant it didn't fully capture the month's share rally. This reflected Milford's view that, at the time, the potential reward didn't justify the risks. However, share exposure was increased during the month as confidence in the near-term outlook improved. Broad market put options were retained to help protect the portfolio in the event of a market downturn. As of June's end, the Fund's yield to maturity was 3.64%, with a duration of 1.86 years and an average credit rating of BBB+.

The Mint Diversified Income Fund was up 1.0% over June and was up 2.5% over the quarter. The yield to maturity of the Fund was 4.48% with 98% of foreign currency exposure hedged back to the New Zealand dollar.

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Investment Report to 30 June 2025 Northland Regional Council

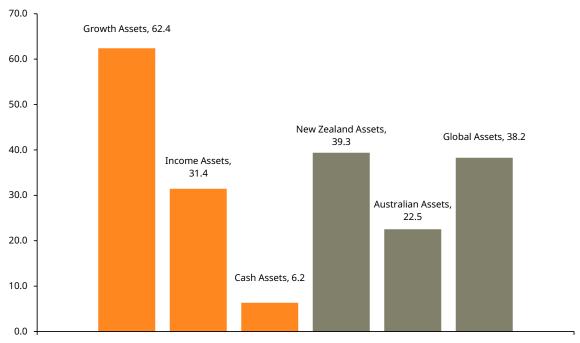
## LTF Overall Fund Asset Allocation

Asset	Market Va	alue	Target	Target Range	Status
	\$	%	%	%	
Growth Assets	40,928,975	68.4	67	50 - 85	✓
Diversified Growth	22,476,622	37.5	40	25 - 70	✓
Aspiring	4,336,101	7.2	8	5 - 15	✓
Castle Point 5 Oceans	9,414,697	15.7	15	10 - 20	✓
Milford Active Growth	2,887,489	4.8	7	0 - 10	✓
Mint Diversified Growth	3,352,884	5.6	5	0 - 10	✓
Schroder Real Return	2,485,451	4.2	5	0 - 10	✓
Global Equity	3,376,432	5.6	7	5 - 20	✓
Harbour T. Rowe Price Global Equity	1,887,311	3.2	5	0 - 10	✓
Nanuk New World Fund	1,489,121	2.5	2	0 - 5	✓
Private Equity	15,075,920	25.2	20	0 - 35	✓
Castlerock	743,590	1.2	1	0 - 3	✓
Continuity Capital PE Fund No.2 LP	520,394	0.9	1	0 - 3	✓
Continuity Capital PE Fund No.4 LP	533,867	0.9	1	0 - 3	✓
Continuity Capital PE Fund No.5 LP	1,935,201	3.2	2	0 - 5	✓
Continuity Capital PE Fund No.6 LP	1,502,242	2.5	1	0 - 3	✓
Continuity Capital PE Fund No.7 LP	1,515,782	2.5	2	0 - 3	✓
Continuity Capital PE Fund No.8 LP	89,148	0.1	0	0 - 3	✓
CPEC 9	136,622	0.2	1	0 - 3	✓
Direct Capital VI	1,658,930	2.8	2	0 - 5	✓
Federation Alternative Fund	1,389,666	2.3	1	0 - 3	✓
Milford PE III	838,600	1.4	1	0 - 3	✓
MLC PE II	802,347	1.3	1	0 - 3	✓
MLC PE III	665,456	1.1	1	0 - 3	✓
MLC PE IV	211,804	0.0	1	0 - 3	✓
Oriens Fund 2	637,262	1.1	1	0 - 3	✓
PCP III	966,054	1.6	1	0 - 3	✓
PCP III Zespri Co-Investment	313,909	0.5	1	0 - 3	✓
PCP IV	615,046	1.0	1	0 - 3	✓
Income Assets	18,942,353	31.6	33	15 - 50	✓
Diversified Income	14,815,754	24.7	28	15 - 45	✓
Betashares AU Invst Grade Corp Bond Fund	3,290,179	5.5	3	0 - 10	✓
Fermat ILS Yield	953,263	1.6	2	0 - 10	✓
Harbour Income	6,546,459	10.9	9	0 - 15	✓
Milford Diversified Income	2,796,669	4.7	9	0 - 15	✓
Mint Diversified Income	1,229,184	2.1	5	0 - 15	✓
Cash	4,126,599	6.9	5	0 - 20	✓
Fisher Institutional NZ Cash	4,071,446	6.8	5	0 - 20	✓
Self-Managed	55,152	0.1	0	0 - 20	✓
Total Assets	59,871,327	100.0			

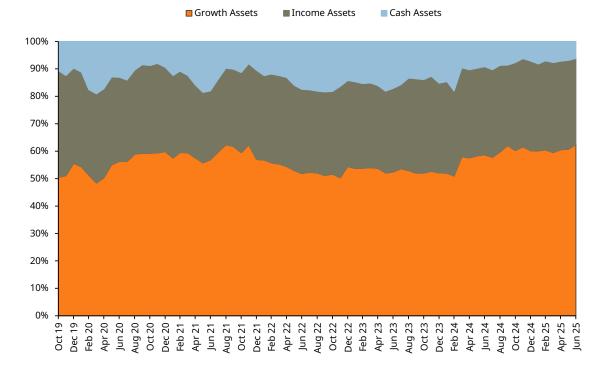
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Investment Report to 30 June 2025 Northland Regional Council

## LTF Underlying Fund Asset Allocation



#### LTF Underlying Asset Allocation



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## Short Term Fund

#### Performance

Asset	1 Month	3 Month	1 Year	3 Year p.a.	5 Year p.a.
Diversified Growth					
Castle Point 5 Oceans	1.0	3.9	9.7	5.7	5.6
Benchmark	0.5	1.5	7.3	7.7	6.0
Value Added	0.5	2.4	2.4	(2.0)	(0.4)
Milford Active Growth	1.7	5.2	12.9	12.2	10.6
Benchmark	0.8	2.4	10.0	10.0	10.0
Over / Underperformance	0.9	2.8	2.9	2.2	0.6
Mint Diversified Growth	2.0	5.9	9.1	9.4	6.9
Benchmark	0.7	2.2	8.9	8.9	8.8
Value Added	1.3	3.7	0.2	0.5	(1.9)
Diversified Income					
Harbour Income	1.1	3.9	9.3	6.0	5.4
Benchmark	0.5	1.7	7.8	8.2	6.5
Value Added	0.6	2.2	1.5	(2.2)	(1.1)
Milford Diversified Income	0.7	2.0	8.4	6.5	5.2
Benchmark	0.5	1.4	6.8	7.2	5.5
Over / Underperformance	0.2	0.6	1.6	(0.7)	(0.3)
Mint Diversified Income	0.3	2.1	9.2	4.7	2.5
Benchmark	0.6	1.8	7.4	7.4	7.3
Value Added	(0.3)	0.3	1.8	(2.7)	(4.8)
Cash					
Fisher Institutional NZ Cash	0.4	1.2	5.7		
Benchmark	0.3	0.9	4.7		
Value Added	0.1	0.3	1.0		
Self Managed	0.2	1.1	2.1		
Benchmark	0.3	0.9	4.7		
Value Added	(0.1)	0.2	(2.6)		
Total Fund	0.5	1.6	6.3	6.1	4.7
Fund Objective	0.5	1.6	6.7	6.7	6.7
Value Added	0.0	0.0	(0.4)	(0.6)	(2.0)

Key = Achieved product target: Teal, Less than 2% below: Orange, More than 2% below: Red

Any differences between performance in the Fund (summary tables above) versus the Performance Commentary (included in this report under the LTF's performance summary table) are due to rounding, tax treatment and time period invested. Any differences between benchmarks in the Fund and in the Performance Commentary are due to different methods of benchmark construction.

26 August 2025 Attachment 1

Investment Report to 30 June 2025 Northland Regional Council

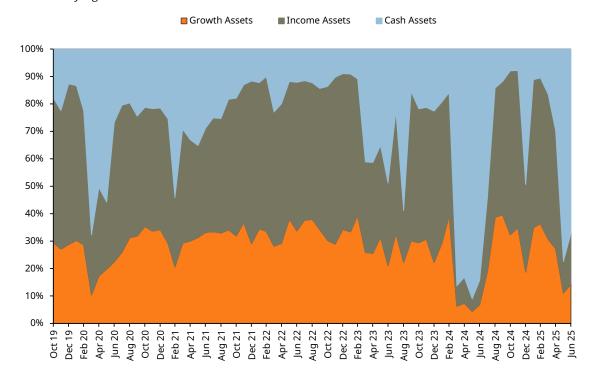
## STF Overall Fund Asset Allocation

Asset	Market Va	lue	Target	Target Range	Status
	\$	%	%	%	
Growth Assets	414,938	4.5	20	0 - 40	✓
Diversified Growth	414,938	4.5	20	0 - 40	✓
Castle Point 5 Oceans	78,399	0.8	10	0 - 20	✓
Milford Active Growth	185,991	2.0	5	0 - 20	✓
Mint Diversified Growth	150,548	1.6	5	0 - 20	✓
Income Assets	8,843,078	95.5	80	0 - 100	✓
Diversified Income	2,681,141	29.0	75	0 - 100	✓
Harbour Income	1,533,252	16.6	30	0 - 40	✓
Milford Diversified Income	187,346	2.0	30	0 - 40	✓
Mint Diversified Income	960,543	10.4	15	0 - 30	✓
Cash	6,161,937	66.6	5	0 - 100	✓
Fisher Institutional NZ Cash	178,295	1.9	5	0 - 20	✓
Self-Managed	5,983,642	64.6	0	0 - 100	✓
Total Assets	9,258,016	100.0			

## STF Underlying Fund Asset Allocation



## STF Underlying Asset Allocation



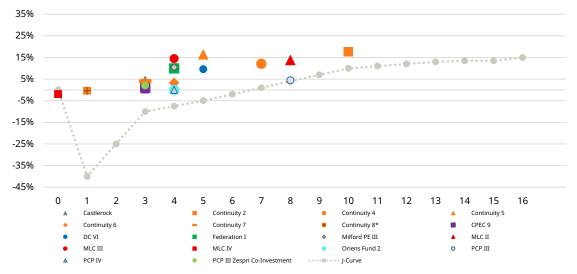
## Private Equity

## Capital Flows & Distributions to 30 June 2025

Fund		Capital					Dis	tributio	ns
	Committed	Called		Uncalle	d	Expected Calls	Paid to D	ate	Expected
Castlerock	\$1,000,000	\$1,000,000	100%	\$0	0%	\$0	\$377,766	38%	\$75,000
Continuity 2	\$2,000,000	\$1,950,000	98%	\$50,000	3%	\$0	\$3,179,026	163%	\$600,000
Continuity 4	\$1,000,000	\$896,390	90%	\$103,610	10%	\$50,000	\$861,134	96%	\$370,000
Continuity 5	\$3,238,754	\$2,736,747	85%	\$502,007	16%	\$300,000	\$2,110,702	77%	\$696,332
Continuity 6	\$2,000,000	\$1,440,000	72%	\$560,000	28%	\$200,000	\$43,263	3%	\$80,000
Continuity 7	\$2,159,170	\$1,468,235	68%	\$690,934	32%	\$340,000	\$40,000	3%	\$237,509
Continuity 8	\$1,000,000	\$100,000	10%	\$900,000	90%	\$200,000	\$0	0%	\$0
CPEC 9	\$539,792	\$226,713	42%	\$313,080	58%	\$0	\$86,466	41%	\$0
DC VI	\$2,000,000	\$1,635,658	82%	\$364,342	18%	\$0	\$328,443	20%	\$0
Federation	\$906,851	\$906,851	100%	\$0	0%	\$0	\$0	0%	\$0
Milford PE III	\$1,000,000	\$635,000	64%	\$365,000	37%	\$0	\$0	0%	\$0
MLC II	\$1,079,585	\$930,062	86%	\$149,522	14%	\$0	\$832,853	97%	\$300,000
MLC III	\$539,792	\$492,291	91%	\$47,502	9%	\$53,979	\$28,500	6%	\$0
MLC IV	\$2,159,170	\$215,917	10%	\$1,943,253	90%	\$215,917	\$0	0%	\$0
Oriens Fund 2	\$1,000,000	\$720,000	72%	\$280,000	28%	\$0	\$9,910	1%	\$0
PCP III	\$1,000,000	\$984,179	98%	\$15,821	2%	\$0	\$111,825	11%	\$0
PCP IV	\$1,000,000	\$716,326	72%	\$283,674	28%	\$45,000	\$0	0%	\$0
PCP III Zespri	\$434,483	\$434,483	100%	\$0	0%	\$0	\$140,915	32%	\$0
Total	\$24,057,597	\$17,488,853	73%	\$6,568,745	27%	\$1,404,896	\$8,150,803	47%	\$2,358,841

Note: Private Equity exposure is capped at 35% of LTF. At 30 June, Private Equity exposure (invested market value and outstanding uncalled capital) was 36.2% of LTF.

## Performance as at 30 June 2025



<sup>\*</sup>Continuity Capital 8 and MLC IV "IRR-dots" presented on the J-Curve chart above represent non-annualised IRR or simple return reflecting the impact of initial investment cost relative to the market value as at 30 June 2025.

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Investment Report to 30 June 2025 Northland Regional Council

## Appendix: Benchmarks

## Long Term Fund

Asset	Benchmark
Growth Assets	
Diversified Growth	
Aspiring	NZ CPI + 4% p.a.
Castle Point 5 Oceans	NZ OCR + 3% p.a.
Milford Active Growth	10% p.a.
Mint Diversified Growth	NZ CPI + 4.5% p.a.
Schroder Real Return	Australian CPI (trimmed mean) + 4.5% p.a.
Global Equity	
Harbour T. Rowe Price Global Equity	MSCI All Country World Index
Nanuk New World	MSCI All Country World Index (AUD)
Private Equity	
Castlerock Partners LP	8% p.a.
Continuity Capital PE No.2 LP	15% p.a.
Continuity Capital PE No.4 LP	15% p.a.
Continuity Capital PE No.5	15% p.a.
Continuity Capital PE No.6 LP	15% p.a.
Continuity Capital PE No.7	15% p.a.
Continuity Capital PE No.8 LP	15% p.a.
CPEC 9	15% p.a.
Direct Capital VI	12% p.a.
Federation Alternative	16% p.a.
Milford PE III	8% p.a.
MLC PE II	15% p.a.
MLC PE III	15% p.a.
MLC PE IV	15% p.a.
Oriens Capital 2	8% p.a.
PCP III	8% p.a.
PCP III Zespri Co-Investment	8% p.a.
PCP IV	8% p.a.
Income Assets	
Diversified Income	
Betashares AU Investment Grade Corporate Bond Fund	NZ OCR + 1.5% p.a.
Fermat ILS Yield	Bloomberg AusBond Bank Bill Index + 4.5%
Harbour Income	NZ OCR + 3.5% p.a.
Milford Diversified Income	NZ OCR + 2.5% p.a.
Mint Diversified Income	NZ CPI + 3% p.a.
Cash	
Fisher Institutional NZ Cash	S&P/NZX Bank Bills 90-Day Index
Self Managed	S&P/NZX Bank Bills 90-Day Index

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Investment Report to 30 June 2025 Northland Regional Council

## Short Term Fund

Asset	Benchmark
Growth Assets	
Diversified Growth	
Castle Point 5 Oceans	NZ OCR + 3% p.a.
Milford Active Growth	10% p.a.
Mint Diversified Growth	NZ CPI + 4.5% p.a.
Income Assets	
Diversified Income	
Harbour Income	NZ OCR + 3.5% p.a.
Milford Diversified Income	NZ OCR + 2.5% p.a.
Mint Diversified Income	NZ CPI + 3% p.a.
Cash	
Fisher Institutional NZ Cash	S&P/NZX Bank Bills 90-Day Index
Self Managed	S&P/NZX Bank Bills 90-Day Index
Total Assets	NZ OCR + 2% p.a.

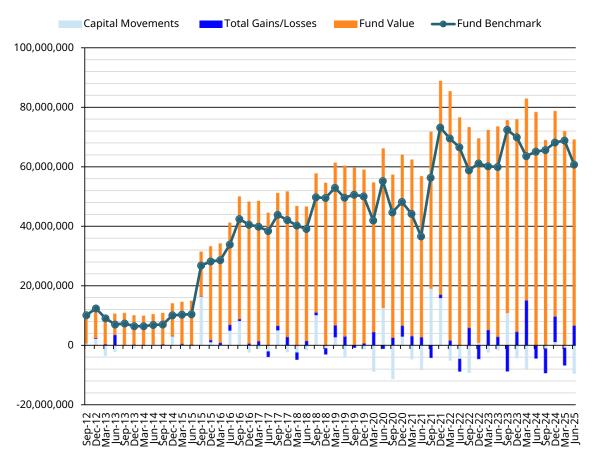
## Appendix: NRC Total Funds Under Management

## Funds Under Management: Breakdown

Manager	Fund	LTF\$	STF \$	NRC Total FUM \$	NRC Manager % of Total FUM	
Aspiring	Aspiring	4,336,101		4,336,101	6.3	
Betashares	AU Invst Grade Corp Bond Fund	3,290,179		3,290,179	4.8	
Castle Point	5 Oceans	9,414,697	78,399	9,493,096	13.7	
Castlerock	Long-Term PE Partnership	743,590		743,590	1.1	
	No.2	520,394		520,394		
	No.4	533,867		533,867		
Cambination Cambrid	No.5	1,935,201		1,935,201	0.0	
Continuity Capital	No.6	1,502,242		1,502,242	8.8	
	No.7	1,515,782		1,515,782	-	
	No.8	89,148		89,148	_	
CPE Capital	Fund 9	136,622		136,622	0.2	
Direct Capital	DC VI	1,658,930		1,658,930	2.4	
Federation	Alternative	1,389,666		1,389,666	2.0	
Fermat	ILS Yield	953,263		953,263	1.4	
Fisher Funds	Institutional NZ Cash	4,071,446	178,295	4,249,741	6.1	
	Income	6,546,459	1,533,252	8,079,711		
Harbour	T. Rowe Price Global Equity	1,887,311		1,887,311	14.4	
	Active Growth	2,887,489	185,991	3,073,480		
Milford	Diversified Income	2,796,669	187,346	2,984,015	10.0	
	PE III	838,600		838,600		
N 4:	Diversified Income	1,229,184	960,543	2,189,727	0.2	
Mint	Diversified Growth	3,352,884	150,548	3,503,432	8.2	
	PE Co-investment Fund II	802,347		802,347		
MLC	PE Co-investment Fund III	665,456		665,456	2.4	
	PE Co-investment Fund IV	211,804		211,804		
Nanuk	New World	1,489,121		1,489,121	2.2	
Oriens Capital	Fund 2	637,262		637,262	0.9	
	PCP III	966,054		966,054		
Pioneer Capital	PCP IV	615,046		615,046	2.7	
	Zespri Co-Investment	313,909		313,909		
Schroders	Real Return	2,485,451		2,485,451	3.6	
Self-managed Cash	N/A	55,152	5,983,642	6,038,794	8.7	
NRC Total FUM		59,871,327	9,258,016	69,129,344	100	

Note: all values are in NZD

## Funds Under Management: Capital Movements and Gains/Losses

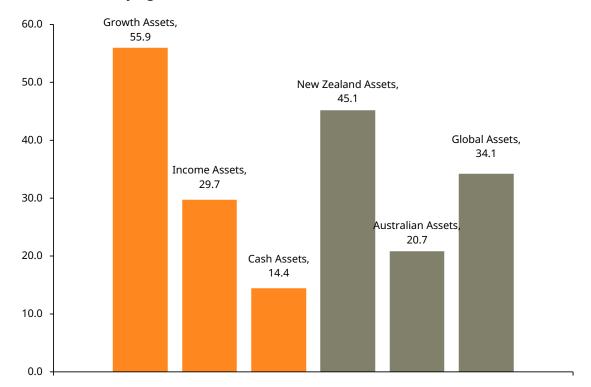


## Funds Denominated in AUD

Funds Denominated in AUD		NRC Total AUD	NRC Total NZD
Continuity Conital	Fund No.5	1,792,542	1,935,201
Continuity Capital	Fund No.7	1,404,041	1,515,782
CPE Capital	Fund 9	126,551	136,622
Federation	Alternative	1,287,222	1,389,666
Fermat	ILS Yield	882,990	953,263
	PE Co-investment Fund II	743,200	802,347
MLC	PE Co-investment Fund III	616,400	665,456
	PE Co-investment Fund IV	196,190	211,804
Nanuk	New World	1,379,346	1,489,121
Schroders	Real Return	2,302,229	2,485,451
NRC Total AUD		10,730,712	11,584,714

Note: 20% of LTF \$59,871,327 is equal to \$11,974,265 so the buffer is \$0.4m

## NRC Total Underlying Fund Allocations



TITLE: Request for Approval to Carry Forward Operational Budget

from the 2024/25 Financial Year into the 2025/26 Financial

Year

From: Taka Skipwith, Financial Accountant

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 20

**Group Manager/s:** August 2025

#### **Executive summary/Whakarāpopototanga**

Unspent 2024/25 operational budget of \$711,366 is proposed to be carried forward into the 2025/26 financial year to fund the completion of operational projects.

The recommendations in this report have been incorporated into the draft operating surplus of \$Nil.

#### **Recommendations:**

- 1. That the report 'Request for Approval to Carry Forward Operational Budget from the 2024/25 Financial Year into the 2025/26 Financial Year' by Taka Skipwith, Financial Accountant and dated 4 August 2025, be received.
- 2. That council approves the operational expenditure carry forwards from the 2024/25 financial year into the 2025/26 financial year of:
  - a. \$99,023.00 for Fast Track Approval applications
  - b. \$128,000.00 for Wild Deer aerial survey
  - c. \$131,051.00 Tangata Whenua Environmental Monitoring
  - d. \$11,500.00 for Iwi Hapū Environment Management Plans
  - e. \$100,000.00 for the Adaptation Planning Project with WDC
  - f. \$149,223.00 for the Climate Resilience Fund
  - g. \$52,437.00 for the Regional Transport Programme
  - h. \$40,132.00 for the Road Safety Promotion

#### **Options**

No.	Option	Advantages	Disadvantages
1	Approve carry forward of all requested unspent operational budgets	Allows the completion of 2025/26 projects.	Reduces retained earnings though at budgeted levels.

No.	Option	Advantages	Disadvantages
2	Approve no unspent operational budget carry forwards	Retains more surplus in the 2025/65 financial year.	Projects from 2024/25 are incomplete or programmes set for 2025/26 must be deferred to allow for 2024/25 work already contracted or committed.
3	Approve some of the unspent operational budget carry forwards	Some projects will go ahead.	Some projects will not go ahead. Some of the 2025/26 programmes might be deferred to allow for 2025/26 work already contracted or committed.

The staff's recommended option is Option 1 to maintain all contractual work programmes.

#### **Considerations**

Any decisions arising from this report will have environmental implications particularly in relation to Councils climate adaptation initiatives, wild deer programmes and environmental monitoring efforts.

#### 1. Community views

Community views and interests reflects a shared commitment, by collaborating with Council in support of these programmes.

#### 2. Māori impact statement

This decision will directly impact Iwi and Hapū commitments to environmental and monitoring programmes.

#### 3. Financial implications

In arriving at the provisional operating surplus of **\$Nil**, \$711,366 of carry forwards have been incorporated to represent the total proposed operational carry forwards.

#### 4. Implementation issues

Failure to allocate budget for operational expenditure outlined in recommendation 2, will result in incomplete programme delivery and potential setbacks in achieving Councils strategic environmental and community outcomes. Negative public perception is a risk for Council.

#### 5. Significance and engagement

In relation to section 79 of the Local Government Act 2002, this decision is considered to be of low significance when assessed against council's Significance and Engagement Policy because it is part of council's day to day activities.

#### 6. Policy, risk management and legislative compliance

The activities detailed in this report are in accordance with the 2024–24 Amended Long Term Plan, which was approved in accordance with council's decision-making requirements of sections 76–82 of the Local Government Act 2002.

## Background/Tuhinga

As in previous years, the carry forward of unspent 2024/25 operational budgets is required to ensure the completion of the various operational projects within the 2025/26 financial year.

Following the CEO's review of the 2024/25 provisional annual accounts, eight projects were identified as requiring unspent 2024/25 operational budgets of \$711,366, to be carried forward as funding into 2025/26. Carry forwards eligibility requires that operational budgeted expenditure is contractually committed in 2024/25 with delivery extending into 2025/26, or associated to critical initiatives without funding in the 2025/26 year.

This amount has been incorporated into the draft operating surplus of \$Nil and is presented below by Activity Group :

#### Te Roopu Oranga Taiao - Environmental Services

Description	2024-25 Spent	2024-25 Budget	2024-25 Budget Unspent	Amount to Carry forward
Fast Track Approval applications	\$977	\$100,000	\$99,023	\$99,023

• \$99,023.00 - for legal and consultancy services associated with future Fast Track Approval applications.

## Te Roopu Tiaki Pūtaiao - Biosecurity

Description	2024-25 Spent	2024-25 Budget	2024-25 Budget Unspent	Amount to Carry forward
Wild Deer Survey	0	\$128,000	\$128,000	\$128,000

• \$128,000 for Wild Deer thermal aerial surveys that could not be completed as scheduled, due to adverse weather.

## Te Roopu Manawhakahaere - Governance and Engagement

Description	2024-25 Spent	2024-25 Budget	2024-25 Budget Unspent	Amount to Carry forward
Tāngata Whenua Environmental Monitoring Fund	0	\$166,084	\$166,084	\$131,051
lwi Hapū Environment Management Plans	\$14,612	\$33,636	\$19,024	\$11,500

- \$131,051 awarded to seven tangata whenua groups, with work programmes currently underway.
- \$11,500 allocated for Iwi Hapū Environment management fund, with recipient's projects now in progress.

## Te Roopu Tiaki Hapori - Community Resilience

Description	2024-25 Spent	2024-25 Budget	2024-25 Budget Unspent	Amount to Carry forward
Adaptation Planning Project with WDC	0	\$100,000	\$100,000	\$100,000
Climate Resilience Funding	\$563,491	\$739,179	\$175,688	\$149,223
Regional Transport Programme	\$23,729	\$76,166	\$52,437	\$52,437
Road Safety Promotion	\$20,176	\$60,308	\$40,132	\$40,132

- \$100,000 for Adaptation planning in collaboration with WDC. Finalising the MOU was delayed due to extension of time required to secure formal agreement.
- \$149,223 for Climate resilience funding recipients, where the contracted delivery period extends beyond 2024/25 financial year, with completion in the 25/26 year.
- \$52,437 to funding the three-year work programme to prepare the Regional Land Transport Plan.
- \$40,132 for the funding allocated for the Road Safety Promotion campaign, in collaboration with WDC

## Attachments/Ngā tapirihanga

Nil

TITLE: Request for Approval to Carry Forward Capital Expenditure

**Budget from the 2024/25 Financial Year into the 2025/26** 

Financial Year

From: Taka Skipwith, Financial Accountant

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 20

**Group Manager/s:** August 2025

#### **Executive summary/Whakarāpopototanga**

The purpose of this report is to seek council approval to carry forward capital projects totalling \$2,314,622 from the 2025/26 financial year into the 2025/26 financial year.

In addition, council approved (25 February 2025) the allocation of \$110,000 for the Flyger Road Nursery expansion, to be utilised over the 2024/25, and 2025/26 year. The unspent budget for 2024/25 of \$110,000 will be carry forward to 2025/26 year.

The total actual capital expenditure incurred in 2024/25 was \$8,261,605, resulting in unspent capital of \$11,510,568, however it should be noted that \$4,431,351 of this total relates to Property Reinvestment reserved funding that is committed subject to the approval to proceed in two commercial property developments, and \$6,381,194 relates to the CDEM Joint Emergency Coordination Centre which has yet to commence.

#### Recommendation(s)

- That the report 'Request for Approval to Carry Forward Capital Expenditure Budget from the 2024/25 Financial Year into the 2025/26 Financial Year' by Taka Skipwith, Financial Accountant and dated 4 August 2025, be received.
- 2. That council approves the carry forward of \$2,314,622 capital expenditure budget from the 2024/25 financial year into the 2025/26 financial year.

#### **Options**

No.	Option	Advantages	Disadvantages
1	Approve carry forward of all requested capital carry forwards	Allows the completion of the 2024/25 capital programme.	Reduces retained earnings at budgeted levels.
2	Approve none of the Capex carry forwards	Retains more earnings for other capital projects.	Projects underway or delayed won't get the required funding to be completed.
3	Approve some of the Capex carry forwards	Some of the capital projects get to be completed.	Some of the capital projects are not completed.

The staff's recommended option is Option 1. This maintains the unspent capital programme budget from 2024/25 allowing projects that are underway and delayed being completed.

#### **Considerations**

#### 1. Environmental Impacts

Being a purely administrative matter, any decisions arising from this report will not have any environmental impact or environmental implications.

#### 2. Community views

Community views are unknown.

#### 3. Māori impact statement

There are no known impacts on Māori which are different to the general community in relation to this decision.

#### 4. Financial implications

Unspent capital of \$2,314,622 will be carried forward from the 2024/25 financial year into the 2025/26 financial year to increase the 2025/26 capital projects budget to \$14,483,881 and allow for the completion of current projects that are delayed or currently underway and not yet complete.

#### 5. Implementation issues

At the time of writing there are no known implementation issues. Recommendations that are not approved will impact the implementation and completion of projects. Additionally, funding will be required to meet the financial commitments for 2024/25 projects and programmes, from capital budgets for 2025/26.

#### 6. Significance and engagement

In relation to section 79 of the Local Government Act 2002, this decision is considered to be of low significance when assessed against council's Significance and Engagement Policy because it is part of council's day to day activities.

#### 7. Policy, risk management and legislative compliance

The activities detailed in this report are in accordance with the 2021–31 Long Term Plan, which was approved in accordance with council's decision-making requirements of sections 76–82 of the Local Government Act 2002.

#### Background/Tuhinga

Staff have carried out a final review on any ongoing capital projects and associated Capital Expenditure (Capex) carry forwards for council consideration and approval.

As part of the budget process finance staff ensure that all capital expenditure is adequately funded via depreciation over the expected useful life of each asset class.

Following the year-end review by senior management, which confirmed the actual capex incurred in 2024/25 and assessed the ongoing capital budgetary requirements, a total of \$2,314,622 was identified and proposed to be carried forward into 2025/26.

The funding source for a capital expenditure carry forward is not sourced from the 2024/25 operational surplus. Rather, the \$2,314,622 proposed to be carried into the 2025/26 financial year will be funded from the monies that have been retained and saved from capital expenditure budgets, due to the underspends in 2024/25.

#### 2025/26 Actual and Budgeted Capital Expenditure

The revised capital expenditure budget for 2024/25 was \$19,772,173. The total actual capital expenditure incurred in 2024/25 was \$8,261,605, resulting in unspent capital of \$11,510,568.

Of this \$11,510,568, \$4,431,351 relates to Property Reinvestment Reserve funding that is committed pending the approval to proceed with two commercial property developments, and \$6,381,194 relates to the CDEM Joint Emergency Co-ordination Centre which has yet to commence. In addition, \$974,513 remained unspent on council owned properties that are under development

The capital budget for 2025/26 Hannah Street redevelopment is \$3,795,809, this reflects the underspend of \$3,974,528 from 2024/25, resulting in a carry forward amount of only \$178,719 to 2025/2026. For a breakdown of all capital expenditure please refer to **Attachment One**.

#### 2025/26 Budgeted Capital Expenditure and Proposed Carry Forwards

The original 2025/26 capital expenditure budget is \$12,169,259 and by adding the total requested 2024/25 carry forwards of \$2,314,622 this budget will be revised to \$14,483,881. The 2025/26 Kāeo flood protection budget is currently being developed by the rivers management team. The detail of the original 2025/26 capital expenditure programme and the revised version arising due to the proposed capital carry forwards is presented in **Attachment Two**.

#### Explanations to proposed capital carry forward expenditure for 2024/25

#### Te Roopu Oranga Taiao - Environmental Services: \$69,924

Approval of \$69,924 capital carry forward expenditure is sought in respect to:

- \$41,519 due to delayed delivery of the ADCP flow device from the USA, with expected delivery July or August.
- \$15,480 for HS40 water level sensors and data loggers for Hydrology programmes
- \$12,925 for delayed delivery of the lake's ute service body.

#### Te Roopu Manawhakahaere- Governance and Engagement: \$48,000

Approval of \$48,000 capital carry forward expenditure is sought:

• To complete the purchase of a show trailer.

#### Te Roopu Taumata - Corporate Services: \$2,177,542.

Approval of \$5,973,352 capital carry forward expenditure is sought:

- \$16,275 for TV panels for the council chambers, that have been ordered but had not been received,
- \$50,088 for the regional accessibility strategy implementation, as part of the ongoing modern spaces project,
- \$834,711 for the construction and renovation of ongoing modern spaces project for Water Street headquarters.
- \$70,178 for soft furnishing for the modern spaces project for Water Street headquarters.
- \$378,238 for additional and replacement vehicles that have been ordered, with delivery delays
- \$182,052 for the greening the fleet programme that is underway, with delivery delays
- \$178,719 for the ongoing development of Hannah Street project, funded by the PRF
- \$17,281 to complete air conditioning upgrade for the Kaipara Customer service centre, funded by the PRF
- \$450,000 for the Waipapa service centre development, funded by the PRF

#### Te Roopu Tiaki Hapori- Community Resilience: \$19,156

Approval of \$19,156 capital carry forward expenditure is sought:

• \$19,156 for the completion of the installation of the remote viewing camera for Harbourmaster activities.

## Attachments/Ngā tapirihanga

Attachment 1: Capex Carry Forward Attachment 1 \( \frac{1}{2} \) \( \frac{1}{12} \)
Attachment 2: Capex Carry Forward Attachment 2 \( \frac{1}{2} \) \( \frac{1}{12} \)

ATTACHMENT 1

Capital Expenditure Reporting				
Year to Date June 2025				
		Provisional		
	2024-25 Actual Provisional	2024-25Revised Budget	Variance	Carry Forward Proposed
Activity				
Biosecurity	149,468	215,232	65,765	
Environmental Services	339,403	905,920	566,516	69,924
Regulatory Services	3,769	4,334	565	(
Governance and Engagement	0	48,000	48,000	48,000
Customer Services and Community Resilience	7,078,671	12,034,500	4,955,829	19,156
Corporate Excellence	690,294	6,564,187	5,873,893	2,177,542
CEO and Property	0	0	0	(
GRAND TOTAL FOR COUNCIL	8,261,605	19,772,173	11,510,568	2,314,622

Al Traps & Cameras   73,193   141,900   68,707     Total Biosecurity   149,468   215,232   65,765   0		2024-25 Actual Provisional	2024-25 Revised Capital Expenditure Budget	Variance	Carry Forward Proposed	Comments
### Carbon Montering Equipment   33,75	Biosecurity					
Viries Per Per Control Sensor Nessons   0   15.00   15.10   15.00	· · · · · · · · · · · · · · · · · · ·	22 //25	2/ 152	727		
	•	·	·			
Storage Container		ŭ	,			
Sear Profession   Community controlled	, , ,	· · · · · · · · · · · · · · · · · · ·	4,000			
Total biocentry	Kauri protection engagement trailer	28,735	20,000	-8,735		Jointly funded with DOC and Community contribution
Continuental Services		·				·
Comparison   Com	•	149,468	215,232	65,/65	0	
April	Invironmental Services					
Valenterins	~	-	,	,		
Section   Sect		·			41,519	
Columnit Nomitoring Equipment   0   33,907   33,907	, ,	•			45 400	
Symbology - Communication equipment   2,488   0   2,488	, , ,	·	·	·	15,480	
		ŭ	·			
Nger Road Nursery Expansion		·		·		
Nager Road Nursery Expansion - Land	. •	· · · · · · · · · · · · · · · · · · ·				Land Management Reserve
	, ,	-	·			Land Management Reserve
128.792   127.674   1.1.18						
Nater quality meters and sondes   3.762   13.163   9.001		31,495	57,000	25,505		
Age monthoring programme   4,5,665   64,484   38,384   31,2325	· · · · · · · · · · · · · · · · · · ·	·	·			
Regulatory Services   339,403   905,920   566,516   69,924		·				
Regulatory Services   3,769	01 0	·		,	,	
Strong	otal Environmental Services	339,403	905,920	566,516	69,924	
Sovernance and Engagement						
Content			·		0	
Cotal Governance and Engagement	otal negulatory services	3,769	4,334	363	U	
Count   Coun			40,000	40,000	40.000	
Count   Coun	,		-/	,	,	
Digrading Nthild Isunami Siren Network-New   200,974   0   -1,955,911   Contributions		249,803	275,000	25,197		Canital subsidy reserves - TIA
CDEM Facilities Reserve		1,935,911	0	-1,935,911		· ·
Vessel Replacement Regines   28,061   0   -28,061     Vessel Replacement Reference Viewing Camera   844   20,000   19,156   19,						005145 1111 0
Remote Viewing Camera   Remo			6,434,500			
Namaui River Flood Protection FIR Programme (TR)   1,699,420   1,699,420   1,699,420   Special Reserves		·	20,000		10.156	vessei Replacement Reserve
Age   Rever   Flood Protection FIR Programme (TR)   A84,770   1,535,000   1,050,230   Special Reserves   Cawakawa Flood Mitigation Stopbank and Stormwater   154,953   25,000   -129,953   Special Reserves   Special Reserv	•		20,000		19,130	Special Reserves
Special Reserves   Special Res			1.535.000			• •
Detria-Moerewa Flood Mitigation Spillway   687,174   885,000   197,826   Special Reserves	• , ,	· · · · · · · · · · · · · · · · · · ·				
Matangirau Flood Mitigation   150,693   565,000   414,307   Special Reserves	• •	·	·			
Minimaki Flood Mitigation Study	Northland Flood Affected Marae FIR	889,868	630,000	-259,868		Special Reserves
Punaruku Flood Resilience Study		·				•
10,624   130,000   119,376   Special Reserves	· · · · · · · · · · · · · · · · · · ·	·				
Defibrilator		·	·			'
Personal Customer Services and Community Resilience   7,078,671   12,034,500   4,955,829   19,156						·
Corporate Excellence			0			Special Neselves
Newstment Property Capital Expenditure   145,682   0   -145,682			12,034,500		19,156	
Newstment Property Capital Expenditure   145,682   0   -145,682	Corporate Excellence					
Japex Works Hannah Street Redevelopment         25,472         4,000,000         3,974,528         178,719         PRF - Investment           Jertilizer Road Project         0         70,000         70,000         Under development           Japex Hannah Street 67-73 Retail Development         8,630         0         -8,630         -8,630           Japex Reyburn Street 5 - 7 St Pierre's Project         56,312         0         -56,312         -56,312           Jeigional Accessibilty strategy and implementation         10,720         60,808         50,088         50,088           Jeigional Accessibility strategy and implementation         0         328,238         328,238         328,238           Jeigional Accessibility strategy and implementation         0         328,238         328,238         328,238           Jeigional Accessibility strategy and implementation         0         328,238         328,238         328,238           Jeigional Accessibility strategy and implementation         0         50,008         50,008         50,008           Jeigional Accessibility strategy and implementation         0         328,238         328,238         328,238           Jeigional Accessibility strategy and implementation         0         50,000         50,000         50,000           Jeigional Accessibility strategy		145 682	n	-145.682		
Capex Hannah Street 67-73 Retail Development   8,630   0   -8,630	. , ,	·			178,719	PRF - Investment
Capex Reyburn Street 5 - 7 St Pierre's Project       56,312       0       -56,312       0       -56,312       0       -60,808       50,088       50,088       50,088       50,088       50,088       50,088       50,088       50,088       50,088       50,088       50,088       328,238       328,2	·	·				
Regional Accessibilty strategy and implementation 10,720 60,808 50,088 50,088 50,088 70,000 60,000 1		·		-,		
Vehicle Replacement Programme       0       328,238       328,238       328,238         Vehicle Programme - Additional       0       50,000       50,000       50,000         Power BI - Financial Reporting       0       0       0       0         Greening the Fleet       46,948       229,000       182,052       182,052         T - Replacement Programme       107,627       158,621       50,994       16,275         Capital Works Kaipara Customer Service       27,719       45,000       17,281       17,281         Waipapa service centre - design and construction       -6,823       450,000       456,823       450,000         Water Street HQ External reception renovations       205,343       1,040,054       834,711       834,711       Under development         Office/Furnishings Set Up       49,226       119,404       70,178       70,178       Under development         Union East Street Improvements       13,439       13,063       -376       Under development		·		,-		
Vehicle Programme - Additional         0         50,000			·			
ower BI - Financial Reporting         0         0         0         0         182,052					,	
According the Fleet   According to Free Flee			·	50,000	50,000	
T - Replacement Programme   107,627   158,621   50,994   16,275     Capital Works Kaipara Customer Service   27,719   45,000   17,281				192 052	192.052	
Capital Works Kaipara Customer Service     27,719     45,000     17,281     17,281     PRF       Vaipapa service centre - design and construction     -6,823     450,000     456,823     450,000     PRF - Investment       Vater Street HQ External reception renovations     205,343     1,040,054     834,711     834,711     Under development       Office/Furnishings Set Up     49,226     119,404     70,178     70,178     Under development       Union East Street Improvements     13,439     13,063     -376     Under development	•	·				
Valipapa service centre - design and construction       -6,823       450,000       456,823       450,000       PRF - Investment         Vater Street HQ External reception renovations       205,343       1,040,054       834,711       834,711       Under development         Office/Furnishings Set Up       49,226       119,404       70,178       70,178       Under development         Union East Street Improvements       13,439       13,063       -376       Under development		· · · · · · · · · · · · · · · · · · ·				
Water Street HQ External reception renovations  205,343  1,040,054  834,711  834,711  Under development  Diffice/Furnishings Set Up  49,226  119,404  70,178  70,178  Under development  Jnion East Street Improvements  13,439  13,063  -376  Under development		·	·			
Inion East Street Improvements 13,439 13,063 -376 Under development		·	·		834,711	Under development
	· · · · · · · · · · · · · · · · · · ·				70,178	
			·		2,177,542	Under development
TOTAL 8,261,605 19,772,173 11,510,568 2,314,622		-				

	2025-26 Annual Plan Budget	Proposed Carry forwards from 2024-25	2025-26 Proposed Revised Capital Budget
Biosecurity			
Pest Control Monitoring Equipment	28,202		28,202
Wireless Pest Control Sensor Network	17,166		17,166
Total	45,368	0	45,368
<b>Environmental Services</b>			
Songmeter ACR	0		0
ADCP Instream Real-time Flow Device	97,090	41,519	138,609
Hydrometric Equipment	20,440	15,480	35,920
Hydrology - General CapEx	13,048	·	13,048
Flyger Road Nursery Expansion	33,106		33,106
Flyger Road Nursery Expansion - Land	110,000		110,000
Data Loggers for Air Quality stations	72,562		72,562
SOE Asset Replacement Schedule	240,995		240,995
Lake monitoring programmes	0	12,925	12,925
Total	587,241	69,924	657,165
Customer Services and Community Resilience			·
Flood Early Warning System	76,650		76,650
Upgrading Nthld Tsunami Siren Network-Rplc	70,030		70,030
Upgrading Nthid Tsunami Siren Network-New	0		0
Joint Emergency Co-Ordination Centre	6,426,745		6,426,745
Remote Viewing Camera	0,420,743	19,156	19,156
Awanui River Flood Protection FIR Programme (TR)	65,000	13,130	65,000
Kāeo River Flood Protection FIR Programme (TR)	03,000		03,000
Whangārei River Flood Protection FIR Pro	130,000		130,000
Otiria-Moerewa Flood Mitigation Spillway	40,000		40,000
Northland Flood Affected Marae FIR	0		0
Whirinaki Flood Mitigation Study	0		0
Punaruku Flood Resilience Study	0		0
Kerikeri Waipapa FIR	65,000		65,000
Otiria-Moerewa Additional Flood Mitigation Works	0		0
Total	6,803,395	19,156	6,822,551
Corporate Excellence	5,525,525	25,255	3,522,552
Capex Works Hannah Street Redevelopment	3,795,809	178,719	3,974,528
Capex Hannah Street Bulk Retail Development	3,793,809	178,719	3,374,328
Capex Reyburn Street 5 – 7 St Pierre's Project	302,500		302,500
Vehicle Replacement Programme	371,186	328,238	
Vehicle Programme - Additional	3/1,100	50,000	699,424 50,000
Greening the Fleet	36,792	182,052	218,844
IT - Replacement Programme	135,275	16,275	151,550
Water Street HQ External reception renovations	133,273	834,711	834,711
Office/Furnishings Set Up	86,443	70,178	156,621
Regional Accessibilty strategy and implementation	00,443	50,088	50,088
Waipapa service centre - design and construction		450,000	450,000
Capital Works Kaipara Customer Service		17,281	17,281
Total	4,728,005	2,177,542	6,905,547
Strategic Partnerships and Engagement	.,. 20,033		2,20,211
Cameras and equipment - Show trailer	5,250	48,000	53,250
cameras and equipment - snow trailer	3,230	46,000	33,230
Total	5,250	48,000	53,250

TITLE: 2024/25 Provisional Financial Year End Result

From: Taka Skipwith, Financial Accountant

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 20

**Group Manager/s:** August 2025

#### Whakarāpopototanga / Executive summary

The purpose of this report is to present the provisional financial result for the year ending 30 June 2025 and propose a strategy for allocating the operational surplus generated in 2024/25. The provisional year end surplus after transfers to and from reserves is \$3.462m.

The proposed strategy to allocate both the operating surplus and surplus gains and interest is presented in *Table 1*. Subject to approval of the proposed allocation strategy the provisional result for 2024/25 will be \$Nil compared to the corresponding budget of \$167k.

Framework for the allocation of the 2024-25 Surplus

Step	Source	Allocate	Used to:	\$000
1		Greater than budget returns to the Northport Group (JV Equalisation) Reserve (Associated cash placed in the Debt repayments component of the Long Term Investment Fund)	Reduce the debt associated in financing Councils investment in Northport Group	1,291
2	Operational	\$1.074m to the Opex Reserve (Associated cash placed in NZ Trading Bank Term Deposits)	Offset the planned reduction in rating revenue for the 2025/26 financial year.	1,074
3	Surplus	\$1.096m Residual to the Northport Group (JV Equalisation) Reserve (Associated cash placed in the Debt repayments component of the Long Term Investment Fund)	Reduce the debt associated in financing Councils investment in Northport Group	1,096
		TOTAL ALLOCATION OF 2024-25 SURPLUS	•	3,462

The Provisional Operating Statement for the 2024/25 financial year is presented in **Attachment One**, with the variance explanations provided in the background section of this report. For more information on the performance of councils Externally Managed Investment Funds please see agenda item **6.1**.

Further adjustments may be required as the year-end reconciliations are reviewed by senior staff and the statutory financial statements (including notes) for the Annual Report are prepared. There may also be amendments arising from council decisions. Deloitte is scheduled to commence their three-week on-site audit on 18 August 2025.

The final Annual Report will be provided to council on 23 September 2025 for adoption. The Annual Report will include detailed funding impact statements by activity group and full detailed explanations of any material variance.

#### Ngā mahi tūtohutia / Recommendation

- 1. That the report '2024/25 Provisional Financial Year End Result' by Taka Skipwith, Financial Accountant and dated 5 August 2025, be received.
- 2. That \$1,074,000 of the 2024/25 operational surplus is allocated to the Opex Reserve to represent the funding held to allow for a reduction in 2025/26 rating revenue.

3. That \$1,096,300 of the 2024/25 operational surplus is allocated to the Debt repayment portion of the Long Term Investment Fund, and held to reduce the debt associated with Council's investment in the Northport Group.

## **Options**

No.	Option	Advantages	Disadvantages
1	Approve the allocations of year end surplus as proposed within this agenda, to prioritise reduction of council debt.	Accelerate reduction of council debt, optimising debt servicing costs and support debt servicing obligations related to the funding of the Northport Group investment, (particularly if proceeds from investment property sales earmarked for debt repayment do not eventuate as expected.)	While allocating operational surplus toward debt repayment can strengthen council's financial position, it may also constrain the ability to pursue new initiatives or respond to unforeseen costs or economic shocks. However, council retains access to a range of asset-backed reserves that can be drawn upon if required.
2	Decline or amend the allocations of year end surplus as proposed within this agenda to reduce council debt	Retains more surplus in the 2024/25 financial year and allows for more funding of other projects.	Without debt reduction, future budgets may face greater pressure to meet repayment obligations, limiting flexibility for operational or capital spending
3	Approve the allocation of surplus gains as proposed in this agenda, to fund rates reductions 2025/26	No additional funding resources are required	Reduces funds available for other projects
4	Decline or amend the allocation of surplus gains as proposed in this agenda to offset rates reductions 2025/26	Retains more surplus in the 2024/25 financial year and allows for more funding of other projects.	Additional funding resources are required

- The staff's recommended for allocation of year end surplus is Option 1, to reduce councils debt associated with councils' investment in Northport.
- The staff's recommendation for allocation of year end surplus is Option 3, to fund rates reductions in 2025/26.

#### **Considerations**

#### 1. Financial implications

The provisional operating surplus of **\$NIL** incorporates transfers from the year end surplus to the Joint Venture equalisation reserve of \$2.388m to reduce future borrowing costs and support the debt servicing obligations related to the funding to the Northport Group Investment. The transfer to the Operational reserve of \$1.074m will offset the planned reduction in rating revenue for the 2025/26 financial year.

#### 2. Implementation issues

Councils' auditors require a complete set of financial statements on the **18 August 2025** when they arrive on site to undertake their annual audit. Any changes stemming from the council meeting on the **26 August 2025** will require the financial statements to be amended and may be costly due to the additional audit fees associated with reauditing the changes.

#### 3. Significance and engagement

In relation to section 79 of the Local Government Act 2002, this decision is considered to be of low significance when assessed against council's Significance and Engagement Policy because it is part of council's day to day activities.

#### 4. Policy, risk management and legislative compliance

The activities detailed in this report are in accordance with the 2024–34 Amended Long Term Plan, which was approved in accordance with council's decision-making requirements of sections 76–82 of the Local Government Act 2002.

Being a purely administrative matter, environmental impacts and implications, community views, and Māori impact statement are not applicable.

#### Background/Tuhinga

#### **Financial results**

The provisional Net Surplus after Transfers to and from Special Reserves and excluding non-cash items is **\$Nil** compared to a budgeted surplus of **\$167k**.

The main variances to the LTP Amended budget presented in Attachment 1 are explained below:

#### Revenue

- Rates has a favourable variance (better than budget) of \$400k or 0.7% which is due to higher than budgeted rates penalty revenue and increase in SUIPS for this year's strike.
- User Fees and Sundry has a favourable variance (better than budget) of \$1.57m or 25% which is predominantly due to:
  - Higher than budgeted RMA consent applications of \$139k,
  - Higher than budgeted compliance monitoring fees for coastal compliance \$321k and incident response of \$104k,
  - Higher than budgeted tenancy recovery costs \$354k, and
  - Unbudgeted contributions for council projects- Iris Next Gen, Strategic Review, Tsunami inundation, and Kauri Protection of \$577k.
- **Grants and Subsidies** has a favourable variance (better than budget) of **\$2.29m or 11.9%**. This variance is predominantly due to:
  - Lower than budgeted NZTA subsidies for regional transport operating costs of (\$1.49m),

- TLA Contributions of \$1.85m due to
  - Higher than budgeted Tsunami Sirens of \$1.98m, transferred to special reserve, and CCO support of \$475k, transferred to special reserve,
  - Offset by lower than budgeted contributions for the Joint Emergency Centre of \$536k
- Higher than budgeted MPI subsidies of \$2.90m due to
  - Caulerpa response of \$3.37m fully expended in the 2024/25,
  - Offset by lower than budgeted subsidy for Kauri Protection operations of (\$384k) and Wilding conifers of (\$92k)
- Lower than budgeted funding contribution from other sources of (\$1.24m) for
  - the Joint Emergency Centre of (\$1.04m)
  - PF2050 funding contribution of (\$1.07m) from subsidy held in deferred revenue
  - Northland flood affection marae and mitigation studies of (\$1.057m)
  - Offset by higher than budgeted funding for Ngā Manga Atawhai flood resilience funds from CIP of \$1.3m, fully expended in 2024/25, and
  - Higher than budgeted subsidies for Wild Deer Te Taitokerau of \$605k.
- Interest Revenue has a favourable variance (better than budget) of \$510k or 494.0% which is predominantly due to higher than budgeted interest rate and revenue generated from councils transactional banking accounts of \$248k, and the Opex term deposits invested with NZ trading banks of \$215k. Additional interest of \$23k was earned on joint venture shareholder loan transactions.
- Other Revenue has a favourable variance (better than budget) of \$49k or 0.8% which is due predominantly to higher than budgeted net proceeds from the sale of council assets of \$58k.
- Externally Managed Investment Funds Gains and Interest has a favourable variance (better than budget of \$1.05m or 20.1% which is due to favourable Long Term Funds gains and interest of \$934k, and Short-Term Fund gains and interest of \$118k. The details for the 2024/25 externally managed fund gains are the subject of agenda item 6.1.

#### Expenditure

- Personnel Costs has a favourable variance (expenditure less than budget) of \$1.45m or 4.3 % due
  to vacancies positions across council. The variance includes salaries, staff related costs, and
  payroll savings, of \$761k for Environmental Services, \$362k for the Community Resilience, and
  \$536k for Biosecurity.
- Operations Expenditure has an unfavourable variance (expenditure higher than budget) of (\$4,128m) or 8.9%. The variance primarily attributed to the following.

Regulatory Services: Higher than budgeted expenditure of (\$597k) due to

- Higher than budgeted expenditure for compliance monitoring of (\$364K) due to increase in monitoring fees.
- Higher than budgeted consent applications expenditure of (\$226k) mainly due to in hearings for major consent hearings.

Environmental Services: Lower than budgeted expenditure of \$447k

- Lower than budgeted consultancy for Te Mana O te Wai Implementation of \$297k
- Lower than budgeted expenditure on Freshwater NPS implementation of \$152k
- Higher than budgeted consultancy costs for the Taumārere catchment work programme of (\$146k), which was offset by approved carry forward *reserve* of \$92k and revised budget of \$103K

- Lower than budgeted consultancy for surface water quality works of \$41k
- Lower than budgeted consultancy, contractors and software costs for Data management of \$85k

Biosecurity: Higher than budgeted expenditure of (\$3.26m)

 Higher than budgeted Caulerpa eradication costs of (\$3.37m) which was offset set by MPI subsidies of \$3.37m

Community Resilience: Higher than budgeted expenditure of (\$1.18m)

- Lower than budgeted expenditure on regional transport management, due to mainly contract works of \$2.19m which is offset by reserves and of \$839k and \$1.5k of subsidy to be claimed upon completion of contract work programmes,
- Higher than budgeted expenditure on River works programmes of (\$1.24m) which offset by reserves, and higher than budgeted expenditure on flood mitigations programmes of (\$759k) also offset by reserves,
- Higher than budgeted expenditure on Ngā Manga Atawhai programme of (\$1.38m), which is offset by subsidies of \$1.38m

Governance and Engagement: Lower than budgeted expenditure of \$509k

- Lower than budgeted expenditure on member representation cost of \$155k, and advisory committee costs of \$172k
- Lower than budgeted iwi liaison expenditure of \$188k consultancy costs and joint iwi
  monitoring fund which will be offset by proposed carry forward reserves of (\$131k)
- Finance costs have a favourable variance (expenditure less than budget) of \$754k or 37.1% primarily due to lower than budgeted borrowing for the Joint Emergency Centre yet to commence, and the Joint Venture project that did not commence as anticipated.

#### Reserves

The net transfers to the Special Reserves before the proposed allocation of surplus is **\$617k** higher than budget (more funds transferred into the reserves) predominantly due to.

- Higher than budgeted transfers to the Whangarei Bus Reserve \$646k, and the Far North Bus reserve \$101k due to higher than budgeted surplus across the transport programme.
- Higher than budgeted transfers to the Operating Cost Reserve \$2.27m, for TD interest \$216k, and surplus gains of \$285km, against a budgeted transfer from the reserve of \$1.771m that was not required.
- Higher than budgeted transfers to the Enterprise reserve of \$539k due to lower than budgeted software costs of \$596k.
- Higher than budgeted transfer to the capital subsidy reserve of \$1.984m due to unbudgeted
   Tsunami Siren network contributions.

#### Offset by

- Lower than budgeted transfer to the CDEM Facilities Reserve due to lower than budgeted subsidies of (\$1.392m)
- Lower than budgeted transfers of \$720k to the Iris Next gen reserve due to higher project costs,
- Lower than budgeted transfers of \$258k to the Joint Venture Equalisation Reserve for the reduction of debt.
- Lower than budget transfers to the Flood Infrastructure Reserve and River Reserves due to delays on the flood mitigation work programmes and some flood programmes (\$3.194m)

Subject to the council approval of the proposed year end surplus allocation as per agenda item 6.1, the net transfers to Special Reserves will increase by \$3.462m, due to the transfers to the Operating Cost Reserve of \$1.074m and \$2.388m to the Joint Venture Equalisation Reserve.

#### **The Joint Venture Equalisation Reserve**

The Joint Venture Equalisation Reserve was established in 2024/25 and represents the shortfall in funding related to the transaction undertaken to invest in Northport Group Limited. Any deficit in this reserve will be restored to a neutral or positive balance from future dividends, and/or interest income. Any unexpected future surplus may also be directed to reducing the deficit of this reserve.

#### **Capital Expenditure**

Total capital expenditure for the year was \$8.26m which is \$11.50m less than the \$19.77m revised annual budget. A detailed breakdown of capital expenditure variances and proposed carry forwards is provided in agenda item 6.3.

#### Attachments/Ngā tapirihanga

# Provisional Operating Statement for the Year Ending 30 June 2025 Table 4(a)

Table 4(a)  NORTHLAND REGIONAL COUNCIL		LTP	
PROVISIONAL OPERATING STATEMENT FOR THE YEAR ENDING 30 JUNE 2025	Actual	Amended Budget	Variance
	\$	\$	\$
REVENUE			
Rates	55,215,834	54,815,186	(400,648)
User Fees and Charges	7,913,258	6,342,415	(1,570,843)
Subsidies and Grants	21,322,430	19,335,377	(1,987,053)
Investment Interest Income	613,746	103,365	(510,381)
Other Revenue	5,652,816	5,603,777	(49,039)
Externally Managed Investment Fund Returns (Gains & Interest)	6,297,093	5,244,908	(1,052,185)
TOTAL REVENUE	97,015,177	91,445,028	(5,570,149)
EXPENSES			
Personnel Costs	22 002 242	22 542 704	1 450 451
Depreciation and Amortisation Expense	32,093,343	33,543,794	1,450,451 265,362
Finance Costs	2,176,547	2,441,909	
Other Expenditure on Activities	1,276,957	2,031,254	754,298
TOTAL EXPENDITURE	50,460,802	46,332,505	(4,128,297)
TOTAL EXPENDITORE	86,007,649	84,349,462	(1,658,187)
NET SURPLUS BEFORE TRANSFER (FROM)/TO RESERVES	11,007,528	7,095,565	(3,911,962)
TOTAL TRANSFER (FROM)/TO SPECIAL RESERVES	7,545,744	6,928,913	(616,831)
PROVISIONAL NET SURPLUS AFTER TRANSFER (FROM)/TO RESERVES	3,461,784	166,652	(3,295,132)
LESS PROPOSED YEAR END SURPLUS ALLOCATIONS			
<u>Less</u> Externally Managed Investment Fund Returns - greater than budget returns transferred to reduce debt attributed to councils investment in Northport Group <i>Step 1</i>	1,291,483	-	(1,291,483)
<u>Less</u> Transfer of Operational Surplus - to offset the planned reduction in 2025/26 rating revenue Step 2	1,074,000	-	(1,074,000)
Less Transfer of Operational Surplus - to reduce debt attributed to councils investment in Northport Group Step 3	1,096,300	-	(1,096,300)
LESS TOTAL PROPOSED YEAR END SURPLUS ALLOCATIONS	3,461,784	-	(3,461,783)
PROVISIONAL NET SURPLUS AFTER YEAR END ALLOCATIONS	0	166,652	166,652

TITLE: Special Reserves at 30 June 2025

From: Taka Skipwith, Financial Accountant

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 20

**Group Manager/s:** August 2025

#### Whakarāpopototanga / Executive summary

At 30 June 2025, council has \$13.96m of special reserves set aside to cover expenditure on specific projects and work programmes.

This report provides a breakdown of the special reserves held by council, including their purpose and balance as at 30 June 2025.

#### Ngā mahi tūtohutia / Recommendation

That the report 'Special Reserves at 30 June 2025' by Taka Skipwith, Financial Accountant and dated 7 August 2025, be received.

#### Background/Tuhinga

The equity in council's balance sheet represents the communities' interest in council and is measured by the value of total assets, less total liabilities. Equity is classified into a number of general and special reserves to enable a clearer identification of the specified uses for which various funds have been assigned.

A general reserve does not have a specific purpose, whereas a special reserve holds funds that are set aside to cover expenditure on specific projects. In addition, special reserves may facilitate the funding of works of an inter-generational nature, capital expenditure, over the most appropriate period.

All reserves with an average balance in excess of \$50k were attributed interest at a rate of 3.9% (based on the weighted average of short term, and fund managers deposits).

The special reserves and their respective balances (surplus/(deficit)) in place at the end of the 2024/25 financial year are as follows:

A description of the purpose of each reserve, the transfers from and/or to the reserve for the year, and the closing balance of each reserve at 30 June 2025 is provided here.

	Special Reserves	Closing Balance
1	Land and Freshwater Management Reserve	\$3,343,018
2	Kaipara Moana Remediation Reserve	(\$85,665)
3	Awanui River Reserve	(\$910,745)
4	Awanui Flood Infrastructure Reserve	(\$943,648)
5	Hātea River Reserve	\$40,054
6	Kāeo Whangaroa Rivers Reserve	\$328,675
7	Kāeo Whangaroa Flood Infrastructure Reserve	\$925,684
8	Kaihu River Reserve	\$73,699
9	Taumārere Flood Infrastructure Reserve	(\$101,463)
10	Whangārei Urban River Reserve	(\$6,039,559)
11	Whangārei Flood Infrastructure Reserve	\$269,554
12	Flood Infrastructure Reserve	(\$9,544,995)
13	CDEM Joint Emergency Centre Reserve	\$3,699,184
14	Emergency Services reserve	\$209,406
15	Vessel Replacement Reserve	(\$2,536,010)
16	Far North Bus reserve	\$796,441
17	Whangārei Transport reserve	\$1,582,821
18	Biosecurity Pest Incursion Response Reserve	\$311,297
19	Approved Carry Forwards Reserve	\$711,366
20	Economic Development Reserve	\$17,424,671
21	Equalisation Reserve	\$2,413,602
22	Investment and Growth Reserve	\$470,541
23	Operational Reserve	\$6,616,309
24	Property Reinvestment Reserve	\$24,700,348
25	Regional Projects Reserve	\$8,686,747
26	Regional Sporting Facilities Reserve	\$1,792,498
27	Enterprise System Reserve	(\$3,097,544)
28	IRIS Next GEN Reserve	\$758,493
29	Joint Venture Equalisation Reserve	(\$37,934,980)
30	Capital Subsidy Reserve	\$0
	Total Special Reserves 2024/25	\$13,959,799

#### 1) Land Management Reserve

The Land Management Reserve was established to allow council to set aside unutilised Land Management rates for the purpose of funding projects in future years.

This year \$193,000 was transferred from the reserve to fund land and biodiversity software. A transfer to reserve of \$342,000 relates to e-fund balances returned to the reserve and other contributions. This results in a closing reserve surplus of \$3,343,018.

Land Management Reserve	Actual	Revised Budget
Opening Balance as at 1 July 2024	3,194,072	1,769,001
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	148,946	148,946
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	-	-
Closing Balance as at 30 June 2025	3,343,018	1,917,947

#### 2) Kaipara Moana remediation Reserve

The Kaipara Moana remediation reserve was established to represent and track the shortfall in funding relating to the required contribution to the Kaipara Moana remediation program. Any deficit balance in this reserve will be restored to a positive balance from future rates collected. From then on, any surplus rates collected over the life of the program will accumulate and be held to repay the borrowing at the end of the loan term.

During the 2024/25 financial year (\$145,980) of funding was transferred from this reserve offsetting expenditure, resulting in a closing reserve deficit of (\$85,665).

		Revised
Kaipara Moana Remediation Reserve	Actual	Budget
Opening Balance as at 1 July 2024	60,315	(346,218)
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	(145,980)	(535,681)
Closing Balance as at 30 June 2025	(85,665)	(881,899)

#### 3) Awanui River Reserve

The Awanui River Reserve was created to hold any targeted Awanui River Management rates collected and unspent in any given year to cover any future funding shortfalls for river works required as part of the Awanui River Flood Management Scheme.

In the 2024/25 financial year the Awanui River Management project had an operating deficit of (\$1,108,997) transferred from reserve, resulting in a closing reserve deficit of (\$910,745). Unused depreciation of \$185,195 was transferred to the LTF resulting in a closing cash surplus of \$725,550.

		Revised
Awanui River Reserve	Actual	Budget
Opening Balance as at 1 July 2024	198,251	153,844
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	(1,108,997)	(76)
	(910,745)	153,768
Depreciation funding utilised		-
Closing Balance as at 30 June 2025	(910,745)	153,768
Depreciation funding not utilised and transferred to LTF RPR portion	185,195	-
Closing cash balance as at 30 June 2025	(725,550)	153,768
Accumulated depreciation funding not utilised and held in LTF RPR portion	881,538	

#### 4) Awanui Flood Infrastructure Reserve

The Awanui FIR Reserve was created to hold any targeted Awanui FIR rates collected and unspent in any given year. Unspent rates are used to cover any future funding shortfalls for river works required as part of the Awanui River Flood Management Scheme. The Awanui FIR Reserve incorporates 30% of any related capital works with the other 70% being attributed to the Flood Infrastructure Rate Reserve.

In the 2024/25 financial year the Awanui FIR project had an operating surplus of \$941,104, due to additional subsidy income in addition to rates collected. Capital expenditure of (\$509,826) was incurred resulting in a closing reserve deficit of (\$943,648).

		Revised
Awanui FIR Reserve	Actual	Budget
Opening Balance as at 1 July 2024	(1,374,926)	(922,085)
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	941,104	27,339
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	(509,826)	
Closing Balance as at 30 June 2025	(943,648)	(894,746)

#### 5) Hātea River Reserve

The Hātea River Reserve was created to set aside a component of the council's Services Rate (\$1.50 +GST) specifically levied across the Whangārei constituency to ensure funding is available in the event dredging of the Hātea River is required.

This year the operating expenditure of (\$5,033) was transferred from the reserve, resulting in a closing reserve surplus of \$40,054.

		Revised
Hātea River Reserve	Actual	Budget
Opening Balance as at 1 July 2024	45,087	(2,906)
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	(5,033)	3,000
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	-	-
Closing Balance as at 30 June 2025	40,054	94

#### 6) Kāeo-Whangaroa Rivers Reserve

The Kāeo-Whangaroa Rivers Reserve was created to hold any targeted Kāeo-Whangaroa Rivers Management rates collected and unspent in any given year to cover any future funding shortfalls of river works required as part of the Kāeo-Whangaroa Rivers Flood Management scheme.

In the 2024/25 financial year there was an operating deficit of (\$15,319) resulting in a closing reserve surplus of \$328,675. Unused depreciation of \$7,953 was transferred to LTF resulting in a closing cash balance of \$336,628.

		Revised
Kāeo Whangaroa Rivers Reserve	Actual	Budget
Opening Balance as at 1 July 2024	343,993	278,211
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	(15,319)	63,150
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)		-
	328,675	341,361
Depreciation funding utilised		-
Closing Balance as at 30 June 2025	328,675	341,361
Depreciation funding not utilised and transferred to LTF RPR portion	7,953	-
Closing cash balance as at 30 June 2025	336,628	341,361
Accumulated depreciation funding not utilised and held in LTF RPR portion	44,312	

# 7) Kāeo-Whangaroa Flood Infrastructure Reserve

The Kāeo-Whangaroa FIR Reserve was created to hold any targeted Kāeo-Whangaroa rates collected and unspent in any given year. Unspent rates are used to cover to cover any future funding shortfalls for river works required as part of the Kāeo River Flood Management Scheme. The Kāeo-Whangaroa FIR reserve incorporates 30% of any related capital works with the other 70% being attributed to the Flood Infrastructure Rate Reserve.

In the 2024/25 financial year the Kāeo-Whangaroa FIR project had an operating surplus of \$786,429 was transferred to the reserve. The surplus was due predominantly to Flood resilient subsidies of \$781,550. Capital expenditure of (\$145,431) was incurred resulting in a closing reserve surplus of \$925,684.

		Revised
Kāeo FIR Reserve	Actual	Budget
Opening Balance as at 1 July 2024	284,686	82,715
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	786,429	414,115
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	(145,431)	
Closing Balance as at 30 June 2025	925,684	496,830

# 8) Kaihu River Reserve

The Kaihu River Reserve was created to hold any targeted Kaihu River Management rates collected and unspent in any given year to cover any future funding shortfalls for river works required as part of the Kaihu River Flood Management Scheme.

In the 2024/25 financial year there was an operating surplus of \$31,644 transferred from the reserve resulting in a closing reserve surplus of \$73,699.

		Revised
Kaihu River Reserve	Actual	Budget
Opening Balance as at 1 July 2024	42,056	89,061
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	31,644	(873)
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	-	-
Closing Balance as at 30 June 2025	73,699	88,188

# 9) Taumārere (FIR) Rivers Reserve

The Taumārere FIR Rivers Reserve is set up to hold any targeted Taumārere rivers management rates collected and unspent in any given year to cover any future funding shortfalls of river works required as part of the flood risk reduction project for the Taumārere area.

The Taumārere FIR Rivers incorporates 30% of any related capital works with the other 70% being attributed to the Flood Infrastructure Rate Reserve.

In the 2024/25 financial year the Taumārere FIR project had an operating surplus of \$226,207 transferred to the reserve for capital expenditure incurred of (\$416,098) resulting in a closing reserve deficit of (\$101,642).

		Revised
Taumärere River FIR	Actual	Budget
Opening Balance as at 1 July 2024	88,428	(463,130)
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	226,207	30,718
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	(416,098)	
Closing Balance as at 30 June 2025	(101,462)	(432,412)

# 10) Whangārei Urban Rivers Reserve

The Whangārei Urban Rivers Reserve was created to hold any targeted Whangārei Urban Rivers Management rates collected and unspent in any given year to cover any future funding shortfalls of river works required as part of the Whangārei urban rivers management scheme.

The operating surplus of \$490,335 has been transferred to the reserve which results in a reserve deficit of (\$6,039,599). Adding the unused depreciation of \$93,231 transferred to the LTF gives a cash balance of (\$5,946,328).

		Revised
Whangārei Urban River Reserve	Actual	Budget
Opening Balance as at 1 July 2024	(6,529,894)	(6,599,033)
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	490,335	530,563
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	-	-
	(6,039,559)	(6,068,470)
Depreciation funding utilised	-	-
Closing Balance as at 30 June 2025	(6,039,559)	(6,068,470)
Depreciation funding not utilised and transferred to LTF RPR portion	93,231	-
Closing cash balance as at 30 June 2025	(5,946,328)	(6,068,470)
Accumulated depreciation funding not utilised and held in LTF RPR portion	494,971	

# 11) Whangārei Flood Infrastructure Reserve

The Whangārei Flood Infrastructure Rate (FIR) Reserve was created to hold any targeted Whangārei FIR rates collected and unspent in any given year to cover any future funding shortfalls for river works required as part of the Whangārei River Flood Management Scheme. The Whangārei FIR reserve incorporates 30% of any related capital works with the other 70% being attributed to the Flood Infrastructure Rate Reserve.

In the 2024/25 financial year the Whangārei FIR project had an operating surplus of \$54,947 resulting in a closing reserve surplus of \$269,554.

		Revised
Whangārei FIR Reserve	Actual	Budget
Opening Balance as at 1 July 2024	214,607	194,280
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	54,947	41,469
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	-	-
Closing Balance as at 30 June 2023	269,554	235,749

# 12) Flood Infrastructure Reserve

The FIR Reserve was created to hold any targeted regional FIR rates collected and unspent in any given year to cover any future funding shortfalls for river works required as part of Northland Flood Infrastructure Schemes. The FIR reserve incorporates 70% of any related capital works with the other 30% being attributed to the Awanui FIR, Whangārei FIR, or Kāeo FIR reserves depending on the project.

In the 2024/25 financial year the FIR reserve had an operating surplus of \$1,158,080 and (\$3,586,526) of capital expenditure resulting a closing reserve deficit of (\$9,544,994).

Flood Infrastucture Reserve	Actual	Revised Budget
Opening Balance as at 1 July 2024	(7,116,548)	(3,957,183)
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	1,158,080	4,638,613
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	(3,586,526)	-
Closing Balance as at 30 June 2025	(9,544,994)	681,430

# 13) CDEM Joint Emergency Centre Reserve

The CDEM joint emergency centre was created to represent the shortfall in funding relating to the constructing the CDEM joint emergency centre. Any deficit balance in this reserve will be restored to a positive balance from future rates collected. From then on, any surplus rates collected over the life of the program will accumulate and be held to repay any borrowing at the end of the loan term.

During the 2024/25 financial year \$1,344,654 was transferred to this reserve, due to funding of \$766,500 received for the Joint Emergency Centre and surplus rates collected. This resulted in a closing reserve surplus of \$3,699,184.

CDEM Facilities Reserve	Actual	Revised Budget
Opening Balance as at 1 July 2024	2,354,530	991,440
Increase /(Decrease) in Reserve throughout 2024/25 (Capital transfer)	1,344,654	2,737,349
Closing Balance as at 30 June 2025	3,699,184	3,728,789

# 14) Emergency Services Reserve

The Emergency Services Reserve was created to hold any targeted Emergency Services rates collected and unspent in any given year to ensure all collected rates are allocated to emergency services in the future.

The closing balance of \$209,406 represents targeted rates collected (adjusted for non-collection) and grants distributed, requiring funds from the reserve of (\$3,730).

		Revised
Emergency Services Reserve	Actual	Budget
Opening Balance as at 1 July 2024	213,136	
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	(3,730)	1,471
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	-	-
Closing Balance as at 30 June 2025	209,406	1,471

# 15) Vessel replacement Reserve

The vessel replacement reserve was created to represent and track the balance of the borrowing remaining on the replacement vessel for the Waikare, which will be repaid using future rates. In addition, this reserve will hold rates collected over the life of the vessel to fund the next replacement vessel.

During the 2024/25 financial year the operational surplus \$119,847 was transferred to this reserve, resulting a closing reserve deficit of (\$2,536,010).

		Revised
Vessel Replacement Reserve	Actual	Budget
Opening Balance as at 1 July 2024	(2,655,857)	(3,746,884)
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	119,847	(676,923)
Closing Balance as at 30 June 2025	(2,536,010)	(4,423,807)

# 16) Far North Transport Reserve

The Far North Bus Service Reserve was created to hold any targeted Far North Transport rates collected and unspent in any given year to cover any future funding shortfalls of the Mid North Link, Hokianga Link, and Far North Link programmes.

In 2024/25 \$121,535 was transferred to the reserve during 2024/25 resulting in a closing reserve surplus of \$796,441.

		Revised
Far North Bus Reserve	Actual	Budget
Opening Balance as at 1 July 2024	674,907	535,572
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	121,535	17,056
Closing Balance as at 30 June 2025	796,441	552,628

## 17) Whangārei Transport Reserve

The Whangārei Transport Reserve was created to hold any targeted Whangārei Transport rates collected and unspent in any given year to cover any future funding shortfalls in the Whangārei bus and total mobility programmes.

In 2024/25 the Whangārei Bus programme made a surplus of \$517,261 transferred to the reserve, resulting in the reserve balance a surplus of \$1,582,821. The positive reserve movement is predominately due to lower than budgeted Whangārei bus programme costs within transport during the 2024/25 year.

		Revised
Whangarei Transport Reserve	Actual	Budget
Opening Balance as at 1 July 2024	1,065,560	568,805
Increase /(Decrease) in Reserve throughout 2024/25 Whangarei Bus	517,261	624,196
Closing Balance as at 30 June 2025	1,582,821	1,193,001

# 18) Biosecurity Pest Incursion Response Reserve

The purpose of this reserve is to represent accumulated annual surpluses that may be called upon to immediately fund the response to any new incursion of pests that pose a risk to Northlands economy, environment, cultural and social values. The Reserve may also be called upon to fund preventative measures for specific species of national concern such as Freshwater Clam that are not currently present and excluding them will prevent significant damage to the economy, environment, cultural and social values.

In 2024/25, (\$119,677) was transferred from the Biosecurity Pest Incursion Response Reserve for gold clam incursions. This resulted in a closing reserve surplus of \$311,297.

		Revised
Biosecurity Pest Incursion Response Reserve	Actual	Budget
Opening Balance as at 1 July 2024	430,974	
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	(119,677)	-
Closing Balance as at 30 June 2025	311,297	-

# 19) Approved Carry Forwards Reserve

The Approved Carry Forwards Reserve was set up to record operational projects for council that have not been completed during the current year and need to be carried forward to the next financial year. This is the subject of agenda Item 6.2. At 30 June 2025 the closing balance of the operational projects proposed to be carried forward is \$711,366.

Approved Carry Forwards - General Funds	Actual	Revised Budget
Opening Balance as at 1 July 2024	773,309	773,307
(Decrease) in Reserve throughout 2024/25 for 2025/26 carry forwards	(773,309)	(773,307)
Increase in Reserve for 2024/25 operational carry forwards	711,366	-
Closing Balance as at 30 June 2025	711,366	<u>-</u>

# 20) Economic Development Reserve (EDR)

This reserve represents the EDR portion of the LTF which is reserved as funding to support Northlands economic development activities, including community infrastructure.

This financial year (\$1,095,480) was transferred from the EDR being recapitalisation of gains from the LTF for 2024/25 leaving a closing reserve surplus of \$17,424,671.

Economic Development Reserve	Actual	Revised Budget
Opening Balance as at 1 July 2024	18,520,151	18,096,579
Increase/(Decrease) in Reserve for 2024/25 due to recapilisation	(1,095,480)	(1,095,480)
Closing Balance as at 30 June 2025	17,424,671	17,001,099

# 21) Equalisation Reserve

The Equalisation Reserve is intended to provide future funding of council's general activities by allowing council to use these funds for any council activity to smooth future rating increases. Additionally, this fund can be used to fund the cost of forestry operations in non-harvesting years.

During the 2024/25 financial year council approved projects from this funding of (\$424,306) which includes – (\$119,216) for Forestry Operations, (\$25,000) for Seacleaners, (\$5,000) for Native Bird Recovery, (\$451,630) for Northport Group projects, (\$13,963) for the NRC Youth forum, (\$22,047) for Independent Tangata Whenua Advisors, and (\$87,450) for Water Street carpet. This results in a closing reserve surplus of \$2,413,602.

Equalisation fund Reserve	Actual	Revised Budget
Opening Balance as at 1 July 2024	2,814,531	1,038,654
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	(313,479)	(684,060)
Increase /(Decrease) in Reserve throughout 2024/25 (captial transfer)	(87,450)	
Closing Balance as at 30 June 2025	2,413,602	354,594

# 22) Investment and Growth Reserve

The Northland Regional Council Investment and Growth Reserve was established in 2011/12 to set aside investment income to fund activities and projects that contribute towards the economic well-being of Northland. This year council has utilised collected net rates of \$989,235, other council contributions of \$931,000, for economic development activities reducing reliance upon investment returns, also distributing (\$2,245,000) to Northland Inc and further payments to Northland Inc for feasibility studies, Grow Northland and the Ngawha Innovation and Enterprise park totally (\$375,000)

During the 2024/25 financial year managed funds gains of \$966,482 were transferred to the reserve, along with \$44,635 deposits resulting in a reserve closing surplus of \$470,541.

		Revised
Investment and Growth Reserve	Actual	Budget
Opening Balance as at 1 July 2024	159,189	35,261
Economic development rate	989,235	610,825
Redirected Investment Income		966,482
LTF CIF portion gains	966,482	11,809
District council contributions	931,000	111,000
Payments to Northland Inc	(2,245,000)	(1,636,744)
Project Funding to Northland Inc	(375,000)	(832,600)
Other Deposits	44,635	(34,886)
Closing Balance as at 30 June 2025	470,541	(768,853)

# 23) Operational Reserve

The Operation Reserve (Opex Reserve) was established in June 2019 with a purpose (and cash holdings it represents) to ensure that the portion of annual operating costs in any financial year that is intended to be funded from managed fund gains is guaranteed and not exposed to market volatility.

Interest earned on the related term deposits of \$215,615 has been transferred to the reserve to recognise a reduction in the gains required for general funding in the 2024/25 financial year. Allocation of surplus gains of \$285,237 Operational Reserve to fund rates reduction of \$1,074,000. The closing reserve surplus is \$6,616,309.

Opex Reserve	Actual	Revised Budget
Opening Balance as at 1 July 2024	5,041,457	5,041,567
Interest earned on related Opex Reserve term deposits	215,615	-
Surplus gains transfered to Opex Reserve for debt repayments	285,237	
Amount transferred into Opex Reserve 2024/25 rates reductions 2025/26	1,074,000	-
Increase /(Decrease) in Reserve throughout the year (operational transfer)		(817,979)
Closing Balance as at 30 June 2025	6,616,309	4,223,588

# 24) Property Reinvestment Reserve (PRR)

This reserve was established to represent the proceeds of commercial property sales and acquisitions and includes the proceeds of special dividend (capital) payment made by Marsden Maritime Holdings Limited. The reserve represents property reinvestment funds invested in council's long-term and short-term investment funds that are set aside to be reinvested in income-producing assets, pending the identification of approved property investments.

This financial year a withdrawal was required from the reserve of (\$246,058) for commercial development costs and funding of approved repairs and maintenance. Investment gains of \$443,438 This results in a reserve surplus of \$24,700,325.

		Revised
Property Reinvestment Reserve	Actual	Budget
Opening Balance as at 1 July 2024	24,502,968	27,294,618
Increase in Reserve due to proposed reinvestment of gains	443,415	(749,664)
Decrease in Reserve throughout 2024/25 due to commercial developments	(246,058)	-
Closing Balance as at 30 June 2025	24,700,325	26,544,954

# 25) Regional Projects Reserve (RPR)

The Infrastructure Investment Fund (IIF) reserve was originally established to stabilise the impact of irregular large infrastructure projects on council's income and capital requirements. The reserve was repurposed into the Regional Projects Reserve (RPR) as a contestable fund for loans to large infrastructure projects.

This financial year, a loan for the Mid North Water Company of (\$5,000,00) was issued, and \$253,111 of interest was earned from the loan. Additional \$333,606 was transferred to the reserve representing recapitalisation of gains and gains more than budget. This resulted in a closing reserve surplus of \$8,686,791.

		Revised
Regional Projects Reserve	Actual	Budget
Opening Balance as at 1 July 2024	13,100,030	13,381,083
Capital reserve funds used for Infrastructure Loans	(5,000,000)	
Increase /(Decrease) in Reserve throughout the year (operational transfer)	586,762	557,096
Closing Balance as at 30 June 2025	8,686,791	13,938,179

# 26) Regional Sporting Facilities Reserve

The Regional Sporting Facilities Reserve was established to set aside any targeted Regional Sporting Facilities rates collected and not fully utilised in any given year for the purpose of funding sporting facilities across Northland.

During the 2024/25 year (\$1,300,000) of grants were distributed as listed below, and \$1,345,112 of surplus rates were transferred to the reserve, resulting in a closing reserve surplus of \$1,792,498.

		Revised
Regional Sporting Facilities Reserve	Actual	Budget
Opening Balance as at 1 July 2024	1,747,386	-
Sporting faciltities grants 2024/25	(1,300,000)	-
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	1,345,112	(4,734)
Increase /(Decrease) in Reserve throughout 2024/25 (capital transfer)	-	-
Closing Balance as at 30 June 2025	1,792,498	(4,734)

Grants issued this financial year were to; Tikipunga Association Football Club of \$1,300,000.

# 27) Enterprise System Reserve

The Enterprise system reserve was established to put aside surplus investment income to offset the expected future cost of the enterprise system project.

During the 2024/25 financial year \$484,547 of surplus rates collected and offset by expenditure, was transferred to this reserve, resulting in a reserve deficit of (\$3,582,091).

		Revised
Enterprise System Reserve	Actual	Budget
Opening Balance as at 1 July 2024	(3,582,091)	(5,480,902)
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	484,547	(54,582)
Closing Balance as at 30 June 2025	(3,097,544)	(5,535,484)

# 28) IRIS Next Gen Reserve

The IRIS Next Gen reserve was established to put aside any targeted rates offset the expected future cost of the IRIS Next Gen project.

During the 2024/25 financial year a transfer of \$98,830 to the IRIS Next Gen Reserve, represents surplus rates collected offset by expenditure. This results in a reserve surplus of \$758,493.

		Revised
Iris Next Gen Reserve	Actual	Budget
Opening Balance as at 1 July 2024	659,663	96,085
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)	98,830	(621,401)
Closing Balance as at 30 June 2025	758,493	(525,316)

# 29) The Joint Venture Equalisation Reserve

The Joint Venture Equalisation Reserve was established in 2024/25 and represents the shortfall in funding related to the transaction undertaken to invest in Northport Group Limited. Any deficit in this reserve will be restored to a neutral or positive balance from future dividends and/or interest received.

During the 2024/25 financial year there was LGFA drawdown of borrowings of (\$41,800,000) to fund the investment in Northport, with (\$366,669) in interest expense. \$1,843,906 from interest and borrowers notes were allocated to reduce the loan debt, and it is proposed that a further \$2,387,783, funded by a portion of LTF gains and year end operating surplus, be allocated to reduce debt.

Joint Venture Enterprise Reserve	Actual	Revised Budget
Opening Balance as at 1 July 2024	-	-
Increase Councils liability associated with Investment in JV Northport	(42,166,669)	
Decrease Councils liability - interest and borrowers notes	1,843,906	
Proposed allocation of year end surplus gains to repay debt	2,387,783	
Increase /(Decrease) in Reserve throughout 2024/25 (operational transfer)		(40,063,409)
Closing Balance as at 30 June 2025	(37,934,980)	(40,063,409)

# 30) Capital Subsidy Reserve

During the year \$2,302,410 was transferred to and from the reserve mainly for the Tsunami Sirens upgrade project. This results in a Nil reserve balance at 30 June 2025.

Capital Subsidy Reserve	Actual	Revised Budget
Opening Balance as at 1 July 2024	-	-
Increase /(Decrease) in Reserve throughout 2024/25 (Capital transfer)		-
Closing Balance as at 30 June 2025	-	-

# Attachments/Ngā tapirihanga

Nil

TITLE: Regional Rates Collection 2024/25

From: Simon Crabb, Finance Manager

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 14

**Group Manager/s:** August 2025

# Whakarāpopototanga / Executive summary

The three district councils administer the collection of the regional council rates on council's behalf.

Overall, the collection of council's current year rates slightly decreased from a collection rate of 92.9% last year to 92.5% in 2024/25.

Table One below summarises the level of rates collected in 2024/25, the outstanding rate balances at year end, and the provisions held to offset the prospect of non-collection of the outstanding rates.

Table One Summany	WI	oc .	KD	c	FNE	oc	TOTAL	
Table One. Summary	24-25	23-24	24-25	23-24	24-25	23-24	24-25	23-24
Amount of Current Year Rates Collected	\$29.4M	\$26.4M	\$10.1M	\$8.2M	\$20.2M	\$17.1M	\$59.6M	\$51.7M
Percentage of Current Year Rates Collected	94.6%	95.2%	95.8%	96.8%	88.1%	87.9%	92.5%	92.9%
Percentage of Current Year Rates Collected – 3 Year Average	95.3%	95.9%	96.4%	96.5%	88.4%	88.9%	93.1%	93.6%
Amount of Rate Arrears Collected	\$497K	\$358K	\$201K	\$222K	\$1.0M	\$761K	\$1.7M	\$1.3M
Percentage of Rate Arrears Collected	52.3%	48.4%	24.1%	25.6%	21.3%	19.6%	26.1%	24.4%
Percentage of Rate Arrears Collected - 3 Year Average	49.1%	45.5%	25.9%	27.5%	20.4%	22.1%	25.3%	26.2%
Total Outstanding Rates at Year End	\$1.2M	\$951K	\$978K	\$834K	\$5.8M	\$4.8M	\$8.0M	\$6.6M
Total Provision held to offset prospect of Non-Collection	\$639K	\$530K	\$813K	\$685K	\$4.6M	\$4.0M	\$6.1M	\$5.2M
Provision as a % of Outstanding rates	52.4%	55.7%	83.1%	82.1%	79.7%	83.5%	75.9%	79.3%

# Ngā mahi tūtohutia / Recommendation

That the report 'Regional Rates Collection 2024/25' by Simon Crabb, Finance Manager and dated 2 August 2025, be received.

# Background/Tuhinga

Confirmation of council's rates transactions and outstanding rate balances for 2024/25 are provided by each district council as part of the year-end Annual Report process.

# 1. Current Year Rates

In 2024/25 council received \$59.6m of the annual rate strike, equivalent to 92.5% (Last year LY: 92.9%). The three-year average current year rates collection rate has slightly decreased to 93.1% (LY: 93.6%).

**Attachment One** presents the 2024/25 Rates Reconciliation Statement. This reconciliation summarises council's rate strike, cash received, remissions, write-offs and penalties charged.

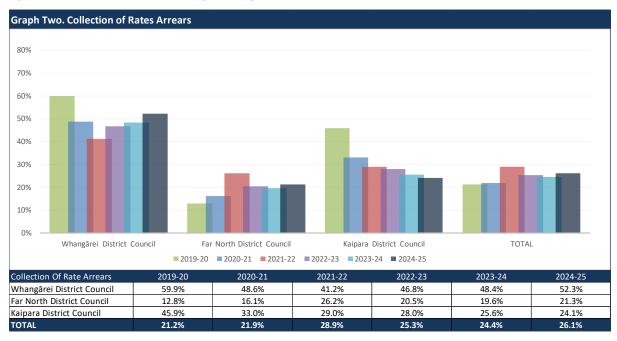
Graph One over the page presents the trend in the proportion of current year rates collected by each district council over the past six years.



#### 2. Rate Arrears

Outstanding rate arrears (including penalty arrears) collected in 2024/25 totalled \$1.7m, equivalent to a collection rate of 26.1% (LY: 24.4%). The three-year average rate arrears collection rate has decreased to 25.3% (LY: 26.2%).

Graph Two presents the trend in the proportion of outstanding rate arrears that has been collected by each district council over the past six years.



# 3. Provision for Doubtful Rate Debts

Table Two provides a breakdown of the provision for doubtful rates debts which is an allowance held to offset the potential loss arising from the non-collection of some of the outstanding rates.

Notably, the Far North's outstanding rates balance has increased to \$5.8m (LY: \$4.8m), however there is a corresponding provision of \$4.6m held for the prospect of not collecting these arrears which represents 79.7% of the outstanding rates balance. Considering 21.3 % of Far North rate

arrears was collected in 2024/25 (meaning 78.7% was not collected) a provision of 79.7% is deemed appropriate in the current economic climate.

As an indication of potential financial exposure, if the three district councils were unable to collect any of Northland Regional Council's outstanding rate arrears, council would face a potential loss of approximately \$1.9 million. This figure represents the portion of outstanding rates not currently covered by the existing provision. However, it is important to note that council successfully recovered \$1.7 million in rate arrears during the 2024/25 financial year.

Table Two.	WDC		K	DC	FN	IDC	TOTAL	
Provision for Rate Doubtful Debts	24-25	23-24	24-25	23-24	24-25	23-24	24-25	23-24
Opening Balance	\$530K	\$422K	\$685K	\$693K	\$4.0M	\$3.2M	\$5.2M	\$4.4M
Rate Arrears written off during the year	(\$17K)	(\$23K)	(\$4K)	(\$2K)	(\$182K)	(\$177K)	(\$203K)	(\$202K)
Penalty Arrears written off during the year	\$0K	(\$9K)	\$0K	\$0K	(\$14K)	(\$10K)	(\$14K)	(\$18K)
Additional provision for Rate Arrears	\$114K	\$138K	\$99K	(\$10K)	\$704K	\$883K	\$917K	\$1.0M
Additional provision for Penalty Arrears	\$13K	\$2K	\$32K	\$3K	\$88K	\$79K	\$133K	\$84K
Provision for Rate Doubtful Debts Closing Balance	\$639K	\$530K	\$813K	\$685K	\$4.6M	\$4.0M	\$6.1M	\$5.2M
Total Outstanding Rates at Year End	\$1.2M	\$951K	\$978K	\$834K	\$5.8M	\$4.8M	\$8.0M	\$6.6M
Provision as a percentage of Outstanding rates	52.4%	55.7%	83.1%	82.1%	79.7%	83.5%	75.9%	79.3%

# Attachments/Ngā tapirihanga

Attachment 1: 2024/25 Rates Reconciliation Statement 🗓 📆

# ATTACHMENT ONE NORTHLAND REGIONAL COUNCIL - RATES RECONCILIATION STATEMENT 2024/25 ANNUAL RATES RECONCILIATION WITH DISTRICT COUNCILS

District Council	Outstanding Rates 1 July 2024	2024/25 Rate Strike (GST Inc)	Rate Adjustments (remissions & postponements)	Penalties Applied	Discounts	Rate Write-offs Expense	Rate Write-offs Provision	Total Cash Received	Outstanding Rates 30 June 2025	Outstanding Current Year Rates 30 June 2025	Rate Arrears	Note	Outstanding Current Year Rates 30 June 2024	Outstanding Rate Arrears 30 June 2024	Outstanding Rates 30 June 2024 NRC Accounts
ar North District Council	\$4,812,795	\$22,925,484	(\$586,526)	\$310,459	\$0	(\$102,109)	(\$223,327)	(\$21,344,959)	\$5,791,819	\$2,218,522	\$3,573,297	Assumes final washup payment of \$950210 which was paid in July-25 and backdated to 30 June 2025	\$1,914,117	\$2,898,678	\$4,812,795
Caipara District Council	\$833,955	\$10,513,616	(\$219,563)	\$195,174	\$0	(\$19,867)	(\$4,208)	(\$10,321,252)	\$977,854	\$308,820	\$669,034	Assumes final washup payment of \$169088 which was paid in July-25 and backdated to 30 June 2025	\$193,601	\$640,353	\$833,955
Nhangārei District Council	\$951,256	\$31,062,782	(\$971,838)	\$193,029	\$0	(\$71,796)	(\$19,929)	(\$29,923,103)	\$1,220,401	\$757,013	\$463,388	Assumes final washup payment of \$299794 which was paid in July-25 and backdated to 30 June 2025	\$571,981	\$379,276	\$951,257
TOTAL	\$6,598,006	\$64,501,882	(\$1,777,927)	\$698,663	\$0	(\$193,772)	(\$247,464)	(\$61,589,314)	\$7,990,074	\$3,284,355	\$4,705,719		\$2,679,699	\$3,918,307	\$6,598,007

TITLE: NRC Overall Investment Portfolio - Annual Returns and

Balances at 30 June 2025

From: Simon Crabb, Finance Manager

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 14

**Group Manager/s:** August 2025

# Whakarāpopototanga / Executive summary

Council's overall investment portfolio is a set of financial assets owned by council to generate income, spread risk, and increase its capital base and financial strength.

The amount of each asset class within council's investment portfolio and the returns generated for the 12 months ending 30 June 2025 is presented in Table 1. This Table illustrates:

- An increase in the value of the overall Investment portfolio by \$98.7 million(m) in the past
   12 months
- A cash return of 4.9% pa (target 5% pa)
- An overall cash and non-cash return of 25.2%pa (target 7% pa)

The overall cash and non-cash return of 25.2% is predominantly due to:

- Council's investment in Northport Group Limited being valued at \$164.8m comprising:
  - o A shareholder loan of \$34m, and
  - A shareholding of \$130.8m, based on 43 million shares issued at a value of \$3.038 per share.

This represents a significant uplift from the \$76m market value recorded at the beginning of the financial year, which was based on council's holding of 22.142m shares in Marsden Maritime Holdings Limited at a market price of \$3.42 per share.

• The value of council's investment property portfolio increased in value by \$2.8m as investment yields stabilised over the past 12 months, with growth in the investment portfolio derived from either capital expenditure or rental growth. Although the value of Lessor Interests (Leasehold properties) generally declined due to Whangarei District Councils plan change relating to Coastal Flood Hazard risks, some values within the portfolio increased due to the timing of rent reviews. The current investment property portfolio consists of 64 leasehold properties, a development at the NIWA research centre in Ruakākā, and 36 freehold commercial properties of which ten are vacant and six are under redevelopment.

Council partially funded its investment in Northport Group Limited by borrowing \$41.8 million from the Local Government Funding Agency. When this liability is offset against the corresponding investment asset of \$164.8m, the non-cash uplift relating to Northport Group investment reduces to \$123m (+61%). Consequently, on this basis the overall cash and non-cash return would decrease from 25.2% to 19.0%, which still significantly exceeds the target return of 7%.

Table One				
NRC OVERALL INVESTMENT PORTFOLIO				
Balance at 30 June & Annual Return				
Asset item	30 June 2025 Balance	30 June 2025 Return % pa	30 June 2024 Balance	30 June 2024 Return % pa
CASH RETURNS				
Cash & Term deposits < 90 days	\$8,523,737	4.6%	\$1,691,711	5.4%
Term deposits 90 + Days	\$5,306,869	4.6%	\$2,036,489	5.4%
STF: Term deposits < 90 days	\$3,000,000	3.4%	\$8,432,000	5.6%
STF: Term deposits 90+ days	\$2,983,642	4.0%	\$1,944,953	5.6%
LTF: Term deposits < 90 days	-	-	\$26,210	5.8%
LTF: Term deposits 90 + days	-	-	\$134,503	5.8%
STF: Fund managers	\$3,274,375	6.3%	\$2,283,403	5.8%
LTF Fund Managers	\$59,816,175	8.9%	\$65,383,062	8.1%
Loans issued to Water Companies	\$6,306,880	6.3%	\$1,350,000	6.3%
LGFA Borrower Notes	\$2,260,541	4.8%	\$525,541	4.0%
Carbon credit holding (sale proceeds)	Refer below	25.4%	Refer below	-
Investment property	Refer below	4.9%	Refer below	5.0%
Investment in MMH	Refer below	1.7%	Refer below	2.7%
Shareholder Loan to Northport Group Limited*	Refer below	6.1%	Refer below	-
Forestry Crop	Refer below	-	Refer below	-
Total Cash Returns KPI TARGET 5%	\$91,472,219	4.9%	\$83,807,871	4.7%
NON CASH RETURNS				
Investment property	\$84,806,668	4.2%	\$81,993,667	-3.7%
Investment in MMH / Retained Interest via Investment in NorthPort Group Ltd *	\$164,771,140	115.7%	\$76,393,029	-31%
Forestry Crop	\$5,013,204	15.8%	\$4,329,926	2%
Forestry Land	\$706,856	-	\$706,856	-
Carbon credit holding	-	-	\$857,265	23%
Total Non Cash Returns	\$255,297,868	28.3%	\$164,280,743	-18.2%
TOTAL CASH AND NON CASH RETURNS KPI TARGET 7%	\$346,770,087	25.2%	\$248,088,615	-8.5%

# Ngā mahi tūtohutia / Recommendation

That the report 'NRC Overall Investment Portfolio - Annual Returns and Balances at 30 June 2025' by Simon Crabb, Finance Manager and dated 4 August 2025, be received.

# Attachments/Ngā tapirihanga

Nil

TITLE: Making the Navigation Safety Bylaw 2025

From: Michael Payne, Policy Specialist and Jim Lyle, Harbour Master and Maritime

Manager

Authorised by Group Manager/s:

Louisa Gritt, Group Manager - Community Resilience, on 21 August 2025

# Whakarāpopototanga | Executive Summary

This report seeks council's adoption of the updated Northland Regional Council Navigation Safety Bylaw 2025. The Bylaw builds on the foundation of the 2017 version, which set rules to ensure the safety of people and vessels on the water. While most of the core content has been retained, amendments have been proposed to improve safety, better align Northland's bylaw with similar bylaws across the country and enhance usability. These changes include updates to rules around swimming around wharves, wearing lifejackets and communication requirements.

Council undertook two rounds of public consultation in May and July 2025, receiving 122 submissions. The majority of feedback focused on lifejacket requirements, vessel communication standards, and removing the prohibition for wind-powered board sports in the Ruakākā and Waipū estuaries. Seven submitters were heard in person or online by a hearing panel comprising councillors Craw, Blackwell, and Stolwerk who were delegated authority to hear submissions and make recommendations on the final form of the Bylaw by council on 26 August 2025. Hearings and deliberations were held in early August.

The Hearing Panel has recommended a number of amendments to the Navigation Safety Bylaw, along with several non-regulatory actions, in response to public submissions. Amendments to the bylaw were made in response to 30 submissions, while non-regulatory recommendations were made in response to seven submissions. Key recommendations include:

- Clarifying that communication requirements may be met using voice and hand signals when close to shore
- Exempting board sports from the lifejacket requirement within 200 metres of shore, provided a leash is worn
- Directing staff to work with the Department of Conservation on education regarding wildlife and kiteboarding
- Removing the blanket prohibition on swimming or diving around wharves
- Requiring lifejackets to be worn when tendering

The final version of the Navigation Safety Bylaw 2025 is attached for council's consideration and adoption.

# Ngā mahi tūtohutia | Recommendations

- 1. That the report 'Making the Navigation Safety Bylaw 2025' by Michael Payne, Policy Specialist and Jim Lyle, Harbour Master and Maritime Manager and dated 23 July 2025, be received.
- 2. That council determines under section 155 of the Local Government Act that:
  - a. a bylaw is the most appropriate way of addressing the perceived problem.
  - b. the Navigation Safety Bylaw 2025 is the most appropriate form of bylaw to address navigation safety in the region.

- c. the Navigation Safety Bylaw 2025 is not inconsistent with the New Zealand Bill of Rights Act 1990 does not give rise to any implications under the New Zealand Bill of Rights Act 1990.
- 3. That council adopt the Navigation Safety Bylaw 2025 as shown in attachment 2 and that the Bylaw comes into force following approval of the enforcement schedule by the Ministry of Transport.
- 4. That the Navigation Safety Bylaw 2017 is revoked from the date the Navigation Safety Bylaw 2025 comes into force.
- 5. That council delegate to the Pou Tiaki Hapori | Group Manager Community Resilience the authority to approve any minor formatting, typographical or design changes to the Bylaw.

# **Options**

No.	Option	Advantages	Disadvantages
1.	Adopt the new Northland Regional Council Navigation Safety Bylaw 2025	Council will be able to continue to effectively and efficiently manage maritime navigation and safety matters	Nil
2.	Do not adopt the new Northland Regional Council Navigation Safety Bylaw 2025	Nil	The 2017 Navigation Safety Bylaw could be retained, provided steps are taken to ensure it remains in force, noting that council is required to periodically review Bylaws (LGA 2002). Aspects of the Bylaw will be out of date and inconsistent with present safety advice. A significant amount of time and resources, including public consultation, has been required to prepare the document and
			this would be for nothing if the Bylaw is not adopted.

The staff's recommended option is Option 1 to adopt the new Northland Regional Council Navigation Safety Bylaw 2025.

## **Considerations**

# 1. Climate Impact

The Bylaw does not have any implications on climate change nor the ability of council to respond to climate change, as by law it must focus on navigation safety.

# 2. Environmental Impact

As above, the Bylaw must focus on navigation safety, therefore, does not directly relate to environmental outcomes or manage environmental issues.

# 3. Community views

Community views on the Bylaw were sought through two different consultation periods, in May and July, followed by a formal hearing and deliberations process on 7 August and 15 August respectively.

122 submissions were received, and seven submitters attended a hearing where a Hearing Panel of three councillors heard further information and views on the issues.

The points raised in submissions were considered and changes made to the Bylaw where these were considered necessary or appropriate.

# 4. Māori impact statement

While there are no proposals in the Draft Navigation Safety Bylaw that are considered to have significant specific impacts on Māori, the process of consultation included targeted engagement with Māori by way of pānui with all the iwi and hapū groups on council's database.

## 5. Financial implications

As the review to date has not incurred any significant costs, the costs of a consultation and finalising the Bylaw are minor and are included in current budget.

# 6. Implementation issues

Safety – Ensuring the safety and enjoyment of all waterway users in the Northland region is vital. National and regional education initiatives are in place to address key risk factors contributing to injury or drowning, for example encouraging people to wear personal flotation devices. However, education alone is not seen as a comprehensive way of addressing the issue. The Bylaw provide a simple method of enforcement if required to ensure safety of water users.

Conflict of users – If we relied solely on the national rules, we would have no locally specific rules. We would also have no regional standards for moorings or navigation within the port areas.

Consistency – In Northland, navigation safety bylaws have worked well and have been a reasonable method of providing for local conditions. This is an approach mirrored throughout New Zealand with other regional bylaws. This leads to a public expectation that there will be a bylaw and that this will provide for safe places to swim or use non-powered craft, and a way to modify unsafe behaviour. One of the aims of the proposed amendments is to improve national consistency in respect to wearing of lifejackets and communication requirements onboard vessels.

# 7. Significance and engagement

Section 76AA of the LGA directs that council must adopt a policy setting about how significance will be determined, and the level of engagement that will be triggered. This policy assists council in determining how to achieve compliance with LGA requirements in relation to decisions.

Council was required by section 156 of the LGA to undertake consultation on the Navigation Safety Bylaw, which also achieved compliance with council's Significance and Engagement Policy. The decision to confirm and make the Northland Regional Navigation Safety Bylaw 2025 follows an extensive process of consultation and it is considered that council is well informed in making this decision and compliant with its Significance and Engagement Policy.

# 8. Policy, risk management and legislative compliance

There are no significant policy or legislative risks associated with the decision to make the Bylaw operative, and the recommendation is consistent with the requirements of the process set out in section 155 of the Local Government Act.

# Tuhinga | Background

Northland Regional Council has two Navigation Safety Bylaws:

- Northland Regional Council Navigation Safety Bylaw 2017
- Kai Iwi Lakes Navigation Safety Bylaw 2017

These set out rules to regulate maritime safety and minimise the risk of fatalities, injuries, nuisance, accidents, collisions and damage on Northland's navigable waters.

The bylaws are part of a wider maritime legislative framework<sup>1</sup> and the rules set out work alongside national rules providing for region-specific considerations.

The current bylaws were made operative in 2017 - under section 158 of the Local Government Act these are required to be regularly reviewed. A review was completed in 2022; however, implementation of any amendments was put on hold due to an anticipated update to the national Maritime Rules by Maritime New Zealand. This national update did not eventuate and is not imminent, so the regional review has been resumed.

The Kai Iwi Lakes Bylaws were created in 2017 and are specific to the lakes. This bylaw is not included in the review. Biosecurity risks are presently being considered, which may affect the use of power-driven vessels on the lakes. Once these decisions are made the specific bylaws will be updated later. Kaipara District Council agreed with this.

For the regionwide Bylaw, most of the core content from the 2017 Bylaw was carried over with some changes proposed to improve safety, improve consistency with similar bylaws around the country and to improve useability.

In addition to extensive consultation with Maritime New Zealand at the start of 2025, council undertook two rounds of public consultation in May and July 2025, receiving 122 submissions. The feedback highlighted a range of views, with the majority of comments focusing on the proposed changes to lifejacket requirements, requirements for communication devices, and removing prohibitions for diving from wharves and wind-powered board sports in Rukākā and Waipū estuaries. Submitters provided a mix of support and concern on these topics, reflecting varied priorities around safety, practicality, and personal responsibility on the water.

Following the consultation period, submissions were formally considered, including a hearing held on 7 August 2025 by a delegated panel comprising Cr Craw, Cr Blackwell, and Cr Stolwerk—appointed by council on 24 June 2025. The panel reviewed public feedback and deliberated on key issues raised. Their recommendations are reflected in the finalised Navigation Safety Bylaw, which is now presented for council's consideration and approval.

In anticipation of Council's potential adoption of the bylaw, staff obtained legal review of both the process and the proposed amendments. The legal advice confirmed that "Council has followed the proper process in preparing, consulting, and amending the bylaw in response to submissions."

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<sup>&</sup>lt;sup>1</sup> Maritime Transport Act 1994 and Maritime Rules

# **Next Steps**

In accordance with section 157 of the Local Government Act 2002 (LGA), the Navigation Safety Bylaw 2025 will come into effect following public notice. This is a separate process from the approval of the accompanying enforcement schedule, which council is seeking from the Ministry of Transport. The enforcement schedule outlines the specific infringement offences for breaches of the bylaw and enables Council to take appropriate enforcement action. To ensure continuity and uphold navigation safety, staff propose that the existing 2017 Navigation Safety Bylaw remain in force in the interim. Once the enforcement schedule is approved and the 2025 bylaw is publicly notified, the 2017 bylaw will be withdrawn. This approach ensures that navigation safety is maintained, and enforcement powers are preserved during the transition period.

# Attachments/Ngā tapirihanga

Attachment 1: Deliberations Report 🗓 📆

Attachment 2: Navigation Safety Bylaw 2025 J.

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# Introduction

# **Purposes of the report**

The purposes of this report are:

- to identify and define issues: clearly outline the problems or challenges identified through the formal consultation process, including those raised in written submissions or in oral submission at the hearing;
- to present options: provide a range of potential solutions or courses of action. Each option is typically described in detail, including the "do nothing" option, to ensure all possibilities are considered;
- 3. **to analyse options:** for each option, the report includes analysis which will support decision-makers to weigh the potential outcomes and impacts of each choice. It ensures that all relevant information is considered and that decisions are based on a thorough understanding of the situation:
- 4. **to recommend actions:** based on the analysis, recommendations are included for the best course of action;
- 5. **transparency:** the report serves as a record of the issues raised in submissions and subsequently considered, the options evaluated, and the decisions made. This documentation can be valuable for future reference and accountability; and
- record decisions: this document serves as a record decisions of the hearing panel on the Navigation Safety Bylaw 2025.

# **Report structure**

The report is structured as follows:

- Part A: Removal of exemption to wear PFD (lifejackets) on board a vessel under six metres
- Part B: Carriage of at least two forms of communication
- Part C: Diving around wharves
- Part D: Vessels over 500 gross tonnage or 45 metres to obtain Harbourmaster approval prior to anchoring in Northland's waters or entering harbours.
- Part E: Remove wind-powered board sports prohibition at the Ruakākā and Waipū estuaries
- Part F: Establish 5-knot zone in Deep Water Cove
- Part G: Changes to PFD exemption for board sports
- Part H: Miscellaneous submission points

#### Matters not covered in this report include:

• Submissions focusing on the engagement approach of the Navigation Safety Bylaw – these issues are being addressed separately and will inform future engagement processes.

# **Submissions overview**

Council undertook two rounds of public consultation, from 5 - 30 May and from 27 June - 28 July 2025, receiving a total of 122 submissions. Feedback highlighted a range of views, with the majority of comments focusing on the proposed changes to lifejacket requirements, requirements for communication devices, removing prohibitions for diving from wharves and, wind-powered board sports in the Ruakākā and Waipū estuaries.

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Submitters provided a mix of support and concern on these topics, reflecting varied priorities around safety, practicality, and personal responsibility on the water. Greater detail on the themes raised in these submissions and the response staff recommend in relation to submissions are available in Parts A – H of this report.

The Panel charged with hearing submissions and making recommendations to Northland Regional Council have been provided with a copy of all the submissions received and a summary of those submissions.

In addition to written feedback, seven submitters presented oral submissions at hearings held on Thursday 7 August at Council's Whangārei Office.

# **Deliberations on the Draft Navigation Safety Bylaw 2025**

Council deliberations are a key part of the decision-making process under the Local Government Act. They involve elected members considering public submissions, staff advice, and relevant legal and policy frameworks before making decisions on a proposal. Deliberations ensure that decisions are transparent, informed, and reflect both community input and statutory obligations.

When considering submissions and the final form of the Bylaw the Hearing Panel considered the following criteria:

- 1. whether the bylaw is the most appropriate way of addressing the perceived problem; and
- 2. whether the proposed bylaw is the most appropriate form of bylaw and whether it gives rise to any implications under the NZ Bill of Rights Act 1990; and
- 3. the purpose of the bylaw, which in this case is ensuring maritime safety in the Northland Region.

When considering the most appropriate form of the bylaw, the Panel had regard to the costs and benefits of the proposed bylaw provisions and also considered the efficiency and effectiveness of the bylaw, including the ease of administration and enforcement.

The panel's decisions are set out in Parts A – E of this report. In making these decisions the panel has determined that this form of Bylaw is not only effective in promoting maritime safety but also fair, practical, and proportionate to the issues it seeks to address.

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# Part A: Removal of exemption to wear PFD (lifejackets) on board a vessel under six metres

# Overview of feedback received

Submissions received during the Navigation Safety Bylaw consultation presented a diverse range of views regarding lifejacket and personal flotation device (PFD) requirements. While some submitters expressed clear support for strengthening lifejacket rules (eleven submissions) - especially for vessels under six metres - others raised practical and operational concerns. Some supportive responses referenced safety data, including drowning statistics, and advocated for mandatory wearing as a proven means of reducing fatalities. Organisations such as Coastguard NZ welcomed the proactive approach and emphasised the importance of national consistency across maritime rules.

However, opposition to the proposed removal of an exemption for tenders ferrying people between shore and vessels was notable (87 submissions). Many submitters questioned the practicality and necessity of wearing lifejackets over short distances, particularly when swimming or freediving was involved, or where tender vessels already had built-in flotation. Others raised concerns about the difficulty of keeping lifejackets secure or dry in small craft with limited storage space, and some warned of increased risk of theft. Several submissions called for tailored exceptions—such as exemptions for inflatable vessels (RIBs), calm weather, daylight hours, or short-handed operation—and stressed the importance of preserving skipper discretion based on conditions and experience.

Overall, while there was strong support for enhancing boating safety, many submitters advocated for a balanced and practical approach—one that acknowledges varied water activities, vessel types, and user experience.

#### Submissions on removing the exemption for wearing PFDs when tendering can be summarised as:

- Support for Lifejacket Provisions
  - Some submitters supported mandatory lifejacket use on vessels 6m or smaller, to improve safety, with some citing evidence from boating fatalities.
  - Endorsement of Council's proactive and consistent approach to water safety was noted, including alignment across regions.

# X Opposition and Concerns

- Many submitters objected to removing the exemption for tendering between vessel and shore, citing practical difficulties and low risk.
- Concerns included:
  - Discomfort and impracticality of wearing PFDs during frequent shore trips or swimming activities.
  - Storage and security challenges for lifejackets on tenders, particularly for larger vessels or commercial operations.
  - Perception that the rule change lacked incident data to justify it, with some suggesting exemptions based on vessel type or conditions (e.g. RIBs, daylight hours, calm weather).
  - o Desire to retain skipper discretion regarding lifejacket use.
- Many noted the Safer Boating forum rationale does not explicitly address safety concerns relating to tenders, only vessels under 6m.
- The majority of tender trips are short duration in sheltered anchorages near other boats.

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# Issue: Improving safety outcomes on vessels under six metres

The current Bylaw requires all persons on recreational vessels of six metres or less to wear personal flotation devices (PFDs) while the vessel is underway. There is however an exemption that allows the person in charge of a vessel being used as a tender within 200m of the shore, to authorise any person onboard to remove a personal floatation device (PFDs) after assessing all circumstances and determining there would be no significant reduction in safety.

This exemption is subjective and relies on skipper judgement of distance and conditions which has often proven to be lacking. There is a common misunderstanding of the exemption whereby lifejackets are not even carried aboard vessels.

## Complications with current exemption for tendering:

- It is already a requirement to carry a lifejacket for every person on board, under both national
  maritime rules and the Bylaw. Removal of the exemption simply means lifejackets that are
  compulsory to be carried aboard must be worn.
- It is problematic for maritime officers to enforce the compulsory wearing of lifejackets in vessels under 6m when the public exploit the exemption to argue distances and their right to not wear a lifejacket.
- Compliance with the requirement to wear a lifejacket on vessels 6m and under can be challenging because the exemption is at the discretion of the person in charge of the vessel.
- Many small dinghies tendering to their vessels with people and stores are often overloaded, increasing the risk of capsize and foundering.
- Main mooring areas show that few boats are within the current 200m exemption area for not
  wearing a lifejacket while tendering. Furthermore, most anchorage areas are outside of the
  mooring areas, thus an even further distance to tender.
  - o On the basis the majority of vessels are in excess of 200m from shore, the current exemption is not viable.

## Supporting research and data

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A key finding of a 2024 research report¹ exploring psycho-social risk factors among New Zealand recreational boaters was that there was a strong correlation between involvement in fatal recreational boating events and higher levels of boating experience. These findings are supported by existing academic literature, which suggests that factors such as the perceived significance of one's boating experience, boating training and certifications, and swimming ability are all correlated to higher risk-taking behaviour. One way this risk-taking behaviour was typically manifested was through the non-wearing of personal floatation devices (PFDs).

Since 2017 Ipsos New Zealand has been undertaking the Recreational Boating Survey for Maritime New Zealand (MNZ). The survey asks questions about recreational boat ownership and use, recreational boating information sources, and perceived recreational boating risks. The 2023-24 Ipsos Recreational Boating Survey<sup>2</sup> found that:

- 69% of vessels in Northland are power boats and dinghies under 6m, therefore it is particularly pertinent the regional bylaw seeks to improve safety in these vessels.
- 62% of incidents experienced in a harbour were extreme rocking, bobbing, or movement (33%), or collision, hitting or getting tangled with something (29%)
  - The waterways in which the exemption typically applies are harbours and these incidents are not foreseeable, there would be minimal time to locate and secure a lifejacket.
- The proportion of boaties who are safe 'overall' is slowly decreasing, down to 27%. This is dragged down largely by poor safety culture and safety knowledge.

<sup>&</sup>lt;sup>1</sup> https://www.maritimenz.govt.nz/media/emsb1sg3/psycho-social-rec-boaters-april-2024.pdf

<sup>&</sup>lt;sup>2</sup> https://www.maritimenz.govt.nz/media/0nfbzctv/ipsos-maritimenz-2023-2024-report.pdf

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 Responses indicated a complacency / reduced risk perception with near-shore boating, and near-shore vessel profiles.

- The main beliefs undermining safety culture are that skippers felt they would be able to manage issues (39%) or felt the chances of a problem occurring were low (33%). These beliefs are reflected in numerous submissions.
  - The exemption relies on skipper judgement; with decreasing safety measures and poor safety culture the exemption does not remain appropriate.
- MNZ incident data from October 2018 to December 2024 reports 63 incidents in a dinghy or tender.
  - o Fifteen of these incidents were in Northland.
  - o Nine were fatal.
    - The impact of these fatalities on the families and local communities must be considered.

While tendering short distances may be considered low risk by some users, research has shown that small vessels can be vulnerable to sudden environmental changes, and that having PFDs readily worn may offer added protection. The Hearing Panel are invited to consider whether the current exemption continues to reflect an acceptable level of risk, or whether revised rules may provide greater clarity and consistency for users.

Option A	Remove exemption – lifejacket required to be worn in all vessels 6m and under when underway.
Option B	Expand current exemption to stipulate conditions in which lifejackets must be worn i.e. poor weather, hours of darkness.
Option C	Maintain status quo – retain the exemption.
Option D	Revert to Part 91 – remove requirement for any vessels 6m and under to wear a lifejacket when underway and rely solely on national maritime rules.

# Staff analysis:

The national maritime legislation is the Maritime Transport Act 1994 (MTA), under the MTA the Minister can make maritime rules. The relevant rule to the carriage and wearing of lifejackets is Part 91 – Navigation Safety Rules 2003. This is largely outdated, and more stringent rules are required to improve safety in small vessels. Considering the outdated national rules, reverting to Part 91 would not improve the issue. Various submissions praised Council's proactive and consistent approach to water safety.

Several submissions confirmed the misinterpretation that this exemption permits lifejackets to not be carried. Many submissions expressed a desire to leave the requirement for lifejackets to skipper discretion. Whilst the exemption initially aimed to retain skipper discretion, this has proven to create misunderstanding and enforcement difficulties. In light of these existing difficulties, it would further compound the issue if the current exemption was expanded to include more subjective scenarios. Maintaining the exemption as it currently stands means the rule remains problematic to enforce and safety is not improved.

Many submissions cited extensive boating experience as a rational for the decision on lifejackets to remain at the discretion of the skipper. This appears to be unfounded reasoning when considering the report referenced previously that found a strong correlation between involvement in fatal recreational boating events and higher levels of boating experience.

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MNZ fatal accident data<sup>3</sup> shows a clear over-representation amongst the older demographic, with the fatality rate being higher for those over 45. Considering age generally accompanies extensive experience, this data also supports the hypothesis of a correlation between fatal events and higher levels of boating experience. We must also consider that the older (highly experienced) demographic is more likely to have underlying health conditions that increase the severity of incidents, especially in cases where individuals may be suddenly submerged in cold water.

A number of submissions considered there to be minimal incidents experienced whilst tendering, and claim data supports this. The MNZ data detailed above reports fifteen incidents, nine of which were fatal, during a six-year period. While this number indicates a relatively low frequency of fatalities, that is still more than one a year and these have a high impact on both the families of the deceased and local communities.

Multiple submissions linked tendering to swimming, however, these are different activities and as such are not comparable. The issue being addressed is a sudden, unexpected overboard situation in which people would likely be fully clothed and potentially injured, in shock or disorientated. Swimming when you have prepared for entering the water is a different situation.

One submission suggested the exemption should remain and be extended to also exempt tenders from the carriage of life jackets. This suggestion is not viable as it would be inconsistent with Part 91.4 which states:

"No person in charge of a recreational craft may use it unless there are on board at the time of use, and in a readily accessible location, sufficient personal flotation devices of an appropriate size for each person on board."

As stipulated in the MTA section 33M(2)(d) bylaws may not be inconsistent with rules made under the Act.

#### **Recommendation:**

Option A is recommended to effectively improve safety outcomes in vessels 6m and under. This will resolve misunderstanding and misinterpretation of the rule, providing a clear-cut requirement.

It is also recommended that a period of education (approximately one year) is conducted, whereby boaties will be made aware of the new requirement to wear a PFD while tendering.

# **Hearing Panel Decisions and Comments ...**

# Option A:

THAT the exemption be removed - a lifejacket is required to be worn in all vessels 6m and under when underway in order to effectively improve safety outcomes in vessels 6m and under.

THAT a period of education (approximately one year) is conducted, whereby boaties will be made aware of the new requirement to wear a PFD while tendering.

All panel members approved Option A

<sup>&</sup>lt;sup>3</sup> https://www.maritimenz.govt.nz/media/0gand.mtw/recreational-fatal-accidents-2015-2020.pdf

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# Part B: Carriage of at least two forms of communication

# Overview of feedback received

Submissions against this change (22 submissions) received during the consultation period largely showed a misinterpretation of what constitutes a form of communication. Several expressed the opinion that proposed requirements were excessive, many however claimed to carry what would be considered acceptable under this rule.

Various submissions raised concerns around the impracticality of this requirement for board sports, this was principally due to misinterpretation of what forms would be considered appropriate.

Supporting responses (twelve submissions), including some from organisations such as the Navigation Safety Special Interest Group (NS SIG) and Coastguard NZ, appreciated the advocacy of communication requirements.

Overall, there was a strong opposition for this proposal, however, in the majority of cases this was caused by lack of clarity as to what the clause was stipulating.

# Submissions on introducing carriage of communication provisions can be summarised as:

- Support for communication provisions
  - Request for more stringent rule with two forms of <u>waterproof</u> communication required on all vessels for national consistency and to exactly match the safer boating code
  - Support and praise that the proposed Bylaw aligns to those elsewhere in NZ and the likely new national rule
- X Opposition and Concerns
  - Expressions of concern this will not be enforced
  - · Misunderstanding as to what equipment would be acceptable
  - Many view the requirement as excessive
  - Various raised the issue that there is no provision in the clause requiring forms of communication to be readily accessible or two different forms of communication
  - The draft bylaw does not include a definition for "Forms of communication"
  - Requirement is impractical for board sports
  - Several expressed the view this decision should be down to the skipper

# Issue: Increase recreational boating competencies and reduce fatalities

The 2015 - 2020 Recreational Boating Fatality Report<sup>4</sup> showed that the majority of accidents involved either a solo skipper falling overboard or all on board ending up in the water. This would suggest that communication devices such as a fixed VHF radio, or a beacon or portable VHF radio not on the person would not have been able to be used to call for help.

A significant number of accidents involved a survivor swimming to shore to seek help, or of no one being aware of the accident until those involved were reported overdue or a body or wreckage was found. Only a small number of accidents involved a person successfully calling for help from a cell phone while in the water.

The 2023 report<sup>5</sup> showed this trend continued, indicating that most of those who die on the water either weren't carrying waterproof communication devices or, those that were, the devices were not accessible following a likely sudden capsize, or overboard accident.

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<sup>4</sup> https://www.maritimenz.govt.nz/media/0qandmtw/recreational-fatal-accidents-2015-2020.pdf

<sup>&</sup>lt;sup>5</sup> https://www.maritimenz.govt.nz/media/xglh4luj/recreational-fatal-accidents-2023.pdf

Option A	Add requirement to carry two forms of communication, however, re-worded to improve clarity, plus the addition of a related information box and definition for "Means of communication"
Option B	Add requirement to carry to carry two forms of communication as proposed.
Option C	Maintain status quo - do not add to bylaw and rely on educational approach
Option D	Include as bylaw advisory instead of clause

## Staff analysis:

The vast majority of submissions conveyed misunderstanding of what forms of communication would be acceptable, thus highlighting issues around the wording of this clause.

Many submissions expressed the view that the decision regarding appropriate means of communication should be solely at the discretion of the skipper. This further highlights issues around the wording of this clause as the intention is that the skipper will make the ultimate decision as to what form is appropriate for the intended activity / trip. Other bylaws, such as Auckland, have more stringent communication requirements whereby forms must be able to reach a land-based person and in some scenarios a VHF is required. We had purposefully written the clause to be more lenient however on reflection this is too vague.

Currently both the Bylaw and Part 91 do not stipulate a requirement to carry any means of communication. As has been noted previously, Part 91 is largely outdated, and more is required to improve safety in small vessels. Considering the outdated national rules, reverting to Part 91 or doing nothing would not increase competencies or reduce fatalities.

Until now an educational approach has been relied on through the summer safety campaign which has run for the past eight years along with on-water patrols over peak summer.

The latest Recreational Boating Fatality Report<sup>6</sup> published in October 2024 continues to show a higher proportion of accidents in the northern half of the North Island. Most accidents happened suddenly, resulting in people entering the water with little warning. Very few were able to call for help with waterproof communication equipment. This continuing trend signals more action may be required instead of relying solely on an educational approach.

# **Recommendation:**

Option A is recommended to increase recreational boating competencies and improve safety outcomes in small vessels. Rewording the clause as detailed below, along with the addition of a related information box and definition.

# Revised clause 3.3

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Every person in charge of a vessel must ensure that at least two appropriate means of communication are on board the vessel that:

- a. are suitable to provide the ability to communicate with land based and/or seaborne parties from any point within the area the vessel will be operated; and
- b. in the case of vessels 6 metres or less in length, is able to be operated following submersion in sea water; and
- c. have sufficient coverage and power to operate for the actual duration of the voyage.

Clause 3.3.1 shall not apply to a person participating in any surfing board sports.

<sup>6</sup> https://www.maritimenz.govt.nz/media/xglh4luj/recreational-fatal-accidents-2023.pdf

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# <To be followed by a related information box>

"There are many different forms of communication depending on whether you are offshore, close to shore or in sight of other boaties. A decision by boaties as to which types of equipment to use will depend on the nature of the activity undertaken, and the area where the boating takes place.

This could take the form of anything from voice, cell phone, emergency locator beacons (EPIRBS and PLBs) to VHF radios, flares, lights or whistles.

There are also low-tech ways of attracting attention. You can use or do any of the following:

- a horn to make noise
- a torch to wave, flash or signal SOS
- a red flag
- your arms raising and lowering your arms is recognised internationally as a distress signal

# Examples

- A kayaker paddling near the shore may use their voice and a mobile phone in a floating dry case.
- A paddleboarder on a river estuary may use their voice, whistle and/or wave their paddle.
- A vessel traveling over 1nm offshore may use a VHF and an EPIRB."

## <Definition to be added to 1.4:>

"Means of communication - a manual or electronic way to attract attention from a land based or seaborne person."

# **Hearing Panel Decisions and Comments ...**

## Option A:

THAT clause 3.3 be re-worded as above to include the requirement for two appropriate forms of communication must be carried on board a vessel.

THAT clause 3.3.1 shall not apply to a person participating in any surfing board sports.

THAT an information box be added, which is not actually a part of the bylaw, but which details examples of acceptable forms of communication

## All panel members approved Option A

# Part C: Swimming and diving around wharves

# Overview of feedback received

Submissions made during the consultation period were a mixture of support (six submissions) and opposition (fourteen submissions). Many expressed a desire to preserve local traditions of swimming and diving from wharves and leaving the decision to the discretion of the wharf owners. Those against the removal of this prohibition largely expressed safety concerns and the burden that this places on skippers.

Submitters opposing the removal often mentioned the congestion experienced around popular wharves during peak periods and how adding swimmers to this would further exasperate the issue and introduce new levels of risk. Some also suggested the prohibition should remain and extend to include boat ramps.

Submitters supporting the removal of the prohibition recognised that swimming and diving from wharves is already common practice throughout Northland and claimed no negative results have been seen, only positive. It was also mentioned that the current prohibition was seen to be meaningless and unenforceable.

# Submissions on removing the prohibition on swimming and diving from wharves can be summarised as:

- Support for removing prohibition on swimming and diving around wharves
  - It is common practice with no negative results but many positive ones
  - The current regulation is meaningless as well as unenforceable
  - Popular pastime for children in summer ("popping a Manu")
- X Opposition and Concerns
  - Conflict between vessels and swimmers
  - · Safety concerns
  - · Splashes from people diving showering vessels at wharf
  - Desire for restriction to remain and also include boat ramps

# Issue: Current blanket restriction on swimming or diving around wharves is obsolete

The current 2017 bylaw places a blanket prohibition on swimming around or diving from commercial wharves. This rule has been in the Bylaw since 2002; it is believed this rule dates back to the original harbour board rules from 1965. This has never been enforced since being added in 2002 as it is considered the responsibility of the facility owner.

There are an increasing number of community-led events involving swimming / diving / manu competitions from wharves and outside of these it is common practice around the region.

Far North District Council have recently introduced the Maritime Facilities Bylaw 2025 to regulate the use of maritime facilities under the control, management or ownership of the Far North District Council or Far North Holdings Limited. This states that:

"No person shall fish, swim from, or engage in any underwater swimming or underwater activities from or near any Maritime Facility while that Maritime Facility is being used by any Vessel or any Vessel is approaching or departing that Maritime Facility "

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The Maritime Facilities Bylaw 2025 covers all commercial wharves in the Far North. Whangārei District Council have no similar provisions, however, the commercial wharves at Marsden Point are owned and managed by North Port and Channel Infrastructure. Portland Wharf is owned and managed by Golden Bay Cement – these are all, and will remain, prohibited areas under the Bylaw.

To date no incidents have been reported to indicate it is detrimental to navigation safety. If such an instance arose it would be enforced under the "obstructions" clause of the Bylaw, which raises the question whether blanket prohibition is required and not just a historic carry-over.

Option A	Remove clause and resulting blanket prohibition on swimming or diving around wharves.
Option B	Maintain <i>status quo</i> – leave clause "Swimming or diving around wharves" in place, prohibition remains.

# Staff analysis:

Swimming and diving around wharves is currently common practice in Northland and the rule prohibiting this is largely unknown and not enforced. Many submitters cite safety reasons for opposing the removal of this prohibition however any navigation safety issue caused by swimming or diving from wharves would still be managed under clause 2.8 "Obstructions" which states no person shall obstruct the access to any wharf.

Considering that the rule is largely unknown and not enforced, any issues caused by swimming or diving around wharves would be apparent as it already happens across the region. A review of incident data from 2010 to 2025 has found no reports involving swimming or diving around wharves. Additionally, a review of enforcement actions taken from 2007 to 2025 found no cases related to swimming or diving around wharves.

#### **Recommendation:**

Option A is recommended to ensure the bylaw reflects current practice and is realistic; a blanket prohibition is excessive and not required to maintain navigation safety.

# **Hearing Panel Decisions and Comments ...**

# Option A:

THAT the clause and resulting blanket prohibition on swimming or diving around wharves be removed.

It was noted that clause 2.8 of the bylaw which prohibits "Obstructions" still applies.

All panel members approved Option A

# Part D: Vessels over 500 gross tonnage or 45 metres to obtain Harbourmaster approval prior to anchoring in Northland's waters or entering harbours

# Overview of feedback received

One submission was received during the consultation period expressing support for skippers of large vessels to notify the Harbourmaster prior to entering or anchoring in the region. Other submissions either expressed support or opposition for all changes but did not specifically comment on this change.

Submissions on proposal to add requirement for Vessels over 500 gross tonnage or 45 metres to obtain Harbourmaster approval prior to anchoring in Northland's waters or entering harbours can be summarised as:

- Support for prior approval
  - Support for skippers of large vessels to notify the Harbourmaster prior to entering or anchoring in the region
- X Opposition and Concerns
  - Nil

# Issue: Northland has experienced an increase in visits by large recreational vessels, introducing new navigation safety challenges

Northland Regional Council has a statutory role in ensuring the safe navigation of all vessels and safe interaction of superyachts with other harbour users. In recent years a growing number of larger recreational vessels have been visiting the Northland coastline, including a growing number of superyachts. This introduces new navigational safety challenges, particularly in areas with high-risk coastal features that visiting vessels may be unfamiliar with.

Larger vessels pose a greater risk to environmental damage through oil spill or wreckage. It is, therefore, important to know details of the planned voyage to minimise this risk by giving appropriate directions for each vessel.

The purpose of adding this clause is to ensure the Harbourmaster is aware of visiting vessels movements, can provide appropriate safety advice prior to arrival and ultimately manage the risk associated with larger recreational vessels.

Option A	Add clause stipulating vessels over 500 gross tonnage or 45 metres must obtain Harbourmaster approval prior to anchoring in Northland's waters or entering harbours
Option B	Maintain status quo – no formal provision of this requirement in the bylaw.

# Staff analysis:

It is a normal industry protocol for superyachts (usually via an agent) to notify the Harbourmaster when planning to visit a region. Addition of this clause would simply formalise what is currently a voluntary requirement and place a responsibility on the skipper to notify the Harbourmaster of their planned voyage.

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# **Recommendation:**

Option A is recommended to improve oversight and enable the Harbourmaster to be aware of vessel movements and provide timely navigation guidance. This will also ensure the Harbourmaster is aware of the vessel's location in the event of an emergency.

# **Hearing Panel Decisions and Comments ...**

#### Option A:

THAT the clause stipulating vessels over 500 gross tonnage or 45 metres must obtain Harbourmaster approval prior to anchoring in Northland's waters or entering harbours be added to the bylaw.

All panel members approved Option A

### Part E: Remove wind-powered board sports prohibition at the Ruakākā and Waipū estuaries

#### Overview of feedback received

Submissions received in relation to the proposed removal of the prohibited board sports area were balanced between support (eighteen submissions) and opposition (five submissions).

Submissions against the removal generally cited wildlife concerns, with some also raising concerns around the risks posed by kite-surfers to other users such as people swimming. Others against drew attention to maritime rules whereby vessels are not permitted to exceed 5-knots within 200m of the shore, as such these estuaries do not provide sufficient space for kite- or sail-boards to operate.

Submissions in support of the removal often mentioned the inappropriateness of the navigation safety bylaw being used to impose the ban, and all claimed wind-powered board sports do not pose a navigational safety risk in these areas. They also considered the estuaries to provide a safe environment for beginners new to the sport. Contrary to this, a submission made at the hearing reported that beginners pose a heightened risk to birds due to their lack of control over kites.

A number of submitters mentioned the limited days per year when conditions are suitable to kite-boarding in these estuaries; approximately 25 days at Ruakākā and only around twelve at Waipū. It was often noted that conditions suitable for kite-surfing are not favoured by other water users.

Some submitters considered kite-surfing to be eco-conscious sport due to the lack of noise or emissions, they do not require infrastructure to operate and is powered solely by wind. The majority of submitters supporting removal of the prohibited area expressed a willingness to work with wildlife specialists to ensure protection can continue by avoiding sensitive breeding or migratory seasons.

Feedback from The Department of Conservation (DOC) expressed serious concerns about the removal of this prohibited area, mentioning both wildlife and safety concerns. DOC also requested a 24-month delay to allow for appropriate enforcement options under the Wildlife Act 1953 to be put in place if it is decided the prohibited area under the Bylaw will be removed.

#### Submissions on removing the wind-powered board sports prohibition:

- Support for removing prohibition
  - Ban inappropriate for Navigation Safety Bylaw
  - Navigation safety concerns relating to wind-powered board sports are unwarranted in these areas
  - These areas provide minimal days each year when tide and wind conditions are suitable for wind-powered board sports
    - o Generally coinciding with minimal other water users
  - Department of Conservation (DOC) has the appropriate legal mechanisms to manage and restrict activities in these areas
  - Willingness from board sports community to work with DOC to address wildlife concerns
  - Claim lifting the ban would benefit the community, local economy, and promote active, outdoor recreation
  - There was significant public opposition when the ban was initially introduced
- Opposition and Concerns
  - Wildlife concerns, desire to continue protecting the native birds in these areas
  - DOC requests a 24-month delay, to allow for appropriate enforcement options under the Wildlife Act 1953 to be put in place to protect wildlife at Waipū and Ruakākā

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- Safety concerns posed by wind-powered board sports to other users
- Concerns Council is not permitted to provide exemptions to the 5-knot rule making windpowered board sports not viable in these areas
- Claim that sail-boards and kite-boards are classified in law as sail-boats and sailing rules should apply

#### Issue: Bylaw is not the appropriate legal mechanism to protect wildlife in the Ruakākā and Waipū estuaries

The current bylaw has a provision for a wind-powered board sports prohibited area in the Ruakākā and Waipū estuaries. A review of the Bylaw found that this restriction was originally introduced for ecological reasons, however, the scope of the Bylaw is limited to addressing navigation safety matters. As such, there is a misalignment between the purpose of the Bylaw and the rationale for the restriction, raising the need to reconsider its validity and determine whether it should be retained under the current framework.

When considering navigation safety for wind-powered board sports in these locations it is noted that existing speed restrictions and other navigational rules are in place to manage safety risks associated with wind-powered board sports. If enforcement action was taken under the prohibition provisions, there is a strong likelihood that they could be successfully challenged.

Option A	Remove wind-powered board sports prohibition at Ruakākā and Waipū Estuaries
Option B	Maintain status quo – retain the prohibition
Option C	Delay removing the prohibition allowing time for other regulation to come into force.

#### Staff analysis:

Retaining the prohibition on kite-boarding, as requested by the Department of Conservation, remains an option available to the Hearing Panel. This could take the form of a transitional provision set to expire on a specified date. While such a provision may help reinforce the public perception that kite-boarding is discouraged in these locations, in practice, it is unlikely that Council would be able to effectively enforce it. This is not recommended, as the prohibition of kite-boarding in these areas will provide little benefit; it is essentially unenforceable. At best this would maintain the public perception that people should not kite-board in these locations, the public, however, are now aware of the enforcement difficulties due to this public consultation process. When considering these points, it would also be of little benefit to delay removing the prohibition as DOC have requested.

Considering safety issues posed by kite-boarding to other water users, the existing speed provisions in the Bylaw will be sufficient to manage these as is the case in other areas around Northland. In addition, as mentioned by several submitters, the conditions required for kite-surfing are generally not enjoyable conditions for other activities such as swimming.

Mr. Lourie's submission questioned the Bylaw's ability to permit wind-powered boards in the Ruakākā and Waipū estuaries. His rationale is based on the publication *Safe Boating: An Essential Guide 2012*, which states that vessels must not exceed 5-knots within 200m of shore. Given that no part of these estuaries is more than 200 metres from shore, he argues that such activity would be in breach of national guidance. He also stated that he contacted MNZ and they advised a regional council could not create an exemption to the 5-knot rule.

This Bylaw was developed in consultation with MNZ and their legal representatives. They reviewed the relevant provisions, and no concerns were raised regarding their legality.

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Staff note that similar exemptions allowing wind-powered board sports to exceed 5-knots within 200m of shore exist in many regions, including neighbouring areas such as Auckland, Waikato, and Bay of Plenty. Independent legal advice confirms that Council has the authority to enable wind-powered board sports to exceed 5-knots within 200m of shore.

#### Recommendation:

Option A is recommended to ensure the bylaw complies with the purpose stipulated under the MTA. In support of this option, it is also recommended that, in conjunction with DOC, a communications campaign targeted towards kite-boarders in these areas is completed to raise awareness of any wildlife issues.

#### **Hearing Panel Decisions and Comments ...**

#### Option A:

THAT the wind-powered board sports prohibition at the Ruakākā and Waipū estuaries be removed.

THAT the current signage in place be altered to provide education, rather than being removed altogether.

Education and working with DOC will be very important

It was noted that legal advice has been sought regarding Mr Lourie's submission and that all legal requirements have been met.

All panel members approved Option A

#### Part F: Establish 5-knot zone in Deep Water Cove

#### Overview of feedback received

One submission received during the consultation which was also presented at the hearing raised concerns around speed of vessels in Deep Water Cove. The submitter suggested making the northern side of Maunganui Bay (north of the line of buoys associated with the sunk vessel "The Canterbury") a publicised 5-knot zone. This new 5-knot zone could be combined with publicity about the no-take rules (except for kina and long-spined urchins).



Deep Water Cove, located on the northern side of Maunganui Bay

#### Issue: Improve safety for snorkellers and divers in Deep Water Cove

Deep Water Cove is a popular area for snorkelling and diving due to the abundance of fish life on White Reef and "The Canterbury" sunken vessel located in this bay. Maunganui Bay is located within Rakaumangamanga Rāhui Tapu no-take area and it is anticipated that as fish life continues to increase the area will grow in popularity, thus it is pertinent to increase safety where possible. The area is popular with both recreational vessels and tourism operators providing dive/snorkelling trips.

The submitter included a report of an incident personally experienced in this area while snorkelling. Although a float was used, the situation arose whereby a jet ski nearly ran them over. Many similar incidents have been reported in this area. Due to the nature of snorkelling, people are often hard to spot in the water and in most cases do not use a float.

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Option A	Introduce a dedicated 5-knot area in Deep Water Cove
Option B	Maintain status quo – rely on existing speed restrictions to manage the issue

#### Staff analysis:

The current bylaw restricts vessels to 5-knots within 200m of land and 50m of a person in the water, however, this is often not adhered to in this area either through ignorance or misinterpretation of distance. The incidents experienced in this area would suggest that these provisions are no longer sufficient.

Relying on existing measures could be used in conjunction with increased education programmes targeted in this area however these have already been run for many years (not area specific) along with summer patrols. Considering this it is not likely to be sufficient to improve safety.

#### Recommendation:

Further consideration needs to be conducted as to the viability of Option A, which could contribute to creating a safer area for snorkelling and diving. Through creating a dedicated, clearly marked 5-knot area in Deep Water Cove, this would provide clarity of the speed requirement and in turn it is hopeful that compliance would increase.

Staff note that hapū and the local community have a strong interest in this area, therefore, creating a 5-knot area would be subject to consultation.



Deep Water Cove, Maunganui Bay – proposed 5-knot area

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#### **Hearing Panel Decisions and Comments ...**

It was noted that there had been a change from the original staff recommendation. Staff sought further information on the matter, including engaging in discussions with local businesses and individuals who frequent the area. Following further assessment staff have expressed a preference for maintaining the status quo.

#### Option B:

THAT the *status quo* be maintained and that existing speed restrictions be relied upon to manage the issue

All panel members approved Option B

#### Part G: Changes to PFD exemption for board sports

#### Overview of feedback received

Some submissions raised concerns about the amendment of a PFD exemption for board sports. The majority of these quoted the impracticality of wearing a PFD when undertaking certain sports such as stand-up paddle boarding (SUP) and surfing. Some submitters questioned the wording of the clause exempting surfing board sports.

One submitter who also presented at the hearing suggested that SUP undertaken less than 200m from shore should also be exempted from the requirement to wear a PFD.

#### Issue: Ensuring the PFD exemption for board sports is appropriate

The current Bylaw provides a PFD exemption for all board sports provided a wetsuit or tether/ leash appropriate for the conditions is worn. Since 2017 the variety of board sports has increased dramatically, as such this broad exemption is inappropriate in many cases and introduces safety concerns.

MNZ reviewed the draft Bylaw prior to consultation and raised concerns that this exemption was broader than provisions under maritime rule 91.4 (2). MNZ expressed particular concern that board sports such as SUP outside the surf zone and down winding (also known as downwind paddleboarding) would be exempt.

While for some board sports, such as surfing, where wearing a PFD would create a safety issue, many others benefit from the use of PFDs. Ensuring the exemption only covers the appropriate board sports is problematic given huge variety now undertaken. Further complicating matters is the fact that in some cases, such as SUP, these can be utilised in multiple ways, each with varying requirements for a PFD. SUP surfing for example would carry the same safety issue as surfing if a PFD was worn, whereas down winding uses strong winds and the waves (or swell) it produces to paddle from one place to another and is often conducted some distance from shore in which case a PFD is considered a necessary safety measure.

Option A	Revise the wording of the exemption clause and expand definitions of board sports to differentiate between them.	
Option B	Maintain status quo – retain the exemption.	
Option C	Revert to Part 91 – remove the exemption and rely on the exemptions as stipulated in maritime rule Part 91.4(2)	

#### Staff analysis:

Removing the exemption and subsequently reverting to maritime rule Part 91.4(2) is problematic as this is largely outdated as noted earlier in this report. Similarly to the current Bylaw, Part 91 does not mention or distinguish between the board sports now available. MNZ acknowledge this will need to be looked at in the future if Part 91 is reviewed and as novel board sports continue to develop.

In 2022 MNZ issued the Maritime Transport (Class Exemption — Carriage of Personal Flotation Devices on Stand-up Paddleboards in Surfing Zone) Notice. This notice serves to exempt every person in charge of a stand-up paddleboard for the purpose of SUP surfing from the compulsory carriage of PFDs stipulated under Part 91.4(1). Given waves can also break offshore, it applies only to riding breaking waves "towards the shore" and in a "surfing zone". The fact MNZ have deemed it necessary to issue this notice further supports that the existing rule 91.4(2) is outdated and reverting to rely solely on this is not sufficient to maintain navigation safety. Similarly, maintaining the exemption as it is in the current bylaw is not sufficient as it does not adequately cover the range of board sports currently used in Northland.

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The Bylaw must not be inconsistent with Part 91 and MNZ have expressed concern the current bylaw provides a much broader exemption than that in Part 91. Considering this is an additional reason that the current bylaw exemption is not maintained.

#### **Recommendation:**

Option A is recommended to ensure the exemption only applies to board sports considered safe to be conducted without a PFD. This option will ensure the bylaw is aligned with the 2022 MNZ SUP Class Exemption and is not inconsistent with Part 91 but is more stringent in the differentiation between board sparts.

In order to address feedback received during the consultation period, it is recommended the wording of the draft clause is amended as detailed below to improve clarity. This will resolve the common misunderstanding that surfers would be required to wear a PFD prior to and immediately after catching a wave.

"a person participating in any surfing board sports while involved in the act of riding breaking waves toward the shore in a surfing zone, where the board is propelled by the slope of the advancing wave, and includes activities directly related to riding waves such as:

- paddling through the transit zone;
- ii. waiting or resting out back;
- iii. attempting to catch waves;
- iv. returning to a position to catch waves, or out back

provided a leash or tether that is fit for purpose and suitable for the conditions is worn"

Based on submissions, it also could be considered that an additional exemption for SUP conducted within 200m of shore is included as detailed below:

"a person participating in stand-up paddleboarding within 200m of shore, provided a leash or tether that is fit for purpose and suitable for the conditions is worn"

#### **Hearing Panel Decisions and Comments ...**

#### Option A:

THAT the wording of the exemption clause be revised, and the definitions of board sports be expanded to clearly differentiate between each activity, as outlined above.

THAT an additional exemption for SUP within 200m of shore provided a suitable leash or tether is used be added.

#### All approved

#### Part H: Miscellaneous submission points

#### Miscellaneous submissions

This section summarises a range of miscellaneous submission points received through public consultation that do not fall under the main thematic areas of the Bylaw review. While varied in subject matter, these comments reflect specific concerns, practical suggestions, or individual perspectives that may be relevant to the Hearing Panel's deliberations. Each point has been included to ensure transparency in the process and to provide a comprehensive overview of all feedback received.

Submission #54 provided some useful suggestions to improve clarity and understanding:

- It is recommended clause 2.1.4 be amended to -
  - "The compulsory carriage and wearing of personal flotation devices (clauses 2.1.2 and 2.1.3) do not apply to ..."
- It is recommended clause 3.2.3(f)(i) is amended to -
  - "No wind-powered or foil board may exceed five knots within 50 metres of any person not participating in wind-powered or foil board sports"
- It is recommended a typo in clause 2.1.4a is corrected
  - o Wetsuit corrected from wet suit

#### Hearing Panel Decisions and Comments ...

THAT the amendments outlined above, as suggested by Submitter No. 54 be accepted.

THAT further staff recommendations as detailed on the following pages be accepted.

#### All approved

Submitter	Summary of submission	Staff recommendation	Hearing Panel Decisions and comments
BARAN John	<b>Support:</b> Submitter broadly supports the review (also notes opposition to PFD proposal. This is addressed above)	Support noted	The Hearing Panel notes Mr Baran's support.
BILYARD Ken	Submitter raises issues in relation to the slippery public boat ramp at Parua Bay.	Noted. Staff will refer issue to WDC as structure owner.	The Hearing Panel refers this matter to staff to follow up.
	Trailer boats not being charged to contribute to marine management. E.g. biosecurity fees. They seek that targeted charges should be removed for moorings.	The fees applied for moorings reflect the increased navigation safety and biosecurity risks of leaving a vessel in the water. Trailer boats do not increase this risk and as such are not required to contribute to these fees.	Accept staff recommendation.
BLACKLEY Dave	<b>Speed:</b> Further speed restrictions need to be brought in place for commercial vessels operating within the Bay of Island. Wakes are becoming dangerous to those anchored in the few available bays remaining. Commercial boats are often operating at speeds well in excess of 8 knots within both the shore and other boats at anchor. Wakes travel considerable distances and pose a significant danger to anchored boats.	Noted. Breaches of regulations should be reported via the incident hotline with as much evidence and identifying information as possible.	Accept staff recommendation.
BOI MARITIME PARK (Victoria Froude)	<ol> <li>New 5-knot zone: Submission raises safety concerns regarding speed of vessels and potential conflict with swimmers/snorkelers at Whites Reef, Bay or Islands. They are seeking amendments to the bylaw making the northern side of Maunganui Bay (north of the line of buoys associated with the sunk vessel "The Canterbury") a publicised 5-knot zone. This new 5-knot zone could be combined with publicity about the no-take rules (except for kina and long-spined urchins).</li> <li>Publicity and enforcement of 5-knot zones: The submitter would like to more publicity and enforcement of the five-knot rule and the situations where it applies. They state the rule is broken many times a day throughout the Bay of Islands. Examples include Tapeka Point, the moorings area at Opua-Tapu Point, Deep Water Cove and Maunganui Bay's northern coast, Putahataha and Motuwheteke Islands, Waewaetorea and Urupukapuka channels, and Moturahurahu Island—Hat Island.</li> </ol>	Noted – see Part F for recommendation.	The Hearing Panel adopts option B set out in Part F of this report.
BOI YACHT CLUB (Don Martin)	<b>Support:</b> The Committee at the Bay of Islands Yacht Club overall agreed with everything presented.	Support is noted.	Support is noted.
,	<b>New "No Wake" sign:</b> The only addition was a "No Wake" sign entering the Waitangi River mouth prior to the jetty, where possible. This is an ongoing problem for our sailors, haul out and moorings, where boats may be doing 5-knots but do not lose their wake. It is likely that a similar situation arises at Doves and Opito Bay but I can only speak of our experiences.	Noted, signage will be considered.	Direction from Hearing Panel is to install "No Wake "signage.
BUNDLE Miles	Generally these proposals are eroding the responsibilities of water safety that we grew up with and one fix for all will not stop the idiots amongst us.	Noted, with an increase in the number of people using vessels rules around safety are required to manage this	Submission point is noted.
CARERE Mike	Submitter is a commercial operator in the Bay of Islands. I have been certified by Maritime New Zealand since 1995 and since then have operated 4800+ day trips with tourists travelling between Paihia and the inshore islands of Roberton, Moturua and Urupukapuka etc. We have carried 60,000+ passengers and are keenly aware of risk and safety.  I believe the Navigation Safety Bylaw 2025 addresses some pressing issues in a thoughtful manner and would like to make the following points.  Monitoring and enforcement: In my opinion the dangerous boat handling of high speed vessels in close proximity to others is the most pressing risk to safety. In my 30 seasons of commercial operations it has become obvious that the recreational vessels are bigger, faster and more reckless (not all but enough to make them an increased hazard). Every time a certain large black launch roars past me within metres I can only think and hope that the engineering of his steering system is of a high standard. At 30 knots this particular vessel has the ability to injure within moments. The 'choke point' of Tapeka Point is an ideal place for the NRC officers to film and charge the operators of these vessels. Speeds of 20+ knots within metres of stationary vessels is commonly seen and the tragedy of the Blue Ferry accident is only waiting to be repeated.	Noted.  Breaches of regulations should be reported via the incident hotline with as much evidence and identifying information as possible.	The Hearing Panel accepts that reporting incidents—such as those identified by the submitter—is most appropriately handled via the incident hotline.
COASTGUARD (Jonny Bannister)	<b>Support:</b> Submitter supports most proposed changes and the intent to standardise Bylaws NZ wide as this will simplify requirements for those on the water in different parts of the country.	Support noted	Support is noted.
CROSS Robert	<ol> <li>Fees and monitoring - You can see by my URL I organise sailing holidays for a living and I can tell you this council has the emphasis on the wrong people. You charge local boats an environmental tax and now wish to monitor us when in almost all cases you have our details via our marina or mooring. This neither aligns rules around regions and nor does it look at international best practice. Charge visiting boats a Cruising tax and leave us locals who pay in other ways alone.</li> <li>Numbering vessels: The purpose of numbering vessels is questioned, and it is pointed out that visiting vessels do not need to comply.</li> </ol>	Visiting vessels 500GT or 45m and over are charged to anchor in Northland Waters.     Numbering of vessels is not required under the bylaw, clause 3.16 requires the numbering of jet skis which should be registered with the local agent or council.	Accept staff response. Do not amend Bylaw.

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Submitter	Summary of submission	Staff recommendation	Hearing Panel Decisions and comments
DAWN Alan	Support: Submitter agrees with all proposed changes.	Support noted	The Hearing Panel notes Mr Dawn's support.
DUNLOP Tony	<b>PFD exemption for board sports:</b> I see no need for lifejackets on paddle boards, so long as there is a tether or leash attached.	Noted	Noted. See Part G for more detail on the Hearing Panel's decision on this point.
FAR NORTH RADIO & SEA RESCUE (Annette Hall)	Support: Submitter supports proposed amendments	Support noted	Support Noted.
GAVIN Scott	<b>PFD exemption for board sports</b> : Does not support removing the non-surfing board sports lifejacket exemption. The existing exemption is sensible.	Noted – see Part G for analysis.	Noted. See Part G for more detail on the Hearing Panel's decision on this point.
GOODISON lan	<ul> <li>PFD exemption for board sports:</li> <li>a. A board is an intrinsic floatation device available for the rider/user when tethered by a leg rope, as is a wetsuit when worn.</li> <li>b. Boards are used in a variety of conditions, not all require use of a PFD, mandatory wearing of PFDs would be an irksome imposition.</li> <li>c. Empower users to make their own decisions regarding wearing PFDs for board sports.</li> <li>d. Retain the existing 2017 exemption.</li> </ul>	Noted – see Part G for analysis.	Noted. See Part G for more detail on the Hearing Panel's decision on this point.
HANSEN Stephen	Proposed Changes are sensible and will improve safety.	Support noted.	Support Noted.
HOLT lan	1. Support for Attached Submission: The views expressed by Mark Thomson in the attached submission are fully endorsed.  2. Technical Issues Noted:  a. Download links for feedback forms on the website are not functioning.  b. The online submission page is incompatible with the Safari browser, commonly used on Apple devices.	Technical issues investigated during consultation period and seemed to be functioning correctly. Submission page compatibility referred to communications team for future consideration.	The Hearing Panel refers this matter to staff to inform future consultation.
HUTTON Kathryn	<b>Boat registration:</b> There could be some sort of boat registration and training for boaties. This would provide a way to report them when they speed through anchorages. This does not seem to be policed and is dangerous to other people.	This is outside the scope of the bylaw.	The Hearing Panel recognises the issue raised by the submitter. While this is outside the scope of this Bylaw, the Panel will recommend that Council take this up in its advocacy with Central Government.
JONES Robbie	Speed: Submitter requests 5-knot speed limit within Ruakākā estuary remains in place.	There is currently not a 5-knot speed limit in Ruakākā estuary and as such no proposal to remove it or justification to create one	
KELLY Andrew	Support: Supports amendments except lifejacket proposal	Noted	Support noted.
LEMAN Malcolm	Structure of bylaw: Re-structuring the bylaw to make it easier to understand - Always good.	Support noted	Support Noted – The Hearing Panel supports the format of the Bylaw provided in the Statement of Proposal.
LEVINE Lawrence	PFD exemption for board sports:	See recommendations above.	See Part G for more detail on the Hearing Panel's decision on this point.
LILLEY Robin & Teresa	Submitter seeks:  1. Skipper licensing: licensing of boat operators.  2. Register vessels: Registration of vessel to the licensed operator using trailer Registration. They state that this would, also help with boat and trailer theft.	This is outside the scope of the bylaw.	The Hearing Panel recognises the issue raised by the submitter. While this is outside the scope of this Bylaw, the Panel will recommend that Council take this up in its advocacy with Central Government.
MANGAWHAI HARBOUR RESTORATION SOCIETY (Vern Dark)	<ol> <li>Speed and enforcement: Mangawhai harbour has issues with speeding jet ski's outside designated area. Rules are in place but means of monitoring and enforcement are required.</li> <li>Port Marker: Raises issues regarding maintenance and location of the Mangawhai Harbour entrance port marker.</li> </ol>	<ol> <li>Patrols are conducted in the area during peak periods. Breaches of regulations should be reported via the incident hotline with as much evidence and identifying information as possible.</li> <li>Moving the marker is not viable, this would need to be cut off at the base, however, with shifting sands a section would remain and eventually uncover creating a submerged hazard.</li> </ol>	Accept staff recommendations.
MANGONUI CRUSING CLUB (Douglas Bakke)	<ol> <li>Mooring design: Submitter expresses and interest in any amendments to mooring design specifications. Mangonui Harbour has only moorings to secure vessels long term. Many club members are mooring owners as well as vessel owners.</li> <li>Enforcement: As with other regulatory measures MCC seeks clarity about what, if any, enforcement mechanism is currently in place or proposed for these regulatory changes? Abuse or ignoring of other boating regulations is common practice. The regulations always look good on paper but what is your implementation strategy?</li> </ol>	Any changes to mooring specifications will be communicated to licence holders and mooring contractors.  A period of education will follow adoption of the bylaw. Breaches of regulations should be reported via the incident hotline with as much evidence and identifying information as possible.	Accept staff recommendations.

Submitter	Summary of submission	Staff recommendation	Hearing Panel Decisions and comments
MARSDEN YACHT & BOAT CLUB (Grant Crombie)	<b>Events:</b> The exemption for weekly racing organised by a yacht club should be extended to all yacht club events.	Clause 4.1.2 to be amended to include members only yacht club races.  "Clause 4.1.1 shall not apply to regular weekly yacht races or club member only ad hoc events, administered by:  a. a club affiliated to Yachting New Zealand; or  b. a non-profit organisation involved in sail training or racing.  4.1.3 Participants must ensure that any pilotage operations underway in the area are  unimpeded."  It is important the Harbourmaster is notified to ensure other users can be notified and any safety measures required are taken.	Accept
MERRY Alan	<b>Licensing</b> : Submitter is disappointed there is no requirement for licensing people in charge of boats, as there are in other countries.	This is outside the scope of the bylaw.	That staff and Council advocate for this when the opportunity arises.
MONGELL Lorna & Phillip	<b>Support:</b> Submitters endorse all proposed changes but note that they know little about the Ruakākā and Waipū estuaries and leave that issue to council.	Support noted.	Support noted.
NALDER Grant	Support: Submitter supports proposed changes	Support noted.	Support noted.
NEWELL Alison	Seaplanes – given that these clauses also cover Wing In Ground effect craft (WIGs) that are being actively promoted and developed e.g. Ocean Flyer, there need to be dedicated sealanes/areas for such craft – especially given the narrow navigable channel in Whangārei Harbour (e.g. by Onerahi wharf). NRC needs to identify specific area(s) of the harbour where WIGs are to be allowed to land and take-off away from the navigable channel and separate from other shipping, including sailing vessels and recreational craft. Other harbours may also require identified sea lanes/areas for WIGs e.g. Bay of Islands. The bylaw needs to include clauses around the safe use of WIGs in Northland's harbours and avoid areas popular with recreational vessels, navigable channels, anchorages, mooring areas, etc so that there is no need for other vessels to avoid them when they are landing or taking off. It is also not clear from the bylaw what areas (if any) have already been identified and reserved for seaplanes to take off and land.  Relief sought: add specific maps and clauses identifying where, how and when WIGs (and seaplanes) can land/take off in Northland's harbours, with Whangārei harbour as a priority, to ensure that they do not impede the use of other vessels, including sailing vessels and recreational craft, except in an emergency landing. Clarify which areas are identified for seaplane use.	Noted – WIGs and seaplanes are not common and rarely used in Northland. Should this become necessary an area can be established under clause 4.3.2.  See clause 2.5 for seaplane provisions.	Referred to staff for consideration in future iterations of the bylaw.
OCEANDIVERSITY SEA ADVENTURES (Blair Jones)	<ol> <li>Submitter seeks two additional requirements:</li> <li>Register vessels: to register every powered vessel, and</li> <li>Skipper training: require a minimum of a basic day skippers or even better a boat master course for the skipper of a vessel.</li> </ol>	This is outside the scope of the bylaw.	The Hearing Panel recognises the issue raised by the submitter. While this is outside the scope of this Bylaw, the Panel will recommend that Council take this up in its advocacy with Central Government.
PAYNE James	Submitter requests that we write to him in English (assume this relates to the fact that the mailout started and ended with Te Reo as the remainder is in English).	Noted – feedback provided to communications team	Referred to staff.
SCHOUTEN Peter	<ul> <li>Te Matau a Pohe bridge: Reporting requirements for Te Matau a Pohe bridge:</li> <li>It is still not clear what the stated additional reporting will be or look like. A law change needs to be precise and unambiguous. The current description fails this criteria.</li> <li>Also, if you as Harbour authority can stipulate the safe navigation rules surely you can then also advise the WDC as bridge operator that the internationally accepted method for traffic control is with lights. Red means no and green means go. The current light box is the result of a creative mind in an office that did not have a clue. This apart from the fact that the light box has been out of commission for some time now.</li> <li>I wish to also draw your attention to the fact that you can not reach bridge control on a handheld VHF when in the vicinity of the bridge on the stated channel 18 as the repeater does not pick up the signal. Therefore, also boat to boat traffic is not possible or are any instructions from the bridge controller easily relayed.</li> </ul>	VHF issues have been investigated and raised with WDC and Coastguard.  Meeting held and replacement planned for light box.  A definition will be added for Te Matau a Pohe bridge control - "Te Matau ā Pohe Bridge Control is operated Whangārei District Council and manage marine traffic transiting beneath the bridge. Bridge control can be contacted by:  Telephone: 09 438 7261 or 021 401 752  VHF channel 10 or 18.  Website: https://www.wdc.govt.nz/Services/Roads-and-Transportation/Transportation/Te-Matau-a-Pohebridge"	Accept staff recommendation.
PATUHARAKEKE TE IWI TRUST (Juliane Chetham)	Ruakākā Mataitai: Patuharakeke Te lwi Trust seek a hui with NRC and DOC to discuss how we can continue to protect taonga species such as migratory and other shorebirds in the mātaitai area	Noted – referred to DOC.  This issue has been discussed with NRC Biodiversity and whilst we can advise on biodiversity and the history, we can't give regulatory advice. The RMA would not be a viable regulatory tool for this purpose.	Staff response noted.

Navigation Safety Bylaw – Issues and Options report 2025

26 August 2025

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Submitter	Summary of submission	Staff recommendation	Hearing Panel Decisions and comments
SMITH Mike	PFDs for board sports: Seeks amendments that provide for a 'board' that is appropriately tethered to you is considered a flotation device and therefore a PFD is not required. Eg a leg rope on a paddleboard. Submitter does not support amendment that only exempts exempt wind powered and surfing board sports while physically involved in riding breaking waves towards shore. Submitter seeks that	Noted – see Part G for analysis.	See Part G .

Council Meeting ITEM: 7.1

26 August 2025 Attachment 1

P 0800 002 004E info@nrc.govt.nz

**W** www.nrc.govt.nz





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## Whakarānonototanga | Siimmarv

#### Whakarāpopototanga | Summary

This summary is not part of the Bylaw but explains its general effects.

The purpose of this Bylaw is to regulate maritime safety and minimise the risk of fatalities, injuries, nuisance, accidents, collisions and damage on Northland's navigable waters.

The Bylaw seeks to achieve this by specifying general responsibilities about:

- a. the carriage and wearing of personal floatation devices on recreational vessels;
- b. how to undertake certain activities;
- c. the use of restricted areas, access lanes, prohibited and restricted anchorages, and reserved areas;
- d. conduct near large vessels;
- e. ensuring vessels are seaworthy, identifiable and have appropriate equipment;
- f. the need to obtain a licence for and maintain moorings; and
- g. operating a large vessel.

This Bylaw is part of a wider maritime legislative framework, the rules set out to supplement and work alongside national rules providing for region-specific considerations. They do not negate any national rule and should be read in conjunction with the Maritime Rules and Maritime Transport Act 1994.

Northland has an extensive network of waterways, including harbours, inlets and estuaries which are diverse and unique. This Bylaw enables these areas to be addressed in a way that provides for their specific conditions and the demands placed on these areas by users.

**Map of Northland** 



Bylaw 2025

# 1 Nnā whakaritonna whakataki | Proliminary nrovicionc

#### 1 Ngā whakaritenga whakataki | Preliminary provisions

#### 1.1 Title and commencement

- 1.1.1 This Bylaw is the Northland Regional Council Navigation Safety Bylaw 2025.
- 1.1.2 This Bylaw comes into force on <dateTBC>.

#### 1.2 Areas within which this bylaw applies

- 1.2.1 This Bylaw applies to the waters in estuaries, inlets, harbours and along the Northland coast between the following boundaries:
- a. the outer boundary being 12 nautical miles from the shore; and
- b. the inner boundary being the line of mean high water springs, except where the line crosses a river, in which case the inner boundary is deemed to be the landward boundary of the Coastal Marine Area as defined in the Regional Plan for Northland.

#### 1.3 Related information

1.3.1 Related information shown in boxes does not form part of this Bylaw and may be inserted, changed or removed without any formality

#### 1.4 Definition of terms

1.4.1 Unless the context requires another meaning, a term or expression that is defined in the Maritime Transport Act 1994 or Maritime Rule and used in this Bylaw, but not defined, has the meaning given by the Act or Maritime Rule.

Access lane - an area designated as an access lane in Schedule 2 of this bylaw.

Accident - the same meaning as in Section 2 in the Act.

Act - the Maritime Transport Act 1994.

#### Aid to Navigation includes:

- a. any lightship and any floating or other light exhibited for the guidance of ships;
- b. any description of fog signal not carried on a vessel;
- c. all marks and signs in aid of marine navigation;
- d. any electronic, radio or other aid of marine navigation not carried on board any ship.

**Aircraft** - the same meaning as in the Civil Aviation Act 1990; any machine that can derive support in the atmosphere from the reactions of the air otherwise than by the reactions of the air against the surface of the earth.

**Anchorage** (in relation to vessels) - a place (enclosed or otherwise) normally used for the anchoring of vessels to the bed of the waterway, whether the place is reserved for such purposes or not.

**Anchoring** - the temporary securing of a vessel to the bed of the waterway by means of an anchor, cable or other device, that is normally removed with the vessel when it leaves the site or anchorage.

**Beacon** - a light or mark rigidly attached to the seabed or ground set up in a prominent position as an Aid to Navigation or a warning to vessels.

**Board sports** - any board sport, including windsurfing, sailboarding, kiteboarding, stand-up paddleboarding, knee boarding, body boarding and surfing where the means of propulsion is by wind, waves, other natural forces or paddle, and where no mechanical means of propulsion is used.

- a. **Surfing Board Sports** includes surfers, stand-up paddleboarding, knee boarding and body boarding
- b. Foil Board any board fitted with a hydrofoil.
- c. Wind powered board sports any wind powered board sport, including windsurfing, sailboarding, kiteboarding, or other wind powered means of propulsion for a board.

**Board - Power driven -** a board powered for instance by electric propulsion. For the purposes of this Bylaw this is a power-driven vessel.

**Buoy** - a float secured to the seabed serving as an Aid to Navigation or location mark, or to indicate reefs, other hazards or a mooring.

#### Buoyancy Aid -

- a. a buoyancy aid as defined in NZ Standard 5823:1989 or NZ Standard 5823:2001 or NZS 5823:2005; or
- b. a buoyancy aid that the Director is satisfied substantially complies with the standard prescribed in paragraph (a) and that provides a minimum of 53 newtons of buoyancy.

**Coastal Marine Area** - the foreshore, seabed, and coastal water, and the airspace above the water:

- a. of which the seaward boundary is the outer limits of the territorial sea;
- b. of which the landward boundary is the line of mean high water springs, except that where that line crosses a river, the landward boundary at that point shall be whichever is the lesser of:

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- i. one kilometre upstream from the mouth of the river; or
- ii. the point upstream that is calculated by multiplying the width of the river mouth by five.

Commercial vessel - a vessel that is not:

- a. a pleasure craft; or
- b. solely powered manually; or
- c. solely powered by sail.

**Council** - Northland Regional Council or any person delegated or authorised to act on its behalf.

Craft - the same meaning as ship or vessel.

**Crew** - the persons employed or engaged in any capacity on board a vessel, but does not include the master, a pilot, or a person temporarily employed on the vessel while in port.

**Director** means the person who is for the time being the Director of Maritime New Zealand under Section 439 of the Act.

**Diver** - includes persons diving from shore and/or from a vessel, including a scuba diver, snorkeller, freediver, spearfisher.

**Emergency response craft** - any vessel approved by the Harbourmaster for use in emergency response and includes Police, Customs, Coastguard, Harbourmaster, Surf Lifesaving NZ, naval and port company vessels.

**Enforcement Officer** - a person appointed as an Enforcement Officer under Section 33G(a) of the Act.

**Explosive** - any substance or mixture or combination of substances which in its normal state is capable either of decomposition at such rapid rate as to result in an explosion or produce a pyrotechnic effect. Substances included within this definition are detailed in the Hazardous Substances and New Organisms Act 1996.

**Flag A** - Flag A of the International Code of Signals (the divers' flag), a burgee (swallow-tailed) flag coloured in white and blue, or a rigid replica, with white to the mast. A flag exhibited on a vessel must be not less than 600mm by 600mm and must be able to be identified clearly by other vessels.

**Flag B** - Flag B of the International Code of Signals, a burgee (swallow tailed) flag coloured in red, or a rigid replica, of not less than 600mm by 600mm.

**Flagged area** that area of beach which may be marked by red and yellow flags from time to time and extending to 200 metres from the actual water's edge for the purposes of swimming.

**Foreshore** - any land covered and uncovered by the flow and ebb of the tide at mean high water springs and, in relation to any such land that forms part of the bed of a river but does not include any area that is not part of the Coastal Marine Area.

**Gross tonnage** - the gross tonnage of a ship determined under Maritime Rule 48.6 or the tonnage measurement rules contained in Annex 1 of the International Convention on Tonnage Measurements of Ships 1969, as the case may be.

**Harbourmaster** - the same meaning as in Section 2 of the Act; in relation to a port, a harbour, or other waters in a region. Any person appointed as a Harbourmaster of that port or harbour, or those waters, under Part 3A. The Northland Regional Harbourmaster is appointed to ensure maritime safety at any port, harbour, or waters in the Northland Region. For the purposes of this Bylaw, this also means someone acting on behalf of the Northland Regional Harbourmaster.

Hazardous goods - any substance that is an actual or potential cause or source of harm.

Honorary Enforcement Officer - the same meaning as in Section 33G of the Act.

**Hot Work** - includes activities such as grinding, welding, thermal or oxygen cutting or heating, and other related heat or spark producing operations.

**Immobilisation** - when a vessel's engine is deliberately disabled for a period of time due to repairs.

Impede the passage - to cause a vessel, whether by action or inaction on the part of another vessel, to alter course, alter speed or stop, or to prepare to do so when it would have otherwise not done so.

**Incident** - any occurrence, other than an accident that is associated with the operation of a vessel, that affects or could affect the safety of the operation.

**Length overall** means the length of the ship measured from the foreside of the head of the stem to the aftermost part of the transom or stern of the ship. Length overall:

- a. does not include fittings (such as beltings, bowsprits, platforms, gantries, trim tabs, jet and outboard drive units) that project beyond these terminal points; and
- b. includes structures (such as bulbous bows, deckhouses, free flooding bait tanks and buoyancy tubing) that project beyond these terminal points.

Maritime Rules - a rule made pursuant to Part 4 of the Act.

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1 Nnā whakaritanna whakataki I Draliminary nrovicione

**Master** - any person having command or charge of a vessel, but does not include a pilot who is piloting the vessel.

Means of communication - a manual or electronic way to attract attention from a land based or seaborne person

#### Moor:

- a. the securing of any vessel to a structure;
- b. the securing of any vessel to a mooring.

#### Mooring:

- a. any weight, pile or article placed in or on the foreshore or the bed of a waterway for the purpose of permanently securing a vessel, raft, aircraft, or floating structure; and
- b. pile or swing moorings, including any wire, rope, chain, buoy, or other device attached or connected to the pile or weight; but
- c. for the purposes of this Bylaw, does not include an anchor that is normally removed with the vessel, raft, aircraft, or floating structure when it leaves the site or anchorage.

**Mooring area** means the area from time to time designated by council as a mooring management area under the Resource Management Act 1991 where vessel moorings may be placed, but does not include an anchorage.

**Mooring tackle** - all the physical components of a mooring, including the block, weight, chains, lines, and buoys that make up the mooring system, and in the case of pile moorings, includes the pile.

**Nautical chart** - a special-purpose map, or a specifically compiled database from which such a map is derived, that is issued officially by, or on the authority of, the relevant government institution and is designed to meet the requirements of marine navigation.

**Navigable waters** - any waters, whether coastal or inland, which are able to be navigated, and includes harbours.

**Navigate** - the act or process of managing or directing the course of a vessel on, through, over, or under the water.

**Obstruction** - an object, equipment, structure, vessel or person, positioned, whether in the water or not, so as to restrict or prevent navigation of a vessel or cause a hazard to people on a vessel, or in the water.

Oil - petroleum in any form including crude oil, fuel oil, sludge and oil refuse, and includes spirit produced from oil and oil mixed with water and refined products (within the meaning of Section 222 of the Act).

Owner - the same meaning as in Section 2 of the Act.

Paddle craft - a vessel powered only by use of a single or double bladed paddle as a means of propulsion without the aid of a fulcrum provided by rowlocks, thole pins, crutches or like arrangements. A paddle craft includes a kayak, canoe, stand-up paddleboard, waka, dragon boat and other such craft.

**Personal flotation device** - any certified buoyancy aid that is designed to be worn on the body that meets:

- a. a Standard in NZS 5823:2005 Specification for buoyancy aids and marine safety harnesses and lines applicable to such buoyancy aids;
- b. a national or international standard that the Director is satisfied substantially complies with a standard in NZS 5823:2005 Specification for buoyancy aids and marine safety harnesses and lines applicable to such buoyancy aids.

#### Person in charge of a vessel:

- a. the master or skipper or kaihautū of the vessel;
- b. in the absence of an identified master or skipper, the owner of the vessel that is on board or the person steering the vessel;
- c. in case of a child under the age of 15 years, the person in charge will be the parent or guardian of the child.

**Personal water craft** - the same meaning as in section 33B of the Act. These craft are commonly known as jet skis.

**Pilot** (in relation to any vessel - any person not being the master or a member of the crew of the vessel who has the conduct of the vessel.

Power-driven vessel - any vessel propelled by machinery.

Proper speed - speed through the water.

Public Notice - a notice published:

- a. in the Gazette; or
- b. in one or more newspapers circulating in the area to which the act, matter, or thing relates or in which it arises; or
- c. on an internet site that is administered by or on behalf of the person who must or may publish the notice, and that is publicly available as far as practicable and free of charge.

**Raft** - an inflatable vessel manoeuvred by oars or paddles (or a combination thereof), but does not include inflatable kayaks, sledges or tubes.

**Recreational craft** - the same meaning as defined in the Maritime Rules Part 91 and as *pleasure craft* as defined in the Act.

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Section 2 of the Act states:

Pleasure craft -

- a. means a ship that is not offered or used for hire or reward, and is used exclusively for
  - i. the owner(s) pleasure or as the owner(s) residence; or
  - ii. recreational purposes by -
    - A. the members of a club that owns the ship;
    - B. the beneficiaries of a trust that owns the ship;
    - C. the members of an incorporated society that owns the ship; but
- b. excludes a ship that is
  - i. provided for transport, sport or recreation by, or on behalf of, an institution, hotel, motel, place of entertainment, or establishment or business;
  - ii. used on a voyage for pleasure if the ship is normally used, or intended to be normally used, as a fishing ship or for the carriage of passengers or cargo for hire or reward;
  - iii. operated or provided by -
    - A. a club, incorporated society, or trust for non-recreational purposes; or
    - B. a business.

Maritime Rules Part 91 states:

Recreational craft means a vessel that is

- a. a pleasure craft; or
- b. solely powered manually; or
- c. solely powered by sail.

Region - the Northland Region as constituted under the Local Government Act 1974.

**Reserved area** - any area reserved for a specified navigation safety purpose under this Bylaw.

**Reward** - the payment, to, or for, the benefit of the owner or master of a vessel, of a contribution towards the expenses of a voyage by or on behalf of persons; but does not include payment of any contributions by part owners of the vessel or by persons engaged as bona fide crew members.

**Seaplane** - a flying boat, or any other aircraft designed to manoeuvre on the water, and under Maritime Rule 22 is deemed to be a vessel when operating on the water.

**Seaworthiness** (in relation to any vessel) - being, in the opinion of the Harbourmaster, in a fit condition of readiness to safely undertake a voyage.

Shore (when referring to distance from shore) - the water's edge.

**Speed** - speed over the ground.

**Speed uplifting** - an authorisation by the Harbourmaster to increase, change or otherwise alter, the speed provision under this Bylaw.

#### Structure:

- a. any building, equipment, device, or other facility made by people and which is fixed to land or seabed; and
- b. includes slipways, jetties, wharfs, marine farms, and other objects, whether or not these are above or below the waterline of the foreshore; but
- c. does not include Aids to Navigation;
- d. does not include swing or pile moorings.

**Sunrise/sunset** - the same meaning as stated in the New Zealand Nautical Almanac, NZ204.

**Support vessel** - any vessel used for coaching, marshalling and rescue attendance for a sporting event, training activity, regatta, competition, ceremonial, or other authorised customary event.

Surfing zone means an area of water lying between the shore and open water, where waves advancing toward the shore are breaking due to wave shoaling, to form rideable waves, and includes—

- a. <u>any body of salt or fresh water where wind or swell waves exist with sufficient magnitude to produce rideable waves;</u>
- b. out back;
- c. transit zone,

but does not include:

- i. river waves or any area where waves are formed by flowing water such as standing waves, tidal bores or upstream waves;
- ii. <u>areas of open water where a SUP surfer may paddle an extended distance to reach</u> the breaking waves or out back

Tanker - any vessel which:

Naā whakaritanaa whakataki | Draliminary nrovisions

- a. is specially constructed, or has a compartment or compartments specially constructed, for the carriage in bulk of oil products of any class;
- b. and either:
  - i. has on board, or is about to take on board, a cargo the whole or any part of which consists of oil products in bulk; or
  - ii. has discharged any cargo consisting of any such oil products in bulk, but the holds, tanks and compartment of which have not been rendered or certified gas-free, and includes any tanker designed for carriage of bulk liquid harmful substances.

Te Matau ā Pohe Bridge Control is operated Whangarei District Council and manage marine traffic transiting beneath the bridge. Bridge control can be contacted by:

<u>Telephone: 09 438 7261 or 021 401 752</u> <u>VHF channel 10 or 18.</u>

#### <u>Website:</u>

https://www.wdc.govt.nz/Services/Roads-and-Transportation/Transportation/Te-Matau-a-Pohebridge

**Tether** - a tether, leash, rope or similar that secures the operator to a board.

**Towing a person** (for purpose of this Bylaw) - the towing of a person behind a vessel using, for example, water skis, sea biscuit, wake board or similar.

Underway - that a vessel is not at anchor, or made fast to the shore, or aground.

**Vessel** - every description of boat or craft used in navigation on the water, whether or not it has any means of propulsion, and includes:

- a. barge, lighter, or other like vessel;
- b. hovercraft or other thing deriving full or partial support in the atmosphere from the reaction of air against the surface of the water over which it operates;
- c. submarine or other submersible;
- d. seaplane while on the surface of the water;
- e. personal watercraft (jet ski);
- f. raft;
- g. paddle craft; or
- h. any board used for board sports; and
- i. includes pleasure craft and recreational craft.

Warship - the same meaning as in section 2 of the Act.

Waterskiing - being towed barefoot, or on an object of any kind, other than a vessel.

Whangārei Harbour Radio facilitates commercial marine operations throughout the harbour and is staffed 24 hours a day 365 days a year. The station is operated by Northport and can be contacted by marine VHF on channel 11. Telephone: 09 432 5018

Email: portservices@northport.co.nz

Bylaw 2025

# Naj tako whanii | Gonoral mattore

#### 2 Ngā take whānui | General matters

#### 2.1 Carriage and wearing of personal flotation devices on recreational craft

- 2.1.1 Wearing of personal flotation devices in time of heightened risk:
- a. A person in charge of a recreational craft must not use it in circumstances where tides, river flows, visibility, rough seas, adverse weather, crossing a bar, in emergencies, or other situations that may cause danger or a risk to the safety of persons on board, unless every person on board is wearing a properly secured personal flotation device of an appropriate size for that person.
- 2.1.2 Carriage of personal flotation devices:
- a. A person in charge of a recreational craft must not use the recreational craft unless there are sufficient personal flotation devices for each person on board at all times that the recreational craft is in use.
- b. Personal flotation devices must be:
  - i. in a readily accessible location on board the recreational craft;
  - ii. of an appropriate size for each person on board.
- 2.1.3 Wearing of properly secured personal flotation devices:
- a. Every person on board a recreational craft of six metres or less in length overall when underway, must wear a properly secured personal flotation device of an appropriate size for that person at all times.
- 2.1.4 The compulsory carriage and wearing of personal flotation devices (clauses 2.1.2 and 2.1.3) do not apply to:
- a. a person participating in any wind powered board sports, provided a wetsuit is worn;
- b. a person participating in any surfing board sports while involved in the act of riding breaking waves toward the shore in a surfing zone, where the board is propelled by the slope of the advancing wave, and includes activities directly related to riding waves such as:
  - i. paddling through the transit zone;
  - ii. waiting or resting out back;
  - iii. attempting to catch waves;
  - iv. returning to a position to catch waves, or out back
  - provided they are attached to the surfboard by means of a board leash that is fit for purpose and suitable for the circumstances.;
- c. a person participating in stand-up paddleboarding within 200m of shore, provided they are attached to the stand-up paddleboard by means of a board leash that is fit for purpose and suitable for the circumstances:

- d. a diver on a recreational craft of six metres or less in length overall that is used for recreational diving within five miles of shore, if a full body wetsuit is worn at all times;
- e. a person training for, or participating in, a sporting event, if the training or the event is supervised in accordance with the safety system of an organisation approved by the Director. (Explanatory note: The Director may approve a sporting organisation if that organisation has in place a safety system that the Director is satisfied provides an equivalent level of safety to the carriage or wearing of personal flotation devices.)
- f. except in a times of heightened risk outlined in clause 2.1.1a; a person participating in a sporting event, training activity, ceremonial or other authorised customary event if:
  - a support vessel that is capable of providing adequate assistance in the event of an emergency remains in the immediate vicinity of the recreational craft and the recreational craft, or support vessel, or both, carry personal flotation devices or buoyancy aids of an appropriate size for each person on board the recreational craft; or
  - ii. the Harbourmaster has granted prior written exemption for a specified period if they are satisfied that adequate safety precautions are made for rescuing any person participating in the event or activity.
- 2.1.5 Wearing of personal flotation devices by persons being towed:
- a. The person in charge of the recreational craft and any person being towed are both responsible for ensuring that the person being towed wears a properly secured personal flotation device of an appropriate size for that person.

## Bylaw 2025

#### 2.2 Person in charge of the vessel

- 2.2.1 A person in charge of the vessel must be nominated.
- a. The person in charge of a vessel is responsible for the safety and wellbeing of every person on board and for the safe operation of the vessel, including the carriage and wearing of personal flotation devices by persons on board the vessel, and anyone being towed.
- b. The person in charge of a vessel must not cause or permit any act to be done in a manner which causes any unnecessary danger or risk to any other vessel or person in the water, irrespective of whether or not any injury or damage occurs.

#### 2.3 Use of vessel engine around wharves, ramps

- 2.3.1 No person shall operate the propulsion system of a vessel while it is lying at any wharf, or while it is loading or unloading at any ramp, in such a way that it may damage any property, scour the bed of the waterway, or injure any person. However, this Bylaw does not preclude the use of the propulsion system for the safe berthing or un-berthing of any vessel at a wharf.
- 2.3.2 The master of any commercial vessel shall:
- a. ensure that the vessel's moorings are checked prior to, and tended during, the testing of its propulsion system while that vessel is lying at any wharf; and
- b. warn all persons or vessels in the immediate vicinity of that vessel that the engines are being tested.

#### 2.4 Vessels to be seaworthy

- 2.4.1 The person in charge of a vessel anchored or moored in any navigable waters must keep the vessel in a seaworthy condition at all times, unless the Harbourmaster has given prior written approval for it to be anchored or moored in a condition which is not seaworthy.
- 2.4.2 Except in an emergency or following an accident or incident, a person must not operate a vessel that is unseaworthy, except to comply with the directions of the Harbourmaster to move the vessel to an alternative location.
- 2.4.3 In an emergency, or following an accident or incident that renders the vessel unseaworthy, the person in charge of the vessel must not move the vessel except:
- a. to clear a main navigation channel, or to prevent further damage, or to position the vessel in a safe mooring or anchorage; or
- b. in accordance with the directions from the Director, the Harbourmaster or anyone exercising their statutory powers under the Act.
- 2.4.4 If a vessel is not seaworthy or has the potential to cause a hazard to navigation, the Harbourmaster may give a direction to the person in charge of the vessel to move the vessel to an alternative location or remove it from navigable waters within a reasonable time.
- 2.4.5 If the person in charge of the vessel fails to comply with the direction of the Harbourmaster, or if the owner or person in charge of the vessel cannot be located, the Harbourmaster may move that vessel to a position where it is no longer a hazard or remove it from the water and dispose of it.

2.4.6 Costs incurred will be recovered from the owner of the vessel as a debt due to council. The owner and master are jointly and severally responsible for ensuring the direction is complied with.

#### 2.5 Seaplanes

- 2.5.1 No person navigating a vessel shall impede a seaplane in the process of landing or taking off.
- 2.5.2 No person shall take off, land, or attempt to take off or land, any seaplane or other aircraft, except in an emergency, in any area other than areas reserved for that purpose, without the prior written permission of the Harbourmaster. Written application must be received by the Harbourmaster not less than 48 hours before the proposed landing or take off.

#### 2.6 Vessels to be adequately moored

- 2.6.1 No person shall anchor or moor a vessel in any navigable water in such a manner that it may break free, drag anchor or cause a navigational safety hazard.
- 2.6.2 No person shall cause a navigational hazard by cutting, breaking, destroying or releasing:
- a. the mooring or anchor of any vessel; or
- b. the fastening securing any vessel lying in a dock or at or near a wharf or landing place.
- 2.6.3 The owner or master of a vessel berthed at a wharf, or at anchor, must ensure that it is securely moored at all times and, if required by the Harbourmaster, maintain a person on board to keep watch.
- a. A proper look-out is not required at all times at anchor. However, at times a proper lookout will be required at anchor, such as when the prevailing circumstances and conditions indicate a risk to vessels or people.
- b. As stipulated in the Maritime NZ Watch Keeping Position Statement issued February 2024; generally accepted standards of seamanship will always apply, even if a continuous watch is not required. The master is responsible for ensuring an adequate watch is kept that is appropriate for the conditions, such as intermittent checks and the use of anchor alarms.

#### 2.7 Prohibited and restricted anchorages

2.7.1 Except in emergencies, no person may anchor or moor any vessel within any prohibited anchorage as per Schedule 2 of this Bylaw.

- 2.7.2 No person shall anchor a vessel so as to:
- a. obstruct the passage of other vessels or obstruct the approach to any commercial wharf, pier, jetty, mooring or anchorage; or
- b. create a hazard to other vessels moored or at anchor; or
- c. create a safety hazard for other vessels, swimmers or water users.
- 2.7.3 The prohibited and restricted areas to which this bylaw applies are those prescribed in Schedule 2 (Location-specific information).
- 2.7.4 No person shall enter, anchor, or moor any vessel in the prohibited areas listed in Schedule 2 (Location-specific information) without the prior permission of Whangārei Harbour Radio or the Harbourmaster.

#### 2.8 Obstructions

- 2.8.1 No person shall obstruct the navigation of any waterway or the access to any wharf, landing place, boat ramp, slipway, navigation channel, mooring or anchorage, without the prior written authorisation of the Harbourmaster.
- 2.8.2 No person shall place any obstruction, including any vessel or fishing apparatus, in any waterway that is liable to:
- a. restrict navigation; or
- b. cause, or have potential to cause, injury or death to any person; or
- c. cause damage to any vessel or any property.
- 2.8.3 No person shall leave equipment, stabilisers, booms, cranes, davits or other equipment extending over the side of a vessel so as to cause a hazard to any other vessel.
- 2.8.4 Within Whangārei Harbour, the person in charge of a vessel must not anchor, stop, engage in fishing or lay fishing equipment within any part of the navigation channel marked by buoys and beacons when a vessel 500 gross tonnage and over is moving within the harbour.
- 2.8.5 Within the Bay of Islands Harbour, the person in charge of a vessel must not anchor within any sector of the Waitangi Sector light, from the 10 metre depth contour line adjacent to Hermione Rock, out to three nautical miles from Tapeka Point towards Ninepin Island when a vessel 500 gross tonnage and over is moving within the harbour that is either approaching to pick up a pilot, approaching to drop anchor, or picking up anchor to depart the harbour. An image showing the Waitangi sector light is in Schedule 2 (Prohibited Anchorages).

### 2.9 Discharge into bylaw waters

2.9.1 It is an offence to discharge, drop, or allow to be discharged or dropped, into the bylaw waters, any cargo or any other thing from any vessel, structure or from the land anywhere, that would, or may, constitute a danger to navigation or safety.

### 2.10 Notification of collisions or accidents

- 2.10.1 The owner and/or person in charge of a vessel that has been involved in a collision or accident must report the details of such, where:
- a. the collision or accident has caused damage to another vessel, an Aid to Navigation, or any structure, or property;
- b. a vessel has been sunk or grounded or become stranded in navigable waters;
- c. by reason of accident, fire, defect or otherwise, the vessel cannot be safely operated; or d. any person has been injured.
- 2.10.2 The details of the collision or accident must be:
- a. given verbally as soon as possible to the Director and to the Harbourmaster, but within 24 hours;
- b. reported as soon as practicable in writing and sent by mail or by email to the Director and to the Harbourmaster, but within 48 hours.
- 2.10.3 The notification requirements in this clause do not change or replace the notification requirements stipulated under Section 31 of the Act.

### 2.11 Aids to Navigation

- 2.11.1 No person shall secure their vessel to any Aid to Navigation without the prior authorisation of the Harbourmaster.
- 2.11.2 No person shall damage, remove, deface or otherwise interfere with any Aid to Navigation or signage erected by, or duly authorised by, the Harbourmaster as an Aid to Navigation, or warning.
- 2.11.3 No person shall erect, maintain or display any Aid to Navigation or other device which may be used or mistaken as a recognised Aid to Navigation without the written permission of the Harbourmaster and Director of Maritime New Zealand.

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### 2.12 Sound and light signals

- 2.12.1 No person shall fit or use any flashing lights, sirens or other sound or light signals not prescribed in a maritime rule for that vessel, without the written permission of the Harbourmaster.
- 2.12.2 The use of blue flashing lights and/or sirens is restricted to Police, Customs and Harbourmaster, or other enforcement vessels authorised by the Harbourmaster.
- 2.12.3 The use of purple flashing lights is for the use of an emergency response craft, authorised by the Harbourmaster, to identify itself to a vessel, aircraft or other emergency response craft involved in a response.
- 2.12.4 The person in charge of a vessel authorised to use purple flashing lights by the Harbourmaster shall only display them when:
- a. the use is required to assist the location of a vessel or person in need of assistance; or
- b. the use is required to assist the identification of the vessel to an aircraft involved in an incident.

The purple flashing lights imply no status or privilege to that vessel. The lights shall only be used by an emergency response craft that has been tasked to assist with an emergency.

- 2.12.5 No person may blow or sound, or cause to be blown or sounded, the whistle, siren or horn of a vessel, within any harbour area, except as a navigation safety signal. However, nothing in this Bylaw precludes the testing of such a whistle, siren or horn before the vessel leaves any wharf or for maintenance purposes.
- 2.12.6 The person in charge of a vessel must ensure it exhibits the lights and shapes in accordance with Section 2 of Maritime Rule part 22: Collision Prevention.

### 2.13 Flagged areas on beaches

- 2.13.1 A person must be authorised by Surf Lifesaving NZ to place patrol flags on a beach for the purpose of swimming and body boarding and use of surf lifesaving vessels only.
- 2.13.2 No person may carry out any activity other than the activities for which the area has been flagged.

### 2.14 Requirement to provide name and address

2.14.1 A Harbourmaster or Enforcement Officer may require any person suspected of an offence against this Bylaw to give their legal name, address and contact details.

# 3 Nnä ritanna whakahaara | Onaratinn ranıiramanta

### 3 Ngā ritenga whakahaere | Operating requirements

### 3.1 Minimum age for operating powered vessels

- 3.1.1 The owner of a power-driven vessel that is capable of a proper speed exceeding 10 knots must not allow any person who is under the age of 15 years to be in charge of or propel or navigate that vessel, unless they are under the direct supervision of a person over the age of 15 years who is within immediate reach of the controls.
- 3.1.2 Clauses 3.1.1 does not apply in respect of any person who has a written exemption from the Harbourmaster issued in accordance with a navigation bylaw or by the Director under Maritime Rule 91.5 (4).
- 3.1.3 The Harbourmaster may issue an exemption in accordance with this bylaw that is valid for any specified place, or places, to a person under the age of 15 years for transport, training, competitions or other sporting events, if the Harbourmaster considers that the person:
- a. is competent to propel or navigate a power driven vessel at a proper speed exceeding 10 knots; and
- b. is aware of relevant navigation safety rules and navigation bylaws; and
- c. will be under adequate supervision during the proposed activity or activities.

### 3.2 Speed of vessels

- 3.2.1 No person shall, without reasonable excuse, propel or navigate a vessel (including a vessel towing a person or an object) at a speed exceeding five knots:
- a. within 50 metres of any other vessel, raft, or person in the water; or
- b. within either 200 metres of the shore or of any structure, or on the inshore side of any row of buoys demarcating that distance from the shore or structure; or
- c. within 200 metres of any vessel or raft that is flying Flag A of the International Code of Signals (divers' flag).
- 3.2.2 No person shall propel or navigate a powered vessel at a speed exceeding five knots while any person has any portion of his or her body extending over the fore-part, bow, or side of that vessel.
- 3.2.3 Clause 3.2.1 (a) stipulating <u>no person shall propel or navigate a vessel</u> at a speed exceeding five knots within 50 metres of any other vessel, raft, or person in the water, shall not apply to:
- a. the person in charge of a vessel 500 gross tonnage or over, if the vessel cannot be safely navigated in compliance with this clause; or

- b. the person in charge of a vessel powered by sail in relation to any other vessel powered by sail, while the vessels are participating in a yacht race or training administered by:
  - i. a club affiliated to Yachting New Zealand; or
  - ii. a non-profit organisation involved in sail training or racing; or
- c. <u>the person in charge</u> of a vessel training for or participating in surf lifesaving, competitive rowing or paddling; or
- d. the person in charge of a tug, pilot vessel, Harbourmaster vessel, emergency response vessel or Police vessel, if the vessel's duties cannot be performed in compliance with this clause; or
- e. the person in charge of a vessel operating in accordance with a speed uplifting established under:
  - i. Schedule 2 (Location-specific information) of this Bylaw; or
  - ii. clauses 3.4, 3.8, 4.2 or 4.3 of this Bylaw; or
- f. a person participating in any board sport, carried out with due regard for the safety of other water users, and in accordance with the accepted safe practices of the individual sport.
  - i. No person participating in wind powered or foil board sports may exceed five knots within 50 metres of any person not participating in wind powered or foil board sports.
- 3.2.4 Clause 3.2.1 (b) stipulating no person shall propel or navigate a vessel at a speed exceeding five knots within 200 metres of the shore or of any structure, or the inshore side of any row of buoys demarcating that distance from the shore or structure, shall not apply to:

- a. the person in charge of a vessel operating in an access lane or a reserved area for the purpose for which the access lane or reserved area was declared;
- b. the person in charge of a vessel operating in accordance with a speed uplifting established under:
  - i. Schedule 2 (Location-specific information) of this Bylaw;
  - ii. clauses 3.4, 3.8, 4.2 or 4.3 of this Bylaw;
- c. the person in charge of a vessel 500 gross tonnage or over, if the vessel cannot be safely navigated in compliance with this clause; or
- d. the person in charge of a vessel training for or participating in surf lifesaving, competitive rowing or paddling; or
- e. <u>the person in charge</u> of a tug, pilot vessel, Harbourmaster vessel, emergency response vessel or Police vessel, when the vessel's duties cannot be performed in compliance with this clause:
- f. a person participating in any board sport carried out with due regard for the safety of other water users, and in accordance with the accepted safe practices of the individual sport.

### 3.3 Means of communication

- 3.3.1 The person in charge of a vessel must ensure that at least two appropriate means of communication <u>are on board</u> the vessel that:
- a. <u>are suitable to provide</u> the ability to communicate with land based and/or seaborne parties from any point within the area the vessel will be operated; and
- b. in the case of a vessel 6 metres or less in length, at least one form must be able to be operated following submersion in sea water; and
- c. have sufficient coverage and power to operate for the actual duration of the voyage. Clause 3.3.1 shall not apply to a person participating in <u>any surfing board sports</u>.

### Related information about means of communication

There are many different forms of communication depending on whether you are offshore, close to shore or in sight of other boaties. A decision by boaties as to which types of equipment to use will depend on the nature of the activity undertaken, and the area where the boating takes place.

This could take the form of anything from voice, cell phone, emergency locator beacons (EPIRBS and PLBs) to VHF radios, flares, lights or whistles.

There are also low-tech ways of getting attention. You can use or do any of the following:

- a horn to make noise
- a torch to wave, flash or signal SOS
- a red flag
- your arms raising and lowering your arms is recognised internationally as a distress signal

### **Examples**

- A kayaker paddling near the shore may use their voice and a mobile phone in a floating dry case.
- A paddleboarder on a river estuary may use their voice, whistle and/or wave their paddle.
- A vessel traveling over a 1nm offshore may use a VHF and an EPIRB.

### 3.4 Speed uplifting areas

3.4.1 As prescribed in Schedule 2, council designates specified areas in some harbours as speed uplifting areas, where vessels are exempted from complying with the five knots speed restriction under clauses 3.2.1 (a) and 3.2.1 (b). Skippers of vessels may exercise the privilege of the speed exemption subject to strict compliance with the requirements of clause 3.5.

### 3.5 Conduct in speed uplifting areas

- 3.5.1 Before choosing to exceed five knots in a speed uplifting area, skippers of vessels shall carefully assess the conditions and take into consideration the safety of persons on their vessel and the safety of all other persons and vessels in the area.
- 3.5.2 No person within a speed uplifting area shall proceed in a manner that is dangerous in relation to any other vessel or other person.
- 3.5.3 No person shall propel, navigate, manoeuvre a vessel, or tow a person in a speed uplifting area for the purpose for which it has been designated, except on that side of the area that lies to the starboard (right) side of the vessel. If circuiting the area, such vessels must be moving in an anti-clockwise direction by keeping to the starboard (right) side of the area.
- 3.5.4 No person shall obstruct any other person, while that other person is using a speed uplifting area for the purpose for which it has been declared.
- 3.5.5 The speed uplifting areas to which this bylaw applies are those prescribed in Schedule 2 (Location-specific information).

# 3 Nai ritana whakahaara | Onaratina ranniramanta

### 3.6 Wake

3.6.1 Every person who propels or navigates any craft shall ensure that its wake does not cause unnecessary danger or risk of damage to other vessels or structures, or harm to other persons.

### 3.7 Vessel used for towing a person

- 3.7.1 No person in charge of a vessel shall use it to tow any person at a speed exceeding five knots unless at least one other person on board is:
- a. 10 years of age or older; and
- b. responsible for immediately notifying the person in charge of every mishap that occurs to the person who is being towed.
- 3.7.2 No person shall operate, between sunset and sunrise, a vessel that is towing a person. (The times for sunset and sunrise can be found in the current edition of the New Zealand Nautical Almanac).
- 3.7.3 No person in charge of a vessel shall permit the vessel to continue onwards after any person being towed by that vessel has dropped (whether accidentally or otherwise) any water ski or similar object which may cause danger to any other person or vessel, without first taking appropriate action to immediately recover that water ski or similar object, unless the person has taken adequate measures to ensure that the dropped ski or similar object is clearly visible to other water users.

### 3.8 Access lanes

3.8.1 As prescribed in Schedule 2, council have declared by public notice that specified areas are to be an access lane for the purpose of high-speed access to and from the shore.

### 3.9 Conduct in access lanes

- 3.9.1 No person shall propel, navigate, or manoeuvre a vessel in an access lane for the purpose for which it is declared, except by the most direct route through the access lane and on that side of the access lane that lies to the starboard (right) side of the vessel.
- 3.9.2 No person within an access lane shall proceed in a manner that is dangerous in relation to any vessel or other person in the access lane.
- 3.9.3 No person shall obstruct any other person while that other person is using an access lane for the purpose for which it has been declared.

- 3.9.4 If one or more persons are using an access lane for the purpose for which it is declared, no person may enter, remain in, or use the lane for any other purpose.
- 3.9.5 The access lanes to which this bylaw applies are those prescribed in Schedule 2 (Location-specific information).

### 3.10 Marking of access lanes

- 3.10.1 Every access lane must be demarcated by:
- a. orange posts with horizontal black bands on shore; and
- b. if the access lane is marked at its outer edge, it shall be marked by orange buoys with black bands; and
- c. an adequate sign or signs in the vicinity of the access lane that declare the purpose of that lane.

### 3.11 Collision prevention

- 3.11.1 No person shall operate any vessel in breach of Maritime Rule 22 (Collision Prevention), made under the Act.
- 3.11.2 The person in charge of a vessel must at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate to the prevailing circumstances and conditions, so as to make a full appraisal of the situation and the risk of collision.

### 3.12 Navigating within harbour limits

- 3.12.1 Within the defined harbour limits of Whangārei, Whangaroa, and the Bay of Islands, the person in charge of any vessel under 500 gross tonnage or under 24 metres in length overall are required to:
- a. avoid crossing ahead (crossing the bow) of any vessel 500 gross tonnage and over. If crossing the bow is unavoidable, keep at least 500 metres clear at the closest point of approach;
- b. keep clear by a minimum of 100 metres to each side and 100 metres to the stern of a vessel 500 gross tonnage and over;
- c. when using the marked navigation channel, keep as far possible to the starboard side (right-hand side) of the channel at all times. If a vessel 500 gross tonnage and

- over approaches, leave the channel if safe to do so, so that the channel is clear for the safe navigation of the vessel;
- d. when a vessel 500 gross tonnage and over is engaged in a berthing or un-berthing manoeuvre, keep well clear (500 metres as far as possible) of the vessel and any other vessels that may be assisting in this manoeuvre as well as the berth, wharf or jetty.
- 3.12.2 At Te Matau ā Pohe Bridge prior to transit or use of the pontoons, the person in charge of any power driven vessel must contact bridge control and follow instructions. Pontoons are only for use of vessels waiting to transit the bridge.
- 3.12.3 The person in charge of any vessel 100 gross tonnage and over must comply with Whangārei Harbour Radio reporting requirements as per section 6.1.3.
- 3.12.4 The master of every vessel shall, when navigating within harbour limits, ensure that:
- a. automatic steering 'pilot' devices, if fitted, are not used, unless a helmsman is standing by in the immediate vicinity of the helm station or wheel. Otherwise, vessels are to be in hand-steering mode; and
- b. the vessel's main engine(s) is immediately available for reducing speed, stopping or going astern at all times and without delay; and
- c. the vessel's anchors are immediately available for use in an emergency and capable of being used without power.

### 3.13 Duty of master of a vessel under 500 gross tonnage

3.13.1 The master of every vessel under 500 gross tonnage must not impede the navigation of any vessel of 500 gross tonnage or more when operating within harbour limits. This applies to all vessels under 500 gross tonnage, including sailing vessels, power-driven vessels and vessels under oars, including kayaks and canoes.

## 3.14 Duty of a master of a vessel 500 gross tonnage and over or 45 metres and over

- 3.14.1 The person in charge of a vessel 500 gross tonnage and over, or 45 metres length overall and over must obtain the approval of the Harbourmaster before the vessel:
- a. anchors in any navigable waters in the Northland Region
- b. enters any harbours of Northland, excepting Whangārei Harbour with the permission of Whangārei Harbour Radio.

3 Naj ritana whakahaara | Onaratina raniiramanta

### 3.15 Dive operations

- 3.15.1 The master of every vessel from which dive operations are in progress must ensure that Flag A is displayed on the vessel in such a manner that it can be clearly identified by the operator of another vessel at a distance exceeding 200 metres and ensure that the vessel remains within 200 metres of the divers.
- 3.15.2 Every person diving from a vessel must ensure that Flag A is displayed on the vessel in such a manner that it can be clearly identified by the operator of another vessel at a distance of 200 metres.
- 3.15.3 Every person diving must ensure that they remain within a 200-metre horizontal radius of the Flag A being exhibited, unless they additionally are attached to a dive Flag A on a float as defined in 1.4 Definition of Terms.
- 3.15.4 Divers not swimming from, or more than 200 metres from a vessel, including dives from the shore, such as when snorkelling, freediving or spearfishing; must ensure that Flag A is displayed on a float in the water within close proximity to the diver in such a manner that it can be clearly identified by the person in charge of another vessel at a distance exceeding 200 metres. Flag A must be exhibited on a float which must be red, yellow or orange coloured minimum size 10 litres; this equipment must be fitted with Flag A (the divers' flag) of at least 200mm x 200mm and be self-righting.

### 3.16 Personal water craft

- 3.16.1 The person in charge of any personal water craft must ensure it clearly displays a unique number on each side of the craft, such number being a minimum height of 90 millimetres and each digit having a minimum width of 80 millimetres.
- 3.16.2 This number must be registered with a council or its agent together with the name and address of the owner.

# 4 Naā hiihiinna ma naā wāhi tānii | Fvantc and racarvad araac

# 4 Ngā huihuinga me ngā wāhi tāpui | Events and reserved areas

### 4.1 Notification of events

- **4.1.1** Any person intending to conduct a race, speed trial, competition, or other organised water activity in any area to which this Bylaw applies, must submit written notification to the Harbourmaster no less than one month prior to the event.
- 4.1.2 Clause 4.1.1 shall not apply to regular weekly yacht races or club member only ad hoc events, administered by:
- a. a club affiliated to Yachting New Zealand; or
- b. a non-profit organisation involved in sail training or racing.
- **4.1.3** Participants must ensure that any pilotage operations underway in the area are unimpeded.

### 4.2 Reserved areas for events

- 4.2.1 Any person intending to conduct a race, speed trial, competition, or other organised water activity in any area to which this Bylaw applies, may apply to the Harbourmaster to:
- a. temporarily suspend the application of clause 3.2 in part, or in total, in that area for the purposes of facilitating the event.
- b. temporarily reserve the area for the purpose of that activity.
- 4.2.2 Where the Harbourmaster is satisfied that, following consultation with any affected parties, the application may be granted without endangering the public, they may grant the application accordingly, for a period not exceeding 10 days and, on such conditions, as they may specify.
- 4.2.3 No grant of an application shall have effect unless, not less than seven days or more than 14 days before the commencement of the activity, a Public Notice is given specifying the period of the activity and details of the suspension or reserved area.
- 4.2.4 Council may recover from the Applicant all actual and reasonable costs associated with the application, including any monitoring and advertising.

### 4.3 Reserved areas

4.3.1 Council has, following public consultation and in the interests of navigation safety, specified permanent reserved areas prescribed in Schedule 2.

- 4.3.2 Council may, following consultation with affected parties, temporarily reserve other areas in a harbour for a specified navigation safety purpose until the next bylaw review.
- 4.3.3 Council may specify controls for the use of any reserved area under this Bylaw.

### 4.4 Conduct in reserved areas

- 4.4.1 No person may obstruct any other person while that other person is using a reserved area for the purpose for which it is reserved.
- 4.4.2 If any person is using a reserved area for the purpose for which it is reserved, no other person shall enter, remain in, or use, the area for any purpose, unless otherwise stated in Schedule 2 (Location-specific information).
- 4.4.3 Nothing in clauses 4.4.1 or 4.4.2 prohibits the use of emergency response craft within a reserved area.
- 4.4.4 The reserved areas to which this Bylaw applies are those prescribed in Schedule 2 (Location-specific information), or those notified in accordance with clauses 4.2.1 or 4.3.1.

# Nas tiimii herenas waka I Moorinas

### 5 Ngā tumu herenga waka | Moorings

Related information about mooring ownership, mooring licences, and mooring contractors

- The mooring hardware (block chains rope etc) may be property of the mooring licence holder, but the hardware can only be used as a mooring in the Coastal Marine Area if it is licensed by the Harbourmaster.
- A mooring licence is valid for 12 months.
- The mooring licence is renewed upon payment of the annual licence fee.
- A swing mooring licence also requires the mooring to be inspected and serviced every three years.
- Swing mooring inspection and servicing are carried out by Council Licensed Mooring Contractors.

### 5.1 Moorings to be licensed

- 5.1.1 The Harbourmaster may, at their discretion, approve or decline an application for a mooring licence. The Harbourmaster may impose terms and conditions on any new or existing mooring licence that may include, but are not limited to:
- a. the location of the mooring;
- b. the type, size and length overall of any vessel which may be attached to the mooring.
   When determining the size of the vessel for the purposes of safe mooring, the
   Harbourmaster will take into consideration the waterline length of the vessel, overhang, other characteristics and swing room;
- c. the design and specifications of the mooring;
- d. maintenance requirements;
- e. the transfer of the mooring licence;
- f. the type of buoy or float with which the owner of a mooring must mark the location of the mooring when it is not being used by a vessel. The mooring buoy must be orange, pink or yellow and, if hollow, must be filled with polystyrene beads or foam. The mooring number must be engraved on top of the buoy in lettering not less than 30mm high;
- g. a requirement that the licence holder of the mooring shall be liable for the state of the mooring in any event for the position, insufficiency, or insecurity of any licensed mooring.
- 5.1.2 Every mooring licence issued by the Harbourmaster shall apply only to the licensee. The licence is to be held by the licensee subject to the following additional terms and conditions, providing the licensee meets with the terms of the licence:

- a. The licence shall be renewed annually upon full payment of an annual mooring licence fee charged pursuant to council's Navigation, Water Transport and Maritime Safety Bylaw Charges and its Charging Policy as amended from time to time;
- b. The licence period shall apply from 1 July to the following 30 June each year;
- c. Payment of the annual mooring licence fee after invoice has been issued and acceptance thereof by council shall constitute a renewal of the licence.

### 5.2 Transfer of mooring licences

- 5.2.1 No licensee may, except with the written approval of the Harbourmaster, part with the possession of the licence or transfer it to any other person.
- 5.2.2 Transfer of licence will be in line with council policy.
- 5.2.3 When a licensee applies to the Harbourmaster seeking approval for the transfer of a mooring licence to another person, the Harbourmaster may approve the transfer if:
- a. All mooring licence fees, including the transfer fee are fully paid;
- b. The mooring has a current inspection certificate required by clause 5.4.7. In cases where the inspection certificate is not current, a confirmed booking with a licensed contractor is on record;
- The mooring specification and design are adequate to accommodate the proposed vessel to be moored;
- d. The new mooring licensee agrees to the terms and conditions specified in the licence.
- 5.2.4 For the transfer of the mooring to be registered, a fully completed 'Mooring Transfer' form must be submitted to the Harbourmaster.

### **5.3 Maintenance and construction requirements**

- 5.3.1 The Harbourmaster may, from time to time, set mooring guidelines governing the specifications and maintenance/service schedule of mooring components for vessels of a certain type, size and weight.
- 5.3.2 The Harbourmaster may, from time to time approve a person(s) to inspect moorings. These person(s) shall be known as Council Licensed Mooring Contractors.

# 5 Naā tiimii haranda waka | Moorinds

### Related information about Council Licensed Mooring Contractors

Council Licensed Mooring Contractors are required to undergo regular assessments by a council officer to ensure certain standards are met including, but not limited to, the quality of workmanship (including welds and splices), the quality of materials used to construct and maintain moorings, and the safe operation of the vessel and associated safe work practices.

- 5.3.3 Council officers may inspect all the above water components of pile moorings at suitable intervals and notify the license holder if parts must be replaced or if maintenance must be carried out. Replacement of parts or maintenance must be carried out within the advised timeframe. A Council Licensed Mooring Contractor may be delegated to carry out these inspections by the Harbourmaster. All costs associated with any maintenance or replacement of components shall be borne by the mooring license holder. Replacement of the piles shall be carried out at the recommended guideline interval.
- 5.3.4 Council is not liable in any event for the position, insufficiency of, or insecurity of, any designated mooring area.
- 5.3.5 Council shall exercise reasonable care, but shall have no liability for, any damage caused by any action taken in accordance with this Bylaw. In addition, council is not responsible for any damage or loss that may arise to any vessel or other property caused by:
- a. any breaking away or defect of a mooring or any part of it; or
- b. the act of any person in causing damage to a mooring or any part of it, where the damage is caused by any vessel moored to such mooring; or
- c. the perils of the seas, or by navigation of any vessel, or any other cause.
- 5.3.6 The Harbourmaster has the right to inspect, or require inspections, of any mooring and on receipt of an unfavourable report can require the licensee to upgrade or repair the mooring as considered appropriate, or adjust the licensed maximum length overall and/or displacement of the vessel that can be secured to the mooring.
- 5.3.7 Failure to comply with clause 5.4.7 within six months after the expiry of the current inspection certificate will mean that the mooring is unfit for purpose or use. As a result, the Harbourmaster may cancel the mooring license (see clause 5.5.1).

### 5.4 Offences

- 5.4.1 Every person commits an offence against this Bylaw who secures, or allows to be secured, any vessel to any moored vessel in a manner that is liable to:
- a. restrict navigation; or
- b. cause loss of life or injury to any person; or
- c. cause damage to any vessel or any property.
- 5.4.2 No person may place (or have in place) a mooring in any waters unless it is licensed by the Harbourmaster.
- 5.4.3 The licensee must notify the Harbourmaster if the vessel occupying the mooring changes and provide the vessel's name, type, length overall, size, and owner's contact details. It is the licensee's responsibility to maintain up to date contact details.
- 5.4.4 If a licensee wants to moor a vessel that is larger than the current licence length overall, or significantly different from the vessel that is currently occupying the mooring, Harbourmaster approval must be sought in advance.
- 5.4.5 Every vessel occupying a swing or pile mooring shall display contact phone number(s) and/or email addresses for the owner or owner's representative that can be used in case of emergency.
- 5.4.6 License holders of swing moorings and pile moorings shall maintain their moorings in a proper state of condition and repair. The moorings must comply with the mooring quidelines set by the Harbourmaster.
- 5.4.7 All components of swing moorings must be inspected visually, and maintenance carried out by a Council Licensed Mooring Contractor. Alternatively, mooring license holders may carry out maintenance themselves provided they have prior written approval from the Harbourmaster. Arrangements must be made to have a Council Licensed Mooring Contractor or a council officer inspect the mooring and its components prior to being reinstated. All costs associated with the inspection and replacement of components shall be borne by the mooring license holder.
- 5.4.8 Every person commits an offence against this Bylaw who moors a vessel to any mooring without the approval of the mooring owner.
- a. Should the vessel remain on the mooring for a period longer than a specific date stipulated by the Harbourmaster, then the Harbourmaster may direct that the vessel be removed from the mooring and detained until such fees and charges, including the cost of removing and storing the vessel, have been fully paid and discharged.

# 5.5 Powers of the Harbourmaster with respect to moorings and vessels on moorings

- 5.5.1 The Harbourmaster may at any time after giving due written notice, cancel a mooring licence where the licensee fails to comply with the terms and conditions of the mooring licence or any other clause under this section of the Bylaw.
- a. There will be no refund if a mooring licence is cancelled.
- b. Where a mooring licence has been cancelled, the Harbourmaster may request the mooring licensee or any person(s) claiming ownership of the mooring hardware to remove the mooring to which that licence refers.
  - i. The mooring licensee or any person(s) claiming ownership of the mooring hardware shall remove or arrange to have the mooring removed within the timeframe specified by the Harbourmaster.
  - ii. If the mooring is not removed or arrangements have not been made to have it removed in the specified timeframe, the Harbourmaster may transfer the licence to another party, may sell the mooring or may have the mooring removed and disposed of.
  - iii. The licensee or any person(s) claiming ownership of the mooring hardware shall be liable for the cost of removal and disposal.
- 5.5.2 Any vessel occupying an unlicensed mooring may be removed from the mooring. Costs incurred will be recovered from the owner of the vessel as a debt due to council.
- 5.5.3 Should any annual mooring licence fee(s) or other charge(s) related to the mooring due to council under the provision of this Bylaw remain unpaid for a period of two months following issue of the invoice, then the Harbourmaster may cancel the mooring licence.
- 5.5.4 The Harbourmaster may remove, or cause to be removed, any mooring which is either unauthorised under the Resource Management Act 1991 or is unlicensed pursuant to the provisions of this Bylaw.
- 5.5.5 Where a vessel breaks free from or drags its mooring, or is endangering another vessel or causing or resulting in a navigational safety issue, or is sinking or has become unseaworthy, the Harbourmaster may remove that vessel at the owner's risk. All costs associated with such recovery, removal and subsequent storage are recoverable from the owner of the vessel or from the mooring license holder. Where the vessel owner can not be found (after the Harbourmaster has made reasonable inquiries), the costs incurred by council for recovery, removal and subsequent storage of the vessel may be recovered from the sale of the vessel, fittings, and any equipment onboard.
- 5.5.6 If the mooring license holders or their whereabouts are unknown owing to their failure to notify the Harbourmaster of their change of contact details within two months, the Harbourmaster may, after a period of not less than two months, cancel the mooring licence.

- 5.5.7 For the purposes of navigation safety and efficient use of available space, the Harbourmaster may direct the relocation of a mooring or specify the construction and maintenance/service schedule of the mooring.
- 5.5.8 For the purposes of navigation safety and efficient use of available space, the Harbourmaster may direct the removal of a vessel from a mooring.
- 5.5.9 In the case of a cancelled mooring where the vessel occupying the mooring does not belong to the licensee and the vessel owner is not contactable, the Harbourmaster may have the vessel removed to a place of safety.
- 5.5.10 No changes shall be made to the mooring design and specification without written approval from the Harbourmaster.
- 5.5.11 The owner of a vessel must ensure it is moored to the mooring in the manner specified in the design and specification. No addition or unapproved amendments to headlines may be used and the mooring headline must be secured to the vessel as per the design, with any chafe guard, if fitted, secured in a manner to protect the headline.

### 6 Ngā kawenga arumoni | Commercial shipping

# 6.1 Navigating within harbour limits - commercial vessels and vessels 100 gross tonnage and over

- 6.1.1 The master of every vessel shall, when navigating within harbour limits, ensure that:
- a. automatic steering 'pilot' devices, if fitted, are not used, unless a helmsman is standing by in the immediate vicinity of the helm station or wheel. Otherwise, vessels are to be in hand-steering mode; and
- b. the vessel's main engine(s) is immediately available for reducing speed, stopping or going astern at all times and without delay; and
- c. the vessel's anchors are immediately available for use in an emergency and capable of being used without power.
- 6.1.2 The master of every vessel which is not a recreational craft, whether under pilotage or pilot exempt, shall have an agreed passage plan for transits of the harbour, and:
- a. the number of crew members on the bridge shall be sufficient to safely carry out the passage plan; and
- b. in determining the composition of the bridge team, due regard shall be taken of the need to steer, operate manoeuvring machinery, monitor the progress of the vessel visually, use all available Aids to Navigation, and refer to an appropriate nautical chart.
- 6.1.3 Communications on Whangārei Harbour are coordinated by Whangārei Harbour Radio. The master of any commercial vessel 10 metres and over, and the master of any vessel 100 gross tonnage and over must report to Whangārei Harbour Radio on VHF Channel 11 when transiting the Whangārei Harbour. Smaller vessels are encouraged to listen to Whangārei Harbour Radio when navigating in the main channels. Vessel masters on all commercial vessels and vessels 100 gross tonnage and over are required to report to Whangārei Harbour Radio at the following points:
- a. Arrival:
  - i. thirty minutes before arrival at the Fairway buoy;
  - ii. when passing the Fairway buoy;
  - iii. when passing Snake Bank beacon;
  - iv. when passing Wellington Rock beacon; and
  - v. when berthed (this report should also be made by vessels berthed at facilities at Marsden Point).
- b. Departure:
  - i. prior to leaving the berth;
  - ii. when passing Wellington Rock beacon;
  - iii. when passing Snake Bank beacon; and

iv. when passing the Fairway buoy.

- c. Anchoring:
  - Vessels that anchor anywhere in the harbour are required to report their anchoring time and position to Whangārei Harbour Radio. Similarly, vessels should report to Whangārei Harbour Radio prior to weighing anchor.
- d. Shifting berth in Whangārei Harbour:
  - i. Vessels that pass any of the above reporting points when shifting vessel between Whangārei Harbour facilities are also required to report to Whangārei Harbour Radio.
- 6.1.4 Vessel passing requirements for all vessels 100 gross tonnage and over
- a. Within the defined harbour limits of Whangārei, vessel masters are to establish, at the time of reporting at the Fairway buoy inward bound or immediately prior to leaving the berth outward bound, what other vessel movements are taking place, or are imminent, on the harbour. The master shall then make contact on VHF Channel 11 with the master(s) of the other vessel(s) and Whangārei Harbour Radio and agree where vessel passing will occur.

### 6.2 Immobilisation of vessel engines

6.2.1 The master of every vessel 500 gross tonnage and over must not immobilise the vessel's main engines for the purpose of maintenance or otherwise without first obtaining the authorisation of the Harbourmaster.

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# **6.3 Tankers and hazardous cargoes - duties of master while tanker is in harbour**

- 6.3.1 While in a harbour, the master of an oil tanker must operate in accordance with the most recent edition of the International Safety Guide for Oil Tankers and Terminals (ISGOTT), unless the Harbourmaster approves an alternative requirement or procedure.
- 6.3.2 The master of a tanker must berth or moor the tanker only at such wharf or place as specified for bulk oil discharges in Schedule 2 of this Bylaw, or as otherwise authorised by the Harbourmaster.
- 6.3.3 The master of a tanker must ensure that, except for the purpose of transhipment, the tanker does not lie within 30 metres of another vessel, unless the prior authorisation of the Harbourmaster has been obtained.

6.3.4 On, or immediately before, the arrival in harbour of any tanker, and so long as the tanker remains in harbour, the master must display Flag B of the International Code of Signals (by day), and an all-round red light at the masthead (by night), or where it can best be seen from all directions.

### 6.4 Vessels carrying explosives

- 6.4.1 The master of any vessel in any harbour or anchorage having on board, or intending to load or unload explosives, must hoist Flag B of the International Code of Signals by day and an all-round red light by night.
- 6.4.2 The master of any vessel in any harbour or anchorage, or the pilot, must not allow that vessel to approach within 200 metres of any other vessel that is carrying, loading or unloading explosives, except:
- a. with the written permission of the Harbourmaster; or
- b. for the purpose of loading or unloading that other vessel; or
- c. for the purpose of rendering assistance to that other vessel in an emergency.
- 6.4.3 The master of any vessel carrying explosives in any harbour or anchorage, or the pilot, must not allow that vessel to approach within 200 metres of any other vessel, except:
- a. with the written permission of the Harbourmaster; or
- b. for the purpose of loading or unloading that other vessel; or
- c. for the purpose of rendering assistance to that other vessel in an emergency.
- 6.4.4 Nothing in clauses 6.4.1, 6.4.2 and 6.4.3 applies to the master of any vessel which is carrying only the parachute rockets, signal flares, smoke floats, line throwing appliances and other explosive devices that form part of the vessel's safety and life-saving equipment.

### 6.5 Hazardous goods transfer

- 6.5.1 Hazardous goods transfers shall only take place between sunrise and sunset unless written permission for transfer outside these hours is obtained from the Harbourmaster, except:
- a. bulk oil transfers at the Channel Infrastructure jetties at Marsden Point; and
- b. hazardous goods transfers at the Northport jetties at Marsden Point.

### 7 Ngā mahi tutungi ahi | Hot work operations

### 7.1 Hot works operations must be carried out safely

- 7.1.1 This clause applies to:
- a. the person in charge of a vessel on which hot works operations are to be carried out; and
- b. the person who intends to conduct hot works operations on a vessel.
- 7.1.2 A person in 7.1.1 must, before the commencement of the operations:
- a. obtain the written approval of the owner or manager of the berth at which the operations are to be conducted;
- b. ensure the operations do not occur at the same time as any bunkering operations involving the vessel; and
- c. ensure all precautions have been taken to detect, prevent, and extinguish fire that could result from the operations on the vessel or elsewhere until the operations are complete.
- 7.1.3 A person conducting hot work operations on a vessel must comply with relevant codes of practice.

### Related information about hot works operations

Examples of the relevant codes in 7.1.3 may include the current edition of the Code of Safe Working Practices for Merchant Seafarers.

### 8 Statutory powers used to enforce this Bylaw

### **8.1 Appointment of Officers**

- **8.1.1** Council may appoint persons as Enforcement Officers and Honorary Enforcement Officers to carry out or exercise the duties, office, or powers of any Enforcement Officer or Honorary Enforcement Officer. Such persons are authorised to enforce the provisions of this Bylaw as per the powers accorded to them through warrants.
- **8.1.2** Police constables may also exercise the powers of an Enforcement Officer under Section 33G (b) of the Act.
- 8.1.3 While exercising any right or performing any duty pursuant to this Bylaw, the Enforcement Officer or Honorary Enforcement Officer shall carry a warrant of appointment and must, as soon as it is practicable, produce it to any person when asked to do so.

### 8.2 Bylaw breaches

- **8.2.1** A person who fails to comply with this Bylaw commits a breach of this Bylaw and is liable to a penalty under the Act and Maritime Rules and regulations.
- 8.2.2 A person who fails to comply with an instruction given to that person by the Harbourmaster, an Enforcement Officer, Honorary Enforcement Officer or the Police, under this Bylaw commits a breach of this Bylaw and is liable to a penalty under the Act and Maritime Rules.

### 8.3 Liability of council

- 8.3.1 Council is not liable for:
- a. any damage to vessels which have not been securely anchored or moored;
- b. any damage to a vessel which results from any actions taken by the Harbourmaster, his delegate or an enforcement officer, to secure a vessel in the event of an adverse event.
- 8.3.2 Council is not liable for any damage to a vessel that the Harbourmaster, their delegate or an Enforcement Officer, secures or removes under this Bylaw or under the Act.

### 9 Ngā take whakahaere | Administrative matters

### 9.1 Statutory powers may be used to enforce this Bylaw

9.1.1 The Harbourmaster may use their powers under the Act, Maritime Rules, and Local Government Act 2002 to enforce this Bylaw.

### Related information about enforcement powers

The Harbourmaster has the power to:

- a. enter and remain on any ship in waters within the region,
- b. enter and remain on any maritime facility, or on any land or property of a port company or a port operator, within the region;
- c. give directions regarding;
  - i. the time and manner in which ships may enter into, depart from, lie in, or navigate waters within the region,
  - ii. the position, mooring, unmooring, placing, removing, securing, or unsecuring of ships,
  - iii. the manner in which ships may take in or discharge cargo,
  - iv. the manner in which cargo is secured or handled on a ship if there is a risk of cargo falling overboard or becoming a hazard to navigation.
- d. direct the master of any ship to;
  - i. weigh anchor; or
  - ii. moor, unmoor, anchor, secure, unsecure, place, or move the ship.
- e. cause a ship to be moored, unmoored, anchored, secured, unsecured, placed, or removed, or to weigh anchor;
- f. cause any floating, submerged, or stranded object that the Harbourmaster considers to be a hazard to navigation to be moored, unmoored, anchored, secured, unsecured, placed, or removed;
- g. require any person appearing to be in charge of any ship or seaplane to stop, and to give his or her name and address;
- h. require any person found committing an offence against the Act (or any secondary legislation (including bylaws) made under the Act) to give his or her name and address;
- i. on informing the owner of a ship or seaplane of an alleged offence against the Act (or any secondary legislation (including bylaws) made under the Act) involving that ship or seaplane, require the owner to give all information in the owner's possession or obtainable by the owner that may lead to the identification of the person (not being the owner) who it is alleged committed the offence:

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Naj tako whakahaoro | Adminictrativo mattore

j. regulate and control traffic and navigation on the occasion of unusual or extraordinary maritime traffic

### 9.2 Revocation of bylaws

9.2.1 The following bylaws and all amendments are revoked: Northland Regional Council Navigation Safety Bylaw 2017.

### 9.3 Suspension and exemptions from this Bylaw

- 9.3.1 The Harbourmaster may exempt by written approval, any person, vessel or class of vessels from any requirements of this Bylaw;
- exemptions granted will not override or remove the need to comply with the Act or Maritime Rules;
- ii. any exemptions to Maritime Rules must be considered by the Director under Section 40AA of the Act.
- 9.3.2 In granting any written exemptions to any clause of this Bylaw, the Harbourmaster must consider the effects of the exemption on public health and safety.
- 9.3.3 The Harbourmaster may revoke any exemption at any time the Habourmaster has reason to believe public health or safety has, or may be, adversely affected.
- 9.3.4 To avoid doubt, compliance with this Bylaw does not remove the need to comply with all other applicable Acts, regulations , bylaws, and rules of the law.
- 9.3.5 Unless the context requires another meaning, a term or expression that is defined in the Act or Maritime Rule and used in this Bylaw, but not defined, has the meaning given by the Act or Maritime Rule.
- 9.3.6 Any explanatory notes and maps are for information purposes, do not form part of this Bylaw, and may be made, amended, and revoked without formality.

### 9.4 Fees and charges

9.4.1 The fees and charges for functions, duties, powers or services carried out by council under this Bylaw are specified in the Northland Regional Council Charging Policy. These charges are reviewed annually and must be paid to council on demand by the specified person or owner.

Note: Application forms referred to in the text of this Bylaw may be obtained from any Northland Regional Council office or downloaded from the website <a href="https://www.nrc.govt.nz/onthewater">www.nrc.govt.nz/onthewater</a>



### Schedule 1 | Ngā herenga o te whanga | Harbour limits

### Harbour limit - Bay of Islands

As defined in Warrant of 1 Dec 1936, NZ Gazette 3 Dec 1936, p. 2331.



### Harbour limit - Hokianga Harbour

As defined in Order of Council of 20 Nov 1868, NZ Gazette 23 Nov 1868, p. 549.



### Harbour limit - Kaipara Harbour

As defined in Order of Council of 20 Nov 1868, NZ Gazette 23 Nov 1868, p. 549.



Harbour limit - Mangōnui

As defined in Order of Council of 20 Nov 1868, NZ Gazette 23 Nov 1868, p. 549.



### Harbour limit - Pārengarenga Harbour

As defined in Order of Council of 5 May 1969, NZ Gazette 22 May 1969, p. 949.



Harbour limit - Rangaunu Harbour

As defined in NZ Gazette 3 June 1982, p. 1751.



### Harbour limit - Whananaki Harbour

As defined in the Schedule of the Tutukākā, Whangaruru and Whananaki Harbours Control Act 1926.



Harbour limit - Whangaroa Harbour

As defined in Order of Council of 20 Nov 1868, NZ Gazette 23 Nov 1868, p. 549.



Schadiila 1 | Naā haranga o ta whanga | Harhoiir limite

### Harbour limit - Whangaruru Harbour

As defined in the Schedule of the Tutukākā, Whangaruru and Whananaki Harbours Control Act 1926.



Harbour limit - Whangārei Harbour

As defined in Order of Council of 28 March 1967, NZ Gazette 13 April 1967 No. 23, p. 585.



Schedule 2 | Ngā kōrero whāiti o te wāhi | Location-specific information

# Schedule 2 | Ngā kōrero whāiti o te wāhi | Location-specific information

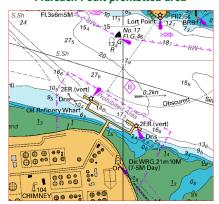
### **Prohibited areas**

Except where authorised by Whangārei Harbour Radio or the Harbourmaster, no person shall sail, navigate, moor or anchor any vessel or enter, swim or dive, whether with or without diving equipment, into or in that part of the Whangārei Harbour described as follows.

### 1. Marsden Point

All that area enclosed by the pecked line shown on nautical chart NZ 5214 which surrounds the berths at Marsden Point.

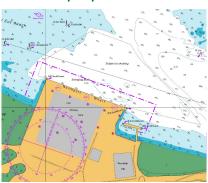
### Marsden Point prohibited area



### 2. Northport

All that area enclosed by the pecked line which surrounds Northport berths. When ships are fumigating, bunkering, discharging or loading dangerous cargo, an additional 100 metre exclusion zone will be in force around the ship and exists for all water users. KEEP CLEAR 100 metre fluorescent signs (by day) and flashing lights (by night) are displayed on the seaward side of the ship.

### Northport prohibited area



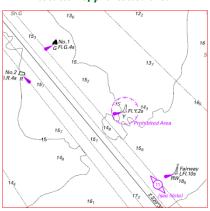
# 3. Whangārei Harbour entrance channel- Wave Rider data collection buoys

All vessels are required to keep at least 100 metres clear of the following WRB system buoys located on the northern side of the Whangārei Harbour shipping channel midway between the Fairway buoy and the No. 1 buoy:

WRB A in position 35° 52.986′ S / 174° 32.888′ E

WRB B in position 35° 53.015′ S / 174° 32.912′ E

## Nautical Chart extract NZ5214 showing location of prohibited area



### A Wave Rider Buoy out of the water



The WRB system is depicted on nautical charts NZ 5219 and NZ5214, adjacent to the Whangārei entrance channel between the Fairway Buoy and No. 1 Buoy. The two Wave Rider Buoys sit very low in the water and are hard to see.

The two Wave Rider Buoys are fitted with one nautical mile range lights.

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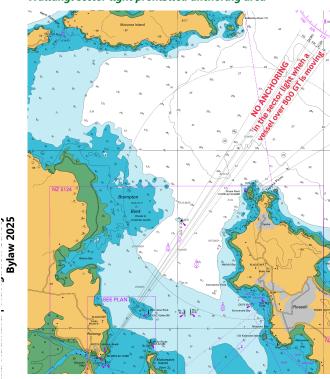
### **Prohibited anchorages**

Except where the Harbourmaster permits, no person shall moor or anchor any vessel in those parts of the respective harbours as hereinafter described:

### 1. Waitangi sector light - shipping approach route - nautical chart affected NZ 5215

Within the Bay of Islands Harbour, the person in charge of a vessel may not anchor within any sector of the Waitangi Sector light, from the 10 metre depth contour line adjacent to Hermione Rock, out to three nautical miles from Tapeka Point towards Ninepin Island when a vessel 500 gross tonnage and over is moving within the harbour. That is either approaching to pick up a pilot, approaching to drop anchor or picking up anchor to depart the harbour.

### Waitangi sector light prohibited anchoring area

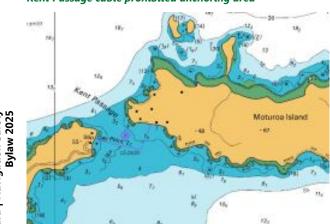


- 2. Whangārei Harbour undersea cables nautical charts affected NZ 5214, NZ 5215 All that area 75 metres each side and parallel to the following lines:
- a. a line in a direction 348° from approximate position 35° 46.75'S / 174°23.10'E, to Stevens Point Sector Light Beacon in approximate position 35°46.47'S / 174° 23.03'E and then continuing in a direction 008° to a cable marker at Waikaraka in approximate position 35° 45.67'S / 174° 23.16'E.
- b. a line in a direction 260° from Ross Beacon in approximate position 35°46.73'S / 174° 23.28'E to approximate position 35° 46.75'S / 174° 23.10'E, continuing in a direction 252° to Shell Bank West Rear Lead in approximate position 35° 46.92'S / 174° 22.49'E and then continuing in a direction 115° to Shell Bank West Front Lead in approximate position 35° 47.49'S / 174°23.99'E.
- c. a line in a direction 312° from One Tree Point Rear Lead in approximate position 35° 49.32'S / 174° 26.99'E to One Tree Point Front Lead in approximate position 35° 48.63'S / 174° 26.03'E.

Schadula 2 | Nnā kāraro whāiti o ta wāhi | 1 ocation-cnacific

- 1. Bay of Islands Harbour undersea cables nautical charts affected NZ 5124, NZ 5125
- a. Within pecked lines drawn 75 metres on each side of a cable running from an unlighted triangular cable beacon situated on the foreshore at Russell in approximate position 35° 15.87'S / 174° 07.28'E in a direction 226° to an unlighted triangular cable beacon situated on the foreshore at Paihia in approximate position 35° 17.07'S / 174° 05.78'E.
- b. Within pecked lines in Veronica Channel between Okiato and Opua, between unlighted triangular cable markers in approximate positions. N- 35° 18.27′S / 174° 07.10′E E- 35° 18.36′S / 174° 07.30′E S- 35° 18.57′S / 174° 06.99′E W- 35° 18.52′S / 174° 06.90′E
- c. Within pecked lines drawn 75 metres each side of a cable running in a direction 165° / 345° between two unlighted triangular cable beacons situated on the foreshore in the Waikare inlet in approximate positions 35° 18.36′S /174° 08.07′E and 35° 18.99S / 174° 08.27′E.
- d. Anywhere within 75 metres each side of the cable marked on nautical chart NZ 5124 in the vicinity of Kent Passage Channel running between Day Point and Moturoa Island.

# Kent Passage cable prohibited anchoring area



# Schadula 2 | Naz kāraro whāiti o ta wāhi | 1 ocation-cnacific

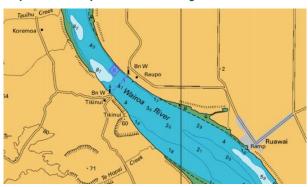
# 4. Hokianga Harbour - undersea cables - nautical chart affected NZ 4212

Within pecked lines drawn 100 metres each side of a cable from an unlighted triangular beacon bearing the word "Cable" and standing half a cable westward of the root of Rawene Wharf in approximate position 35° 23.62′S / 173° 30.26′E in a direction 023° to the unlighted triangular cable marker across the harbour in approximate position 35° 22.84′S / 173° 30.65′E.

# 5. Kaipara Harbour - undersea cables - nautical chart affected NZ 4265

Anywhere within 75 metres each side of a cable running between Tikinui and Raupo in a direction 45°/ 225° between two unlighted triangular cable beacons situated on the foreshore of the Wairoa River in approximate positions 36° 7.11'S 173° 58.99'E / 36° 7.41'S 173° 58.63'E.

# Kaipara Harbour prohibited anchoring area



# **Access lanes**

# Bay of Islands

- Doves Bay (Te Kowhai) Kerikeri Inlet
- Paihia
- Tapeka

# **Doubtless Bay**

• Coopers Beach

# Whangaruru Harbour

- Ōakura Bay
- Sandy Bay

# Pataua Harbour

- 600 metres upstream of footbridge south side
- 600 metres upstream of footbridge north side

# Whangārei Harbour

• Limestone Island

# 7 202

# Whananaki

• Southern side below foot bridge

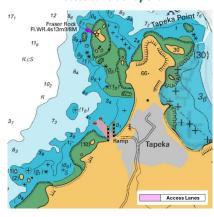
# **Access lane maps**

Maps are indicative only. Actual positions of access lanes are marked by orange posts with horizontal black bands (on shore) and orange buoys with black bands (on the water).

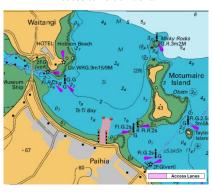
# Access lane at Doves Bay (Te Kowhai), Kerikeri Inlet

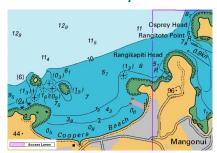


Access lane at Tapeka

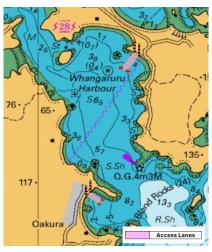


Access lane at Paihia

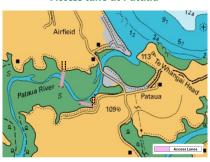




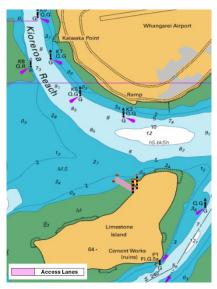
Access lane at Whangaruru



Access lane at Pataua



Access lane at Limestone island



Access lane at Whananaki



# **Speed uplifting areas**

Houhora Harbour - Waingarara

**Ngunguru** - South-eastern side of the harbour

Mangawhai Harbour - Eastern side of the harbour

Taipā - Oruru River south of the bridge

# **Speed uplifting area maps**

Maps are indicative only. Actual positions of speed uplifting areas are marked by orange posts with horizontal black bands (on shore), and orange buoys with black bands (on the water).

# Speed uplifting area at Houhora



Speed uplifting area at Ngunguru

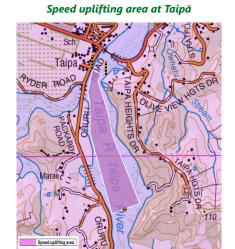


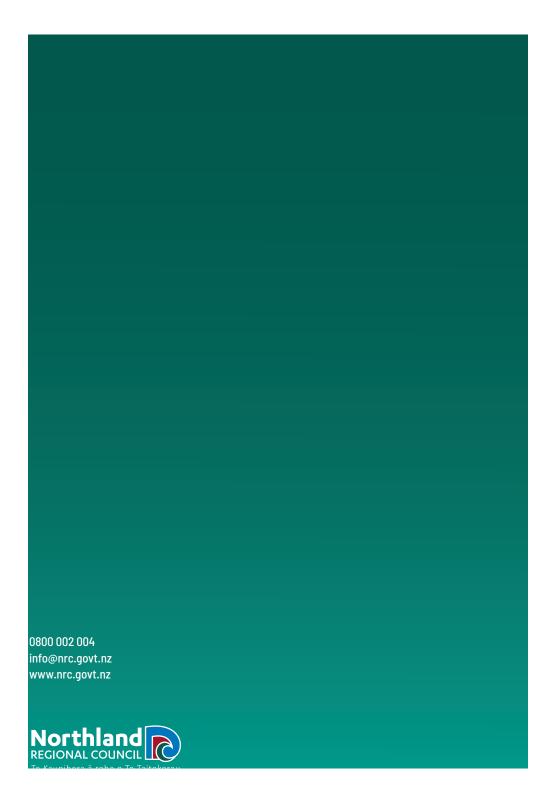
Speed uplifting area at Mangawahi



**Bylaw 2025** 

Schadiila 2 | Naž kārara whžiti a ta wžhi | 1 acation-snacific





TITLE: NRC and Ngapuhi Investment Fund Limited (Tupu Tonu)

**MOU** in relation to Northport Group Limited

From: Bruce Howse, Pou Taumatua – Group Manager Corporate Services

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 20

**Group Manager/s:** August 2025

# Executive summary/Whakarāpopototanga

It is recommended that council endorses a Memorandum of Understanding (MOU) between Northland Regional Council (NRC) and Ngāpuhi Investment Fund Limited (Tupu Tonu) in relation to Northport Group Limited (NGL) (refer to Attachment 1 for the draft MOU).

NRC and Tupu Tonu (the 'parties') are 43% and 7%, respectively, shareholders in NGL.

The parties are signatories to the NGL Shareholders Agreement dated 26 June 2025. The Shareholders Agreement sets out the rights and obligations of the parties in relation to NGL.

The MOU sets out the principles and processes by which NRC and Tupu Tonu will collaborate and exercise their rights and obligations under the Shareholders Agreement.

It is recommended that council authorises the Chair to sign the MOU at a joint signing ceremony with Tupu Tonu.

# Recommendation(s)

- 1. That the report 'NRC and Ngapuhi Investment Fund Limited (Tupu Tonu) MOU in relation to Northport Group Limited' by Bruce Howse, Pou Taumatua Group Manager Corporate Services and dated 24 July 2025, be received.
- 2. That council endorses the NRC and Ngapuhi Investment Fund Limited (Tupu Tonu) MOU in relation to Northport Group Limited (Attachment 1), and authorises the Chair to sign the MOU.

# **Options**

No.	Option	Advantages	Disadvantages
1	Endorse the MOU and authorise the Chair to sign the MOU.	The MOU provides clarity over the principles and processes by which NRC and Tupu Tonu will collaborate and exercise their rights and obligations under the Shareholders Agreement.  The MOU, whilst not legally binding, assists to formalise the shareholder relationship between the parties.	No material disadvantages.

No.	Option	Advantages	Disadvantages
2	Do not endorse the MOU and do not authorise the Chair to sign the MOU.	No material advantages.	Less clarity over the principles and processes by which NRC and Tupu Tonu will collaborate and exercise their rights and obligations under the Shareholders Agreement.

The staff's recommended option is option 1.

# **Considerations**

# 1. Climate Impact

There are no climate impacts associated with this decision.

# 2. Environmental Impact

There are no environmental impacts associated with this decision.

# 3. Community views

Community views are unknown, however the proposal to form NGL was previously subject to consultation and a decision relating to the MOU does not depart from the principles of what was previously consulted on.

# 4. Māori impact statement

Māori have not been engaged in a relation to a decision on the MOU and their views on the decision are unknown, however the decision is unlikely to have an adverse impact on Māori. Māori were consulted on the proposal to form NGL and a decision relating to the MOU does not depart from the principles of what was previously consulted on.

# 5. Financial implications

There are no known financial implications with this decision.

# 6. Implementation issues

Tupu Tonu governance has confirmed its approval for the MOU. A signing ceremony will be held with council and Tupu Tonu for the MOU. This will provide an opportunity for governance and management of both parties to meet and engage.

# 7. Significance and engagement

In relation to section 79 of the Local Government Act 2002, this decision is considered to be of low significance when assessed against council 's significance and engagement policy because it is part of council 's day to day activities. This does not mean that this matter is not of significance to tangata whenua and/or individual communities, but that council is able to make decisions relating to this matter without undertaking further consultation or engagement.

# 8. Policy, risk management and legislative compliance

There are no known policy, risk or legislative compliance issues associated with this matter.

# Background/Tuhinga

Nil.

# Attachments/Ngā tapirihanga

Attachment 1: Draft MOU 🗓 📆

26 August 2025 Attachment 1

# Memorandum of Understanding (MOU)

Between Northland Regional Council (NRC) and Ngāpuhi Investment Fund Limited (Tupu Tonu) (the 'parties') in relation to Northport Group Limited (NGL).

Dated: [Insert Date]

# **Background**

NRC is a 43% Shareholder in NGL.

Tupu Tonu is a 7% Shareholder in NGL.

The parties are signatories to the Shareholders Agreement dated 26 June 2025 in relation to NGL (the 'Shareholders Agreement'). The Shareholders Agreement sets out the rights and obligations of the parties in relation to NGL. The Shareholders Agreement sets out that when exercising shareholder decision making powers, NRC will consult with Tupu Tonu on the decision, but NRC holds these rights.

### 1. Purpose

This MOU sets out the principles and processes by which NRC and Tupu Tonu will collaborate and exercise their rights and obligations under the Shareholders Agreement in respect of their investments in NGL.

# 2. Guiding Principles

- Good Faith: Both parties will act in good faith and with mutual respect.
- Transparency: Both parties will share relevant information and consult openly.
- Consensus-Seeking: Decisions will be made collaboratively, aiming for consensus wherever possible.
- Business Purpose: Both parties agree to make decisions on the basis of the purpose of NGL as set out in its constitution, and in the Shareholders Agreement.
- Management level engagement: Communication regarding this will be carried out between the respective management teams at each organisation. It is the responsibility of each organisation to engage with their governance level as and when appropriate.

# 3. Decision-Making Framework

# 3.1 Voting Rights

- NRC will cast votes on behalf of Tupu Tonu in accordance with clause 6 of the Shareholders Agreement.

26 August 2025 Attachment 1

### 3.2 Consultation Process

NRC will consult with Tupu Tonu prior to any vote or decision-making on:

- Special Resolutions
- Director appointments or removals
- Shareholder Reserved Matters

Consultation will be documented and follow the process below:

NRC to prepare a summary of the matter along with NRC's proposed position on the matter and to share this with Tupu Tonu - Tupu Tonu to provide feedback on the proposed position

- NRC to make a final decision and inform Tupu Tonu of the outcome.

# 3.3 Director Appointments

- NRC will consult with Tupu Tonu on the appointment of Directors to ensure appropriate representation and balance of skills as per clause 3.3 of the Shareholders Agreement.
- Tupu Tonu may nominate candidates for consideration.

# 4. Information Sharing

- The parties will provide each other with:
- Notices of Issue or Transfer, where relevant, under clauses 8 and 9 of the Shareholders Agreement.

### 5. Formal Engagement

The parties will endeavor to engage with each other in the following forums:

Tupu Tonu representatives will be invited to attend the NRC Investment Committee meetings where the NGL appointed Directors will provide updates in relation to NGL to the Committee on a sixmonthly basis.

-An annual meeting between the Chairs and CEOs of the parties.

# 6. Confidentiality

- The parties will maintain confidentiality as required under clause 10.6 of the Shareholders Agreement.

# 7. Review and Amendment

- This MOU will be reviewed as required.
- Amendments must be agreed in writing by both parties.

# 8. Non-Binding Nature

This MOU is not legally binding but reflects the mutual understanding and intent of the parties to collaborate effectively under the Shareholders Agreement.

Signatures	
Northland Regional Council	
Name:	
Title:	

26 August 2025 Attachment 1

Signature: ˌ		
Date:		
Ngāpuhi In	vestment Fund Li	imited (Tupu Tonu)
Name:		
Title:		<del></del>
Signature:		
Date:		

TITLE: High Pathogenicity Avian Influenza (HPAI) Bird Flu

From: Don McKenzie, Pou Tiaki Pūtaiao - GM Biosecurity and Nicky Fitzgibbon,

Biosecurity Manager - Incursions and Response

Authorised by Group Manager/s:

Don McKenzie, Pou Tiaki Pūtaiao - GM Biosecurity, on 20 August 2025

# **Executive summary/Whakarāpopototanga**

New Zealand remains free of high pathogenicity avian influenza (HPAI) H5N1; however, the virus has now reached the southern hemisphere, including the sub-Antarctic islands. Its arrival in Aotearoa is widely considered a matter of when, not if. Migratory birds are the most likely pathway for introduction, and once the virus becomes established in wild populations, eradication is not feasible. The impacts of an HPAI incursion will be far-reaching, affecting conservation efforts, agricultural systems, public health, and the wellbeing of communities.

As part of the national preparedness programme, regional council s have been tasked with leading the coordination of regional planning. This responsibility includes facilitating communication between local authorities, the Department of Conservation (DOC), the Ministry of Health, and mana whenua to ensure consistent messaging, a shared understanding of roles, and readiness across regions.

Currently, the Northland Regional Council (NRC) does not have the additional full-time equivalent (FTE) capacity required to effectively lead regional planning for HPAI preparedness. To address this gap, staff are seeking funding to engage an external contractor—Better Biosecurity—to lead key components of the planning process.

In addition, NRC staff will require protective equipment to safely carry out business-as-usual activities in potentially high-risk environments.

A proposal has been developed outlining a full-service delivery model at a cost of \$52,066 plus GST. This includes the drafting of a regional coordination plan and the procurement of protective equipment for NRC staff, particularly for work at high-risk sites such as wastewater treatment facilities and State of the Environment monitoring locations

# Recommendation(s)

- That the report 'High Pathogenicity Avian Influenza (HPAI) Bird Flu' by Don McKenzie, Pou Tiaki Pūtaiao - GM Biosecurity and Nicky Fitzgibbon, Biosecurity Manager -Incursions and Response and dated 20 August 2025 be received.
- 2. That council approves the funding of \$52,066 from the Biosecurity Incursions Reserve to implement proactive actions in advance of avian influenza (H5N1) arriving in Te Taitokerau.
- 3. That council support elevating this issue to the Chief Executives and the Mayoral Forum with the aim of encouraging wider regional and district council engagement and coordinated support.

# Options

No.	Option	Advantages	Disadvantages
1	Approve funding of \$52,066 which will be met from the Biosecurity Incursions Reserve.	Risk Mitigation: Proactively addresses potential threats to service delivery and financial sustainability.  Alignment with National Strategy: Supports obligations under the Biosecurity MOU with BNZ, DOC, and Te Uru Kahika.  Stakeholder Confidence: Demonstrates leadership and commitment to protecting environmental and economic assets.	Budgetary Impact: Draws down on the Biosecurity Incursions reserve leaving a revised balance of \$259, 231. This will be \$171,743 short of the original reserve budget of \$430,974.  Uncertain Timeline: The precise arrival time of HPAI is unknown which may raise concerns about investing in preparedness for a potential scenario that may not arrive until 2027.
2	Do not approve funding	Preserves Financial Resources: Maintains the Biosecurity Incursions Reserve at an amount of \$311,297 which could be utilised for unanticipated new incursions in the coming year.	Limited Preparedness: NRC currently lacks the FTE capacity to effectively lead or contribute to regional planning, which will hinder readiness.  Increased Organisational Risk: Without proactive planning, the arrival of HPAI could significantly disrupt service delivery and financial sustainability.

Staff recommend Option 1 above.

# Considerations

1. Climate Impact

The proposal to fund avian influenza actions is an administrative matter and will not affect council s' ability to respond to climate change.

# 2. Environmental Impact

The exact impact of HPAI on the environment remains uncertain, however, international experience indicates that the virus initially affects colony-nesting birds, causing widespread mortality among wild populations. It has also led to major disruptions in poultry industries and has spilled over into more than 60 mammal species. Human infections are rare and typically result from close contact with infected animals; to date, there is no confirmed evidence of human-to-human transmission.

Northland's environmental, cultural, and social landscape presents a unique set of risks. The region's extensive coastline supports significant populations of seabirds and shorebirds, while its lakes, wetlands, and rivers provide habitat for waterfowl—all of which are considered highly susceptible to HPAI. The presence of migratory species further increases the likelihood of virus introduction.

The virus can live for extended periods of time in soil, carcases and damp conditions of which Northland.

# 3. Community views

Biosecurity New Zealand (BNZ) is leading national communications and is expected to initiate another public awareness campaign focused on encouraging the reporting of clusters of three or more sick birds. However, the leadership and coordination of regional communications remains unresolved and requires further clarification.

To date, wider community engagement has been limited. Efforts have primarily focused on key stakeholders such as Fish & Game, the Native Bird Recovery Centre, and select community groups. Broader public outreach has not yet occurred, reflecting a deliberate balance between avoiding premature alarm and ensuring timely awareness.

This cautious approach carries significant reputational risk. Delays or inconsistencies in messaging, particularly if outbreaks escalate which could undermine public trust and confidence in the response. Clear, coordinated communication strategies at both national and regional levels are essential to manage expectations, support early reporting, and maintain credibility.

# 4. Māori impact statement

NRC in partnership with the Department of Conservation (DOC), held four regional wānanga in Kauri Coast, Whangārei, Kerikeri/Bay of Islands, and Kaitaia in July 2025. The theme focused on the eventual arrival of HPAI in Te Taitokerau. Presenters from the Ministry for Primary Industries (MPI), DOC, and NRC shared what we currently know about the virus and what it could mean for our region.

Across all wānanga, there was a strong call for collaborative scenario planning at high-risk sites. Participants emphasised the importance of involving mana whenua alongside key stakeholders such as District Council s, DOC, and NRC to ensure local knowledge and priorities are reflected in future planning.

Participants also raised strong concerns about food security—especially the impact on hunting (pigs), gathering kaimoana, and potential contamination of water take sites, particularly in rural communities reliant on tanks or waterways near large avian colonies.

There was also clear feedback that leaving dead birds or animals in the environment goes against tikanga, so there will need to be plans in place for culturally appropriate carcass management strategies.

The virus is likely to impact taonga species and it is expected that customary practices like harvesting feathers, bones, or birds could be disrupted.

# 5. Financial implications

The full financial implications of Highly Pathogenic Avian Influenza (HPAI) arriving in Aotearoa remain uncertain; however, its emergence could potentially affect NRC's service delivery and require long term funding.

As a newly introduced organism to New Zealand, HPAI is not currently included in NRC's Regional Pest Management Plan, and no dedicated budget exists to support its planning or management. By proactively contributing to the development of regional preparedness plans, NRC seeks to mitigate potential operational impacts and reduce organisational risk.

A proposal has been developed outlining a full-service delivery model at a cost of \$52,066 plus GST. This includes the drafting of a regional coordination plan and the procurement of protective equipment for NRC staff, particularly for work at high-risk sites such as wastewater treatment facilities and State of the Environment monitoring locations.

It is proposed that the \$52066 is drawn from the Biosecurity Incursions reserve which currently has a budget of \$311,297. This would leave a revised balance of \$259, 231 and will be \$171,743 short of the original reserve budget of \$430,974.

Additional future costs of approximately \$25,000 and highlighted in grey in the table below are anticipated based on forecasts from other regional council s. Communications and engagement have been identified as a priority for future action given bird flu does arrive this year and staff may need to revisit the funding needed for communications at that stage.

	Cost per item	Number required	Total cost
Immediate Costs			
Contractor to support coordination and development of Te Taitokerau regional planning		1	\$47000
Biosecurity PPE kit (initial response, suitable for HPAI)  PPE requirements for staff (disinfectants, plastic bin, danger tape, face shields, plastic sacks, cloths)	\$431.60	10 initially	\$4316
External PPE training with staff	\$75/pp	10	\$750
Total  Predicted Future Costs			\$52066
Communications and Engagement Estimated Regional response to an incursion involving a large number of dead birds per site (contractors involved)	\$10,000		\$15,000 \$10,000

# 6. Implementation issues

Although the HPAI preparedness programme is led by Biosecurity New Zealand (BNZ), in partnership with the Department of Conservation (DOC) and Health New Zealand / Ministry of Health under a One Health interagency framework, a key departure from standard biosecurity

response protocols is that BNZ will not lead or support the depopulation or disposal of dead animals. Instead, responsibility for managing wildlife outbreaks—including the safe handling and disposal of sick or dead birds—rests with landowners and land managers. This decentralised approach reflects the nature of HPAI H5N1, where containment within wild populations is not feasible and localised management is essential.

This shift in responsibility is likely to have significant financial implications for our communities, district council s, and mana whenua, as landowners will bear the cost of carcass disposal on their properties. Compounding this challenge is the fact that there is only one authorised disposal site for infected waste—located at Puwera in Whangārei. This presents logistical difficulties for the wider region, where waste is typically managed through transfer stations. Current guidelines recommend leaving carcasses on-site to decompose or burying them, which is not acceptable for some communities due to cultural, environmental, or public health concerns.

Furthermore, because HPAI will not be classified as an emergency event, landholders will not be able to invoke Section 330 of the Resource Management Act (RMA), which allows for retrospective consent applications. Instead, any burial or disposal activities—including those involving PPE and carcasses—will require consents to be obtained in advance, adding further complexity and cost to local response efforts.

At present, there is no central government funding available to support HPAI preparedness or response activities, meaning all costs must be absorbed by the landowner.

Despite five engagement events held since the beginning of the year, efforts to engage district council s have been challenging. Preparing for this response is not viewed as part of their core responsibilities, resulting in limited participation and slow progress on regional readiness. This highlights the urgent need for sustained leadership, clearly defined roles, and targeted engagement to ensure all partners are aligned and prepared ahead of a potential HPAI incursion.

Elevating this issue to Chief Executives and the Mayoral Forum presents a strategic opportunity to secure high-level visibility, endorsement, and coordinated support across the region.

# 7. Significance and engagement

In relation to section 79 of the Local Government Act 2002, this decision is considered to be of low significance when assessed against council 's significance and engagement policy because it has previously been consulted on and provided for in council 's Long-Term Plan and/or is part of council 's day to day activities. This does not mean that this matter is not of significance to tangata whenua and/or individual communities, but that council is able to make decisions relating to this matter without undertaking further consultation or engagement.

# 8. Policy, risk management and legislative compliance

As a newly introduced organism to New Zealand, HPAI is not currently included in NRC's Regional Pest Management Plan, however, under the Biosecurity Memorandum of Understanding (MOU) signed by Biosecurity New Zealand (BNZ), the Department of

Conservation (DOC), and Te Uru Kahika, regional council s—via Te Uru Kahika—have committed to leading regional planning efforts in response to biosecurity threats.

# **Agency Roles**

Agency	Role
МРІ	Coordinates national information flow and risk management
DOC	Leads response on public conservation land and for protected species
Health NZ / Ministry of Health	Oversees human health risk management
Local Government	Regional Council: Coordinates regional readiness and engagement.  District Council: District level planning, coordination and communication.

One outstanding issue in HPAI planning is determining responsibility for the clean-up of dead birds below the mean high tide line, within the coastal marine area, and in freshwater bodies. NRC is currently seeking legal advice on this matter, which has also been raised for consideration at the national level.

# Attachments/Ngā tapirihanga

Nil

26 August 2025

TITLE: Biosecurity Operational Plan 2025-2026

From: Don McKenzie, Pou Tiaki Pūtaiao - GM Biosecurity

Authorised by Group Manager/s:

Don McKenzie, Pou Tiaki Pūtaiao - GM Biosecurity, on 20 August 2025

# **Executive summary/Whakarāpopototanga**

The attached draft Biosecurity Operational Plan 2025-2026 (hereafter referred to as the Plan) has been prepared as an annual requirement of the Biosecurity Act 1993 section 100B. The Plan describes the performance measures (KPI's) and how biosecurity programmes will be implemented during the 2025/2026 financial year.

This report presents the Plan with refinements proposed for one animal pest and seven plant pest KPI's and seeks the support of council for it to be adopted.

# Recommendation(s)

- 1. That the report 'Biosecurity Operational Plan 2025-2026' by Don McKenzie, Pou Tiaki Pūtaiao GM Biosecurity and dated 18 August 2025, be received.
- 2. That council adopt the Plan in accordance with section 100B of the Biosecurity Act 1993 including the refinements which are proposed.
- 3. That council authorises the GM Biosecurity to make any necessary minor drafting, typographical, rounding, or presentation corrections to the Operational Plan.

# **Options**

No.	Option	Advantages	Disadvantages
1	Council approves the whole Operational Plan including the proposed refinements to rule wording.	Implementation of the rules and activities can proceed under the revised Operational Plan.	Nil
2	Council may request amendments on the grounds that the Operational Plan is inconsistent with the Pest Plan	Improved consistency with the Pest Plan is achieved.	The process for their confirmation by council will cause delays in implementation.

The staff's recommended option is Option 1

# **Considerations**

# 1. Climate Impact

The adoption of the Plan is an administrative matter and any implications for climate change is unknown. Furthermore, the decision is not expected to affect the ability of council to respond to climate change.

# 2. Environmental Impact

If approved this decision will have beneficial effects on the environment by reducing pest impact over the coming year.

# 3. Community views

Community views have been sought on biosecurity actions, rules and council services through the development of the Pest Plan and respective Long-Term Plans and Annual Plans.

# 4. Māori impact statement

In respect of tangata whenua feedback, input has been sought through the development of the Pest Plan and respective Long-Term Plans and Annual Plans. Based on this feedback the Pest Plan and annual budgets have been allocated for the Biosecurity Operational Plan. In addition, tāngata whenua members of the Te Ruarangi and Council sit on the Biosecurity and Biodiversity Working Party and have had an opportunity to provide feedback and input into the Plan.

# 5. Financial implications

Budget for implementation is allocated as part of the current Long-Term Plan and Annual Plan. Regular review of the Operational Plan will be undertaken as additional and any external funding allocations are confirmed.

# 6. Implementation issues

There are no barriers to implementation of the current plan at this stage.

# 7. Significance and engagement

In relation to section 79 of the Local Government Act 2002, this decision is considered to be of low significance when assessed against council's significance and engagement policy because it has previously been consulted on and provided for in council's Long-Term Plan and/or is part of council's day to day activities. This does not mean that this matter is not of significance to tangata whenua and/or individual communities, but that council is able to make decisions relating to this matter without undertaking further consultation or engagement.

# 8. Policy, risk management and legislative compliance

In relation to Section 100B of the Biosecurity Act 1993 this decision meets the requirements of the Biosecurity Act 1993 is considered to be of low significance when assessed against the council's risk management policy.

# Background/Tuhinga

Section 100B of the Biosecurity Act states that the Plan must be completed within three months of the end of the financial year. Therefore, the Plan (attached) is presented for council approval within that timeframe having been considered and supported by the Biosecurity and Biodiversity Working Party.

At a previous Biodiversity and Biosecurity Working party meeting in March 2025 members were advised that the 2025-2026 Operational Plan is predicted to overlap with the council's adoption of a

26 August 2025

revised Regional Pest Management Plan (RPMP) in 2026. Once a revised RPMP is adopted there will be a requirement to also revise the Plan so that it reflects any new rules and expected outcomes of the RPMP.

Therefore, staff recommend no major changes are made to the current Plan however, several refinements are recommended. These are aimed at improving the clarity of the rule or its meaningfulness and they are expected to roll over into the new Operational Plan once the review of the RPMS is complete. The proposed refinements are described below all of which have been considered and supported at a recent meeting of the Biodiversity and Biosecurity Working Party held on 6<sup>th</sup> August.

Existing KPI			
	How will this be measured?	Proposed refined key performance measure	Rationale for change
NRC and DOC design a joint advocacy	engagement Plan	"Wild Deer Free Te Taitokerau" NRC and DOC to design a joint communications and engagement plan, involving other stakeholders as necessary (e.g.: hapū/iwi, other government agencies and community), to promote the Strategy Vision of "Wild Deer Free Te Taitokerau"	This proposed wording is more inclusive, and highlights stakeholder engagement.

Existing KPI			
Key performance measures Pg 10 of the Plan	How will this be measured	Proposed refined key performance measure	Rationale for change
Eradication incident investigation and response	Reported via council database.	Eradication incident investigation and response	Depending on size, accessibility and regulatory requirements around control over water control cannot
Initial investigations for all reported sightings and/or discoveries of eradication species undertaken within 10 working days and control actions completed within 20 working days.		Initial investigations for all reported sightings and/or discoveries of eradication species undertaken within 10 working days and control plan in place within 20 working days of confirmation.	always be implemented and completed within 20 working days

Existing KPI			
<b>Key performance measures</b> Page 10 of the Plan	How will this be measured	Proposed refined key performance measure	Rationale for change
Plant retail outlet compliance  All known plant outlets in Northland are inspected annually for exclusion, eradication, progressive containment and sustained control species, and species banned under the National Pest Plant Accord.	Record of plant outlets visited by staff and any non-compliances found.	Plant retail outlet compliance  95% known plant outlets in Northland are inspected annually for exclusion, eradication, progressive containment and sustained control species, and species banned under the National Pest Plant Accord.	The current performance indicator of inspection of 100% of all known plant outlets can be undermined by the frequency with which new, small outlets open and close. The target will remain 100% inspection of all nurseries, however a KPI of 95% allows for the occurrences of new outlets being identified after the inspection rounds are completed for the year, and these being inspected in the next round, rather requiring separate trips by staff, which impacts on delivery of other work.

Existing KPI			
Key performance measures	How will this be	Proposed refined key	Rationale for change
Page 12 of the Plan	measured	performance measure	
Best practice management	Reported from council database.	Best practice management	Performance indicator of 100% of best practice for all sites in all
All management sites visited on		95% of management sites	programmes doesn't allow for the
scheduled best practice rotation		visited on scheduled best	normal, unavoidable issues that
(based on biological characteristics		practice rotation (based on	occur in practice, such as safety
of each species and defined in the		biological characteristics of	issues preventing access. This
species programme record in the		each species and defined in	means the KPI is failed if a single
council's IRIS database).		the species programme	site in a programme is unable to b
		record in the council's IRIS	inspected on one inspection
		database).	rotation. The best practice target,
			rather than a minimum
			requirement target, is already a high-level target, thus a 95%
			achievement rate will still see
			programmes progressing toward
			eradication.
Progress towards eradication	Reported from	Progress towards eradication	Simplifying the measure in line with
5	council database.		the original intent as the new
Annual decrease in number of		Annual decrease in infestation	spatial field tool will be operationa
adult plants observed or the		area at existing management	and will ensure consistent data
infestation area at existing		sites.	standards and will be able to
management sites.			convert point/count data into
			infestation area.

**Progressive Containment Plants** - these changes mirror the changes proposed for Exclusion and Eradication plant categories above.

Existing KPI			
Key performance measures  Page 12 of the Plan	How will this be measured	Proposed refined key performance measure	Rationale for change
Best practice management  100% of council managed sites visited on scheduled best practice rotation (based on biological characteristics of each species and defined in the species programme record in the council's IRIS database).	Evidence of schedule and visits made is reported back.	Best practice management  95% of council managed sites visited on a scheduled best practice rotation (based on biological characteristics of each species and defined in the species programme record in the council's database).	The performance indicator of 100% of best practice for all sites in all programmes doesn't allow for the normal, unavoidable issues that occur in practice, such as safety issues preventing access. This means the KPI is failed if a single site in a programme is unable to be inspected on one inspection rotation. The best practice target, rather than a minimum requirement target, is already a high-level target, thus a 95% achievement rate will still see Council managed sites progressing toward eradication, and the programme progressing toward progressive containment.
Progress towards eradication  Annual decrease in number of adult plants or the infestation area at existing council managed sites.	Reported from council database.	Progress towards eradication  Annual decrease in infestation area at existing council managed sites.	Simplifying the measure in line with the original intent as the new spatial field tool will be operational and will ensure consistent data standards and will be able to convert point/count data into infestation area.

Sustained Control Plants			
Existing KPI			
<b>Key performance measures</b> Page 13 and 14 of the Plan	How will this be measured	Proposed refined key performance measure	Reason for change
Road and rail five year weed management plans.  All road and rail authorities have five year weed management plans or prioritised annual plans approved and implemented.	Evidence of management plans in place and monitored and showing reduction in impacts of pest plants.	No change but just a note for Working Party members to be aware: This KPI is unlikely to be met given the roading authorities continued lack of engagement with NRC. The current structure of the rules relating to Road and Rail Authorities doesn't allow an escalation to a Notice of Direction or to act on default to achieve compliance. The current review of the Regional Pest and Marine Pathways Management Plan aims to review and revise these rules.	
Best practice guide developed for all road and rail authorities	Evidence of a guide developed.	To be removed	A guide for the development of 5 year weed management plans was developed and provided to road and rail authorities in 2023, meaning this KPI has already been completed and should be removed.

# Attachments/Ngā tapirihanga

Attachment 1: 2025-2026 Biosecurity Operational Plan 🗓 📆

# Biosecurity Operational Plan 2024<u>5</u>-202<u>5</u>6

Mahere tautahi whakahaumaru taiao



Tē tōia, tē haumatia



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# 1. Introduction | Tīmatanga kōrero

Tē tōia, tē haumatia

Nothing can be achieved without a plan, workforce, and way of doing things.

# Background

The Northland Regional Council (council) is the management agency responsible for developing and implementing the Northland Regional Pest and Marine Pathway Management Plan 2017-2027 in accordance with the Biosecurity Act 1993 (Pest Plan). The Pest Plan is a combination of the eradication or effective management of specified pests (or groups of pests), and a marine pathway plan designed to prevent and manage the spread of harmful marine organisms via boat hull fouling within Northland coastal waters.

The Pest Plan describes the biosecurity activities that will be undertaken throughout Northland and outlines the management or eradication of specific organisms and/or marine pest pathways. Doing so will:

- minimise the actual or potential adverse or unintended effects associated with these organisms and/or pathways, and,
- maximise the effectiveness of individual actions in managing pests or pathways through a regionally coordinated approach.

# Associated Documentation

Regional Pest and Marine Pathway
Management Plan 2017-2027 (the Pest Plan)

This operational plan has been prepared as a requirement of the Biosecurity Act 1993 section 100B and should be read in conjunction with the Pest Plan. It includes all species listed in the Pest Plan. The plan describes the nature and scope of activities the Council intends to undertake in the implementation of the Pest Plan for the period 1 July 2021 – 30 June 2022. For full details of pest management objectives, aims, principal measures to manage pests, and pest management rules, please refer to the Pest Plan.

Northland Regional Pest and Harine Pathways Insugarant to all the Control of the

https://www.nrc.govt.nz/media/uh udlio4/northlandregionalpestandm arinepathwaymanagementplan201 72027.pdf

# Northland Regional Council Long Term Plan 2021-2031

This operational plan is integrated with council's Annual and Long Term plans which prescribe the funding and resources allocated to programmes within the plan. Council's Long Term Plan 2021-2031 maintains a focus on pest management activities in Northland. The plan states that the council will provide the services of:

- Reducing the impact of introduced pests on the environment, economic and social values; and,
- Protect the health of forests and lakes through effective regional pest control; and,
- Promoting community involvement in pest management, including tangata whenua, communities, district councils and other stakeholders.



https://www.nrc.govt.nz/media/wsidxsbe/final-long-term-plan-2021-to-2031.pdf

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# 2. Implementation Programmes Whakatinana te hōtaka

The Pest Plan is implemented by programmes as detailed below:

# **Exclusion Pests**

Preventing the establishment of named pests in Northland. Council will search for and control new incursions of pests that are present in New Zealand, but not yet established in Northland and have the potential to be a serious pest.

Emergency control actions of pests that are not listed in the Pest Plan can also be carried out.

# **Eradication Pests**

Eradicating identified pests in Northland. The intermediate outcome is to achieve zero density of these pests in certain areas. In the short to medium term, infestation levels will be reduced to the point where it becomes difficult to detect the pest.

Implementation Programme Objectives

# Progressive Containment Pests

Containing and, where practicable, reducing the geographic distribution of certain pests in Northland over time. Eradication is not feasible, but it is practicable to prevent them from spreading to other parts of Northland, or to eradicate the pest from

# Sustained Control Pests

Providing ongoing control of a pest (or group of pests), or an organism being spread by a pest to reduce their impact. The intermediate outcome is to ensure any external impacts are manageable. This includes plants banned from sale and



# Marine Pathway Management Plan

Reduce and avoid impacts to biodiversity, cultural and economic values by preventing the establishment of marine pests and (where practicable), containing the geographic distribution of marine pests in Northland.

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# 3. Pest species in the plan Ngā riwha katoa i te rautaki

Northland's Pest Plan contains 143 species. A breakdown on the number and types of pests along with a detailed listing of the pests included is detailed in the tables below and overleaf.

	Number of Species (or groups of species) in the Pest Plan					
Type of Pest	Exclusion	Eradication	Progressive Containment	Sustained Control	Banned from sale or distribution	Total
Plants	13	22	5	18	35	93
Animals	11	3		12		26
Diseases				1		1
Fresh water	3	8	3	2		16
Marine				7		7
Total	27	33	8	40	35	143



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Pest Type	Exclusion Species	Eradication Species	Progressive Containment
Plants	Asiatic knotweed Chinese knotweed Climbing spindle berry Giant hogweed Giant knotweed Holly-leaved senecio Houttuynia Noogoora bur Old man's beard Phragmites Purple loosestrife Sea Spurge Velvetleaf	Akebia Balloon vine Bat-wing passionflower Cape tulip Cathedral bells Chilean rhubarb Evergreen buckthorn Field horsetail Firethorn Gypsywort Lesser knotweed Mexican feather grass Mickey mouse plant Monkey musk Nassella tussock Nutgrass Royal fern Spartina species including: Spartina anglica Spartina anglica Spartina townsendii Wilding kiwifruit	African feather Grass Lantana (all varieties) Manchurian wild rice Mile-a-minute Pultenaea
Animals	Bearded dragon Big headed ant Blotched blue tongued skink Common blue tongued skink Indian ring-necked parakeet Rainbow lorikeet Rook Sulphur crested cockatoo Wallaby (all Macropus, Petrogale and Wallabia species)	Yellow flag iris  Feral deer including all species and hybrids of: Cervus Dama Odocoileus	
Disease			
Fresh water	Entire marshwort Orfe Water poppy	Eastern water dragon Eel grass Nardoo Red-eared slider turtle Salvinia Senegal Tea Snake-necked turtle Water hyacinth	Koicarp Perch Tench
Marine			

est Type Sustained Control		Banned from Sale and Distribution		
Plants	Bathurst bur Brazillian Pepper tree Gorse Gravel Groundsel Phoenix palm Privet (Ligustrum) including: L. Jucidum (tree privet) L. sinese (Chinese privet) L. ovalifolium (privet) L. vulgare (common privet) Queen of the night Rhus tree Wild ginger including: Yellow ginger Kahili ginger Wilding conifers including: Pinus contorta Douglas fir Maritime pine Radiata pine Woolly nightshade	Agapanthus Black-eyed Susan Broom Brush wattle Buddleia Camphor laurel Cape honey flower Cape ivy Century plant Coastal banksia Cotoneaster incl: C. glaucophyllus C. franchetii Eleagnus Elephant's ear English ivy Furcraea German ivy Greater bindweed Hakea Hakea Himalayan fairy grass Himalayan honeysuckle	Jasmine Kangaroo acacia Lily of the valley vine Oxylobium Paperbark poplar Periwinkle Prickly moses incl: Acacia verticillata subsp cephalantha A. v. subsp. ruscifolia Sexton's bride Sharp rush Sycamore Sydney golden wattle Taiwan cherry Velvet groundsel	
Animals	Argentine ant Darwin's ant Feral and stray cats Feral goat Feral pig Mustelids incl: Ferret Stoat Weasel			
Disease	Kauri dieback			
Fresh water	Brown bullhead catfish Rudd			
Marine	Asian paddle crab Australian droplet tunicate Japanese mantis shrimp Mediterranean fanworm Pyura sea squirt Styela sea squirt Undaria seaweed			

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# Financial summary Whakarāpopoto ā pūtea

Council's Long Term Plan 2021 - 2031 provides the necessary funding (via rates and user charges) for the operational and planning activities associated with biosecurity and pest management carried out by Northland Regional Council. Additional external funding grants have also been allocated to supplement council investment in pest management.

Biosecurity Budget 2024- 2025	Long Term Plan
Biosecurity Pest Management rate	\$9.49M
External funding	\$4M
Total Biosecurity Expenditure	\$13.49M

NOTE: Budget is an estimate at this stage. This will be subject to changes as <u>any annual plan orthe</u> Long-Term Plan forecasts are finalised and LTP decisions are made\_later in the year.

# 5. Team key performance indicators Ngā tohu paetawhiti o te roopū

Biosecurity has several key performance measures applicable over all or some of the department as detailed in the table below

 $Additional\ focused\ key\ performance\ measures\ applicable\ within\ specific\ areas\ of\ the\ Biosecurity\ are\ detailed\ as\ required\ in\ Sections\ 6-10\ of\ this\ operational\ plan.$ 

Department area	Key performance measures	How will this be measured?
Whole department	Community engagement Total number of engagement events and other social media interactions is maintained or is greater than the previous year.	Events attended and social media interactions recorded and reported annually.
Whole department	Bicultural collaboration: Number of relationships and collaborative projects that are underway with hapū / whanau / iwi increases by a minimum of 5% annually.	Recorded via council databases.
Whole department	Bicultural capability All permanent staff will have achieved competency level 1 in council's Te Whāriki workshops.	Human resources records.
Pest Plants Pest Animals Freshwater Pests	Identify new sites Identify new sites of exclusion, eradication, and progressive containment pest through passive and active surveillance by council staff, the public, or through regional surveillance.	Evidence of the records of new sites reported and recorded.
Pest Plants Pest Animals Freshwater Pests	Exclusion incident investigation Initial investigations for all reported sightings and/or discoveries of exclusion species undertaken within 5 working days.	Reported via council database.
Pest Plants Pest Animals Freshwater Pests	Exclusion incident response An initial response plan developed and implemented for any new incursion of an exclusion species within 20 working days of confirmation of species.	Evidence of plans developed.

Department area	Key performance measures	How will this be measured?		
Pest Plants Freshwater Pests	Eradication incident investigation and response Initial investigations for all reported sightings and/or discoveries of eradication species undertaken within 10 working days and control actions completed within 20 working days.	Reported via council database.	Commented [JB1]: Proposed refined key performan measure:	
Pest Plants Freshwater Pests	Progressive containment incident investigation and response Initial investigations for all reported sightings and/or discoveries of Progressive Containment species (outside of containment zones) undertaken within 10 working days and decisions documented within 20 working days.	Council database.	measure: Eradication incident investigation and response Initial investigations for all reported sightings and/or discoveries of eradication species undertaken within 10 working days and control plan in place within 20 workin of confirmation.  Rationale: Depending on size, accessibility and regulate requirements around control over water control canno always be implemented and completed within 20 work days.	
Pest Plants Pest Animals Freshwater Pests	Request response time Response to requests from the public on sustained controlled pests will be responded to within 20 working days.	Reported via council database.		
Pest Plants	Plant retail outlet compliance All known plant outlets in Northland are inspected annually for exclusion, eradication, progressive containment and sustained control species, and species banned under the National Pest Plant Accord.	Record of plant outlets visited by staff and any non-compliances found.	Commented [JB2]: Proposed refined key performan	

95% known plant outlets in Northland are inspected ann for exclusion, eradication, progressive containment and sustained control species, and species banned under the National Pest Plant Accord.

Rationale: The current performance indicator of inspect Rationale: The current performance indicator of inspect 100% of all known plant outlets can be undermined by t frequency with which new, small outlets open and close target will remain 100% inspection of all nurseries, how KPI of 95% allows for the occurrences of new outlets be reported after the inspection rounds are completed for year, and these being inspected in the next round, rathe requiring separate trips by staff, which impacts on delive other work.

# 6. Pest plants | Ota-ota rāwaho riha

# 6.1 Exclusion plants

Eradication of infestations of exclusion plants will be attempted by the council in conjunction with relevant Crown agencies, tangata whenua, and other stakeholders where practicable.

Council will provide training to relevant council staff and stakeholders about the identification of the exclusion pests to assist in early detection. Council will provide advice, attend events, and undertake publicity campaigns to increase public awareness of exclusion pests.

## Regulatory programmes include:

- Enforcement of rules relating to exclusion plants.
- Eradication of exclusion plants found in Northland.
- Inspection / enforcement of rules relating to Plant nurseries and retail outlets (National Pest Plant Accord).

# Non-regulatory services include:

- Supporting eradications undertaken by other Crown agencies, tangata whenua, and other stakeholders.
- Provide advice about how to manage exclusion plants.
- Support, attend and provide public weed control workshops to raise awareness and provide training to relevant stakeholders.
- Manage contractors relating to control of exclusion plants.

# 6.2 Eradication Plants

Control work will be undertaken annually by council staff / contractors / partners and/or stakeholders and detailed work plans will be developed for specific pests.

# Regulatory programmes include:

- Enforcement of rules relating to eradication plants.
- Eradication of species listed within the eradication programme
- Inspection / enforcement of rules relating to Plant nurseries and retail outlets (National Pest Plant Accord).

# Non-regulatory services include:

- Support eradications undertaken by other Crown agencies, tangata whenua, and other stakeholders.
- Provide advice about how to manage eradication plants.
- Support, attend and provide public pest control workshops to raise awareness.
- Manage contractors relating to control of eradication plants.



Eradication plant bat-wing passionflower overgrowing a stone wall.

# Key performance measures

Key performance measures	How will this be measured?
Best practice management All management sites visited on scheduled best practice rotation (based on biological characteristics of each species and defined in the species programme record in the council's IRIS database).	Reported from council database.
Progress towards eradication Annual decrease in number of adult plants observed or the infestation area at existing management sites.	Reported from council database.

# 6.3 Progressive containment plants

 $Council \, staff \, will \, aim \, to \, eradicate \, populations \, outside \, the \, containment \, zone \, and \, reduce \, the \, size \, of \, the \, containment \, zone \, and \, reduce \, the \, size \, of \, the \, containment \, zone \, and \, reduce \, the \, size \, of \, the \, containment \, zone \, and \, reduce \, the \, size \, of \, the \, containment \, zone \, and \, reduce \, the \, size \, of \, the \, containment \, zone \, and \, reduce \, the \, size \, of \, the \, containment \, zone \, and \, reduce \, the \, size \, of \, the \, containment \, zone \, and \, reduce \, the \, size \, of \, the \, containment \, zone \, and \, reduce \, the \, size \, of \, the \, containment \, zone \, and \, reduce \, the \, size \, of \, the \, containment \, zone \, z$ 

zone through a variety of control methods, including but not limited to spraying.

Council staff will also support communities to reduce the impact of progressive containment pests through several regulatory and non-regulatory biosecurity programmes.

# Commented [JB3]: Proposed refined key performand measure:

Best practice management

95% of management sites visited on scheduled best pra rotation (based on biological characteristics of each spe and defined in the species programme record in the col IRIS database).

Rationale: Performance indicator of 100% of best practi all sites in all programmes doesn't allow for the normal, unavoidable issues that occur in practice, such as safety issues preventing access. This means the KPI is failed if a single site in a programme is unable to be inspected on inspection rotation. The best practice target, rather tha minimum requirement target, is already a high-level tar, thus a 95% achievement rate will still see programmes progressing toward eradication.

# Commented [JB4]: Proposed refined key performance measure:

measure: Progress towards eradication

Annual decrease in infestation area at existing managen sites.

Rationale: Simplifying the measure in line with the original intent as the new spatial field tool will be operational are ensure consistent data standards and will be able to corpoint/count data into infestation area.

# Regulatory programmes include:

Enforcement of rules relating to progressive containment plant species.

Eradication and reduction of infestations of  $progressive\ containment\ plants\ may\ be$ attempted by the council in conjunction with relevant Crown agencies, tangata whenua and stakeholders.

# Non-regulatory services include:

- Develop and support community pest control programmes.
- Develop and support biosecurity environment fund projects.
- Support community, mana whenua, and landcare groups.
- Provide advice about how to manage progressive containment species.
- Support, attend and provide public weed control workshops.
- Provide public weed workshops.
- Support biocontrol for progressive containment species.

# Key performance measures

Key performance measures	How will this be measured?
Best practice management 100% of council managed sites visited on scheduled best practice rotation (based on biological characteristics of each species and defined in the	Evidence of schedule and visits made reported back.

# Commented [JB5]: Proposed refined key performance

measure: Best practice management

95% of council managed sites visited on a scheduled bes practice rotation (based on biological characteristics of species and defined in the species programme record in council's database).

Rationale: The performance indicator of 100% of best practice for all sites in all programmes doesn't allow for normal, unavoidable issues that occur in practice, such a normal, unavoidable issues that occur in practice, such a safety issues preventing access. This means the KPI is fai a single site in a programme is unable to be inspected or inspection rotation. The best practice target, rather tha minimum requirement target, is already a high-level target. thus a 95% achievement rate will still see Council mana; sites progressing toward eradication, and the programm progressing toward progressive containment.

Key performance measures

How will this be measured?

species programme record in the council's IRIS database).

Progress towards eradication
Annual decrease in number of adult plants or the infestation area at existing council managed sites.

Commented [JB6]: Proposed refined key performance and council managed sites.

# 6.4 Sustained Control Plants

Council will provide advice to relevant road and rail authority staff regarding development and implementation of management plans for sustained control plants. Sustained control plants are managed through both regulatory and non-regulatory biosecurity programmes.

# Regulatory programmes include:

- Enforcement of rules relating to sustained control plant species.
- Enforcement of Good neighbour rules.
- Inspection / enforcement of rules relating to Plant nurseries and retail outlets (National Pest Plant Accord).
- Inspection / enforcement of rules relating to Quarries.
- Enforcement of rules relating to Road and rail, and development and implementation of management plans).

# Non-regulatory services include:

- Develop and support community pest control programmes and high value areas.
- Develop and support biosecurity environment fund projects.
- Support community, mana whenua, and land care groups.
- Provide advice about how to manage sustained control species.
- Support, attend and provide public weed control workshops.
- Provide public weed workshops.
- Continuing investing in deployment and development of biocontrol agents for sustained control plants.

# Key performance measure

y performance measures How will this be measured?

14

Progress towards eradication

point/count data into infestation area.

managed sites.

Annual decrease in infestation area at existing council

**Rationale:** Simplifying the measure in line with the origin intent as the new spatial field tool will be operational an

ensure consistent data standards and will be able to con

Road and rail five year weed management plans All road and rail authorities have five year weed management plans or prioritised annual plans approved and implemented.	Evidence of management plans in place and monitored showing reduction in impacts of pest plants.
15% of all operating commercial quarries are inspected annually to determine compliance with Rule 6.4.5, Rule 6.4.7, and Rule 6.4.15"	Evidence held on council database

Commented [JB7]: No change but just a note for Wc Party members to be aware: This KPI is unlikely to be m given the roading authorities continued lack of engager with NRC. The current structure of the rules relating to and Rail Authorities doesn't allow an escalation to a No Direction or to act on default to achieve compliance. Tr current review of the Regional Pest and Marine Pathwa Management Plan aims to review and revise these rule:

Key performance measures	How will this be measured?
Best practice guide Best practice guide developed for all road and rail authorities	Evidence of a guide developed.

Commented [JB8]: KPI proposed for removal:
A guide for the development of 5 year weed manageme plans was developed and provided to road and rail auth in 2023, meaning this KPI has already been completed a should be removed.



Blue morning glory overgrowing road signage in Tikipunga.

# 7. Pest animals | Karerehe rāwaho riha

# 7.1 Exclusion animals

Eradication of infestations of exclusion animals will be attempted by the council in conjunction with relevant Crown agencies, tangata whenua, and other stakeholders where practicable.

Council will provide training to relevant council staff and stakeholders about the identification of the exclusion pests to assist in early detection. Council will provide advice, attend events and undertake publicity campaigns to increase public awareness of exclusion pests.

# Regulatory programmes include:

- Enforcement of rules relating to exclusion animals.
- Eradication of exclusion animals found in Northland.

# Regulatory programmes include:

- Support eradications undertaken by other Crown agencies, tangata whenua, and other stakeholders.
- Provide advice about how to manage exclusion
  animals.
- Support, attend and provide public pest control workshops to provide training and raise awareness to assist in early detection.
- Manage contractors relating to control of exclusion animals.
- Council will provide advice, attend events, and undertake publicity campaigns to increase public awareness of exclusion animals.

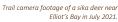


Exclusion pest Indian ring-necked parakeet seen at Whangārei Heads.

#### 7.2 **Eradication animals**

These pests all have the potential to establish widely in the region and can cause adverse effects to the environmental, economic, social, or cultural values of the region. Council is either the lead agency or a partner for eradicating these pests from the region.

Eradication of the eradication pests will be undertaken by the council in conjunction with relevant Crown agencies, tangata whenua, and other stakeholders where practicable.





# Regulatory programmes include:

- Enforcement of rules relating to eradication
- Eradication of species listed within the eradication

# Non-regulatory services include:

- Support eradications undertaken by other Crown agencies, tangata whenua, and other stakeholders.
- Provide advice about how to manage eradication
- Support, attend and provide public pest control workshops to raise awareness.
- Manage contractors relating to control of eradication animals.

# Key performance measures

Key performance measures	How will this be measured?
Deer incident response and investigation 100% of deer incidents are responded to within 48 hours.	Incidents and time to respond are recorded in council databases.
Deer location records Known deer populations are surveyed and mapped across Northland.	Data recorded on council mapping software.
"No wild Deer in Te Taitokerau"  NRC and DOC design a joint advocacy campaign, involving other stakeholders as necessary (e.g.: iwi,hapu, Game Animal Council), to promote the Strategy Vision of "No wild populations of deer in Northland" To be replaced with	Develop a joint NRC/DOC advocacy campaign.
Best practice management NRC maintains at least annual contact with Northland deer farmers to support the industry in best practice. Reducing the farm deer escapes annually.	Meetings noted in monthly reporting and council database

Commented [DM9]: Proposed to be replaced with

"Wild Deer Free Te Taitokerau"
"NRC and DOC to design a joint communications and engagement plan, involving other stakeholders as nece (e.g.: hapū/iwi, other government agencies and commu to promote the Strategy Vision of "Wild Deer Free Te Taitokerau"- reason is that the refined wording is more inclusive and highlights stakeholder engagement.

#### 7.3 Sustained control animals

Sustained control animals are generally managed through non-regulatory biosecurity partnerships, regulatory measures are used when required.

# Regulatory programmes include:

• Enforcement of rules relating to sustained control animal species.

# Non-regulatory services include:

- Develop and support community pest control programmes and high value areas.
- Develop and support biosecurity environment fund projects.
- Develop and support significant biosecurity partnerships (eg. Northland Regional Council-Kiwi Coast Partnership).
- Support community, mana whenua, and landcare groups.
- Provide advice about how to manage sustained control animals.
- Support, attend and provide public pest control workshops.
- Provide selected pest control materials.

  Manage contractors relating to sustained control
- animal control.

  Staff will assist landowners and agencies to develop management plans to manage sustained control animals in Northland.

# Key performance measures

Key performance measures	How will this be measured?
Land area in CPCAs Increase in hectares of land under CPCAs per annum (increase by 5000 ha).	Evidence of management plans which show hectares of CPCAs.
Council supported programmes Measure annual outputs of council supported programmes – may include:  Number of traps issued.  Number of kills recorded or post control pest densities, where known.  Number of Biofund projects approved.  Number of Community Pest Control Areas approved.  Trends in indicator species (eg. kiwi call counts and pateke flock surveys).	Council database records.
Contractors specifically engaged by council for possum control will meet a target of 5% residual trap catch index or 15% wax tag index in council led operations.	Possum index monitoring.

Key performance measures	How will this be measured?
Council supported programmes undertaking possum control are achieving agreed targets set in community pest control area agreements.	Evidence of targets met in relevant CPCA agreements.

# 7.4 Predator Free Whangārei and Pēwhairangi Whānui (Bay of Islands.)



Predator Free Whangārei and Pēwhairangi Whānui aims to protect, restore, and enhance thousands of hectares of Northland's native forests, coastal habitats, and wetlands, allowing for greater protection and enhancement of threatened species of native fauna and flora.

It will link and connect several community led, landscape scale predator control programmes delivering environmental awareness and enhancement. . The project will completely remove possums from 8,600 ha of the Whangārei Heads area, and 11,600 ha in Pēwhairangi Whānui, and utilise the narrow neck of the numerous peninsula inlets and streams to protect from reinvasion. Elimination will be achieved by 2025 and 2026 respectively.

# Key performance measures

Key performance measures	How will this be measured?
Possum eradication Percentage of project area in knockdown / removal phase.	Area under active management
Possum eradication surveillance Percentage of project area in surveillance phase (detection and response).	Area under surveillance



Possums caught on trail camera at Taurikura.

# 8. Diseases and pathogens Ngā mate uru tāme me ngā tukumate

The *Phytophthora agathidicida* programme is a multi-agency programme involving the Ministry for Primary Industries, Department of Conservation, Northland Regional Council, Auckland Council, Waikato Regional Council, Bay of Plenty Regional Council, and tangata whenua.

The programme will utilise scientific and technological advancements to help reduce the spread of P. agathidicida including mātauranga Māori.

Regulatory programmes include:

- Enforcement of rules relating to sustained control disease.
- Development of high risk *P. agathidicida* management plans.
- Council staff and/or their contractors will visit all
  places on private land suspected of containing
  P. agathidicida to undertake further assessment
  or testing.

Non-Regulatory Services include:

- Support community, mana whenua, and landcare groups.
- Provide advice about how to manage sustained control dispase.
- Support, attend and provide public P. agathidicida
  workshops
- Provide materials to manage P. agathidicida.
- Manage contractors relating to sustained control species



Boardwalk wending its way through young trees on the Kauri Mountain section of the Te Araroa trail.

# Key performance measures

Key performance measures	How will this be measured?
Soil Sampling 100% of remaining aerial survey sites on private land will be sampled and a minimum of 50% of high risk sites will have management plans	Evidence of the number of sites sampled and <i>P. agathadicida</i> management plans completed will be recorded on council databases.
Follow up soil sampling Sample five previously sampled sites in order to reconfirm the status of the site with regard to the presence of <i>P. agathadicida</i> .	Evidence of the number of sites sampled recorded on council databases.
Hygiene stations A minimum of 5 hygiene stations installed at priority sites.	Evidence of stations recorded on council database
P. agathidicida distribution Maintain a record of distribution of P. agathidicida disease across Northland.	Recorded on national and council data systems.
Incident response times All incidents are recorded, and a response plan is developed within 20 working days.	Evidence held on council database.
Community engagement Deliver a minimum of ten public engagement events annually	Evidence held on council database



# 9. Freshwater pests | Riha wai māori

# 9.1 Exclusion freshwater pests

# Regulatory programmes include:

- Enforcement of rules relating to exclusion freshwater pests.
- Eradication of exclusion freshwater pests found in Northland.
- Inspection / enforcement of rules relating to Plant nurseries and retail outlets (National pest plant accord).

# Non-Regulatory programmes include:

- Support eradications undertaken by other Crown agencies, tangata whenua, and other stakeholders.
- Provide advice about how to manage exclusion freshwater species.
- Support, attend and provide public pest control workshops to raise awareness.
- Manage contractors relating to control of exclusion species.
- Provide training to relevant council staff and stakeholders about the identification of the exclusion pests to assist in early detection.
- Provide advice, attend events, and undertake publicity campaigns to increase public awareness of exclusion nests

# Key performance measures

Key performance n	neasures	How will this be measured?
Incursion response plans		
Develop surveillance and incurs for at least one vulnerable high and/or culturally significant site	value biodiversity	Reported on through council database

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# 9.2 Eradication freshwater pests

# Regulatory programmes include:

- Enforcement of rules relating to eradication freshwater species.
- Eradication of species listed within the eradication programme.
- Inspection / enforcement of rules relating to plant nurseries and retail outlets (national pest plant accord).

# Non-Regulatory programmes include:

- Support eradications undertaken by other Crown agencies, tangata whenua, and other stakeholders.
- Provide advice about how to manage eradication freshwater species.
- Support, attend and provide public pest control workshops to raise awareness.
- Manage contractors relating to control of eradication freshwater species.



Eradication freshwater pest
– red eared slider turtle.

# Key performance measures

	Key performance measures	How will this be measured?
: :	Management site visit 100% of council freshwater pest fish management sites visited on scheduled best practice rotation (based on biological characteristics of each species and defined in the species programme record in the council's IRIS database).	Evidence of schedule and visits made reported back.

# 9.1 Progressive Containment Freshwater Pests

# Regulatory programmes include:

- Enforcement of rules relating to progressive containment control freshwater species.
- Eradication and/or reduction of infestations of the progressive containment freshwater pests may be attempted by the council in conjunction with relevant Crown agencies, tangata whenua, and other stakeholders where practicable.



# Non-regulatory services include:

- Council staff will assist landowners to develop management plans.
- Council will provide training to relevant council staff and stakeholders in the identification of pests to assist in early detection.
- Council staff will provide advice, attend events, and undertake publicity campaigns to increase public awareness of pests.
- New technologies and methods will be investigated and introduced where possible.

Biosecurity staff setting nets after a reported koi carp sighting at Lake Taharoa.

# Key performance measures

Key performance measures	How will this be measured?
Distribution record  Maintain a distribution record of progressive containment pest fish species.	Reported from council database.
Annual status reports Training, surveillance, control, and eradication actions attempted for progressive containment pest fish species will be reported annually.	Summary included in the annual Biosecurity Operations Plan report.

Key performance measures	How will this be measured?
Community Engagement  Attend at least 2 community events (annually) to advocate and promote public awareness and biosecurity best practice around pestfish	Engagement events reported on in annual Biosecurity Operations Plan report
Management tools and technology  Investigate the use of new management tools and technology around pestfish detection or control	Implemented and reported on through annual Biosecurity Operations Plan report

# 9.2 Sustained Control Freshwater Pests

# Regulatory programmes include:

Enforcement of rules relating to sustained control freshwater species.



Rudd - sustained control freshwater pest.

# Non-regulatory services include:

- Council staff will provide education and advice to owners, occupiers, and the public about the freshwater sustained control pests and how to control them.
- Council will provide training to relevant council staff and stakeholders in the identification and control of the sustained control freshwater pests.
- Council will provide advice, attend events, and undertake publicity campaigns to increase public awareness of these freshwater pests.

# 10. Marine pathways management plan Rautaki wai moana

# Background of the Marine Pathway Management Plan

Over the life of the Pest Plan (including the Marine Pathway Management Plan), council has the following aims:

- To increase the number of vessel owners and/or persons in charge of vessels complying with the pathways plan rules.
- To see a reduction in new marine pest introductions to Northland.
- To see a reduction in the rate of spread of established sustained control marine pests between designated areas within Northland.
- To help marine stakeholders, coastal marine area occupiers, vessel owners and the public to gain knowledge and skills to help reduce the impacts and spread of sustained control pests and to understand the risk hull biofouling poses to marine pest spread.

Since 2010 council has had a species led approach to managing marine pests. However, identifying marine pests and potential risk organisms for Northland is difficult so rather than relying solely on the species led approach, council is addressing a universal vector of spread. Mediterranean fanworm is just one of many species that has entered the region via hull biofouling, with over 100 vessels found infected with fanworm in uninfected Northland harbours since 2012. Taking a proactive approach and encouraging cleaner hulls through a MPMP will result in fewer vessels carrying marine pests and other biofouling to the region and reduce the risk of new marine pest incursions.

The programme includes the following species and pathways:

Marine pests and pathway		
Marine pathway plan	Hull fouling: Level of Fouling 2 or 'light fouling'*	
Sustained control marine pests	Asian paddle crab Australian droplet tunicate Japanese Mantis Shrimp Mediterranean fan worm	Pyura sea squirt Styela sea squirt Undaria seaweed

\*light fouling is defined as: small patches (up to 100 millimetres in diameter) of visible fouling, totalling less than 5% of the hull and niche areas. A slime layer and/or any species of barnacles is allowable fouling.

# Implementation

- Continue with existing communication and advice programmes to assist vessel owners & stakeholders with ensuring compliance with rules.
- The Hull Surveillance Programme will assess a minimum of 2000 vessels annually. Any vessel carrying a named marine pest in an area where that pest is not widely established, will be formally directed to make a plan to have the vessel cleaned. In addition, owners of vessels that exceed the MPMP fouling threshold will be advised and issued a warning letter encouraging them to have the
- vessel cleaned and explaining that enforcement action will follow if they fail their next inspection and move between designated places.
- Enforcement action on vessels will be tracked in IRIS (councils online incident logging database).
- Owners of structures that constitute high risk in terms of marine pest spread will also be subject to consideration and assessment for the need of a marine pest management plan in accordance with species rules.

# Performance Targets and Measures

Key performance measures	How will this be measured?
Vessel compliance reporting Compliance with the marine pest and pathway plan is recorded and trends over the duration of the plan are analysed.	Compliance with the pathway plan and all incidents will be recorded and reported monthly.
Hull survey The vessel hull surveillance programme will inspect a minimum of 2000 vessel hulls annually.	Evidence of hulls surveyed recorded on council databases, or national databases as they become available.
Community engagement A minimum of two engagement activities annually are conducted to facilitate an increase in awareness of the risk hull fouling poses to the spread of marine pests.	Engagement events will be recorded on council databases
New marine pests Introductions of new marine pests to Northland and spread of established pests to new designated areas within Northland are recorded and trends over the duration of the plan are analysed.	Number of incidents and reports of marine pests will be recorded and reported monthly.  Surveillance activities will be recorded to contribute to an assessment of surveillance effort over the duration of the plan.
Incident response All significant incidents are recorded, and a response plan is developed and implemented within 5 working days.	Incidents recorded on council databases.



Young visitors to the marine Biosecurity display at an Experiencing Marine Reserves snorkelling event.

# 11. Operational plan reporting Ripoata mahere tautahi whakahaumaru whakamahi

Council will produce a report on the operational plan and its implementation not later than 5 months after the end of each financial year.

A copy of this report will be provided to council.

# 12. Operational plan review Arotake mahere tautahi whakahaumaru whakamahi

This operational plan will be reviewed periodically as required.

# Acknowledgements

Table of contents: Fantail image supplied by Stefan Billings

Northland Regional Council

**P** 0800 002 004

E info@nrc.govt.nz

**W** www.nrc.govt.nz



TITLE: Submission to the Local Government Act (System

Improvements) Bill

From: Kyla Carlier, Corporate Strategy Manager

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 20

**Group Manager/s:** August 2025

# Executive summary/Whakarāpopototanga

This report seeks council approval to lodge a submission on the Local Government Act (System Improvements) Bill with the Governance and Administration Committee. The bill proposes a range of amendments to the Local Government Act 2002 to meet the policy objectives of the select committee.

The bill was released for public submission on 27 July 2025, and the attached submission has been workshopped with both Council and Te Ruarangi.

The consultation closes on Wednesday 27 August 2025.

# Recommendations

- 1. That the report 'Submission to the Local Government Act (System Improvements) Bill' by Kyla Carlier, Corporate Strategy Manager and dated 14 August 2025, be received.
- 2. That the submission as discussed at the council workshop on 13 August, and included as attachment 1 to this paper, be approved subject to the following additions:
- 3. That inclusion 1, identified in **attachment 2** to this paper and recommended by Te Ruarangi, be approved for addition to the submission.
- 4. That inclusion 2, identified in **attachment 2** to this paper and recommended by Te Ruarangi, be approved for addition to the submission.
- 5. That inclusion 3, identified in **attachment 2** to this paper and recommended by Te Ruarangi, be approved for addition to the submission.
- 6. That inclusion 4, identified in **attachment 2** to this paper and recommended by Te Ruarangi, be approved for addition to the submission.
- 7. That the submission, with inclusions as agreed above, be approved and lodged with the Governance and Administration Committee via the Parliament website on or before 11.59pm on Wednesday, 27 August 2025 (subject to any amendments directed by council).
- 8. That the submission be signed on behalf of council by the Chief Executive Officer.

# **Options**

No.	Option	Advantages	Disadvantages
1	Approve the submission on the LG (System Improvements) Bill with inclusions as determined	The select committee will be informed on council views on the proposed bill, and the submission will incorporate the views	Staff resource required to lodge.

No.	Option	Advantages	Disadvantages
	by the above recommendations.	of Te Ruarangi as agreed by council.	
3	Do not approve the submission on the LG (System Improvements) Bill.	No staff resource required to lodge.	The select committee will not be informed on council views on the proposed bill, or those of Te Ruarangi; staff time has already been expended on the draft.

The staff's recommended option is option 1, with all inclusions retained.

# **Considerations**

# 1. Climate Impact

Council lodging a submission on the proposed system improvements bill does not have implications for responding to climate change in the region being a procedural matter.

# 2. Environmental Impact

Council lodging a submission on the proposed system improvements bill does not have environmental implications.

# 3. Community views

Lodging a submission on the proposed system improvements bill is part of a parliamentary public submission process. Council lodging a submission on the proposed bill provides an opportunity to highlight implications for Northland and to represent the interests of Northland communities.

# 4. Māori impact statement

The proposed amendments to the system improvements bill have a potential impact on iwi/hapū/whānau in Te Taitokerau, particularly in relation to the removal of the four wellbeings, changes to council's code of conduct, and removal of a requirement to consider knowledge of tikanga māori.

The submission was workshopped with Te Ruarangi on 14 August and feedback from that meeting was incorporated into the submission, as outlined in the recommendations above.

# 5. Financial implications

The proposed amendments to the system improvements bill would have implications on councils financial management and reporting, with the overall aim of the bill being to address cost of living concerns.

However, the council decision to lodge a submission on the proposed bill does not have any material financial implications being largely an administrative matter.

# 6. Implementation issues

The decision to lodge a submission on the proposed bill does not create any material implementation issues being largely an administrative matter. Although it should be noted that there may be a risk of not meeting the submission deadline should material changes to the submission be requested by council as part of its decision to endorse the submission.

# 7. Significance and engagement

In relation to section 79 of the Local Government Act 2002, this decision is considered to be of low significance when assessed against council's significance and engagement policy as it is part of council's day to day activities. This does not mean that this matter is not of significance to tangata whenua and/or individual communities, but that council is able to make decisions relating to this matter without undertaking further consultation or engagement.

# 8. Policy, risk management and legislative compliance

There are no known policy, risk management or legislative compliance matters associated with the recommendations contained in this report.

# Background/Tuhinga

Parliament's Governance and Administration Committee is calling for submissions on the Local Government (System Improvements) Amendment Bill.

The Bill was released for public submissions on 27 July 2025. The bill seeks to:

- Refocus the purpose of local government with the removal of the four well-beings and a focus on core services to support local economic growth.
- Change the way that council performance is measured and publicised.
- Focus financial management on core services and increase reporting requirements.
- Introduce a standardised code of conduct and set of standing orders and facilitate the sharing of information and transparency.
- Provide regulatory relief to councils by removing some requirements and providing clarification around some matters.

The bill proposes a range of amendments to the Local Government Act 2002 to meet its policy objectives.

Staff have developed the attached submission on the proposed bill. The submission was informed by a workshop with council on 13 August 2025 and was subsequently presented to a workshop of Te Ruarangi on 14 August 2025. The position of members of Te Ruarangi at that workshop were subsequently added to the original submission and itemised for council awareness and decision on inclusion to the submission.

It is recommended that council approve the submission, with all inclusions retained, for lodgement with the Governance and Administration Committee of Parliament, on or before 11.59pm on Wednesday, 27 August 2025.

# Attachments/Ngā tapirihanga

Attachment 1: Draft LG System Improvements Bill - as submitted to council workshop 🗓 🍱



Attachment 2: Draft LG System Improvements Bill - with inclusions identified for decision 🗓 📆





Submission with content as submitted to council workshop 13 August 2025 (no inclusions).

## **Submission**

To: Committee Secretariat

**Governance and Administration Committee** 

Parliament Buildings

Wellington

ga.legislation@parliament.govt.nz

By: The Northland Regional Council

On: Local Government (System Improvements) Amendment Bill

# Introduction

The Northland Regional Council (NRC, or 'Council') appreciates the opportunity to submit on the Local Government (System Improvements) Amendment Bill. Council's submission is made in the interest of promoting the sustainable management of Northland's natural and physical resources and supporting its people and communities both economically and in terms of wellbeing.

Council is supportive of the government's focus on reducing the cost of living and sees value in the streamlining elements proposed in the bill, balancing service delivery with cost and regulatory requirements. However, some clauses of the bill lack the clarity required to realise the intended benefits, and council is concerned that the broad-brush approach may not account for the unique requirements of individual regions, and the knowledge of the members elected to represent them.

# Submission

- 1. Interpretation
  - 1.1. Council sees logic in amending the definition of community outcomes to align with the purpose of local government, subject to Council's submission below on the amendment of the purpose of local government.





1.2. Council supports the removal of a requirement to use newspaper advertising as part of providing public notice, and by extension the ability of individual councils to assess the usefulness of newspaper notices for their communities.

## 2. Purpose of local government:

- 2.1. Council acknowledges that the amendment to the purpose of local government, with the removal of the four well-beings and a focus on cost-effectiveness and the core functions of councils, is intended to provide clearer direction. However, Council is concerned that the purpose lacks sufficient clarity to realise this intention.
- 2.2. Further clarification is needed regarding what are considered to be 'local public services' and 'services'. 'Good quality' and 'most cost effective' also need to be defined, with the latter potentially leaving council open to challenge if not properly clarified.
- 2.3. Council considers itself already aligned to the purpose 'to support local economic growth and development'. The language is not sufficiently defined to necessitate any change in current Council operations.

# 3. Core services

3.1. The re-introduction of core services includes two services delivered by Council: public transport and civil defence emergency management. Council questions where environmental protection, regulatory services, maritime functions and flood protection and control works sit in the assessment of 'core services'. These form a significant part of the work carried out by regional councils, primarily under the Resource Management Act 1991, the Biosecurity Act 1993, and the Soil Conservation and Rivers Control Act 1941. It is noted that 'Flood protection and Control works' have until this amendment been considered to be a 'group of activities' in developing an annual plan under Schedule 10 of the Local Government Act. While these may fall under the 'performance of regulatory functions' this is not included in new section 11A – this could lead to regional councils being challenged when undertaking these activities despite the clear benefits for communities (and the mandates under other Acts).

We recommend either including reference to 'performance of regulatory functions' in new s11A or expanding the list to explicitly reference core services performed by regional councils (the former seems preferable).

3.2. The requirement to have 'particular regard' to the contribution that the core services make to its communities' lacks clarity, and it is unclear how council could use this as a test when working to prioritise its activities.





- 3.3. The Explanatory Note to the Bill states that one of the intentions of the Bill is to deter councils from spending on activities that "stray from core services" which has caused rates rises which are being "exacerbated by a lack of fiscal discipline among councils". From a Regional Council perspective it is unclear what activities and spending might be considered as 'straying' from core services and demonstrating a lack of fiscal discipline, and further guidance on this would be useful.
- 3.4. Council is concerned that an overly narrow interpretation of "core services" may inadvertently exclude projects that are financially prudent and deliver significant value to communities. Implementation needs to be managed to ensure that high-impact initiatives are not precluded solely on the basis of a constrained definition.

# 4. Service delivery review

4.1. The removal of the mandatory requirement for a local authority to carry out a periodic review of the cost-effectiveness of service delivery (S17A) offers some benefits in terms of administrative relief and the ability to tailor reviews to specific operating environments.

## 5. Governance

- 5.1. Council supports the addition of governance principles for elected members as a way to help to foster a collaborative council environment and adherence to proper process, and notes the requirement to report on how these principles are being realised as part of the triennial local governance statement. It is noted that providing a statement on how council is fostering these principles will likely need to rely on adherence to council's code of conduct.
- 5.2. Council supports the requirement for a general explanation of the code of conduct at the first meeting of a council following a general election.
- 5.3. While not opposed to a standardised code of conduct and standing orders being issued by the Secretary, it is noted the mandatory requirement for a Code of Conduct has been removed and replaced with an option ("may") to the Secretary to approve and issue a code of conduct.
- 5.4. We also note the removal of the requirement that when adopting a code of conduct it is to be considered whether a member must declare if they are an undischarged bankrupt. Considering that the Bill is concerned with good financial management, Council considers this to be information that Council should be aware of.
- 5.5. Council supports the addition of a clause that elected members have a right of access to documents held by council, and notes that guidance may be required for





determining what type of information is reasonably necessary to enable a member to perform their duties. Council notes that this information could currently be requested under LGOIMA, and this clause may assist in reducing these types of queries from elected members.

# 6. Performance management

- 6.1. The enablement of regulations in relation to council performance and reporting have the potential to be useful and provide guidance to councils on these matters. It is important that any regulations relating to the prescription of groups of activities in long-term and annual plans, and annual reports, be issued with sufficient time for councils to deliver on these requirements, without having to undercut best practice.
- 6.2. Council acknowledges the amendment to Section 261B in relation to performance measures as a widening of the scope of what the Secretary can apply mandatory rules to, and notes that these may be applied to individual local authorities. Council is concerned with the removal of the mandatory requirement to consult with local authorities during this process and seeks retention of this. Consultation will help to ensure that if measures are being applied to groups of local authorities, these are not too broad brush, potentially resulting in measures that are meaningful in one region and less so in another.

Council supports the removal of this as a mandatory requirement, and notes that to date the requirement has only driven performance measures in relation to council's flood risk management activity.

- 6.3. Council notes the intention to develop a performance measurement framework administered by the DIA, and sees the benefit of performance measures across councils being able to be viewed in one place. This may result in a reduction in LGOIMA requests. The presentation of performance measures across and between councils need to be considered carefully to avoid losing the context of those councils, their structural form (district/city, regional or unitary) and their unique situations, communities and constraints, which could result in a dilution of meaning and misleading information.
- 6.4. We also note that comparing financial performance across equivalent councils may paint those that do little in a better light than those that choose to invest significantly (or have to in order to address infrastructure deficits). This sort of context needs to be understood for a fair comparison.
- 6.5. We recommend that if any new rules relating to performance measures are proposed, consultation must be undertaken with those parties subject to the rules this will avoid impractical unworkable rules. We therefore recommend s261(3) be amended accordingly to require active consultation with relevant local authorities (replace 'may'









with 'must'. We recommendation the same change is made in relation to regulations developed under section 259 (new clause 4A).

# 7. Financial Management

- 7.1. The requirement to have particular regard to the purpose of local government and core services when determining Council's approach to financial management will create an extra layer of administrative consideration in decision-making, and requires clarity in order to implement. Consideration should be given to how this requirement will be monitored, to ensure that it does not result in increased audit fees that negate the intended financial efficiencies of the bill.
- 7.2. We also consider it may be particularly difficult for a regional council to demonstrate how it has given 'particular regard' to the core services as defined in new section 11A (given these don't reflect regional services well).
- 7.3. The requirement to report on all operating and capital expenditure on consultants and contractors will require further guidance, to ensure clarity on what level of reporting needs to occur, and clear definition of what is considered to be a consultant or contractor. For example, it is not clear if legal costs would fall under this umbrella, or would be considered separately as a professional service. While some councils already have their own definitions, these would need to be standardised. It is assumed that this information would be disclosed as part of current note 4 (Other expenditure) to the financial statement of council's annual report.
- 7.4. The bill strives to address cost of living concerns, with concern raised that rates are driving household inflation. This must be considered in the historical context of long periods of under-investment in local infrastructure. Rates reductions may not provide the required relief, and have very minimal impact for a significant cost in terms of service provision and potentially constraints on development due to infrastructure lag / deficit.

# 8. Regulatory requirements

- 8.1. Council notes the removal of the mandatory requirement to consider the relevance of knowledge of tikanga Māori when appointing directors of CCOs. While removing a requirement to 'consider' may result in little impact practically, the messaging of this and the impact on Māori participation in local government decision-making needs to be considered.
- 8.2. The council has no objection to the extension of the maximum length of a chief executive's second term, as this may provide continuity of leadership.









8.3. Council has no objection to the clarification provided by the bill around the authority of an acting or interim chief executive to sign certificates of compliance for lending, or in relation to third-party contributions to capital projects.

The Council does not wish to be heard in relation to its submission.

Signed by the Executive Leadership Team on behalf of Northland Regional Council

# Jonathan Gibbard Chief Executive Officer Dated: 26 August 2025







Private Bag 9021, Whangārei 0148

Council Meeting ITEM: 7.5



Attachment 2

Proposed amendments resulting from feedback from Te Ruarangi highlighted in green text and numbered for council decision on inclusion.

# **Submission**

26 August 2025

To: Committee Secretariat

**Governance and Administration Committee** 

Parliament Buildings

Wellington

ga.legislation@parliament.govt.nz

By: The Northland Regional Council

On: Local Government (System Improvements) Amendment Bill

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Council is supportive of the government's focus on reducing the cost of living and sees value in the streamlining elements proposed in the bill, balancing service delivery with cost and regulatory requirements. However, some clauses of the bill lack the clarity required to realise the intended benefits, and council is concerned that the broad-brush approach may not account for the unique requirements of individual regions, and the knowledge of the members elected to represent them.

# **Submission**

- 1. Interpretation
  - 1.1. Council sees logic in amending the definition of community outcomes to align with the purpose of local government, subject to Council's submission below on the amendment of the purpose of local government.





1.2. Council supports the removal of a requirement to use newspaper advertising as part of providing public notice — and by extension the ability of individual councils to assess the usefulness of newspaper notices for their communities — while also recognising that councils may still choose to consider and accommodate the needs of certain communities who could be digitally excluded, due to limited internet access.

Inclusion 1

# 2. Purpose of local government:

- 2.1. Council acknowledges that the amendment to the purpose of local government, with the removal of the four well-beings and a focus on cost-effectiveness and the core functions of councils, is intended to provide clearer direction. However, Council is concerned that the purpose lacks sufficient clarity to realise this intention.
- 2.2. Providing for councils to promote the social, economic, environmental, and cultural well-being of communities in the purpose of local government reflects the connection local authorities have to their communities and the wide-reaching impact of the work they deliver.

Inclusion 2

- 2.3. Further clarification is needed regarding what are considered to be 'local public services' and 'services'. 'Good quality' and 'most cost effective' also need to be defined, with the latter potentially leaving council open to challenge if not properly clarified.
- 2.4. Council considers itself already aligned to the purpose 'to support local economic growth and development'. The language is not sufficiently defined to necessitate any change in current Council operations.

# 3. Core services

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Private Bag 9021, Whangārei 0148



We recommend either including reference to 'performance of regulatory functions' in new s11A or expanding the list to explicitly reference core services performed by regional councils (the former seems preferable).

- 3.2. The requirement to have 'particular regard' to the contribution that the core services make to its communities' lacks clarity, and it is unclear how council could use this as a test when working to prioritise its activities.
- 3.3. The Explanatory Note to the Bill states that one of the intentions of the Bill is to deter councils from spending on activities that "stray from core services" which has caused rates rises which are being "exacerbated by a lack of fiscal discipline among councils". From a Regional Council perspective it is unclear what activities and spending might be considered as 'straying' from core services and demonstrating a lack of fiscal discipline, and further guidance on this would be useful.
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- 5.1. Council supports the addition of governance principles for elected members as a way to help to foster a collaborative council environment and adherence to proper process, and notes the requirement to report on how these principles are being realised as part of the triennial local governance statement. It is noted that providing a statement on how council is fostering these principles will likely need to rely on adherence to council's code of conduct.
- 5.2. Council supports the requirement for a general explanation of the code of conduct at the first meeting of a council following a general election.
- 5.3. While not opposed to a standardised code of conduct and standing orders being issued by the Secretary, it is noted the mandatory requirement for a Code of Conduct has been removed and replaced with an option ("may") to the Secretary to approve and issue a code of conduct.





Te Kaunihera ā rohe o Te Taitokerau

5.4. Council notes that there is good reason for councils to retain the ability to approve their own Code of Conduct, or have scope to amend a standardised code of conduct, to apply a regional context. For example, Council's Code of Conduct includes direction on values, standards of behaviour or responsibilities of elected members relating to fulfilling Te Tiriti obligations, embracing tikanga Māori and reo Māori, endorsing culturally appropriate delivery of council services that supports te ao Māori and mātauranga Māori, and upholding Tiriti-based partnerships with hapū and iwi.

Inclusion 3

- 5.5. We also note the removal of the requirement that when adopting a code of conduct it is to be considered whether a member must declare if they are an undischarged bankrupt. Considering that the Bill is concerned with good financial management, Council considers this to be information that Council should be aware of.
- 5.6. Council supports the addition of a clause that elected members have a right of access to documents held by council, and notes that guidance may be required for determining what type of information is reasonably necessary to enable a member to perform their duties. Council notes that this information could currently be requested under LGOIMA, and this clause may assist in reducing these types of queries from elected members.

# 6. Performance management

- 6.1. The enablement of regulations in relation to council performance and reporting have the potential to be useful and provide guidance to councils on these matters. It is important that any regulations relating to the prescription of groups of activities in long-term and annual plans, and annual reports, be issued with sufficient time for councils to deliver on these requirements, without having to undercut best practice.
- 6.2. Council acknowledges the amendment to Section 261B in relation to performance measures as a widening of the scope of what the Secretary can apply mandatory rules to, and notes that these may be applied to individual local authorities. Council is concerned with the removal of the mandatory requirement to consult with local authorities during this process and seeks retention of this. Consultation will help to ensure that if measures are being applied to groups of local authorities, these are not too broad brush, potentially resulting in measures that are meaningful in one region and less so in another.

Council supports the removal of this as a mandatory requirement, and notes that to date the requirement has only driven performance measures in relation to council's flood risk management activity.

6.3. Council notes the intention to develop a performance measurement framework administered by the DIA, and sees the benefit of performance measures across councils being able to be viewed in one place. This may result in a reduction in LGOIMA requests. The presentation of performance measures across and between



26 August 2025 Attachment 2



councils need to be considered carefully to avoid losing the context of those councils, their structural form (district/city, regional or unitary) and their unique situations, communities and constraints, which could result in a dilution of meaning and misleading information.

- 6.4. We also note that comparing financial performance across equivalent councils may paint those that do little in a better light than those that choose to invest significantly (or have to in order to address infrastructure deficits). This sort of context needs to be understood for a fair comparison.
- 6.5. We recommend that if any new rules relating to performance measures are proposed, consultation must be undertaken with those parties subject to the rules this will avoid impractical unworkable rules. We therefore recommend s261(3) be amended accordingly to require active consultation with relevant local authorities (replace 'may' with 'must'. We recommendation the same change is made in relation to regulations developed under section 259 (new clause 4A).

# 7. Financial Management

- 7.1. The requirement to have particular regard to the purpose of local government and core services when determining Council's approach to financial management will create an extra layer of administrative consideration in decision-making, and requires clarity in order to implement. Consideration should be given to how this requirement will be monitored, to ensure that it does not result in increased audit fees that negate the intended financial efficiencies of the bill.
- 7.2. We also consider it may be particularly difficult for a regional council to demonstrate how it has given 'particular regard' to the core services as defined in new section 11A (given these don't reflect regional services well).
- 7.3. The requirement to report on all operating and capital expenditure on consultants and contractors will require further guidance, to ensure clarity on what level of reporting needs to occur, and clear definition of what is considered to be a consultant or contractor. For example, it is not clear if legal costs would fall under this umbrella, or would be considered separately as a professional service. While some councils already have their own definitions, these would need to be standardised. It is assumed that this information would be disclosed as part of current note 4 (Other expenditure) to the financial statement of council's annual report.
- 7.4. The bill strives to address cost of living concerns, with concern raised that rates are driving household inflation. This must be considered in the historical context of long periods of under-investment in local infrastructure. Rates reductions may not provide the required relief, and have very minimal impact for a significant cost in terms of service provision and potentially constraints on development due to infrastructure lag / deficit.





# 8. Regulatory requirements

8.1. Council notes the removal of the mandatory requirement to consider the relevance of knowledge of tikanga Māori when appointing directors of CCOs. While removing a requirement to 'consider' may result in little impact practically, the messaging of this and the impact on Māori participation in local government decision-making needs to be considered. People in governance roles with knowledge of tikanga Māori builds meaningful relationships with Māori, with potential flow-on effects that enhance performance and delivery of services to local communities, including mana whenua.

Inclusion 4

- 8.2. The council has no objection to the extension of the maximum length of a chief executive's second term, as this may provide continuity of leadership.
- 8.3. Council has no objection to the clarification provided by the bill around the authority of an acting or interim chief executive to sign certificates of compliance for lending, or in relation to third-party contributions to capital projects.

The Council does not wish to be heard in relation to its submission.

Signed by the Executive Leadership Team on behalf of Northland Regional Council

# Jonathan Gibbard

Chief Executive Officer

Dated: 26 August 2025







Private Bag 9021, Whangārei 0148

TITLE: Chair's Report to Council

From: Rae Hetaraka, Executive Assistant to the Chair

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 12

**Group Manager/s:** August 2025

# **Purpose of Report**

This report is to receive information from the Chair on strategic issues, meetings/events attended, and correspondence sent for the month of July 2025.

# Ngā mahi tūtohutia / Recommendation

That the report 'Chair's Report to Council' by Rae Hetaraka, Executive Assistant to the Chair and dated 1 August 2025, be received.

# Meetings/events attended

During this period, I attended the following meetings/events/functions:

- 13 15 July Attended West Coast Regional Tour in Hokitika
- 21 22 July Attended Meat Conference in Christchurch
- 23 July Attended Why Northland Matters Event in Wellington

# Correspondence

During July I sent out the following correspondence:

Date	Addressed To	Subject
1 July 2025	S Tindal - KiwiRail	Marsden Point Rail Link Project
14 July 2025	B Tomason - Northland Development Corporation	Oruku Landing Conference and Events Centre
29 July 2025	Hon David Parker	Acknowledgement of career

# Attachments/Ngā tapirihanga

Nil

TITLE: Chief Executive's Report to Council

From: Jonathan Gibbard, Tāhūhū Rangapū - Chief Executive Officer

Authorised by Jonathan Gibbard, Tāhūhū Rangapū - Chief Executive Officer, on 21 August

**Group Manager/s:** 2025

# Ngā mahi tūtohutia / Recommendation

That the report 'Chief Executive's Report to Council' by Jonathan Gibbard, Tāhūhū Rangapū - Chief Executive Officer and dated 29 July 2025, be received.

# 8.2.1 HIGHLIGHTS

# Lake Ngatu project

The science team is developing a nutrient load model for Lake Ngatu. Northland dune lakes are unique freshwater ecosystems with national significance. However, water quality of these lakes is degrading, with nutrient loads from catchment runoff and within the lakes driving declining water quality. The model will help us better understand nutrient dynamics, informing effective dune lake management approaches to reverse lake degradation.

The project reached an important milestone in July with NRC's Groundwater Scientist leading the installation of deep and shallow monitoring bores after obtaining concession from the Department of Conservation and resource consent from NRC. The project has now commenced its monitoring phase, with continuous monitoring of groundwater level and monthly monitoring of water quality by science and hydrology staff over the course of two years. The data will feed into the development of a nutrient model for the lake.



Photo left: show banks of Lake Ngatu – critical pieces of infrastructure that were recently installed to monitor nutrients, such as phosphate and nitrogen, in the lake system.

# Partnerships - Kiwi Coast

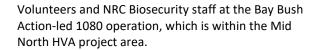
NRC and Kiwi Coast had another successful year partnering to protect native wildlife through community-led pest control. In 2024, 218 groups reported trapping over 120,000 pests, bringing the 12-year total to nearly 967,000. Contractors also supported toxin operations and strategic predator control to link projects and boost kiwi survival, contributing to New Zealand's first kiwi corridors. Kiwi Coast collaborated with Predator Free Whangarei and Pewhairangi-Whanui teams to scale pest control efforts and trial new technologies. They also ran 25 workshops, including one at Akarama Marae, to build community skills. Annual reports from six HVAs show strong results, with low stoat numbers and high weasel catches indicating effective control.

HVA project	Mustelids	Total
Mid North	888	42,909
Tutukaka	187	3,461
Kiwi Link	341	10,387
Whangārei Heads	64	1,358
Piroa-Brynderwyns	498	6,768
Waipoua	210	2,527











At the Kohinui Stream Landcare pest workshop, run by the Kiwi Coast and NRC

# **8.2.2 CORPORATE SERVICES**

# Fraud, Corruption and Dishonesty Statement

There are no new fraud investigations to report or any new incidents or suspected incidents of fraud at this time.

# **Economic Development**

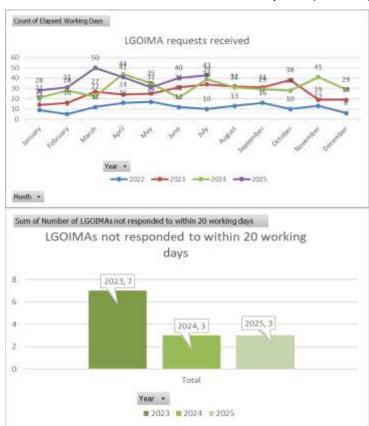
Northland Economic Quarterly e-newsletter – latest issue distributed on 22 July examining trends in employment, building consents, the state of housing in Northland and opportunities for AI in Northland's food system: https://www.nrc.govt.nz/your-council/onlineservices/enewsletters/

- Northland Infrastructure Plan participated on the assessment panel led by Northland Inc to select a supplier to deliver this plan
- Input into review of Whangarei District Council walking and cycling strategy and review of Dairy Statistics by Dairy NZ.

#### **Property Update**

- No consent is required at Fertiliser Road for discharge from the existing stormwater pond to the
  drain, or through groundwater, given Ballance Agri-Nutrients activities have ceased on the
  property and the very low risk environmental impact downstream. Monitoring and a risk
  assessment has confirmed there are unlikely to be any adverse affects from a passive discharge.
- Marketing collateral to attract a tenant(s) of a large site in Whangārei's CBD has gone out
  publicly which could lead to redevelopment of the property. The site is adjacent to a property
  currently being designed and built, a combination of the two developments would be
  complimentary in modernising the area and enhancing council's property portfolio.

#### Local Government Official Information Requests (LGOIMA)



In July 2025, we received 43 LGOIMA requests, 24 more requests than at the same time in July 2024.

The overall trend shows an increase in LGOIMA requests each year, with 54 more requests compared to the same period in 2024.

This month, one LGOIMA request was not responded to within the required 20 working days due to a miscalculation, resulting in a response being issued on day 21.

#### **8.2.3 REGULATORY SERVICES**

## **Current Legal Proceedings**

Department	Description	Status
Consent decision appeal	Proposed port expansion project to include reclamation and port activities	Te Parawhau has notified the Court that it has withdrawn its Section 274 notice and is no longer involved in the appeal proceedings. This means all parties have now resolved their issues with this appeal. The Applicant now has to provide the Court with an updated report, or, if possible, a consent memorandum resolving the appeal by 22 August 2025. Otherwise, any documents resolving the appeal need to be filed with the Court by 30 September 2025.
Consent decision appeal	New groundwater take at Tautoro (south of Kaikohe) for irrigation of a proposed avocado orchard	One appeal was received from Te Riingi Marae. The Environment Court has agreed to postpone Court assisted mediation until mid October 2025 to allow the applicant and appellant to continue to engage in discussions to resolve the appeal. The applicant is to advise the Court whether parties wish to proceed or not proceed with mediation.

## **Consents Update**

During July 2025, a total of 97 Decisions were issued. These decisions comprised:

Moorings	1
Coastal Permits	6
Air Discharge Permits	15
Land Discharge Permits	19
Land Use Consents	41
Water Takes	12
Bore Consents	3
1	1

Thirty applications were received in July 2025.

Of the 125 applications in progress at the end of July 2025:

- 30 were received more than 12 months ago;
- 11 were received between 6 and 12 months ago (most awaiting further information from the applicant);
- 84 less than 6 months.

# **Appointment of Hearing Commissioners**

No commissioners were appointed in July 2025.

Consents Decisions and Progress on Notified Applications in Process, Objections and Appeals

The current level of notified application processing activities at the end of July 2025 is (by number):

Applications Publicly/Limited Notified During Previous Month		
Progress on Applications Previously Notified	3	
Appeals/Objections	2	

# **Compliance Monitoring**

The results of compliance monitoring for the period 1 to 31 July 2025 (and year-to-date figures) are summarised in the following table and discussed below.

Classification	Total	Full compliance	Low risk non- compliance	Moderate non- compliance	Significant non- compliance
Air Discharge	11	10	1	0	0
Bore Consent	9	5	4	0	0
Coastal Discharge	24	18	1	5	0
Coastal Permit	21	21	0	0	0
FDE - Discharge permit	0	0	0	0	0
Land Discharge	54	41	4	8	1
Land Use Consent	66	55	1	10	0
NES-F	16	16	0	0	0
Water Discharge	43	21	8	12	2
Water Permit	28	28	0	0	0
Water Take	229	174	45	10	0
Total	501	389	64	45	3
Percentage		77.6%	12.8%	9.0%	0.6%
Year to date	501	389	64	45	3
Percentage		77.6%	12.8%	9.0%	0.6%

# Municipal wastewater treatment plant compliance/enforcement

WWTP/Consent Status	Compliance for last 12 months	•	Enforcement Action/Response
Ahipara Expires 2033			Under ANs (reissued in September 2022). Compliance is based on a median FC concentration of 12 consecutive samples and a 90 <sup>th</sup> percentile limit. As the latter limit requires 9 out of 10 consecutive samples to be compliant, the 12-month compliance pie chart will continue to show (red) for at least another two months. Desludging of ponds to commence in August 2025.
Kaiwaka Expires 2049			Under AN (issued in August 2025) Median and 90 <sup>th</sup> percentile exceedances for FC. E. coli also exceeding RC limits. Numerous overflows from the pond. Enforcement action taken.

WWTP/Consent Status	Compliance for last 12 months	Compliance for last 3 months	Enforcement Action/Response
Kohukohu Expires 2026			Under AN Self-monitoring not being undertaken correctly. FC and ammoniacal nitrogen exceed consent limits. Discharge volumes have also exceeded RC limits on some occasions.
Hikurangi Expired June 2025 (replacement consent application being processed)			Under AN TSS, BOD5 and E. coli results continue to be above RC limits for median and 90 <sup>th</sup> percentile.
Taipā Expires 2029			Moderate non-compliances for FC exceeding 85 <sup>th</sup> percentile and TN exceeding RC limits. Working group trialling options to improve treatment and working towards a land-based discharge.
Whatuwhiwhi Expires November 2025 (replacement consent application being processed)			Moderate non-compliances for TSS exceeding RC limits. Self-monitoring not being undertaken in accordance with consent requirements. CH exploring options for plant upgrade alongside consent renewal.
Opononi & Ōmāpere Expires 2027			Under ANs Moderate non-compliances for BOD, ammoniacal nitrogen, E. coli, and TSS. Multiple days where discharge volume exceeded consent limit.
Paihia Expires 2034			Under AN Moderate non-compliances due to ammoniacal nitrogen exceeding RC limits for 90 <sup>th</sup> percentile. Some results missing.
Rāwene Expired 2023 (replacement consent being processed)			Discharge volumes exceed RC limits. FC, ammoniacal nitrogen and TSS exceed consent limits Remedial work scheduled.

WWTP/Consent Status	Compliance for last 12 months	Compliance for last 3 months	Enforcement Action/Response
Kaitāia Expired 2021 (decision on replacement consent due soon)			Under AN (for reticulation overflows). Ongoing works on reticulation system. Some sample results missing. RC limits exceeded for percentiles.
Hihi Expired 2022 (replacement consent being processed)			Ammoniacal nitrogen and E. coli exceeding RC limits. Some results missing. Ammoniacal nitrogen exceeded RC limit at downstream site.
Kawakawa Expires 2036			Moderate non-compliance due to 90 <sup>th</sup> percentile for E Coli being exceeded in historic sample. Has been trending downwards since. Latest samples (July) compliant.
Kaikohe Expired 2021 (replacement consent being processed but also listed Fast-track proposal)			Under AN Discharge volumes not being reported. Water quality exceeding RC limits.
Russell Expired 30 April 2024 (replacement consent being processed)			Under AN Leachate volumes discharged to treatment plant have exceeded RC limits.
Rangiputa Expires 2032			None currently. Moderate non- compliance for sampling not undertaken in accordance with RC conditions.
Maungaturoto Expires 2032			Under AN; IN issued September 2024 No issues currently.

WWTP/Consent Status	Compliance for last 12 months	Compliance for last 3 months	Enforcement Action/Response
Ruakākā Expires 2046			Elevated ammoniacal nitrogen levels in some sampling bores, however, investigations showed that no elevated levels were found in the receiving environment.
Ngunguru Expires 2035			None currently. Historic result still affecting 95 <sup>th</sup> percentile for E. coli.
<b>Tutukaka</b> Expires 2054			Moderate non-compliance for historic elevated E. coli. Fully compliant since March 2025.
<b>Te Kōpuru</b> Expires 2044			Dry weather flows have exceeded discharge limit on several occasions.
Kāeo Expired 2022 (replacement consent being processed)			Some exceedances of RC limits, however most recent monitoring fully compliant.
<b>Waipū</b> Expires 2030			None currently.
Dargaville Expires 2043			Under ANs None currently.
Whāngārei City Expires 2045			Under AN for odour from plant. Additional odour controls being implemented. Moderate non-compliance for ongoing incorrect reporting.

WWTP/Consent Status	Compliance for last 12 months	Compliance for last 3 months	Enforcement Action/Response
<b>Ōākura</b> Expires 2025			None currently.
Mangawhai Expires 2042			Under ANs; IN issued September 2024 Enforcement relates to odour. No other issues currently.
<b>Kerikeri</b> Expires 2036			None currently.
Portland Expires 2054			None currently.  Non-compliance for late data in 2024.
Glinks Gully Expires 2034			None currently.
Waiotira Expires 2030			None currently.
Compliance Status			
Full compliance			
Low risk non-compliance	e		
Moderate non-compliar	nce		
Significant non-complia	nce		

# **Court Cases Update**

Litigation	Next Court Event/Action
Enforcement Order and Prosecution Environment Court Earthworks and vegetation removal in a wetland	Ongoing discussions with defendants and their lawyer about the Remediation and Mitigation Plan which was a requirement of the Enforcement Orders (issued on 20 January 2025). Judicial conference scheduled for 12 August 2025.  Charges for prosecution served on defendants on 25 July 2025.
Enforcement Orders District Court Farm dairy effluent and silage discharges relating to five farms Interim Enforcement Orders Environment Court Discharge to air from the manufacturing of Asphalt and open burning	2025.  Enforcement Orders issued for five farms on 5 May 2025.  Joint memorandum filed in August 2025 to vary some dates in the orders by agreement.  On 23 June 2025, the parties filed and served a joint memorandum advising that the respondents plan to dismantle and remove the asphalt plant from the site permanently and are no longer pursuing a resource consent for bitumen batching activities on the site. The
	respondents requested additional time to complete the dismantling process.  The matter was accordingly adjourned until 23 January 2026. The parties are directed to file and serve a reporting memorandum with the Court on or before 23 January 2026, including an update on the site works and the position on the undertaking and orders sought.

#### **8.2.4 ENVIRONMENTAL SERVICES**

# **BIODIVERSITY**

## Lakes

NRC staff supported the Whānau Planting day at Rototuna organised by Te Uri O Hau Environs. Tamariki from Poutō School and Te Kopuru School and staff from DOC planted natives supplied by Kaipara Moana Remediation. The remainder of the hill will be planted in a few years once the pine trees have rotted away.



A wonderful community planting day was held at Rototuna on the Poutō Peninsula.



A sign was installed to explain the restoration plan for the lake.

## General

Council staff are leading a regional project to assess the conservation status of native vascular plants in Northland, including offshore islands. Following the New Zealand Threat Classification System and building on national and regional assessments, the project supports biodiversity efforts, wetland and habitat identification, and legal obligations. A three-day workshop with six expert botanists reviewed over 900 species, assigning preliminary threat rankings. Non-vascular plants will be assessed separately. Northland is home to one of the most diverse native floras of any region in New Zealand.

Umbrella Category	Northland	NZ (2023)	Explanation
Extinct	1	6	Plants for which there is no doubt that the last individual has died
Regionally Extirpated	35	-	Plants which are no longer present in Northland
Data Deficient	90	116	Plants for which there is insufficient data for the panel to assess
Threatened	128	409	Three Categories – Critical, Endangered, Vulnerable
At Risk	277	930	Three categories – Declining, Recovering, Naturally Uncommon
Not Threatened	347	1350	Plants with a large and stable population
Non-Resident Native	9	33	Plants whose natural presence in NZ (and Northland) is either discontinuous, temporary or they have established recently
Total	887	2844	

#### Coastal – CoastCare

The Biodiversity team attended a team planting day at Taotahi Walkway accessway to Ruakākā Beach with Bream Bay Coastal Care Trust. A total of 672 spinifex and pīngao were planted, fences repaired, and sacks of weeds removed.

A CoastCare dune planting day was held at Oneroa Bay - Long Beach with Russell School, Russell Landcare Trust and Enviroschools. The dune area was extended slightly to further protect the Wahi Tapu area, and the road behind.

A CoastCare education session was held at Whangārei Adventist Christian School. Students learned about the importance of dune plants, why weeds are a problem, and how they can help as preparation for a planned planting day at Uretiti.



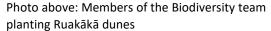




Photo above: Russell School students, Russell Landcare Trust volunteers and NRC staff planting at Oneroa – Long Beach

Site visits/filming for Northland 'Our Coast' educational video, funded through the Climate Resilience Fund. Visited a number of sites around the coast of Northland, including, Bream Bay, Oceans Beach, Pātaua North, Elliots Bay, Puwheke Beach, Rarawa and Ahipara. Included in this trip was a visit to Ngataki Marae where visitors from Hawaii were being hosted.

Alongside Natural Hazards and Climate Action and Te Tiriti Partnerships teams Coastal Biodiversity has been working with Whangarei District Council (WDC) and other stakeholders on Tūparehuia and Whangaumu. Planning underway on Coastal Conversations events in May 2026 with Climate Action and Natural Hazards team and Whangarei, Kaipara and Far North District Councils.

## Wetlands

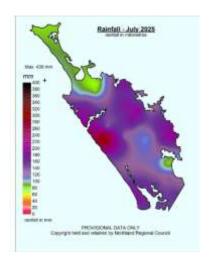
Biodiversity staff worked with DOC and Mountains to Sea Conservation Trust on the Northland mudfish project, funded by the DOC Community Fund. They held planning sessions and initial surveys. Wetland staff advised on Te Roroa Waipoua Rākau Rangatira's phase two infrastructure upgrade. Biodiversity staff also addressed wetland-related queries and contributed to council's compliance review, focusing on wetland protection.

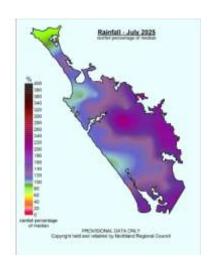
#### **Terrestrial**

Data analysis from a pekapeka survey with Te Pou Taiao o Patuharakeke at Pukekauri was completed, a report written and presented at Ruakākā. The Pukekauri survey identified a new known site in Northland for this highly threatened species. Data analysis is underway from the Tāheke bioblitz, advice has been provided internally and externally for outcome monitoring of predator control initiatives. The draft Pukepoto Biodiversity Assessment Report was also completed and is awaiting feedback before publishing.

#### **NATURAL RESOURCES**

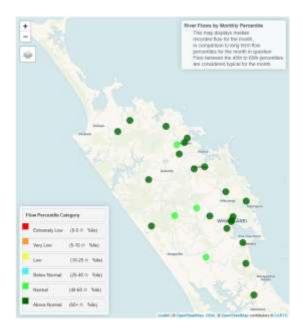
## Hydrology

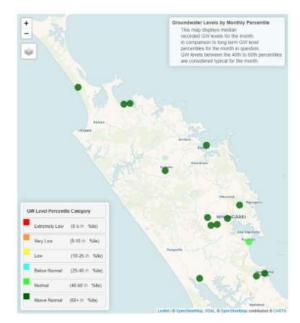




#### Rainfall

- The Northland region averaged 257mm of rainfall for July, which is 183% of the long-term median (normal expected).
- The highest rainfall totals for the month were recorded at the Waitangi at Wiroa Road recording station with 439mm, in Kaikohe with 438mm, with Kaikohe also recording the highest percentage rainfall with 247% of normal expected.
- The lowest rainfall for July was recorded at Cape Reinga with 104.5mm, 74% of the normal expected rainfall for the month.





## **River Flow**

 River flows in most Northland's primary monitored catchments were above normal for July, while some flows were normal for the month.

## Groundwater

 Groundwater levels in all of Northland's key monitored aquifers 'were "Above Normal" for June.

#### Science

#### Air quality

The NRC air quality scientist published a report on the comparative analysis of  $PM_{10}$  contaminant monitoring results between Mairtown and Robert Street, Whangārei, to better understand whether our long-term air monitoring station is in the right location to meet monitoring obligations under the National Environmental Standards.

The report concluded that the current monitoring location, Robert Street, is suitable for monitoring the Whangārei airshed. The site is representative of mixed-use areas, including residential, to capture emissions from wood burners, high-density traffic and commercial sources. The report can be read here.

#### **Water Quality**

## Māori Engagement

- Staff met with Kauri Ora team from Te Roroa to discuss our water quality monitoring at Waipoua forest in relation to our Biosecurity practices.
- A hui was held with Otātāra Marae, including a hapu collective from the Waimā area. The hui
  included presentations on land management riparian planting and stock exclusion, native plant
  nursery, inanga spawning habitat, mudfish, freshwater monitoring and funding opportunities
  available through NRC.
- A black mudfish survey was undertaken in Hikurangi with Ngā Kaitiaki O Ngā Wai Māori.

#### **POLICY AND PLANNING**

#### **Plan Pause**

The government recently announced a pause on all new Resource Management Act (RMA) plan changes and a suspension of current plan review obligations, including the implementation of national planning standards. This is part of a broader effort to reform the country's resource management system. The aim is to avoid costly and potentially redundant planning processes, given that a new RMA framework is expected within the next year.

Key Points of the Plan Pause:

- No new RMA plan changes can be initiated.
- Current plan reviews that haven't reached the hearing stage must be withdrawn within 90 days
  of the legislation taking effect.
- Mandatory 10-year RMA reviews and national planning standards implementation are suspended.
- Immediate legal effect rules will cease once associated plans are withdrawn.
- Exemptions:
  - Streamlined Planning Process
  - Private plan changes
  - Changes that uphold Treaty settlement obligations
  - Changes related to natural hazards
  - Councils may apply to the Minister for the Environment for exemptions in special cases

#### **Fast-track Approval Act Applications**

The Minister of Infrastructure has accepted the application received from Azuma Property Limited and Hopper Developments Limited for referral of the Waipiro Marina project (the project) under the Fast-track Approvals Act 2024.

The project is to construct a commercial marina and associated facilities at Waipiro Bay, Bay of Islands, in the Northland region. The project comprises:

- commercial marina development with berthage for 250 craft
- a public boat launching ramp, and parking for marina users and boat trailers
- associated marina infrastructure including fuelling services, hospitality and retail outlets, and facilities for emergency services
- upgrading road access, limited vegetation clearance, dredging, reclamation for parking and services, pile and pier installation, building construction, and landscaping.

The Minister was satisfied:

- The project was an infrastructure or development project that would have significant regional or national benefits.
- Referring the project to the fast-track approvals process would facilitate the project, including enabling it to be processed in a more timely and cost-effective way than under normal processes
- It is unlikely to materially affect the efficient operation of the fast-track approvals process. The applicant has 2 years in which to lodge its substantive application for consideration by an expert panel.

The Minister has directed under section 16(2)(c) that any panel that considers a substantive application for the project must comply with any applicable requirements provided for in the Mana Whakahono ā Rohe with Te Rūnanga o Ngāti Hine and Te Rūnanga o Ngāti Rēhia, including:

- providing Te Rūnanga o Ngāti Hine and Te Rūnanga o Ngāti Rēhia with copies of the substantive application
- engagement with Te Rūnanga o Ngāti Hine and Te Rūnanga o Ngāti Rēhia on matters raised in their comments
- provisions relating to the nomination of hearing commissioners; and
- recording the Iwi/Hapū Environmental Management Plans lodged with Northland Regional Council by Te Rūnanga o Ngāti Hine and Te Rūnanga o Ngāti Rēhia, and how they were considered, in any decision documents.

## 8.2.5 BIOSECURITY

#### **Pest Plants**

Annual weed workshops were completed with 197 northlanders attending across seven different workshops. This year the workshops were held in Kaitaia, Russell, Kerikeri, Maungaturoto and Whangārei. These free workshops are hands-on and delivered in a relaxed way to help people learn how to identify and control a variety of northland's weeds. They are one of the ways we remove some of the barriers for people who want to take action on pest plants and help to spread the message about the collective impact of 'tackling weeds together'.



Participants at one of the weed workshops held in Russell becoming more familiar with some of Northland's pest plants.

Video interviews with farmers affected by Madagascar ragwort are being edited into short and long formats for social media and other platforms. These aim to highlight the weed's impact and the importance of early detection. A new website section will host the videos, updates, and links to the biocontrol feasibility study and control methods report by AgResearch (also available on the Pest Hub). A biosecurity alert also featured in the *Hills to Harbour* e-newsletter for farmers and landowners.

#### **Incursions**

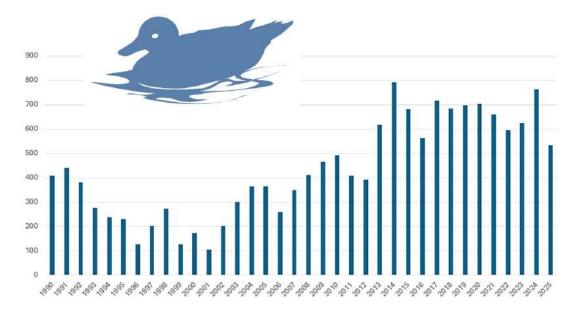
Three Biosecurity team members attended the NETS conference in Palmerston North, themed *Biosecurity for a better future*. The event emphasized collective action and emerging technologies like AI to strengthen biosecurity. Field trips included sightings of the katipō spider at Manawatū Estuary and insights into forest restoration at Pūkaha Mt Bruce. The conference also launched the new Biosecurity System Action Plan, replacing Biosecurity 2025, to guide collaborative efforts and investment. Learn more at https://www.biosecurity.govt.nz/biosecurityactionplan.



# **Outcome Monitoring**

Pest control efforts continue to benefit native species, with promising results. At Whangārei Heads, the kiwi population rose to an estimated 1,330 adults—up from 1,185 last year and just 80 in 2001. Call rates also increased, suggesting further growth, especially as young kiwi don't call. Kiwi are now spreading into areas like Parua Bay and the Kiwi Link zone, where dog control supports their movement. In the Kiwi Link HVA, 35% of sites recorded more kiwi duets, indicating new breeding pairs.

Pāteke flock counts in 2025 show stable numbers at survey sites, though a gradual decline in recent years is being monitored. Notably, only 15 stoats were trapped at Whangārei Heads, suggesting toxin operations are working, while a rise in weasel catches supports this trend.



Pateke flock counts across Northland 1990-2025 (source: DOC).

#### 8.2.6 STRATEGIC PARTNERSHIPS AND ENGAGEMENT

#### Te Tiriti Partnerships and Engagement

#### Ngā Kairapu Regional Sector Information Group Wānanga – Whanganui-a-Tara

Ngā Kairapu members came together in Whanganui-a-Tara for a two-day wānanga focused on strengthening Te Tiriti-based partnerships and improving outcomes for iwi Māori. Kaimahi Māori took part in practical workshops, kōrero with sector leaders, and sessions on leadership, resilience, and climate adaptation. The wānanga offered real examples to help members deliver better council services and created space for honest dialogue and collective learning. It was a valuable opportunity to build stronger relationships, share knowledge, and support action that upholds mana whenua authority and serves iwi Māori with integrity and care.

## **Taiao funding workshops**

Te Māhuri o te Taiao held their final public session at Oturei Marae, led by rangatahi and focused on supporting the second round of funding for taiao initiatives in Kaipara. The session encouraged rangatahi leadership and connection to te taiao, marking a strong investment in both the environment and the next generation.





Te Māhuri o te Taiao leading Kaipara discussions at Oturei Marae

#### **Aotearoa Youth COP**

Poipoia te kākano kia puāwai - nurture and support rangatahi so they can grow into strong leaders for Aotearoa's climate future.

He mihi nui ki te tīma o Māori Relationships ki Te Kaunihera a Rohe o Te Tai Tokerau mō tō koutou pūtea tautoko, i āhei ai a Te Karira Norris me Iripareraukura Te Tai (ngā Māori Relationships summer interns o mua) ki te whai wāhi ki tēnei kaupapa nui — Aotearoa Youth COP 2025.

Rangatahi were given the opportunity to deliberate on and navigate trade-offs between contemporary issues facing communities across Aotearoa including extreme weather events and their impact on water infrastructure, food insecurity, the challenges posed by climate displacement, and the role of youth in local government decision-making. The whakaaro shared by rangatahi reflected a wide range of ideas, interests, and concerns, offering valuable insights and the potential for these kaupapa to be integrated into the decision-making processes from the lens of youth for Te Taitokerau context and Northland Regional Council.

Our summer interns are working towards a joint-report that aims to contextualise youth interests and discussions around climate decision-making, while also identifying potential areas of opportunity for NRC and Te Taitokerau to meaningfully involve youth, uphold Te Tiriti o Waitangi, and place climate resilience at the centre of its youth engagement strategy.





Summer interns of 2023, 2024 attend Aotearoa Youth COP.

# **Tangata Whenua Environmental Monitoring Fund**

The 2024/25 Tangata Whenua Environmental Monitoring Fund received strong interest, with 22 applications submitted, requesting over \$524,000. Seven projects were awarded a total of \$130,000, reflecting both the high demand for kaupapa Māori environmental monitoring and the growing capacity of tangata whenua to lead this mahi. Funded initiatives are now underway, focusing on freshwater and coastal monitoring grounded in mātauranga Māori and hapū-led approaches to kaitiakitanga. Successful recipients included:

- Te Uri o Hikihiki with Mountains to Sea Conservation Trust Monitoring the spread and impact of invasive *Caulerpa* species.
- Kaitiaki Whangaroa Freshwater and coastal water body monitoring to support ecosystem health
- Motatau Marae Monitoring local streams and rivers to assess freshwater quality.
- Tiakiriri Kukupa Reserve Trust Exploring the interrelationship between wai Māori, tangata, and taiao.

- Ngāti Kuri Conducting water quality and biodiversity monitoring in freshwater environments.
- Muriwhenua Inc Integrating western science (SHMAK kits) with mātauranga Māori for holistic water quality assessments.
- Tinopai Resource Management Unit Freshwater monitoring to support local environmental planning.

The depth of these projects highlights the importance of resourcing tangata whenua to protect and restore their environments in ways that uphold Te Tiriti o Waitangi and honour localised knowledge and mātauranga Māori held by whānau, hapū, and iwi.

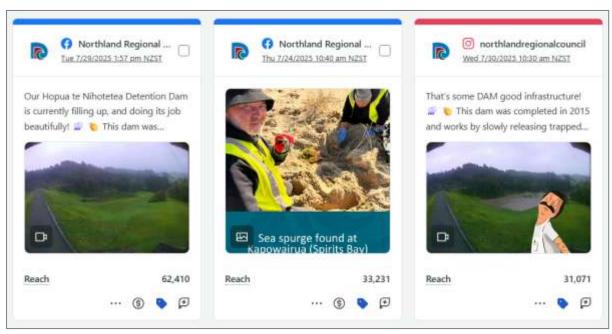
# Digital engagement

# Overall performance across social media platforms:

Profile	Audience	Net audience growth	Published posts	Impressions	Engagements	Engagement rate (per impression)	Video views
Reporting period	22,330 ↑0.9%	<b>206</b> ↑73%	48 ↓48.4%	282,127 ↑12%	16,934 ↓5.3%	6% ↓15.3%	<b>111,735</b> ↑21.5%
Compare to 1 – 30 June	22,125	270	93	251,959	17,886	7.1%	91,965
Facebook	15,463	82	24	242,393	15,485	6.4%	83,022
LinkedIn	3,753	110	86	8,060	616	7.6%	1,006
Instagram	2,516	34	14	31,674	826	2.6%	26,756
YouTube	598	4	7	N/A	7	N/A	951

## Top three posts reaching the most people:

Reels of the Hopua te Nihotetea Detention Dam in action (<u>Facebook</u> and <u>Instagram</u>), and the <u>media</u> <u>release</u> of Sea Spurge being found at Spirits Bay.



\*Reach: total number of people who saw the content.

**Sentiment:** Positive responses were mainly on reels for e-fishing and Hopua te Nihotetea dam, as well as scholarships announcements and celebrating our flood resilience team being runner up in awards. Negative sentiment largely related to the Sika deer project in Russell, though this attracted positive commentary as well.



## eNewsletters distributed during this period:

- Our Northland (Coastcare, pānui, land, education) Subscribers: 1,255, Open-rate: 48.8%
- Our Northland Subscribers: 2,486, Open-rate: 47.3%
- <u>Taumata Taohi</u> Subscribers: 298, Open-rate: 48.5%
- <u>Economic Quarterly</u> Subscribers: 336, Open-rate: 51.7%
- Ngā karere o Te Raki Hūrae Subscribers: 538, Open-rate: 59.7%

## Top three website pages:

- Elections 2025
- <u>Environmental Data Hub</u>
- Pest Control Hub

Key Performance Indicators	Mar-25	Apl-25	May-25	Jun-25	Jul-25
WEB					
# Visits to the NRC website	54,382	81,162	39,111	34,494	79,477
E-payments made	12	15	13	14	56
# subscribed web alerts (cumulative)	1,676	1,690	1,709	1,722	1,730
# subscribed to eNewsletters (cumulative)	5,536	5,595	5,586	5,588	5,571
CDEM SOCIAL MEDIA (CUMULATIVE)					
# CDEM Facebook fans	37149	38,595	38,813	38,823	39,665
# CDEM Overall Facebook Reach (30D)	336,937	863,803	273,378	78,620	497,513

#### **Education**

## Pest control training in the Far North and Kaipara

Similar to Whangārei, this year two Project Pest Control skills courses were held at Lonsdale Park, near Kaeo. Around 80 students registered to attend from Bay of Islands, Kaitaia and Okaihau colleges, Ngataki School, Taipa Area School and Te Kura Takiwā o Opononi. Tuition was provided by Biosecurity Partnerships, Animal Pest NZ, Can Train NZ and Health NZ.

In the Kaipara, a successful assessment workshop was held at the Lake Waikare Education Centre where students were put to the test via practical and theory assessments.



Learning to set and place rat traps – Far North.



Students are assessed on an assortment of traps – Kaipara.

## **Facilitating Enviroschools communities**

Despite the school holidays, Enviroschools Facilitators visited or held specific online interactions with 76 enviroschools communities.

## Media liaison

In total seven NRC media releases, were created and distributed throughout Te Taitokerau and beyond during July.

- CityLink bus service to Matai St to be reinstated
- Sea spurge found at Kapowairua (Spirits Bay)
- Plan winter earthworks carefully; NRC
- \$3.8M of Regional Sporting Facilities Rate funding allocated

- Learn to wipe out Northland's worst weeds at free workshops
- Six Northland tertiary students awarded scholarships
- Nominations for Northland Regional Council close Friday

A further five "in brief" items went out to media with topics including: Total Mobility; free weed workshops; enrolling to vote; Navigation Safety Bylaw feedback; and bus fare increases.

A number of media enquiries were also received and responded to during July. Combined, this activity helped generate 79 items mentioning Northland Regional Council as reported by media monitoring agency Truescope.

## **Elections Promotion**

In July, our primary focus was on the Enrol and Stand campaign, aimed at encouraging voter enrolment and candidate nominations. We utilised a range of digital channels to drive engagement, including out-of-home digital signage at Briscoes, Rebel Sport, and The Warehouse. Additional promotional materials included posters, a bus back advertisement, and organic social media content <a href="https://www.nrc.govt.nz/elections2025">https://www.nrc.govt.nz/elections2025</a>.

**Environmental Leaders Fund (ELF)** – This fund supports schools and early childhood centres to deliver projects that grow students' environmental knowledge and passion. These initiatives contribute to building climate resilience within educational settings and their wider communities. Applications are open until Sunday, 28 September 2025 <a href="https://www.nrc.govt.nz/elf">https://www.nrc.govt.nz/elf</a>

**Tū** i **te ora Scholarship** - The recipients of the 2025 scholarships were announced this month, generating media interest in profiling some of the recipients. You can learn more about the recipients <a href="https://www.nrc.govt.nz/scholarship">https://www.nrc.govt.nz/scholarship</a>.

## Whakamānawa ā Taiao – Environmental Awards Videos

Filming is currently underway for the 2025 Environmental Award winners' videos, which form part of their prize package. Photos and videos will be shared once production is complete. Find out more about the winners here <a href="https://www.nrc.govt.nz/your-council/work-with-us/funding-and-awards/awards/2025-award-winners/">https://www.nrc.govt.nz/your-council/work-with-us/funding-and-awards/2025-award-winners/</a>.

#### Community engagement support for the business

Throughout July, the Community Engagement team provided support to help achieve council objectives including:

- Freshwater farm plans Continued to prepare for the expected rollout with an update to the freshwater farm plans webpage and information resources being prepared and uploaded.
- **Bus fare increase** running a full awareness campaign online and offline to support the transport team with CityLink and BusLink fare raises across the region following central government funding changes.
- **Biosecurity** We've worked with the pest plants team to promote and encourage participation in the annual regional Weed Workshops.

## **8.2.7 COMMUNITY RESILIENCE**

#### Transport

# T2 Lanes

Initially, the new T2 Lane caused delays of 20 to 30 minutes as persons using the new facility adjusted to the changes. After a settling-in period, delays have been reduced, with typical lateness

now between 8 and 15 minutes. Staff will continue to monitor. It is too early to ascertain if there has been any impact on passenger numbers.

#### Fare Increase Awareness Campaign – BusLink and CityLink

In preparation for recent fare increase across BusLink and CityLink services, the Transport and Comms teams have delivered a comprehensive public awareness campaign targeting communities across Northland.

The campaign utilised a multi-channel approach to ensure widespread visibility and engagement. Including, social media, posters and leaflets, billboard placed in a central town location, a targeted radio advertising campaign, advertisements in local newspapers, email communications sent to all local schools and a direct email notification to over 8,000 registered Bee Card users.

## **Total Mobility Scheme Northland (TM)**

Total mobility Trips and client travel for July 2025:

- Whangārei 1,601 clients undertaking 4,749 trips
- Far North 434 clients undertaking 320 trips

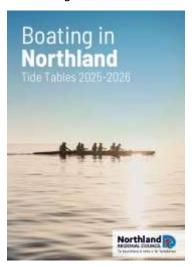
## **Total Mobility - Kaitaia**

The Total Mobility scheme commenced operations in Kaitaia on Monday 14 July.

This development has been long awaited and marks a significant step forward in improving transport accessibility for the Kaitaia community. The introduction of this service is particularly timely, as it will help fill the gap left by the discontinuation of the previous local transport provider. It will enable some of our most vulnerable residents to maintain their independence and participate more fully in community life.

## Maritime

In July, six maritime incidents were reported, mostly involving abandoned or sinking vessels. Maritime NZ completed a review of Northland's application of the Port & Harbour Safety Code, a national standard for safe port operations. The Bay of Islands wave buoy was serviced and will be reinstalled soon. Navigation Safety Bylaw consultation closed on 28 July, and submissions are under review. An oil spill exercise was held in Ōpua with NRC, Maritime NZ, and the local boatyard. The *Boating in Northland* book was published, offering safety info, regional updates, and tide tables.



**Boating in Northland booklet 2025** 

#### **Civil Defence**

## **Operational Overview**

The Northland CDEM team continues to enhance its engagement with key stakeholders and communities. Recent initiatives include the delivery of Marae preparedness workshops and facilitation of Community Response Group hui, aimed at strengthening local resilience and readiness.

In response to a severe weather event in the Nelson-Tasman region, one of our Emergency Management Specialists was deployed to support local operations. Concurrently, the team monitored a severe weather warning affecting Northland in late July. Over a 48-hour period, the event was closely tracked, with minor impacts observed across several dispersed communities.

Following this, the team immediately transitioned to monitoring a potential national tsunami threat triggered by a significant seismic event near Kamchatka, Russia.

## **Capability Development**

To support ongoing capability and capacity building, team members have participated in Coordinated Incident Management System (CIMS) and functional role training at NRC. These efforts are aligned with national standards and contribute to the professional development of the regional emergency management workforce.

#### **Section 17A Review**

Simplexity has been formally engaged to undertake a Section 17A review of Northland's emergency management services. The purpose of this review is to assess the effectiveness, efficiency, and future-readiness of current arrangements. This initiative aligns with national priorities, including the Government's intent to strengthen emergency management systems. The outcomes of the review will inform strategic planning and ensure Northland's emergency management framework remains robust, responsive, and fit for purpose.

## **Climate Action & Natural Hazards**

The Joint Climate Change Adaptation Committee met for it's final time for this triennium in late July. The members reviewed progress on the work programme established to deliver on the Te Taitokerau Climate Change Adaptation Strategy. This included a scorecard of performance on the overall programme (see Figure 1 below). The scorecard shows engagement efforts of the last year have been effective in meeting targets, but climate change governance and adoption of climate change into council has not advanced as quickly or effectively as expected. This is largely due to the sharp change in direction of the current government. Also, while both 'Science and Risk Assessments' and 'Adaptation Planning' areas of the programme show under performance, both are ambitious multi-year programmes.

The committee also reviewed the opportunities and challenges of climate action focussed leadership, with a view to better understand and align their own role in uplifting climate change governance in the region. The report highlighted many opportunities to improve, and members of the committee endorsed the aspiration for the new committee to continue this work over the next triennium.

The draft of the Far North Adaptation Programme Plan was reviewed for committee. Strong support was given for the design and communication approach taken. This is expected to be adopted formally by the Far North District Council before the end of this triennium. Below is an excellent graphic of how the overall programme has been approaching adaptation planning.



Far North District's three pou approach to Adaptation Planning is a great framework for the entire region; 1 Community Adaptation Planning, 2 Tangata Whenua Adaptation planning, 3 Community adaptation planning support

Staff also attended the Aotearoa Climate Adaptation Network (ACAN) hui in Wellington where Climate Risks Assessment methods and opportunities were discussed. Changes and resources coming from central government agencies like Toka Tū Ake, Resilience Platform, Ministry for the Environment, and also the role of the Climate Change Commission were all part of the discussion. Within the context of local government there are high hopes of greater collaboration between councils and with central agencies on data, information and systems. Keynote speaker, Helmut Modlik, gave an inspiring insight into what is possible when community leadership and grass-roots community members get together. The Porirua Climate Assembly, with its Te Tiriti based approach, led by Ngati Toa and supported by Local government, has established a grand momentum. More information on this initiative can be found here, Porirua Assembly — Te Rūnanga O Toa Rangatira.

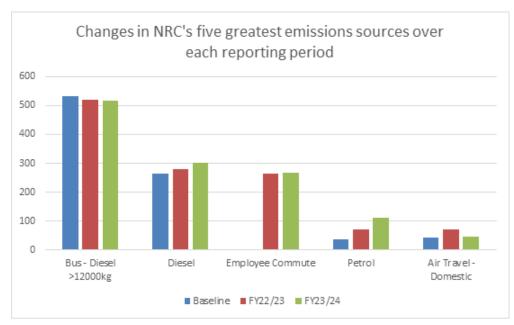
## Northland Regional Council organisational emissions reporting

NRC has measured our operating emissions for three years, displaying regional leadership and commitment to reducing emissions. Our organisational emissions for FY23/24 were 1,303 tonnes of CO2-e, which was a 2% reduction from the previous year. This slight reduction was mostly due to a decrease in our business travel, with fewer flights taken.

We saw an increase in our vehicle fleet emissions showing there is still work to be done in decarbonising our fleet, which is becoming more feasible due to increased EV ranges and capabilities, coupled with lower operating costs of purchasing electricity over fossil fuels.

Achieving a 50% reduction by 2030 still relies largely on electrifying our CityLink bus service. The opportunity to do so is when the contract for this service comes up for renewal in 2027 and is being factored into the contract renewal process by the Transport team. Failing to do so at this time will mean it is unlikely we will meet this target.

Our third greatest source of emissions comes from staff commuting to and from work. While there is little NRC can do to influence this, offering Workride is one way of doing so. The scheme allows kaimahi to receive a significant discount on the purchase of an e-bike. After offering this for a year, we have made some changes to remove barriers to access, hoping this will result in a greater uptake and a reduction in staff commute emissions.



#### Sustainable Business Network - First event in Northland

NRC partnered with the Sustainable Business Network (SBN) and Whangarei District Council to host SBN's first Northland event at the Hundertwasser Art Centre. Despite heavy rain warnings, the event drew strong interest from the business community. Speakers shared sustainability insights, including Amy Simpkin on responsible tourism and David Erman on global trends. Stu Hargie from Turning Point Coffee, winner of the 2024 Sustainability Award, provided coffee, reflecting the region's growing network of sustainability-focused businesses.

#### Te Taitokerau Climate Action Initiatives

NRC in collaboration with Northland Inc and other partners, is advancing several sustainability-focused initiatives across Te Taitokerau. The Tourism Carbon Footprint Project supported 50 local tourism businesses in measuring their FY23/24 carbon footprints, helping them identify efficiency gains, reduce costs, and influence supply chain emissions, ultimately strengthening the region's sustainability positioning. In the Future Farming: Land Use Navigator Te Taitokerau project, NRC is backing Adapterra and Northland Inc in scoping an interactive spatial platform to support landowners, farmers, growers, and mana whenua in making climate-resilient land use decisions, with pilot testing in Poutō Peninsula and Mid North. Additionally, NRC, alongside Whangarei and Far North District Councils, has subscribed to the Local Emissions Data Platform, enabling dynamic annual tracking of regional and district emissions and modeling the impact of policies and projects on decarbonisation pathways.



Regional emissions map by Statistical Area 2 (SA2) for FY23/24. The darker navy shows the areas of higher emissions, with the light green being the lower areas.

#### **Local Government Sector Climate Scenarios**

NRC are working in collaboration with other Councils throughout the country to develop local government sector climate scenarios. These scenarios address how climate change could affect councils' ability to deliver services between now and 2035, 2050 and 2100. Three different scenarios have been developed to explore both the physical and transitional risks under each, in relation to consistent drivers spanning political, environmental, social, cultural, technological, legal and economic spheres. The intention of these scenarios is to assist with Council's long-term planning, enabling the integration of climate change considerations and impacts into decision making.

#### **Aotearoa Youth COP 2025**

NRC supported rangatahi participation at the Aotearoa Youth COP 2025 by funding transport to Auckland for the nationwide youth-led climate negotiation event. Hosted by the Youth Climate Collective and Save the Children NZ, and Ngā Ara Whetū (Centre for Climate, Biodiversity and Society), the event brought together over 100 rangatahi to simulate UN climate negotiations. During workshops, participants represented a range of stakeholders including policymakers, healthcare workers, and indigenous communities. The event focused on building leadership, negotiation, and collaboration skills, with outcomes contributing to a national Youth Climate Statement to be presented at COP30 in Brazil.

## **Natural hazards**

Three council staff (representing Natural Hazards, Rivers and Hydrology) attended the National Flood Warning Workshop and Symposium held in Auckland in July. The workshop was an opportunity to work on collaborative opportunities between regional councils and to share lessons on building and using early flood forecast systems in New Zealand. The symposium on the second day was an opportunity to learn more about national changes, especially with the merger of NIWA and GNS Science into the Earth Science Institute and how Metservice will join the institute.

Two key outcomes of the workshop were identified:

- While we work in a fiscally restrained environment, Councils, Emergency Management and National Science agencies need more resources when it comes to flood warning and flood management
- We need to utilise and co-ordinate new technology to help us predict and respond to flood event



Scientists, NEMA representation and council staff from around the motu at the early Flood Warning Symposium, Auckland, July 2025

A cross-council project team has been established to identify the next steps in the Early Flood Forecasting project. We have LTP funding through to 2029 for this project, so our focus for the year 2025-26 will be evaluating the trial system, establishing the foundations and planning out the rest of the project.

Progress is being made with the Whangārei Urban Flood Strategy. The strategic case is in progress, the initial draft of roles and responsibilities including project goals and objectives is in development. The next step is to consolidate feedback from NRC & WDC workshops and refine and finalise goals, objectives, and roles and responsibilities.

BECA tested the NRC Flood model for Whangārei and noted concerns around the stormwater components. BECA and peer reviewers have engaged and discussed project philosophy and flood model findings. BECA has proposed a variation to improve the model in selected areas to suit project needs. The procurement plan for project leadership, peer reviewers and other project elements is drafted, waiting for General Manager approval.

#### **Rivers and Natural Hazards Enquiries**

In July, the Rivers and Natural Hazards Team received 31 enquiries. The majority of these enquiries were related to flood depth information.

#### **Quarry Road Bridge Extension**

Physical works 100% complete with road marking finished 8 Aug. 25. Ongoing floodgate maintenance thru winter however, the rest of the works programme has been winterised and will start earthworks when weather permits.

#### **Kawakawa Deflection**

Rain event of 29 July 2025, the scheme performed to design expectations in recent weather events (1:50yr Level of Service).



Kawakawa Deflection Bank, Waiomio Stream in flood – 29 July 2025

## **Otiria-Moerewa Additional Flood Mitigation**

Design has been completed and pre-works testing underway to identify contaminated soil and extent of soil needed for disposal off site.

## Whirinaki Flood Mitigation Study - 75% Complete

This project is a managed retreat initiative; current flood risks necessitate relocation as the only long-term solution. NRC has funded the work through National Infrastructure Funding and Financing work programme to ensure due diligence to enable external funding to seed the retreat.

#### **Kaeo Stage 2 – 65% Complete**

Modelling and detailed design has been completed, landowner engagement and land purchase is underway. Construction scheduled for October 2025.

## Northland Flood-Affected Marae - Engagement 100% Complete (Works 65% Complete)

Flood doors being installed at 12 Marae. Programmed for completion late 2025.

Mangamuka Marae – Physical works have been halted due to wet ground conditions, however, benching, deflection bund, grade control and rock revetment have been completed, and overall job is approximately 85% complete. Works were initially scheduled to be complete mid-July 2025; however, we chose to over-winter the site due to deteriorating weather and ground conditions. Programmed for completion mid-late October.



Mangamuka Marae Flood Works - July 2025

The Infrastructure Strategy will continue evolving to reflect the realities of our communities and the environment. Many of these projects highlight the necessity for innovative, community-driven frameworks that integrate both NRC systems and the knowledge of hapū and whānau. Our success depends on building solutions that honour the whakapapa of our waterways and ensure resilience for future generations.

Staff intend to start the review of the Infrastructure Strategy process before the end of the year.

#### 8.2.8 KAIPARA MOANA REMEDIATION

## **Key Performance Indicators**

As at 31 July 2025, a little over 3½ years into delivery, KMR has delivered the following results on the ground:

#### **Nature & Resilience**

- Over 2.7 million plants in the ground or contracted to plant this winter
- 1,431 hectares planted or contracted, or regenerating into native forest
- 1,030 km of fencing completed or contracted the same distance as from Cape Rēinga to Hamilton and back!
- Over 146,000 hectares managed under KMR plans

## **Jobs & Skills**

- Over \$27 million invested in restoration projects
- 51 local businesses and nurseries accredited to supply KMR
- Over 398,000 hours of new work created a year's work for over 256 people
- 218 people trained and mentored, many from local iwi/hapū, to advise on project design and delivery.

#### **Participation**

- 1,345 landowners have expressed interest in KMR
- 881 plans have been completed with landowners
- 128 more plans are in development

• 100 group-led projects led by hapū, marae, community groups, catchment groups and other collectives.

## Impact monitoring and reporting

The information shown above reflects the formal KMR Key Performance Indicators, as required under the Deed of Funding with the Crown. We will continue to report monthly on these indicators, which are common across all *Jobs for Nature* investments. However, as the indicators are largely activity and output metrics, a priority conversation with the Crown over the last few months has been how to better assess the benefits on the ground from KMR investment.

While the Crown continues to expect Auckland Council and Northland Regional Council to undertake and report on periodic (outcomes) monitoring of sediment levels both within the Kaipara harbour and the waterways flowing into it in line with current State of Environment reporting requirements, KMR has also taken steps to better articulate the benefits from the Crown (and other) investment:

- 1. We participated in the **independent Benefits Case Study** (published in March 2025 and previously summarised in this report) which evaluated the cost/benefits of KMR delivery using well-tested cost/benefit valuation methodology. Key findings of the report were that:
  - For every \$1 invested through KMR, \$3.94 is generated (primarily returned to the local economy and national economy) a return on investment of almost 4 to 1.
  - The primary value generated from KMR is economic (i.e. via support for local jobs, local purchase of materials, and sustaining primary production).
- 2. In July 2025, KMR also received an **independent economic analysis** of a typical farm system taking action with KMR support, which highlighted the economic benefits and return on investment of retiring unproductive areas on farm:
  - i. The West Partnership, a family-run 403 ha farm on medium hill country in Northland, undertook a transformative sediment reduction project in collaboration with KMR. The project targeted erosion-prone areas and native bush remnants, leading to significant improvements to water quality, farm infrastructure, and land management systems.
  - ii. Scope of project:
    - Retirement of 9.45 hectares of ecologically sensitive land across two priority areas
    - Installation of 2.45 km of fencing, subdividing one large pasture paddock into five smaller paddocks and adding a laneway to better protect sensitive land
    - Fencing and protection of two wetlands, totalling 0.45 hectares
  - iii. Results & Benefits
    - Economic: Improved grazing efficiency (\$12,800/year in increased pasture income), and opening the way for future biodiversity credits
    - Environmental: Reduced sediment loss, enhanced biodiversity, and stronger resilience to climate impacts
    - Operational: Better stock flow, time savings (~24 hrs/year), improved animal welfare, and reduced stress for farmer, dogs and stock.
  - iv. Financial Overview

Total investment: \$62,925
Revenue uplift: \$14,000
Benefit-to-cost ratio: 22%

Estimated payback period: 4.5 years

- 3. KMR has also undertaken a sophisticated **fine-scale impacts assessment** drawing on its digital system, Mātai Onekura. At 30 June 2025, 3½ years into delivery, through retirement of erosion-prone land and regeneration of nature, KMR projects have protected:
  - A total area of 2,628 hectares
  - 1,533km of river- and stream-banks

- 45km of coastline
- 297 hectares of wetland
- 325 hectares of remnant forest
- 440 hectares of highly erodible land.
- 4. KMR has also agreed to develop a small number of environmental condition case studies across both Northland and Auckland portions of the Kaipara Moana catchment to demonstrate the benefits from taking action on farm with KMR support. The case studies will undertake freshwater monitoring on selected discrete farm systems that mirror micro-catchment boundaries. This monitoring will be able to demonstrate the localised benefits (impacts on freshwater quality) of taking action with KMR support much earlier than currently the case by spatially correlating stream health monitoring to whole-farm-system boundaries. This is because sediment is what is known as a long-term contaminant, given that it can take decades to demonstrate statistically meaningful improvements within the Kaipara harbour itself. The case studies and associated on-farm monitoring are expected to continue over some years, once appropriate locations had been identified through GIS analysis. A number of issues will need to be worked through relating to case study selection (land use type, soils, farm system, KMR project type, length of duration working with KMR, etc) and data collection (frequencies, reporting methods, data storage and data sharing) in what will be a voluntary and unpaid set of case studies.

#### **Outcomes monitoring and reporting**

KMR looks forward to learning more about the NRC state of environment monitoring currently underway relating to Kaipara harbour sedimentation, as well as the associated results for sediment in the rivers and streams flowing into the harbour. This work is expected to set a baseline for environmental condition against which KMR activities can be assessed in the medium term.

## Attachments/Ngā tapirihanga

Nil

TITLE: Reporting on Amended Long Term Plan 2024-2034

Performance Measures for the year ended 30 June 2025

From: Robyn Broadhurst, Corporate Planning Specialist

**Authorised by** Bruce Howse, Pou Taumatua – Group Manager Corporate Services, on 05

**Group Manager/s:** August 2025

## Whakarāpopototanga / Executive summary

This report presents the final results of council's key performance indicators, as adopted in the Amended Long Term Plan 2024-2034, for the financial year 1 July 2024 to 30 June 2025. This is the first year of reporting on these measures.

There are 10 of 49 measures that have not been achieved this reporting year. These are discussed in further detail in the tables below.

## Ngā mahi tūtohutia / Recommendation

 That the report 'Reporting on Amended Long Term Plan 2024-2034 Performance Measures for the year ended 30 June 2025' by Robyn Broadhurst, Corporate Planning Specialist and dated 14 July 2025, be received.

## Background/Tuhinga

The Amended Long Term Plan 2024-2034 includes 49 key performance indicators that measure aspects of council's service provision across three activity areas:

- Te Taiao | Natural environment
- Te aumangeatanga hapori | Community resilience
- Te hautūtanga ā-rohe | Regional leadership

Each measure provides a sample of the activity's performance and while most measures have traditionally been reported on at the end of the financial year, quarterly reporting on all measures has been provided throughout the year to show how we are tracking against our targets as the year progresses. These results can be found in the November 2024, February, and May 2025 council meeting agendas. For the year end, of the 49 measures:

- 38 have been achieved,
- 1 is on track to being achieved (as the reporting period spans years),
- 4 have not been achieved for reasons outside of councils control, and
- 6 have not been achieved.

Of the ten measures that have not been achieved (whether outside of council control or not), six of these had been signalled throughout the year for this. The four that had not been signalled relate to the level of satisfaction of tangata whenua; the percentage of actions in the regional economic development strategy being implemented; the percentage of customers surveyed who are satisfied with the quality of service received; and the percentage of staff satisfied with the quality of internal systems and processes.

A summary of all measures is set out in the tables below, with explanations for those not achieved. These results will be in the Annual Report 2025, which is scheduled to be presented to council for adoption in September this year.

## Te Taiao | Natural environment

#### 1.1 Science

- 1.1.1 Communities are able to access accurate information on the health of Northland's rivers, lakes, estuaries and harbours, and see improvements in the water's ability to support aquatic ecosystems, recreational activities and cultural values
- 1.1.2 Communities and agencies are provided with quality information on water quantity and water resources including rainfall, river flow, groundwater and flood levels
- 1.1.3 Healthy air quality is maintained and monitored, with the community made aware if standards aren't being met

Darefaller and a second	T	2024/25
Performance measure	Target	2024/25 result
Percentage of NRC environmental	100%	100% – achieved
networks monitored for water		All scheduled site visits for the year have
quality and quantity, and ecology,		occurred, with data displayed on council's
with results and reports made		website.
openly accessible <sup>2</sup>		
Percentage of time that flood-level	100%	100% – achieved
monitoring is accurate (to enable		All flood level monitoring for the year was
flood warnings to be developed)		accurate and made available.
and is made openly accessible <sup>1</sup>		
Percentage of time that continuous	100%	100% – achieved
monitoring of air sheds is achieved,		There were no exceedances reported for the
with any exceedances of National		year.
Environmental Standards reported		
and made openly accessible <sup>1</sup>		

## 1.2 Catchment management

1.2.1 Sustainable land and soil conservation management, including advice, funding support and education, is restoring the mauri of Northland's fresh water, wetlands and estuaries and giving effect to Te Mana me te Mauri o te Wai Improved water quality is advanced through advice and funding to support sustainable land management

Performance measure	Target	2024/25 result
Hectares of space planting on	60ha of space	69.8ha – achieved (planting)
Highly Erodible Land supported by	planting and 70ha	129ha – achieved (fencing)
the supply of poplar/willow	of retirement	Space planting involved the supply of 1630 poles
material and hectares of fencing	fencing per year	and 26,740 wands (including in the Kaipara) over
carried out to support retirement		the year, while retirement fencing covered
of erosion-prone land, with a view		129ha for the year.
to supporting the implementation		
of Te Mana me te Mauri o te Wai		
Percentage of freshwater	100% of	100% – achieved
management units where council is	freshwater	All 13 FMUs received financial support through
providing sustainable land	management	grant funds administered by the Land
management support <sup>3</sup> for action to	units are	Management team and one (Northern Wairoa)
restore the mauri of fresh water	receiving support	through substantial investment via the KMR
		programme (which NRC contributes to). Major
		engagement events form part of the support
		provided by council and the team attended 25
		such events over the year.

<sup>&</sup>lt;sup>2</sup> Openly accessible means available on NRCs website.

<sup>&</sup>lt;sup>3</sup> Support means contribution of staff and financial support via existing funds.

## 1.3 Biodiversity

1.3.1 The indigenous biodiversity and ecosystems of Northland's forests, wetlands, lakes and coastal margins are maintained and enhanced, in line with Te Mana o te Taiao – Aotearoa NZ Biodiversity Strategy

Indigenous biodiversity and ecosystems are maintained and enhanced, particularly around our rivers, lakes, wetlands and coastal margins

Performance measure	Target	2024/25 result
Number of plants provided through Coast Care programme each year	15,000 or more	15,926 – achieved There were 7504 plants provided during Q1, and 8422 plants provided during Q4. No planting is undertaken over the summer months of Q2 and Q3.
Number of top-ranked lakes identified in the Northland Lakes Strategy that are under active management <sup>4</sup> with stock excluded	20 lakes	25 lakes – achieved Active management included ecological surveys at 15 lakes, annual weed surveillance at four lakes, pest plant control at four lakes, pine removal at one lake, fish surveys at five lakes, Trithuria survey at one lake, and fencing at one lake. Note that some lakes have multiple actions over the year.
Number of natural wetlands that are identified, and monitored for condition and improvement, in accordance with four-yearly wetland programme, and climate programme	15 per year, for a total of 60 over a four year period	32 – achieved All 32 wetlands identified in the existing monitoring programme are up to date with their monitoring.
High value water bodies vulnerable to the effects of climate change are identified and monitored, and work continues to improve their resilience	100% of high value water bodies	100% – achieved All outstanding and high value water bodies have been monitored and work to improve their resilience continues, including ecological monitoring, pest plant removal, fencing, pest control and weed surveillance.

## 1.4 Biosecurity

1.4.1 A tangible reduction in pests is achieved on land and in the marine environment, through engaged communities, landowners and mana whenua, as directed by the biosecurity operational plan

1.4.2 The introduction and spread of marine pests is slowed through inter-regional management

Performance measure	Target	2024/25 result
Percentage of KPI's contained	90% of KPIs	96% – achieved
within the biosecurity operational		Majority of KPI's within the biosecurity
plan that are achieved to support		operational plan either have been or are on track
implementation of the Regional		to being achieved to support the implementation
Pest Management Plan and Marine		of the plan.
Pathways Plan		
Number of vessel hulls surveyed	At least 2000	2300 – achieved
for marine pests each year as part		A commercial dive team was contracted to
of the marine biosecurity		conduct hull surveillance diving from October to
surveillance programme		May this reporting year.
1.5 Planning and policy		

<sup>&</sup>lt;sup>4</sup> Active management includes basic care standards for lakes: nutrient management, ecological monitoring, submerged weed surveillance, and weed and pest control if necessary.

1.5.1	Northland's aspirations for sustainable land, freshwater and coastal management are being
	supported through quality planning processes with Te Mana me te Mauri o te Wai embedded in
	freshwater planning

Performance measure	Target	2024/25 result
Development and review of	100% of the	Not achieved
council's regional policy statement	time	Some direction in the National Policy Statement
and regional plan, is compliant with		for Urban Development and the National Planning
legislative process requirements		Standards have not been met. Both required
and timeframes		council to make changes to the Regional Policy
		Statement (RPS), however the government has
		now confirmed that there is not a role for an RPS
		in the replacement regime. It is therefore not
		considered effective use of council and staff time
		or goods and services to modify the RPS, and this
		approach was confirmed by council at its February
		meeting.
The principle of Te Mana me o te	Included in all	Included – achieved
Mauri o te Wai is included in all	stages of draft	The government has delayed the notification of
stages of development of the	and proposed	new freshwater planning instruments, extending
freshwater plan change		the deadline from 31 December 2024 to 31
		December 2027. This delay is to allow time for the
		review and replacement of the National Policy
		Statement for Freshwater Management (NPS-FM)
		and to ensure regional councils can align their
		plans with the new national direction. In the
		interim, Te Mana me o te Mauri o te Wai has
		continued to be embedded in the on-going key
		workstreams being progressed with the Primary
		Sector Liaison Group and Tangata Whenua Water
		Advisory Group in response to feedback on the
		Draft Plan Change.

# 1.6.1 Efficient processing of resource consents that results in consistent implementation of regional plan rules across private and community developments

Target	2024/25 result
100% of applications	100% – achieved A total of 339 decisions were made during the financial year and all decisions were made within the required statutory timeframes. There were 124 consent applications (both single and bundled activities).
100%	100% – achieved All decisions made during the year were within the required timeframe.
	100% of applications

# 1.7 Compliance monitoring

# 1.7.1 Timely and effective compliance monitoring of resource consents, and response to reported environmental incidents

Performance measure	Target	2024/25 result
Percentage of consents that are monitored as per the council's consent monitoring programme	90% or more	93% – achieved Of the 5190 expected activities required to meet this target, 4286 were completed as per the consent monitoring programme.
Percentage of environmental incidents reported to the	80% or more	80% – achieved

Environmental Hotline resolved		Of the 1213 incidents logged, 975 were resolved
within 30 working days		within 30 working days.
Percentage of significant non-	100%	98% – not achieved
compliant graded events that have		There were a total of 70 significant non-
enforcement action taken		compliances for the year. One of these did not
		receive formal enforcement action, as the
		significant non-compliance was rectified before
		enforcement action was issued.

# Te aumangeatanga hapori | Community resilience

## 2.1 Flood risk management

2.1.1 The safety of people and property continues to improve with Northland Regional Council leading actions under the flood adaptation work programme across its policy and planning, flood protection, Civil Defence Emergency Management (CDEM), Regional Land Transport Planning, catchment management, and adaptation activities

Performance measure	Target	2024/25 result
Number of flood events occurring	Zero	Zero – achieved
as a result of failures of flood		Northland did not experience flood events during
protection systems below specified		the year that exceeded design standards.
design levels for the Awanui,		
Whangārei, Kāeo, Panguru and		
Otiria/ Moerewa schemes		
Percentage of actions implemented	100% of actions	100% – achieved
to reduce flood risk across the	implemented as	All of Northland's most flood-prone marae have
region, particularly in the most	per the flood	been visited during the year. Where flood
vulnerable communities, as set out	adaptation	mitigation work has been identified, the team has
in the flood adaptation work	work	modelled and developed plans and implemented
programme	programme	flood mitigation measures.
2.2 Climata antion		

## 2.2 Climate action

2.2.1 Northland is more resilient to the effects of climate change, with Northland Regional Council leading promotion, collaboration and coordination of resilience-building and carbon reduction initiatives to deliver climate resilient development region-wide

Performance measure	Target	2024/25 result
Number of outputs progressed in	100%	100% – achieved
line with the monitoring,		The governance review is now complete, and six
evaluation and reporting (MER)		recommendations are proposed for the next two
framework, across each of the		years. All scheduled public engagement events for
seven climate programme work		the financial year have been delivered.
packages that support the Nga		
Taumata o Te Moana and Te		
Taitokerau Climate Adaptation		
Strategy		
Reduction in organisational	50% reduction	On track to being achieved
emissions, in line with agreed	in GHG	Council emitted 1303t of CO₂-e in 2023/24—a 2%
targets in the Emissions Reduction	emissions by	reduction from the previous year, maintaining
Plan	2030, 90%	stable levels since FY21/22.
	reduction and	
	net zero by	
	2050	
Percentage of council's Climate	100% of	100% – achieved
Resilience Fund allocated to	allocations	The Climate Resilience Fund was allocated in its
Northland's most vulnerable		entirety during the financial year.
communities in accordance with		
funding criteria		
2.2. [		

# 2.3 Emergency management

2.3.1 Communities are well informed and supported to understand, plan for and respond to risks and emergencies as they arise

Performance measure	Target	2024/25 result
Number of up-to-date community	Maintain or	63 plans – achieved/ baseline established
response plans and marae	increase (from	
preparedness plans in place across	baseline)	
the region		
Number of objectives outlined in	100% of	100% – achieved
the Northland CDEM Group plan	objectives	All objectives outlined in the plan have been
work programme, across Māori	outlined in the	successfully achieved, with several new initiatives
engagement, reduction, readiness,	plan are	launched to further enhance outcomes. Progress
response and recovery, that are	progressed	against established targets was monitored and
progressed and reported on		reported quarterly to the Coordinating Executive
quarterly		Group (CEG) and Civil Defence Emergency
		Management (CDEM) Group.
2.4 Oil pollution response		
2.4.1 The risk to Northland's coastli	ne from oil spills is s	significantly reduced by an efficient oil pollution
response system		
Performance measure	Target	2024/25 result
A regional oil spill response plan is	Minimum of 30	Average of 29 responders – not achieved
maintained, including a minimum	responders	While there are currently 30 trained responders,
of up to 30 up-to-date trained	100% of the	quarterly reporting has shown less than 30,
responders	time	therefore this measure has not been achieved
		(given the target of "100% of the time"). However
		a review by Maritime NZ recommended 20
		responders now that the refinery has closed.
		While the plan is to update the number of
		responders to 20, this will take time as it must go
		through Maritime NZ processes. This result is
		considered outside of council's control as
		responders had to wait for training course
		allocation.
2.5 Harbour safety and navigation		
2.5.1 Navigation on Northland's wat		
Performance measure	Target	2024/25 result
Percentage of time that marine	100% of the	95% – not achieved
activities are safely managed, with	time	Code review is booked for July, therefore while
operational Harbour Safety		staff expect 100% compliance by August 2025, this
Management Systems that comply		is not within the 2024/25 reporting period and
with the national Port and Harbour		does not meet the target "100% of the time". This
Marine Safety Code	1000/ -f+b-	result is considered outside of council's control.
For every replacement vessel a	100% of the	100% – achieved
rigorous assessment process is undertaken to demonstrate	time	No replacement vessels were considered and therefore no assessment for electrification was
suitability for electrification		necessary.
2.6 Transport	innorted by recilian	t and custainable transport naturally and san trains
safely with as little impact on		t and sustainable transport networks, and can trave
Performance measure		2024/25 result
r en ormanice measure	Target 90%	99% – achieved
Percentage of passongers survived		1 2270 T (LITEVEL)
Percentage of passengers surveyed	90%	
on the Whangārei, Kaitaia and Mid-	90%	The Passenger Satisfaction Survey, conducted by a
on the Whangārei, Kaitaia and Mid- North bus services every two years	90%	The Passenger Satisfaction Survey, conducted by a neutral 3rd party across all contracted Link Bus
on the Whangārei, Kaitaia and Mid-	90%	The Passenger Satisfaction Survey, conducted by a

Delivery of major infrastructure	Quarterly	100% – achieved
projects set out in the Regional	reporting on	Quarterly reports on national funding uptake, land
Land Transport Plan is monitored	progress	transport progress, NZTA pothole repairs, site
with any progress issues reported		management, and district council infrastructure
to the Regional Transport		are presented at each Regional Transport
Committee quarterly		Committee meeting.
Council's vehicle fleet continues to	100% of the	100% – achieved
de-carbonise in accordance with	time	Pricing for the new hybrid utes has been obtained
Emissions Reduction Plan targets,		and orders placed, however delivery dates are yet
with an electric alternative		unknown.
considered for every vehicle		
replacement		
The bus fleet is electrified in line	Y1 – Feasibility	100% – achieved
with national ERP targets and	study	A review of all passenger transport contract
council's ERP targets		documents has begun to ensure consistency
		across tenders. EV implementation will be
		included in the upcoming Request for Tender.
		Staff have engaged with Auckland Transport,
		operators, and other councils to assess the
		feasibility of introducing electric buses to the
		CityLink service from 1 July 2027.

## Te hautūtanga ā-rohe | Regional leadership

3.1 Governance			
3.1.1 Council maintains effective and transparent democratic processes			
Performance measure	Target	2024/25 result	
Percentage of official information requests that are responded to within 20 working days	100%	99% – not achieved Of the 401 LGOIMA requests received for the financial year, only three were not responded to within the required timeframes. Two were due to a delay in communicating time extensions and one was an unintentional oversight for which remedial action is now in place to avoid a recurrence.	
Percentage of time that elected members attend council meetings	90%	95% – achieved This is an average across the four quarters. Note that this measure records only that a member was present, not whether they attended the entire meeting or not.	
Percentage of time that council decisions actively involve the community, in accordance with council's Significance and Engagement Policy	100%	100% – achieved A random sample of decision-making reports from the 11 months with ordinary council meetings was reviewed. Each report's consideration of significance and engagement, and community views, was analysed. All 11 reports complied with the council's Significance and Engagement Policy, with community involvement appropriately addressed—ranging from matters requiring no public input due to their routine nature, to decisions involving full public consultation.	
3.2 Māori partnerships			
=		ri are working to deliver on the aspirations of Māori, ed by capable and skilled leaders	
Performance measure	Target	2024/25 result	
An independent Treaty Health Check is completed bi-annually,	Bi-annual completion with	Complete – achieved	

and recommendations from this	implementation	The Health Check process, including workshopping
are being implemented	underway	with council and Te Ruarangi members, has been completed. However, the report is yet to be
		presented, as council has requested an additional
		workshop to review and discuss the findings
		before it is endorsed by Te Ruarangi and formally
		adopted by council this term.
Percentage of councillors and	100%	100% – achieved
executive leadership team that	10070	All councillors and the Executive Leadership Team
participate in annual core cultural		attended cultural competency training throughout
competency training		the year.
Percentage of council employees	100%	56% (12 month training)
that undertake cultural	10070	33% (36 month refresher) – not achieved
competency training within 12		This is an average across the four quarters. Note
months of employment, and		reporting this year has focused on Te Whāriki
complete a refresher every three		Level 1 as the marker. Next year staff will look to
years		include a range of options for undertaking
years		competency training in addition to Te Whāriki
		Level 1.
Percentage of Mana Whakahono ā	100% of	100% – achieved
Rohe agreements established that	agreements	An agreement was signed with Ngāti Hine on 12
meet key statutory obligations,	compliant	December 2024. The six-month review with Te
reflecting mutually beneficial and	Compilant	Parawhau, originally scheduled for Q2, has been
respectful negotiations between		deferred to accommodate their higher-priority
council and iwi/hapū		commitments. Staff continue to respect their
council and Iwi/Hapu		leadership in determining the timing. Staff are also
		engaging with our MWaR partners around a
		collective review approach aligned with their
		available resources and priorities.
Level of satisfaction of tangata	Satisfaction	Baseline not established – not achieved
whenua with council's	levels increase	Staff have received direction from Te Ruarangi
relationships and partnerships with	annually, up to	that their satisfaction will be reported more
them	80% by 2034	appropriately through the Tiriti Health Check
	0070 07 200 1	process, and this has not yet occurred. This result
		is considered outside of council's control.
Percentage of priority actions set	100% of actions	100% – achieved
out in Tāiki ē (council's Te Tiriti	10070 01 00010113	All actions have commenced according to planned
strategy and implementation plan),		timeframes and are reported at each formal Te
that are commenced within the		Ruarangi meeting. An annual report highlighting
timeframes identified in the plan		achievements and progress from Tāiki ē is
(as endorsed by Te Taitokerau		underway and will be presented to Te Ruarangi
Māori and Council Working Party)		and council in August.
Percentage of tangāta whenua	100% of funding	100% – achieved
environmental funding that is	allocated	Both tāngata whenua environmental and IHEMP
allocated to iwi and hapū to		funding was fully allocated with a robust process
enhance and enable mātauranga		that included the Science and Monitoring teams to
Māori outcomes that inform		ascertain worthy recipients. Funding was
council policy development and		oversubscribed and staff continue to work with
decision making		unsuccessful applicants to support applications for
C		the following year.
	ı	- 01
3.3 Economic development		

3.3.1 Northland's economic wellbeing is made more resilient by the coordination and delivery of sustainable economic development activities and funding across the region, and is benefitting from well-established partnerships

Performance measure	Target	2024/25 result
Northland Inc's annual statement	At least one a	100% – achieved
of intent contains at least one KPI	year	

		T
relating to supporting businesses		Northland Inc's SOI 2024/25 contains the two
transition to net zero-carbon		relevant KPIs.
Council is contributing to at least	At least one a	100% – achieved
one big infrastructure project that	year	An agreement to support the Mid North Water
supports economic development in		Scheme was signed in November and funding was
the region each year		provided in December 2024.
Percentage of actions in the	100% of actions	Unknown – not achieved
regional economic development		Reporting on the percentage of completed actions
strategy being implemented in		for 2024/25 isn't possible yet, as the
accordance with the phasing		implementation plan is still being finalised. This
schedule/plan each year		result is considered outside of council's control.
3.4 Community engagement		
	d about council's w	ork, know how to get involved, and are engaged in
council processes		T
Performance measure	Target	2024/25 result
Percentage of residents surveyed	Maintain or	39.2% – achieved
who are satisfied with overall	increase	(Baseline is 33%)
communication and engagement		During the year, a total of 51 people responded to
		the question "How satisfied are you with how we
		communicate and engage with you?" Of those, 20
		were either 'very satisfied' or 'satisfied'.
3.5 Customer services		
3.5.1 Quality service is provided, that		
Performance measure	Target	2024/25 result
Percentage of customers surveyed	Maintain or	Insufficient data – not achieved/baseline not
who are satisfied with the quality	increase	established
of service received following an		While this is an existing KPI, the methodology
interaction with council		changed significantly (to try and gain a larger
		sample set), therefore this reporting year aimed to
		establish a new baseline. However, with only 11
		responses received, staff believe the data is
		insufficient. Efforts will continue to gather more
		responses for a more accurate baseline.
3.6 Corporate excellence		and according to the little and afficient and fortune
	restments that supp	port council activities are effective and future-
focussed  Derformance measure	Torgot	2024/25 recult
Performance measure	Target 90% of staff	2024/25 result 69% – not achieved
Percentage of staff satisfied with	satisfied	
the quality of internal systems and processes that support the delivery	satistieu	An annual staff survey resulted in 72 responses, of
of council work		which 50 were either 'extremely satisfied' or
OF COUNCIL WOLK		'satisfied'. The feedback gathered has been analysed and results taken to the Corporate
Percentage return achieved agrees	At least 7% net	Services Managers team to action.  25.2% – achieved
Percentage return achieved across council's investment portfolio that		23.270 – defileved
is available to fund council	return per	
activities	annum (as per the investment	
activities		
	policy)	

## Attachments/Ngā tapirihanga

Nil

TITLE: Receipt of Committee Minutes

From: Meloney Tupou, Maori Governance and Engagement Support Admin

Authorised by Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement, on

**Group Manager/s:** 21 August 2025

## Ngā mahi tūtohutia / Recommendation

That the unconfirmed minutes of the:

- Te Oneroa-a-Tōhe Board 18 July 2025
- Joint Climate Change Adaptation Committee 24 July 2025 and
- Joint Regional Economic Development Committee Minutes 25 July 2025

be received.

## Attachments/Ngā tapirihanga

Attachment 1: Te Oneroa-A-Tōhe Board Minutes 🗓 🏗

Attachment 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Committee Minutes J. Table 2: Joint Climate Change Adaptation Change Adaptation

Attachment 3: Joint Regional Economic Development Committee Minutes 🗓 🖼

Council Meeting ITEM: 9.1
26 August 2025 Attachment 1

Te Oneroa-a-Tōhe Board 18 July 2025

## Ngā Miniti O Te Poari O Te Oneroa-A-Tōhē Te Oneroa-A-Tōhē Board Minutes

Meeting held in the Banquet Room, Te Ahu Centre cnr State Highway 1 & Matthews Ave, Kaitaia on Friday 18 July 2025, commencing at 10:00 am

## Tuhinga (Present):

Chairperson, Lisa McNab Te Rūnanga o Te Rarawa

Graeme Neho Ngāti Kuri Trust Board

Wallace Rivers NgaiTakoto (via audio visual link)

Harata Brown Te Aupōuri

Deputy Chair Hilda Halkyard-Harawira Far North District Council

## I Tae Mai (In Attendance):

#### Huihuinga i te katoa (Full Meeting)

George Riley Te Rūnanga o Te Rarawa

Auriole Ruka NRC Pou Manawhakahaere - Strategic Partnerships and

Engagement

Kim Peita NRC Te Tiriti Partnerships and Engagement Manager
Ruben Wylie NRC Pou Tiaki Taiao – GM Environmental Services

Sheila Taylor Tehuiaconsulting

Meloney Tupou NRC Te Tiriti Partnerships and Engagement kaiawhina

Sandra Harris NRC Personal Assistant - Environmental Services

Llani Harding FNDC Pouhautu Te Hono - Manager Te Hono

Kelly Stratford FNDC Deputy Mayor (via audio visual link)

Marlema Baker FNDC

Dena-Maree Hemara FNDC (via audio visual link)
Tipene Kapa-Kingi CEO Te Rūnanga Nui o Te Aupōuri

### Huihuinga i te wahanga (Part Meeting)

Ministry for the Environment x3 representatives

The Chair declared the meeting open at 10.00am.

## Karakia Timatanga and Whakatau

Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Ngā whakapahā/Apologies (Item 2.0)

Te Oneroa-a-Tōhe Board 18 July 2025

#### Moved (Brown / Halkyard-Harawira)

That the apologies from FNDC Mayor Moko Tepania and Theresa B for non-attendance be received.

#### Carried

## Nga whakapuakanga (Declarations of Conflicts of Interest)

It was advised that members should make declarations item-by-item as the meeting progressed.

Secretarial Note: It was raised that Iwi representatives met and begun discussions regarding conflicts with the Beach Board and Ngā Puāwaitanga o Te Oneroa-a-Tōhe.

## Confirmation of Minutes - 23 May 2025 (Item 4.1)

# Report from Meloney Tupou, Maori Governance and Engagement Support Admin Moved (Brown /Halkyard-Harawira)

That the minutes of the meeting held on 23 May 2025, be confirmed as a true and correct record.

#### Carried.

#### Actions -

- **FNDC and NRC -** Following up on the request from Te Aupōuri council representative to provide update regarding Sites of Significance.
- NRC Progressing the request to provide the Aquaculture Report on Spat Harvesting.
- NRC Provide clarification regarding Code of Conduct for mechanical harvesting rights on the Beach.
- **FNDC** FNDC provide the appropriate organisational staff members in attendance. This will enable a clear understanding of the required actions and the resources needed to effectively support the work.

## Secretarial Note:

- NRC has recommended holding a workshop with the Beach Board prior to the September 2025 Formal Meeting. Purpose of this workshop is to facilitate a robust discussion around council support for the Beach Board, with a particular focus on the issue of vehicles on beaches.
- NRC has recommended that the Beach Board continues to develop their position on vehicle use on beaches, with council maintaining support throughout the process.
- Iwi representatives and NRC have requested that the Technical Steering Group (TSG)
  membership be discussed and confirmed at the upcoming workshop, ahead of formal
  endorsement at the September meeting.
- Resource consents, as a follow-up from the July meeting, will be discussed at the upcoming
  workshop. NRC has suggested refreshing the process, and clarification is needed on who
  from the Board will be responsible. Each iwi has its own approach to managing consents, and
  the Board seeks clarity on the current status of resource consents related to the beach. The

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workshop will also explore a framework and scale of activities the Board wishes to include in their criteria. It is suggested that the TSG be tasked with delivering a report to support this work.

## Financial Report (Item 5.1)

Report from Meloney Tupou, Maori Governance and Engagement Support Admin

Financials will be updated at the September 2025 meeting, Accounts are still accruing invoice for the yearend.

Ministry for the Environment (Mfa) Ben White presented update of the RMA to the Board.

## July 2025 workplan update (Item 5.2)

Report from Sheila Taylor, Kaiārahi Kaupapa Māori

Moved (Brown / Halkyard-Harawira)

That the report 'July 2025 workplan update' by Sheila Taylor, Kaiārahi Kaupapa Māori and dated 10 July 2025, be received.

Carried.

## Te Oneroa-a-Tōhe - Advice for Board paper on Funding (Item 5.3)

Report from Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement

#### Ngā mahi tūtohutia / Recommendation

That the report 'Te Oneroa-a-Tōhe - Advice for Board paper on Funding' by Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement and dated 15 July 2025, be received.

That a workshop be held at the next Board meeting to consider the long-term financial viability and funding opportunities that align with the purpose and objectives of the Board and the priorities outlined in the Beach Management Plan.

## Secretarial Note:

- Legal Advice regarding funding was delivered by NRC.
- Recommendation to workshop clarity regarding processes and protocols for applications for funding, at Beach Board level.

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## **ACTIONS**

	Following up on the request from Te Aupōuri - council representative to provide update regarding Sites of Significance.	FNDC and NRC
	Progress the request to provide the Aquaculture Report on Spat Harvesting.	NRC
	Provide clarification regarding Code of Conduct for mechanical harvesting rights on the Beach.	NRC
4.	FNDC provide the appropriate organisational staff members in attendance. This will enable a clear understanding of the required actions and the resources needed to effectively support the Beach Board work.	FNDC

**Whakamoemiti Whakamutunga:** The meeting concluded at 12.25pm Whakamoemiti by Matua Graeme Neho.

## **Joint Climate Change Adaptation Committee Minutes**

Meeting held in the Council Chamber 36 Water Street, Whangārei on Thursday 24 July 2025, commencing at 1:00 pm

### **Tuhinga/Present:**

Deputy Chairperson, WDC Councillor Scott McKenzie Councillor Amy Macdonald FNDC Deputy Mayor Kelly Stratford (Online) WDC iwi/hapu representative Delaraine Armstrong (Online) FNDC iwi/hapu representative Nyze Manuel (Online) WDC iwi/hapu alternate Hinemoa Apetera (Online)

## I Tae Mai/In Attendance:

#### **Full Meeting**

NRC Group Manager - Community Resilience, Louisa Gritt NRC Regional Climate Adaptation Lead, Rakesh Pinao NRC Climate Resilience Fund Administrator, Claire Lewinski NRC Climate Action and Natural Hazards Manager, Natalie Child NRC Regional Adaptation Programme Coordinator, Nicole Ross NRC Zero Carbon Transition Advisor, Michelle Howe NRC Climate Resilience Advisor, Kim Wall NRC Natural Hazards Analyst, Anna Talbot WDC Programme Manager - Climate Change Adaptation, Roselyn Naidu FNDC GM Planning & Policy, Roger Ackers FNDC Adaptation Programme Lead, Katy Simon Te Whakahaere Ahuarangi Ltd, Mark Baker Jones Natural Hazards Specialist, Sarah Gauden-Ing Kaiawhina Kaupapa Māori, Jordan Moon FNDC Māori Resilience, Sarah Peri FNDC Manager Climate Action and Resilience, Esther Powell Ngatiwai Engagement Consultant, Arama Morunga

### **Part Meeting**

WDC Alternate Nicholas Connop

The Deputy Chair declared the meeting open at 1:01 pm with a Karakia.

Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Ngā whakapahā/Apologies (Item 2.0)

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### Moved (Macdonald/ McKenzie)

That the apologies from Councillor Chairperson, Te Uri o Hau and Te Roroa Representative Fiona Kemp, Te Uri o Hau and Te Roroa Alternate Snow Tane, KDC Mayor Craig Jepson, and NRC iwi/hapu representative George Riley, for non-attendance be received.

#### Carried

Secretarial note: Apologies from Jason Marris, NRC Chief Executive Officer, Jono Gibbard, Mike Smith (NRC Contractor), Simon Weston (WDC), Cr Tui Shortland and WDC Mayor Vince Cocurullo were also received.

#### Confirmation of Minutes - 20 March 2025 (Item 4.1)

Report from Claire Lewinski, Climate Resilience Fund Administrator

Moved (Macdonald/ McKenzie)

#### Ngā mahi tūtohutia / Recommendation

That the minutes of the Joint Climate Change Adaptation Committee meeting held on 20 March 2025 be confirmed as a true and correct record and that these be duly authenticated by the Chair.

#### Carried

### Receipt of Action Sheet (Item 5.1)

Report from Claire Lewinski, Climate Resilience Fund Administrator

Moved (Macdonald/ McKenzie)

Nga mahi tutohutia / Recommendation

That the action sheet be received.

Carried

## Findings from the Regional Climate Action Leadership Investigation (Item 6.1)

Report from Rakesh Pinao, Regional Climate Adaptation Programme Lead

#### Recommendation(s)

#### Moved (McKenzie/Stratford)

 That the report 'Findings from the Regional Climate Action Leadership Investigation' by Rakesh Pinao, Regional Climate Adaptation Programme Lead and dated 24 June 2025, be received.

#### Carried

Secretarial note: NRC Regional Climate Adaptation Lead and Te Whakahaere Ahuarangi Ltd summarised the report highlighting 3 areas to improve JCCAC efficiency: clear governance responsibilities, coordinated regional governance, and consistent decision-making processes. The council discussed the report and its recommendations. FNDC Deputy Mayor Stratford raised concerns

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about the timeline for the governance activation pathway given the pending election. NRC Group Manager - Community Resilience explained that the endorsement of the report would allow the next committee to propose timelines and implement the recommendations. It was confirmed that iwi representation will remain standing through the election process.

#### Moved (Stratford / Manuel)

 That the Joint Climate Change Adaptation Committee accept the findings of the Technical Report and as outlined in the Report Summary.

#### Carried

#### Moved (McKenzie / Macdonald)

That the Joint Climate Change Adaptation Committee endorse the Governance
 Activation Pathway for inclusion into the governance workstream of the programme,
 and requests a plan is developed for the committee to be considered at its next
 meeting.

#### Carried

#### FNDC Community Adaptation Programme - JCCAC Review (Item 6.2)

Report from Katy Simon, FNDC - Adaptation Programme Lead Recommendation(s)

#### Moved (Stratford / Manuel)

- That the report 'FNDC Community Adaptation Programme JCCAC Review' by Katy Simon, FNDC - Adaptation Programme Lead and dated 24 June 2025, be received.
- That the Joint Climate Change Adaptation Committee endorse Te Kaunihera o Te Hiku o Te Ika – Far North District Council's draft Community Adaptation Programme, Te Hōtaka Urutau Hapori.

#### Carried

Secretarial note: The FNDC Adaptation Programme Lead provided an overview of the Far North District Council Community Adaptation Programme, outlining proposed updates to the report and emphasising the need for a comprehensive, coordinated approach to adaptation planning. The Council discussed the programme and its recommendations.

Members highlighted the importance of integrating climate change adaptation into Civil Defence and Emergency Management (CDEM) planning, noting the legislative requirement to provide civil defence services, with climate adaptation playing a key role in risk reduction and recovery.

Cr Macdonald inquired about the status of adaptation planning across other councils, which the NRC's Climate Adaptation Lead noted their work with Whangārei District Council.

Further discussion was held around broadening the scope of this committee to include wider climate action initiatives.

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### **Programme Update (Item 6.3)**

Report from Rakesh Pinao, Regional Climate Adaptation Programme Lead Ngā mahi tūtohutia / Recommendation

### Moved (McKenzie / Stratford)

That the report 'Programme Update' by Rakesh Pinao, Regional Climate Adaptation Programme Lead and dated 24 June 2025, be received.

#### Carried

Secretarial note: WDC Programme Manager – Climate Change Adaptation provided an update on the WDC adaptation program, highlighting the progress made in building relationships with the community and the upcoming pilot project.

NRC's Regional Climate Adaptation Lead presented the programme update, including the priority actions and performance scorecard. The council discussed the progress made and the challenges faced in implementing the adaptation plans.

#### Action:

 Committee recommends that staff are directed to provide a draft in brief for incoming councillors.

## Whakamutunga (Conclusion)

The meeting concluded at 2.43 pm.

Joint Regional Economic Development Committee 25 July 2025

## **Joint Regional Economic Development Committee Minutes**

Meeting held in the Whangarei District Council Chamber Te Iwitahi, Rust Avenue, Whangārei on Friday 25 July 2025, commencing at 10.00am

## **Tuhinga/Present:**

Chair (FNDC Councillor) John Vujcich
Deputy Chair, (FNDC Councillor) Penetaui Kleskovic (Via audio-visual link)
KDC Mayor, Craig Jepson
NRC Chair Geoff Crawford
WDC Mayor Vince Cocurullo

## I Tae Mai/In Attendance:

#### **Full Meeting**

**NRC Economist** 

NRC Economic Policy Advisor

**NRC Administration** 

KDC Economic Development Lead (Via audio-visual link)

Northland Inc Chair (Via audio-visual link)

Technology Specialist Research and Innovation (Via audio-visual link)

FNDC GM Planning and Policy (Via audio-visual link)

FNDC Chief Executive Officer(Via audio-visual link)

#### **Part Meeting**

NRC Councillor Peter Lucas Jones (Via audio-visual link)

WDC Councillor Scott McKenzie

Northland Inc Head of Kaupapa Māori Enterprise and Innovation Northland Inc Head of Finance and Corporate Services (*Via audio-visual* 

link)

Head of Destination and Communications (Via audio-visual link)

NZ Infrastructure Commission (Via audio-visual link)

NRC Kaitohutohu Matua / Principal Advisor (Via audio-visual link)

Education and Arts (KEA) Hub and Precinct Plan x 2 presenters

Kānoa Regional Principal Advisor (Via audio-visual link)

WDC x2 presenters

FNDC Manager - Strategy and Policy

WDC GM Planning and Development

The Chair declared the meeting open at 10.00am.

Karakia NRC Economist Darryl Jones.

## Ngā Mahi Whakapai/Housekeeping (Item 1.0)

## Ngā whakapahā/Apologies (Item 2.0)

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#### Moved (Vujcich/Peters)

That the apologies from WDC Deputy Mayor Halse and KDC Deputy Mayor Larsen for non-attendance be received.

Carried

## Confirmation of Minutes - 29 April 2025 (Item 4.1)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Cocurullo/Vujcich)

That the minutes of the Joint Regional Economic Development Committee meeting held on 29 April 2025be confirmed as a true and correct record.

Carried

## Receipt of Action Sheet (Item 5.1)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Cocurullo/Peters)

That the action sheet be received.

Carried

## Northland Inc Limited: Statement of Intent 2025/26 - Final Document (Item 6.1)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Crawford/Jones)

- 1. That the report 'Northland Inc Limited: Statement of Intent 2025/26 Final Document' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.
- 2. That the Joint Regional Economic Development Committee agree to Northland Inc Limited's Statement of Intent 2025/26 as set out in **Attachment 1** pertaining to item 6.1 of the 25 July 2025 Joint Committee agenda.

Carried

# Northland Inc Limited: Reporting against SOI 2024/25, Third Quarter 2024/25 and Quarterly Highlights Report (Item 6.2)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Peters/Crawford)

That the report 'Northland Inc Limited: Reporting against SOI 2024/25, Third Quarter 2024/25 and Quarterly Highlights Report' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.

Carried

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## Investment and Growth Reserve: Update on funding (Item 6.3)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Cocurullo/Peters)

That the report 'Investment and Growth Reserve: Update on funding' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.

#### Carried

## Investment and Growth Reserve: Enabling Investment Funding Decision on Tuputupu Grow Northland (Item 6.4)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Peters/Crawford)

- That the report 'Investment and Growth Reserve: Enabling Investment Funding Decision on Tuputupu Grow Northland' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.
- 2. That \$250,000 (plus GST) be allocated as Enabling Investment funding from the Investment and Growth Reserve to Northland Inc Limited to support the continuation of service delivery of the Tuputupu Grow Northland work programme in 2025/26.
- That the Joint Committee recognises that this funding decision is inconsistent with the Investment and Growth Reserve (IGR) criteria but is considered as a one-off allocation to support the continued implementation of the Tuputupu Growth Northland programme.
- 4. That the Joint Regional Economic Development Committee request that Northland Inc take all necessary steps to ensure future funding requests are fully compliant with the criteria and procedures of the Investment and Growth Reserve.

#### Carried

# Investment and Growth Reserve: Enabling Investment Funding Decision on Inward Delegations (Item 6.5)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Cocurullo/Crawford)

- That the report 'Investment and Growth Reserve: Enabling Investment Funding Decision on Inward Delegations' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.
- 2. That \$90,000 (plus GST) be allocated as Enabling Investment funding from the Investment and Growth Reserve to Northland Inc Limited to support the service delivery of the Inwards Delegations work programme.
- 3. That the Joint Committee recognises that this funding decision is inconsistent with the Investment and Growth Reserve (IGR) criteria but is considered as a one-off allocation to support the trial of a new Northland Inc work programme.

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4. The Joint Regional Economic Development Committee requests that Northland Inc take all necessary steps to ensure future funding requests are fully compliant with the criteria and procedures of the Investment and Growth Reserve.

#### Carried

## Igniting Northland's Potential: Light-Touch Regional Deal Proposal - Update (Item 6.6)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Cocurullo/Vujcich)

That the report 'Igniting Northland's Potential: Light-Touch Regional Deal Proposal - Update' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.

#### Carried

## New Zealand Infrastructure Commission: Update on the Draft National Infrastructure Plan (Item 6.7)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Crawford/Peters)

That the report 'New Zealand Infrastructure Commission: Update on the Draft National Infrastructure Plan' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.

#### Carried

## Northland Infrastructure Plan: Update on progress (Item 6.8)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Vujcich/Crawford)

That the report 'Northland Infrastructure Plan: Update on progress' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.

#### Carried

## Northland Corporate Group: Update (Item 6.9)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Cocurullo/Peters)

That the report 'Northland Corporate Group: Update' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.

### Carried

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## Knowledge, Education and Arts (KEA) Hub and Precinct Plan: Update provided by WDC (Item 6.10)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Cocurullo/Peters)

That the report 'Knowledge, Education and Arts (KEA) Hub and Precinct Plan: Update provided by WDC' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.

#### Carried

## Establishment of Whangarei District Council CCTO - Whangarei District Holdings Limited (Item 6.11)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Cocurullo/Peters)

That the report 'Establishment of Whangarei District Council CCTO - Whangarei District Holdings Limited' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 10 July 2025, be received.

#### Carried

## Proposed JREDC 2025-2028 Induction Programme: Governance Continuity and Induction (Item 6.12)

Report from Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist Moved (Crawford/Peters)

That the report 'Proposed JREDC 2025-2028 Induction Programme: Governance Continuity and Induction' by Emmanouela Galanou, Economic Policy Advisor and Darryl Jones, Economist and dated 4 July 2025, be received.

#### Carried

## Kaupapa ā Roto/Business with Public Excluded (Item 7.0)

### Moved (Vujcich/Kleskovic)

- That the public be excluded from the proceedings of this meeting to consider confidential matters.
- That the general subject of the matters to be considered whilst the public is excluded, the reasons for passing this resolution in relation to this matter, and the specific grounds under the Local Government Official Information and Meetings Act 1987 for the passing of this resolution, are as follows:

Item No.	Item Issue	Reasons/Grounds
7.1	Confirmation of Confidential Minutes - 29 April 2025	The public conduct of the proceedings would be likely to result in disclosure of information, as stated in the open section of the meeting

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7.2	Regional Infrastructure Fund (RIF): Update on projects	The public conduct of the proceedings would be likely to result in disclosure of information, the withholding of which is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied s7(2)(c)(i).

## Whakamutunga (Conclusion)

The meeting concluded at 12.30pm.



TITLE: Working Party Updates Report

From: Meloney Tupou, Maori Governance and Engagement Support Admin

**Authorised by** Auriole Ruka, Pou Manawhakahaere - GM Governance and Engagement, on

**Group Manager/s:** date 21 August 2025

## Ngā mahi tūtohutia / Recommendation

That the report 'Working Party Updates Report' be received.

## Whangarei Public Transport Working Party (Cr Craw)

The Whangarei Public Transport Working Party met on 21 July 2025. The topics for discussion included:

- Hikurangi Service
- Update on progress on Kamo/Whangarei T2 Lane

Following discussion, the Whangarei Public Transport Working Party provided advice on the following next steps:

- Transport Manager to write to the government and NZTA on behalf of WPTWP to reiterate support for the national ticketing system and promote its benefits for local economies
- WDC to investigate the feasibility and costs of implementing T2 lanes on Tikipunga and Riverside Drive, considering the existing road widths and infrastructure challenges
- WDC to collaborate with NZTA to address traffic congestion issues on Hospital Road, particularly during peak hours.
- WDC to develop and roll out an education programme on merging and courtesy for drivers, particularly in relation to the new T2 lanes.

### **Natural Resources Working Party (Cr Tui)**

The Natural Resources Working Party met on 6 August 2025. The topics for discussion included:

- Natural Resources Mahi Highlights
- Freshwater Farm Plans Update
- Resources Management Reform
- Future strategic focus areas

Following discussion, the Natural Resources Working Party provided advice on the following steps

- Natural Resources Mahi Highlights were presented; a councillor survey will gather feedback from sector and tangata whenua reps. The Taumarere Business Case is due in September, and the working party acknowledged the teams and partners contributions.
- An update will be provided once there is greater clarity on proposed changes to the Freshwater Farm Plan Regulations.

- The team discussed challenges around limited transition time, unclear legislation and workload prioritisation. A programme team is in place, with 2026 marked as a key milestone amid ongoing uncertainty.
- The team is focused on current Regional Plan provisions and regulatory services, with spatial planning and data readiness flagged as priorities for the next council term.
   Strong collaboration and relationships were noted, with clearer legislative direction expected ahead.

## **Biosecurity & Biodiversity Working Party (Cr Craw)**

The Biosecurity & Biodiversity Working Party met on 6 August 2025. The topics for discussion included:

- Update on RPMS
- Kerikeri Urban Pest Control
- Kauri Protection Report
- 2025-2026 Biosecurity Operational Plan
- Verbal Update on Gold Clam and Deer

Following discussion, the Biosecurity & Biodiversity Working Party provided advice on the following steps

- Key species including parrots, gorse, and Madagascar ragwort were identified for further investigation; stakeholder engagement is planned to address knowledge gaps and inform rule development, and additional work is required on the cost-benefit analysis for gold clam.
- Biosecurity staff plan to replicate the Tiakina Whangārei model in Kerikeri by engaging community groups through dedicated leaders to support best practice and scalability.
- Concerns over future funding and cultural, environmental, and economic importance of kauri were discussed, highlighting the need for coordinated input across Te Taitokerau; staff, Nyze Manual, and Cr Craw will explore holding a hui with key stakeholders.
- No Gold clams have been detected at Kai Iwi Lakes; surveillance is being upgraded and summer planning is underway with hygiene facilities and lake ambassadors. A working group will meet to explore community aspirations. Meanwhile, three wild deer remain in the state forest, with a SCAT survey scheduled and no sign found in the Kai Iwi area

### Te Ruarangi (Co-Chairs: Cr Tui Shortland and Pita Tipene, Ngāti Hine)

Te Ruarangi (formerly Te Taitokerau Māori and Council Working Party, TTMAC) met on 8 May 2025. The topics for discussion included:

- Waipiro Bay Marina Fast-Track Approval
- Te Ōhanga Māori Māori Economy Statistics & Report
- Igniting Northland's Potential: Light Touch Regional Deal Proposal Update
- Central Government Legislative Changes
- Wastewater Standards Submission
- Wānanga Waiora report and presentation

Local Government Elections

Following discussion, Te Ruarangi provided advice on the following steps

 The NRC Chief Executive to canvass councillors for direction on contributing a letter of support to the hapū submission, to be provided by 8 July 2025. The letter to reiterate council's concerns about the Fast-Track Approvals process and include the following caucus motions:

Te Ruarangi iwi and hapū caucus supports Ngāti Kuta and Patukeha in their opposition to Waipiro Bay Marina Fast-Track approval Application 229 (as detailed in the attached memo).

Te Ruarangi iwi and hapū caucus supports Ngāti Kuta and Patukeha in considering a Mana Whakahono-a-Rohe agreement with Northland Regional Council.

- Staff to continue working with Northland Inc to scope a Māori economic sovereignty forum, with hapū perspectives at the centre.
- Staff to continue highlighting legislation changes and identify upcoming submissions for joint advocacy with Te Ruarangi.
- Staff to prepare a paper for the July Te Ruarangi meeting outlining a joint advocacy approach for RMA reforms, including options for Te Tiriti partner involvement in council workshops, use of Māori Technical Advisory Group (MTAG) for interim advice and engagement.
- Staff to work with the Māori Technical Advisory Group to identify next steps for the 2026 Wānanga Waiora.

## TITLE: Business with the Public Excluded

## Whakarāpopototanga / Executive Summary

The purpose of this report is to recommend that the public be excluded from the proceedings of this meeting to consider the confidential matters detailed below for the reasons given.

## Ngā mahi tūtohutia / Recommendations

- 1. That the public be excluded from the proceedings of this meeting to consider confidential matters.
- 2. That the general subject of the matters to be considered whilst the public is excluded, the reasons for passing this resolution in relation to this matter, and the specific grounds under the Local Government Official Information and Meetings Act 1987 for the passing of this resolution, are as follows:

Item No.	Item Issue	Reasons/Grounds
10.1	Confirmation of Confidential Minutes - 24 July 2025	The public conduct of the proceedings would be likely to result in disclosure of information, as stated in the open section of the meeting
10.2	Receipt of Confidential Committee Minutes	The public conduct of the proceedings would be likely to result in disclosure of information, as stated in the open section of the meeting

3. That the Independent Advisors be permitted to stay during business with the public excluded.

## **Considerations**

### 1. Significance and Engagement

This is a procedural matter required by law. Hence when assessed against council policy is deemed to be of low significance.

## 2. Policy and Legislative Compliance

The report complies with the provisions to exclude the public from the whole or any part of the proceedings of any meeting as detailed in sections 47 and 48 of the Local Government Official Information Act 1987.

#### 3. Other Considerations

Being a purely administrative matter; Climate Impact, Environmental Impact, Community Views, Māori Impact Statement, Financial Implications, and Implementation Issues are not applicable.