

He Tūāpapa ki te ora

1. Auto submit landing

NZTIMESTART

29-06-2021 11:45 AM

3. Respondent information

Respondent information

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Where are you located?

Auckland

Please specify where you are located

Are you responding as an individual or as an organisation?

Organisation

Please state the name of the organisation

Metals New Zealand

4. Proposed vision for 2050

Q1. What are your views on the proposed 2050 infrastructure vision for New Zealand?

A great start.

Metals New Zealand congratulates the Infrastructure Commission on a very broad and thorough discussion document , aptly titled Infrastructure for a Better Future.

You state on p21 that this consultation document is designed to get you thinking – it has !

Detailed below is input from Metals New Zealand.

Thanks for the opportunity to contribute.

Visions are subjective. Te Waihanga's proposed vision needs the context of the "outcomes and guiding principles" and in our opinion it doesn't stand well on its own – it lays a "foundation", which could be good or bad, but it fails to inspire us. The title of the discussion document provides inspiration – "for a better future".

Metals New Zealand encourages the Infrastructure Commission to be bold.

Looking to 2050 you aim for infrastructure to support the eight deliverables (P24). Metals New Zealand encourages the Commission to go further and ENABLE those 8 deliverables.

Q2. What are your views on the decision-making principles we've chosen? Are there others that should be included?

In our opinion it is an almost comprehensive set of decision making principles. Missing is WORKING COLLABORATIVELY.

The challenge ahead is enormous and can only be achieved by working collaboratively. The document talks about working in partnership with infrastructure providers, which is great. But Metals New Zealand asks - where is the connection to local supply and working to build the capacity and capability of local manufacturing to meet infrastructure needs and provide certainty of supply at a time when international supply / supply chains are failing. Evidence based decision making is critical- how do we either get our political leaders to reach decisions on the basis of the evidence , rather than being focused on getting re-elected. Or alternatively how do we ensure robust governance of infrastructure decision making and delivery and remove politicians from the decision making process.

Q3. Are there any other infrastructure issues, challenges or opportunities that we should consider?

The point is well made that while New Zealand might lead in global comparisons of macro-economic stability, our institutions and our labour market. However our infrastructure is poor and failing, delivering suboptimal outcomes, negatively impacting on productivity, equity and well-being.

Prior to the Infrastructure Commission New Zealand lacked a central government agency responsible for oversight and provision of Infrastructure. The Commission needs to be adequately funded to deliver on its Vision and decision making principles and there needs to be the commitment across political parties to fund the delivery of Infrastructure required to deliver to New Zealand's well-being aspirations.

Failure to adequately fund will mean the Infrastructure Commission just becomes another talk fest and yet another pdf document.

With respect to challenges – we suggest that the Infrastructure Commission acknowledges that New Zealand is an island nation which needs a high degree of self sufficiency to succeed. We can't rely on our neighbours for renewable energy or water. Furthermore the geography of our three main islands creates additional challenges in the provision of infrastructure – five million people on a single circular island would be significantly easier to provide infrastructure for.

P30 – last para "However, our infrastructure aspirations appear to greatly exceed"

We would suggest aspirations should be replaced by NEEDS.

P31 Long term trends on the Infrastructure horizon – we suggest that the Commission look more closely at the potential of what can be delivered from a CIRCULAR ECONOMY where we will design to deconstruct, re-use, repurpose and recycle materials – rather than the current delivery model which delivers some new materials to landfill during the construction processes construction and the remainder to landfill at end of life.

The Circularity Gap report 2020 identifies that the world is only 8.6% circular. The Infrastructure Commission should lead the transition from the current "take, make, waste" model to a circular model.

The Circularity Gap report identifies that 70% of GHG's result from materials handling and use and identifies enormous opportunities in transitioning to a circular economy –

"through smart strategies and reduced material consumption, we find that the circular economy has the power to shrink global GHG emissions by 39% and cut virgin forest use by 28%"

Given the scale of the challenge and the potential value which can be delivered through a circular economy the Infrastructure Commission needs to focus on delivering New Zealand's circular economy opportunity.

P34 Issues and challenges – suggest you add

Supply chain stability and building resilience in local supply chain. The ability of New Zealand's infrastructure sector to deliver is inextricably linked to New Zealand's construction and manufacturing sectors.

P35 What's on the horizon – once again the potential deliverables from a circular economy needs to be explored and implemented.

P37 Supply Chain disruption can be addressed through investment policy and a commitment to buy local along with procurement signals and instruments which will also provide much needed certainty for local manufacturers to invest in additional capacity or new capability.

5. Action Area One: Building a Better Future

Q4. For the 'Building a Better Future' Action Area and the Needs:**What do you agree with?****What do you disagree with?****Are there any gaps?**

Pretty well covered

GAPS

Powering a growing economy. "Item 2 – transition energy infrastructure for a carbon zero 2050."

Needs to specifically state – WHILE STILL POWERING A GROWING ECONOMY The transition to 100% renewable energy, a growing economy enabled by significant infrastructure development will require significant investment in new generation and we need to start now. Current natural gas and electricity shortages are strangling New Zealand's manufacturing sector and constraining growth.

Investment policy.

Where is the investment policy to ensure the infrastructure pipeline delivers ?

Opportunity to build New Zealand's productive capacity

Investment in infrastructure provides an opportunity to develop skills, technology uptake and local manufacturing capacity / capability.

6. Prepare Infrastructure for climate change**Q5. How could we encourage low-carbon transport journeys, such as public transport, walking, cycling, and the use of electric vehicles including electric bikes and micro-mobility devices?**

The transition to low carbon / public transport walking / cycling scenarios as espoused by Climate Change Commission report and others is an urban CBD centric view. It fails to recognise that South Auckland manufacturing workers don't currently have low carbon work / travel transport journey options and are unlikely to have in the near future. Encouraging low carbon transport solutions needs to include blue collar factory workers working in industrial locations.

Q6. How else can we use infrastructure to reduce waste to landfill?

Transition to a circular economy will accelerate New Zealand's pathway to emissions reduction and significantly reduce waste to landfill. Refer earlier comments re Circular economy.

Indicate your support for these proposed options to prepare infrastructure for climate change

	Do not support	Partially support	Fully support	Don't know
F1.1 Adapt business case guidelines to ensure full consideration of mitigation and adaptation. Require all infrastructure projects to directly assess climate change impacts (mitigation and adaptation). Ensure all infrastructure projects evidence they are compatible with a net-zero carbon emission future to prevent infrastructure with a long asset life locking-in a high-emissions future. Require all infrastructure projects to apply a consistent cost of carbon that is commensurate with New Zealand's international commitments in cost-benefit analysis and sensitivity analysis.			X	
F1.2 Recognise climate uncertainty in decision-making processes. Ensure that, whenever possible, decisions open up a wide range of future options and, when it is optimal to do so, keep options open for as long as possible.			X	
F1.3 Require a bright-line (pass/fail) infrastructure resilience test. Require that, where appropriate, proposals for new major capital works are			v	

subject to modelling that indicates, through siting, design, specifications and construction, that the infrastructure will be able to withstand a range of major stresses and shocks, including the future impacts of climate change.

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F1.4 Ensure non-built transport solutions are considered first.

To decarbonise existing transport networks, require non-built solutions to be considered first. In the case of existing roading networks, alongside transitioning to electric vehicles, non-built solutions could take the form of:
Charging to reduce demand.
Lowering the cost of public transport at non-peak times.
Real-time parking pricing.
Making better use of existing space to speed up public transport.
Density targets and supply requirements through zoning policy.

X

F1.5 Enable active modes of travel.

Improve the uptake of low-carbon transport options by increasing the density of housing (up-zone) areas within a cycling catchment of all major employment areas.

X

F1.6 Require local government to consider information from insurance markets to inform climate-risk-related planning policy.

Insurance markets are constantly assessing spatial risks associated with climate change. This pricing information should be an input to planning processes to inform adaptation policies in district plans.

X

F1.7 Drive a culture of waste minimisation.

Update procurement guidance to require the avoidance of waste creation as a design/procurement objective:

- Require the design of public sector projects to evaluate the use of recycled products where feasible.
- Require that all projects of a certain size develop waste minimisations plan as tender deliverables that are considered as part of the procurement evaluations.

X

F1.8 Efficient pricing of waste.

Review waste-disposal charges to landfill and investigate different pricing mechanisms with a view to better reflect the true cost of waste disposal to landfill. Include research and community engagement on the roles of different pricing mechanisms, including household and construction waste-disposal fees.

X

7. Transition energy infrastructure for a zero-carbon 2050

Q7. What infrastructure issues could be included in the scope of a national energy strategy?

Fair transition for those manufacturing industries which require high heat

The Infrastructure Commission needs to ensure there is fair transition for those manufacturing businesses which currently rely on natural gas for high value process heat, (which electricity is unable to deliver) for their manufacturing processes. As some of New Zealand's metals manufacturing businesses produce high value componentry which infrastructure sector relies upon. While hydrogen may be a possibility, it is not currently a commercially available renewable source. In the transition, natural gas needs to be available to ensure that local industry which supplies the infrastructure sector can continue to compete and supply.

Climate change is a global issue.

Current recommendations from the Climate Change Commission with respect to retiring large users of natural gas and electricity (Methanex and NZ Aluminium smelter) will result in globally higher emissions as these multi national producers are forced to use higher emission fuels.

Spare transmission capacity essential to avoiding first mover disadvantage

Metals New Zealand supports the proposed strategy to build spare transmission capacity, avoiding "first mover disadvantage" and maintaining energy prices at a level which enables local manufacturers to compete with global suppliers. Maintaining a viable gas industry during transition is critical to ensure the survival of local manufacturers (metal processing, foundries and the like), some of whom supply critical componentry to the infrastructure sector.

The Infrastructure document is silent on the potential for distributive generation, (e.g. solar power across housing and industrial roofs).

Indicate your support for these proposed options to transition energy infrastructure for a zero-carbon 2050

	Do not support	Partially support	Fully support	Don't know
F2.1 Enable electricity distribution networks to minimise barriers to the connection and use of large numbers of local generation, storage and demand response facilities (distributed energy resources or DERs). Require (and possibly fund) electricity distributors to work with DER providers to develop and implement [by 1 July 2023] standard arrangements for procuring support services from DERs and any other associated requirements.			X	
F2.2 Reduce barriers to building spare transmission capacity where that would reduce inefficient barriers to large-scale renewable generation and the electrification of large process heating units. Subject to appropriate regulatory oversight, enable and encourage Transpower to temporarily defer charging customers for the costs of spare transmission capacity built specifically to cater for future renewable generation connections (the deferral would end when sufficient new connections have occurred). By making it easier for Transpower to build spare capacity ahead of provable need, generators would find it easier and faster to commit to renewable investments if electricity demand increased at a higher rate than they anticipated. Similar issues arise with respect to building spare grid capacity to cater for future connections (or augmentations of existing connections) for industrial consumers.			X	
F2.3 Investigate the need for a specific regulatory framework for offshore energy generation. Investigate the future need for an offshore renewable-energy regulatory framework to facilitate an environmentally responsible exploration, construction, operation and decommissioning of offshore wind and other clean-energy technologies and associated infrastructure in our territorial waters.			X	

8. Adapt to technological and digital change

Q10. What steps could be taken to improve the collection and availability of data on existing infrastructure assets and improve data transparency in the infrastructure sector?

Government should undoubtedly take a lead.

For example, government agencies have committed to carbon zero by 2025. A key component of this will be government buildings. There is the opportunity for government to demonstrate how they are achieving this target and share the learnings with private sector and local government building owners so they too can get on the journey to carbon zero.

Q11. What are the most important regulatory or legislative barriers to technology adoption for infrastructure providers that need to be addressed?

Uncertainty re funding and reviewing Standards.

Absent from your list on page 60 of the “several challenges affect the adoption and therefore the speed of technological change in the infrastructure sector” is the impact of poorly funded / administered Standards in New Zealand and the time and funding required to update National Standards. Updating standards to include low emission technologies is holding back adoption of new technologies – e.g. lower emission cement mixes.

Q12. How can we achieve greater adoption of building information modelling (BIM) by the building industry?

Building Information Modelling needs to be mandatory for all government procurement contracts. When projects are complete government agencies need to be using that BIM data as the foundation for their Building Asset Management models.

There is a very real opportunity for government agencies in meeting government's commitment to zero carbon by 2025 for government agencies to demonstrate how data from asset management models can facilitate the journey to carbon zero buildings.

Indicate your support for these proposed options to adapt to technological and digital change

	Do not support	Partially support	Fully support	Don't know
F3.1 Move towards open data for the infrastructure sector. Identify clear legislative steps required to move toward full open data for public infrastructure across central and local government.			X	
F3.2 Accelerate common infrastructure metadata standards. Develop and mandate national infrastructure metadata standards.			X	
F3.3 Accelerate investigations on the use of digital twins and prepare for a nation-wide digital twin. Develop early use cases of digital twins in public-sector infrastructure.			X	
F3.4 Design and launch artificial intelligence use-cases. Investigate the opportunities to use artificial intelligence and machine learning across infrastructure sectors. Examples could include: In planning, digitising elements of the consenting process. In transport, reducing deaths and serious injuries through active collision-avoidance technologies. In health, identifying patterns that lead to harm incidents. Across sectors, managing real-time infrastructure pricing strategies (such as congestion charging and parking).			X	
F3.5 Deliver and retain digital information. Facilitate the consistent use of building information modelling (BIM) by public-sector procurers and central government by developing a common set of standards and protocols in close consultation with industry, including private-sector bodies that undertake similar types of procurement. Support the uptake of these standards by developing detailed implementation advice for agencies on the efficient use of BIM.			X	

9. Respond to demographic change

Q13. How should communities facing population decline change the way they provide and manage infrastructure services?

Surely that's the point of having a National Infrastructure plan. Issues like population growth and decline would be addressed as part of the national plan. Communities can then decide to accept the plan or develop their own interventions to address decline or alternatively to find alternative mechanisms to fund/manage infrastructure services.

Q14. Does New Zealand need a Population Strategy that sets out a preferred population growth path, to reduce demand uncertainty and improve infrastructure planning?

Certainly. How do you plan for Infrastructure if you don't have a population strategy and accurate population forecasts. Without a population strategy New Zealand will continue to get what we have got! – inadequate provision of infrastructure which impacts upon the nation's productivity and well-being.

Acknowledging that New Zealand's natural growth / fertility is declining, we need to manage immigration to enable growth, have strategies to increase productivity or alternatively, accept lower expectations re growth.

Indicate your support for these proposed options to respond to demographic change.

	Do not support	Partially support	Fully support	Don't know
F4.1 Improve analysis of upside and downside risks in infrastructure provision Require territorial authorities to test district plans and long-term plans against a 'high' and 'low' growth scenario, in addition to the 'most likely' growth scenario to address uncertainty in demand projections. Document and communicate identified risks to decision-makers and the public.			X	

10. Partner with Māori: Mahi Ngatāhi

Q15. What steps can be taken to increase collaboration with Māori through the process of planning, designing and delivering infrastructure?

Improving collaboration with Maori is well detailed in the Outcomes and Principles where you specifically state (p25)

"All decision-making about infrastructure must be guided by Te Tiriti o Waitangi (the Treaty of Waitangi) and its principles, but specifically the obligation to partner with Māori.

As well as this, our legislation directs us to consider the fundamental principle that infrastructure should support oranga tangata or the wellbeing of people."

11. Ensure security and resilience of critical infrastructure

Indicate your support for these proposed options to ensure security and resilience of critical infrastructure

	Do not support	Partially support	Fully support	Don't know
F6.1 Define critical national infrastructure. Develop a common definition of critical national infrastructure. This needs to be well understood across the sector and enable parties to identify clearly their roles and responsibilities in relation to critical national infrastructure.			X	
F6.2 Identify critical national infrastructure. Identify infrastructure assets that meet the definition of critical national infrastructure. The identification process would cover the resilience of infrastructure networks to shocks, as well as individual assets.			X	

12. Action Area Two: Enabling Competitive Cities and Regions

Q18. For the ‘Enabling Competitive Cities and Regions’ Action Area and the Needs:

What do you agree with?

What do you disagree with?

Are there any gaps?

Problem is adequately defined.

GAPS

Building resilience into our New Zealand’s infrastructure

The Commission acknowledges (P87) Our country’s economic viability also relies heavily on the movement of people. Similarly we rely heavily on the movement of goods.

The report is silent on the added value delivered by New Zealand’s manufacturing sector which accounts for 13% of GDP and a similar proportion of New Zealand’s jobs.

Faced with challenges of climate change, seismic events and pandemics New Zealand needs to build resilience into our infrastructure. We need alternative pathways to the vulnerable infrastructure we currently have – whether it be inadequate natural gas and renewable energy supply, single roadways transiting our main centres or low lying major arterial routes. Our current resilience is low.

Valuing distributive energy generation and water collection / re-use

The Commission is silent on the value of distributive generation (solar panels on commercial and residential roofs).

The Commision rightly acknowledges, (p78) the value of rainwater collection and use for non potable uses in both residential and commercial developments.

These two interventions at household / commercial building level will add significant additional capacity to networks and deliver resilience in event of crisis. We would encourage the Commission to look at best practice in Europe re uptake of solar generation.

13. Enable a responsive planning system

Indicate your support for these proposed options to enable a responsive planning system

	Do not support	Partially support	Fully support	Don't know
C1.1 Continue to review and reform urban planning. Accelerate reforms of urban planning policies and practices that are not delivering, including those that have adverse impacts on housing affordability. Suggested actions include: Accelerating the implementation of the National Policy Statement on Urban Development (NPS-UD) requirements to upzone around rapid-transit and centre zones. Monitoring and enforcing council compliance with NPS-UD requirements. Adopting independent hearings panels to review impending district plan changes. Requiring that current resource management reforms be appropriately enabling of urban development. Clarifying definitions of 'environment' and 'amenity' to ensure that environmental protections are not applied to subjective amenity issues.			X	
C1.2 Standardise planning rulebooks to increase capacity and reduce cost and uncertainty. Merge regional and district plans into a combined plan, resulting in 14 combined plans rather than roughly 100 council plans. Prior to developing combined plans, develop the National Planning Standards into a nationally standardised planning rulebook that local authorities are required to adopt with limited variations.			X	
C1.3 Set targets for housing development capacity and triggers for release of additional development capacity. If the National and Built Environments Act is signed into law, develop a national direction, in the form of the new National Planning Framework, that: Sets targets that local authorities must achieve for housing and business development capacity to accommodate future growth, and that take precedence over subjective amenity barriers. Directs local authorities to use information on land prices to guide the planning and release of development capacity in high-demand areas. Carries over existing NPS-UD direction on enabling intensification and disallowing the use of minimum parking requirements in district plans. Incorporates additional direction on enabling intensification and private plan changes in addition to what is already in the NPS-UD.			X	
C1.4 Review and realign Crown landholdings. Review major public landholdings to identify opportunities for land swaps, releases of land for development and relocations of major public facilities to more optimal locations. This includes reviewing the locations of major legacy facilities, particularly when they occupy large sites in growing urban areas with high land prices.			X	

14. Co-ordinate delivery of housing and infrastructure

Indicate your support for these proposed options to co-ordinate delivery of housing and infrastructure

	Do not support	Partially support	Fully support	Don't know
C2.1 Ensure the provision of three waters infrastructure to enable growth. Ensure the current three waters reform programme proactively enables urban development by: Establishing an economic regulator for the sector with a mandate to ensure				

<p>the availability of infrastructure for growth, funded by appropriate infrastructure growth charges or other 'user pays' funding tools.</p> <p>Enabling regulators to allow new water entities to use their balance sheet capacity to finance infrastructure for growth, as well as funding asset renewals and improvements to water quality.</p> <p>Clarifying the interface between new water entities and developer-financed water infrastructure provided under the Infrastructure Funding and Financing Act 2020.</p> <p>Ensuring that developers can benefit appropriately from the provision of infrastructure that has spare capacity.</p>		X	
<p>C2.2 Volumetric charging to fund proportion of water infrastructure.</p> <p>Enable publicly-owned water providers to charge water users directly for their services and enable volumetric wastewater charges for large wastewater sources.</p>		X	
<p>C2.3 Improve information on infrastructure capacity and costs to service growth.</p> <p>Improve information for land-use planners, infrastructure planners, and the development sector so that they can understand the locations and timing of growth opportunities and the cost of growth in different places. Includes two key pieces of information:</p> <p>Water entities to publish geo-spatial information on water asset condition, capacity for growth in existing water networks, and increases in capacity for growth due to planned network upgrades. As part of this, a common approach to measuring the condition and capacity of water infrastructure assets should be developed.</p> <p>Develop, validate and publish a spatial model of long-run average infrastructure costs to service growth in different locations, to inform issues like regional spatial planning, local-government development contributions policy, and the alignment of development capacity increases with infrastructure capacity and low-cost opportunities for development.</p>		X	
<p>C2.4 Conduct post-implementation reviews of transit-oriented development opportunities.</p> <p>Many existing urban strategies highlight the importance of transit-oriented development (TOD). To understand whether strategies are translating into on-the-ground implementation, undertake a post-implementation review of recent TOD opportunities in New Zealand cities. This review would cover the performance of developments against international best practice, the scale and pace of housing and commercial developments, relative to planning projections, transport outcomes for people living or working in the areas, broader wellbeing outcomes and barriers to achieving better outcomes, and provide recommendations for policy and delivery changes to improve outcomes for future TODs.</p>		X	
<p>C2.5 Implement regional spatial planning.</p> <p>Develop a new Strategic Planning Act that provides a framework for regional spatial plans and directs local authorities and infrastructure providers to develop them.</p> <p>Require that combined plans and regional and local funding plans should not be inconsistent with regional spatial plans.</p> <p>Consider central government funding and resourcing to support regional spatial plan development.</p> <p>C2.6 Increase the use of water-sensitive urban design measures to reduce pressure on water networks.</p> <p>Develop combined district and regional plans to enable and incentivise water sensitive urban design to reduce the pressure that growth places on</p>		X	

sensitive urban design to reduce the pressure that growth places on stormwater and other networks.

X

Review other barriers to water-sensitive urban design practices, such as poor coordination between water infrastructure providers, land-use planners, and developers.

15. Improve access to employment

Q19. What cities or other areas might be appropriate for some form of congestion pricing and/or road tolling?

Auckland, Wellington, Christchurch, Hamilton and Tauranga

Q20. What is the best way to address potential equity impacts arising from congestion pricing?

We would suggest the Commission look for international best practice with respect to potential equity impacts of congestion pricing.

Indicate your support for these proposed options to improve access to employment

	Do not support	Partially support	Fully support	Don't know
C3.1 Implement congestion pricing and/or road tolling to improve urban accessibility. Use congestion pricing and road tolling to improve urban transport outcomes and the performance of the transport network. Specific measures include: Progressing the implementation of The Congestion Question's recommended congestion pricing scheme for Auckland. If the availability of transport alternatives is a concern, stage the implementation to focus initially on areas with the best supply of public transport and walking and cycling options (e.g. Auckland city centre), and confirm a timeframe for full implementation following the delivery of further public transport and cycling improvements. Immediately remove legislative barriers to implementing congestion pricing and/or highway tolling. Progress the implementation of a congestion pricing scheme for Wellington following the Let's Get Wellington Moving programme business case.			X	
C3.2 Use congestion pricing to plan for new transport infrastructure. To make it easier for people to respond to signals from congestion pricing: Improve the quality, speed, and reliability of public transport to major employment centres. Improve active transport infrastructure, starting with low-cost solutions such as improving pedestrian crossings and reallocating existing roadspace to provide safe cycling facilities. Use signals from congestion pricing to help optimise the timing and delivery of new multi-modal transport infrastructure.			X	
C3.3 Plan for congestion pricing schemes in other New Zealand cities. Identify and prioritise other urban areas where congestion pricing may be beneficial at some point on a 30-year horizon, and develop a work programme for developing appropriate schemes for those areas.			X	

16. Plan for lead infrastructure

Q21. Is a 10-year lapse period for infrastructure corridor designations long enough? Is there a case for extending it to 30 years consistent with spatial planning?

Yes to 30 year designation for infrastructure corridors. Designation of infrastructure corridors has to be consistent with spatial planning horizons or New Zealand won't be able to deliver the infrastructure required for new developments.

Q22. Should a multi-modal corridor protection fund be established? If so, what should the fund cover?

Certainly, we need to be investing in resilient infrastructure (refer Q18) , particularly to enable the movement of people and goods in event of natural disasters or climate change events.

Indicate your support for these proposed options to plan for lead infrastructure

	Do not support	Partially support	Fully support	Don't know
C4.1 Develop a lead infrastructure policy, supporting implementation guidance, and a corridor protection evaluation methodology. Develop a lead infrastructure policy that provides a clear definition of lead infrastructure and uses the definition to identify what is and is not lead infrastructure. Support this policy by implementing guidance for infrastructure providers. To support corridor protection decisions, develop evaluation guidance on the use of real option valuation techniques to make decisions about corridor protection in light of the uncertainty of future demands. Use this guidance as a key input to an economic analysis of concept plans for corridor designations and investment through a new Corridor Reservation Fund.			X	
C4.2 Enable lead infrastructure corridor protection through resource management reform. Extend the duration of designations to 10 years and allow designations to be granted based on concept plans. Base statutory tests for infrastructure corridor designation on a corridor protection evaluation methodology.			X	
C4.3 Establish a corridor reservation fund to protect lead infrastructure corridors. Establish a corridor reservation fund with a secure funding source that can be used for early corridor-protection activities, such as purchasing key sites for future projects.			X	

17. Improve regional and international connections

Q23. What infrastructure actions are required to achieve universal access to digital services?

Access to digital services needs to be universal, providing equitable access for New Zealanders and necessary services for rural manufacturers.

Metals New Zealand have manufacturing members in rural locations where access to mobile phone networks is poor to say the least. For example, Angus Robertson manufactures high quality roll forming equipment, the bulk of which they export. Located at 160 Pesters Road, Eyrewell – a mere 44km from Christchurch airport, mobile phone coverage is zilch!

Indicate your support for these proposed options to improve regional and international connections

	Do not support	Partially support	Fully support	Don't know
C5.1 Develop a long-term national supply chain strategy. Develop an evidence-based, long-term national freight supply chain strategy covering airports, ports, road, rail and coastal shipping to support the creation of a fully integrated, multi-modal freight supply chain system. The strategy could look at competition between modes, ownership structures, regulatory regimes and the infrastructure investment required to improve the efficiency and sustainability of New Zealand's supply chains.			X	
C5.2 Update the 2006 digital strategy. The 2006 digital strategy should be updated to prepare New Zealand for realising the full benefits of a connected digital society.			X	

18. Action Area Three: Creating a Better System

Q24. For the 'Creating a Better System' Action Area and the Needs:

What do you agree with?

What do you disagree with?

Are there any gaps?

Figure 10 provides a thorough representation of the essential components to deliver to the four capitals.

Problem description is comprehensive except New Zealand needs to stop politicians using targeted Infrastructure delivery to reward their constituents. Delivery needs to be based on addressing prioritised NEEDS. Addressing infrastructure priorities are too important to be used as political football.

Gaps.

Your defined "Needs" pretty well sum up the situation. Suggest you need to add – the need to remove politicians from decision making process. Their role is to announce the results.

19. Integrate infrastructure institutions

Q25. Does New Zealand have the right institutional settings for the provision of infrastructure?

For a population of 5 million people New Zealand has too many institutions providing infrastructure.

Q26. How can local and central government better coordinate themselves to manage, plan and implement infrastructure?

Less organisations would help, along with more equitable funding instruments. Where is the equity in central government collecting the GST on local / regional infrastructure projects. GST collected on regional infrastructure projects should be returned to the respective regional / local authority.

Indicate your support for these proposed options to integrate infrastructure institutions

	Do not support	Partially support	Fully support	Don't know
S1.1 Clarify funding of spatial plans. Regions will be required to produce regional spatial plans that outline how and where they will grow. It is currently unclear how the development and implementation of these plans will be funded. Funding arrangements to both design and implement regional spatial plans should be clarified as part of the Resource Management Act reform process.		X		
S1.2 Review roles and functions of local government and other related infrastructure providers. As part of the Review into the Future for Local Government, review local government functions related to infrastructure and the relationship with central government, including funding, planning and delivery. The review of local government infrastructure functions should address: The role and function of local government following the three waters reform and reform of the Resource Management Act. Institutional settings and structures for other related infrastructure providers, e.g. in land transport. The appropriateness of existing local government boundaries given expanding labour markets, particularly in fast-growing cities. The ability of local government to provide, fund, maintain and operate both social and economic infrastructure.		X		

28. Review Page

review submission time landed

29-06-2021 11:46 AM

29. Auto submit - final

Date completed NZT

29-06-2021 11:48 AM