

7th July 2010

Ministry for the Environment
PO Box 10362
Wellington 6143

Dear Sir/Madam,

Re: Submission on the National Air Quality Standard review

Lyttelton Port of Christchurch (LPC) is the trade gateway to the South Island of New Zealand. As the major deep-water port in the South Island, Lyttelton provides a vital New Zealand link in international trade routes and plays a key role in the global transport network. The port caters for a diverse range of trades and offers a full array of shipping services to exporters and importers. In terms of total tonnage Lyttelton Port of Christchurch is the largest port in the South Island by a substantial margin and the third largest port in New Zealand.

The significant areas of LPC's business include; the Lyttelton Container Terminal, CityDepot, dry dock, coal operations and marine services (tugs, pilot services and linemen).

The container terminal provides specialised cargo handling and stevedoring services for general cargo and refrigerated containers. LPC also operates an inland depot located in Woolston Christchurch which provides extensive container repair, wash and storage facilities. CityDepot is linked to the port via rail as well as road. CityDepot is in the Christchurch airshed.

LPC's coal facility is the largest in New Zealand currently exporting over two million tonnes each year. LPC also owns and operates the only dry dock facility in the South Island providing essential vessel maintenance and repair and repainting facilities.

In addition LPC also manages an important property portfolio leasing port land to a range of companies conducting industrial activities, including petroleum storage and transportation, bulk goods storage and handling, stevedoring, engineering, and vessel repair etc.

LPC is very supportive of the proposed amendments and in particular support Option 4b. The following outlines our views on some of the areas under review.

Number of permitted exceedances and exclusion of exceptional events:

The current New Zealand allowance of only one exceedance of the PM10 standard each year is too stringent. The World Health Organisation guideline of three exceedances per annum should be followed. This guideline was established after the 2004 New Zealand standards were promulgated, and New Zealand should follow these later internationally recognised standards.

Exclusion of exceptional events should also be allowed. It is unfair for local councils and communities to be penalised for events beyond their control and as exceptional events do occur e.g dust storms from Australia exceptional events should be omitted.

Remove all industry consent restrictions:

The Technical Advisory Group (TAG) identified that industry is typically not the key source for breaching the PM10 standard in New Zealand. Hence it is not equitable to place additional restrictions on industry. We believe therefore that the current restrictions on granting consent should be removed. As should the blanket prohibition on any industry consent after 2013 in polluted airsheds. These restrictions are inequitable to business and unnecessarily stymie economic growth.

We note that Option 4a, unlike Option 4b, includes the provision to "introduce mandatory offsets for new industry consents in breaching airsheds after 2018". We do not support this provision as it would inequitably punish industry and add costs to the establishment of any new business which cannot be justified.

Extend timeframe:

The current regulatory timeline is 2013. We support Option 4b's approach of "extend timeline to 2018 (maximum)".

Increased ministerial oversight:

This should only occur should councils not be on a path to meeting regulatory requirements. We therefore see no reason to extend the Ministers powers beyond what is currently in the RMA. We therefore support Option 4b's approach here to 'use existing ministerial powers under the RMA'.

Concluding remarks

We support Option 4b of the discussion document over the others considered.

We congratulate the Minister and the Ministry for their review of the air quality standard regulations. Thank you for the opportunity to make this submission. No part of this submission is confidential.

Yours sincerely



Kim Kelleher
Environmental Manager