

**SUMMARY OF FACTS FOR SUBMISSION TO ORC RE PORT OTAGO
NEXT GENERATION PROJECT. 13 APRIL 2011.**

FACTS IN FAVOUR.

1. Since inception of Container Port in 1970's, Cargo volumes have increased over 300%
2. Predicted increase 8% p.a. to over 500,000 containers in 2030.
3. Port Chalmers is 3rd biggest port in NZ by cargo volume.
4. Region and businesses will benefit by lower freight rates, more efficient and economical ships.
5. Expansion and enlargement of businesses means more jobs, more money spent in the community and all will benefit
6. Wider channel will mean safer navigation. Not all ships will be 6,000 or 8,000 container ships.
7. Sediment disposal will quickly disappear and tidal or current flows will not allow sediment to dissipate on local beaches. Current NE setting A/D
8. Damage to the channel has already been done through initial development and fish etc quickly adjusted to a modified home life.
9. Future deepening is virtually no different to that which is carried out through routine deepening maintenance.
10. Widening will not seriously impact on the marine life. We have already seen it readjust in the original dredging to accommodate the Albatross class ships.
11. A new Public facility will be created for fishing and recreational purposes
12. Noise. If you live near or close to an airport you must expect some noise.
13. Bigger ships do not necessarily generate much more noise. Remember what it was like in the pre container days

14. Ships 50 or 100 per cent larger than the existing Albatross ships have fuel consumption far less than the comparative increased size of ship, and thus bringing twice as many containers in 1 larger ship means a smaller carbon footprint.
15. The State Highway 88 will not necessarily suffer a great increase in heavy traffic. Most containers are transported by rail and I would expect that the timber trade will follow suite.
16. Port Chalmers has a distinct advantage over the ports of Lyttelton and Bluff.
17. Bluff has a hard bottom i.e. rock and would have to be blasted to deepen
18. Lyttelton has had surge problems
19. Port Chalmers has a proven stable and reliable work force.
20. Economic Benefits are enormous
21. If Port Chalmers is the only Hub Port benefits will be of value of 1.4 billion dollars just for the cargo being carried
22. In the 15 or so years that I have operated out of Otago harbour in Command of a Navy Defence Motor Launch, I have never experienced the port being closed.
23. I have, however entered Bluff when the port was declared closed Oct 1968

FACTS AGAINST DEVELOPMENT

1. With NO development we could lose over 1,000 jobs within 20 years
2. The cost incurred in development will soon be regained by the benefits already mentioned above.
3. Port Chalmers will become merely a secondary Port. Feeding a major Hub Port. We cannot allow or let this to happen

4. Marine life will be temporarily disrupted but will soon settle in a new environment. Refer to the storms that take place in places such as Foveaux etc

5. Commercial fishing may suffer a little. Remember 30 years ago there were 30 or 40 commercial fishing boats operating out of Port Chalmers. Now there are only about 5 or 6. This industry was trashed through the use of large inshore trawlers belonging to the large companies such as Sealord, Sanford and the like/

7. A minimum amount of noise will be generated while the development takes place, but any decent citizen would be tolerant of this, owing to the benefits in the outcome

8 In conclusion, I must ask you to consider and agree that the
**ECONOMIC BENEFITS TO THE AREA FAR OUTWEIGH THE
ENVIRONMENTAL COSTS.**

For this reason I wholeheartedly support the Project