



# Cabinet

## Minute of Decision

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### Upper North Island Supply Chain Strategy: Final Report

**Portfolios**                      **Transport / Associate Transport (Hon Shane Jones)**

On 9 December 2019, following reference from Cabinet Economic Development Committee (DEV), Cabinet:

- 1        **noted** the Upper North Island Supply Chain Working Group's final report on the Upper North Island Supply Chain Strategy (the Final Report), attached to the paper under CAB-19-SUB-0647;
- 2        **noted** that the Ports of Auckland is not viable as the Upper North island's key import port in the long term;
- 3        **noted** that the Working Group recommends the transition to an alternative port arrangement be completed no later than 2034, fifteen years hence, with a stretch target of 2029;
- 4        **agreed** to the public release of the Final Report;
- 5        **agreed** to a work programme to inform future decisions on the Upper North Island Supply Chain Strategy, with Ministers reporting back to Cabinet in May 2020, comprising:
  - 5.1        logistics and supply chain analysis;
  - 5.2        transport and environmental analysis;
  - 5.3        land use planning and wider economic analysis;
  - 5.4        legislative and regulatory considerations;
  - 5.5        funding and financing;
  - 5.6        governance and commercial considerations;
  - 5.7        stakeholder engagement and communications;
- 6        **noted** that, as part of the work programme, officials will assess the Working Group's recommended Northport scenario and other scenarios looked at by the Working Group;
- 7        **agreed** that the Infrastructure Commission be asked to provide advice on the options, and the issues referred to in paragraph 5 above;

- 8 **noted** that the Minister of Finance, the Minister of Transport and the Minister for Regional Economic Development will continue to be the lead Ministers responsible for the work programme to May 2020;
- 9 **agreed** that the Ministry of Transport initiate engagement, relevant to the further work being undertaken, with cornerstone partners, comprising Auckland Council, Ports of Auckland, Bay of Plenty Regional Council, Port of Tauranga, Northland Regional Council, Northport Limited, and Marsden Maritime Holdings Limited;

Withheld to maintain the constitutional conventions which protect the confidentiality of advice tendered by Ministers and Officials.



- 11 **noted** that funding for this work may be funded from Ministry of Transport baselines, a Between-Budget Contingency, or a combination of both;
- 12 **authorised** the Minister of Finance and the Minister of Transport to make joint decisions on the immediate funding for the work programme (including whether that funding should be met from the Ministry of Transport baseline, Between-Budget Contingency or a combination of both, and establishing and amending the necessary appropriations), up to a maximum of \$2 million in the 2019/20 financial year;
- 13 **noted** that on 4 December 2019, DEV considered a related paper on *Provincial Growth Fund: Upper North Island Supply Chain Strategy and Northland Rail Investment*, and approved a second phase of Provincial Growth Fund investment in the North Auckland Line (\$69.7 million) and the Marsden Point Link land acquisition (\$40 million), totalling \$109.7 million [DEV-19-MIN-0339].

Michael Webster  
Secretary of the Cabinet

**Hard-copy distribution:**

Prime Minister  
Deputy Prime Minister  
Minister of Finance  
Minister of Transport  
Minister for Regional Economic Development