

## **SUMMARY STATEMENT OF BRUCE GOODCHILD (NAVIGATIONAL SAFETY)**

My name is Bruce Goodchild. I am the Business and Environmental Sustainability Manager at Northport.

I have been involved in the commercial maritime industry for 44 years, including 31 years' experience in port development research and navigation safety. I have wide-ranging experience with maritime issues and navigation safety in the Whangarei Harbour.

I have been involved in the Project since 2019 when Northport asked me to review its expansion proposal with respect to navigational safety. I prepared the Navigation Safety Report which accompanied the resource consent application.

Northport proposes to expand the port footprint to the east of the current site and consented Berth 4 (the "Project"), with a focus on providing facilities for more containership traffic and car carriers. The ship sizes considered are less than 300m in length. I have reviewed the effect of the Project on navigation safety in the Whangarei Harbour.

Northport has a Safety Management System ("SMS") which manages navigation safety through a series of risk control mechanisms, including:

- (a) Implementation of and regular review/updating of the Dynamic Underkeel Clearance ("DUKC") system;
- (b) Use of a ship simulator;
- (c) Careful consideration of turning basin dimensions;
- (d) Operating within environmental limitations;
- (e) Appropriate use of pilots and towage;
- (f) Navigation Aids; and
- (g) Local Port Service.

Following a comprehensive study of the Project, which included simulation studies, I concluded that the expansion will likely result in a small increase in overall shipping movements which can be managed by existing risk controls.

The Project will not adversely affect navigation safety, including during construction and once operational. The risk control mechanisms address the changes to shipping brought about by the Project. The existing main shipping channel has been proven to be safe for shipping vessels up to 300m, with such ships having been brought safely into Northport without materially impacting on navigation safety.

Recreational craft activities are considered not be materially affected by the Project with regards to navigation safety. The proposed port expansion will not negatively impact on navigation safety for commercial or recreational vessels.

I largely concur with the recommendations made in the 42A report and the relevant technical memo.

Following review of the submissions and evidence by, and discussions and correspondence with representatives of Seafuels, I make the following comments in response to matters raised:

- (a) **Potential replacement vessel:** The assessment in the Navigation Safety Report was based on the existing vessel Awanuia, as the operational vessel currently in use. In July 2023 Seafuels proposed a concept replacement vessel, however, there is no certainty as to the vessel that will be used in the future. It is my opinion that the proposed development can safely accommodate a vessel of the manoeuvring standard and size as Awanuia. Any potential replacement ship will, in my view, be required to be of a similar standard. I understand that a process for considering and where necessary responding to the requirements for vessels accessing the Channel Infrastructure Jetty 3, and wider navigation safety issues, is incorporated into the draft conditions proposed by Northport.
- (b) **Full Mission Bridge Simulation:** Northport agrees that full mission bridge simulation is required at the design phase and will include movements around the Jetty 3 and new tug facility. The draft conditions proposed by Northport require this simulation, and for the results to be provided to Council with any outcomes and recommendations.
- (c) **Practical approach to detailed design:** No further simulations are required at this stage. However, detailed reassessment of the navigation safety issues will be done prior to construction. I consider this is appropriate.

I have recommended several conditions relating to navigation safety and marine oil spill risk. I understand those recommendations have been adopted in the conditions proposed by Northport. On that basis, I am satisfied that these issues are appropriately addressed, such that any potential effects around navigation safety and marine oil spill risk will be appropriately managed, and I therefore support the grant of resource consents necessary to enable the proposed port expansion.