



Summary of feedback

Amended Long Term Plan 2024-2034

Updated: April 2025

Introduction

This document is a summary of the feedback received on the Amended Long Term Plan 2024-2034. Consultation opened on Wednesday, 26 February and closed on Friday, 28 March 2025. We received a total of 42 feedback forms during this time.

This summary has been undertaken by staff to provide an overview of the main points raised in feedback. It is not intended to be a comprehensive capture of all points made by submitters. In addition to the summary of feedback, the full feedback is available as an appendix to this report to help inform deliberations and decisions.

Please note:

Feedback that was not made online has been summarised by staff. While staff were able to summarise comments, they did not presume selection of either “Do it” or “Don’t do it” unless it was clear in the feedback text.

Summary of feedback received

We posed the question:

We're proposing to create a new joint-venture company with MMH and Northport, together with investment partners Port of Tauranga and Tupu Tonu (Ngāpuhi Investment Fund Ltd).

This will set Northport up for the future by simplifying MMH's ownership structure, combining the port and land-based assets and bring full control of Northport under a single ownership umbrella, and ensure half of the shareholding is held here in Te Taitokerau.

This proposed change relates to the ownership and control of one of our strategic assets, so requires an amendment to Te Mahere Roa – Long Term Plan 2024-2034.

Tell us what you think

Option	Count	Percentage
Do it (our proposal): Create a new joint-venture company with Marsden Maritime Holdings and Northport, together with Port of Tauranga and Tupu Tonu. Amend the Long-Term Plan to enable this change to our strategic asset.	21	50
Don't do it: Keep the status quo - Don't make any changes and retain 56.3% shareholding in the current entity that is MMH. Don't amend the Long-Term Plan.	15	36
None of the above	6	14
Total	42	100%

Overall feedback was positive about the proposal, however this was tempered with a number of questions and concerns about the details of the proposal.

Feedback in favour of the proposal

Submitters who selected our **proposed option (do it)**, voiced strong support for bringing the ownership of Marsden Maritime Holdings (MMH) and Northport closer to Te Taitokerau, simplifying the ownership structure and enhancing economic growth for the region.

Funding and development issues were raised, with some support conditional on council being willing to raise debt or provide capital to unlock the development potential of the Port and MMH land holdings.

Submitters supported the involvement of hapū and iwi Māori in council improvements, aligning with the principles of the Treaty of Waitangi.

Submitters questioned how the new company will be held accountable and kept efficient, and what the governance structure and reporting mechanisms would be. Concerns were also raised about transparency, debt servicing, and job guarantees, and returning of confiscated lands to their rightful owners.

Comment was made that the new consortium should commit to ongoing consultation with the community, including local iwi, on plans involving public safety and infrastructure projects.

Overall, the feedback is supportive but highlights the need for careful planning, adequate funding, and strong community and Māori engagement.

Feedback opposed to the proposal

Submitters who selected our **alternative option (don't do it)** expressed opposition to the proposal. Comments were made that such a significant decision should not be made without public consultation and consultation with other affected councils, especially regarding iwi and hapū involvement. Concerns are raised about the potential loss of control and the perceived inconsistency of iwi/hapū now wanting to buy in after previously opposing Northport's development, and that council should not participate in any restructure that could become part of treaty settlements, as the council's role is to serve ratepayers.

Feedback raised concerns about needing to increase rates to operate.

Issues were raised about moving the port from Whangārei to Marsden Point and selling shares to Ports of Tauranga, which were seen as detrimental to ratepayers' interests.

Concern was raised that the proposal would remove the limited control ratepayers currently have over their asset and that after 40 years, ratepayers are close to getting a decent return on their port investment, and the proposal would block this outcome.

Other feedback

Submitters who chose '**none of the above**' (or staff selected this option were one of the above two options was not clear) expressed concerns about the proposed change in ownership composition of Marsden Maritime Holdings and Northport, and that council would lose its controlling share.

Concerns were also raised about a potential loss of annual dividend payments if council divests some of its shares, with concerns that the proposed changes would reduce the council's shareholding and, consequently, its income, leading to higher rates for ratepayers. Submitters discussed councils role as serving ratepayers and not to participating in treaty settlements.

Feedback also considered the positive impacts of the proposal including increased economic benefits, enhanced Māori participation in governance, job creation, cultural and environmental stewardship, regional growth, and long-term economic autonomy.

Potential negative impacts were raised including the risk of over-reliance on port operations, cultural conflicts, environmental concerns, financial risks, potential loss of local control, and the impact on smaller hapū.

Some feedback was provided that related to matters outside of council jurisdiction and the proposal at hand.

Overall, the feedback highlights the need for careful consideration of the proposal's financial, governance, and community implications to ensure it aligns with the long-term interests of hapū, iwi, and the broader Te Taitokerau community.

Feedback received:

NB. Feedback has been provided verbatim wherever possible. Where it has not, “Staff summary” has been added to the text and the full feedback provided as an appendix.

Do it (our proposal): Create a new joint-venture company with Marsden Maritime Holdings and Northport, together with Port of Tauranga and Tupu Tonu. Amend the Long Term Plan to enable this change to our strategic asset.		
Ref number	Name	Comment
2	Maihi and Gillian Mahanga	We agree with this proposal Maihi and Gillian Mahanga
4	Aroha Chase	[selected option only, no comment]
5	Oliver Krollmann	I appreciate bringing the ownership of MMH and Northport closer to Te Tai Tokerau. I have no objections to this proposal.
6	Pamela-Anne Ngohe-Simon	Simplify MMH's ownership structure
9	Susan Forsyth	I think this is a very good idea.
12	Tim Robinson Bernina Northland	I am in full support of this proposal. It provides a pathway to better utilization of Northport, and economic growth for our region as a whole.
13	Ben Tomason	<p>Do it</p> <p>But only if as a participating Shareholder NRC is willing to raise debt or provide capital to unlock the current development potential of the Port and MMH land holdings in the immediate future. The current rate of development is too slow. This could be catalytic for Northland but not if, via delisting and concentrating shareholding, capital and debt raising becomes un-available or protracted/stalled by council LGA processes. The new entity needs to be nimble and well-funded.</p> <p>The document focuses somewhat on Port and Port development, but there is massive (currently locked due to lack of basic infrastructure) potential in MMH land holdings, even with the Port as is. Our region is often held back (by default) by major inactive/govt and private land holders and land bankers. The JV should be sufficiently funded out of this transaction with seed capital to put in necessary feasibility work & infrastructure to unlock the land holdings, along with the Port, Dry Dock, Rail/Road interface and other Op's.</p> <p>If this seed funding can't be achieved, it should be raised by the current MMH/Northport entities through NRC and POT selling/diluting shares to the Private Sector (as an existing listed company), who have the means/ can. Tupu Tonu brings an element of discretionary funding and funding capacity (albiet still Crown), which is good, but the proposed vote doesn't seem to match(?) meaning development could still be Veto'd by the larger Crown/Council entities who are typically conservative and political.</p>

		<p>The primary purpose of this transaction for NRC should not be to take more profit out of the same asset offset against increased debt, but to unlock and grow the vast potential of the asset that has for too long being slow (relative) to realise.</p> <p>There is a great future plan for MMH and the Port, make it happen and bring Northland to the major economic contributor table.</p>
14	Pani Hauraki Whanau Hauraki	<p>All proposed actions appear to be a vast improvement on the current arrangement.</p> <p>1. It is timely to involve hapu and Iwi Māori in Council improvements , current actions taken by thousands of people who marched to Wellington to support the Treaty of Waitangi . This inclusive measure you are actioning is evidence of positive action shared by Regional Council and te iwi Māori. Exactly what the Tiriti promotes!</p> <p>2. Too often in the past Northland has relied on organizations outside our regions to action development. This is a positive initiative involving Marsden Northland and a sister port (Tauranga).</p> <p>3. It is so encouraging to witness TaiTokerau/ NRC stand resolute of their own competence and to take action without having to beg for political assistance or guidance. This is another example of Te Tiriti. We did not cede our tino rangatiratanga. Congratulations . He mihi nui ki a koutou.</p>
16	Lee Stanbridge	[selected option only, no comment]
22	Chris Jenkins	<p>I have read “Marsden Maritime Holdings and Northport We think there’s a better way to structure these investments”</p> <p>Overall I support the proposal. Having Iwi as a co investor makes lot of sense and has my total support. If the proposal is successful will also help ensure this asset stays in Northland/New Zealand (as stands I suspect Northport might be a convenient asset to be sold to raise some quick cash).</p> <p>The part I am less sure of is how this new company will be held accountable? Given it is a joint venture who will it report to and how will it be kept lean and “hungry”? At present the share market provides this discipline. I would like to see more detail on this aspect of the proposal.</p> <p>Thank you for providing me with the opportunity to provide comment.</p>
24	Rihari Dargaville Taitokerau Maori Trust Board	Doing a JV with intersts parties in the North makes good economic sense. Keep the majority shares in Taitokerau in ownership and control
25	Matiu Tane Ngai Tu	Keen please proceed
26	Peter and Eva Vaughan Te Iwitahi Manihera	<p>Conditional on:</p> <p>1) Tangata whenua: Identify and evidence the tangata whenua. Engage and consult Tangata whenua, whanau, hapu, iwi.</p> <p>2) Sale of endowment lands: Which lands? Harbour Board, Ministry of</p>

	whanau; Te Parawhau hapu; Ngapuhi iwi.	<p>Works etc, 'taken lands' that should be returned to rightful Tangata Whenua owners, or land banked by Crown.</p> <p>3) Northport, MMH, Channel Infrastructure: Lands and waterways are on Poupouwhenua/Rauiri. Crown 'confiscated' land, from Te Parawhau hapu – Waitangi Tribunal. These lands should be rightfully returned to original owners: Eg, Te Iwitahi Manihera whanau, Te Parawhau hapū and others.</p> <p>DO NOT SELL any ENDOWMENT LANDS within Te Parawhau or Harbour Tribes rohe!</p>
27	Ruakaka Residents and Ratepayers Association (Grant Brown)	<p>Ruakaka Residents and Ratepayers submission on NRC Long Term Plan amendment document</p> <p>Structural Observation</p> <p>The proposal has several strengths and provides a consolidated and efficient ownership model. It creates a single entity with considerable operating cost saving with no duplication of CEOs, CFOs etc. A stable, single entity will also have enhanced borrowing capability. Additionally the new unified structure will provide a solid basis for future expansion. The Ports of Auckland will also be conveniently out of the way.</p> <p>Concerns</p> <p>There is no transparency regarding any understanding between NRC and TupuTonu in the exercise of their relative voting powers.</p> <p>The expected cost to NRC is \$41.7m which is partly to be funded by a Government loan and partly by sale of assets. What is the alternative if a loan cannot be obtained and if assets are over- valued and fail to sell? If it can be obtained, there is considerable concern over debt servicing such a loan.</p> <p>Currently NRC subsidises regional rates. Other than financial modelling, what commitment is there that rates will continue to be subsidised at the current level or better?</p> <p>It is inferred that the new consortium will promote the expansion of Northport. What local job guarantees are there in relation to the both the build phase, and to the ongoing operation of the port? Too often, in the past, projects have been oversold on the benefits to the local economy. Ever since the 'Think Big' projects of the 1980s the local economy has been subjected to ongoing a boom/bust cycles. We do not want to see another repeat of this.</p> <p>Community Engagement</p> <p>The Ruakaka Residents and Ratepayers Association, and more particularly their subgroup the Bream Bay Shared Path Group, has been working very closely with Marsden Maritime Holdings in securing a safe shared path, via the McEwan Rd over bridge, from Marsden</p>

		<p>Cove to Ruakaka Township. We understood that the current landowners, Marsden Maritime Holdings and Hermpac, were verly close to signing property easements to allow this project to proceed. Funding has been allocated in the Whangarei District Council's long-term plan for this project to move forward. The decisions concerning easements are now deferred until the new consortium is approved and its board formed.</p> <p>The current MMH core values of the company are “All about people”, “Community at heart” and, under strategy, “Service the needs of the community”.</p> <p>The current value of a shared path to MMH and Northport would be providing the community an alternative route without crossing the extremely busy State Highway 15 (both pedestrians and cyclist) and providing a short route from Marsden Cove subdivisions, and the industrial hub planned, to Ruakaka Town Centre.</p> <p>The RRRA would like to see an ongoing commitment, from the new consortium (MMH), to consult with the community (including local iwi) on any plans that involve public safety, and this to be also included in the “Core Values” and “Strategic Direction” of the new co</p> <p>{Staff note: meeting minutes attend in appendix below}</p>
3	Peter James Houba	The proposed structure would most likely result in more effective decision making than the current structure.
31	Rolf Mueller-Glodde Vision for Kerikeri and Environs	It seems reasonable to us to restructure the ownership of the Port as suggested.
35	Isabelle Taylor and Peter Conroy	<p>Submitter supports the proposal to restructure these investments with Tupu Tonu as a partner. They see this as a positive step toward:</p> <ol style="list-style-type: none"> 1. Bringing ownership of strategic infrastructure back to those with traditional connections to the land and waters 2. Enabling intergenerational Māori investment aligned with kaitiakitanga principles 3. Ensuring economic benefits from the port flow back into Te Taitokerau communities 4. Creating pathways for broader hapū and iwi participation in the future <p>Submitter encourages council to proceed with this proposal while implementing their additional recommendations to ensure hapū with recognized customary rights are appropriately acknowledged in both ownership and governance structures.</p> <p>{Staff summary – please see full feedback attached}</p>
37	Ngati Toki and Ngati Horahia – hapu of Mangakahia	<p>Submitter strongly supports the proposal to restructure these investments with Tupu Tonu as a partner. They see this as a positive step toward:</p> <ol style="list-style-type: none"> 1. Bringing ownership of strategic infrastructure back to those with

	(Janelle Beazley)	<p>traditional connections to the land and waters</p> <ol style="list-style-type: none"> 2. Enabling intergenerational Māori investment aligned with kaitiakitanga principles 3. Ensuring economic benefits from the port flow back into Te Taitokerau communities 4. Creating pathways for broader hapū and iwi participation in the future <p>Submitter encourages the council to proceed with this proposal while implementing their additional recommendations to ensure hapū with recognized customary rights are appropriately acknowledged in both ownership and governance structures.</p> <p>{Staff summary – please see full feedback attached}</p>
38	Richard Alspach	On the face of it this seems like a sound proposal, and I give it cautious support
40	Patukarakeke Te Iwi Trust Board (Deborah Harding/ David Milner)	<p>Submitter supports some areas of the proposal in principle, supports others in principle subject to further information and confirmation of some matters, and does not support others in principle.</p> <p>{Staff summary – please see full feedback attached}</p>
41	Te Huinga Society Inc (Janelle Beazley)	<p>Submitter (hapu listed in feedback) strongly supports further information be made available and</p> <ol style="list-style-type: none"> 1. Bringing ownership of strategic infrastructure back to those with traditional connections to the land and waters 2. Enabling intergenerational Māori investment aligned with kaitiakitanga principles 3. Ensuring economic benefits from the port flow back into Te Taitokerau communities 4. Creating pathways for broader hapū and iwi participation in the future <p>Submitter encourages the council to proceed with this proposal while implementing their additional recommendations to ensure hapū with recognized customary rights are appropriately acknowledged in both ownership and governance structures</p> <p>{Staff summary – please see full feedback attached}</p>

Don't do it:

Keep the status quo - Don't make any changes and retain 56.3% shareholding in the current entity that is MMH. Don't amend the Long Term Plan.

Ref number	Name	Comment
1	Karl and Catherine Finlayson	I would love to support this, but with your mention of Māori entities that is my turn-off point and in this current climate of ethnicism the way it is think you may lose many other supporters.
7	Andreas Thirling	[selected option only, no comment]
8	Sarah O'Meara	[selected option only, no comment]
10	Stephen Jeffery	Keep the current structure
11	Marie Olsen	How can such an important decision be made without public consultation and consultation with other affected councils on this matter especially iwi hapū involvement / purchase Will they be purchasing shares at market value? I see this proposal as a slippery slide to loss of control Seems odd that iwi/hapu opposed the development and expansion of north-port which has led to litigation however now they want buy in I strongly oppose this proposal
15	Andrew Davies	NRC already needed rates increased to operate, borrowing more seems reckless. To many eggs in one basket.
17	Rodger Corbin	[selected option only, no comment]
20	Vickie Corbin	[selected option only, no comment]
21	Terry Taylor	[selected option only, no comment]
28	Jennifer Lawrence	NRC should not be participating in any restructure that would or could become part of treaty settlements as that is not regional councils role. Ultimately the council exists for rate payers with funds originating from rate payers
29	Peter Doel	This is supposed to be a ratepayer asset. For approximately 40 years this asset has been degraded by the past actions of the Northland Regional Council. Moving the port from Whangarei to Marsden Point with a loss of 90% of cargo volume was not a smart move. The lack of railway access to Marsden Point was not a smart move. The selling of shares in our port to our port's greatest competitor, Ports of Tauranga, was not a great move. The only redeeming feature in this whole debacle is that ratepayers still hold more than 50% shareholding in MMH so, currently, ratepayers can block any unwanted moves by POT. By the same logic ratepayers cannot make changes without POT approval. The Northport facility, with the imminent connection to the rail network, is positioned to be the most important international port in New Zealand which means a conflict between POT and Northport. This would mean that the ratepayers need to reclaim a majority interest in Northport to serve ratepayers, Northland and New Zealand best. Your proposal would remove the limited control ratepayers have over their asset and give control to a race-based organisation with an apartheid agenda. That minority group would then be able to control the ratepayer asset to benefit the minority group members and major competitor, POT, with the exclusion of the ratepayers, not a smart

		<p>move.</p> <p>After 40 years, ratepayers are very close to getting a decent return on their port investment and reversing the poor returns we have been getting over all those years. But once again the NRC is trying to block that outcome in what appears to be another racist and apartheid attack on the majority of ratepayers.</p> <p>There is no benefit to ratepayers in your proposal so forget it and apologise for wasting so much time and money on such a ridiculous proposal. Thank you.</p>
32	The Waipu Riding Residents and Ratepayers Association (Marilyn Cox)	<p>Submission on proposal to change the ownership composition of Marsden Maritime Holdings and Northport.</p> <p>We are concerned that under the proposed new Marsden Maritime Holdings ownership model the Northland Regional Council, which is elected by and represents the people of Northland, would no longer have a controlling share in the region's port.</p> <p>Northport is an important Northland asset, vital to the region's economic health and development. We believe that the control of this asset should remain with the people of Northland. We recall a promise made by the NRC when it sold shares of the port to Ports of Auckland back in 2004 that its ownership of the port would not go below 51%.</p> <p>Despite its increased share in the ownership of Northport, and a payment of an additional \$40 million for the balance of its 43% share in the new company, under the new model, the NRC's influence over the development of the port would be decreased.</p> <p>We also have concerns that the NRC would be losing out on dividend payments by having a smaller share in the new company than it currently has in Marsden Maritime Holding.</p>
33	Phil Halse Bream Bay Ward Councillor	<p>To the Chairman and Councillors.</p> <p>I would like to commend the Northland Regional Council on their initiative on looking forward and determining a change to the current shareholding structure for the benefit on Northlanders. It is over 20 years since the Whangarei Port relocated and a timely review is the correct process.</p> <p>As a Bream Bay Ward councillor holding this ward seat prior to the Port moving from Port Whangarei to the current site at Marsden Point I feel the ratepayers of the Whangarei District Council have been underrepresented in this proposal, in fact ignored. Teamwork is the key to success. With ongoing pressure from Central Government to have Councils in a province working together this Proposal and the lack of engagement has been sadly overlooked.</p> <p>It is We, the Whangarei District Council (WDC) that instigated a Marsden Point Structure Plan that allowed this area (Marsden Point) to be developed, and for the Port to be relocated. This planning document covered, dividing Residential dwellings zones away from</p>

		<p>Industrial and Commercial zoned land and creating Green Buffer Zones between.</p> <p>I, along with Councillors Christie and Lieffering , plus two Professional commissioners were the panel who heard the submissions to the first round of Public Hearings on this Plan, so I am a good judge of the progress made.</p> <p>This original Plan was put to-gether by representatives of the Ruakaka Ratepayer Association, Education, Police, Health dept, Hapu, NRC and WDC staff, Transit NZ, NZ Rail, Northland Port Corporation plus WDC councillors and Mayor just to name some of the groups involved. With the co-operation of this group major hurdles were removed and the likes of (Hoppers) Marsden Marina canal entranceway into the harbour and the Ocean outfall for a Wastewater final disposal option (That WDC staff are currently working on) and consents were granted, all without having to go to the Environment Court. A NZ first in saltwater environments.</p> <p>This proposal comes about because the current NRC feel there is a better way to do things and most of this is developing the vast amount of Land Zoned Commercial. This zoning (from rural farmland to commercial) was gifted to the Port Corporation (Now Northport) and the Residents of the WDC area picked up the costs of this exercise and the Marsden Point Structure plan was adopted by council in the year 2000.and revised in 2008. This Plan also looked at the infrastructure needed for this area and that has been successfully worked on over the Years. Infrastructure like the Wilson Dam, Wastewater reticulation and disposal, Upgrading of the Water Treatment Plant and constructing the road (now part of SH 15). Our WDC is currently planning a major new wastewater treatment plant plus disposal options as mentioned to serve this area. (upwards of \$70m) The total commitment and construction spend made by the WDC since the year 2000 would be close to \$150m. In to-days dollars a lot more.</p> <p>Going forward</p> <p>I would seriously advise the NRC to engage with the Whangarei District Council as it is our council that that the responsibility to provide Land Use Consents and determining the rates and future Zoning for this area. This is a risk that I do not believe has been covered in this proposal</p> <p>Shareholding</p> <p>Both of our Bream Bay Residents and Ratepayers groups (Waipu and Ruakaka) have indicated to you that they feel that NRC should maintain a Majority shareholding. I hold that view as well</p> <p>Whangarei District Council</p> <p>Had the Whangarei District Council been included in this proposal I am convinced that we would have asked for at least 10% of shares. Preferably from the Tauranga holding.</p>
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		<p>NRC's economic arm Northland Inc.</p> <p>This year is the first time all Northland Councils are to-gether as members of Northland Inc. Through this process members deal with confidential information all the time, as we also do as individual councillors. In fact, it is covered off in our Code Of Conduct. Yet in this proposal, no comment has been included on the position or feelings from the Local Council, which I find alarming.</p> <p>Goodwill.</p> <p>I have included a photo from 1961. It is timely to reflect to what we had in this area prior to development. A white sandy beach with baches alongside . Fast forward to to-day we have a major industrial hub and burgeoning residential areas all created through common sense planning , involvement of people concerned, that encouraged development in the right place and residents knowing that council is following the Plans approved following public consultation. It is been on the goodwill of Hapu and others that has to be acknowledged.</p> <p>Conclusion</p> <p>For the Decision makers at the NRC, I can inform you in 33 Years of Development in this area most of the incoming businesses have had the courtesy to include discussions with the WDC Mayor and Local BB Ward councillors as an indication of good will. This has served everyone well.</p> <p>I will relay to you a well practiced message "TAKE THE PEOPLE WITH YOU."</p> <p>You have some work to do in the Public Relations area</p> <p>{Staff note: see photo attached}</p>
34	Paul Yovich	<p>Whilst the initiative to consolidate the structure and operations of the Northport and Marsden Maritime companies has merit especially removing Auckland Port who I believe is an obstacle to the regions economic development I do not approve with the current proposal based on this ownership structure. Since Northland Port was established the governance has seen Northland's control diminish especially over the port operations. It is therefore disappointing that our control if further eroded by this proposal and change in structure. Given the NRC involvement with Northland Inc and Mayoral Forums the lack of consultation with other authorities ie local councils is disappointing as this is in our back yard. Whangarei District Council in particular should have been invited to the table. In addition to this, the Government is requesting that there is regional collaboration and inclusion with this proposal would have supported the region for regional deals. This can only be seen as a total disregard for the local councils and the framework that has been established.</p> <p>The basis of my submission and lack of approval for this proposal is therefore primarily based on the loss of majority control. 7% to Tupu Tonu does not mean control for Northland. The 3 local Councils should be allowed to take a share of 10% of the Tauranga Holding. If a council is not interested then that share should be taken up by the other Councils. Whangarei District Council is one party that should take at</p>

		least 10% as they are responsible for providing consents and the infrastructure for this area. We need to be involved with economic development in this region but have been shut out.
36	Stephen Hansen	<p>Borrowing, and selling assets, to speculate in the markets by amassing more company shareholdings is not a prudent path for Regional Councils.</p> <p>Borrowing has to be repaid, and interest has to be paid, so how on earth can you claim that "council's additional investment will have no impact on rates"?</p> <p>Stick to your knitting and only do things that you are required to by legislation.</p>

None of the above:

Ref number	Name	Comment
3	Mere Kepa	<p>Submitter supports the opportunity for hapū and iwi investment partners to join the proposed joint venture but has reservations about exclusivity. They express concern over the proliferation of exclusive housing estates, industrial developments, and the resulting environmental and cultural impacts on Te Poupuwhenua and surrounding areas. They lament the historical and ongoing losses suffered by Te Parawhau Hapu and Te Patuharakeke o Te Parawhau Hapu due to colonial actions and coastal erosion.</p> <p>Submitter criticizes the Northland Regional Council (NRC) for not addressing the Waitangi Tribunal's 2022 findings, which highlighted the unjust confiscation of 1,000 acres of Whangārei headlands from Te Parawhau. They argue that any joint venture should involve the landowners and respect Māori values such as Mana, Rangatiratanga, and Kaitiaki. The proposal should be sensitive to these values and aim to provide redress and satisfaction to the affected hapū.</p> <p>While the submitter sees potential in the joint venture, they believe it lacks a genuine commitment to delivering societal, political, and economic benefits to Te Parawhau Hapu and Te Patuharakeke o Te Parawhau Hapu. They support the idea of hapū and iwi acquiring a 7% shareholding but emphasize the need for the proposal to align with Māori values and address historical grievances. The submitter is willing to appear before the Hearing Panel to discuss their concerns further.</p> <p>{Staff summary – please see full feedback attached}</p>
19	John Bain	<p>I am writing to you all as our Representatives on the Regional Council who are going to be asked to vote on a massive change to the holding you have as our 53% owners of shares in our Port Company MMH. The suggestion is to form a new company with the Port of Tauranga on a 50/50 share holding but with a proviso that NRC sell 7%, on set up, and a further 7% later to an Iwi group which does not, as far as I can read in</p>

		<p>the media, identify who they are or who elected them as the representatives.</p> <p>The obvious dilemma many of your constituents have is purely one of concern of the loss this is going have on the income of the NRC from the investment funds of which the MMH shares take the golden 1st place at present.</p> <p>If the new entity makes a profit of \$200 (or multiples of) then NRC will collect 50% of that figure as half the ownership of the new MMH which is \$100. BUT, under the proposed split that will drop to \$36 which is the cost of 2 X 7% taken from NRC share.</p> <p>So, in simple terms the subsidy we have, and have had for decades, will be slashed by 14% and that will have to made up from RATES.</p> <p>My estimate is higher than 14% or the average percentage of income over many years from this source, in fact the rate increase will have to be in excess of 20% to 25% to reach the level enjoyed while investments have been paying up to 46% of income needed for the NRC operation. The out come is with this increase the largest number of rate payers, which are low-income families are hit again. This is not what you all have been elected for and I am sure not what your intents are.</p> <p>You will be told that there will be an increase in turnover and profit to offset the reduction in shareholding and the Iwi shares are still Northland shares, and if you believe that profit on an estimated spread sheet is the same as black print on a bank statement then you are not in the real world. If NRC holds 50% shareholding the result will be all Northland, including Iwi, get the benefit, other dilutions do not live to the old expectations of the inheritance from those who organised the trust in you as councillors and those who have gone before you and those who will follow. The Port operation, which was given to NRC to look after, and nurture, when the previous Harbour Board was disbanded and NRC given majority shareholding and were trusted to act on behalf of all of Northland.</p> <p>I trust you all will take heed of these comments as I believe the living “contract” with Tauranga and Auckland is due for an update and a 50/50 agreement with Tauranga is a good step forward without giving up the family silver.</p>
23	Voilet Walker	<p>The proposal to increase Northland Regional Council’s stake in the region’s port by creating a joint venture with Port of Tauranga and Tupu Tonu (Ngāpuhi Investment Fund Ltd) has significant implications for local hapū and iwi. Below is an overview of the potential positive and negative impacts:</p> <p>Positive Impacts:</p> <p>1. Increased Economic Benefits:</p> <p>Greater regional ownership, with half of the shareholding held by Te</p>

		<p>Taitokerau, ensures that more of the port's profits and economic benefits stay within the local communities. This could lead to increased funding for local development, infrastructure, and social programs.</p> <p>2. Enhanced Māori Participation in Governance: With Ngāpuhi Investment Fund Ltd as a key partner, hapū and iwi will likely have a stronger voice in decision-making processes, ensuring that cultural values, environmental concerns, and community interests are considered in port operations and future developments.</p> <p>3. Job Creation and Skill Development: The joint venture could lead to expanded port activities, creating more jobs in logistics, maritime services, and ancillary sectors. It may also foster skills development and training opportunities for local Māori communities.</p> <p>4. Cultural and Environmental Stewardship: Māori involvement in port governance can ensure that operations align with environmental sustainability practices and cultural protocols, such as kaitiakitanga (guardianship of the environment).</p> <p>5. Regional Growth and Infrastructure Investment: The integration of Northport and Marsden Maritime Holdings under one ownership umbrella may lead to more efficient port operations, attracting more business and boosting regional economic growth. This could lead to enhanced infrastructure investment in Northland.</p> <p>6. Long-term Economic Autonomy: Greater local ownership may help the region become less dependent on external investors, fostering long-term economic resilience and autonomy.</p> <p>Negative Impacts:</p> <p>1. Risk of Over-reliance on Port Operations: The local economy may become too dependent on port activities, making it vulnerable to global shipping market fluctuations or declines in port-related industries.</p> <p>2. Cultural Conflicts and Governance Challenges: Differences in priorities between commercial partners and hapū/iwi could lead to governance tensions. Balancing profit motives with cultural and environmental responsibilities might prove challenging.</p> <p>3. Environmental Concerns: Port expansion and increased shipping traffic could negatively impact local marine ecosystems and coastal environments, which may conflict with Māori environmental values.</p> <p>4. Financial Risks: Investment in port infrastructure and operations requires significant</p>
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		<p>capital. If the joint venture underperforms financially, it could strain the region's and iwi's finances.</p> <p>5. Potential Loss of Local Control: While the proposal ensures half ownership by Te Taitokerau, the partnership with Port of Tauranga might lead to decisions that prioritize broader regional interests over local needs.</p> <p>6. Impact on Small Hapū: Not all hapū might have equal influence within the joint venture structure, potentially marginalizing smaller hapū and reducing their ability to benefit from the partnership.</p> <p>Conclusion:</p> <p>The proposal offers significant opportunities for economic growth, increased Māori governance, and regional development, aligning with aspirations for greater local control and prosperity. However, it also presents risks related to environmental impact, financial exposure, and governance challenges. Careful consideration and inclusive decision-making processes will be essential to ensure the proposal aligns with the long-term interests of hapū, iwi, and the broader Te Taitokerau community.</p>
30	Penelope Saxton-Beer	<p>As a minority shareholder I feel I am being denied the opportunity to benefit from the future growth of MMH. While I can see the benefit to NRC the proposal in no way provides mitigation to small investors like myself who have faithfully purchased shares from anywhere between \$3.00 and \$7.00 over the past 10 years, This fluctuating price with low returns has been tolerated due to the expectation that the huge development opportunities in the area and region would one day benefit me or the next generation of my family. There appears to be no provision in the proposal to allow small share holders to now be part of this. As a Treaty ally I fully support the allocation to Iwi but wondering why a small percentage cannot also be apportioned to minority share holders in some sort of structure (even partially would do) If this was done with a better buy out price it would diminish the sense that MMH has used small shareholder capital very cheaply only to leave them high and dry as 'the boat is about to come in'</p> <p>As an addendum -my investment stems from my interest and loyalty to Northland as the daughter of a pioneering orchardist from Kerikeri -this adds to the disappointment in this proposal.</p>
31	Alan Agnew	[no option selected – feedback did not relate to the proposal and therefore has not been included]
42	Vince Cocurullo	<p>It is dissappointing that the Whangarei residents are not officially part of the proposal. Yes I do understand that the NRC has Whangarei residents as part of it.</p> <p>Secondly, it would nice for that Northland residents to have a majority shareholding not 50%</p>

APPENDIX

Feedback Appendix		
Order	Name	Attachment
1	Ruakaka Residents and Ratepayers Association	Meeting minutes attached to feedback
2	Isabelle Taylor and Peter Conroy	Full feedback
3	Ngati Toki and Ngati Horahia – hapu of Mangakahia	Full feedback
4	Patukarakeke Te Iwi Trust Board	Full feedback
5	Te Huinga Society Inc	Full feedback
6	Phil Halse	Photo attached to feedback
7	Mere Kepa	Full feedback x3

Ruakaka Residents and Ratepayers Association



Ruakaka Residents and Ratepayers Association

Minutes for meeting on the 11th of March 2025 at 7pm

Committee Present:

Warren Daniels (WD), Cr Phil Halse (PH), Cr Ken Couper (KC), Allan Alcock (AA), Keith Newey (KN), Glenis Rickey (GR), Shaun Grieve (SG), Robyn Armstrong (RA), Grant Brown (GB)

Members' Present

Des Meiklejohn (DM)

Wayne Burrell (WB)

Sue Tisdall (ST)

Christine

Apologies

Lee Stanbridge, Pania Molten, Peter Hope, Ken Orr

M/S/C That apologies be accepted, M RA – S SB

Guest Speaker Geoff Crawford – Chair – Northern Regional Council

Geoff spoke on the Marsden Maritime Holdings and Northport – Long term plan amendment and handed out the consultation document. Regarding changes to NRC's investments in Marsden Maritime Holdings. This proposal would mean a new joint venture and deregistration from the share market. Current shareholding is 53.6% NRC, 46.4% shareholders which combined mean 50% owned by MMH and 50% by Port of Tauranga. Under the new JV 43% would be owned by NRC 7% by Tupu Tonu and 50% Ports of Tauranga. 7% would be held for future sale to iwi/hapu. NRC are to invest \$41.7 M (Made up of borrowing, property and cash) We are invited to make a submission by the 28th of March 2025.

M/S/C -That the RRRA make a submission M- JF S GB

Geoff also spoke on the Sandmining issue and the lack of consultation of the NRC because of the fast-track system. NRC will make a submission to the Commissioners Panel as many NRC councilors opposed the sandmining consent. With professional advice this is likely to cost NRC /Ratepayers \$100,000:00.

Minutes That the minutes of the committee meeting held on the 11th of February 2025, as circulated, be signed as a true and correct record. Moved SB Seconded KN
Carried

Correspondence Outward

17/02/2025- RRRA to Hon Dr Shane Reti MP Whangarei – Concerns over sandmining
17/02/2025-RRRA to Hon Shane Jones Min Oceans and Fisheries
17/02/2025-RRRA-to Mr. Callum McCallum – CEO McCallum Brothers Ltd
17/02/2025-RRRA-to Mr. Rick Stolwerk- Regional Councilor -Bream Bay
19/02/2025- RRRA email to Hon Dr Shane Reti MP Whangarei – Concerns over sandmining
19/02/2025-RRRA email to Hon Shane Jones Min Oceans and Fisheries
19/02/2025-RRRA-email to Mr. Callum McCallum – CEO McCallum Brothers Ltd
19/02/2025-RRRA-email to Mr. Rick Stolwerk- Regional Councilor -Bream Bay
5/3/2025-RRRA-Letter to bank change financial authority.

Correspondence Inward

25/02/2025- Hon Shane Reti's office – Acknowledgement and current position
26/02/2025- Mr. Callam McCallum Bros - Acknowledgement and current position
27/02/2025- Hon Shane Reti office- Copy of letter from James Palmer Sec for the Environment – process for fast-track submissions.
27/02/2025- Sam Smith WDC Engagement Adviser- Inviting RRRA Reps to Annual plan update.
05/03/2025- Email of acknowledgement on sandmining letter to JF – Geoff Crawford NRC Chairman

Matters Arising

That the request to Sam Smith WDC Engagement Adviser be responded to with contact details so that date of meeting can be advised – Reps available JF, GB, RA, SB (if available)

Reports

JG- Treasurers report

M/S/Carried- That treasurers report as circulated be accepted as true and accurate record and accounts approved for payment.

Moved JG – Seconded KN -Carried

Matters arising – JG advised that more Ruakaka History books had been located with Bruce Cann, Books had been selling well through Ruakaka post shop and Library.

Whangarei City Council – Cr Phil Halse and Cr Ken Couper

KC

Talked about the future development structure, the fluoride debate, the annual plan and consultation process on LTP, the commercial property entity and advice on commercial

property currently owned by the WDC, the transition advisory authority regarding forum North and the education hub with the potential to repurpose the building.

PH.

Talked on the potential of Northland and the land projects such as the Food North project in Ngawha. He also discussed the Kepa Rd wastewater system upgrade, which has cost approximately 5.5 million. The great progress the WDC has achieved in the resealing of roads in the area is attributed to the restructuring of services in WDC roading. The fluoridization debate was moved from an inhouse meeting to a public meeting next week.

SB / RA – Asked about dust monitoring for Prescott Rd they were advised to contact WDC regarding availability of equipment and the water tanker to dampen the dust.

WB – Asked about the date of the Fluoridization meeting details which he was given by PH

Shared Path – Grant Brown.

We are still awaiting easement approval to go through MMH and Hermpac Land due to this delay investigating the starting path for Ruakaka township to McEwan Rd. Carl Hansen from Hansen Contractors was currently working on a cost to present to council for approval. The group will seek clarification on the proposed energy zone from Hon Shane Jones

CCTV – Allan Alcock

Evaluation funding has only come from RRRA contributions. Nevertheless, the evaluation has been completed and a saving of \$50,000:00 has been found. A few positions have been changed to meet the power requirements of the units. JF congratulated the team on their progress to date.

Ruakaka Wastewater Treatment Extension Project Liaison group- Keith Newey

KN reported on the group's first meeting and the urgency to complete the project before the waste outlet consent expires. The group consists of NIWA, local Iwi Patuharakeke, RRRA and council experts. Council involvement was discussed but ruled essential.

General Business.

KN Cost to refurbish the Bream Bay public toilets have been obtained from a local contractor. The cost is in the \$62,000:00 region. PH agreed to take this back to the council and report it at the next meeting.

GR- Asked on progress on the One Tree Point ramp. PH stated that enforcement measures have been implemented, resulting in an improvement in the situation. No new markings or signs yet.

PH- Marsden Maritime holdings will need to work with WDC on future consents

There being no further business the meeting was closed – at 8.50 pm

Jules Flight – Chairman

Date

Isabelle Taylor and Peter Conroy

Submission to Northland Regional Council on the Proposed Restructuring of Investments in Marsden Maritime Holdings and Northport

On behalf of Isabelle Taylor and Peter Conroy

Tēnā koutou katoa,

We, *Isabelle Taylor and Peter Conroy* wish to express our support for the proposed restructuring of investments in Marsden Maritime Holdings and Northport, particularly the inclusion of Tupu Tonu (Ngāpuhi Investment Fund Ltd) as an investment partner.

Current Ownership Structure and Need for Change

The current ownership structure, as outlined in the consultation document, reveals a complex arrangement that dilutes Te Taitokerau's effective control over these strategic assets:

- Marsden Maritime Holdings (MMH) is 53.6% owned by Northland Regional Council, with the remaining 46.4% held by various minority shareholders and publicly traded on the NZX
- Northport is 50% owned by MMH and 50% owned by Port of Tauranga
- This means Northland Regional Council effectively controls only 26.8% of Northport (53.6% of MMH's 50% stake)¹

This convoluted structure not only weakens regional control but also notably lacks any formal ownership stake for mana whenua. The consultation document correctly identifies that "the current structure isn't as simple as it could be, and doesn't align with our new strategic objectives."²

Bringing Ownership Home to the Rohe

We recognise that a significant portion of the current ownership structure of these strategic assets sits outside of Te Taitokerau. This arrangement does not align with the principle of mana whenua having an economic stake in the critical infrastructure within their traditional territories. The port and surrounding lands at Marsden Point are significant to the hapū and iwi of Whangārei Harbour and have been since time immemorial.

We strongly support the proposal's objective to "ensure ownership of the port (and other MMH assets) remains in Aotearoa and ensure half of the shareholding is held here in Te Taitokerau."³ This aligns with our view that strategic regional assets should benefit those most connected to the region.

From a Te Ao Māori perspective, the relationship between tangata and whenua is foundational. The proposed restructuring acknowledges this connection by creating pathways for hapū and iwi of Te Taitokerau to acquire meaningful ownership interests in these strategic assets that will directly impact our economic future.

Tauranga Waka: Revitalizing Tangata Whenua Roles and Responsibilities

Whangārei Terenga Paraoa has served as a significant tauranga waka since the earliest days of Māori settlement in Aotearoa. Our tūpuna navigated vast oceanic distances to arrive at these shores,

¹ Northland Regional Council, Consultation Document, page 5 and illustrated on page 11 in the "Current shareholding scenario" diagram.

² Northland Regional Council, Consultation Document, page 4.

³ Northland Regional Council, "Marsden Maritime Holdings and Northport: We think there's a better way to structure these investments," Consultation Document, page 4.

establishing intricate knowledge systems about tides, winds, stars, and safe harbour. The relationship between tangata whenua and these waters is not merely historical—it forms a continuing, living cultural connection that defines our identity.

The development of modern port infrastructure on traditional tauranga waka sites represents a significant transformation of our ancestral and contemporary landscapes. While necessary for regional economic development, these changes must be balanced with appropriate recognition of the continuing cultural significance of these waters.

Hapū with ancestral connections to Whangārei Harbour have maintained tikanga and kawa related to water navigation, maritime activities, and harbour management for centuries. These cultural practices and knowledge systems have been marginalized through colonial processes and commercial development that failed to recognize the mana of local hapū.

We view the proposed restructuring, with its provision for iwi and hapū investment, as an opportunity to revitalize tangata whenua roles and responsibilities as kaitiaki of these waters. The proposed joint venture, particularly with the inclusion of hapū and iwi investors, represents an opportunity to move beyond mere consultation toward genuine co-governance of these significant waters. This aligns with both tikanga Māori principles and international best practices regarding Indigenous peoples' rights to participate in decision-making regarding their traditional territories.

Consideration of Alternatives Without Iwi Participation

We have considered alternatives to the current proposal that would not include iwi from the rohe as investment partners. Such alternatives would perpetuate a system where critical infrastructure within Te Taitokerau continues to be controlled by entities without whakapapa connections to these waters and lands. This would be contrary to tikanga Māori, which emphasizes the responsibility of mana whenua to exercise kaitiakitanga over their traditional territories.

The mauri (life force) of Whangārei Harbour and surrounding areas is intricately connected to the wellbeing of its people. When decisions about major infrastructure are made without meaningful participation from those with ancestral ties to these places, the balance of mauri is compromised. The port's activities directly impact the ecological, cultural, and spiritual wellbeing of the harbour—matters of deep significance to local hapū and iwi.

Any alternative that excludes iwi participation would fail to recognize the rangatiratanga guaranteed under Te Tiriti o Waitangi and would represent a missed opportunity to align commercial development with cultural values and intergenerational thinking.

Intergenerational Investment and Kaitiakitanga

We strongly support the recognition in the consultation document that "hapū and iwi investment enhances our opportunities to work in partnership with our Te Tiriti partners and recognises that they are long-term, intergenerational investors."⁴ This aligns with our worldview that considers impacts over generations, not just quarterly returns.

The inclusion of Tupu Tonu as an initial investor with 7% ownership, and the provision for up to 7% additional ownership for other hapū and iwi with interests in Whangārei Harbour⁵, represents

⁴ Northland Regional Council, Consultation Document, page 8.

⁵ Northland Regional Council, Consultation Document, page 13, "Future-proofing for further hapū and iwi investment."

meaningful progress toward economic participation that acknowledges our role as kaitiaki of these waters and lands.

Economic Participation and Regional Development

The consultation document rightly identifies that having hapū and iwi investment "strengthens our ability to acknowledge the rights and interests of mana whenua as kaitiaki within the region. It would enable them to financially benefit from an investment in the port, and increases the probability of those financial benefits to be reinvested into the region."⁶

We strongly agree with this assessment. When mana whenua benefit economically from assets within their rohe, those benefits circulate within and strengthen local communities. This investment opportunity represents a significant step forward in addressing historical economic exclusion and enabling Te Taitokerau Māori to participate meaningfully in the region's economic future.

Recommendations for Hapū with Recognized Rights and Interests

While we support the current proposal, we recommend that the Council further strengthen the framework to explicitly recognize and provide pathways for hapū that:

1. Will receive or have applied for customary marine title and protected customary rights under the Marine and Coastal Area (Takutai Moana) Act 2011 in Whangārei Harbour and surrounding waters
2. Have been recognized through Waitangi Tribunal processes as having mana whenua status over Whangārei Terenga Paraoa
3. Have established historical connections and rights to the harbour and its environs through other formal processes

We recommend that the Council:

- a) Create a specific set-aside within the proposed 7% earmarked for future iwi/hapū investment that prioritizes hapū with legally recognized interests in the marine and coastal area directly affected by port operations
- b) Establish a formal governance mechanism, beyond shareholding, that ensures hapū with customary marine titles and recognized rights have meaningful input into decisions that may impact their customary interests, regardless of their ability to invest financially
- c) Develop a memorandum of understanding between the new joint venture company and hapū with recognized rights to the harbour that acknowledges their special status and ensures ongoing consultation on matters affecting the mauri of the harbour
- d) Consider how the distribution of economic benefits might recognize the unique position of hapū with established customary rights in the area, even if they are not initially investors

These measures would ensure that the legal recognition of rights through Treaty settlements and customary marine title processes is meaningfully reflected in both the ownership and decision-making frameworks of this strategic asset.

Future-proofing for Further Participation

⁶ Northland Regional Council, Consultation Document, page 8.

It is timely that Council reserves a portion of its shareholding "with the option for rohe iwi/hapū, through the treaty settlement process, to negotiate with the Crown to purchase part of council's shareholding as part of their settlement redress."⁷ This demonstrates a commitment to inclusivity and recognition of the varied interests within the region.

The proposal appropriately recognizes that a time period of up to 10 years "seeks to balance certainty for council's investment with time required for our Te Tiriti partners to advance discussions with the Crown."⁸

Our Position

We support the proposal to restructure these investments with Tupu Tonu as a partner. We see this as a positive step toward:

1. Bringing ownership of strategic infrastructure back to those with traditional connections to the land and waters
2. Enabling intergenerational Māori investment aligned with kaitiakitanga principles
3. Ensuring economic benefits from the port flow back into Te Taitokerau communities
4. Creating pathways for broader hapū and iwi participation in the future

We encourage the Council to proceed with this proposal while implementing our additional recommendations to ensure hapū with recognized customary rights are appropriately acknowledged in both ownership and governance structures.

Ngā mihi,

Isabelle Taylor and Peter Conroy

⁷ Northland Regional Council, Consultation Document, page 13.

⁸ Northland Regional Council, Consultation Document, page 13.

Ngati Toki and Ngati Horahia – hapu of Mangakahia

Submission to Northland Regional Council on the Proposed Restructuring of Investments in Marsden Maritime Holdings and Northport

On behalf of Ngati Toki and Ngati Horahia – hapu of Mangakahia

Tēnā tatou katoa,

We, the hapu of Ngati Toki and Ngati Horahia, wish to express our support for the proposed restructuring of investments in Marsden Maritime Holdings and Northport, particularly the inclusion of Tupu Tonu (Ngāpuhi Investment Fund Ltd) as an investment partner.

Current Ownership Structure and Need for Change

The current ownership structure, as outlined in the consultation document, reveals a complex arrangement that dilutes Te Taitokerau's effective control over these strategic assets:

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This convoluted structure not only weakens regional control but also notably lacks any formal ownership stake for mana whenua. The consultation document correctly identifies that "the current structure isn't as simple as it could be, and doesn't align with our new strategic objectives."²

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We strongly support the proposal's objective to "ensure ownership of the port (and other MMH assets) remains in Aotearoa and ensure half of the shareholding is held here in Te Taitokerau."³ This aligns with our view that strategic regional assets should benefit those most connected to the region.

From a Te Ao Māori perspective, the relationship between tangata and whenua is foundational. The proposed restructuring acknowledges this connection by creating pathways for hapū and iwi of Te Taitokerau to acquire meaningful ownership interests in these strategic assets that will directly impact our economic future.

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We strongly agree with this assessment. When mana whenua benefit economically from assets within their rohe, those benefits circulate within and strengthen local communities. This investment opportunity represents a significant step forward in addressing historical economic exclusion and enabling Te Taitokerau Māori to participate meaningfully in the region's economic future.

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We recommend that the Council:

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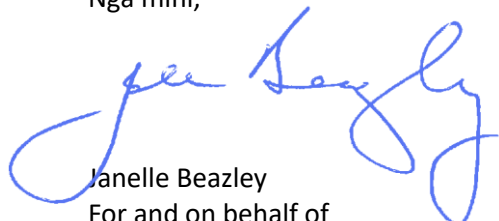
Our Position

Ngati Toki and Ngati Horahia of Mangakahia strongly supports the proposal to restructure these investments with Tupu Tonu as a partner. We see this as a positive step toward:

1. Bringing ownership of strategic infrastructure back to those with traditional connections to the land and waters
2. Enabling intergenerational Māori investment aligned with kaitiakitanga principles
3. Ensuring economic benefits from the port flow back into Te Taitokerau communities
4. Creating pathways for broader hapū and iwi participation in the future

We encourage the Council to proceed with this proposal while implementing our additional recommendations to ensure hapū with recognized customary rights are appropriately acknowledged in both ownership and governance structures.

Ngā mihi,



Janelle Beazley
For and on behalf of
Ngati Toki and Ngati Horahia of Mangakahia

⁷ Northland Regional Council, Consultation Document, page 13.

⁸ Northland Regional Council, Consultation Document, page 13.

Patukarakeke Te Iwi Trust Board



PO Box 557 WHANGAREI
Email: rmu@patuharakeke.maori.nz

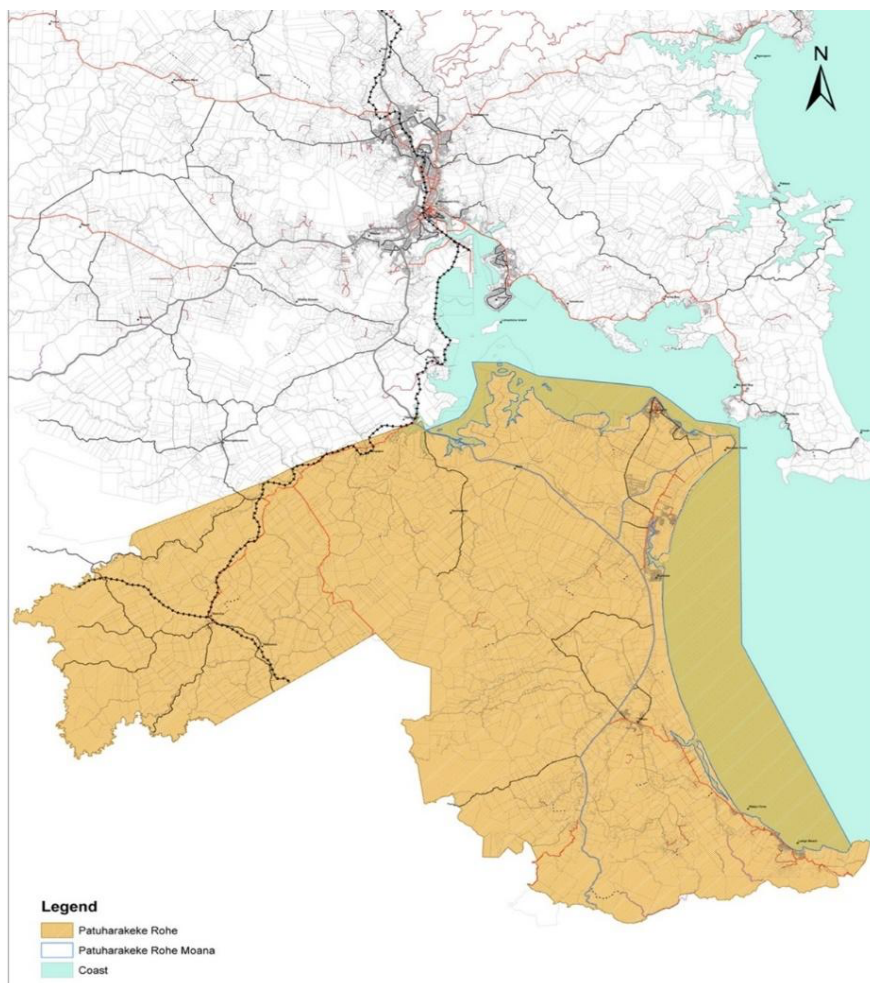
Name: Patuharakeke Te Iwi Trust Board
Iwi / hapū: Patuharakeke
Address: 711 Port Marsden Highway, Ruakākā
Email: rmu@patuharakeke.maori.nz
Contact: Deborah Harding, Chair of Patuharakeke Te Iwi Trust Board
Date: 28th March, 2025
Re: Submission on the Consortium proposal to buyout MMH and Proposed Amendment to the 2024-2034 Long Term Plan.

INTRODUCTION

1. This submission is made by Patuharakeke Te Iwi Trust Board the mandated entity representing the Patuharakeke Hapū on the Consortium proposal to buyout MMH and Proposed Amendment to the 2024-2034 Long Term Plan Consultation Document released on the 25th February 2025.
2. Northland Regional Council (NRC) are proposing to create a new joint-venture company with MMH and Northport (NPL), together with investment partners Port of Tauranga (POT) and Tupu Tonu (Ngāpuhi Investment Fund Ltd). This will set NPL up for the future by simplifying MMH's ownership structure, combining the port and land-based assets and bring full control of NPL under a single ownership umbrella, and ensure half of the shareholding is held here in Te Taitokerau. This proposed change relates to the ownership and control of one of our strategic assets, so requires an amendment to Te Mahere Roa – Long Term Plan 2024-2034.
3. The submission covers:
 - (a) who we are;
 - (b) our position;
 - (c) key matters of concern; and
 - (d) closing remarks.

PATUHARAKEKE

4. Patuharakeke hapū are Ahikā mana whenua and kaitiaki of the rohe between Piroa/Brynderwyn up to and including Whangārei-Terenga-Paraoa (Whangārei harbour) as per the map below. Upholding ahikā kaitiakitanga, Patuharakeke have a responsibility to protect the environment and taonga within our rohe. Patuharakeke's traditional rohe is depicted in the abridged map below (marked accordingly for contemporary management purposes).



Patuharakeke rohe (gazetted for contemporary management purposes).



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5. Patuharakeke hapū have a Hapū Environmental Management Plan that guides our active kaitiakitanga in the rohe. Patuharakeke also hold Mana Whakahono ā rohe agreements with Whangārei District Council (WDC) and NRC, actively engaging in policy and planning making and implementation. We also have strong relationships with key executives and staff at NRC and other local and central government agencies, and we endeavour to strengthen this more formally.

POSITION

6. Due to the limited timeframes and information available, we are cautiously optimistic in regard to NRC creating a new joint-venture company from Marsden Maritime Holdings and Northport.
7. We recognise this proposal requires an amendment to the recently adopted 2024-2034 Long Term Plan and therefore support the need for an amendment to allow this proposal to go through a formal process however, we would like the following considerations to be addressed;

PTITB Support in principle

8. **Support in principle**

1. Investors focused locally rather than out of region or overseas investors, providing Te Tai Tokerau focused growth and economic resilience directly for Te Tai Tokerau.
2. Recognising the significant shift decoupling from an NZX listed company removing the constraints on NRC decision making.
3. Changing the ownership model which provides a less complex organisational structure.

PTITB Support in principle Subject to further information and confirmation

9. Support in principle subject to;

1. NRC “banking” a guaranteed 7% of their shares for future hapū settlement investment opportunities; **subject to**; NRC formally notifying Te Arawhiti to also officially “bank” these shares for future Whangārei Terenga Parāoa hapū settlement opportunities.
 2. NRC “banking” a guaranteed 7% of their shares for future hapū settlement investment opportunities; **subject to**; NRC formally notifying Te Arawhiti of their intent, inviting Te Arawhiti to invite Whangārei Terenga Parāoa hapū to discuss this further.
 3. NRC “banking” a guaranteed 7% of their shares for future hapū settlement investment opportunities; **subject to**; Whangārei Terenga Parāoa hapū having a first right of purchase.
 4. NRC “banking” a guaranteed 7% of their shares for future hapū settlement investment opportunities; **subject to**; Whangārei Terenga Parāoa hapū having a 15 year term to have an Agreement in Principle for a Whangārei Terenga Parāoa Collective Treaty Settlement.
5. There are existing assets that will need to be sold ie buildings. We have an interest in understanding what are the assets that will be sold?
 6. PTITB acknowledge the Ports Of Tauranga (POT) expertise as a major Port operator and shareholder however, their post settlement hapū iwi experience is vastly different to Te Taitokerau pre-settled hapū He Whakaputanga me Te Tiriti led approach therefore, NRC must facilitate the development of a POT relationship and understanding with Ngā hapū o Whangārei Terenga Parāoa and Patuharakeke as ahikā.
 7. Allowing an option to invest without the need for a treaty settlement as long as the criteria of “must be a mandated hapū (or collective) of Whangārei Terenga Parāoa within a 15 year term.



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8. Confirmation of the establishment of a Nominations Committee for directorship selection process including, a process for selecting a Māori/hapū representative on the selection committee.
9. A Māori elected member representative has a position on the Joint Regional Economic Development Committee and Māori Economic Development Group.
10. A Rangatira ki te Rangatira formal relationship between PTITB and NRC.

PTITB Do not Support in principle

10. Do not Support in principle due to;

1. The risk of pre-empting treaty settlements. This proposal and therefore amendment to the 2024-2034 LTP adds further unexpected pressure on all Whangārei Terenga Parāoa hapū, in particular, Patuharakeke where the proposal is located on Poupouwhenua.
2. Although PTITB supports the proposal in principle, there are matters that must be considered, discussed, and agreed to between NRC and PTITB as ahikā directly, due to the direct effects (positive and or negative) of our hapū and hāpori whānui.
3. PTITB do not support the expectation of; *"If you register before Friday 21 March, we can schedule you to speak at a hearing, which will be held in Whangārei shortly after the feedback period closes"*.



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CLOSING REMARKS

4. **PTITB would like to request an extension of the proposed cut-off date of the 21st March to register our interest to talk to our submission.**

Signed,

A handwritten signature in black ink, appearing to read "Deborah Harding".

Deborah Harding, on behalf of Patuharaakeke Te Iwi Trust Board.

Te Huinga Society Inc

Submission to Northland Regional Council on the Proposed Restructuring of Investments in Marsden Maritime Holdings and Northport

On behalf of Te Huinga Society Inc represented by the hapu present at a hui on Thursday 27 March 2025:

Te Parawhau, Patuharakeke Trust Board, Ngati Toki ki Moana Nui, Te Kainga Kuri, Te Whanau a Rangiwhakaahu, Te Orewai, Ngati Hau, Ngati Hine, Te Waiariki Ngati Korora Ngati Takapari Hapu Iwi Trust, Ngati Korora, Ngati Takapari

Tēnā tatou katoa,

We, the hapu named above, wish to express our concerns for the proposed restructuring of investments in Marsden Maritime Holdings and Northport, particularly the inclusion of Tupu Tonu (Ngāpuhi Investment Fund Ltd) as an investment partner.

Current Ownership Structure and Need for Change

The current ownership structure, as outlined in the consultation document, reveals a complex arrangement that dilutes Te Taitokerau's effective control over these strategic assets:

- Marsden Maritime Holdings (MMH) is 53.6% owned by Northland Regional Council, with the remaining 46.4% held by various minority shareholders and publicly traded on the NZX
- Northport is 50% owned by MMH and 50% owned by Port of Tauranga
- This means Northland Regional Council effectively controls only 26.8% of Northport (53.6% of MMH's 50% stake)¹

This convoluted structure not only weakens regional control but also notably lacks any formal ownership stake for mana whenua. The consultation document correctly identifies that "the current structure isn't as simple as it could be, and doesn't align with our new strategic objectives."²

Bringing Ownership Home to the Rohe

We recognise that a significant portion of the current ownership structure of these strategic assets sits outside of Te Taitokerau. This arrangement does not align with the principle of mana whenua having an economic stake in the critical infrastructure within their traditional territories. The port and surrounding lands at Marsden Point are significant to the hapū and iwi of Whangārei Harbour and have been since time immemorial.

We strongly support the proposal's objective to "ensure ownership of the port (and other MMH assets) remains in Aotearoa and ensure half of the shareholding is held here in Te Taitokerau."³ This aligns with our view that strategic regional assets should benefit those most connected to the region.

From a Te Ao Māori perspective, the relationship between tangata and whenua is foundational. The proposed restructuring acknowledges this connection by creating pathways for hapū and iwi of Te

¹ Northland Regional Council, Consultation Document, page 5 and illustrated on page 11 in the "Current shareholding scenario" diagram.

² Northland Regional Council, Consultation Document, page 4.

³ Northland Regional Council, "Marsden Maritime Holdings and Northport: We think there's a better way to structure these investments," Consultation Document, page 4.

Taitokerau to acquire meaningful ownership interests in these strategic assets that will directly impact our economic future.

Tauranga Waka: Revitalizing Tangata Whenua Roles and Responsibilities

Whangārei Terenga Paraoa has served as a significant tauranga waka since the earliest days of Māori settlement in Aotearoa. Our tūpuna navigated vast oceanic distances to arrive at these shores, establishing intricate knowledge systems about tides, winds, stars, and safe harbour. The relationship between tangata whenua and these waters is not merely historical—it forms a continuing, living cultural connection that defines our identity.

The development of modern port infrastructure on traditional tauranga waka sites represents a significant transformation of our ancestral and contemporary landscapes. While necessary for regional economic development, these changes must be balanced with appropriate recognition of the continuing cultural significance of these waters.

Hapū with ancestral connections to Whangārei Harbour have maintained tikanga and kawa related to water navigation, maritime activities, and harbour management for centuries. These cultural practices and knowledge systems have been marginalized through colonial processes and commercial development that failed to recognize the mana of local hapū.

Consideration of Alternatives Without Iwi Participation

The mauri (life force) of Whangārei Harbour and surrounding areas is intricately connected to the wellbeing of its people. When decisions about major infrastructure are made without meaningful participation from those with ancestral ties to these places, the balance of mauri is compromised. The port's activities directly impact the ecological, cultural, and spiritual wellbeing of the harbour—matters of deep significance to local hapū and iwi.

Any alternative that excludes iwi participation would fail to recognize the rangatiratanga guaranteed under Te Tiriti o Waitangi and would represent a missed opportunity to align commercial development with cultural values and intergenerational thinking.

Intergenerational Investment and Kaitiakitanga

We strongly support the recognition in the consultation document that "hapū and iwi investment enhances our opportunities to work in partnership with our Te Tiriti partners and recognises that they are long-term, intergenerational investors."⁴ This aligns with our worldview that considers impacts over generations, not just quarterly returns.

Economic Participation and Regional Development

The consultation document rightly identifies that having hapū and iwi investment "strengthens our ability to acknowledge the rights and interests of mana whenua as kaitiaki within the region.

When mana whenua benefit economically from assets within their rohe, those benefits circulate within and strengthen local communities.

Recommendations for Hapū with Recognized Rights and Interests

We recommend that the Council further strengthen the framework to explicitly recognize and provide pathways for hapū that:

⁴ Northland Regional Council, Consultation Document, page 8.

1. Will receive or have applied for customary marine title and protected customary rights under the Marine and Coastal Area (Takutai Moana) Act 2011 in Whangārei Harbour and surrounding waters
2. Have been recognized through Waitangi Tribunal processes as having mana whenua status over Whangārei Terenga Paraoa
3. Have established historical connections and rights to the harbour and its environs through other formal processes

We recommend that the Council:

a) Establish a formal governance mechanism, beyond shareholding, that ensures hapū with customary marine titles and recognized rights have meaningful input into decisions that may impact their customary interests, regardless of their ability to invest financially

These measures would ensure that the legal recognition of rights through Treaty settlements and customary marine title processes is meaningfully reflected in both the ownership and decision-making frameworks of this strategic asset.

Our Position

The hapu listed strongly supports further information be made available and

1. Bringing ownership of strategic infrastructure back to those with traditional connections to the land and waters
2. Enabling intergenerational Māori investment aligned with kaitiakitanga principles
3. Ensuring economic benefits from the port flow back into Te Taitokerau communities
4. Creating pathways for broader hapū and iwi participation in the future

We encourage the Council to proceed with this proposal while implementing our additional recommendations to ensure hapū with recognized customary rights are appropriately acknowledged in both ownership and governance structures.

Ngā mihi,

Phil Halse

Marsden Point 1961 prior to the initial Oil Refinery construction - credit Fletcher Trust Archives



Mere Kepa

Creating a new joint-venture company from Marsden Maritime Holdings and Northport and amending the Long Term Plan 2024-2034

To: Northland Regional Council

E: mailroom@nrc.govt.nz

Deadline: 28 March 2025

Submission

As useful as the proposal seems, I prefer to respond: thus, “none of the above”.

The proposal I admire is ultimately that which, in a variety of ways, extol Maori values that we think are worthwhile—which refer, that is, whether through a joint-venture company with Marsden Maritime Holdings, Northport, Port of Tauranga, and Tupu Tonu, or an amendment to the council’s plan with regard to the “strategic asset” and the principles of Mana [prestige, authority, and control; Rangatiratanga [chieftainship, independence, and self-determination], and Kaitiaki [promising care of nature].

Rather, the proposal is not sensitive to the complexity of the values for redress, satisfaction, happiness, and beauty, and to such legendarily positive qualities as friendliness, kindness, subtlety, strength, and intelligence. Like the proposed joint venture, the beauty and understanding of the nature of the values of Mana, Rangatiratanga, and Kaitiaki are intertwined in the land and blood kin.

In the proposed joint venture, the land at Te Poupouwhenua belongs to the Te Parawhau Hapu. The land that is to be occupied by the joint venture is confiscated land: as follows.

By requiring Te Parawhau to forfeit 1,000 acres of the Whangarei headlands (known as Te Poupouwhenua) as payment for the January 1845 taua muru against the settlers Millon and Patten, the Governor acted inconsistently with its obligation to act with utmost good faith, in breach of te maataapono o te houruatanga, the principle of partnership (1).

If the underlying quest of the joint venture is “to improve efficiency and get better outcomes for Te Taitokerau”, it seems only natural that improved efficiency and better outcomes should simultaneously involve the land owner. Agreeably, “the current structure isn’t as simple as it could be, and the Te Parawhau Hapu, like the joint partners, think there’s a better approach that will have real benefits for these entities and our region into the future”. Put simply, making changes to the council’s recently adopted Te Mahere Roa | Long Term Plan 2024-2034 with regard to the infoldment and betterment of the Te Parawhau Hapu would require amendments:

To achieve *our* strategic objectives and provide the opportunity for the hapu [sic] to invest, and realise these opportunities for the best possible benefit of our community and our region, we think there’s a better way to structure council’s investments.

Naku noa na Mere



(Dr) T. Mere. A. Kepa

Te Parawhau Hapu & Te Patuharakeke o Te Parawhau Hapu, Takahiwai.

Kaitiaki, voluntary Pest Strategy: Takahiwai Hills and Forest. Est. 2017

Chair, Takahiwai Maori Committee. Est. 1959

Chair, Kopuawaiwaha 2B2 Ahu Whenua Trust. Est. 1949.

26 February 2025

A better way to structure council's investments in Marsden Maritime Holdings and Northport.

To

Northland Regional Council

submission@nrc.govt.nz

Deadline: Friday 21 March

Submission

Tena koe,

At the dawn of the Maori technocratic, industrial age at Te Poupouwhenua, I support the “opportunity for hapuu and iwi investment partners to come on board, now and in the future”, nonetheless, with reservations of exclusivity (1).

As the Tangata Whenua, a citizen, a resident and ratepayer, a volunteer, a published writer, and poet, I observe with interest the proliferation of exclusive housing estates and canals; retirement village suburbia; rows of metallic warehouses, factories, and terminals, files of white power boxes, increasing commuter traffic on narrow, congested roads, and migration, urbanisation, and pollution at Te Poupouwhenua, Takahiwai, Ara Kahika, and Ruakaka (2).

I lament the land and concomitant cultural and economic losses suffered by Te Parawhau Hapu and Te Patuharakeke o Te Parawhau Hapu, held in reserve by colonial history in Takahiwai. I express grief for the bucolic landscape and unspoilt pastoral scenes — land in waiting for confiscation for colonising by those retreating from coastal erosion. I bemoan the warning by the coastal scientist, Jim Dahm, when he says that:

Engineered solutions to coastal erosion, while they might protect the properties behind lead to the degradation of the beach in front ... (3).

Most importantly, I bewail the failure by Northland Regional Council to regard that the Waitangi Tribunal in 2022 found:

By requiring Te Parawhau to forfeit 1,000 acres of the Whangarei headlands (known as Te Poupouwhenua) as payment for the January 1845 taua muru against the settlers Millon and Patten, the Governor acted inconsistently with its obligation to act with utmost good faith, in breach of te maataapono o te houruatanga, the principle of partnership (4).

I am available to appear before a Hearing of Panellists.

Naku noa na Mere



Te Parawhau Hapu & Te Patuharakeke o Te Parawhau Hapu, Takahiwai.

Kaitiaki, Pest Strategy: Takahiwai Hills and Forest. Est. 2017

Chair, Takahiwai Maori Committee. Est. 1977

Chair, Kopuawaiwaha 2B2 Ahu Whenua Trust. Est. 1949

References

1. Catherine J Iorns Magallanes. *Nature as an ancestor: Two example of legal personality for nature in New Zealand*. <https://doi.org/10.4000/vertigo.16199>
2. Mere Kepa. Submission, *Extending existing port coastal permits under RMA*, to Ministry of Transport. 31 May 2024.
3. Coastal scientist Jim Dahn warns sea level rise likely to result in more permanent erosions to our coast. *Bream Bay News*, 13 March 2025, page 11.
4. *Waitangi Tribunal Report 2022. WAI 1040 Te Rangatiratanga me Te Kawanatanga Pre-Publication* (page 1883).

15 March 2025

MARSDEN MARITIME HOLDINGS, NORTHPORT PROPOSAL TUKUNA MA OOU WHAKAARO — SHARE YOUR THOUGHTS

To:

Northland Regional Council

E: nrc.govt.nz/MMHproposal

Deadline:

28 March 2025

Feedback

I support reservedly the proposal to secure the opportunity for hapu and iwi of Ngapuhi to acquire a 7% shareholding in the new joint-venture company.

In Section 2 of the *NZ Herald* dated Saturday, November 9, the headline declared that “Common-law rights of Maoris overlooked. On the same page, another headline declared “Land-grabbing on scandalous scale”.

As Professor F.M. (Jock) Brookfield stated in the first article:

... under the Treaty of Waitangi the Crown gained a country, but has failed to pay the promised price in full”

In 2022, the Waitangi Tribunal found that:

By requiring Te Parawhau to forfeit 1,000 acres of the Whangarei headlands (known as Te Poupouwhenua) as payment for the January 1845 taua muru against the settlers Millon and Patten, the Governor acted inconsistently with its obligation to act with utmost good faith, in breach of te maataapono o te houruatanga, the principle of partnership (1).

Arguably, then, the proposal to increase Northland Regional Council’s stake in the port, bringing together Northport and Marsden Maritime Holdings, the Port of Tauranga and the Crown led Tupu Tonu, Ngapuhi Investment Fund Ltd is still an imaginary merger for Te Parawhau Hapu and Te Patuharakeke o Te Parawhau Hapu. Characteristically, the imaginary merger combines utopian ideals with practical approaches to address significant losses and navigate legal and bureaucratic challenges. This fusion can transform theoretical resolutions into commercial realities and positively impact the lives of Maori people such as the ‘owners’ of 1000 acres of Te Poupouwhenua.

Still the proposal appears to display a sort of laziness and to have only a passing interest in delivering societal, political, and economic benefits to the Te Parawhau Hapu and Te Patuharakeke o Te Parawhau Hapu.

I shall avail myself to appear before the Hearing Panel.

Naku noa na Mere



Te Parawhau Hapu & Te Patuharakeke o Te Parawhau Hapu

Kaitiaki, Pest Strategy: Takahiwai Hills and Forest. Est. 2017

Chair, Takahiwai Maori Committee. Est. 1977

Chair, Kopuawaiwaha 2B2 Ahu Whenua Trust. Est. 1949

WAI Claim 3450

22 March 2025