

Response ID ANON-ZGT2-TYU4-W

Submitted to New Zealand freight and supply chain issues paper | Te rautaki ueā me te rautaki whakawhiwhinga o Aotearoa
Submitted on 2022-06-19 22:20:53

What is your organisation?

Organisation:

Introduction

Part 1: Understanding the freight and supply chain system in New Zealand

1 Do you agree with the outlined description of the freight and supply chain system?

Please explain in the box below. :

Yes... a multi-modal freight & supply chain system must include investment...but targets must be set for same too.

2 Do you have any views on the outlined role of government in the freight and supply chain system?

Please leave your comment in the box below::

Govt must be ultimately responsible for the strategic direction & investment in the wider system. This would involve input from organisations / businesses with a direct, key interest in that system.

Part 2: The strategic context for change

3 Do you agree with the outlined strategic context and key opportunities and challenges?

Please explain in the box below. :

Yes generally speaking the strategic context and key opportunities and challenges are captured.

4 Are there any trends missing that we should consider?

If "yes", please write the trends we are missing in the box below. :

Yes... the trend for more coastal shipping should be deliberately & directly set to encourage NZ flagged & crewed vessels to dominant this segment.

5 Which of the opportunities and challenges do you believe will be most important in shaping the future of the freight and supply chain system in New Zealand and why?

Please explain in the box below. :

Alternatives to road. While scope & scale will always be limited, they mustn't be excluded to the detriment to the overall freight and supply chain system, as often happens now. A more bi-partisan Govt approach is required.

Part 3: Current vulnerabilities of the freight and supply chain system

6 Do you agree with the outlined vulnerabilities of the current system?

If not, please explain why:

No - Whilst COVID is a clear & present disruptor, it is mainly managed & mitigated at an operational level...ie: a business level. The Kaikoura earthquake created one of the biggest freight and supply chain system impacts in probably NZ's history with long-term road & rail impacts. A more robust planning regime needs to identify this however this is Govt level strategic vulnerabilities that must be top of the agenda.

7 Is there any key information missing in understanding the vulnerabilities of the current system?

If 'Yes' please explain here:

Yes - as above geological issues are a bigger, longer term concern that require high-level strategic thinking, planning & investment... eg: the Kaikoura earthquake.

Part 4: Our proposal for developing a freight and supply chain strategy

8 Do you agree with the proposed outcomes? If not, please explain why.

Do you agree with the proposed outcome 1. Low emissions? - 1. Low Emissions - New Zealand's freight and supply chain system is underpinned by a low emissions freight transport system:

Strongly agree

If you have answered "Disagree" or "Strongly disagree" please explain why:

Do you agree with the proposed outcome 2. Resilience? - 2. Resilience - New Zealand's freight and supply chain system is resilient, reliable, and prepared for potential disruptions:

Strongly agree

If you have answered "Disagree" or "Strongly disagree" please explain why:

Do you agree with the proposed outcome 3. Productivity and Innovation? - 3. Productivity and Innovation - New Zealand's freight and supply chain system is highly productive and innovative, and performs well when measured against global standards:

Strongly agree

If you have answered "Disagree" or "Strongly disagree" please explain why:

Do you agree with the proposed outcome 4. Equity and Safety? - 4. Equity and safety - We transition to a low emission, resilient, productive and innovative freight and supply chain system in a way that is equitable and safe for all:

Strongly agree

If you have selected "Disagree" or "Strongly disagree" please explain why here:

9 Are there more outcomes the strategy should focus on? If so, please explain what they are.

Please explain here:

No

10 Do you agree with the potential areas of focus for the strategy?

If not, please explain why:

Yes

11 Which of these areas of focus would be most important to prioritise?

Type your answer here:

Productivity and Innovation - this will optimise performance & drive improvement in the other areas of focus. It will also have the most immediate benefit to stakeholders.

12 What would successful stakeholder engagement on the development of the strategy look like from your perspective?

Type your answer here :

Major freight companies (road, rail, sea) must be engaged with key freight customers & Govt... it must not be a pre-determined 'consultation' that we all know does occur... the stakeholders will quickly call bluff if they feel they are being railroaded.

13 How could we best engage with Māori on the strategy?

Type your answer here :

Maori as a community and as members of key stakeholder groups must be engaged but as part of those stakeholder groups. It will quickly become unworkable if the discussion gets bogged down by interests that sit outside of the freight supply chain.

The process from here

Provide further feedback

14 Any general feedback on the consultation

Add your comments, ideas, and feedback here:

Can we please for once move to a bi-partisan approach to strategic thinking, planning & investment in this country!?! We've all had enough of the see-saw of Labour & National governments playing favourites by pulling policy & investment back & forth between modes. Investment needs to be multi-modal and long-term...beyond the scope of vested political interests and this message needs to be put in front of all political parties.

15 Upload supporting documentation

Upload documentation:

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Appendices