

25 August 2015

Dr Sea Rotmann
FYI.org.nz

By email to: fyi-request-2963-270171db@requests.fyi.org.nz

Dear Dr Rotmann

Official Information Request Response

Thank you for your information request, made through the FYI.org.nz website, on 20 July 2015. In your request, you advised that you were seeking a response to questions concerning the proposed runway extension at Wellington International Airport.

I have been working with officers to compile a response to the questions raised, and as such, am able to provide you with the following:

1) How much money has WCC spent on advertising material for the runway extension in the last ten years (since the 2005 Masterplan)? Specifically, how much has WCC co-funded the connectwellington.co.nz website; Dom Post ads on the runway extension; and the Airport display?

The Council did not provide any direct funding to WIAL to co-fund the connectwellington.co.nz website. The Council has provided WIAL with a commitment to fund 50% of the costs associated with securing a resource consent approval for the runway extension with the WCC contribution being up to \$3m.

2) Does the WCC agree that connectwellington.co.nz is indeed a joint initiative by the WCC and WIAL (as stated on the website) or is this entirely funded and run by WIAL with no input from the Council?

Connectwellington.co.nz is a WIAL initiative. It is a website to provide information to the public and an opportunity for interested parties to comment or seek further information regarding the runway extension. The seeking of the resource consent is a joint initiative between Council and WIAL in so much as Council has agreed to provide funding to WIAL to work through the RMA consent process.

3) What reports has the Council received to date for the \$1m (May 2013) and \$1.95m (Dec 2014) co-funding it has given to WIAL? Has the WCC received timely updates (as stated in the WCC/WIAL contract) of findings from each of the reports they co-funded? What evidence is there for such updates, if any?

Updates have been provided periodically to the Economic Growth and Arts Committee, Council has received a number of briefings to the full Council and

Officers meet with WIAL executives on a regular basis. The reporting to the Economic Growth and Arts Committee has been primarily in the form of verbal updates as part of the Major Projects updates provided to the Committee. These are recorded in the agendas and minutes of the Committee.

Council has been provided with and included status reports on the project within its quarterly reports identifying major milestones achieved and to be progressed.

It should be noted that the decision to approve additional funding of \$1.95m in December 2014 was conditional on receiving additional dividend income from WIAL. This was confirmed and the final funding agreement for the additional \$1.95m was executed on 28 June 2015 and up to that point no funding was provided from the \$1.95m to WIAL. The latest report back from WIAL was a briefing to the Economic Growth and Arts Committee on 4 August 2015 a copy of the briefing materials is available if you would like to receive them.

We would only expect to receive copies of completed reports that are available to the public. To date Council has received copies of the EY Economic Impact report and the InterVistas Route Viability report. Our role in this process is quite tightly defined as being a funding contributor to the resource consent process, Council will not be the applicant or joint applicant to the consent application.

4) What exactly have the \$1.6m from the Long Haul Attraction Fund been spent on since 2006? I request to see a break-down of the costs and what the exact, direct outcomes were from this spending.

The \$1.6m of funding provided under the Long Haul Attraction Fund was provided to Positively Wellington Tourism and Wellington International Airport to progress development and promotion of Wellington as a long haul destination, the spend by Council was in the form of a grant to these organisations and Council did not undertake any direct investment itself. The usage to which the grants were put included attendance and supporting work on attending the international Routes conferences where all of the international long haul carriers are represented. The relationships formed at attendance of the Routes conferences contributes to the long term relationships that are developed with carriers and ultimately are converted into new route opportunities for Wellington. The funding also supported the marketing of Wellington as a long haul destination for overseas travellers to elevate visibility of Wellington as a destination for long haul travellers.

5) When will the resource consent reports WCC co-funded for WIAL be made public and will they be made available to the public in their entirety? Will they be made public before a Board of Inquiry process has been called on the premise of the content of these reports? Will consultation with the public be undertaken before the Board of Inquiry is called - as stated by WIAL to severely affected residents? Will the WCC or WIAL call for the Board of Inquiry?

The RMA process is a WIAL process and they would be the applicant. Under the normal RMA processes there is public consultation. Reports as they are finalised have been made public in their entirety and include economic impact report and the route viability reports.

6) What is the exact advice that has been given to the WCC, and by whom, on the way sea level rises will likely affect coastal infrastructure, such as the airport?

The Council has received a report on the impact of sealevel rise across the city with a view on the impact on social, cultural, economic and environmental factors from Tonkin and Taylor. Please find a copy of the report through the following link:

<http://wellington.govt.nz/~media/services/environment-and-waste/environment/files/61579-wcc-sea-level-rise-options.pdf>

The Council also contributed to the following Greater Wellington Regional Council study:

<http://www.gw.govt.nz/assets/About-GW-the-region/News-and-media-releases/2012-images/SeaLevelVariabilityandTrendsIntheWellingtonRegion2012REPORT.pdf>

7) Has WCC done any work around the risks of rising insurance costs due to the coastal nature of large parts of Wellington City? How are rising insurance costs going to affect coastal infrastructure like the airport? What risk mitigation measures have been investigated?

The Council has developed an Insurance strategy that will be reviewed at each LTP to assess the level of risk carried by Council and the level of risk we transfer to insurers. This is informed by our 30 Year Infrastructure Strategy (30IS) and risk assessment reports which informs the level of cover we procure.

8) Has the risk to the successful ongoing operation of the sewerage plant long outfall from the proposed runway extension been assessed by the WCC and Capacity?

This is an integral part of the process

9) Has the WCC undertaken any investigation into other New Zealand and Australian airports that have failed to attract long-haul airlines (or have lost them once subsidies disappeared) after extending their runway capacity? I hereby request to see this work, if it has been undertaken.

The route viability work carried out by InterVistas and peer reviewed by Airbiz support continuing with the RMA process. There are many steps to be completed before a full business case is presented for any extension and these are being worked through in a logical manner.

10) How many times was the Wellington airport and Moa Point Road shut down due to bad weather or other natural events over the last 5 years? When and for how long was it shut down each time and due to what event?

Council does not keep a record of specific road closures caused by weather events however over the last few years Moa Point Road between Lyall Parade and the

southern Airport entrance has been closed a number of times. The most recent two closures were the result of severe southerly seas when the road was closed twice in the space of 24 hours generally coinciding with high tides. Closures were to ensure public safety. The southerly storms in 2013 also resulted in prolonged closures all around the south coast but most roads were opened to residents within 12 hours. It is operational policy that the section of road between Lyall Bay and the Airport's southern entrance is opened first after a closure unless there are Health and Safety issues with working on the road. This is to allow access to the Airport for the traveling public.

Looking back through WCC Records there were events requiring clean up on:

13/15/16 June 2012

28 June 2012

11 May 2013

30 May 2013

4 March 2014

June 2015

It should be noted that the road is not closed every time there is debris on it that requires cleaning. An assessment is made on the day and the contractor will liaise with the relevant council staff before a closure is made. It should also be noted that a road closure in this area does not equate to the airport being closed.

11) Did the WCC receive written consent by EY (and if, when) before using, and relying on the numbers described in the 2014 EY report on the airport extension? Did the WCC make their own enquiries on the assumptions and methodology used in the EY report before using these numbers to advertise the benefits of the runway extension to Wellington?

Council commissioned an independent peer review of the EY report on the economic assessment which was completed by PWC, Council also commissioned an independent peer review of the InterVistas report on route viability which was completed by AirBiz. All of these reports have been made publically available.

Please contact me if you have any questions.

Yours sincerely



Chris Brown
Issues Resolution Office
Wellington City Council
Ph: (04) 801 3479
Email: chris.brown@wcc.govt.nz