



# EASTERN BAY OF PLENTY JOINT COMMITTEE

## NOTICE IS GIVEN

that the next meeting of the **Eastern Bay of Plenty Joint Committee** will be held in the **Opotiki District Council Chambers, 108 St John Street, Opotiki** on

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**Tuesday, 22 September 2020, commencing at 1.00pm**

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Aileen Lawrie  
Chief Executive Officer  
Opotiki District Council

# Membership

<b>Chairperson:</b>	Mayor Lyn Riesterer (Ōpōtiki District Council)
<b>Deputy Chairperson:</b>	Mayor Malcolm Campbell (Kawerau District Council)
<b>Appointees:</b>	Mayor Judy Turner, Deputy Mayor Andrew Iles (Whakatāne District Council); Mayor Malcolm Campbell, Deputy Mayor Faylene Tunui (Kawerau District Council); Mayor Lyn Riesterer, Councillor Steve Nelson (Ōpōtiki District Council); Councillor Bill Clark, Councillor Toi Kai Rakau Iti, Councillor Norm Bruning – Alternate (Bay of Plenty Regional Council)
<b>Committee Advisor:</b>	Gae Finlay (Ōpōtiki District Council)

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## AGENDA

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## EASTERN BAY OF PLENTY JOINT COMMITTEE TERMS OF REERENCE

### Membership

<p><b>Chairperson</b> Elected by the Joint Committee at its first meeting each Triennium</p>	<p>Mayor Lyn Riesterer</p>
<p><b>Deputy Chairperson</b></p>	<p>Mayor Malcolm Campbell</p>
<p><b>Members</b> Two representatives from each:</p> <p style="padding-left: 40px;">Bay of Plenty Regional Council</p> <p style="padding-left: 40px;">Kawerau District Council</p> <p style="padding-left: 40px;">Ōpōtiki District Council</p> <p style="padding-left: 40px;">Whakatāne District Council</p>	<p>Cr Bill Clark Cr Toi Kai Rākau Iti Cr Norm Bruning (Alternate) Mayor Malcolm Campbell Deputy Mayor Faylene Tunui Mayor Lyn Riesterer Cr Steve Nelson Mayor Judy Turner Deputy Mayor Andrew Iles</p>
<p><b>Quorum</b></p>	<p>Four members, being half the number of members</p>
<p><b>Meeting frequency</b></p>	<p>Quarterly</p>

### Purpose

To form, explore and make recommendations for strategic collaborative initiatives between the partner councils of Bay of Plenty Regional Council (BOPRC), Kawerau District Council (KDC), Ōpōtiki District Council (ODC) and Whakatāne District Council (WDC) for responding to and managing a range of Eastern Bay of Plenty issues.

For the purposes of the Joint Committee, “Eastern Bay of Plenty” is defined as the Territorial Authority areas of Kawerau District Council, Ōpōtiki District Council and Whakatāne District Council.

## Role

The Eastern Bay of Plenty Joint Committee is guided by the Terms of Reference and the Eastern Bay of Plenty Joint Committee Memorandum of Understanding (MOU) as agreed by the partner councils.

To make recommendations on the following:

Opportunities for joint collaboration on initiatives that support the needs of Eastern Bay of Plenty communities;

Coordination of and encouragement of beneficial interrelationships and connections between activities/services across the Eastern Bay of Plenty;

Mitigation of adverse cross boundary effects of decisions, planning and activities on other regions, cities and districts;

Resolution of differences and conflicts, and ensuring no surprises, where activities in one district may affect another;

Sharing of information, expertise, databases and research where there is a mutual interest and benefit;

Encouraging integration and consistency of planning across the Eastern Bay of Plenty;

Developing agreed positions as appropriate on matters of importance and major Government initiatives and, through each respective council, communicate these positions to Central Government and relevant national organisations;

Investigating opportunities for achieving cost efficiencies by sharing responsibilities and services;

Where appropriate and applicable, recommendations must be supported by cost-benefit analyses.

## Joint Committee Procedures

Eastern Bay of Plenty Joint Committee is established under the Local Government Act 2002 (LGA) and is therefore obligated to the requirements of the LGA and the requirements of the Local Government Official Information and Meetings Act 1987 (LGOIMA).

A meeting is duly constituted if a quorum is present, whether or not all of the members are voting or entitled to vote.

Business may not be transacted at any meeting unless at least a quorum of members is present during the whole of the time at which the business is transacted.

The quorum at a meeting of EBOPJC is half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.

The members of the joint committee will engage with their respective councils on strategic issues under discussion and all councils will maintain their own operational inter-council relationships as normal.

The Chief Executive, or the Chief Executive's representative, of each partner Council shall attend meetings and will act as advisors to the Joint Committee.

Meetings will be coordinated and recorded by staff from the partner Council as scheduled by the Joint Committee.

Meetings may be attended by further staff support as considered appropriate by their Chief Executive.

External speakers and participants, including mayors from territorial authorities who are not parties to EBOPJC, with specific interests in the items under discussion, may be invited to attend meetings.

Meetings will be held at times and in places set out in an agreed schedule.

Any formal public communications from meetings will be approved by the Joint Committee prior to release.

The Chairperson and Deputy Chairperson shall be determined, on an annual basis, by the process as set out at clause 25 of Schedule 7 of the Local Government Act 2002.

Each Chairperson will have a term of one year.

A member cannot be appointed as the Chairperson, if either of the previous two Chairpersons were representatives of that member's constituent Council.

Decisions on recommendations of the Committee shall be made in accordance with Clause 24 of Schedule 7 of the Local Government Act 2002 – by vote of majority of members that are present and voting.

The Chairperson will have a deliberative vote.

In the case of equality of votes, the Chairperson does not have a casting vote and the status quo is preserved.

A Deputy Chair shall be determined by the process as set out at clause 25 of Schedule 7 of the Local Government Act 2002.

The Deputy Chair shall act in the absence of the Chairperson.

If a Chairperson resigns from their position before the end of their term, the Deputy Chair shall take their place and will serve out the remainder of the term as Chairperson.

If a Chairperson resigns and the Deputy Chair becomes Chairperson, cl 25 Schedule 7, LGA 2002 does not apply.

Nothing in this Terms of Reference precludes the Joint Committee from appointing an independent Chairperson.

If an independent Chairperson is appointed, they will also be appointed as a member and will continue to be a member until the end of their term.

### **Power to Act**

To make all decisions necessary to fulfil the role of the Joint Committee subject to the limitations imposed.

Each Council participating in a joint initiative will fund its own proportion of that joint initiative as determined by the Joint Committee.

### **Power to Recommend**

Eastern Bay of Plenty Joint Committee is a joint committee of councils that make recommendations to the constituent councils.

# **PUBLIC FORUM**

**Public Forums are a defined period of time, usually at the start of a meeting, which, at the discretion of a meeting, is put aside for the purpose of public input. Public Forums are designed to enable members of the public to bring matters, not necessarily on the meeting's agenda, to the attention of the local authority.**

## **Time Limits**

A period of up to 30 minutes, or such longer time as the meeting may determine, will be available for the Public Forum at each scheduled meeting. Requests must be made to the Chief Executive (or their delegate) at least one clear day before the meeting; however this requirement may be waived by the Chairperson. Requests should also outline the matters that will be addressed by the speaker(s).

Speakers can speak for up to 5 minutes. No more than two speakers can speak on behalf of an organisation during a Public Forum. Where the number of speakers presenting in the Public Forum exceeds six in total, the Chairperson has discretion to restrict the speaking time permitted for all presenters.

## **Restrictions**

The Chairperson has the discretion to decline to hear a speaker or to terminate a presentation at any time where:

- A speaker is repeating views presented by an earlier speaker at the same Public Forum;
- The speaker is criticising elected members and/or staff;
- The speaker is being repetitious, disrespectful or offensive;
- The speaker has previously spoken on the same issue;
- The matter is subject to legal proceedings; and
- The matter is subject to a hearing, including the hearing of submissions where the local authority or committee sits in a quasi-judicial capacity.

## **Questions at Public Forums**

At the conclusion of the presentation, with the permission of the Chairperson, elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by a speaker.

## **No Resolutions**

Following the Public Forum no debate or decisions will be made at the meeting on issues raised during the forum unless related to items already on the agenda.

## Minutes - Eastern Bay of Plenty Joint Committee Tuesday, 17 March 2020

 <p><b>BAY OF PLENTY REGIONAL COUNCIL</b> TOI MOANA</p> <p><b>KAWERAU</b> TREASURE OF THE LAND DISTRICT COUNCIL</p> <p><b>Opotiki District Council</b> STRONG COMMUNITY STRONG FUTURE</p> <p><b>WHAKATANE</b> District Council Kia Whakatane au i ahau</p>	Details of Meeting:	<b>EASTERN BAY OF PLENTY JOINT COMMITTEE MEETING HELD IN THE ŌPŌTIKI DISTRICT COUNCIL CHAMBERS, COMMENCING AT 1.35 PM</b>
	Present:	Mayor Lyn Riesterer - Chair and Councillor Steve Nelson (Ōpōtiki District Council), Mayor Malcolm Campbell – Deputy Chair and Deputy Mayor Faylene Tunui (Kawerau District Council, Mayor Judy Turner and Deputy Mayor Andrew Iles (Whakatāne District Council, Councillors Bill Clark and Toi Kai Rakau Iti (Bay of Plenty Regional Council)
	In Attendance:	<u>Ōpōtiki District Council</u> – Aileen Lawrie, CEO; Gerard McCormack, Planning and Regulatory Manager; Muriel Chamberlain, Corporate Services Manager; Garry Page, Reserves Manager; Councillors David Moore, Debi Hocart and Louis Rapihana  <u>Kawerau District Council</u> – Russell George, CEO  <u>Whakatāne District Council</u> – Steph O’Sullivan, CEO; Councillor Gavin Dennis  <u>Bay of Plenty Regional Council</u> – Fiona McTavish, CEO; Transport Planner; Julie Bevan, Manager Policy and Planning; Stephen Lamb, Manager Environmental Strategy; Councillor Stacey Rose
	Visitors:	Ian Morton and Karl Gradon (General Managers, Toi-EDA), John Galbraith (Project Manager – Ōpōtiki Harbour Transformation Project), Simon Appleton (Eastern Bridge Ltd)
	Media:	Charlotte Jones (Local Democracy Reporter, Whakatāne Beacon)
	Apologies:	Steph O’Sullivan (Whakatāne District Council) for lateness

Ōpōtiki District Council Chief Executive Officer, Aileen Lawrie, took the Chair.

### APOLOGY

Steph O’Sullivan for lateness.

### RESOLVED:

**THAT** the apology of: Steph O’Sullivan for lateness be accepted.

Iles/Riesterer

### CARRIED



## **PUBLIC FORUM**

Nil.

### **1 CHAIRPERSON AND DEPUTY CHAIRPERSON FOR 2020**

Refer to page 8 of the agenda.

The recommendations that Mayor Lyn Riesterer be appointed Chairperson of the Eastern Bay of Plenty Joint Committee and Mayor Malcolm Campbell be appointed Deputy Chairperson were put to the Committee and carried.

#### **RESOLVED**

**That the Eastern Bay of Plenty Joint Committee:**

- 1. Appoints Mayor Lyn Riesterer as Chairperson.**
- 2. Appoints Mayor Malcolm Campbell as Deputy Chairperson.**

Iles/Clark

#### **CARRIED**

*Mayor Lyn Riesterer took the Chair.*

### **2 MINUTES – EASTERN BAY OF PLENTY JOINT COMMITTEE MEETING 3 SEPTEMBER 2019**

Refer to pages 9-14 of the agenda.

#### **RESOLVED**

**THAT the Eastern Bay of Plenty Joint Committee:**

- 1. Receives the minutes of the Eastern Bay of Plenty Joint Committee meeting held on 3 September 2019.**

Clark/Campbell

#### **CARRIED**

### **3 ECONOMIC DEVELOPMENT UPDATE – EASTERN BAY OF PLENTY**

Refer to pages 15-20 of the agenda.

Ian Morton and Karl Gradon spoke to the report and gave two powerpoint presentations.

The first powerpoint presentation provided an overview of Toi-EDA, covering the following points:

- Introduction to the Toi-EDA Board members
- Why Toi-EDA exists
- Ensuring future generations have better opportunities and outcomes:
  - Toi-EDA to be positioned as a winning brand
  - Support sustainable economic development
  - Create thriving communities
- Toi-EDA's strategic framework
- Shared vision
- Challenges: capacity and capability; housing

Karl Gradon noted that the PGF funding which has come into the Eastern Bay of Plenty is going towards 68 projects in four clusters. Over 7,000 jobs will be created.

The second powerpoint presentation provided information to support the "Winning Brand" initiative:

- About C2 (a strategic communications consultancy)
- C2 Strategy and Design
- Online communications
- Perceptions from neighbours
- Problem definition
- Eastern Bay of Plenty – Strengths, challenges, wai and where, creative concepts, opportunities
- Developing our narrative
- Campaigns – creative; appealing to the heart and to the mind

*Comments from around the table*

- Iwi that have received their settlements are seeing young people come back to live in the Eastern Bay
- There was a ministerial directive to the three Mayors that they need to work together and it is important that this is done
- The Councils would be doing a disservice to Toi-EDA if there was not a long term strategy to meet the challenges, e.g., three waters, housing, transport

In response to a comment from Fiona McTavish that spatial planning will be the key instrument in driving economic development, Gerard McCormack advised that the Eastern Bay does have a Spatial

Plan – “Beyond Today”. He added that a lot of projects within that plan have been realised, so it may be timely to undertake a review.

Steph O’Sullivan noted that big decisions need to be made and iwi should be at the table, along with iwi balance sheets. Success would be having a Spatial Plan that is visible and guiding us as a strategy which feeds into all the elements which have been discussed today. It is about having a clear plan to talk to.

The Chairperson stated that the Regional Growth Leadership Group (RGLG) question has not been answered. She suggested this be raised at the RGLG meeting next Monday. It is about iwi being at the table. The Joint Committee is a Local Government committee which covers matters that the RGLG does not.

Karl Gradon said that a winning brand cannot be created without iwi at the table.

Councillor Iti thought there is a separation and he was not sure if the current model is the best option. He questioned why the forums cannot be combined into a bigger forum where everyone can discuss all the issues.

Mayor Turner acknowledged that each group has a slightly different focus. If the three forums were at the table, those who do not have an interest in Local Government processes would be attending. Mayor Turner suggested that the three committees meet on the same day so attendees do not have to sit through everything.

In conclusion, Ian Morton stated that Toi-EDA is seeking approval from the committee around scoping the ‘Winning Brand’ project. The next Joint Committee meeting will provide an opportunity for endorsement.

**RESOLVED**

**THAT the Eastern Bay of Plenty Joint Committee:**

- 1. Receives the report Economic Development Update – Eastern Bay of Plenty.**

Iti/Turner

**CARRIED**

*Fiona McTavish and Councillor Rose entered the meeting at 1.38pm.*

*Steph O'Sullivan entered the meeting at 2.07pm.*

*Gerard McCormack (ODC Planning and Regulatory Group Manager) entered the meeting at 2.14pm.*

*Aileen Lawrie left the meeting at 2.16pm.*

*Garry Page (ODC Reserves Manager) entered the meeting at 2.18pm.*

*Karl Gradon and Ian Morton left the meeting at 2.45pm.*

#### **4 ŌPŌTIKI HARBOUR ROCK SUPPLY**

Refer to pages 21-25 of the agenda.

John Galbraith spoke to the report with the aid of a powerpoint presentation which highlighted the following:

- The design
- The amount of rock required
- HEB Construction: Pitt Island Wharf reinforcement
- Awahou Quarry, Tāneatua
- Truck configurations and payloads
- Harbour construction initial work stages employment.

#### **RESOLVED**

**THAT the Eastern Bay of Plenty Joint Committee:**

- 1. Receives the report Ōpōtiki Harbour Rock Supply.**

HWTM/lles

#### **CARRIED**

*John Galbraith left the meeting at 3.05pm.*

#### **5 UPDATE ON MŌTŪ TRAILS GREAT RIDE PROPOSED WESTERN COASTAL EXTENSION FROM ŌPŌTIKI TO WHAKATANE**

Refer to pages 26-28 of the agenda.

Garry Page (ODC Reserves Manager) spoke to the report, noting that extensive work has been done to bring the cost of the project down.

The Chairperson stated that MBIE want the detailed design with no guarantee the project will go ahead. \$60,000 is a lot of money for the Ōpōtiki District Council and there is concern around taking a

punt without a guaranteed go ahead and that there was a 'yes' from Whakatāne before there was a discussion.

Gerard McCormack pointed out that this is an extension of the Ōpōtiki trail and if not done, then Whakatāne would be a stand alone trail.

Steph O'Sullivan advised that the offer from MBIE of 75% rather than 50% was so that potential opportunity could be advanced after Whakaari. That new phase was inserted as tracking to make sure that the due diligence on the design work was done well to avoid a blow out of costs. This has not gone to Council and Whakatāne has not made a decision in front of Ōpōtiki. It is one element of a recovery package. There has been a lot of pressure from central Government on where they can place recovery money. Cycle trails are a good opportunity when trying to deploy people, especially out of the forestry industry. If it could be linked to the Covid-19 response then more labour etc., may be able to be secured.

#### **RESOLVED**

**THAT the Eastern Bay of Plenty Joint Committee:**

- 1. Receives the report Update on Mōtū Trails Great Ride Proposed Western Coastal Extension from Ōpōtiki to Whakatāne.**

Iles/Nelson

#### **CARRIED**

*Garry Page left the meeting at 3.14pm.*

## **6 JIANGXI UPDATE**

Refer to pages 29-32 of the agenda.

Simon Appleton spoke to the report. Some of points highlighted were as follows:

#### Eastern Bay Relationship

Coronavirus has created some big problems with progressing the Eastern Bay relationship. During a recent fact finding visit to China, Simon Appleton said the message was that there is a desire for this regional relationship to work. It is their only such relationship and, if it works, will present the opportunity to showcase Chinese innovation.

There is a keenness to focus on commercial exchange, cultural exchange and science (particularly environmental sciences).

Scholarship and exchange programmes will be put on hold. It should also be noted that the uptake from the colleges was disappointing.

#### Solar Farm Project

Xinyu is a major battery producing area. There is a company wanting to establish a solar farm in New Zealand and would like to put \$1b towards the entire project. Te Kaha would be the flagship. Simon Appleton is keeping the Councils and Toi-EDA updated in regard to this. Things are not moving very quickly at the moment, but once coronavirus has moved on and travel can go ahead again a visit to the region will be planned.

#### Language Portal

The Language Portal is a large information resource, originally launched in April last year.

#### Delegation

It was hoped that there would be a delegation from Jiangxi and the three sister cities but Coronavirus has delayed that happening. When the delegation does visit, it would be lead by the Provincial Government with Local Government and business representatives. That would then be followed by a Governor's visit. A Governor is a high level official in China.

#### Business Opportunities

Simon Appleton advised that one of the biggest issues is that he does not have a definitive list of business opportunities in the Eastern Bay of Plenty. He hopes there is a possibility that Toi-EDA, or another organisation, can compile a list of these opportunities.

Jiangxi has been asking if there is an opportunity to bring in more cities – the Eastern Bay has three districts and they would like to bring in more partners.

In response to a query as to whether the Regional Council was “in or out” with regard to the Jiangxi relationship, Councillor Clark stated that this will be discussed and brought back to the Committee.

Mayor Campbell was of the opinion that it was important the Regional Council be involved as the Chinese are familiar with the Ports of Tauranga.

Mayor Campbell proposed, and it was agreed, that Simon Appleton write to our Chinese friends on behalf of the three Mayors, outlining the discussion today.

Clause 3 will be added to the recommendations to endorse Simon Appleton writing the letter as agreed.

**RESOLVED**

**THAT the Eastern Bay of Plenty Joint Committee:**

- 1. Receives the report Jiangxi Update.**
- 2. Invites Eastern Bridge back to provide another update in three months' time.**
- 3. Endorse a letter to be written by Simon Appleton on behalf of the three Eastern Bay of Plenty Mayors outlining the Committee's discussion today.**

Campbell/Iles

**CARRIED**

*Muriel Chamberlain (ODC Corporate Services Manager) entered the meeting at 3.30pm.*

**7 RESPONSE TO COVID 19 CORONAVIRUS**

Refer to pages 33-35 of the agenda.

Muriel Chamberlain (ODC Corporate Services Manager) spoke to the report. She advised that the doors have been closed at the Ōpōtiki Library and i-SITE. This is in response to staff raising concerns in relation to customers.

Steph O'Sullivan advised that a Covid-19 testing station has been opened.

The Committee was updated by Fiona McTavish and Russell George on the various measures being tested or put in place by their respective Councils.

**RESOLVED**

**THAT the Eastern Bay of Plenty Joint Committee:**

- 1. Receives the report Response to Covid 19 Coronavirus.**

HWTM/Turner

**CARRIED**

*Muriel Chamberlain left the meeting at 3.50pm.*

**8 STRATEGIC TRANSPORT MATTERS FOR THE EASTERN BAY OF PLENTY**

Refer to pages 36-42 of the agenda.

Fiona McTavish (BOPRC CEO) spoke to the report.

By November there will be a draft Regional Land Transport Plan out for approval. A key area to focus on is funding for cycling where NZTA have highlighted there is funding available and also for mode shift projects and for safety and resilience. For the Eastern Bay the public transport network review is going to commence.

The Chairperson asked that a Public Transport Committee update, and recommendations, come to the Joint Committee.

Mayor Campbell thanked Fiona McTavish, Bill Clark and Regional Council staff for the engagement with the Kawerau around their bus service needs.

**RESOLVED**

**THAT the Eastern Bay of Plenty Joint Committee:**

- 1. Receives the report Strategic Transport Matters for the Eastern Bay of Plenty.**

Clark/Riesterer

**CARRIED**

**9 NATIONAL POLICY DIRECTION UPDATE**

Refer to pages 43-47 of the agenda.

Julie Bevan (BOPRC Manager Policy and Planning) spoke to the report.

In response to a query, Julie Bevan stated that joint and combined submissions indicate the whole region is supportive or wants clarification or wants to change things. She added that when making submissions it is not only the large Councils and cities which are considered, thinking is extended over the smaller areas too.

Gerard McCormack noted that there are some barriers around joint submissions, e.g. meeting Council agenda deadlines and suggested a discussion needs to be had around this.

**RESOLVED**

**THAT the Eastern Bay of Plenty Joint Committee:**

- 1. Receives the report National Policy Direction Update.**

Turner/Iles

**CARRIED**



**10 COLLABORATIVE REGIONAL HOUSING FOCUS**

*Discussion item*

Steph O’Sullivan stated that following the Mayoral Forum, the CEOs are working to progress where they think the alignment lies and ensure linkage. It is important that this work is kept moving along. However, a more strategic response is needed across the region.

Mayor Campbell noted that Māori need to be involved with affordable, healthy homes and papakāinga.

Councillor Iti pointed out that this is about building sustainably for the future; i.e. how precincts are designed, not just a house.

The Chief Executives will collectively report back in due course when more work has been done.

*John Galbraith and (Charlotte Jones left the meeting at 4.34pm.*

**THE MEETING FINISHED AT 4.38PM**

Confirmed this                      day of _____ 2020.
Mayor Lyn Riesterer CHAIRPERSON



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Subject: **URBAN FORM & TRANSPORT INITIATIVE AND WAKA KOTAHİ UPDATE**

To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **22 September 2020**

Written by: **Cole O’Keefe, Lead Strategic Planner, Waka Kotahi**

File Reference: **A213841**

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## **1 PURPOSE OF THIS REPORT**

To provide an overview of the Urban Form Transport Initiative and an update from Waka Kotahi.

## **2 BACKGROUND**

The Eastern Bay of Plenty Joint Committee, has requested Waka Kotahi present to the Joint Committee to provide an overview of the Urban Form and Transport Initiative and to provide a broader Waka Kotahi update.

## **3 RELEVANCE TO EASTERN BAY OF PLENTY**

The Urban Form and Transport Initiative is highly relevant to the Eastern Bay of Plenty given the strategic connections and links between the Western Bay of Plenty and Eastern Bay or Plenty sub regions.

## **4 DISCUSSION**

### ***Urban Form and Transport Initiative (UFTI)***

The UFTI Final Report for the Western Bay of Plenty sub-region was formally presented to the SmartGrowth Leadership Group on 1 July. It is the result of 12 months’ worth of robust research, analysis and evaluation.

The preferred programme, ‘Connected Centres’, sets out an optimal land use and transport programme for the next 30 to 50 years. ‘Connected Centres’ offers the best outcomes for people to live and move around the sub-region and connect to the upper North Island. It will see more homes built in existing and new growth areas, increased higher frequency bus services, and improved walking



**5 RECOMMENDATION**

1. **THAT the Urban Form and Transport Initiative and Waka Kotahi Update Report** be received.

**Report Authorisation**

Report writer:	Cole O'Keefe	Lead Strategic Planner, Waka Kotahi
Final Approval:	Aileen Lawrie	CEO, Ōpōtiki District Council

### UFTI and Final Report

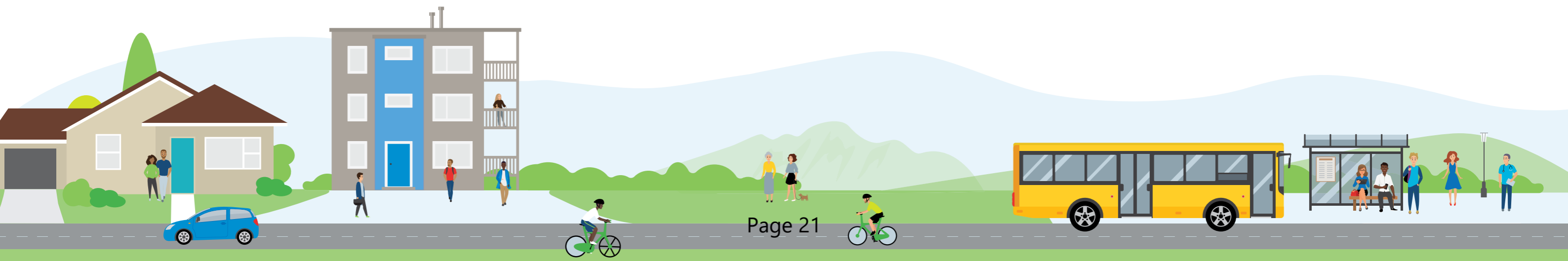
- The Urban Form and Transport Initiative (UFTI) Final Report is being formally presented to the SmartGrowth Leadership Group on 1 July.
- The Final Report includes a programme business case that sets out an optimal land use and transport programme and delivery plan for the western Bay of Plenty sub-region over the next 50 years and beyond.
- The Connected Centres programme would see more homes built in existing and new growth areas, increased bus services, and improved walking and cycling connections developed (see *Figure 1 in appendix - 'Overview of Connected Centres Programme'*).
- Over the past 12 months the UFTI project partners have been focused on supporting growth and finding solutions for the challenges related to housing, transport, and access, being faced by the western Bay of Plenty sub-region.
- The UFTI partnership is a leading New Zealand example of how a growth partnership can successfully engage with stakeholders throughout a project so they can contribute to and influence outcomes.
- The business case reflects the Government's emphasis on spatial planning as a means of better integrating land use, infrastructure and funding, as well as creating social and economic benefits for our communities.
- It reflects the Government's proposed national policy statements on Urban Development and Highly Productive Land as well as the Government Policy Statement for Land Transport.
- UFTI is a collaborative project between SmartGrowth and Waka Kotahi NZ Transport Agency, involving Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, Ministry of Housing and Urban Development, iwi and community leaders.

### Connected Centres Programme

- After exploring possible scenarios for the future of the western Bay of Plenty with partners and stakeholders, the Connected Centres programme offered the best outcomes for people to live and move around the sub-region and connect to the upper North Island.
- The Connected Centres programme recognises strong cities are built on the movement of people and goods.
- The programme caters for approximately 200,000 additional people, 95,000 new homes and two million additional daily transport movements expected in the western Bay of Plenty over the next 30-70 years.
- Planning appropriately for this growth will mean we can all benefit through better access to employment, housing, transport, education, social services and green spaces, as well as environmental benefits, such as reduced carbon emissions.
- There are two core concepts critical to the Connected Centres programme. The first is increasing the number of houses in existing urban and new growth areas, to maximise available land and support a well-functioning transport system. The second core concept is being able to access local social and economic opportunities within a 15-minute journey time, and sub-regional social and economic opportunities within 30-45 minutes.
- These concepts encourage strong local centres and connected neighbourhoods and will require a transformational change in the way we live, work, learn, play and move in the future.
- The Connected Centres programme looks to create four high frequency public transport routes in the existing North, East, West and Central corridors which better link people to their place of living, work and recreational locations (see *Figure 20 in appendix - 'UFTI WBOP Strategic Transport Journeys'*).
- The multimodal transport components of the Connected Centres programme would support and protect freight access to the Port of Tauranga and movement of goods around the harbour.
- Urban communities will be further developed around Omokoroa, Matua/ Otūmoetai, Arataki, Pāpāmoa, Wairakei, and around wider Te Puke, which will also be connected by safe and accessible walking and cycling facilities.

### Next stage for UFTI Final Report

- The next stage for the UFTI Final Report is inclusion in the SmartGrowth partnership's Joint Spatial Plan. It will replace the existing 2013 SmartGrowth Strategy (see *Figure 25 in appendix - 'Governing structure to deliver the Connected Centres programme'*).
- Incorporating UFTI within the Joint Spatial Plan ensures there is one cohesive strategic document for the western Bay of Plenty that incorporates and reflects all key projects planned for the sub-region over the next 10 years.
- A unified approach enables us to take a broader and more long-term approach to the overall wellbeing of our different communities.
- Public consultation on the Joint Spatial Plan will be undertaken by SmartGrowth and its partner councils in the first quarter of 2021 as well as the first stages of implementation being included in Long Term Plans and the National Land Transport Programme.
- The programme business case and delivery plan is being put forward to Waka Kotahi NZ Transport Agency, Tauranga City Council, Bay of Plenty Regional Council and Western Bay of Plenty Council, as a guide for future investment decisions in the western Bay of Plenty.
- The SmartGrowth partners have taken on board the recommendation by UFTI that an Iwi Spatial Plan be developed as part of the Joint Spatial Plan process and are committed to seeing this through.



### Key changes between the existing SmartGrowth strategy and UFTI

- Increased target densities across greenfield developments to 30 dwellings per ha average. Recent development is between 15 and 20 dwellings per ha.
- Increased emphasis on encouraging intensification.
- Mode shift targets emphasised, for example, most jobs across the sub-region will be within a 30 to 45-minute journey by bus, bike or car.
- A focus on increased housing density along key high frequency public transport corridors starting with the central corridor - “The Crossing to the CBD”.
- Making transport corridors work harder – the right traffic on the right roads – which means more use of the local road network.
- Identifying the need for additional public transport capacity crossing the harbour. This is to be worked on with KiwiRail, Waka Kotahi NZ Transport Agency and Tauranga City Council, in consultation with tangata whenua, to align with the replacement plans for the Matapihi rail bridge (but does not predetermine the location of the crossing).
- More detail on the envisioned future growth areas in the sub-region beyond 30 years. This includes a new settlement in the east, extension of Tauriko and possibly Te Puna – with high level master plans to be completed in the next 10-20 years to allow a quick shift should growth happen faster.
- Envisioned future growth also includes a potential pivot to commuter rail when jobs and housing densities are high enough along the existing rail corridor.
- Consideration of a ferry service within the next three years to support a mode shift between the Tauranga CBD and Mount Maunganui, and possibly Omokoroa.

### Funding

- The Connected Centres programme has been estimated to cost approximately \$7 billion over the next 50 to 100 years, with implementation phased over time.
- This includes capital expenditure (new infrastructure) of approximately \$3.2 billion and operational expenditure (for instance, public transport services) of \$3.8 billion.
- These funding estimates are very high level as the specific projects have not been identified and will be spread over a long timeframe. They will be further refined over time and tracked by SmartGrowth.
- Funding details will be worked through by the UFTI partners but there is opportunity for central and local government to work together, along with the private sector and iwi partners, to ensure the programme is delivered.

### Tangata Whenua Engagement

- Over the course of the UFTI project, the UFTI partners engaged He Manukura – a group of local tangata whenua who are also experts in planning and public policy.
- While not formally mandated to speak on behalf of iwi and hapū, He Manukura produced technical reports which have fed into the UFTI Final Report.
- The SmartGrowth partners are committed to ensuring a new Iwi Spatial Plan is completed as part of the Joint Spatial Plan, and the UFTI work is reviewed in response to that Spatial Plan.
- The UFTI Final Report also identifies key principles we need to work towards for ongoing partnerships with tangata whenua.
- The UFTI project has reinforced the importance of working alongside tangata whenua as partners for future planning in the western Bay of Plenty.
- The SmartGrowth partnership is committed to building on these foundations and working towards achieving meaningful engagement and partnerships with tangata whenua in the future.

### Stakeholder Engagement

- Stakeholder engagement for UFTI has exceeded that of other similar projects due to well-established structures such as the SmartGrowth Forums.
- UFTI has undertaken thorough a stakeholder engagement process, using a co-design philosophy that seeks to ensure stakeholders are able to shape UFTI thinking at every turn.
- Stakeholder engagement is not a substitute for public engagement and SmartGrowth will undertake public consultation on the optimal programme via the Joint Spatial Plan process.
- Key stakeholder groups that have been the focus during the UFTI project include:
  - > Central government.
  - > UFTI partners including councils, Waka Kotahi NZ Transport Agency, iwi, MHUD and Priority One. This includes both staff and politicians within each organisation.
  - > Local iwi partners including He Manukura.
  - > Key local organisations such as the Port of Tauranga and Sustainable Business Network.
  - > Key local interest groups related to UFTI project outcomes, such as transport, housing, business, and the environment including the SmartGrowth Forums.
  - > Key national organisations/interest groups such as the AA, the Road Transport Forum and the New Zealand Green Building Council.
- Five in-person events with key stakeholders have been held since August 2019. Attendance at each of these events has involved 30-50 people.
- A stakeholder newsletter has been distributed to a database of 259 recipients to share new technical reports as they are released on to the UFTI website.
- In addition to formal stakeholder events, the UFTI team have spoken at several SmartGrowth Forum, Priority One and other stakeholder initiative events. Feedback from each event has been recorded and has fed into UFTI thinking.
- Written comments on the Interim Report were received from 12 organisations (including the SmartGrowth Forums). A summary of these comments and how they have been considered is available on the UFTI website.
- The AA surveyed 350 members in the sub-region about their preferences and provided useful technical evidence, published on the UFTI website.
- The UFTI website has been regularly updated with information and reports relating to the project and has become a credible and frequently visited source for stakeholders.



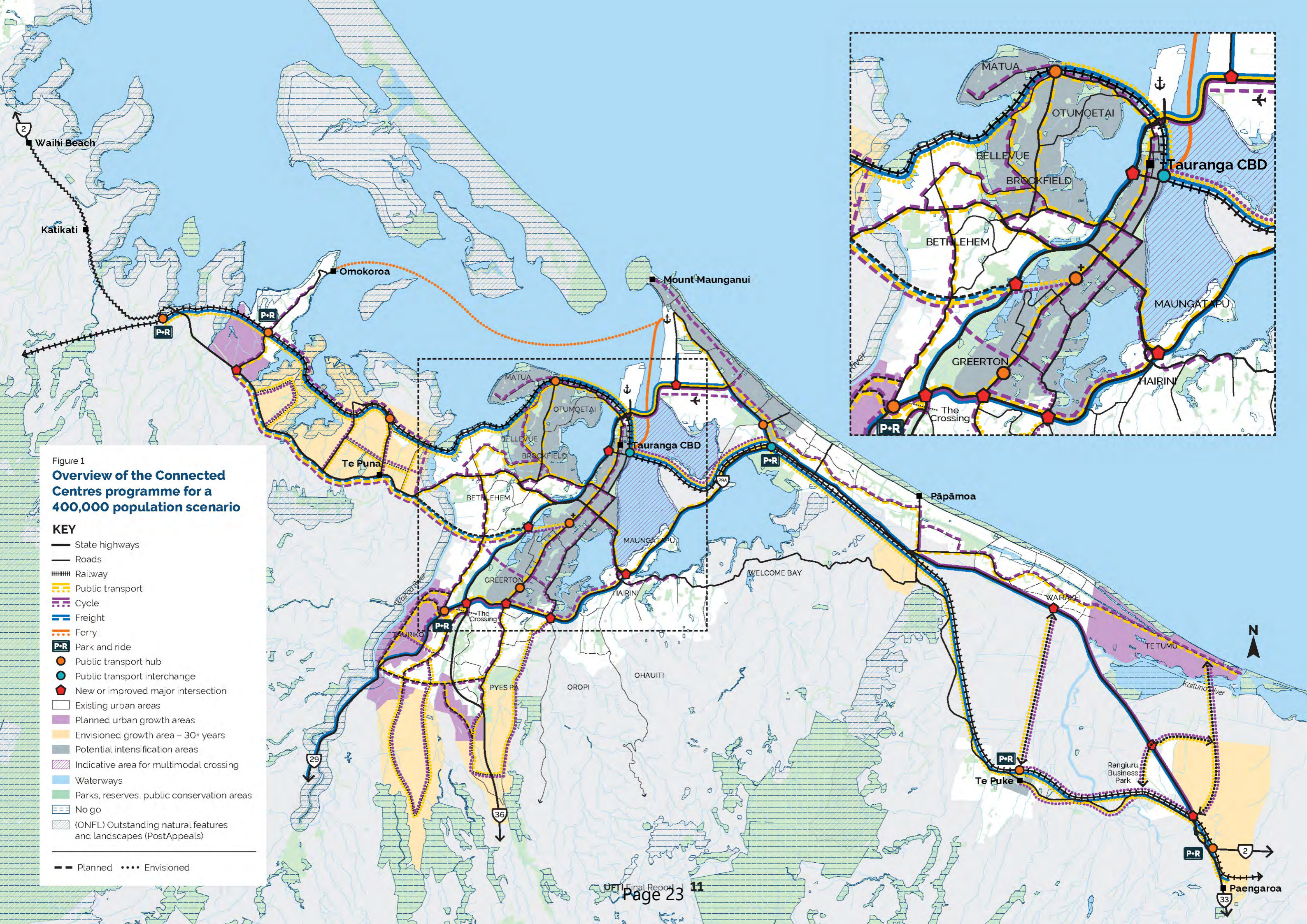
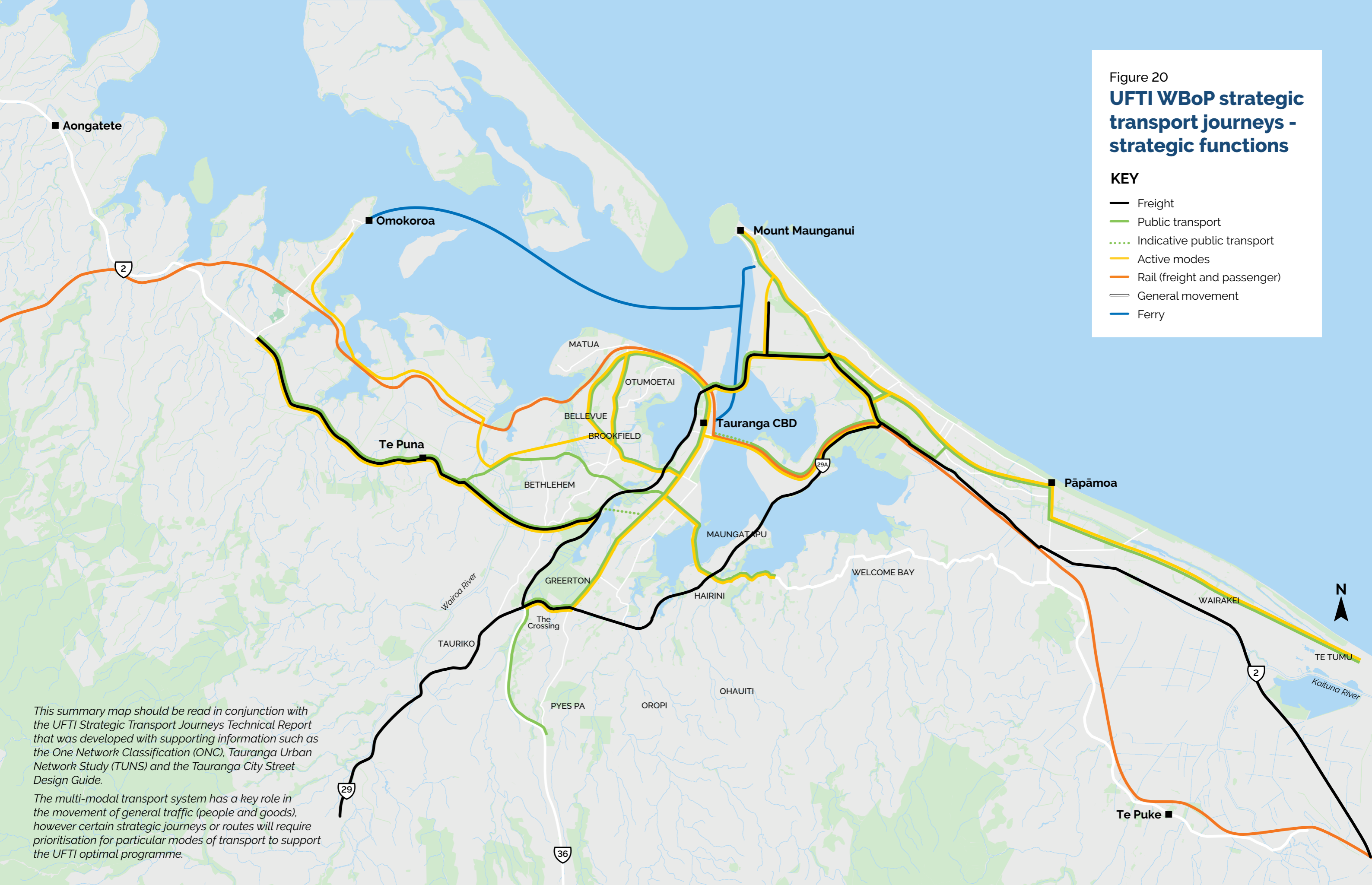


Figure 1  
**Overview of the Connected Centres programme for a 400,000 population scenario**

- KEY**
- State highways
  - Roads
  - ▬▬▬▬ Railway
  - ▬▬▬▬ Public transport
  - ▬▬▬▬ Cycle
  - ▬▬▬▬ Freight
  - ▬▬▬▬ Ferry
  - P+R** Park and ride
  - Public transport hub
  - Public transport interchange
  - New or improved major intersection
  - Existing urban areas
  - ▨ Planned urban growth areas
  - ▨ Envisioned growth area – 30+ years
  - ▨ Potential intensification areas
  - ▨ Indicative area for multimodal crossing
  - ▨ Waterways
  - ▨ Parks, reserves, public conservation areas
  - ▨ No go
  - ▨ (ONFL) Outstanding natural features and landscapes (PostAppeals)
- — Planned    ···· Envisioned

Figure 20  
**UFTI WBoP strategic transport journeys - strategic functions**

- KEY**
- Freight
  - Public transport
  - ... Indicative public transport
  - Active modes
  - Rail (freight and passenger)
  - General movement
  - Ferry



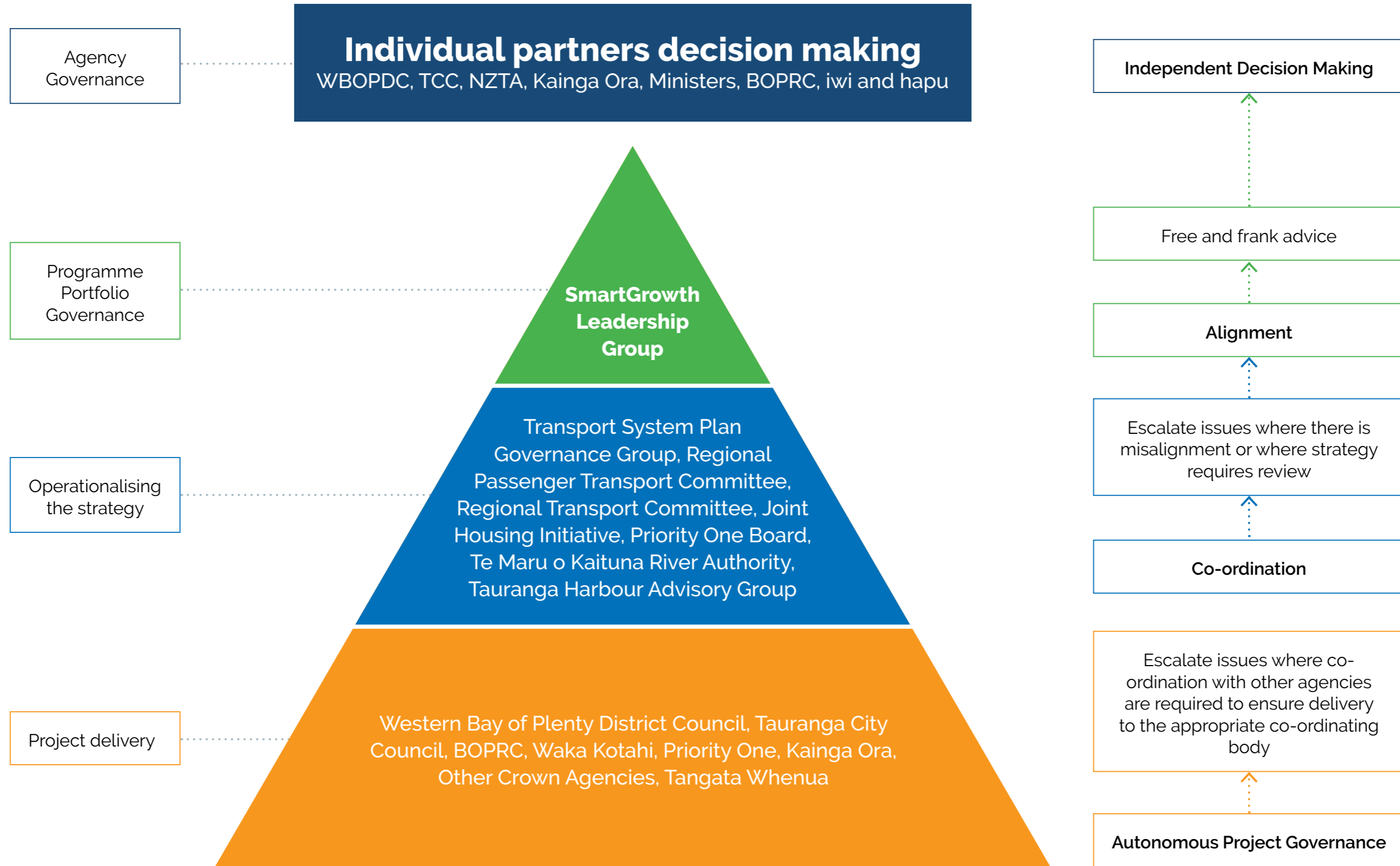
*This summary map should be read in conjunction with the UFTI Strategic Transport Journeys Technical Report that was developed with supporting information such as the One Network Classification (ONC), Tauranga Urban Network Study (TUNS) and the Tauranga City Street Design Guide.*

*The multi-modal transport system has a key role in the movement of general traffic (people and goods), however certain strategic journeys or routes will require prioritisation for particular modes of transport to support the UFTI optimal programme.*



Figure 25

### Governing structure to deliver the Connected Centres programme





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Subject: **ECONOMIC DEVELOPMENT UPDATE – EASTERN BAY OF PLENTY**

To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **22 September 2020**

Written by: **Ian Morton & Karl Gradon, Toi EDA General Managers**

File Reference: **A213787**

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## **1 PURPOSE OF THIS REPORT**

The purpose of this document is to provide an update on key Economic Development activities in the Eastern Bay of Plenty (EBOP).

## **2 BACKGROUND**

The EBOP Regional Development Project was commissioned through Mayors, iwi chairs and local politicians in 2018. This identified 68 potential projects, which would deliver over 6,000 new jobs for the EBOP, around four key clusters (1) High value Horticulture, (2) Ōpōtiki Harbour and Aquaculture, (3) Kawerau Putauaki Industrial Development and (4) Whakatāne CBD revitalisation and Tourism. The purpose of this report was to provide a cohesive approach to target Provincial Growth Funding (PGF) for the EBOP.

In addition the three Councils secured funding to help address the capacity constraint, and got funding for an EBOP Programme manager. The role of this programme manager was to support the 68 projects to get their funding applications into the PGF and to drive job growth. This contract was completed in Jun 2020.

In parallel with this work being led by RGLG to drive growth in the EBOP, Toi EDA refreshed their strategy to focus on three key pillars:

1. Winning brand for EBOP
2. Economic Development
3. Thriving communities.

This was signed off and approved in September 2019.

Over the last 10 months the EBOP has shown strong resilience in the face of the Whakaari eruption (Dec 2019) and the impacts of Covid19 (from Feb 2020).

### **3 RELEVANCE TO EASTERN BAY OF PLENTY**

This Economic development report is purely focussed on the EBOP, although we will explain how we are engaging with the wider BOP.

### **4 DISCUSSION**

Covid19 has significantly changed the way we live and work, and has compounded issues with the community already reeling from the impact of the Whakaari eruption in December 2019. To date however the EBOP has fared extremely well from a jobs / economic perspective.

Over the last 18 months significant PGF funds have been approved for the EBOP. In addition Crown Infrastructure Partner (CIP) Funding has been provided alongside Covid19 funding. To date the EBOP has received over \$242 million of PGF funding and \$62 million of CIP / Covid19 and other funding. This brings an amazing opportunity for our communities to slingshot our communities to bring them on par with the rest of NZ.

We do however have constraints that could impact us achieving the benefits from this significant funding, this includes (1) Workforce, (2) Housing, and (3) Infrastructure.

This report will provide an update on Toi EDA's activities to deliver against these opportunities / constraints, in the context of our agreed strategy.

#### **4.1 Winning Brand**

The objective of this strategy is to change the existing narrative about the EBOP to a more genuine and positive story about our region. Despite the many positive things happening in our region, the Brand image and reputation for the EBOP is still not appropriately strong to create hope and to attract and retain talent, investment and other resources. An update on the actions carried out since we last met is captured below:

In July 2020 we sent out our first Toi EDA Panui. This was sent out to 930 stakeholders / businesses across the EBOP. This was opened 391 times, approx. 40% of recipients – which is a great result. We will send this out bi-monthly, with the next one due out in September 2020. We have had good feedback to allow us to improve on our next edition.

The last three editions of the Bay Business News have profiled EBOP initiatives, with the last edition showcasing Whakatāne on the front page. The focus has been on growth, hope and opportunities. Ōpōtiki is the most recent focus and Kawerau will be next. Several engineering firms from inside and outside the region have contacted Karl to discuss how to move to the region to be part of the growth. Contacts were facilitated as part of these discussions.

Toi EDA has set up our Facebook profile and has begun sharing key news and activities/opportunities in the rohe. The success in fully filling the TAHOP courses is as a direct result of the increased Facebook presence and profile. Promotion is largely not about Toi EDA, but on the region's uplift. Please follow us and share our stories to get the message out there.

Karl was interviewed by Economic Development NZ as part of their deep dive into the leading COVID19 responses in the country. The interview is available online and has created significant discussion amongst EDAs and with businesses looking to our region for opportunities.

Media release about the new Cadetship resource for employers written by a Kawarau business with support from Toi EDA

Not through Toi EDA, it needs to be recognised that there have been a significant amount of good news stories for the EBOP since we last met, with ministerial events in :

- Whakatāne & Ōpōtiki on 26 June announcing the Whakatāne & Ōpōtiki PDU funding (\$12.6M) for immediate Covid19 projects
- Ōpōtiki on 31 July announcing an additional \$26M for Crown Infrastructure Projects among other funding.
- Kawarau funding to support Waiu and to composting initiatives.
- Miro expansions and Ngāti Awa grants in Predator Free and environmental initiatives

In addition we are finalising our Annual Report. This will be approved through the Toi EDA board in October 2020, alongside the audited accounts and we will be releasing this after the board meeting.

## 4.2 Sustainable Economic Development

A key focus of this pillar is to **support our key sectors within the EBOP**. In June 2020, Toi EDA facilitated a session with our civil construction companies from across the EBOP. This was very well attended and the feedback was positive! At the time the civil construction companies advised if they did not get contracts by 1 July, then 84 people would be made redundant. Toi EDA worked with councils / private developers to make them aware of the situation, and as of 1 July, 11 people were made redundant. This was a great success of ensuring the sectors voice was heard and fed back for action. A subsequent meeting was held in August 2020, with strong support from councils and we are currently looking at how best to apply social procurement principles to support our sectors. We are also in regular contact with the Marine Sector, retail sector, tourism sectors, forestry and primary production sectors to scan the horizon to understand their challenges / opportunities.

We **continue to seek funding through ministries for Toi EDA to prepare the pipeline of projects** that are happening in the EBOP, this is to enable workforce decisions to be made, and also to provide certainty to our business communities. Generally all ministries we talk to are supportive, however we have not been able to secure funding to date.

The **Regional Growth Leadership Group (RGLG)** was originally set up to prepare a cohesive EBOP picture, so that we could target funding for the Provincial Growth Fund (PGF) for the EBOP. Currently we have secured \$242M of Government funding from the PGF. This group was co-chaired by Kiri Allan and Sir Michael Cullen. A meeting was held on the 24<sup>th</sup> August to celebrate what we had achieved and also discuss the next steps for RGLG. It was agreed that there are two streams of work required

- Support to minimise delivery risk for the significant funding for the EBOP (This is to be led through Toi EDA), and
- Preparing an EBOP strategy to target PGF 2.0 (this will be led through RGLG) and driven by the local councils / iwi chairs

At the end of the RGLG meeting, Kiri Allan confirmed that she would be stepping back from her role as chair.

#### 4.3 Thriving Communities - Workforce

The **LinkUp Programme** (funded through Todd Foundation) has three sites for our YEP Licence to Work programme. 15 new facilitators have been trained in the Ultimate Edition of YEP, which is most suited to older rangatahi. Participants in this programme are mainly from Eastbay REAP and Te Rūnanga ō Ngāti Manawa, with SLH Contracting and Murupara Area School checking out the new edition of the programme.

Our guidance to the **orientation of Trades Academy Programmes** has impacted on new well targeted programmes for industry being included in the 2021 offerings. These include Class 1 Driver Licencing, alloy boat building, additional construction and infrastructure, and Primary Industries programmes being offered in Whakatāne, and some more offerings as noho based programmes in local communities.

**Information sharing events for employers and service providers**, focused on new trades and training funding, were completed on 18 and 19 August with government agencies presenting their new funds and processes.

We continue with our advocacy and investment in addressing **Class 1 driver licencing** alongside Eastern Bay Road Safety, REAP. We are building on the partnership investment approach established in 2018 to further information co-ordination and sharing, delivery of programmes to areas of high need, and advocacy for systems change. Toi EDA is a member of the Driving Change Network and supported a campaign to Ministers to include Class 1 Driver Licencing in the menu of approved (fully funded) trades training courses. Class 1 is an entry level requirement for most trades, and essential for Eastern Bay students due to lack of public transport, and distance to workplaces.

At the **Driver and Operator Training Centre**, we now have full courses for the two long courses being run by Toi Ohomai and Axiom. This is as a result of some amazing work by the Toi EDA team and a strong Facebook campaign. In August / September the centre is nearing capacity for utilisation and we are working with providers on how to drive utilisation for the next 2-3 months.

#### 4.4 Thriving Communities - Housing

We facilitated the first sub-regional hui in August 2020, with iwi, councils and Kāinga Ora, MSD, and other stakeholders. From this we agreed four key workstreams :

1. Long term master plan based on supply / demand and community needs.
2. Immediate supply of housing to meet the crisis.
3. Immediate quality of housing resolution.
4. Long term financing strategy for Maori land owners.

Since this meeting, Kāinga Ora have committed funding to support this mahi and we are working closely to come up with a set of deliverables for this year.

#### 4.5 Thriving Communities – Digital Connectivity

Following Covid19 we pulled together a group of representatives from local iwi, DHB, social service providers, police, industry, and education. Three workstreams were agreed:

1. Connectivity (having access to reliable internet) – Led by Toi EDA;
2. Affordability (to pay for internet access) – Led by Te Aka Toitu; and
3. Devices and Training – Led by REAP.

For connectivity, by the end of September we will have an understanding on potential wireless internet solutions (leveraging fibre) along with approximate costs.

For affordability, Devices and Training, we are still identifying who is playing in this space & what the gaps are.

## 5 FUNDING

In 2019/20 Toi EDA received the following funding from councils:

- Whakatāne District Council \$121,000 per annum
- Ōpōtiki District Council \$31,000 per annum
- Kawerau District council \$25,000 per annum
- Bay of Plenty District Council \$10,000 per annum

In July 2020, we were delighted to secure an additional \$90,000 from Whakatāne District Council.

Recently we have been advised that BOPRC will fund an additional \$10,000 for this financial year.

Toi EDA also receives in kind support from councils as follows:

- Ōpōtiki District Council provides up to \$15,000 in kind support for admin support.
- Kawerau District Council provides their CFO to prepare all the financial reports (estimated to be approx. \$20,000).
- Whakatāne District Council fully funded the strategy refresh in 2019/20 (\$14,000).
- Bay of Plenty Regional Council provides offices (estimated to be approx. \$15,000).

It should be noted that Toi EDA receive philanthropy funding, this enables us to look at systems level reform such as driver licencing, and fund a significant part of our workforce strategy, however we cannot use this funding for individual project support (i.e. Whakatōhea Mussel Processing Factory).

Also Toi EDA has funding from MBIE to run a Driver Operator Training Centre, this focusses on upskilling of NEETS (and others) to provide them with qualifications, allowing them to fully participate in the workforce. This model is intended to be replicated with the Marine Technical Training Centre.

Further work on potential funding models for Toi EDA is underway currently, leveraging reports prepared through EDNZ (Economic Development NZ).

**6 CONCLUSION**

There is a significant amount of work required to support delivery of existing investment in economic development in the EBOP, alongside identified constraints. This can only be achieved leveraging strong partnerships and appropriate funding.

**7 RECOMMENDATION**

1. THAT the **Economic Development Update – Eastern Bay of Plenty** report be received.

**Report Authorisation**

Report writer:	Ian Morton & Karl Gradon	GMs, Toi EDA
Final Approval:	Aileen Lawrie	CEO, ODC



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Subject: **JIANGXI UPDATE AND MANAGMENT**

To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **22 September 2020**

Written by: **Simon Appleton, CEO Eastern Bridge Limited**

File Reference: **A213846**

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## **1 PURPOSE OF THIS REPORT**

- To provide an update on the Eastern Bay of Plenty – Jiangxi Relationship.
- To clarify several the role and authority of Eastern Bridge.

## **2 BACKGROUND**

The Eastern Bay of Plenty – Jiangxi Relationship was formally launched with the assistance of Eastern Bridge in 2019 to promote Economic and Community cooperation between the two regions.

## **3 RELEVANCE TO EASTERN BAY OF PLENTY**

The Jiangxi relationship provides a conduit from the Eastern Bay of Plenty to China, New Zealand's biggest export education and export markets as well as New Zealand's second largest source of international tourism.

The three Eastern Bay of Plenty Districts are the foundation of the relationship and while other councils, businesses or organisations may be invited to join the relationship it is ultimately the Eastern Bay's relationship.

## **4 DISCUSSION**

### **Updates:**

**Student Programmes and Internships** – Funding has been re-affirmed and the programmes will re-start once the NZ Government believes it is safe to do so.



**Jiangxi Scholarship** – 1.5 million RMB (\$330,000 NZD) has been approved for 100 scholarships to study in the EBOP. The scholarships will start once the NZ Government believes it is safe to do so.

**Jiangxi TV and Film Bay of Plenty Co-operation** – Anton Steel (Film BOP) is raising seed-funding for a script to be produced.

**Solar Farm Project in Te Kaha** – Discussions are still ongoing, however progress is slow. The company is putting together a desktop business case.

**The Bay of Plenty Centre** – The Bay of Plenty Centre is now fully established but has been inactive since February due to Covid-19.

**Jiangxi Centre** – A high-level business case for the Jiangxi Provincial Government's proposed Centre in the Eastern Bay of Plenty is being written. The proposed Centre will include high-end accommodation, restaurant, tea-house / cafe, porcelain kilns, exhibition hall and study rooms, a Traditional Chinese Medicine Clinic, and potentially geothermal hot pools.

**Bay of Plenty Foreign Language Portal** – The Eastern Bay of Plenty section of the Hongi information portal is now live and available on the web, an app and wechat mini-programme. The portal provides comprehensive news and information about the Bay of Plenty in English, Chinese, Japanese, Korean, Vietnamese and Russian.

The portal will assist visitors and migrants in the region as well as support schools to attract international students and businesses to gain broader exposure for their goods and services. The Councils will be able to engage with their non-English speaking communities and international partners through the portal.

**Communications** – Several Zoom meetings have occurred between Eastern Bay of Plenty and Jiangxi officials. While these meetings are not a replacement for face-to-face meetings, they are beneficial for strengthening the bilateral relationship.

#### **News From Jiangxi:**

**Covid-19** - According to official reports, the virus in Jiangxi is under control. While there are several cases in managed isolation, there are no community outbreaks.

The Central, Provincial and Local Governments have launched stimulus packages to support the Jiangxi economic recovery. The investment will go to businesses in the form of low-interest loans as well as infrastructure development.

**Flooding** - In early July Jiangxi experienced severe flooding. China's largest dyke burst, submerging farmland and several villages. The army was mobilised, and around 5.2 million people were adversely affected. The cost of the flood is estimated to be 1 billion USD.

**International Flights** - Jiangxi Air has been granted a licence from the Civil Aviation Administration of China to begin international flights. Nanchang Airport will be upgraded with immigration and customs facilities.

**Jiangxi Eco-industrial Park Project** - The World Bank has agreed to loan Jiangxi 200 million USD, to contribute to the \$400 million costs for the Jiangxi Eco-industrial Park. Once complete the park will include a range of sectors including renewable energy; water, sanitation and waste management, waste-stream utilisation; forestry products; and industry trade and services.

**Jiangxi trade** - Despite Covid-19, Jiangxi Province saw Foreign Trade Volumes rise by 25.1% to 28.2 billion USD in the first half of this year, according to Local Customs.

## 5 ROLE AND AUTHORITY OF EASTERN BRIDGE

**Background to Eastern Bridge's Role** - Eastern Bridge plays an essential role in the Eastern Bay of Plenty–Jiangxi relationship. Initially, Eastern Bridge researched options for an Eastern Bay international partnership and identified Jiangxi Province. Eastern Bridge also wrote the Eastern Bay of Plenty International Relations Management Strategy which has guided the development of the relationship.

Eastern Bridge staff have travelled regularly to the province to conduct meetings with the Jiangxi Provincial Government, schools and other stakeholders. Currently, Eastern Bridge supports the running cost of the Bay of Plenty Centre in Jiangxi.

As the relationship evolves, projects which support economic and community development have been explored and progressed. Eastern Bridge has taken an active role in supporting the projects conducting research, reporting, negotiations and acting as a bridge between Eastern Bay of Plenty and Jiangxi parties.

The workload incurred for maintaining the relationship far exceeds the quota outlined in the management contracts Eastern Bridge holds with the three Eastern Bay of Plenty Councils.

Eastern Bridge is not looking to renegotiate terms of the agreement or looking for increased funding from the Councils. However, it would like to propose several suggestions on how to improve service delivery sustainably:

**A contact person** - communication and receiving feedback from stakeholders has been challenging. Several emails and information requests have gone unanswered. It would be helpful if each Council can identify a contact person for Jiangxi activities; these may include civic, economic or community development activities. The contact person's Jiangxi workload would be minimal, with Eastern Bridge continuing to undertake the bulk of the work.

**An official title** - While I maintain a strong relationship with the Jiangxi Foreign Affairs Office, I am increasingly engaging with other Government departments as we progress projects. As I am not an

employee of a Council, I repeatedly need to verify my role in the Eastern Bay of Plenty-Jiangxi relationship when meeting new people. It would be beneficial if I could receive an official title from one of the Councils to avoid this time-consuming complication.

Ideally, I would also be provided with an email address from the Council. This email account would only be used for progressing the Eastern Bay of Plenty - Jiangxi relationship or as directed by the Joint Committee.

**Commercial activities** - Until now, Eastern Bridge has not received any additional funding, apart from the monthly management fees paid by the three Councils to establish and develop the BOP - Jiangxi relationship.

To support the increased workload demanded by the Eastern Bay of Plenty-Jiangxi relationship, Eastern Bridge would like to secure alternative sources of income:

- Receive consulting fees from third parties when the workload surpasses that specified in the agreement held between Eastern Bridge and the three Eastern Bay of Plenty Councils. For example, the production of business cases for Eastern Bay of Plenty-Jiangxi projects;
- Receiving market rate commissions for facilitating trade or international student attraction; and
- Selling paid business pages within the Hongi portal.

For transparency work secured through the Eastern Bay of Plenty - Jiangxi relationship will be reported back to the Joint Committee, or made available on request.

Work undertaken will need to support the Eastern Bay of Plenty - Jiangxi relationship and a benefit to each party.

## 6 CONCLUSION

During the past three months there has been modest progress with the relationship. Work is continuing in Jiangxi regarding various Eastern Bay of Plenty-Jiangxi projects including a solar farm business, the Jiangxi Centre, and an Overseas Exchange Programme for Eastern Bay of Plenty youth in Jiangxi. The ongoing support of the three Councils is appreciated.

## 7 RECOMMENDATIONS

1. **THAT** the **Jiangxi Update and Management** report be received.
2. **That** Eastern Bridge CEO, Simon Appleton, be provided with an official job title for his role when managing the Eastern Bay of Plenty – Jiangxi Relationship
3. **That** the Joint Committee consider Simon’s request to engage in other revenue-generating activities which support the development of the Eastern Bay of Plenty – Jiangxi Relationship.

4. **That** Eastern Bridge is sent media releases, Council updates and public notices which can be re-published bilingually on the Hongi information portal.
5. **That** one Mayoral level Zoom meeting takes place with Jiangxi counterparts during the next three months.
6. **THAT** Eastern Bridge is invited back to provide another update in three months' time.

**Report Authorisation**

Report writer:	Simon Appleton	CEO, Eastern Bridge Limited
Final Approval:	Aileen Lawrie	CEO, ODC