

OPEN

MINUTE ITEM

ATTACHMENTS

**Nelson City Council meeting of the
Nelson City Council**

**Thursday 15 October 2015
Commencing at 9.00am
Council Chamber**

Civic House

110 Trafalgar Street, Nelson

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I would like to thank Nelson City Council staff for their work on this new policy and in particular I would like to thank Rhys Palmer for his patience with me, which, I suspect has been tested over the past 3 months. I also wish to thank staff and elected representatives whose initiatives brought about the Active Travel and Path based Recreation Policy.

The success of the policy will only be known when we see how it actually translates across our infrastructure.

For this reason we support the establishment of an Active Travel and Path based Recreation forum as suggested on page 95.

I have just one comment to make regarding the document.

Statistics NZ predict that 20% of Nelson's population is expected to be aged 65 and over by 2022 (that is just six years away) and this will increase to 25% just four years later. This information is taken from page 23 of the NCC's Parks and Reserves Activity Management Plan 2012 - 2022. The Plan states that this ageing population will see the demand for walking opportunities increase. It also states that facilities being developed now need to be assessed for their ability to meet the needs of a changing community.

While I acknowledge in the Outcomes section of the policy the importance of recreational cycling to the local economy it would seem fair and reasonable to me that due to its significance that Council consider inserting this statistic into the document along with an additional outcome:

"Provision of walking opportunities for our ageing population."

*Synthia Mc Bowville
Nelson Walkers Unite.*



A1445842 Public Forum
Council
15 October 2015

NELSON CITY COUNCIL MEETING 15 10 15.

KEY POINTS OF FORUM SUBMISSION by LINDSAY WOOD

THANKS	For opportunity and for referring to the full council. Right thing.
SURPRISE	Not totally opposed – councillor Davy
SUP WITH THE DEVIL	Those that sup with the devil should use a long spoon
NCC AND DEVIL	As a Council whose goals include safeguarding our beautiful environment and diminishing our use of fossil fuels, accommodating oil companies is certainly supping with the devil.
CRITICAL SAFEGUARDS	<ul style="list-style-type: none"> a) Whether we are hypocritical depends partly on what we do with the money; b) Regardless, we must not endorse actions that make matters worse
FIRSTLY JOIN DOTS AND GET IN PERSEPCTIVE	<p>No reason to doubt the info circulated, but some things are not obvious from the way it's presented</p> <ul style="list-style-type: none"> 1. On average we are likely to have 3 more big ships in the bay 40% of time 2. There will be around 300 extra large ship movements per year 3. There will be a spillage incident on average every three years. 4. The direct financial benefit will be under \$100 per person pa 5. It will tarnish our clean green image i.e. at a time when the world is shunning fossil fuels we would be approving a symbol of environmental degradation in the heart of our beautiful bay.
THREE SAFEGUARDS	<p>There are three critical safeguards I would advocate if we are not to be seen as prostituting ourselves for an easy buck.</p> <ul style="list-style-type: none"> 1. The related revenue is earmarked to reduce our own fossil-fuel usage, such as by accelerating our conversion to electric vehicles, and substantially expanding our public transport usage. 2. There must be no tar-sand products involved in any form. <p>We should play no part in supporting the most environmentally destructive process in history. The reasons are well illustrated in the following TED talk. Please invest 17 minutes in watching this. https://www.ted.com/talks/garth_lenz_images_of_beauty_and_devastation?language=en</p> <p>For example, the extraction of Alberta tar sands is the single most damaging environmental project ever; and, in a great irony, is wrecking the Borial Forest, the world's largest and most-needed carbon sink (larger even than the Amazon Rain Forest). It includes countless unlined toxic waste "ponds" each larger than the whole of Nelson.</p> <ul style="list-style-type: none"> 3. There is a ready "out" clause, especially if our involvement becomes critical to sustaining fossil fuel distribution. i.e. we should not be in a position where we are compelled to remain a key part of a supply chain that is no longer acceptable.
CONCLUSION	The direct financial benefits are very modest, the indirect financial consequences may be huge, we are likely to pay a very high ethical and aesthetic price.

A1445851 Lindsay Wood
Public Forum
Council, 15 October 2015

whose region the port of prospective arrival is located, in accordance with the requirements of the marine protection rules.

Compare: 1974 No 14 s 15

230 Notice of transfer of oil or noxious liquid substances to or from ships

No oil or noxious liquid substance—

- (a) carried in bulk by a ship shall be transferred from that ship in the internal waters, territorial sea, or exclusive economic zone of New Zealand; or
- (b) shall be transferred to a ship in the internal waters, territorial sea, or exclusive economic zone of New Zealand to be carried in bulk by that ship,—

unless notice has been given by the master or owner of the ship to the Director or the regional council within whose region the transfer is intended to be made, in accordance with the requirements of the marine protection rules.

Compare: 1974 No 14 s 14

Section 230(a): amended, on 23 October 2013, by section 42(1) of the Maritime Transport Amendment Act 2013 (2013 No 84).

Section 230(b): amended, on 23 October 2013, by section 42(2) of the Maritime Transport Amendment Act 2013 (2013 No 84).

231 Obligations of Director and regional councils to share information concerning notices

Where any notice is given under any of sections 227, 228, 229, 230, and 299—

- (a) to a regional council, the regional council shall forthwith inform the Director of the matters about which it has been notified; or
- (b) to the Director, the Director shall, where the matters about which he or she has been notified have occurred or may occur within the region of a regional council, forthwith inform the relevant regional council of the matters about which he or she has been notified.

Powers of Director in relation to protection of marine environment from harmful substances

232 Director may require provision of financial security

- (1) If the Director has reasonable cause to believe that a harmful substance has been discharged or has escaped from a ship in breach of this Act or the Resource Management Act 1991, the Director may require the owner of that ship to provide a contract of insurance or other financial security of a kind and for an amount that is sufficient security for the payment of any amounts that may be payable by the owner, or the master of the ship, under this Act or the Resource Management Act 1991, in respect of that discharge or escape.

- (2) The Director shall not exercise his or her powers under subsection (1) in relation to a ship in respect of which an insurance certificate under section 363 or the marine protection rules has been issued, recognised, or accepted.

233 Rectification of hazardous conditions

- (1) The Director may require the owner of any ship, offshore installation, or pipeline to take all necessary steps to rectify any conditions on the ship, offshore installation, or pipeline that the Director believes on reasonable grounds have been or are likely to be responsible for a discharge or escape of a harmful substance into the sea or onto or into the seabed in breach of this Act or the Resource Management Act 1991 or pose an unreasonable threat of harm to the marine environment.
- (2) Any owner of any ship, offshore installation, or pipeline whom the Director requires to do anything under this section may appeal against that requirement to a District Court under section 424.

233A Power to prohibit transfer of oil or noxious liquid substance

- (1) The Director may prohibit the transfer of any oil or noxious liquid substance from or to any ship in the internal waters, the territorial sea, or the exclusive economic zone of New Zealand if the Director believes on reasonable grounds that the transfer will pose an unreasonable threat of harm to the marine environment.
- (2) The owner may appeal against a prohibition under subsection (1) to a District Court under section 424.

Section 233A: inserted, on 23 October 2013, by section 43 of the Maritime Transport Amendment Act 2013 (2013 No 84).

234 Precautionary measures in the event of transfer of oil or noxious liquid substance

- (1) The Director may from time to time, in respect of a ship from which or to which any oil or noxious liquid substance is being or will be transferred in the internal waters or the territorial sea of New Zealand, take, or require the owner or master of that ship to take, any measures that the Director believes on reasonable grounds will remove, contain, or render harmless, any oil or noxious liquid substance that may be spilt as a result of that transfer.
- (2) An owner of a ship whom the Director requires to do anything under this section may appeal against that requirement to a District Court under section 424.

235 Powers of investigation of Director

- (1) The Director may investigate any discharge or escape of a harmful substance in breach of this Act or the Resource Management Act 1991, or any pollution incident.