

**SUBMISSION ON DRAFT NELSON REGIONAL LAND TRANSPORT PLAN 2015-2021 AND STATEMENT
OF PROPOSAL – MID TERM REVIEW**

TO: NELSON CITY COUNCIL

SUBMISSION ON: DRAFT NELSON REGIONAL LAND TRANSPORT PLAN – MID TERM REVIEW

NAME: HORTICULTURE NEW ZEALAND

POSTAL ADDRESS: PO BOX 10 232
WELLINGTON

- 1. Horticulture New Zealand (HortNZ) submits in support Nelson City Council’s Draft Regional Land Transport Plan.**
- 2. Background to HortNZ and its involvement with natural resource and environmental management**

HortNZ was established on 1 December 2005, combining the New Zealand Vegetable and Potato Growers’ and New Zealand Fruitgrowers’ and New Zealand Berryfruit Growers Federations.

The horticulture industry value is \$5.6 billion and is broken down as follows:

Industry value	\$5.6bn
Fruit exports	\$2.81bn
Vegetable exports	\$615m
Total exports	\$3.4bn
Fruit domestic	\$960m
Vegetable domestic	\$1.26bn
Total domestic	\$2.2bn

It should be acknowledged that it is not just the economic benefits associated with horticultural production that are important. The rural economy supports rural communities and rural production defines much of the rural landscape. Food production values provide a platform for long term sustainability of communities, through the provision of food security.

The vision of HortNZ is ‘Healthy food for all forever’ and the HortNZ mission is ‘creating an enduring environment where growers prosper’. HortNZ advocates for growers across the key industry areas of national regulatory reform, regional and district planning, biosecurity, research and development, access to labour, education and readiness and response to adverse events.

HortNZ takes an involvement in local government planning processes on behalf of all 5,500 active growers as part of its national environmental policy. HortNZ manages issues that cover and effect the whole horticulture industry (excluding winegrowers and winemakers). Many of the issues are common between Districts, therefore HortNZ provides input to policy at the national level, as well as regional and district policy processes.

With New Zealand's increasing population, domestic food supply is an issue that HortNZ is concerned about nationally. HortNZ have recently released a report¹ on domestic vegetable production in New Zealand to help educate and inform New Zealanders of this issue. While the ability to transport chilled fruit and vegetables has reduced reliance on locally-grown produce, it also creates risk if distribution channels are unexpectedly altered. For example, a blocked highway following an earthquake or significant rainfall could restrict access between fruit and vegetable hubs and their markets. Therefore, HortNZ consider planning for reliable and efficient Transport networks to be a high priority.

3. Horticulture in Nelson, Tasman and Marlborough

There are approximately 202 growing operations in the Tasman District, 11 in Nelson and 100 in Marlborough. These include a wide variety of crops as identified in the Census data tables below. These Districts are an attractive place for horticulture due to the climate with high sunshine hours and central location within New Zealand. They are critical in the national food supply framework.

Importantly the vast majority of boysenberries are grown on the Waimea Plains. The Waimea Plains is the 'world capital of boysenberries' growing most of Nelson's boysenberries and NZ grows over 60% of the global supply. Similarly, New Zealand's supply of garlic is grown in the Marlborough District.

Census Statistics

The last Agriculture Census was in 2012² and provides a level of insight into the amount of land in horticultural production (Fruit and Vegetables). While this data³ is of interest, it has limitations due the age of the census data (5 years) and the fact that a number of growers requested information they provided to remain confidential. Therefore, this data should not be relied upon to define the full extent of horticulture within the District. It does however highlight the extensive range of fruits and vegetables grown in the Tasman, Nelson and Marlborough District's.

Please note that HortNZ do not represent mushrooms or walnuts; however, they have been included in the tables below for completeness.

Figures 1, 2a, 2b and 3 below summarise the 2012 census findings for the Tasman District, South Island and New Zealand.

¹ <http://www.hortnz.co.nz/assets/Media-Release-Photos/HortNZ-Report-Final-A4-Single-Pages.pdf>

² The next agricultural census will be held later this year.

³ http://www.stats.govt.nz/browse_for_stats/industry_sectors/agriculture-horticulture-forestry/2012-agricultural-census-tables/horticulture.aspx

Figure 1: Area in indoor vegetables harvested by region and type

Year to 30 June 2012

Region	Capsicum	Cucumber	Cooking herbs	Lettuce/salad greens	Mushrooms (Cased)	Tomatoes (Indoor)	All other vegetables and herbs grown indoors
	Square metres						
Tasman	49,505	C	C	6,514	0	C	C
Nelson	C	0	0	0	0	C	0
Marlborough	0	0	C	C	0	C	0
TOTAL South Island	74,175	53,280	27,450	64,008	C	182,110	87,978
TOTAL New Zealand	571,782	268,525	90,390	238,103	151,962	1,180,883	269,331

Source: Statistics New Zealand

Symbol: C confidential

Figure 2a: Area planted in outdoor fruit by region and type
 At 30 June 2012

Region	Kiwifruit (green)	Kiwifruit (gold)	Kiwifruit (other)	Total Kiwifruit	Wine grapes	Table grapes	Apples	Pears	Nashi (Asian) pears	Peaches	Apricots	Nectarines	Cherries	Plums	Avocados	Feijoas	Tamarillos	Passionfruit
	Hectares																	
Tasman	C	C	C	497	821	7	2,496	266	C	3	2	3	C	14	7	10	C	0
Nelson	0	0	C	C	C	C	C	C	0	0	0	0	0	C	0	C	0	0
Marlborough	C	0	0	C	22,627	C	18	7	0	1	8	C	56	3	C	8	0	C
TOTAL South Island	398	C	C	501	26,613	14	3,224	304	13	95	321	151	595	85	9	36	C	C
TOTAL New Zealand	9,500	3,070	187	12,757	34,562	43	8,845	617	76	452	434	409	619	362	4,149	238	106	31

Source: Statistics New Zealand

Symbol: C confidential

Figure 2b: Area planted in outdoor fruit by region and type (continued)

At 30 June 2012

Region	Persimmons	Blackcurrants	Blueberries	Boysenberries	Raspberries	Strawberries	Oranges	Grapefruit/goldfruit	Lemons	Mandarins	Tangelos	Olives	Chestnuts	Hazelnuts	Macadamia	Walnuts	Other fruits
	Hectares																
Tasman	1	424	27	181	53	3	1	0	C	C	C	129	2	39	C	18	47
Nelson	0	0	0	C	0	C	0	0	0	0	0	0	0	0	0	C	C
Marlborough	0	C	C	C	C	C	0	0	0	0	0	134	C	16	C	15	C
TOTAL South Island	1	1,407	149	221	102	26	1	C	5	C	C	525	41	376	5	477	210
TOTAL New Zealand	154	1,408	579	259	132	220	696	32	371	691	67	1,657	142	433	195	574	396

Source: Statistics New Zealand

Symbol: C confidential

Outdoor vegetables harvested by region and type

Year to 30 June 2012

Region	Asparagus	Broccoli	Cabbage	Carrots	Cauliflower	Cooking herbs	Green beans	Kumara	Lettuce	Melon (water/ rock)	Onions	Peas (fresh / processed)	Potatoes	Pumpkin	Squash	Sweet corn	Tomatoes (outdoor)	Other
	Hectares																	
Tasman	4	96	130	C	120	C	C	C	132	28	55	C	13	62	14	37	4	109
Nelson	0	C	C	0	C	0	0	0	0	0	C	0	C	C	C	C	0	0
Marlborough	C	C	0	C	C	C	190	0	C	0	C	552	2	19	C	601	C	90
TOTAL South Island	43	429	188	1,189	235	178	741	C	184	28	1,108	4,175	6,136	254	C	894	7	629
TOTAL New Zealand	820	1,977	793	2,047	852	314	1,186	1,228	1,250	273	5,718	6,672	11,578	1,048	6,837	4,664	669	1,781

Source: Statistics New Zealand

Symbol: C confidential

Outdoor vegetables harvested by region and type

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Marlborough	C	C	0	C	C	C	190	0	C	0	C	552	2	19	C	601	C	90
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Source: Statistics New Zealand

Symbol: C confidential

4. Submission

Growers supply fruit and vegetables to markets across New Zealand and are highly dependent on the transport network, including sea freight and land transport. Air Freight is not relied upon due to limited capacity from Nelson and Blenheim airports.

Horticulture in Nelson, Tasman and Marlborough has been put under stress because of the unreliable transport routes following the Kaikoura earthquakes. Transport must be reliable in order to achieve consistent food quality, supply the market at the right times and obtain the equitable returns. While the ability to transport chilled fruit and vegetables improves quality delivered to market, this adds expense and has proven unreliable post the Kaikoura quake with produce arriving at market in poor quality, even with refrigeration during transport, due to long delays.

The top 5 transport priorities from HortNZ's perspective are as follows:

1. Nelson Southern link

The Southern link from Annesbrook Drive to Port Nelson need to be built with urgency. There have been enough studies already to support this.

2. Nelson and Richmond Urban Optimisation

There needs to be a solution to bypass Richmond. There are issues with the roundabout leading onto the Old Stoke Main Road and the lights at Queen Street and Oxford Street. There is a lack of capacity along Gladstone Road.

3. SH60 Motueka Investigations

There needs to be investigations into a Motueka bypass as delays of 30 minutes or more are experienced during peak traffic on High Street during summer holidays because of the influx of tourists. This coincides with horticultures growing and harvesting season, adding expense to transportation and can have impact's the quality of produce.

4. SH1 Picton Port to Blenheim and Christchurch

Continued development of State Highway 1 between Picton and Christchurch was a priority prior to the Kaikoura Quake and should remain a priority as Picton Port is a critical freight link between the North and South Island – of benefit to the entire region, not just Horticulture.

While this is a land transport focused review, continued development of inter-island transport services and the land transport links to them are of key consequence to business in this region and must be considered as critical to the wider context of resilient and efficient transport networks across New Zealand.

The old 'banana' bridge north of Blenheim needs to be replaced with a fit for purpose new two-lane Opaoa Bridge. The old bridge is not fit for purpose with increased traffic and is susceptible to earthquakes and flooding and does not provide for a resilient state highway network.

5. Improvements to the State Highway between Richmond and Christchurch

The condition of this state highway needs addressing as a priority. We appreciate that this State Highway extends beyond the jurisdiction of the 'Top of the South' Council's and cannot be fully addressed through the Top of the South Transport Plan. However, this is a critical transport network and its condition has put considerable stress on growers and produce quality. We appreciate that work is being done to repair and improve SH1 and look forward to this route being fully restored.

The limitation of the State Highway network has placed financial burdens directly on the grower. NZTA and Council's should be aware that Transport Companies are charging additional 'inconvenience' levy's due to the poor road conditions. This is charged directly to the grower and can be as much as 25% of the growing cost. Some growers have insurance to cover this for up to 12 months. However, 12 months have passed, insurance has run out and the levy is still being charged. In addition to this, due to the transport delays, in some instances produce is not arriving at market in quality condition and therefore the market price paid to the grower is greatly reduced (if the produce is purchased at all).

We live in a country that is continually subjected to natural hazards for which NZTA must plan better. Our country must have a resilient and reliable transport network in which there is more than one reliable option to transport good around the South Island. From the HortNZ perspective, we are heavily reliant on the State Highway network to provide fresh fruit and vegetables to feed New Zealanders.

HortNZ strongly support Marlborough District Council, Nelson City Council, Tasman District Council and New Zealand Transport Agency (NZTA) in continuing to maintain and improve the transport network. And In doing so, taking a holistic view of the critical freight journeys across the South Island and New Zealand, as they are interconnected and do not stop at a district boundary.

NZTA must continue to fund transport projects in these regions, as a reliable and efficient transport network is vital to not just the regional economy, but also the New Zealand economy. Furthermore, fruit and vegetables grown in these regions feed all New Zealander's and a resilient and efficient transport network is a vital component of achieving this.

Nelson, Tasman and Marlborough growers look forward to a more reliant, reliable and efficient transport network in the Top of the South and throughout New Zealand. Upon which, the success of these growers and their ability to feed New Zealanders is so reliant.

Please do not hesitate to contact us if you have any queries.

Rachel McClung
Environmental Policy Advisor – South Island
Horticulture New Zealand

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Address for service:

Rachel McClung
Environmental Policy Advisor – South Island
Horticulture New Zealand
PO Box 10-232 WELLINGTON

Mob: 027 582 7474

Email: rachel.mcclung@hortnz.co.nz