

SUBMISSION ON THE CANTERBURY REGIONAL LAND TRANSPORT PLAN 2024-2034

To: Environment Canterbury

Name: CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED

Address: Christchurch International Airport Limited

(attn: J Aimer)

Introduction

- 1 Christchurch International Airport Limited (*CIAL*) wishes to thank the Canterbury Regional Transport Committee (*RTC*) for the opportunity to submit on the draft Canterbury Regional Land Transport Plan 2024-34 (*RLTP*).

About Christchurch International Airport

- 2 Christchurch International Airport is the largest airport in the South Island and the second largest in the country. It connects Canterbury and the wider South Island to the rest of New Zealand, Australia, Asia, North America and the Pacific.
- 3 Our mission is ambitious. We want to be recognised for three areas of focus: enhancing people's lives (our team, customers, partners and communities), fuelling the economic prosperity of the South Island and New Zealand, and being great Kaitiaki of our planet (guardians of safety, security and sustainability).
- 4 Just under 7 million travelling passengers and their associated meeters and greeters pass through the Airport. Combined Airport activities see between 25,000 and 30,000 people visiting the Airport every day. With the transportation of high value goods representing an increasingly vital aspect of the local and national economies, the Airport also plays a crucial role nationally as a freight hub for the South Island.
- 5 Christchurch is the world's main gateway to Antarctica. Around 100 direct flights a year leave from our airport, carrying more than 5,500 passengers and 1,400 tonnes of cargo.
- 6 Ministry for Business, Innovation and Employment research reports that one international airline passenger into Christchurch generates 12.3 commercial bed nights

across New Zealand and 9.9 commercial bed nights into the South Island. In 2021 the Airport was assessed as facilitating over \$1 billion in tourism spend, which supports 9,000 jobs.

- 7 Christchurch Airport forms a critical component in Canterbury's land transport network. It makes a significant contribution to social wellbeing and economic development, building a stronger and more prosperous Canterbury, South Island and New Zealand. For these reasons, CIAL has a strong interest in the RLTP.

Key submission points

New 30-year vision

- 8 CIAL **supports** the updated vision of "*An innovative, resilient, low emissions transport system that helps Canterbury thrive for generations*".
- 9 It considers that this new vision provides more directive guidance on how Canterbury's land transport system must pivot to a low emissions transport system to respond to the challenges posed by climate change, and to the challenges and opportunities presented by the region's strong growth.

Strategic Objectives

- 10 CIAL **generally supports** the updated strategic objectives.¹
- 11 It considers that the updated strategic objectives appropriately provide greater weight on innovation, resilience, and development of low emissions transportation systems, and therefore will help ensure that the vision is incorporated into land transport funding decisions.

Greenhouse Gas Emissions Headline Target

- 12 CIAL **strongly supports** the change to the greenhouse gas emissions (GHG) headline target, requiring a 41% reduction in GHG emissions from land transport in Canterbury by 2035 (in contrast to 30% in the 2021 plan).
- 13 CIAL continues to advocate for even greater ambition in reducing emissions, noting that transportation is a significant contributor to New Zealand's overall emissions profile.

Policies

- 14 The draft proposes several new or amended policies. These policies are important, given that they will be taken into account by the regional transport committee when making transport decisions to achieve the strategic objectives.
- 15 There are 29 Policies in total. Unlike the 2021 RLTP, these policies are not linked to specific strategic objectives, or otherwise structured. These 29 Policies take up just

¹ Maintenance (strengthen network maintenance), Resilience (develop resilient network), Emissions (develop range of emissions reductions solutions), Growth (develop network to support growth), Safety (reduce harm), Freight (transition to low emission freight system).

one page out of a total of 86 pages, yet form a core consideration for the RTC when making transport decisions.

- 16 For clarity, CIAL suggests that the policies are more explicitly linked back to a strategic objective, and structured in groups depending on their theme or outcome to be achieved. This will ensure that the policies can properly be considered by the RTC and other organisations when making transport decisions.

Investment Priorities

- 17 CIAL **supports** the updated investment priorities. In particular:
 - 17.1 The top (unweighted) priority of ensuring a well-maintained network, which is vital to ensuring a sustainable and prosperous Canterbury. CIAL assumes that this priority will need to be achieved in all investment decisions.
 - 17.2 The increased weighting of "*managing exposure to extreme events*". This priority reflects the importance of ensuring a resilient land transport system.
 - 17.3 The importance placed on "*developing public and active transport networks*". CIAL continues to advocate for efficient and effective public and active transport networks connecting the Airport to Greater Christchurch.
 - 17.4 The addition of "*freight systems connecting air, rail and sea*" as an investment priority, given the importance of freight to Canterbury's social and economic wellbeing.

Individual Projects

- 18 CIAL understands that ECan is not seeking feedback on individual transport projects or activities as part of this process. To that end, this submission does not comment on the funding priorities of the individual projects set out in the remainder of the document.
- 19 However, CIAL does wish to note it's interest in participating in land transport investment decisions that impact the Airport and the people we serve.

Conclusion

- 20 Overall, CIAL supports the direction of travel proposed under the draft RLTP. Christchurch International Airport remains a critical component in achieving the vision and strategic objectives.

21 CIAL **does** wish to be heard in support of this submission.

Dated 23 February 2024

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Address for service: