

Northport Environmental Management Plan



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Executive Summary

Northport Limited has a commitment to both the immediate Marsden Point area as well as the wider Whangarei Harbour and Heads area. It is recognised that Northport sits within a sensitive coastal area and has a commitment to continually improve the processes and operational of the facility to ensure that best industry practises are adhered to. Northport is constantly striving to ensure that the Northport Ltd facilities have a minimal impact on the surrounding environment.

Northport is the only major Port servicing the wider Northland area for the export and import of cargo. The primary cargoes passing through Northport are:

- Logs
- Woodchip
- Coal
- Gypsum
- Fertilisers
- Processed Timber – LVL, Triboard and veneer
- Cement
- Containerised Cargo
- Molasses
- Palm Kernel Extract
- Project Cargo - Steel

As part of the original construction and development of Northport, serious thought was placed into the construction and operation of the facility prior to the consents being granted for the development to take place. Being the only port in NZ to be fully consented and constructed under the Resource Management Act has meant that this gave Northport a step ahead for ensuring environmental compliance.

Since the original construction in the early 2000's and subsequent Berth expansion in 2006/2007, there have been multiple site development projects to Northport's constructed footprint and operational area that are all within the 48ha footprint. An additional 4.6ha is currently consented for additional reclamation and berthage.

Northport continues to operate under its resource consents as well as the Northland Regional Council Regional Plan and the Whangarei District Council District Plan.

This Environmental Management plan outlines the requirements that Northport must meet from all external parties as well as setting guidelines for companies to operate within the Northport facility.

Background Information

The Northland Harbour Board first proposed a container port facility at Marsden Point in the late 1960's. An in-depth proposal and futuristic drawing were published in 1969 but it was not until 1976 that the proposal was moved ahead when the first of several environmental reports was written.

As part of that first report, a hydraulic model was constructed, and tidal flow data was fed into it to give a realistic model of the effects on the harbour at the site of the proposed port. During the 1980's the plan faltered, and it was not until the Northland Port Corporation (now known as Marsden Maritime Holdings) was formed in 1988 that it once again gained momentum.

Northland Port Corporation entered into a joint venture with Port of Tauranga Ltd in 2000 to form Northport Ltd. Northport began trading in July 2002 as the port operating company when it took over the port activities of Northland Port Corporation at both Marsden Point and Port Whangarei. With the closure of Port Whangarei to commercial shipping, all cargo operations were transferred to Marsden Point.

Northland's forestry industry was slowly increasing in production and it was the catalyst for the building of the new port. For economic reasons the port had to be available at a time when cargo volumes would provide income to make the project viable. Hydrographic data and environmental information were collected in preparation for resource consents, which were applied for in 1995.

In 2000 final consents for stage one of the port were granted and construction of the new port facility commenced. The first berth opened for business in June 2002. In late 2004 further consents were obtained for the construction of the third and fourth berths, with construction of the third berth commencing in late 2005.

In April 2007 all cargo operations were transferred to Marsden Point, which meant the closure of Port Whangarei to commercial shipping. The new berth was completed in October 2007 when it became available for cargo operations. The construction of the fourth berth to the east and allocated reclamation will not take place until cargo volumes make it viable.

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1. Introduction

1.1 Purpose of the Environmental Management Plan

This Environmental Management Plan (EMP) has been developed by Northport Ltd (NPL) to demonstrate that NPL:

- Has identified and assessed the critical environmental risks associated with the port operations.
- Understands the obligations under Northport's resource consents.
- Can further develop sustainable environmental practices in the port.
- Understands the regional and district planning implications for environmental management.

1.2 Scope of the Environmental Management Plan

The scope of this plan is for the management of all environmental aspects and impacts related to the Northport Operational Area. This includes provisions of the following services:

- The loading and unloading of cargo, including:
 - Logs
 - Timber
 - Bulk Cargoes (fertilisers, coal, gypsum, animal feed supplements)
 - Woodchip
 - Molassas
 - Project Cargo
 - Containers
- The storage of cargo and freight.
- Fumigation of cargo.
- Marine Services and shipping.
- Maintenance of site, wharves, and structures.
- Container Devanning / Vanning.
- Capital site works.
- Ongoing port maintenance.

1.3 Structure of the Plan

The Northport Environmental Management Plan is divided into 8 main parts:

1. Introduction and scope of the Environmental Management Plan (hereafter referred to as the EMP)
2. Northport's Environmental Commitment
3. Northport's Structure and Responsibilities
4. Legal and other requirements
5. Operational Requirements and Processes
 - a. Stormwater Control
 - b. Noise and Vibration Control
 - c. Dust Discharge to Air Control
 - d. Lighting Control
 - e. Weather Notifications
 - f. Waste Water Control
 - g. Fumigation Control
 - h. Odour Control
 - i. Beach Profiling
 - j. Marine Organisms Control
 - k. Marine Mammals Survey
 - l. Seabirds Survey
 - m. Beach Rubbish Survey
 - n. Ship Simulator and shipping
 - o. Turbidity Monitoring
 - p. Hydrodynamic monitoring
 - q. Waste Management
6. Sustainability Vision, scope and Focus
 - a. Energy
 - b. Water
 - c. Waste
 - d. Procurement
 - e. Navigation safety
 - f. Environmental management
 - g. Commitment
 - h. Carbon footprint
7. MPI Requirements
 - a. Port of First Arrival
 - b. Quarantine Facilities
 - c. Bio Fouling
 - d. Ballast Sediment
8. Social & Community
 - a. Community Liaison Group
 - b. Whangarei Harbour Health Improvement Fund
 - c. Iwi liaison through the relationship agreement with Patuharakeke and Te Parawhau

2. Environmental Commitment

Northport holds and adheres to its Environmental & Sustainability Policy.

2.1 Environmental and Sustainability Policy

Northport will manage the environmental effects associated with the operation of a port facility. We are committed to strive to prevent and minimize all pollution and the associated impact on the surrounding environment. Northport will:

- Seek continual improvement of environmental and social outcomes in the day-to-day management of the facility.
- Seek to minimize the use of resources by implementing all manner of new technologies, processes, and practices from both local and international sources.
- Comply with all relevant environmental legislation.
- Establish procedures for setting, reviewing, and achieving environmental objectives, outcomes, and effects.
- Communicate policies and procedures, as required and appropriate, for all stakeholders including employees, port users, contractors, government, iwi, and other community interest groups.

We welcome all feedback to Northport from all parties to facilitate the continual improvement of our practices.

2.2 Environmental Management System

Northport Ltd is committed to executing and applying a fully functional Environmental Management System. This EMP is based around the Eco Warranty standard*. This is a continually improving document that will be reviewed and updated annually to remain relevant and up to date with Northport procedures and compliance. As at 2025 Northport has not achieved the Eco Warranty Standard however, we supply our shareholder Port of Tauranga, environmental data annually.

The critical elements in Eco Warranty are:

- Commitment to Care of the Environment
- Continuous Improvement
- Environmental Review
- Training, Awareness and Competence
- Environmental Hazard Assessment
- Document Control & Control of Records
- Environmental Planning
- System Verification
- Environmental Control & Monitoring

**Eco Warranty is an environmental management system standard that is operated by Quality Environmental Consulting Ltd, based in New Zealand. Internationally recognised, it is designed to increase sustainability and lower costs by decreasing waste and inefficiency.*

2.3 Environmental Risk Assessment and incident database

Northport uses the Hazman II software to conduct risk assessment for environmental issues. It also has an associated incident database.

Hazards

Rank	Hazard Ref	Hazard Title	Category	Risk (Baseline / Residual / Inherent)		
1	3	Major Oil Spill	Loss of Community Support	5.76	5.76	6.09
2	9	Hazardous Substance Escape	Personal Injury	4.42	4.16	4.65
3	4	Failure of Waste Water System	Loss of consents	4.05	4.05	4.39
4	1	Stormwater Failure	Loss of consents	3.65	3.65	3.81
5	7	Resource Consent Loss (Air)	Loss of consents	4.51	3.49	5.79
6	8	Loss of Bio Diversity at Marsden Point	Loss of Community Support	3.71	3.47	4.01
7	2	Resource Consent lost (Noise)	Loss of consents	3.27	3.16	3.54
8	5	Marine Mammal killed by ship	Loss of Community Support	2.37	2.37	2.44
9	6	Mass of Seabirds died	Loss of Community Support	2.27	2.27	2.27

 Northport Corporate Incident Register bruce Goodchild Northport Send Feedback Log						
Dashboard Hazards Incident Reports Incidents Audit Reports Import Settings Document Database Resources Archive						
Incident List Report Export To PDF Export To Excel Export To Word Publish Exit						
From Date: 1 June 2024 To Date: 1 June 2025 Resource Types: Categories: Update						
Incidents						
Incidents 25 June 2025						
Reference	Type	Date	Incident	Severity	WC/ML	Consequence
13	Personal Injury	14 Jun 2024	Baby Seal on MP1		NM	0
14	Bad Visibility	18 Jun 2024	Fog Delays Ship Sailing		NM	0
16	Contact Berthing	19 Jun 2024	Heavy Lift Operation		NM	0
15	Power Loss	20 Jun 2024	Northland Power Loss		ML	1.5
17	Consent denial	9 Jul 2024	VFG Consent denied		NM	0
18	Pollution	18 Jul 2024	Discoloured water		NM	0
19	Regulatory Detention	25 Jul 2024	Aotearoa Chief		NM	0
21	Consent denial	29 Jul 2024	Dust Storm		NM	0
20	Mammal Injury	1 Sep 2024	Dead Seals		NM	0
22	Protest Action	9 Oct 2024	Seabirds Oiled		NM	0
23	Bad Visibility	27 Nov 2024	Woodchip dust storm		NM	0
24	Pollution	22 Jan 2025	Diesel Spill Truck Stop		NM	0
25	Consent denial	29 Jan 2025	Noise Complaint		NM	0
26	Pollution	4 Feb 2025	Diesel Spill Truck Stop		NM	0

2.4 Environmental Training, awareness, and competence

Northport has a small group of staff who encourage environmental awareness in the company. The group is known as the Environmental Champions and meets on an irregular basis to review environmental issues.

3. Structure and Responsibilities

Northport's facility at Marsden Point is a multipurpose and multiuser facility. Northport Ltd has direct control of some activities while other activities it has indirect control. It is the desire of Northport to have all Port Users and lessees to manage the environmental performance of their operations in line with the Northport EMP. This is a minimum standard to improve the overall environmental performance of the operations taking place in the port operational areas. Northport is located in close proximity to other commercial activities (Industrial Park and Oil Terminal) and also residential communities at Marsden Cove and Reotahi.

Wherever an environmental effect has been identified as originating from activities from within the port operational area, or from a Port User or lessee, Northport will contact those parties responsible and work with them to ensure that the best practical option is taken to avoid, remedy or mitigate the effect. This may result in the review of applicable codes of practise / safe operating procedure for that operation. If such a document does not exist than a new procedure may be developed.

Table 1 – Control of Port Operations

Examples of Operations	Considerable Operational Control		Limited Operational Control
	Direct Port Operations	Indirect Port Operations	
Ships arrival and departure from the port			Pilotage and towage by a third party provider North Tugz.
Ships at Berth	All Cargo Vessels berthed are under Northport Control		
Cargo Storage	Different Cargo and storage operations are undertaken at the Northport facility	Control of some cargos by independent operators and Port Users	Cargo stored on leased land. E.g. Woodchip, Coal
Container Devanning /Vanning	Northport devanning and vanning	Control of devanning and vanning operations by independent operators and Port Users	
Cargo Fumigation		Fumigation work undertaken by independent operators	
Marshalling	Marshalling work undertaken by Northport	Marshalling work undertaken by Port users other than Northport	
Stevedoring	Stevedoring work undertaken by Northport	Stevedoring work undertaken by Port Users other than Northport	
Site Maintenance	Maintenance work undertaken by Northport	Other users maintain their equipment	Other users maintain their leased sites
Capital Site Works	Capital Site work undertaken by Northport		Other users undertake capital expenditure

Marine Services	Marine Service Work undertaken by Northport	Marine Services work undertaken by Port Users other than Northport	
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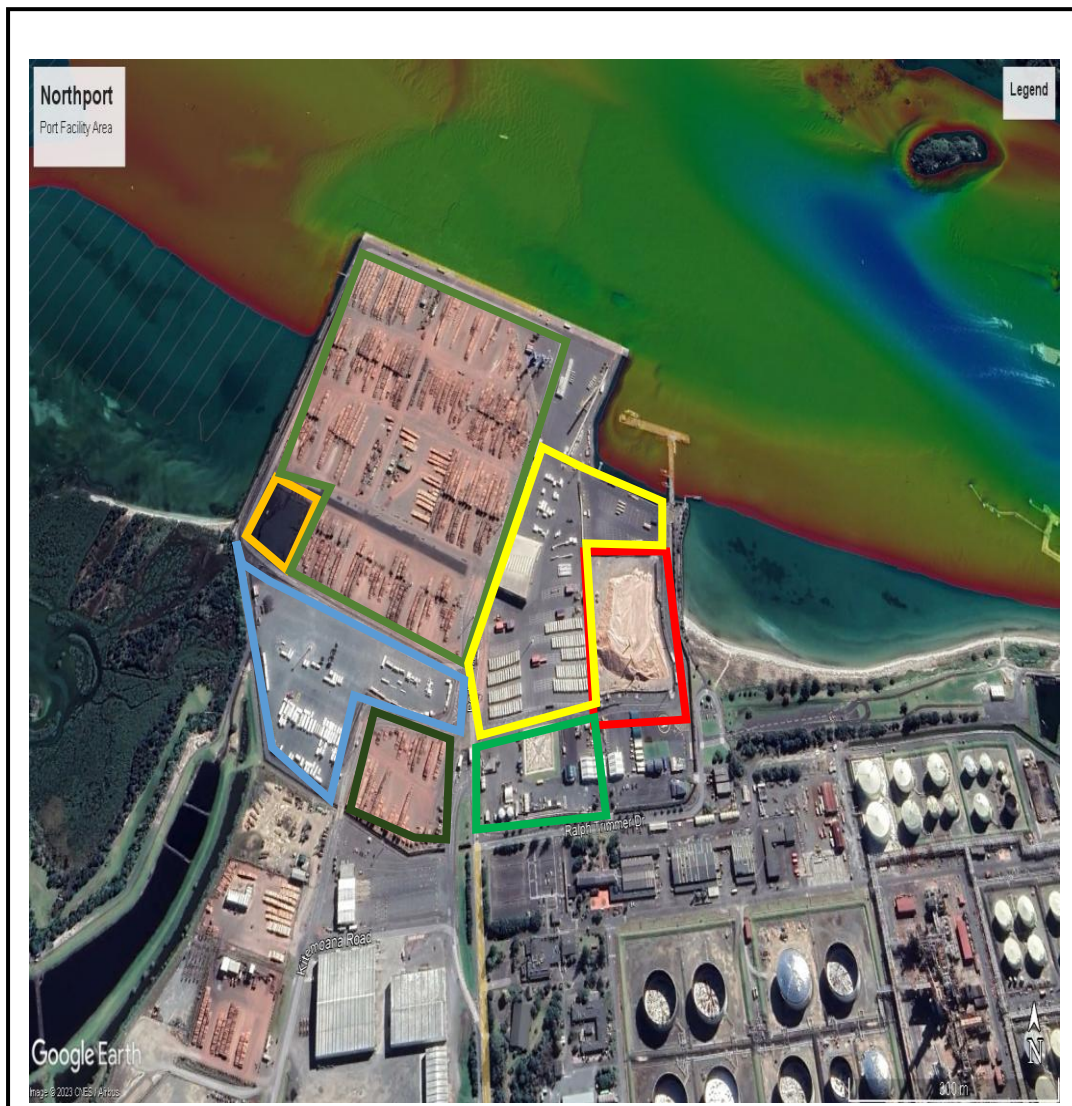


Figure 2 – Cargo Storage Operational Areas

- Coal Storage: Golden Bay Cement ———
- Log Storage: ISO, ISL, C3 ———
- Woodchip Storage: Marusumi ———
- Container storage ———
- Project storage ———
- Multi Use: Ship Agents, ISO, C3 and Genera ———



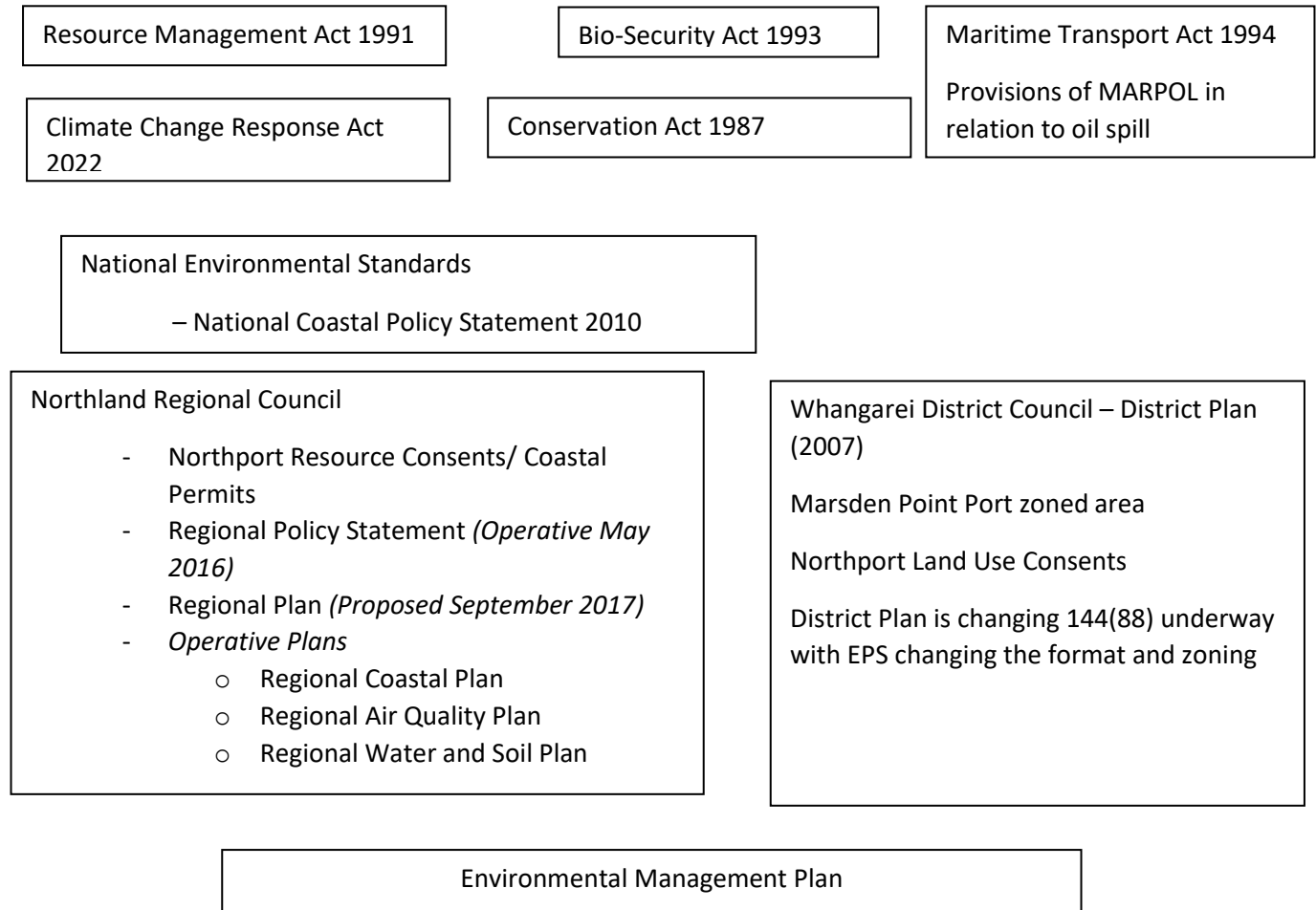
Figure 3 – Port in relation to the immediate community

4. Legal & Compliance Requirements

There are several legal and regulatory plans and policies that are relevant to the operation of the Northport Facility. These are outlined in this section.

4.1 Regulatory Framework

The Environmental Management Plan sits under the regulatory framework shown below.



4.2 Summary Consents

of

The status of applicable consents is kept updated by the Facility Manager

<K:\Engineer\Terminal Facilities\Consents\Consent Summary.xls>

5. Operational Requirements Processes and Procedures

5.1 Processes

Northport carries out several processes to support protection of the environment at the Northport site. Details of these are held in [K:\Procedures & Policy Manual\10 - Environmental](#)

List of Processes

Process	Process Number
Standard Operating Procedures	5.1
Stormwater Control	5.2
Noise and Vibration Control	5.3
Dust Discharge to Air Control	5.4
Lighting Control	5.5
Weather Notifications	5.6
Waste Water Control	5.7
Fumigation Control	5.8
Odour Control	5.9
Beach Profiling	5.10
Marine Organisms Control	5.11
Marine Mammals Survey	5.12
Seabirds Survey	5.13
Beach Rubbish Survey	5.14
Ship Simulator	5.15
Turbidity Monitoring	5.16
Hydrodynamic monitoring	5.17
Waste Management	5.18
Oil Spill Response	5.19
Sea level Rise Resilience	5.20

5.1.1 Standard Operating Procedures

Northport has and maintains Standard Operating Procedures (SOPs) which are designed to effectively manage the impacts of the port activities on the surrounding environment. These are designed to ensure that environmental impacts and risks of activities, are identified and managed and where possible minimised. Personnel responsible for the activities being undertaken are also responsible for implementing practices set out in the SOP.

5.2 Stormwater Control Process

The approved and consented design requires Northport Ltd to process all stormwater generated on the site before it is discharged to the sea. Northport's stormwater system is fully operational under Consent No 20090505532. This was granted on 13th April 2010 and is due to expire on 2nd December 2034. This consent allows for Northport to discharge treated stormwater in a controlled manner to the Whangarei Harbour via a sub-surface diffuser outlet structure.

5.2.1 Stormwater System and Level Control

The three key components of the stormwater system are:

- The canals
- The ponds
- The pump station and discharge piping with diffuser

- The monitoring equipment

This system collects all stormwater generated onsite (approximately 44 hectares as at Feb 2019) and via a series of slot drains and collection canals (0.7 hectare) which convey water through to a 4-hectare settlement and storage pond system. Bulk sediment is collected regularly before it enters the canal system.

When the water level in the final pond increases to a predetermined level, stormwater is pumped out into the harbour automatically. When the pumps are activated or stopped there is an email alert system.

Discharge is sent via a piping network to the diffuser which is located at the western end of MP1 Berth on the seabed under the wharf. There is also an emergency overflow outlet which discharges directly into the discharge line in the case of excess level of water in the ponds.

The system should be able to deal with up to 375,000 m³ of stormwater per annum (calculated in the consent). Improvements were made 2014-18 to increase water quality. Background information on the stormwater system is available:

K:\Engineer\Terminal Facilities\Stormwater\06_Various\Riley Consultants Report 2006.pdf

Recently there has been an increase in discharge volumes as more paved area comes online at the site.

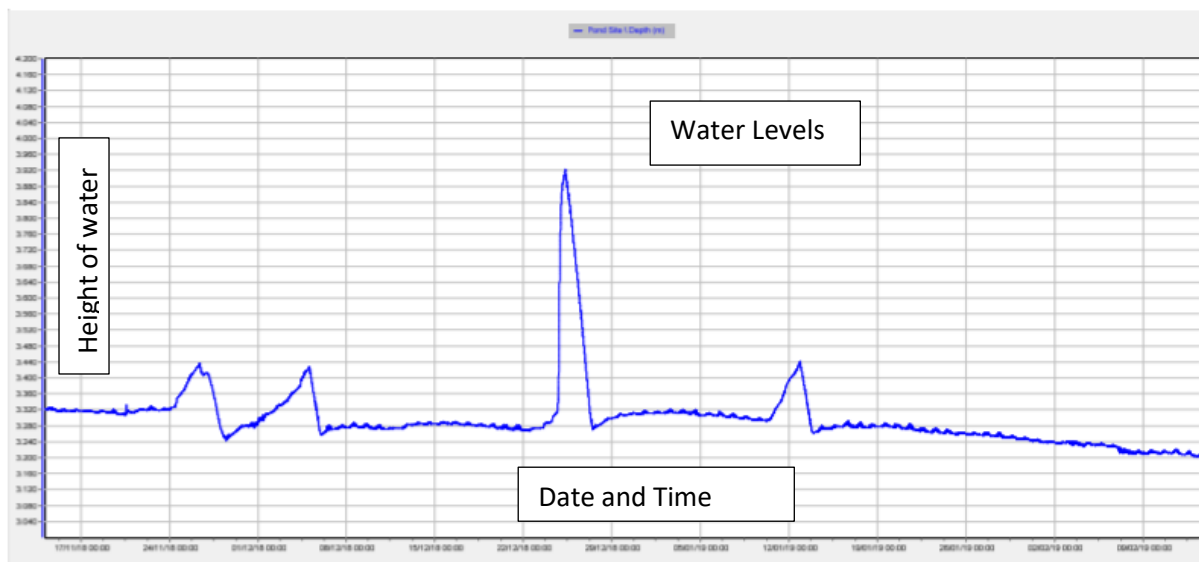
The treatment of stormwater involves settlement of water through two ponds with a holding capacity of about 25,000 m³. The eastern pond is the settlement pond and the western pond is the storage pond. The water is channelled in the ponds via rock baffles and rock bund walls to reduce turbidity and settle out undesirable heavy metals. A sprinkler system operates in the settlement pond to keep the water oxygenated to reduce odour and not develop a wetland.

5.2.2 Stormwater Monitoring

Monitoring of the discharge is undertaken in accordance with the current consent. This specifies that discharge monitoring must be undertaken at the first discharge event of each season and twice more throughout the monitoring year. In addition to the consent requirements, the stormwater system is monitored continuously in real time by Northport Ltd via HydroTEL Software from HYQUEST SOLUTIONS. Northport maintains two permanent monitoring sites which continuously monitor the influent stormwater entering the pond system and monitor the effluent at the point of discharge. Data is monitored continuously to indicate the health and effectiveness of the pond system. Examples of data monitored includes

- Water Level
- Temp
- Turbidity
- Water pH

Data may be graphed as required from within the software for subsequent reporting.



5.2.3 Stormwater Reporting

It is a requirement under the consent that a full report on the stormwater system be submitted to NRC annually. This report will include specific sampling taken at the first discharge event of each season. The stormwater influent and effluent are sampled for the following:

Northport Discharge (from Sampling and lab testing)					
Test Type	Date	Date	Date	Action Values	Average
TSS (mg/L)				50	
VSS (mg/L)				trend	
Turbidity (NTU)				trend	
pH				trend	
Total Nitrogen (g/m ³)				trend	
Total Phosphorus (g/m ³)				trend	
Total Aluminium (g/m ³)				0.005	
Total Copper (g/m ³)				0.013	
Total Lead (g/m ³)				0.044	
Total Zinc (g/m ³)				0.15	

If readings reach the action values, a full analysis will be undertaken to review the causes. One way to conduct a full analysis is through WETT (Whole Effluent Toxicity Testing)

The report for NRC will include details of all inspections and maintenance which has occurred on the system. It is part of the consent requirements that the whole system is inspected annually including the diffuser.

The latest compliance report July 2024 to June 2025 is located here:

<K:\Procedures & Policy Manual\10 - Environmental\Northport Annual Stormwater Compliance Report 2024-2025.pdf>

5.2.4 Stormwater Maintenance

Active measures are undertaken daily to ensure the minimisation of contamination of the stormwater system. Contamination includes any loose debris or material that can find its way into the stormwater system.

Logs sealing

The crews that do anti sap stain on log ends are using the below mixture or something similar , this isn't anything like building treatments or the likes of daz bath treatment for debarked logs

- Wax emulsion / this seals the log end
- Standard disinfectant / to stop any fungal starting
- Blue / Red or Pink dye / similar to what you would use from agricultural stores for spraying vegetation/gorse

Debris removal

The key principle is to minimize any debris entering the system in the first place. This is achieved by ensuring cleanliness around the entire port site and annual cleaning and re bedding of the entire drainage canal system. Annual cleaning consists of removing accumulated sediment and place clean

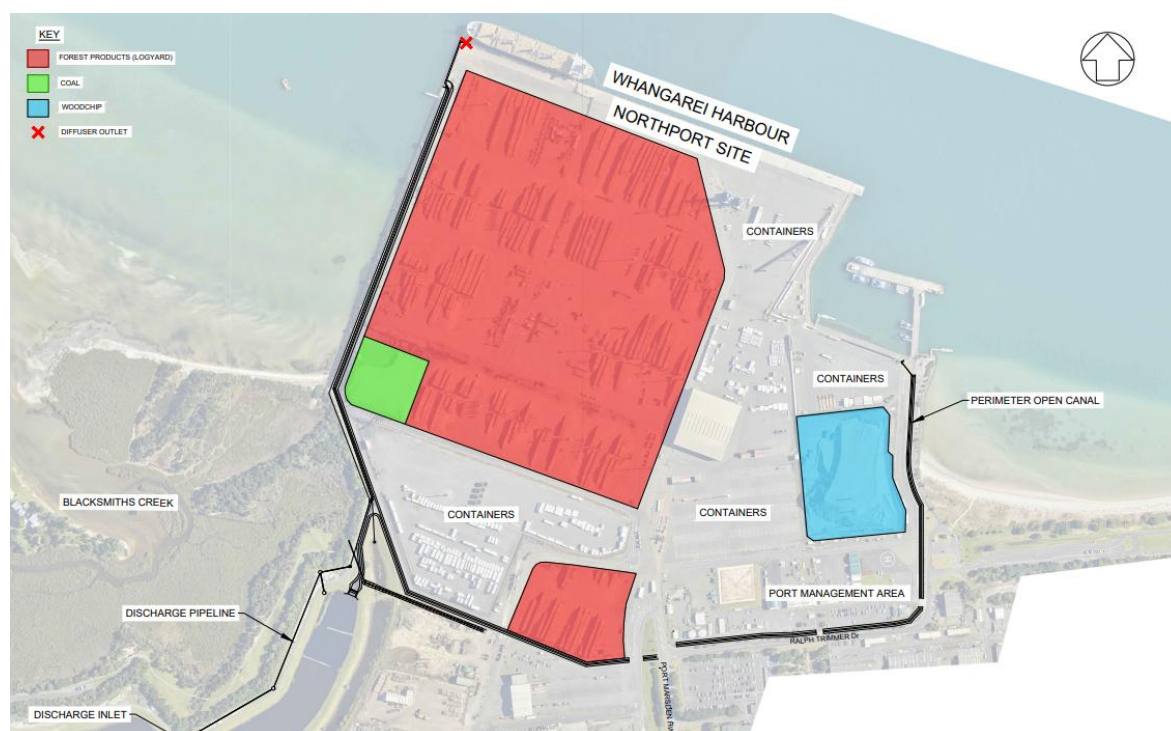
sand back into the correct level. Material removed is used to fill and level areas around the stormwater ponds.

In addition, regular maintenance and inspection is undertaken on the pumping system, electrical distribution and monitoring systems. The diffuser is inspected bi-annually by divers.

Northport is currently in the process of obtaining a new stormwater discharge consent for the Northport expansion project. This new stormwater discharge consent will supersede the existing consent.

5.2.5 Specific Procedures relating to the storm water control process

Procedure	Number	Location
Stormwater Level Control	ENV-10-105A	K:\Environmental
Stormwater Monitoring	ENV-10-105B	K:\Environmental
Stormwater Reporting to Northland Regional Council	ENV-10-105C	K:\Environmental
Stormwater Maintenance and Inspection	ENV-10-105D	K:\Environmental
Stormwater Ponds Pump Monitoring Email Alerts	Ops 7 104 Rev 1	K:\Procedures and Policy Manual\port operations
Northport Duty Officer	Ops-7-100-Rev2	k:\Procedures and Policy Manual\port operations



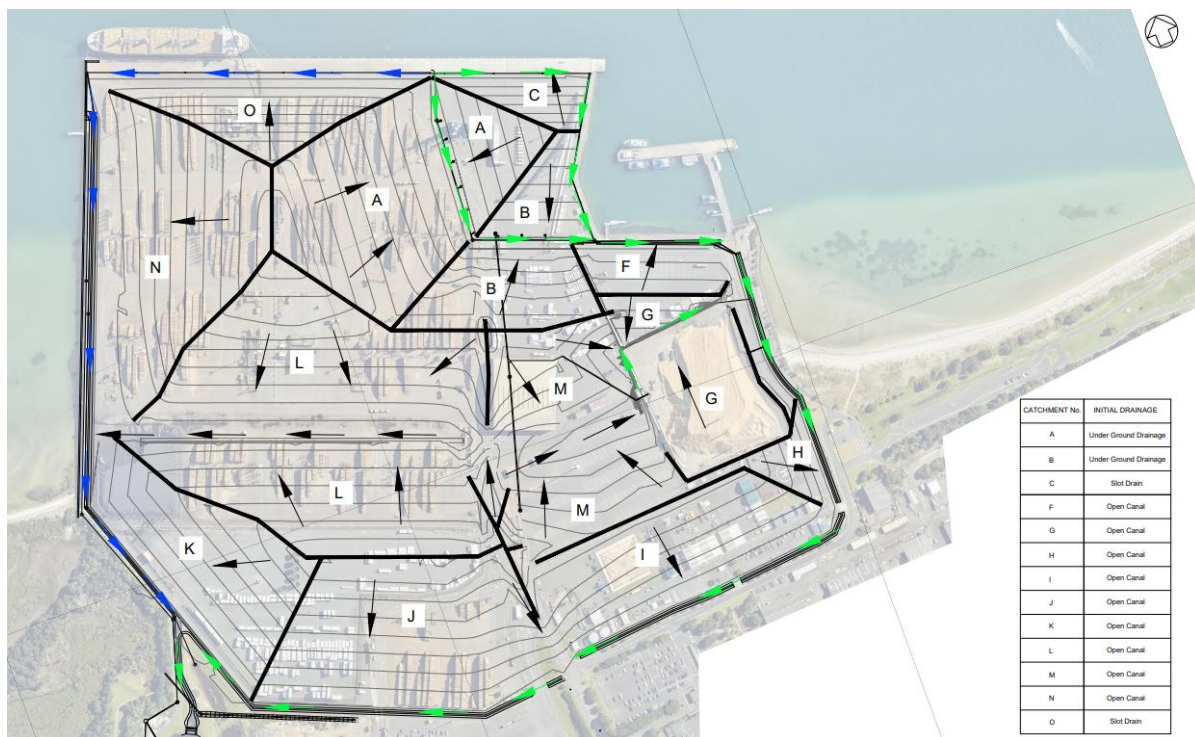


Figure 6 – Depicting Stormwater Canal system overview

In 2024 a report was drafted to review the management of stormwater. Details are shown here:
[K:\Procedures & Policy Manual\10 - Environmental\Northport_Stormwater Operation and Maintenance Plan Draft v1 \(Feb 2024\).docx](K:\Procedures & Policy Manual\10 - Environmental\Northport_Stormwater Operation and Maintenance Plan Draft v1 (Feb 2024).docx)

When accepted these Operation and Maintenance plans will supersede the existing procedures.



Figure 7 - Aerial View of the Stormwater Ponds circa 2018



Figure 8 - Discharge Well with the two discharge pumps inside and effluent measuring



Figure 9 - Emergency Discharge Direct to Discharge Line



Figure 10 - HydroTEL Sensors



Figure 11 - Influent measuring site head of settlement pond

5.3 Noise and Vibration Process

The operational noise limit levels are set by the Whangarei District Councils – Noise and Vibration chapter of the District Plan ¹. In this document, it specifies the applicable noise limit levels of L_{Aeq} & L_{AFmax} . These terms are defined as:

L_{Aeq} = When a noise varies over time, the L_{Aeq} is the equivalent continuous sound which contain the same sound energy as the time varying sound.

L_{AFmax} = The highest and lowest values measured by the sound level meter over a given period of time. (Using the Fast time constant).

Reference: NZ Standards

- NZS 6801:2008 Measurement of Environmental Sound
- NZS 6802:2008 Acoustics – Environmental Noise
- NZS 6803:1999 Construction Noise

Noise emitted from any site in the following Environment	Noise measured within the applicable boundary of any of the following Environments	Daytime (0700 to 2200 Hours)	Night – time (2200 to 0700 Hours)	
		dB L_{Aeq}	dB L_{Aeq}	dB L_{AFmax}
Marsden Point Port	Living 1,2,3 Urban Transition Countryside	55	45	75
All Environments	Business 2	65	60	80
	Business 4	75	75	-
	Marsden Point Port	75	75	-

Table 2 – Excerpt from WDC Noise and Vibration chapter of the district plan.

5.3.1 Noise monitoring

No permanent monitoring using instrumentation is undertaken to ensure compliance of noise onsite. Noise monitoring is undertaken by a risk assessment method which uses live wind speeds to publish the level of risk on the Northport website. This is explained in the following documentation.

<K:\Procedures & Policy Manual\10 - Environmental\Noise-Risk Modelling Report.docx>

5.3.2 Noise Complaints

Northport maintains an active system for receiving complaints. Each complaint is logged through the Port Services Centre. <K:\Security\All Forms\Noise Complaint Operation form.pdf> This form identifies the following parameters:

- Time and Date
- Location of Complaint
- Operations being undertaken at time of complaint.
- Port Users operating
- Weather conditions
- Remedial actions undertaken.

¹ Current Noise and Vibration Chapter became operative as of 24/05/2016

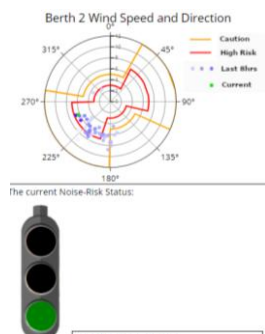
Each complaint is then entered into a centralised recording system. This is then regularly monitored to identify any emerging patterns. The summary of noise complaints is found in the following documentation:

<K:\Procedures & Policy Manual\10 - Environmental\Noise Complaints 2021-2023\Latest Noise Complaint Summary from 30 Aug 22.xls>

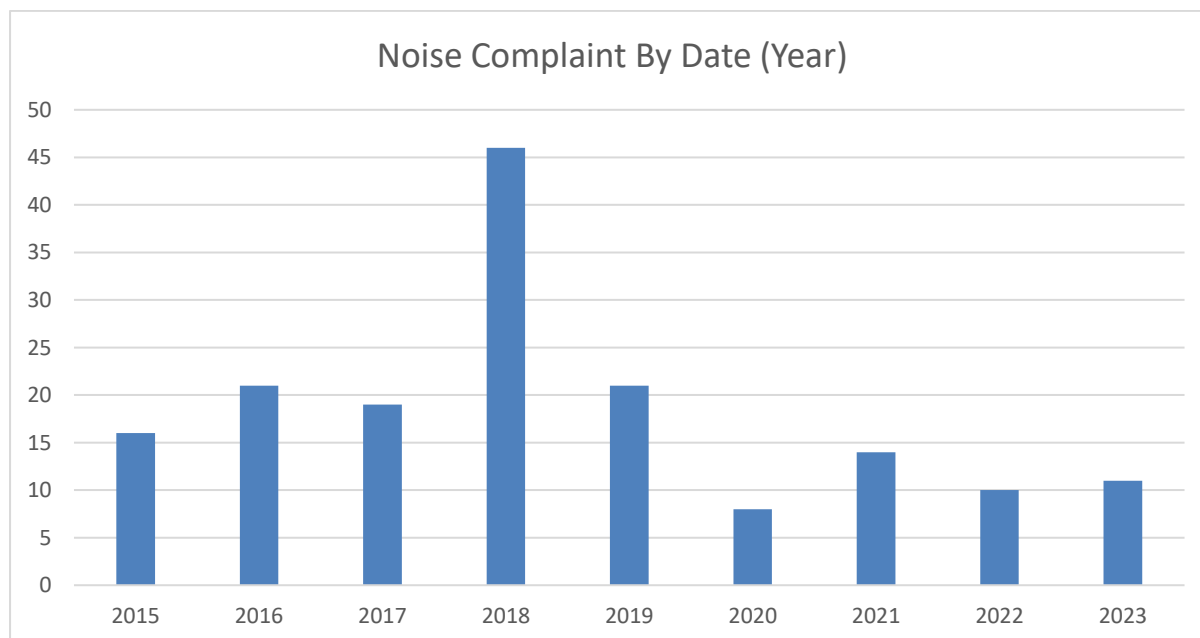
5.3.3 Noise Reduction Measures

The following mitigation measures are established to minimise noise generated from activities from port operations. These include:

- Each stevedoring company understanding and operating in such a way to reduce noise emitting from their operation, particularly, at night. Tool established on the Northport website to verify unsafe conditions for noise emission.



- Installing flashing blue reversing lights after removing reversing beepers.
- Construction of a specific noise wall along the western boundary to reduce noise emitted in a westerly direction.
- Engine / exhaust silencing to specific machinery that operate in such a way that they are producing a constant stream of noise.
- No Hard Load Noise Mitigation Tool (executed February March 2020)



5.3.4 New Zealand Ship Noise Standard

Low frequency rumble from ship auxiliary engines is a major source of community noise complaints in NZ ports. This is mainly an issue with containerships and their reefer cargo. NZ ports committed to a Ship Noise Specification in December 2022. The objective is to encourage shipping lines to prioritize quieter ships on NZ shipping routes. It uses NEPTUNES guidance to benchmark ship noise

levels. The Noise Exploration Program To Understand Noise Emitted by Seagoing ships (NEPTUNES) project was launched by eleven ports, including Amsterdam, Cork, Copenhagen Malmo, Gothenburg, Hamburg, Koper, New South Wales, Rotterdam, Stockholm, Turku and Vancouver.

The specification enables:

- Quantification of noise emissions (normal expected levels)
- Identification of noisy ships (those with higher likelihood of community response)
- Engagement with vessel owners to encourage noise mitigation or deny future entry.

From 1st June 2024, all new container ships visiting New Zealand ports will be required to provide a certified NEPTUNES Noise Label Score or confirm that a reactive silencer is fitted to the ancillary engines used while at berth. Must have a positive score or equivalent.

As at February 2024

- Measured 19 container ships over the first 12 months.
- Most new vessels have a positive Derived Noise Label Score
- Most existing vessels that receive a noise complaint have a negative Derived Noise Label Score
- Some shipping lines are considering the Specification during procurement.
- The Port CEO group will inform shipping lines of Derived Noise Label Scores.

Specific information is available the Ship Noise Register

[NZ Ship Noise Register](#)

[K:\Procedures & Policy Manual\10 - Environmental\NZ Ship Noise Specification](#)

Northport has had a low number of noise complaints from containerships as of 2025.

5.3.5 Specific Procedures relating to the Noise and vibration process

Procedure	Number	Location
Handling Environmental Complaints	ENV-10-100	k:\Procedures and Policy Manual\Environmental
Northport Duty Officer	Ops-7-100-Rev2	k:\Procedures and Policy Manual\port operations

5.4 Dust (Discharge to Air) Process

Northport requirement for Dust control is set by NRC – Decision #16: Discharge Permit #2. This discharge permit was issued as part of the original consents issued for the port construction and operation. This has a duration of 35 years and is due to expire in 2035. Other air discharge includes fumigation and exhaust gases.

The purpose of this consent is to be allowed to discharge particulate matter and contaminants into the air during construction and port operations.

5.4.1 General Monitoring

Discharge Permit #2 has specific conditions regarding the air quality emission standards. These are measurable at the site boundary. These are:

- Inhalable Particulate = $120\mu\text{g}/\text{m}^3$ (24hr average)
 = $40\mu\text{g}/\text{m}^3$ (annual average)
- Deposited Particulate = $4\text{g}/\text{m}^3$ (30 day mean)
 < $4\text{g}/\text{m}^3$ (above background non-urban 30 day mean)

Currently Northport undertakes sampling monthly at two locations for dust deposition. The two sites are set up for 24 hours on the last day of each month at Reotahi and Marsden Point.

These samples are then sent to the Whangarei District Council for measurement, with results recorded by the administration.

The monitoring sites are depicted in Figure 12 as shown below.



Figure 12 – Aerial Photo Depicting Air Quality Monitoring Sites

5.4.2 Specific Monitoring

Northport can carry out specific monitoring if a particularly dusty cargo (coal or gypsum) is being discharged. Monitoring is done in relation to wind direction and speed to survey the effects downwind of the cargo site. The monitoring is carried out in an opportunistic manner.

5.4.3 Dust Control Measures

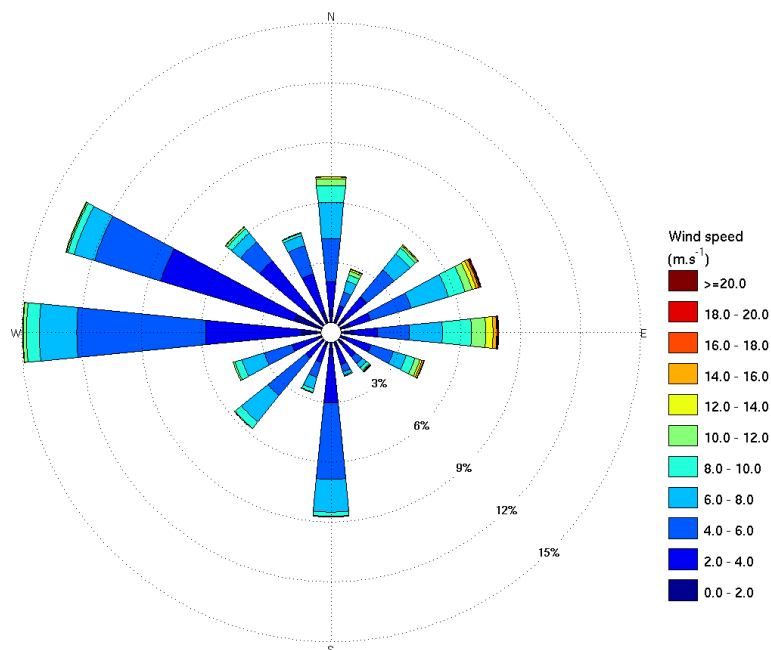
The following mitigation measures are established to minimise the creation and enlivening of airborne dust particulates:

- Covered storage of fine material
- Enclosed conveyor systems
- Regular cleaning of paved surfaces
- Controlling carryout of mud and dirt onto paved surfaces
- Wet suppression of berth areas
- Limiting vehicle speed
- Covering fine material contained in trucks
- Provision of planted wind protectors
- Ship Loading and Unloading controlled due to wind speeds

These are covered off by COP 13 - Northport Operational Conditions for the Loading / Discharge of Bulk Cargoes. <K:\Procedures & Policy Manual\13 - Cargo Operations\COP-13-101 Rev4 Operational Conditions for Bulk Cargo at Northport.pdf>

Also of particular note, is Procedure ENV-10-101 for the Environmental Conditions and Controls for Exhaust Emissions at Northport. Conditions imposed for acceptable limits of exhaust emissions are based on the requirements set by the Northland Regional Council – Proposed Regional Plan, Section C.7.1.6 and also C.7.2.5(7)

5.4.4 Measured Wind Statistics Marsden Point



<K:\Procedures & Policy Manual\10 - Environmental\Measured Wind statistics near Marsden Point.pdf>

5.4.5 Dust and Odour Complaints

Northport maintains an active system of receiving complaints. Each complaint is logged by the Port Services Centre in the following form <K:\Security\All Forms\Noise Complaint Operation form.pdf> (general form covering noise, dust, odour)

This form identifies the following parameters:

- Time and Date
- Location of Complaint
- Operations being undertaken at time of complaint
- Port Users operating
- Weather conditions
- Remedial actions undertaken

Each complaint is then entered into a centralised recording system. This is then regularly monitored to identify any emerging patterns.

5.4.6 Specific Procedures relating to the control of dust process

Procedure	Number	Location
Northport Operational Conditions for the Loading / Discharge of Bulk Cargoes	COP 13	K:\Procedures and Policy Manual\cargo operations
General Dust Monitoring	ENV-20-100	K:\Procedures and Policy Manual\Environmental
Specific Dust Monitoring	ENV-20-101	K:\Procedures and Policy Manual\Environmental
Handling Environmental Complaints	ENV-10-100	K:\Procedures and Policy Manual\Environmental
Environmental Conditions and Controls for Exhaust Emissions at Northport	ENV-10-101	K:\Procedures and Policy Manual\Environmental

5.4.7 MARPOL Compliance for Emissions

SOLAS ships are required from January 2020 to comply with the provisions of the MARPOL convention and to be burning low sulphur fuels or be fitted with an effective scrubber system. Northport Limited records now compliance with MARPOL within the berth planning software for each ship visit. Over 97% of ships visiting Northport are burning a low sulphur content fuel based on a survey undertaken March-May 2020. The other vessels are fitted with either open or closed scrubber systems. Open scrubber systems should not be used whilst the ship is in port. Northport maintains a database of MARPOL Compliance in this location <K:\Procedures & Policy Manual\10 - Environmental\MARPOL Compliance Database>

<K:\Procedures & Policy Manual\10 - Environmental\MARPOL Compliance Database\Guidance to Ship Operators Scrubbers 2020.docx>

<K:\Procedures & Policy Manual\10 - Environmental\MARPOL Compliance Database\Frequently asked questions on MARPOL Annex VI and mpr part 199 May 2022 for harbourmasters.DOCX>

5.5 Lighting

Artificial lighting within the Northport Facility is established from two main criteria. These are:

- Whangarei District Council – District Plan, Section 44.3.8
- Creating a practical level of permanent lighting to enable the operation of the Northport facility, assisted by task lighting where required.

Northport Limited follows the relevant Guidelines and Industry Standards relating to port lighting AS/NZS 1158/1996

Whangarei District Councils District Plan, section 44.3.8 states the following:

Artificial Lighting is a permitted activity if either:

- The lighting is required under health and safety legislation; or*
- The light is a street light, navigation light, or traffic signal; or*
- The following standards are complied with*
 - The added illuminance onto any other site measured at the boundary does not exceed 10 lux at any receiving property boundary, or 15 lux at any road reserve boundary; and*
 - The artificial light is shielded in such a manner that light emitted by the fixture is projected below a horizontal plane running through the lowest point on the fixture; and*
 - The lower edge of the shield, as required by ii) above, is to be at or below the centreline of the light source; and*
- The light is static and is not flashing; (except in the case of lighting on vehicles associated with mineral extraction and related activities, or flashing beacons in accordance with the Land Transport Road Use Rule 2004.*
- The artificial lighting complies with AS/NZS 1158/1996*

All lighting on the Northport Facility currently meets WDCs District Plan.

5.5.1 General Information

The lighting used in the facility is primarily high-pressure sodium lighting with a small number of LEDs. The principal lighting consists of 18 light towers(2024) established over a 130-metre grid with the sodium lights at a height of 36 metres above facility tarmac. Some of the towers are equipped with LED. The towers have a structural capacity to carry 200 kg of light fittings. The following lighting levels have been used:

- Security requirements for the lighting is a 5 lux.
- Log yard requirements for the lighting in the log yard between log stacks is 20 lux.
- Berth front requirements for cargo operations is 50 lux.

These lighting levels have been set by the Port Engineer with reference to the standards at the design phase. In 2023 a series of new light towers were constructed to provide additional LED lighting over the facility site.

5.5.2 Specific Monitoring

No specific monitoring is undertaken to ensure ongoing compliance of the effect of lighting. However, lux levels can be measured via a portable lux meter annually.

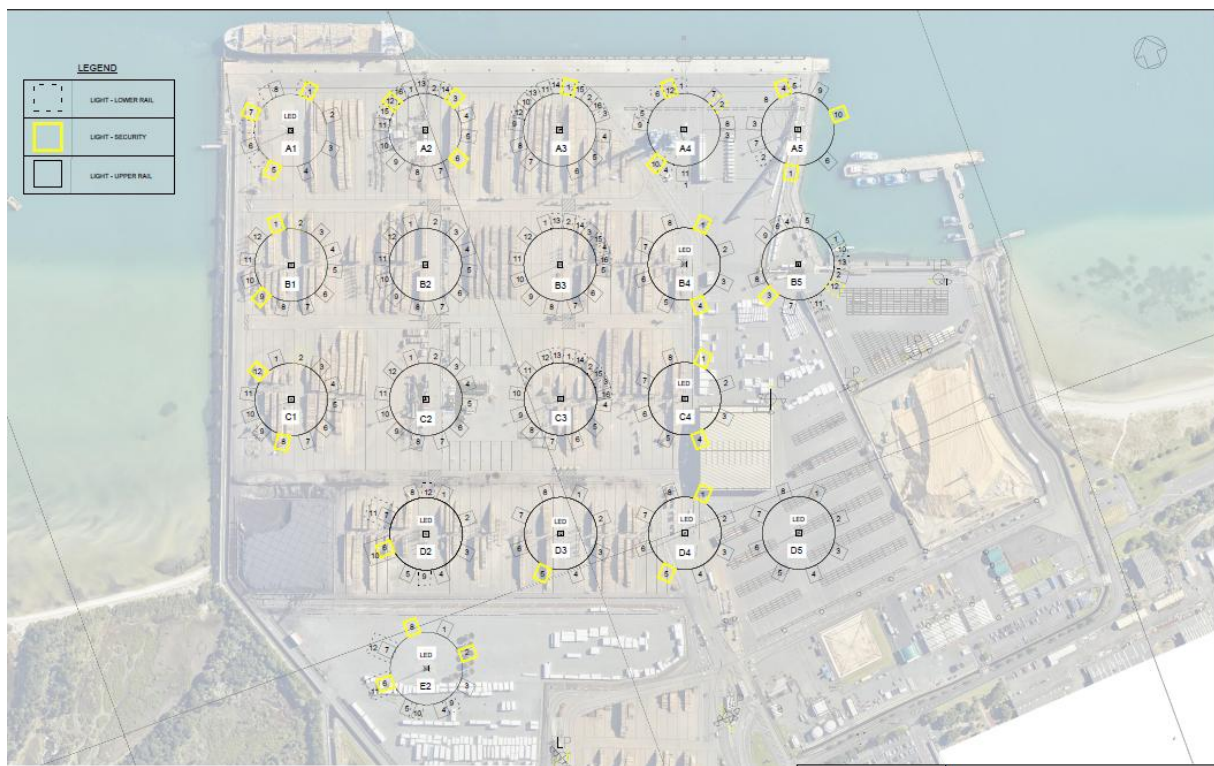
Maintenance and periodic replacement of existing lights are undertaken on an equivalent replacement specification.

5.5.3 Lighting control measures

For all new lightning installations completed at the Northport facility, the design is modelled to ensure it fits within the WDC District Plan. Currently a LED replacement project is being developed.

To provide some context to an illumination level of 10 lux, the following are some typical illumination levels.

- Under a clear sky on a sunny day 100,000 lux
- In the shade of a tree 10,000 lux
- Inside, adjacent to a north facing window 2000 – 3000 lux
- In a typical office 300 – 750 lux
- Inside a domestic house at night 50 - 100 lux
- Under a suburban streetlight <5 – 30 lux
- Moonlight 0.5 – 1 lux



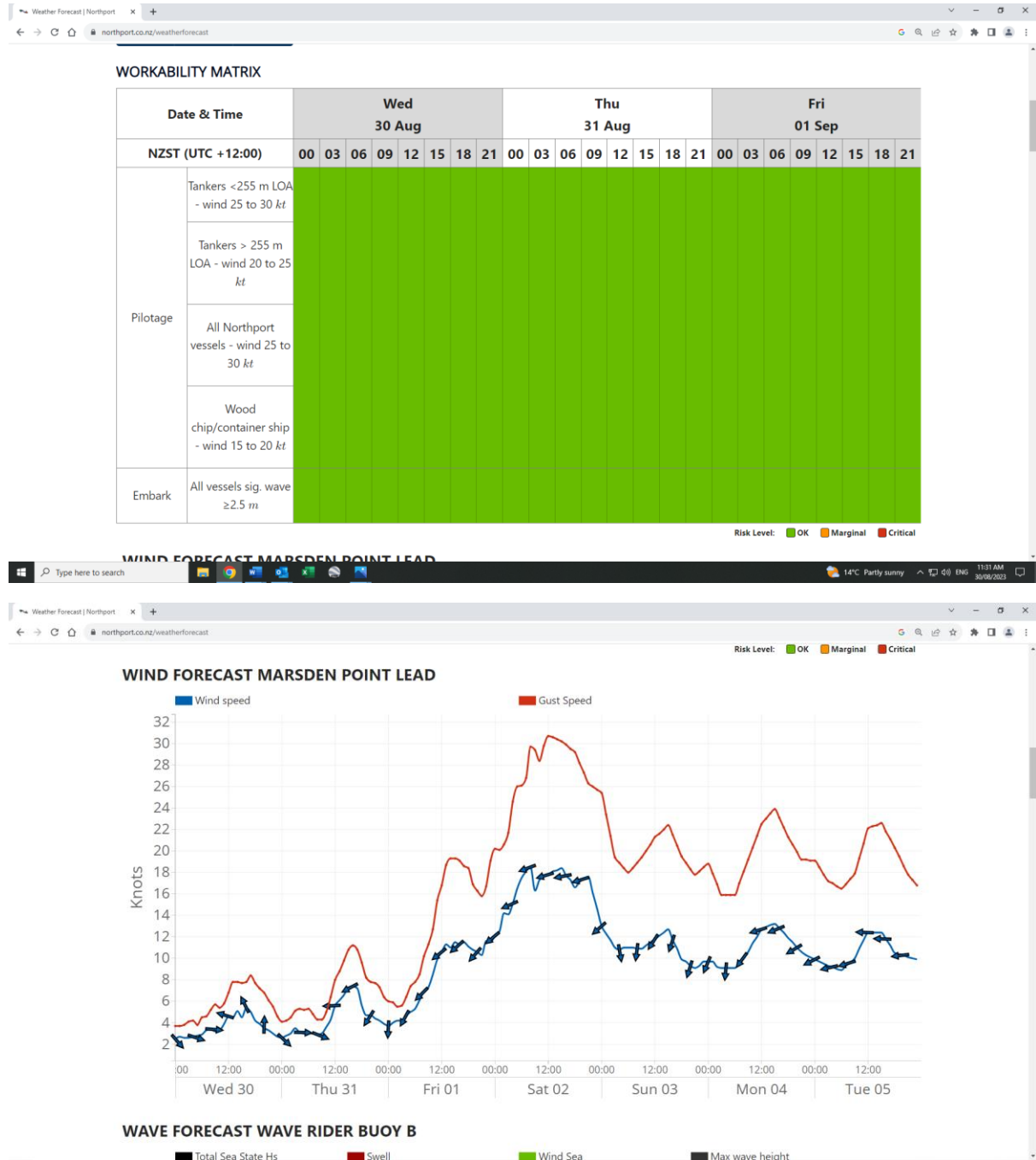
Current Lighting Plan 2024

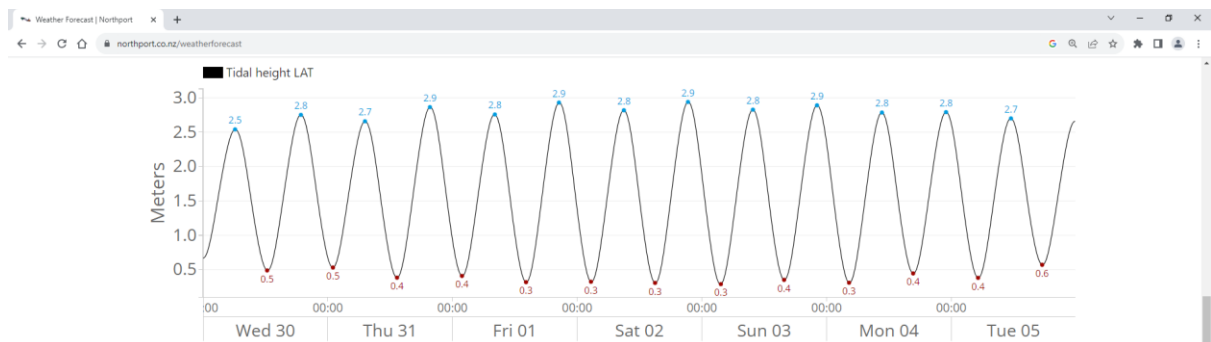
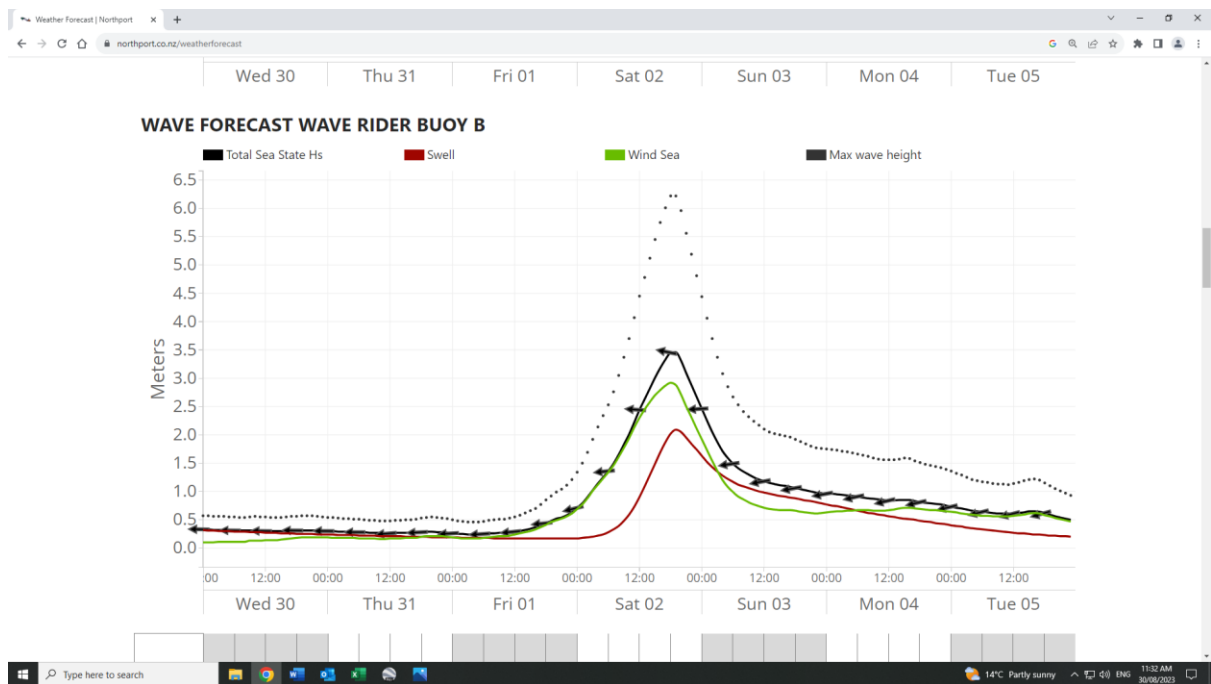
5.6 Weather Notifications

Weather (live and forecast) is available through the Northport website. This is updated daily.

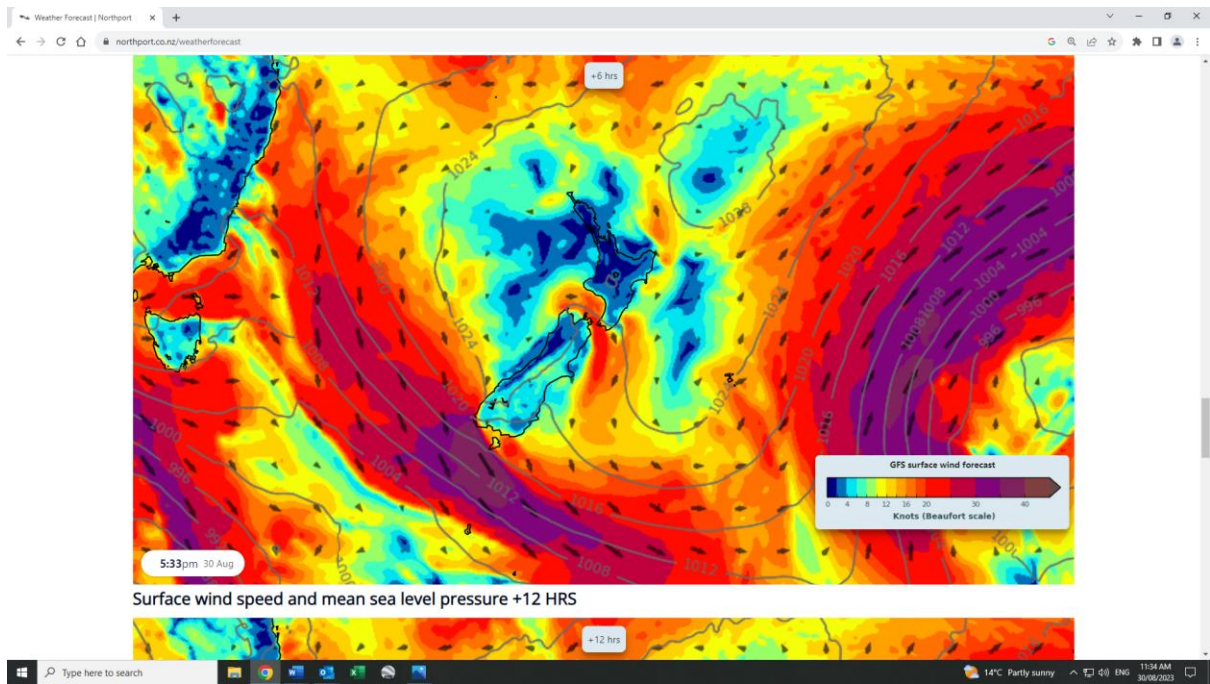
The Northport Port Services Centre has an email notification which sends a storm watch notification to Port User representatives. Storm watch is updated by Metoclean.

Sample Daily Weather Forecast through the website.

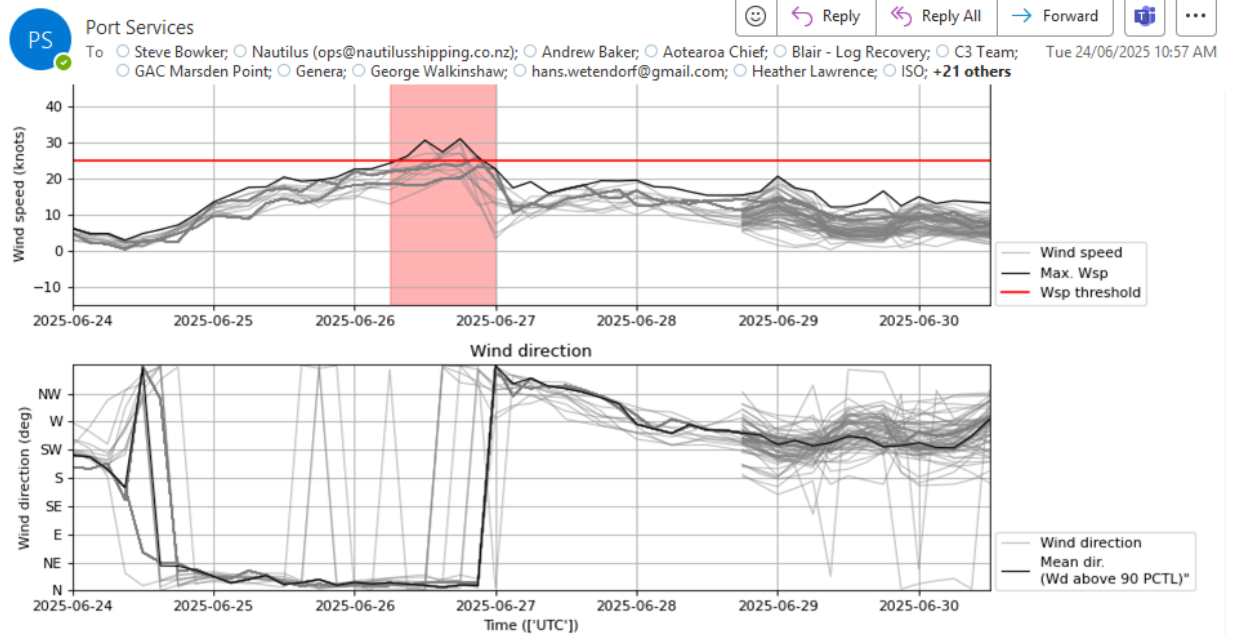




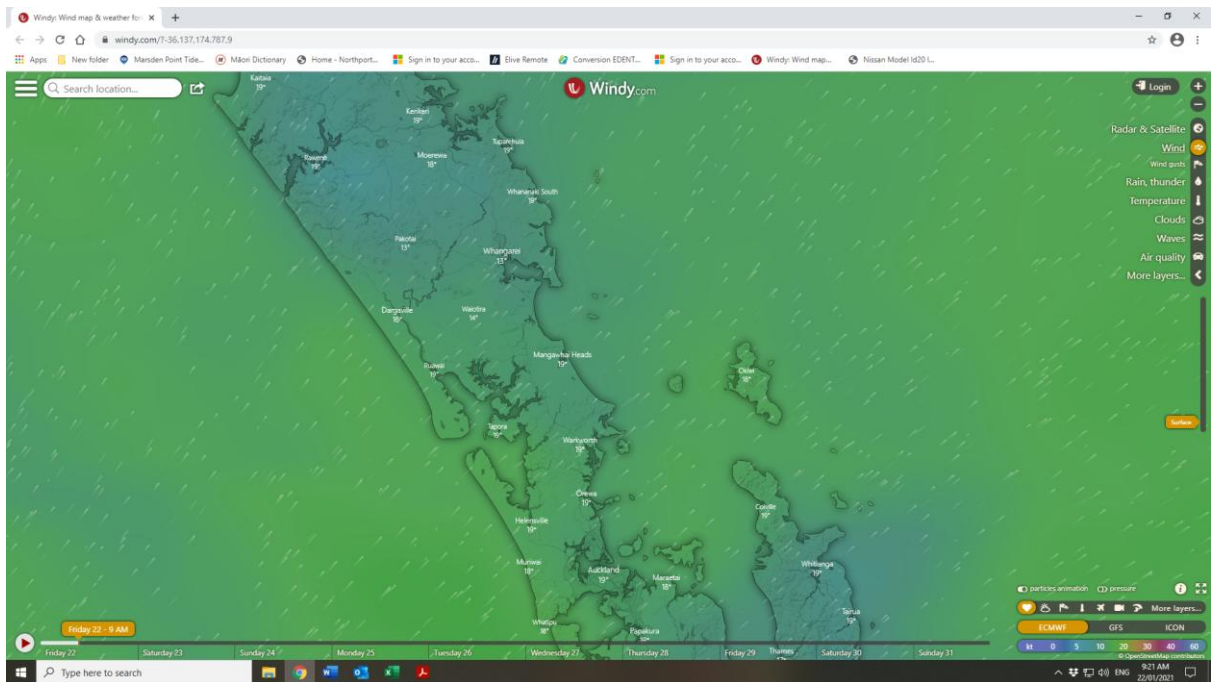
Date & Time		Total					Swell (> 8s)			Wind Sea (< 8s)			Wind			Weather			
NZST (UTC +12:00)		Hs m	Hx m	Tp s	Dpm °	IG m	Hs m	Tp s	Dpm °	Hs m	Tp s	Dpm °	Wind sp kt	Wind gust kt	Wd deg °	Vis km	Temp °C	Rainfall mm/h	Press hPa
Wed 30 Aug	00:00	0.3	0.6	11	91	0.03	0.3	11	91	0.1	1	195	3	4	305	24	7	0.0	1026
	04:00	0.3	0.6	10	91	0.03	0.3	10	91	0.1	5	96	3	4	287	24	7	0.0	1025
	08:00	0.3	0.6	10	91	0.03	0.3	10	91	0.1	5	91	3	6	173	24	13	0.0	1026
	12:00	0.3	0.5	10	91	0.02	0.3	10	91	0.1	4	83	5	8	128	24	15	0.0	1025
	16:00	0.3	0.6	10	90	0.03	0.3	10	90	0.2	4	73	5	8	158	24	12	0.0	1026
	20:00	0.3	0.6	10	90	0.02	0.2	10	90	0.2	4	68	3	6	255	24	11	0.0	1027
Thu 31 Aug	00:00	0.3	0.5	10	90	0.02	0.2	10	90	0.2	4	67	3	4	295	24	10	0.0	1027
	04:00	0.3	0.5	10	90	0.02	0.2	10	90	0.2	4	66	3	5	281	24	10	0.0	1026
	08:00	0.3	0.5	10	90	0.02	0.2	10	90	0.2	4	66	3	5	187	24	13	0.0	1027



FW: [ALERT] StormWatch for Marsden Point - Risk of Extreme Weather Detected



Additional wind forecasting for operational planning is available through the website <https://www.windy.com/?-36.851,174.768,5>

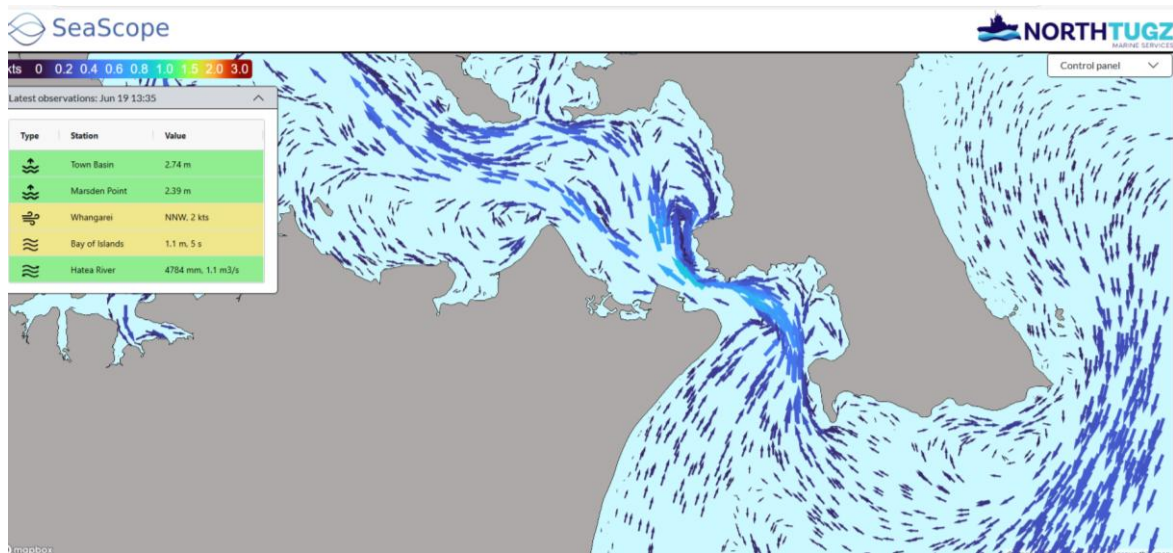


The standard operating conditions that may affect works being undertaken at Northport are when the wind forecast exceeds 35 knots and the wave forecast exceeds 2 metres. Specific mooring line plans are provided by Northport Limited for shipping tied up overhanging the Northport Berths. These plans are to prevent ships breaking away from the wharves in high wind conditions and creating an environmental and safety hazard.

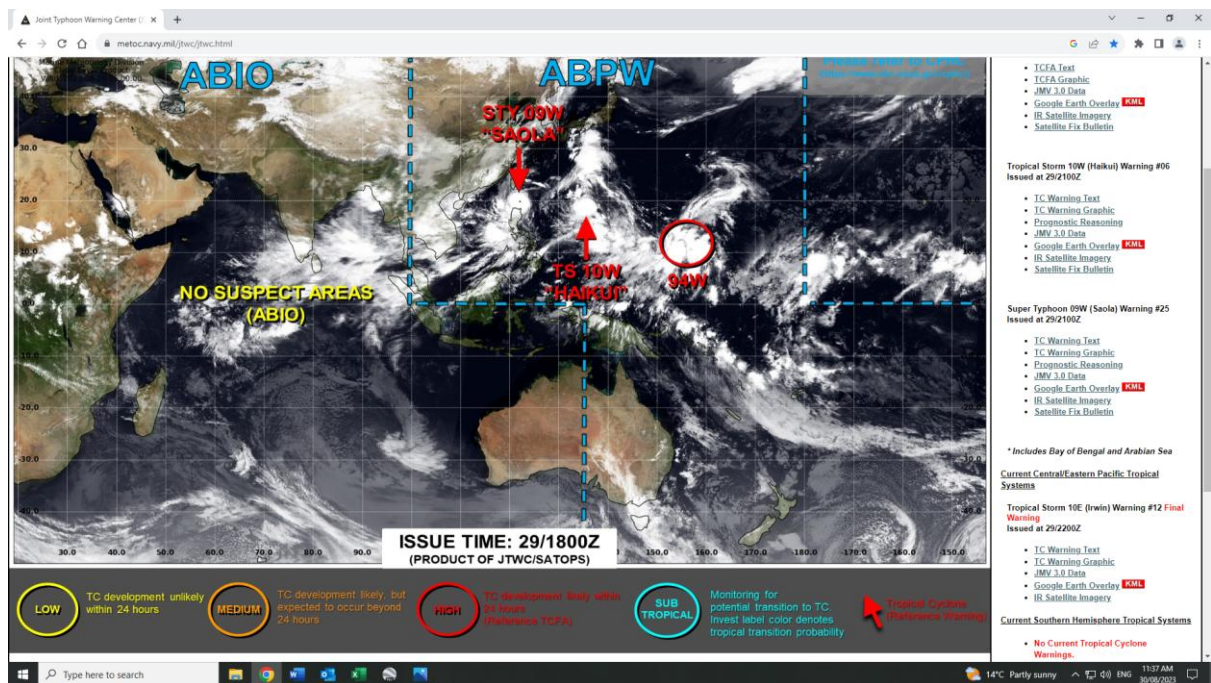
In addition, Northport supplies a DUKC system (series 5) which is operated by North Tugz on behalf of all the port users. North Tugz operates the Transit Analyst System for systematic monitoring of shipping movements.



North Tugz also operates a tidal stream monitoring program called Seascope. This predictive program is used for determining the velocity of tidal streams throughout Whangarei Harbour.



Cyclone Warning System through Joint Typhoon Warning Centre US Navy is also used for prediction of high impact storm events.



5.6.1 Specific Procedures relating to the Weather notification process:

Procedure	Number	Location
Northport Duty Officer	Ops-7-100-Rev2	k:\Procedures and Policy Manual\port operations

5.7 Waste-Water Process

All of Northport's wastewater (including both sewer and trade waste) is disposed of through a series of pumping stations into the Whangarei District Council reticulation system.

A schematic plan of the reticulation system is shown in figure 13 below.



Figure 13 – Aerial Photo showing Northport internal wastewater reticulation system and single point discharge.

5.7.1 Specific Monitoring

Monitoring is undertaken at each pump station by means of hour meters on each pump at pump stations. At the main Northport pump station (located on the corner of SH15A and Ralph Trimmer Drive) there is a flow meter which measures the cumulative discharge.

These discharge figures are recorded daily by Northport Port Services Centre Staff to be track daily usage. This data is then reported to Whangarei District Council staff on a bi-monthly basis.

5.7.2 Wastewater Control Measures

All wastewater is discharged to ensure complete separation from the Northport stormwater system as there is no onsite treatment of wastewater.

Northport also has a compliant trade waste discharge from the dedicated multipurpose wash bay. This waste is discharged into the Whangarei District Council sewer system.

5.7.3 Specific Procedures relating to the Waste-Water Process

Procedure	Number	Location
Northport Duty Officer	Ops-7-100-Rev2	k:\Procedures and Policy Manual\port operations

5.8 Fumigation

Fumigation is routinely carried out on the site to for multiple products, primarily log exports. This process is a requirement for log exports to India and China and is undertaken in accordance with MPI guidelines. A smaller volume of fumigation is undertaken for import cargo.

The principal chemical used for fumigation currently is phosphine. This is completed both on port land and in ships' holds for bulk fumigation. Currently the firm Genera oversees the fumigation process which is a legal requirement for export and import under the Bio Security Act

Northport's' fumigation requirements and expectations are fully outlined in

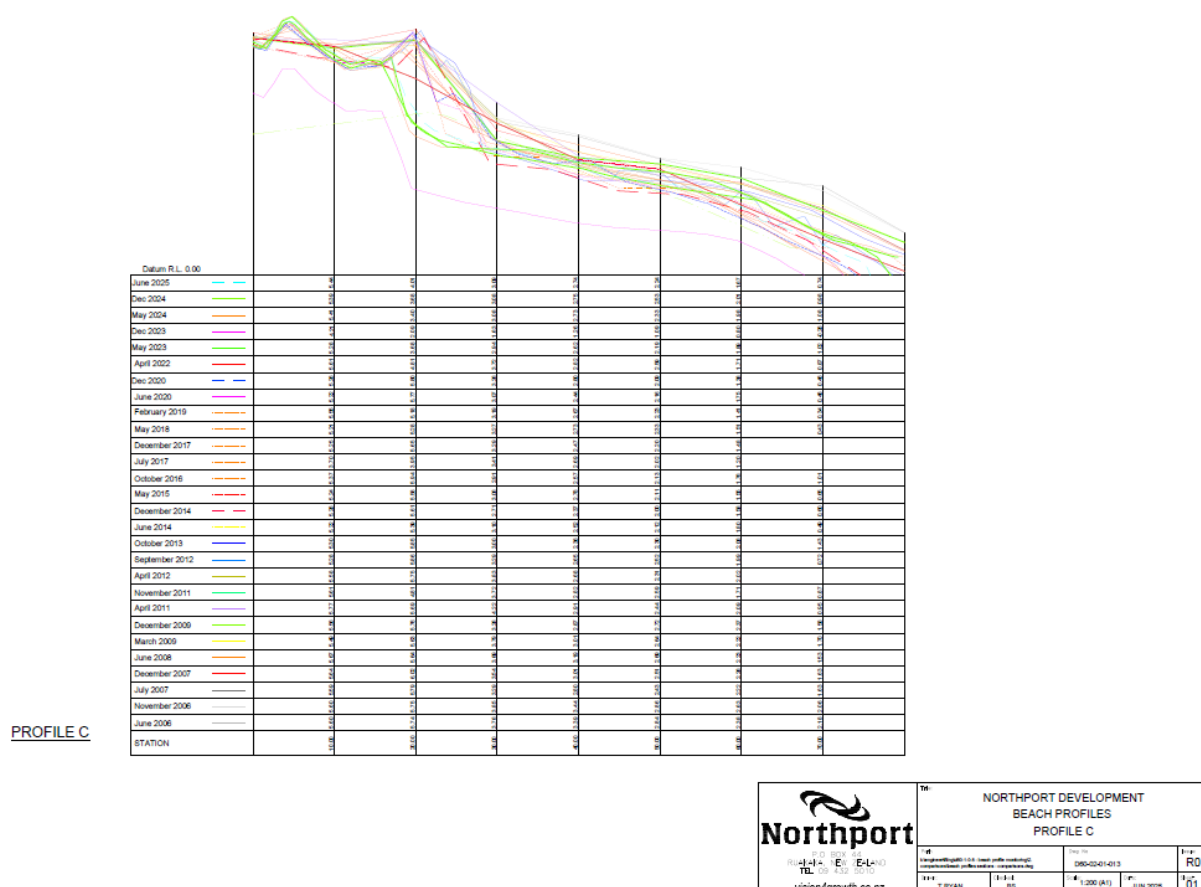
Procedure	Number	Location
Fumigation Requirements at Northport	Issue 3 February 23	k:\ Procedures and Policy Manual\Hazardous substances and fumigation
Hazardous Substances	Updated 2023/24	k:\ Procedures and Policy Manual\Hazardous substances and fumigation
Northport Duty Officer	Ops-7-100-Rev3	k:\Procedures and Policy Manual\port operations

5.9 Odour

There are no specific process or procedures relating to odour. The stormwater ponds are kept relatively neutral to discourage birdlife and vegetation growth. The port site and amenities are routinely cleaned to limit objectionable odour. Open scrubbers on ships currently should not be used when the ship is in port or at anchor within 12nms of the coast.

5.10 Beach Profiling

As part of an earlier agreement with Refining New Zealand and a consent requirement, Northport Ltd carries out beach profiling at 9 sites east and west of the Northport facility. Beach profiling is no longer a consent requirement and the existing agreement with RNZ terminated, Northport continues to undertake beach profiles and make this data available to Channel Infrastructure, Northland Regional Council, and other interested parties on request.



Northport's Beach Profiling requirements and expectations are fully outlined in:

Procedure	Number	Location
Beach Profiling (draft)	ENV-30-101	K:\Procedures and Policy Manual\Environmental

5.11 Marine Organism Management

Northport has participated in Marine Pest workshops run through Northland Regional Council and Ministry of Primary Industries. Annual inspection occurs of our underwater facilities by contracted dive companies. An impressed current system is used on a section of our sheet piling at berth MP3 and it is being investigated if this system is limiting the growth of any marine pests.

Northport's marine organism management requirements and expectations are fully outlined in:

Procedure	Number	Location
Marine Organism Management	ENV-40-100	K:\Procedures and Policy Manual\Environmental

5.12 Marine Mammals

Reports of marine mammals in Whangarei Harbour are rare but are noted by the duty officer in the PSC. Seals are the most common mammal seen at both the eastern and western ends of the Facility. Orca and dolphins are less common to be seen travelling past. Whales are quite rare to see inside the harbour. Penguins do not nest on the southern side of the harbour but are seen around Passage Island and Lort Point. Co-operation with the Department of Conservation and the Orca Research Trust are providing information on the presence of marine mammals in Whangarei Harbour. Northport Limited has established recording hydrophones within the harbour at the following locations to enhance the reporting of marine mammals.

- Passage Island
- Sinclair Point
- Calliope Bank

Up to 16 seals were observed populating Passage Island in 2024. An environmental survey of Motukaroro (Passage) Island was completed on 12th September 2024.

As at July 2024 Northport installed a real time marine mammal monitoring system (blue marker). Previously hydrophones recorded data for three monthly periods at the red marker locations.



Additional information on the marine mammal hydrophone monitoring program is available at:

<K:\Procedures & Policy Manual\10 - Environmental\Memo Marine Mammal instrument location+MP DRAFT to issue.pdf>

<K:\Procedures & Policy Manual\10 - Environmental\Marine Mammal Database\Realtime proposal March 24 final.pdf>

Data gathered by the recording buoys is available at the following location:

<K:\Procedures & Policy Manual\10 - Environmental\Marine Mammal Database>

Northport's marine mammal reporting, and expectations are fully outlined in

Procedure	Number	Location
Marine Mammals	ENV-50-100	K:\Procedures and Policy Manual\Environmental

5.13 Seabirds

Northport Limited conducts monitoring of seabirds in association with consultants 4Sight Consulting. A database of seabird sightings is maintained with records of any eggs and hatchings. Details are outlined in:

Procedure	Number	Location
Seabirds	ENV-60-100	K:\Procedures and Policy Manual\Environmental

Areas of known hatchings are shown in the figure below:



The areas outlined in red are used by dotterls and oystercatchers. Nesting occurs in the spring months. The area outlined in blue is frequented heavily by dotterls, oystercatchers and golden plovers however they do not nest. Individual nesting sites have been established along the tug jetty breakwater which have a 20m spacing. Nest sites consist of two pieces of driftwood surrounding a small pile of shell grit. The sites are used by both dotterls and oystercatchers. These were rebuilt in 2025.

An environmental survey of Motukaroro (Passage) Island was completed on the 12th September 2024

<K:\Procedures & Policy Manual\10 - Environmental\Passage Island\September 12 Motukaroro Island survey.docx>

5.14 Beach Survey and Clean Up

Northport Limited works with the Patuharakeke Trust Board in conducting beach surveys and clean up on the two small beaches to the east and west of the port facility. Details are outlined in

Procedure	Number	Location
Beach Survey and Clean Up	ENV-70-100	K:\Procedures and Policy Manual\Environmental

In 2023/24 Northport combined with NorthTugz to conduct a survey of East Beach.

5.15 Ship Simulator

Northport Limited operates a ship handling simulator as a risk assessment and training tool to prevent shipping incidents and consequential damage to the environment. The simulator is used by Northport and the other local port operators and additional North Island ports. The simulator has the capability for oil pollution response including marine mammal management in the case of an oil spill. Located on site at Northport, the simulator is a most useful instrument for port development and research.

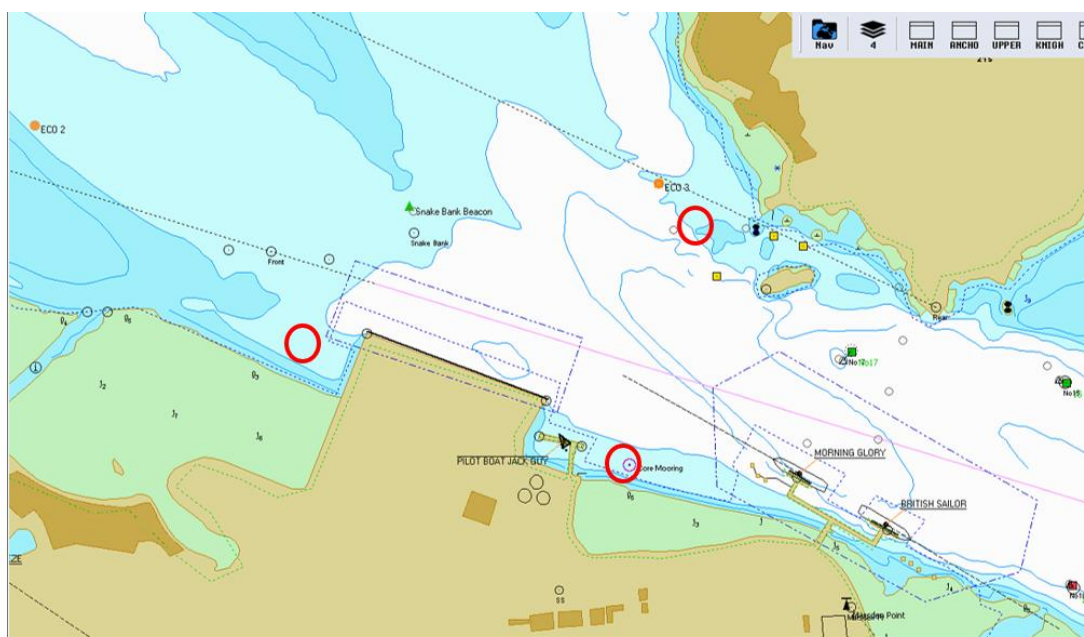


5.16 Turbidity Monitoring

Northport Limited has initiated turbidity monitoring to provide measurements of water clarity around the facility. Two measuring sites are used for fortnightly monitoring.

Site 1 is the tug jetty and site 2 is the eastern end of MP3. Additional monitoring is taken after significant rain events.

Additional continuous monitoring is carried out from three sites around the Northport facility.



These monitoring buoys were established in June 2022.

Details are outlined in

Procedure	Number	Location
Turbidity Measurements	ENV-20-103	K:\Procedures and Policy Manual\Environmental

5.17 Hydrodynamic Monitoring

Hydrodynamic monitoring is critical for the navigation safety of ships using the Northport facility. It is also vital for limiting environmental impacts from oil spills.

Hydrodynamic monitoring is done by:

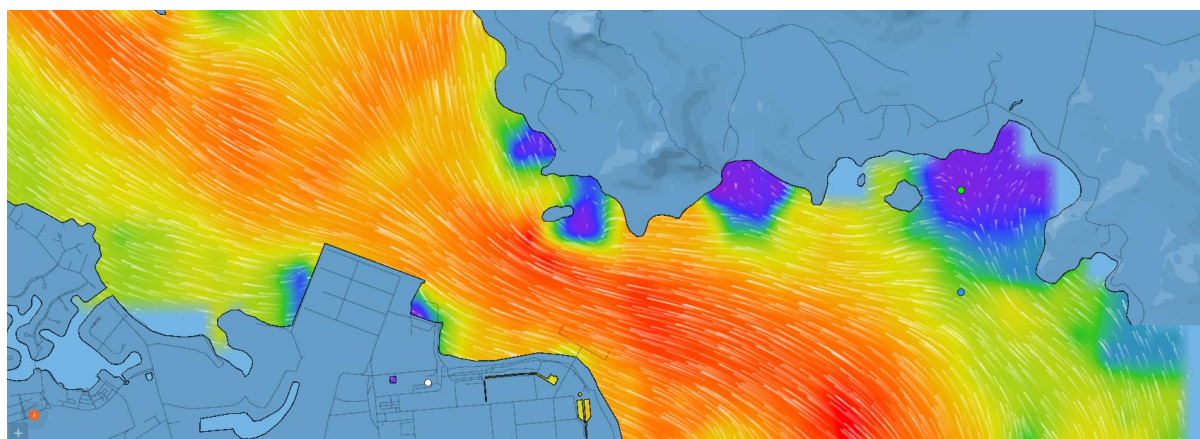
- Bathymetric survey
- Tidal stream analysis
- Tidal Height analysis
- Wave analysis

Northport contracts hydrographic surveyors DML twice yearly to undertake bathymetric surveys of the shipping channels and berth areas.

Northport has no current meters in place within the harbour, however tidal streams can be viewed on the app Predict Wind and through the North Tugz program Seascope.

Tidal heights are monitored by 2 Tide Gauges installed on the Tug Jetty which are maintained by Northport and NRC. Wave actions are monitored by 2 wave rider buoys located off the entrance to Whangarei Harbour and a smaller waverider located off the Tug Jetty.

Both the waverider buoys and tidal gauges are used for the prediction of safe underkeel clearance for transiting ships to the Northport and Channel Infrastructure Berths. The system is known as Dynamic Underkeel Clearance DUKC.



Full details of the management of navigation safety is shown in the Northport Safety Management System:

<K:\Procedures & Policy Manual\1 - Manuals and Guides\MAN-1-118 rev 8 Northport Marine Safety Management System.pdf>

5.18 Waste Management

Northport has several skip bins across the port for the collection of landfill waste. These are emptied by Northland Waste. The bins are charged at 1 tonne per bin plus excess weight.

	2024																
	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sept-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25
3m bins	1	1	1	2	2	1	3	1	2	0	1	2	1	1	1		1
3m \$	\$917.83	\$722.66	\$831.42	\$1,717.23	\$1,508.76	\$890.34	\$2,474.02	\$184.21	\$1,800.65	\$0.00	\$987.21	\$1,793.92	\$888.39	\$923.21	\$973.17		\$641.65
Weight - Tonnes	2.08	1.66	2.14	4.52	3.6	2.4	5.64	300kg	4.4	0	2.52	4.46	2	2.34	2.32		1.16
4.5m bins	6	5	2	4	2	2	2	2	2	2	2	2	2	3	2	1	2
4.5m \$	\$787.80	\$540.80	\$293.80	\$540.80	\$417.30	\$417.30	\$303.50	\$558.66	\$303.50	\$303.50	\$558.66	\$303.50	\$303.50	\$431.08	\$303.50	\$175.92	\$558.66
Cardboard 3m - cardboard	\$17.50	\$0.00	\$17.50	\$0.00	\$17.50	\$17.50	\$35.70	17.85	17.85	17.85	17.85	17.85	17.85	17.85	17.85	17.85	17.85
Cardboard 3m rental car	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.44	22.44	22.44	22.44	22.44	22.44	22.44	22.44	22.44	22.44	22.44
Wheelie Bin 240L	\$12.60	\$12.60	\$12.60	\$12.60	\$12.60	\$12.60	\$12.86	12.86	12.86	12.86	12.86	12.86	12.86	12.86	12.86	12.86	12.86
Cardboard	\$52.10	\$34.60	\$52.10	\$34.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0	0	0	0		
Hansen Drainage & Earth																	\$960
																	Removal of bark

<K:\Procedures & Policy Manual\10 - Environmental\Environmental Data - January 2025.xlsx>

In 2024 66.72 tonnes of general waste were removed from the port.

Recycling bins are similarly positioned across the port. Recycling is undertaken for:

- Cardboard

- Plastic and Tins
- Metal
- Batteries
- Tyres

These are emptied appropriately by Northport staff.

Ships waste is collected via waste bins delivered to the ships. All ships waste is cleared through the Quarantine Station. By 2025 ships waste is classified and recorded.

5.19 Oil Spill Response

Northport uses third parties for bunkering at ships. Usually, bunkering is done by oil trucks operating from the wharf front. Each truck has a Tier 1 oil spill response plan which is monitored by the NRC. List of approved suppliers is here:

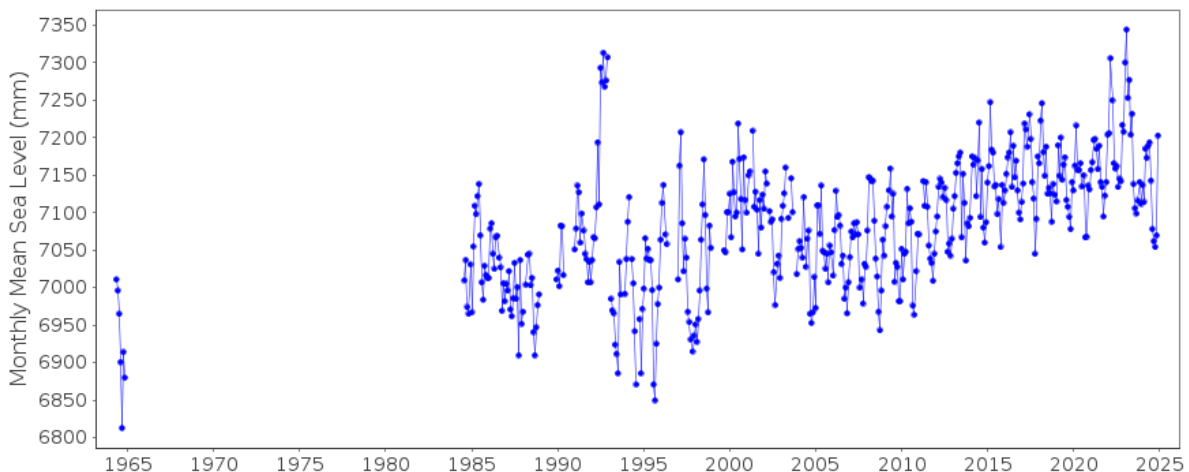
<K:\Procedures & Policy Manual\10 - Environmental\Oil Spill RResponse\OTS Summary 1706229632978.xlsx>

In the event the oil spilt is greater than can be handled by truck operator, the spill will be elevated to a Tier 2 response which responded to by the NRC under the direction of a Regional Oil Spill Commander. Oil spill response equipment is limited at Northport however Channel Infrastructure next door have both Tier 2 and Tier 3 response equipment. Northport have a ROSC on site and several trained regional responders. Details on the Tier 2 Response Plan are located here:

<K:\Procedures & Policy Manual\10 - Environmental\Oil Spill RResponse\2023 10 25 NORTHLAND MARINE OIL SPILL CONTINGENCY PLAN.pdf>

5.20 Sea level Rise Resilience

In the design of the port the top of the berths were placed 5.0m above Lowest Astronomical Tide. Mean sea level is monitored by tide gauges at Marsden Point



NIWA estimates MSL will rise by approximately 1 metre by the end of the century.

Comparison of MSL to LAT

1.63 MSL	3.04 HAT	0.17 LAT
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6. Sustainability Vision and Focus

Sustainability measures are being actively implemented by Northport and sustainability targets are being developed.

6.1 Vision

We strive to provide the best level of service and solutions for our clients whilst simultaneously working to improve the environmental, social, and economic aspects of the industry in which we operate. Our operations are structured to protect the environment by minimizing risk. Our vision becomes reality by putting into action programs and practices that reduce the use of natural resources, optimize energy efficient products and technologies and foster innovations and creative solutions that add value to our clients, communities, and environment.

6.2 Scope

This vision extends to our port facility, the extent of Whangarei Harbour and its Approaches.

6.3 Objectives and Tasks

6.3.1 Objective 1 Focus on Energy

Northport Ltd will reduce the amount of energy used at our port facility over the next five years by working with our equipment providers and clients.

Task 1 We will track the amount of energy used within the port facility following the designated procedure Tracking of Utility Sustainability.

Task 2 We will seek solutions to reduce energy consumption by investigating lighting technologies to replace our aging high-pressure sodium lighting for the facility.

Task 3 We will seek solutions to reduce energy consumption by investigating the use of solar energy with service providers utilizing existing and future building and infrastructure roof areas

Task 4 We will seek solutions for energy consumption by procuring small electric power vehicles for use in the port.

6.3.2 Objective 2 Focus on Water Usage

Northport Ltd will reduce the amount of water used at our port facility over the next five years by working with our equipment providers and clients.

Task 1 We will track the amount of water used within the port facility following the designated procedure Tracking of Utility Sustainability.

Task 2 We will seek solutions to reduce water consumption by investigating the use of alternate sources of water for selected cargo operations (General fumigation) or the recycling of runoff water from existing sheds and future infrastructure.

6.3.4 Objective 3 Focus on Waste Disposal

Northport Ltd will reduce the amount of waste generated at our port facility over the next five years by working with our equipment providers and clients.

Task 1 We will track the amount of waste generated within the port facility following the designated procedure Tracking of Waste Sustainability.

Task 2 We will seek solutions to provide waste disposal and ballast water reception for shipping by investigating shared reception facilities with CI in line with IMO MARPOL Requirements

Task 3 We will seek solutions to recycle as much waste as possible.

6.3.5 Objective 4 Focus on Procurement

Northport Ltd will source products and materials in a responsible manner for our port facility over the next five years working with our equipment providers and supplier partners.

Task 1 We will strive for purchases to be made with recycled content, which are recyclable, biodegradable and compostable.

Task 2 We will strive for all purchases of products or materials that are considered non- toxic or reduced toxic.

Task 3 We will ensure that at least 10% of our total purchasing comes from items purchased in bulk.

Task 4 We will reduce the amount of printing at our facility by using double sided print and reducing the amount of paper documentation in the company.

Task 5 Future purchases of computers and monitors from manufacturers will have at least one of the following policies, practices, or certifications.

- Restriction of Hazardous Substances Directive (RoHS) compliance
- ISO 4001 certification
- Electronic Product Environmental Assessment Tool (EPEAT) compliance
- Formal environmental packaging policy
- Sponsorship or participation in formal take back/recycling program

6.3.6 Objective 5 Focus on Navigation Safety

Northport Ltd will continue to improve navigation safety and protect the marine environment within Whangarei Harbour and the approaches over the next five years working with Northland Regional Council and the other port operators in Whangarei Harbour.

Task 1 We will actively participate within the navigation safety meetings as part of the Port Safety Code and seek improvements in navigation safety for Whangarei Harbour.

Task 2 We will actively use the Northport Marine Simulator to promote training for pilots, tug masters and local port service operators

Task 3 We will continue to operate and develop the Local Port Service to improve AIS and radar surveillance of Whangarei Harbour and Approaches and support improved traffic information for harbour stakeholders.

6.3.7 Objective 6 Focus on Environmental Management

Northport Ltd will continue to improve environmental management within Whangarei Harbour and the approaches over the next five years working with Northland Regional Council, IWI and local community groups.

Task 1 We will actively co-operate with IWI through formal agreements and seek improvements in the marine environment for Whangarei Harbour.

Task 2 We will seek solutions to improve the marine environment by investigating the stability of Mair Bank through input into research programs concerning Mair Bank.

Task 3 We will seek solutions to infestations of marine pests in our port through participation in workshops and research programs run through NRC, IWI and other governmental initiatives.

Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
Task 1	✓	✓	✓	x	✓	✓
Task 2	✓	x	x	x	✓	✓
Task 3	x		✓	x	✓	✓
Task 4	✓			x		
Task 5				x		

Environmental data is produced every month and covers Power, Water Usage, fuel and waste.

Located in this folder.

<K:\Procedures & Policy Manual\10 - Environmental\Sustainability Data 2024 2025>

	Environmental Data																				Rolling 12 months
	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sept-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25		
Water \$																					
Total Invoice to NPL	\$ 4,616.40	\$ -	\$ 5,537.82	\$ 4,214.77	\$ 4,706.57	\$ 2,302.80	\$ 2,612.32	\$ 2,340.67	\$ 2,855.42	\$ 1,975.25	\$ 1,548.16	\$ 3,172.89	\$ 2,420.17	\$ 2,415.38	\$ 2,257.94	\$ 5,088.70	\$ 3,047.30	\$ 3,672.04	\$ 2,528.53	\$ 33,362.49	
Recharged to:																					
Genera & Sheds	\$ 2,414.08	\$ 1,262.80	\$ 1,111.92	\$ 2,420.64	\$ 2,092.65	\$ 1,620.32	\$ 2,430.48	\$ 915.12	\$ 2,228.70	\$ 1,304.10	\$ 307.05	\$ 1,284.44	\$ 1,675.25	\$ 1,407.80	\$ 3,091.20	\$ 2,431.85	\$ 2,289.35	\$ 3,223.54	\$ 1,759.50	\$ 21,915.50	
Port Users	\$ 213.20	\$ 331.28	\$ 282.08	\$ 305.04	\$ 242.72	\$ 331.28	\$ 268.96	\$ 160.72	\$ 327.75	\$ 244.95	\$ 289.80	\$ 338.10	\$ 286.35	\$ 300.15	\$ 338.07	\$ 262.20	\$ 351.90	\$ 262.20	\$ 217.35	\$ 3,709.54	
Residual Northport usage	\$ 1,991.12	\$ -	\$ 1,594.08	\$ 1,489.09	\$ 2,371.20	\$ 351.00	\$ -	\$ 87.12	\$ 1,264.83	\$ 278.97	\$ 426.20	\$ 951.31	\$ 1,550.39	\$ 460.57	\$ 707.63	\$ 1,171.33	\$ 2,394.65	\$ 406.05	\$ 551.68	\$ 8,007.45	
/Days Bill	52	0	70	25	35	28	31	30	34	39	28	37	27	25	36	30	30	33	36	364	
Residual Usage per Day	\$ 38.29	\$0.00	\$56.34	\$59.56	\$67.75	\$12.54	\$-	\$2.81	\$42.16	\$8.21	\$14.70	\$33.98	\$41.90	\$17.06	\$28.31	\$32.54	\$79.82	\$16.24	\$6.22	\$17.26	
Rubbish Removal \$																					
Rubbish Removal	\$ 852.37	\$ 1,312.57	\$ 1,757.73	\$ 1,298.06	\$ 1,177.32	\$ 2,292.63	\$ 1,978.16	\$ 1,359.74	\$ 2,848.52	\$ 796.02	\$ 2,157.30	\$ 356.65	\$ 1,999.02	\$ 2,150.57	\$ 2,265.88	\$ 1,407.44	\$ 1,329.82	\$ 1,189.07	\$ 1,253.46	\$ 18,713.49	
HSTU Removal	\$ 497.56	\$ 986.18	\$ -	\$ -	\$ 749.76	\$ -	\$ 1,132.57	\$ 412.30	\$ -	\$ -	\$ 331.72	\$ 506.77	\$ 1,906.75	\$ 361.26	\$ 1,242.22	\$ 4,367.59	\$ 1,959.39	\$ 1,336.74	\$ 290.15	\$ 12,714.89	
Electricity kWh																					
Total Usage	125,158	116,328	94,912	124,511	152,228	226,548	191,303	119,238	144,125	114,508	139,107	153,999	149,183	140,911	113,477	132,883	164,516	236,012	159,242	1,767,003	
TOTAL Less Recoveries	29,580	31,993	22,152	33,469	35,956	34,997	25,703	18,334	25,758	20,426	24,582	34,692	20,917	20,184	22,293	29,122	37,481	32,137	27,932	313,857	
Recharged to:																					
Marusumi	2,400	2,115	1,396	1,394	5,346	5,491	2,797	2,804	1,301	1,574	5,934	4,421	1,359	1,134	6,051	7,196	9,312	6,258	6,905		
CFG Debarrier	9,597	12,243	8,563	12,075	11,898	10,828	8,123	3,770	9,104	10,828	8,140	9,308	5,306	1,501	2,879	7,069	9,687	7,268	5,745		
CS Debarrier	11,630	12,028	7,777	14,363	14,002	13,254	7,980	8,527	10,047	4,284	2,507	8,743	9,641	12,181	7,915	9,432	12,467	13,189	9,934		
Melanes Plant (Winton Stock Feeds)	831	364	301	320	320	425	443	340	575	402	1,001	373	348	393	403	286	336	525	422		
Genera	733	848	725	978	876	912	1,002	507	999	821	821	743	699	833	865	997	1,020	817	895		
ISU/CS - Shed 2	732	668	661	848	716	485	1,251	330	495	393	312	330	496	601	596	656	870	689	781		
Marusumi Office	1,228	1,172	790	1,162	940	890	1,592	835	1,196	438	1,975	1,113	973	857	902	839	1,075	946	945		
Mission to Seafarers	119	99	77	92	77	105	123	76	181	98	128	130	111	110	121	120	86	99	88		
North Tugs - Shed 1	2,100	2,456	1,862	2,336	1,881	2,007	2,390	1,145	1,920	1,588	3,764	9,630	2,084	2,564	2,561	2,527	2,627	2,346	2,237		
Residual Northport usage	95,768	84,335	72,760	91,042	116,272	191,951	165,600	100,905	118,367	94,082	114,526	119,307	128,267	120,727	91,184	103,761	126,835	203,875	131,310	1,453,446	
Days Bill	52	0	70	25	35	28	31	30	34	39	28	37	27	25	36	30	30	33	36		
Kwh per day	3,192	2,720	2,347	3,139	3,751	6,398	5,342	3,363	3,818	3,035	3,818	3,845	4,276	3,894	2,941	3,706	4,091	6,796	4,236	3,981	

6.4 Statements of Commitment

Northport Limited is committed to establishing, promoting, maintaining, and improving a culture of sustainability and environmental responsibility by staff, our supply chain, and broader stakeholders.

Northport Limited is committed to providing timely management review of sustainable business operating processes and procedures.

Northport Limited is committed to tracking, measuring, and reporting on our performance of the implementation of sustainability practices with commitment of continual improvement in these areas.

As part of our larger commitment to sustainability in the operational and procedural practices of Northport Limited, we are committed to providing the best, most sustainable services possible for our clients.

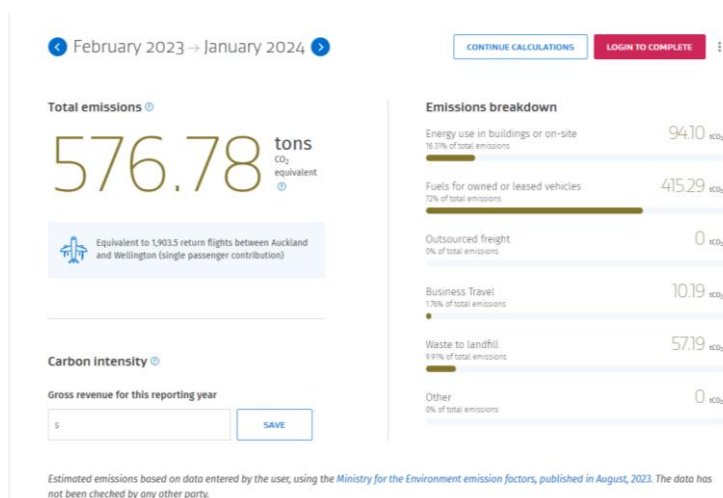
6.5 Carbon Footprint

Northport keeps monthly statistics on carbon emissions data which are located in this folder:

<K:\Procedures & Policy Manual\10 - Environmental\Sustainability Data 2024 2025>

Annual Change in carbon emissions

2021	640.62
2022	473.15
2023	576.98
2024	545.76



Information for carbon footprint is gathered by NPL and entered a carbon calculator in the following location:

<https://www.tools.business.govt.nz/climate/results?reporting-period=2023>

7. Ministry for Primary Industries Requirements

The Ministry for Primary Industries (MPI) sets the requirements for the Northport facility to operate as a Place of First Arrival and approved Transitional Facility under the Biosecurity Act 1993. These ensure the ongoing protection of New Zealand's biosecurity compliance and protection from foreign contaminants.

7.1 Place of First Arrival

The Place of First Arrival (PoFA) requirements are to ensure that any incoming vessels are fully logged and cleared for safe passage into New Zealand and do not present any biosecurity harm or risk. This includes:

- Vessel Structure
- Water Capable of harbouring pests and diseases
- Decking area and Holds
- Dunnage
- Foodstuffs
- Refuse

Also included is the clearance of passengers and crew.

The methods by which Northport meets these requirements is set out by *Port of First Arrival – Operating Manual (Version 2 – July 2016)*.

Currently being worked on is the requirement to have the capacity to receive ballast sediment. This is being worked through with Northport's nominated contractor for receipt and disposal to a nominated site.

7.2 Transitional Facility

Transition facilities are approved by MPI to receive containers and goods that may pose a biosecurity risk.

Every transitional facility must have an MPI approved transitional facility operator and if receiving containers, an accredited person available who has been approved by MPI.

Northport Information

Facility Code	322
Transitional Facility Operator	David Finchett

Northport's methods of ensuring compliance for an MPI Transitional facility are managed through the Approved Transitional Facility – Operating Manual (Version 2 – August 2017).

7.3 Bio Fouling

All commercial shipping using Northport Berths is subject to New Zealand Bio Security Act 1993. MPI maintain an office on the port.

7.4 Ballast Sediment

As at 2025 there is no facility for ballast sediment at Northport.

8. Community & Stakeholder Engagement

8.1 Community Liaison Group

As part of Northport's initial set of construction consents, a Community Liaison Group (CLG) was established to enable regular communication with stakeholders. This was invaluable during the initial construction (2000 – 2002) and subsequent expansion (2005/06).

The group is made up of representatives from the following groups:

- Patuharakeke Te Iwi Trust Board
- Bream Bay College
- Northland Regional Council
- Whangarei District Council
- Department of Conservation
- Ratepayers and residents of the following communities
 - Ruakaka
 - Reotahi
 - Whangarei Heads

Should significant works or changes in the business take place, Northport will look to reform the CLG.

8.2 Whangarei Harbour Health Improvement Fund (WHHIF)

Condition 11 of Northport Coastal Permit No. 2 for the initial construction of Northport required the establishment of a 'Kaitiaki Group'. The purpose of this group is to give effect to Section 7a of the RMA and to provide feedback to NRC on how the funding from Northport should be allocated. The Kaitiaki Group consists of up to two members from the following hapu / marae:

- Patuharakeke
- Nga Uri o Pohe
- Te Parawhau
- Toe Toe Marae
- Ngati Kahu O Torongare
- Te Waiariki

The funding only applies to research and works to improve the health of Whangarei Harbour and/or to mitigate the effects of the Port Development on wahi tapu, taonga and other features of special interest to tangata whenua that are carried out within the coastal marine area and shoreline of the Whangarei Harbour, and its tributaries. As of 2022, the funding is largely expended.

8.3 Relationship Agreement Patuharakeke Trust Board

Northport Limited and Patuharakeke have signed a relationship agreement which provides for a positive, collaborative and enduring relationship. The following are the values, principles, and practices which outline the way the relationship will be undertaken:

- Tikanga (Customs)
- Rangatiratanga (Recognition)
- Whanaungatanga (Relationship)
- Kaitiakitanga (Protection)

- Mātauranga (Knowledge)
- Whakapapa (Genealogy)
- Mana Whenua (Land Rights)
- Mauri (Life Principles)
- Manaakitanga (Mutual benefit)

As of 2022 there is supported research in the following two areas.

- Snake Bank
- Blacksmiths Creek

8.4 Relationship Agreement Te Parāwhau

Northport Limited and Te Parāwhau have signed a relationship agreement in 2025 which provides for a positive, collaborative and enduring relationship.