

Project Management Office (PMO) Review: Process Improvement Opportunities Action Plan – December 2024

1. Procurement / Finance Issues

Recommendation	Actions	Lead	Completion Date	Progress
1.a Consultants appointed without a clear understanding of approval process or budget provision	<p>Review Procurement Policy. New policy based on NZ Government Procurement guidance and include:</p> <ul style="list-style-type: none"> • a preferred contractor list or contractor panel. <p>Development of Procurement Manual which will provide clear guidance on:</p> <ul style="list-style-type: none"> • Key documentation • Key procurement decisions for consultant appointments • Demonstrating the total cost of the contract is within budget, and tendering documents and the appropriate approvals. 	GM Corporate Services	Complete	<p>Procurement Policy has been redrafted for consideration by Council at the 18/12 meeting.</p> <p>Development of two manuals for contractor procurement and management. These guidelines establish clear, standardised processes to ensure Council acquires its goods and services in a transparent, fair, consistent, and accountable way:</p> <ul style="list-style-type: none"> • Minor contractors procurement and management manual • Contractor procurement and management manual <p>A new webpage provides clear guidance about Procurement and contract management.</p> <p>Development and rollout of procurement training to Tier Three staff. The first session was held in March and a further session is</p>

scheduled for April. Staff are trained in the new Procurement Policy and use of the Procurement manuals.

1.b	Lack of monitoring of consultant invoices	Sensitive Expenditure Policy review	CEO / GM Corporate Services	Complete
		Sensitive Expenditure procedure review to establish clear guidelines to ensure compliance with Office of the Auditor General’s Sensitive Expenditure guidelines.		
		Roll out of the new Policy and Procedure to all staff		

Procedure for monitoring of consultant invoices has been implemented.

New Sensitive Expenditure Policy was approved by SLT and noted by the October 2024 RAC meeting.

An email has been sent in the interim to all IS staff to describe progress payments and invoice checking. This is explained further in the Procurement and contract management manual.

1.c	Insufficient information on consultant invoices for approvers	Development and communication of new procedure for invoice narration and approval.	GM Corporate Services	Complete
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Procedure for approval of invoices has been developed and implemented.

Expectations around invoice clarity has been communicated to approvers and contractors - an email has been sent to all IS staff to describe progress payments and invoice checking. This is explained further in the Procurement and contract management manual.

Reminder communication in November to all staff and suppliers

					<p>regarding the need for electronic purchase orders (EPO) and appropriate invoice narration.</p> <p>A new webpage provides clear guidance and instructions to suppliers on EPOs, invoices and procurement.</p> <p>Regular EPO training sessions will be run. Next sessions in May and then October.</p>
1.d	Costs incurred without approved budget or outside of the parameters set by external funders	Development of new processes to ensure that Council's procurement practices align with the requirements of external funders.	GM Corporate Services	Complete	<p>This is dealt with by both the project and programme management procedure then the procurement and contract management manual.</p> <p>A contract register has been created for the Manager Capital Works on SharePoint who has started reviewing professional services contracts and setting them up with progress payments checks.</p>
1.e	Costs allocated to cost centres that do not align with the nature of the costs	Development of controls to ensure costs are appropriately allocated.	GM Corporate Services	Complete	<p>Rules setting out where costs should be allocated have been reiterated to staff. Internal audit process will be implemented (1.f).</p>
1.f.	Lack of Internal Audit function	Investigate options for an Internal Audit programme, as approved by	GM Corporate Services	Complete	<p>An audit of the creditors and payroll areas has been undertaken by PWC. Included on April RAC agenda.</p>

		the Risk and Audit Committee (RAC).			<p>A set of management actions has been delivered which is being worked through.</p> <p>A review of Holidays Act compliance has been undertaken, and further audits will be undertaken and reported through to RAC.</p>
1.g	Individual had a financial delegation set up in the financial system that did not align to the Financial Delegations Policy	Review and check financial system delegations including a robust change management process	GM Corporate Services	Complete	<p>Review of financial delegation configuration in systems is complete.</p> <p>Staff training undertaken.</p>
1.h	Insufficient controls in the complex receipting process	<p>Development of controls to ensure reconciliation of all project related general ledger (GL) codes, including the complex receipting GL.</p> <p>Investigate the options for allowing invoices with multiple lines to be allocated within MAGIQ.</p> <p>Implement regular reporting of the “Monthly PMO Costs” general ledger account to the General Manager of Infrastructure Services.</p>	GM Corporate Services	Complete	<p>Invoices with multiple lines are now allocated within MAGIQ.</p> <p>Development of process for regular reporting underway.</p>

1.i	Finance is required to confirm that funding submissions are true and accurate, however they are not responsible for and do not have oversight of the projects	Develop procedure that requires an Infrastructure Services manager certify accuracy of funding submissions.	GM Infrastructure Services	Complete	<p>Before Finance process finding submissions, a written verification is required from IS. This is dealt with by both the project and programme management procedure then the procurement and contract management manual.</p> <p>For NZTA claims, we have agreed with the agency that all funding and claims will be subject to additional scrutiny and periodic audit. The BDC Chief Executive will sign off on all claims and provide a written declaration to NZTA with each claim that the claim is correct and compliant with NZTA agreements and funding requirements.</p>
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2. Conflict of Interest (COI)

2.a	COI not appropriately managed / Potential undeclared COI	Review the current Conflict of Interest Policy and ensure it reflects best practice.	CEO / GM Corporate Services	Complete	<p>New Conflict of Interest Policy was approved by SLT and noted by the October 2024 RAC meeting.</p> <p>Staff have been reminded of the importance of managing perceived and actual COI.</p> <p>COI's are also referred to in the procurement and contract management manual</p>
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2.b	Commercially sensitive BDC information being shared outside Council	Review the Confidentiality Policy	HR Manager	Complete	<p>The revised Confidentiality Policy was adopted by SLT on 10 June 2024.</p> <p>The new policy and a reminder about the council Protected Disclosure (Whistle-blower) Policy was communicated to the organisation on 17 June 2024.</p>
3. Protected Disclosures					
3.a	Lack of proper management of protected disclosure	Effective roll out of Protected Disclosure Policy	CEO	Complete	<p>The roll out of Protected Disclosure Policy has been undertaken across the organisation.</p> <p>The policy is covered as part of staff and contractor inductions.</p>
3.b	Until recently there was no Protected Disclosure Policy	Review the Protected Disclosures Act and ensure BDC is complying with the Act.	CEO	Complete	<p>The roll out of Protected Disclosure Policy has been undertaken across the organisation.</p> <p>Policy will be reviewed on a regular basis.</p>
3.c	There is no guidance available to staff regarding making complaints that may not amount to a Protected Disclosure (which requires there	Ensure that 'wrongdoing' actions and behaviours that do not meet the definition or threshold of 'serious' wrongdoing, are dealt with appropriately.	CEO	Complete	<p>The roll out of Protected Disclosure Policy has been undertaken across the organisation.</p> <p>Policy will be reviewed on a regular basis.</p>

to be serious wrongdoing)

4. Management / Governance

4.a	Lack of oversight	Increase the maturity of identifying, measuring, evaluating, monitoring, reporting and controlling or mitigating critical risks to Council.	RAC	Ongoing	Regular council workshops (six monthly) to review and update the Strategic Risk Register. Workshops held 25 September and 23 October 2024.
4.b	High turnover in executive roles	The RAC should understand the risks faced by Council and ensure management are adequately managing those risks created by turnover.	RAC	Ongoing	Will be monitored by RAC as appropriate
4.c	Inadequate identification and mitigation of risks	Conduct regular risk reviews, to identify emerging risks and allow for appropriate actions to be taken. Internal Audit programme to review BDC's internal control environment.	RAC	Ongoing	Risk Register being considered at next RAC meeting. Internal audit programme underway.
4.d	Lack of effective action after media reports and/or allegations from other sources	Ensure allegations are appropriately investigated.	RAC	Ongoing	Will be actioned by RAC as appropriate

4.e	Unauthorised or undocumented changes to the objective of the PMO	<p>Ensure the PMO delivery model aligns with Senior Leadership intentions and expectations.</p> <p>Establish clear processes and approval requirements for changes to the delivery models of Council departments.</p>	GM Infrastructure Services	Complete	<p>The PMO was replaced in July 2024 by the Capital Works team, now managed by a BDC staff member.</p> <p>A Capital Programme Delivery Governance Group has been created with robust Terms of Reference.</p> <p>This new setup has been communicated to key council teams.</p>
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RISK AND AUDIT COMMITTEE

16 APRIL 2025

AGENDA ITEM: 21

Prepared by Simon Pickford
Chief Executive Officer

Public Excluded No

LGOIMA UPDATE

1. **REPORT PURPOSE**

The purpose of this report is to provide the Risk and Audit Committee with a summary of the requests made to the Buller District Council under the Local Government Official Information and Meetings Act 1987 (LGOIMA) process.

2. **EXECUTIVE SUMMARY**

Buller District Council has a legal requirement to reply to requests for information made under the LGOIMA process within 20 working days.

3. For the period 1 July 2024 to 31 March 2025, Council has received 112 requests with 98% of requests for information being met within the 20-day statutory timeframe. Council has sought extensions to the timeframe on 7 of the 112 requests and have failed to meet the deadline provided on 2 occasions.

4. **DISCUSSION**

During the period 1 July 2024 – 31 March 2025 Council has received 112 requests for information under LGOIMA's. For the same period last year Council had received 82 requests for information. This represents a 37% increase in requests.

5. The average (staff) time it has taken to respond to the requests is 3.2 hours, with the shortest being 15 minutes and the longest being 39.5 hours.

6. Staff have spent approximately 375 hours responding to requests.

7. **Breaches and Extensions**

98% of LGOIMA requests were completed within the 20-working day timeframe. Of the 112 requests, 8 requests were advised of an extension generally due to the complexity of requests, volume of information required, time required to search and collate this information and limited staff resourcing.

8. **Breach to Maximum Timeframe**

Primary reasons for the two breaches were due to staff capacity and availability, and in one case, the due date was recorded incorrectly. In both cases responses were provided 1 day overdue.

9. LGOIMA Increases from Previous Financial Years:

- 1 July 2020 – 30 June 2021 78
- 1 July 2021 – 30 June 2022 94
- 1 July 2022 – 30 June 2023 114
- 1 July 2023 – 30 June 2024 122
- 1 July 2024 – 31 March 2025 (part year) 112



10. Note: 2024/25 is until 31 March 2025.

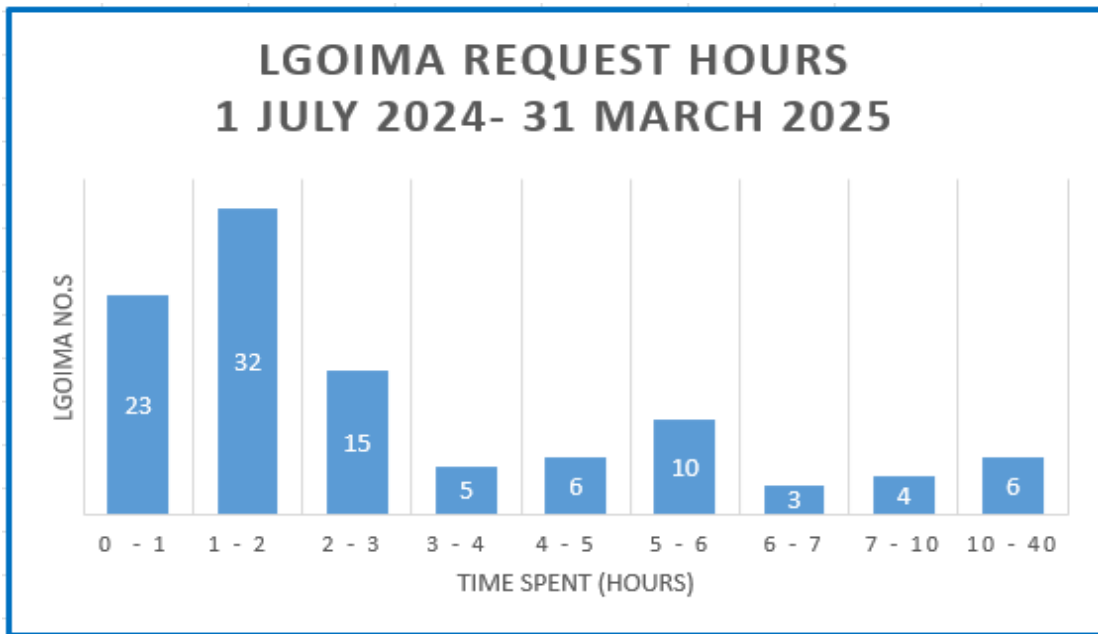
11. While the 34 LGOIMA requests received from 1 January – 31 March 2025 are slightly lower than the 37 LGOIMA requests received for the same period last year (1 January 2024 – 31 March 2024), a noticeable trend is the increasingly complexity. Requests are noticeably more involved and time-consuming, often asking for a large volume of information and/or a large financial element.

12. When financial questions do not follow how Buller District Council ledger structures are set up, this leads to a large increase in time to collate a suitable response for example one request took 39.5 hours to complete, 38 hours of this was financial.

13. The 2024/25 top four requesters from 112 overall LGOIMA requests make up 36% of requests:

- Requester No. 1 14%
- Requester No. 2 8 %
- Requester No. 3 8 %
- Requester No. 4 6 %

- 14. The LGOIMA team have been responding to requesters requiring large amounts of information, asking them to refine the scope of the request or summarise the key questions. This is to give the requester an opportunity to refine the request to a more manageable task so staff may be able to assist. The requesters are advised that without refinement of the request, the request may be either:
 - a. Refused as per LGOIMA section 17 (f) - that the information requested cannot be made available without substantial collation or research; OR
 - b. Charged as per LGOIMA guidelines.
- 15. Noting to date, Council have not charged for a LGOIMA request.
- 16. Staff have spent approximately 375 hours providing answers to requests, which includes 55 hours of senior management time. This equates to 9.4 weeks of staff time as shown in the graph below:



- 17. The standard considerations have been thoroughly evaluated, and there are no additional comments at this time.

18. **DRAFT RECOMMENDATION**

That the LGOIMA Update dated 16 April 2025 be received.

RISK AND AUDIT COMMITTEE

16 APRIL 2025

AGENDA ITEM: 22

Prepared by: Domonic Venz
Harbourmaster

Reviewed by: Paul Numan
Group Manager Corporate Services

Public Excluded: No

PORT AND DREDGE – OPERATIONS REPORT

1. **REPORT PURPOSE**

This report updates the Committee on operational matters relating to the Westport Port and the Kawatiri dredge prepared as at April 2025 and is provided for information only.

2. **EXECUTIVE SUMMARY**

The Committee is provided with information that provides updates covering financial performance to 28 February 2025 and non-financial matters relating to the Port and Westport Dredge Kawatiri.

3. **DISCUSSION**

4. **General**

The Westport Port is a strategically important asset which supports natural disaster and commercial resilience, enabling economic growth and prosperity.

5. Buller District Council (BDC) has been successful in obtaining \$4.8M regional infrastructure funding (RIF) to continue the work commenced in 2021. This allows BDC to progress expansion of port jetties, wharves and AF8 resilience which continues to create a port precinct which provides the foundations for an economic enabler.

6. The Port aims to attract a wide range of maritime users over time and to explore private commercial funding opportunities such as expanding commercial fishing opportunities and with the BDC dredge Kawatiri - continues to support mineral sands export into the future.

7. A summary of the projects is provided under the Regional Infrastructure Funding (RIF) below

8. **Harbour Vessel Protector**
Port staff continue to look for additional revenue opportunities. Recently we have been successful in bidding for a hydrographic survey contract for NZTA via WSP. This contract will survey the seabed along the Granity seawall out to 4km offshore - as part of a monitoring programme utilising the BDC boat Protector. Weather permitting, we plan to have this work completed by the end of May 2025.
9. **Wharf and Harbour Structures**
Holcim and Kawatiri wharves are completed. Having had the Kawatiri moved off that berth to expedite wharf repairs as well as not having the Manahau working has allowed debris to build up along the wharves which will need to be removed by the dredge before the berths can be fully utilised again.
10. Westland Mineral Sands (WMS) has been advised of the berth pocket depth reduction noting that BDC will engage in a contract with WMS to dredge the area before they return to Westport – which is likely to be in the last quarter of the 2025 Calendar year.
11. **Harbour Movements**
The Albacore tuna season draws to a close with most of the transient fishing fleet having returned home. Good catches this year allowed wharfage to have a modest lift this with the YTD (February) wharfage income of \$10K compared to YTD 2024 of \$8K.
12. We have had a number of yachts call in for several days while transiting to or from Fiordland. Excellent feedback was received about the service and facilities provided here in Westport Harbour. This is an area that Port staff will target with advertising material to attract other users to Westport as a safe West Coast port.
13. **Safer Boating**
Late last year BDC received funding from Maritime New Zealand (MNZ) to employ a summer safer boating advisor for six weeks. This was completed on 7 February 2025 and work is underway to analyse the data to help inform activities for next year.
14. This first year has been primarily around collecting information to understand what the recreational boating space looks like for the region with a view to working more productively within the West Coast region to develop an MNZ funded annual programme.
15. BDC also received an additional \$2K plus GST for the No Excuses campaign which was undertaken on the harbour vessel Protector in February.
16. This campaign, funded by MNZ, seeks to ensure that all boaties are wearing appropriate lifejackets and adhering to speed restrictions. All boaties spoken to during the campaign in Westport were compliant which was an excellent outcome.

17. These activities are primarily in response to very limited regional wide activities in the recreational safer boating space. To date 100% of the costs have been covered by BDC staff securing funding from Maritime New Zealand through two funding arrangements.
18. We are looking to engage with the three other Councils on the Coast before next summer to work more cohesively in this area.
19. **Regional Infrastructure Funding (RIF)**
The four initiatives receiving funding support and a summary of the projects and total cost is provided in the table below;

No.	Project Description	Total Project Cost
1	Expansion of Floating Pontoon Structure Addition of 15 marina berths to the existing floating pontoon structure due to being at full capacity with a waitlist of up to nine commercial operators requiring berth space.	\$3.157 million
2	Fisherman's Wharf Upgrade Installation of new fenders / buffers on the 180 metre Fisherman's Wharf so smaller commercial vessels can access the facility. This is currently not possible given the current spacing of wharf piles which mean smaller vessels are at risk of being crushed beneath the wharf as the tide rises.	\$0.245 million
3	Roll-on / Roll-off (RORO) Ramp Facility Installation of a RORO facility to support response and recovery options for flat-bottomed barges and vessels to access and deliver bulk resources to and from the district in the event of a natural disaster i.e. Alpine Fault rupture (AF8), flood events.	\$1.155 million
4	Ancillary Pump for Kawatiri Dredge Installation of a new Bell 200 pump on the dredge to ensure the safe operating viability of Westport Harbour (and other commercial harbours the dredge currently services). The existing dredging capability is based on suction and grab equipment that operates beneath the vessel footprint meaning dredging is only possible in places that the dredge can navigate over leaving considerable 'blind' spots in harbours and channels.	\$0.315 million
	Total	\$4.872 million

20. **Comment on RIF Funded Initiatives**
Further extension of the existing floating pontoon marina berths that were installed in 2021, expanding the port's berthage capacity and creating an opportunity for increasing Westport Port's annual income.

21. Upgrading and improving berthing facilities at the Fisherman's Wharf, which will allow a wider range of vessel sizes to be accommodated safely, maximising the commercial potential of the existing facility.
22. Construction of a roll-on-roll-off (RORO) ramp facility in the vicinity of the Floating Basin slipway near the Westport Yacht Club.
23. This will improve the district's response to a significant seismic event on the Alpine Fault. It will allow direct-to-land barge shipments of vehicles and supplies such as fuel that may not be accessible if road and rail access to the West Coast is compromised. The improved launching ramp facility will also benefit the community commercially and recreationally. Part of the funding for this initiative will provide \$900,000 of income for the dredge Kawatiri in creating a deeper channel for barges to navigate from the river edge to the ramp.
24. Extension of the Kawatiri's current dredging capability by fitting a supplementary, hydraulically driven Bell dredge pump.
25. This will be suspended from the vessel's crane and allow the dredge to cut channels into shallower areas than her current equipment allows and enable them to be cleared. This new system, along with the crane, grab and trailer suction equipment will allow the Kawatiri to better service the needs of existing clients. It will also open up new commercial out-of-port dredging opportunities, with the ability to offer clients unparalleled flexibility of approach in respect to meeting their dredging needs.
26. The new projects will build on the work completed previously, also utilising central government funding. Kānoa invested \$4M via the Provincial Growth Fund for the existing floating pontoon berths to be built in 2021, and \$3.3M for gravel removal, wharf repairs and upgrades to the bulk handling and shipping precinct in (2021-23).
27. **Dredge Activities**
BDC staff continue to progress upgrades to the dredge within council approved budgets.
28. Council staff have been active in undertaking maintenance work to ensure the vessel is seaworthy for dredging and this has been successful despite the challenges faced by a historic lack of investment through funding decisions made post Holcim withdrawal from Westport. The dredge is now considered a multi-generational Buller asset.
29. The Kawatiri has been based largely in Westport since the last report with the exception of one month in Nelson for slipping.
30. Key items worked on during slipping:
 - a. General marine survey items as required.
 - b. Under hull inspection showed no major issues except rudder stocks, which is being worked through with insurance company.

- c. Hopper doors and landings only required minor wear repairs due to effectiveness of modifications made in 2022. The hopper doors had been almost a continuous issue I understand previous to 2022 modifications.
 - d. All tanks and voids were in reasonable condition however port and starboard void tanks paint protection is breaking down. Port has been spot prepped and repainted. Starboard to be completed over the next 6 months.
 - e. Previous hull thickness testing confirmed no testing was required this slipping. Some in house testing of the door landings and deck were completed, again no significant areas of concern.
 - f. Due to RIF funding, it was decided to go ahead and install the new pump engine and gearbox given the age and increasingly poor performance of the current pump engine.
 - g. Upper forward funnel casing was in very poor condition with vents and damper having to be replaced. Due to cost it was decided to remove the upper casing rather than repair it with the added benefit that the crane will now be able to swing freely over the shortened casing.
31. The installation and certification of the crane has been a significant asset all but eliminating external cramage costs during slipping.

32. **Financial Activities**

33. **Dredge Kawatiri Financial Performance – 8 months to 28 February 2025**

The key points for the 8 months actual results to 28 February 2025 are:

- Kawatiri has completed its dredging programme for Port Nelson
- Income from dredging in Westport is well down on budget since the Westland Mineral Sands operations in and out of Westport were suspended due to the Manahau grounding and related damage which needs to be repaired before they can return.
- Costs are above budget as the crew were held on contract to ensure their availability for the start of the WMS operations. The contracts were completed early January 2025.

Dredge "Kawatiri" Financial Performance			
8 months ending 28 February 2025			
	Actual Feb 2025	Budget Feb 2025	Total Actuals 2018 to Feb 2025
Operating Income and Expenses			
Income	833,310	1,820,000	12,238,045
Salaries	114,106	430	1,007,909
Interest	0	0	50,813
Depreciation	0	0	38,273
Direct Costs	1,129,166	956,480	9,156,205
Dredge Slipping	6,285	355,054	2,154,941
Overheads	106,960	106,960	546,436
Net Operating Surplus/(Deficit)	(523,207)	401,076	(716,532)
Capital & Funding			
Capital Expenditure	1,964	0	280,243
less depreciation funded in operating surplus	0	0	38,273
Net capital to fund	1,964	0	241,970
Net Activity Surplus/(Deficit)	(525,171)	401,076	(958,502)

34. **Forecast Financial Notes – 1 March 2025 to June 2025:**

- Dredging income forecasts have received a significant boost with the success with the RIF application. The documentation for the Regional Infrastructure Funding (RIF) grant must be signed before we can order the bell pump as that is a condition of the grant.
- Once signed, BDC can firm up the timing for dredging to be undertaken in the fishing basin for the RORO ramp installation that requires the Bell pump, and dredging can occur with the current trailing suction pump.
- The crew have been contracted for a swing during February/March and have taken the Kawatiri to Nelson for its scheduled survey.
- Discussions with current and proposed clients are ongoing to create new income sources with our new dredging system.

35. **Forward Planning – 1 July 2025 Onwards:**
- The Kawatiri will by the date of this report completed its out of water marine survey.
 - The coming 12 months will see a programme of dredging in Westport (undertaking the dredging to support the RIF projects) while out of port work will be undertaken. Crew contracts be prepared and agreed as part of this programme.
 - The first stage of the programme to replace the key mechanical/electrical components of the Kawatiri has commenced with the new dredge pump. Planning will shortly commence on the proposed replacement of the starboard and port main engines and each engines gearbox. The current capital programme is to replace these in the 2025/2026 financial year.
 - The Kawatiri was valued for insurance purposes in late 2024 with the insured value lifting from \$1.7M to \$2M. The new dredge engine and the programmed main engines and gearboxes improve the value of the Kawatiri – noting the prime reason for replacements is that the engines are at end of life and as such increases the risk of failure. Replacing these key parts of the Kawatiri improves reliability and thus confidence to undertake the contracted work.
36. **Westport Port Financial Performance – 8 Months to 28 February 2025**
The key points for the 8 months actual results to 28 February 2025 are:
- The port made a deficit from operations in the first 8 months of the 2024/2025 financial year of \$503,934 compared to budget \$522,642.
 - Income from mineral sands is down on budget due to the ceasing of their activities until later in 2025 as a result of the Manahau grounding noting repairs required before she can transport mineral sands.
 - The port team have undertaken a detailed review of all Licence to Occupy, leases, and rents for the properties that the port controls to ensure they are in line with agreed contracts and are being correctly invoiced. The outcome of this review will ensure that Council charges market rates.
37. The financial report below summarises how that deficit has resulted, and the regular reports on the harbour activities highlight the actions being taken to improve the financial position of the harbour account.

Westport Port Financial Performance			
8 months ending 28 February 2025			
	Actual Feb 2025	Budget Feb 2025	Total Actuals 2018 to Feb 2025
Operating Income and Expenses			
Income	199,498	278,868	199,498
General Rates	0	0	0
Salaries	164,031	168,774	164,031
Interest	15,205	40,151	15,205
Depreciation	144,664	144,664	144,664
Direct Costs	295,532	363,921	295,532
Overheads	84,000	84,000	84,000
Net Operating Surplus/(Deficit)	(503,934)	(522,642)	(503,934)
Capital & Funding			
Capital Expenditure	0	21,673	0
less depreciation funded in operating surplus	144,664	144,664	144,664
less sale of asset (Bob Gower)	0	0	0
Net capital to fund	(144,664)	(122,991)	(144,664)
Net Activity Surplus/(Deficit)	(359,270)	(399,651)	(359,270)
Activity deficit breakdown			
Net Operating Surplus/(Deficit) 2018 to 2021			(1,058,549)
Net Operating Surplus/(Deficit) 2021 to Feb 2025	(359,270)		(2,232,380)
Port assets purchased in 2018 from BHL			(1,040,000)
Harbour boat purchase 2024			(270,000)
Sale of Bob Gower 2019			150,000
Depreciation funding			520,750
Various capital items			(135,553)
			(4,065,731)

38. **Port Assets**

The table below represents the assets that the Port currently own, manage and source income. Not all these properties are tradeable due to their location and use.

39. This data is provided for information and background and should be read in relation to debts at the port largely carried over from previous funding and budget related decisions, particularly relating to the sale and then buy back of the port precinct and depreciation funding.

Assets	Value	Basis of value
Harbour Vessel	\$300,000.00	Insurance Value
Marina	\$2,500,000.00	Insurance Value
Harbour Master vehicle	\$16,000.00	Insurance Value
Harbour vehicle	\$8,000.00	Insurance Value
Wharves	\$90,000.00	Insurance Value
Harbour precinct land	\$850,000.00	Land Value
Harbour workshop	\$50,000.00	Replacement value
Primary Health land & Building	\$410,000.00	Capital Value
Pony Club land	\$1,085,000.00	Land Value
Land leased to Airport	\$89,000.00	Land Value
Land used as a reserve	\$635,000.00	Land Value
Tai Poutini Polytechnic land	\$710,000.00	Land Value
Land used by Talley's	\$170,000.00	Land Value
Wallabi Street	\$115,500.00	Land Value
TOTAL	<u>\$7,028,500.00</u>	

40. The standard considerations have been thoroughly evaluated, and there are no additional comments at this time.

41. **DRAFT RECOMMENDATION**

That the Port and Dredge – April 2025 Operations Report dated 16 April 2025 be received.

RISK AND AUDIT COMMITTEE

16 APRIL 2025

AGENDA ITEM: 23

Prepared by Paul Numan
Group Manager Corporate Services

PUBLIC EXCLUDED REPORT

REPORT SUMMARY

1. Subject to the Local Government Official Information and Meetings Act 1987 (LGOIMA) s48(1) right of Local Authority to exclude public from proceedings of any meeting on the grounds that:

DRAFT RECOMMENDATION

2. That the public be excluded from the following parts of the proceedings of this meeting.

Item No.	Minutes/ Report of:	General Subject	Reason For Passing Resolution under LGOIMA
PE 1	Paul Numan Group Manager Corporate Services	Confirmation of Previous Public Excluded Minutes	(s 7(2)(i)) - enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or (s 7(2)(j)) - prevent the disclosure or use of official information for improper gain or improper advantage.
PE 2	Paul Numan – Group Manager Corporate Services	Update on the Kawatiri dredge.	(s7(2)(b)(ii)) - protect information where the making available of the information would: ii. Be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.
PE 3	Paul Numan Group Manager Corporate Services	Payroll And Creditors Summary Report	(s7(2)(a)) - protect the privacy of natural persons, including that of deceased natural persons