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Sent: Friday, 17 May 2024 2:10 pm
To: haveyoursay
Subject: LTP 24/25

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To whom it may concern,

I am writing today to make a submission regarding the proposed Differential District Roding Rate changes effecting Forestry under the prepared Long Term Plan (LTP).

I note that the letter I have received as the director of Awakau Forrest Limited dated 9 April 2024 states "Our Limited roding budget does not provide for roding damage from logging trucks during harvesting operations"

I have been the director of Awakau Forrest since 2002, in the past 22years the forest has yet to have any such harvesting, with the potential to have one harvest within the next ten years (time frame of the LTP).

As per my phone call and subsequent text message from Ben Smit on 13 May 2024 the proposed changes will increase the roding costs from \$221 (23/24 year) to \$2808 (24/25 year) that is a 1,170.58% increase. Over ten year this will be an approx. additional cost of \$25,870 (not taking into account any inflation to rate charged).

Please note the distance from State Highway 3 to the beginning of the forest and first skid site is 1.6km, the maximum distance from State Highway 3 to a skid site that any logging truck would be used to transport the harvest from the forest is 4.8km. There are no bridges to be crossed by any logging truck in the harvest of Awakau Forrest.

I would also like to note other heavy vehicle usage of Awakau road for perspective, there is a milk tanker on this road every second day for approx. 9 months of the year for milk collection. Equating to approx. 135 return trips per year and 1350 for the span of ten years. There is also the year-round usage for stock truck and trailer units. Both of which cross the bridge on Awakau Road, as the road is not sealed and largely uphill there is often large ruts and washouts occurring.

I do not believe that the projected singular harvest of Awakau Forrest over the next ten years warrants such an increase in fees, this effectively means for a maximum road usage of 4.8km Awakau Forrest will be forced to pay \$25,870 at minimum, \$5389.58 (excluding inflation) per kilometre for a total of one harvest.

Meaning all forestry under the Category C will pay significantly more than a Category A property of the same size, on the same road but at a further distance from the main road, with regular heavy vehicle usage causing ongoing and continuous damage to the roads.

There needs to be a fair and just system in place to accommodate the need for revenue collecting. Have you considered how large the property is vs how much is in forest land and then adding in the distance of road used and current road quality to determine costs? What considerations have been made to the weight of the trucks using the road? As an example it is possible a logging truck only

could be used to harvest on Awakau Road and the usage of the trailer may not be deemed necessary, therefore drastically reducing the weight and any damage being caused to the road specifically weight related.

Thank you for your time in considering individual circumstances.

Regards

Greg Tuffey