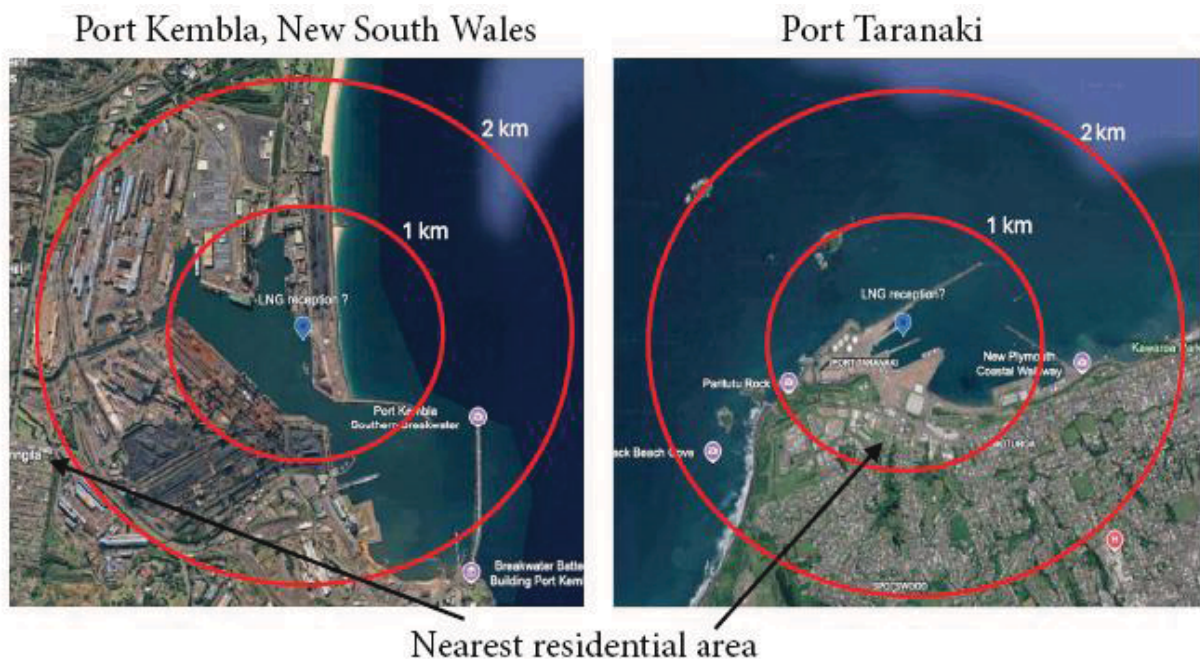


New Plymouth District Council Public Engagement Meeting, 3 June 26

Key points of submission from Climate Justice Taranaki, Taranaki Energy Watch and Community Energy Taranaki

1. The low probability but high impact fatality and injury risks and consequences of an LNG import facility sited at Port Taranaki to residents are unacceptable.
2. Local councils need to understand what's at stake – the danger to local residents and the public, and the potential 'snowball effect' involving nearby infrastructure, the liability if something happens, the financial costs and the loss of revenue.
3. An Enabling legislation which would allow the LNG facility to be built and operational, and a levy put on all electricity users to fund the project is undemocratic and unfair.
4. LNG import would expose NZ to [volatile fossil fuel markets](#) linked to increasingly volatile geo-political situations globally, resulting in disruptive gas and electricity costs.
5. The LNG import facility would prolong NZ's reliance on fossil gas and greenhouse gas emissions that are counter to our climate commitments.
6. There are far better alternative solutions to our so-called 'dry year' risks, such as shifting energy demand off peak and accelerating renewable energy generation, efficiency and storage.



URGENT PLEA

NO LNG IMPORT FACILITY AT PORT TARANAKI

To: Prime Minister Christopher Luxon, Energy Minister Simeon Brown, and Cabinet Ministers

CC: Hon. Dr. Megan Woods, Labour Party Spokesperson for Energy

All New Plymouth District Councillors and Taranaki Regional Councillors

The undersigned New Plymouth residents have reviewed and understood the low probability but high impact risks and consequences of having a Liquefied Natural Gas (LNG) import facility in Port Taranaki. These risks and consequences are unacceptable to us.

The government's intention to enact 'Enabling legislation' to allow the LNG facility to be built and operational, and a levy on all electricity users to fund it, is also unacceptable.

We request that the LNG proposal be withdrawn.

We encourage the government to support the many viable alternatives to the 'dry-year risk', notably demand management, renewable energy generation, energy efficiency and storage.

Name	Email	Postcode	I live within 2km of Port Taranaki or have families there
B Hammonds	barbara-ha@outlook.com	4310	Y
Nelle Rose	nelle.a.rose@gmail.com	4310	Y
Mary W Davis	davis.marynz@gmail.com	4312	N
MICHAEL FORDHAM		4312	N
Stephen FRANCIS	steve.tane2@gmail.com	4310	N
Danielle Gibon	daniellegibon@gmail.com	4310	Y
Colleen Hammonds	chamn2@yahoo.com	4310	N
David Catt	cattman88a@yahoo.co.nz	4310	N
David M Kay	david.mckay757@gmail.com	4312	N
DOUG BIRD	douglbird@redmail.com	4310	N
BANDEN FELLEU	banden.filleu@gmail.com	4310	Y
D. Rosalind Snowden	rosnacop@gmail.com	4310	Y

26 May 2026, New Plymouth

URGENT PLEA

NO LNG IMPORT FACILITY AT PORT TARANAKI

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Name	Email	Postcode	I live within 2km of Port Taranaki or have families there
Andrea Hickson	ahickson139@gmail.com	4310	✓
Steve Dent	dent.678@hotmail.co.nz	4310	✓
Janet Hunt	janethuntnz@outlook.com	4310	✓
Jennifer Hakin-Leece	jenfamily15@gmail.com	4310	✓
Trish & Barnes O'Sullivan	barnes-trish@extra.co.nz	4310	✓
Therese Waghorn	theresewaghorn@gmail.com	4310	✓
Judy McEllicott	patrick.mcellicott@extra.co.nz	4310	
Richard Chapman	richards_inbox@richardsplace.net	4312	✓
Louise Chapman	louise_inbox@richardsplace.net	4312	✓
Shara Bevins	sbevins@extra.co.nz	4310	
Colin Bell	colinbellnz@gmail.com		X
Catherine Cheung	cpscheung@gmail.com	4335	

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Name	Email	Postcode	I live within 2km of Port Taranaki or have families there
Diane Bellamy	di.isms11@gmail.com	4310	
Dave Cott	cottman88a@yahoo.com	4310	
Colleen Hammonds	chamnz@yahoo.com	4310	
Ted and Helen Wells	wellsnz@xtra.co.nz	4312 4317	
Margy Jean Malachuk	margyjean.malachuk@gmail.com		✓
Kathryn Mercer	catchwoods@tinect.co.nz	4310	✓
Bryan Vickery	bryanvickerynz@gmail.com		✓
Lisa Doherty	lisa-doherty@gmail.com	4310	
Carolin Treacy	cptreacy@gmail.com	4310	
Alan Gee	alan56gee@gmail.com	4310	✓
Patrick Medlicott	patrick.medextra.co.nz	4310	✓
Judy Medlicott	patrick.medextra.co.nz		✓
Cherise Phillip Ryan	chillipryan@gmail.com		✓

26 May 2026, New Plymouth

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Name	Email	Postcode	I live within 2km of Port Taranaki or have families there
Alan Holdt	apholdt@slingshot	4310	✓
Jan & Don Smart	simusmart@xtra.co.nz	4310	
Bunda & John Fowler	bnjfwkner@gmail.com	4310	✓
GRAEME TIMMS	graemetimms@gmail.com	4310	G.S
Andrew Freund		4310	✓
Jim Logan	logandj4@gmail.com	4310	✓
Erin John	erinjohn ejmintc@gmail.com	4312	✓
Kristin D'Agostino	kristin.dagostino@gmail.com	4310	✓
Rowan Chivers	HenryBogtrotter@gmail.com	4310	✓
Sarah Lucas	hello@sarahlucas.nz	4312	✓
Dot McKay	haydak17@gmail.com	4312	
Simon Busby	bushy81@gmail.com	4312	

26 May 2026, New Plymouth

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Name	Email	Postcode	I live within 2km of Port Taranaki or have families there
Bruce Miller	NANA BOY@HEIMAIL.CO ⁴³	4310	YES
MICHAEL & LINDA	michael@innovation.co.nz		NO
Steve Gaddthorpe	steve.gaddthorpe@xtra.co.nz	0910	NO
Mary Davis	davis.mary@20 ^{gmail.com}	4312	No
MICHAEL FORDHAM		4312	NO
Rohney Hurkes		4372	No
Helmut Pleiter	hpleiter@gmx.net	4372	No
Lesley Olley		4312	No
KYLE ADAMS	megakyle666@gmail.com	4310	YES
Janice Hubbard	bi.jan20@xtra.co.nz	4312	NO
Bill Hushon	"	"	NO
Yvonne Northcott	mumnorthcott@gmail.com	4310	Yes

26 May 2026, New Plymouth

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Name	Email	Postcode	I live within 2km of Port Taranaki or have families there
Simon Jennard	simongennard@gmail.com		
Angus Ryburn	ryburn01@xtra.co.nz	4310	Yes
CRANAM Pope	cranam@xtra.co.nz		NO
Murray Lowe	murraylowe@gmail.com	4374	No
Jennifer Little	jenroselittle@gmail.com	4310	Yes
Peter March	petermarch@xtra.co.nz	4312	as he is crew
Alex Cox	alexcox57@gmail.com	4312	no.
Louise Scanwell	louise.scanwell@gmail.com	4310	Yes
Pamela Helett	aphobdt@slingshot.co	4310	Yes
Jed Waker	bmelemental@gmail.com	4310	Yes
Kim Stockman	kim.a.stockman@gmail.com	4310	No.
Lynne De Vantier	Ldevantier@xtra.co.nz	4335	No
Urs Signer	urspetersigner@gmail.com	4685	No

26 May 2026, New Plymouth

Why Importing LNG is a Bad Idea

Public meeting 26 May 2026, 6-7:30pm

St. Mary's Peace Hall, 44 Vivian St. New Plymouth

The government has announced its commitment to build a liquefied natural gas (LNG) import facility in Taranaki. It wants to have a contract signed by mid-2026 and approvals rushed through using 'enabling legislation' before this year's election. It is a bad idea.

Local community groups Taranaki Energy Watch, Climate Justice Taranaki, and Community Energy Taranaki invite you to a public meeting where the issues around importing LNG will be discussed.

Risks to Human Safety

The facility should not be located at Port Taranaki because of the risks and consequences from accidents, including fatalities and injuries to nearby communities.

Impacts on our Energy System and the Alternatives

Importing LNG will prolong our reliance on fossil fuels and lock us into volatile global energy pricing which will impact on electricity pricing. There are better alternative solutions to the dry year problem. These considerations are critical for achieving long-term sustainability, control and security of our energy future.

Sarah Roberts, Taranaki Energy Watch, has been involved in successful Environment Court cases for over a decade, concerning significant hazardous facilities in Taranaki.

Steve Goldthorpe, Sustainable Energy Forum, an energy systems analyst, has provided commentary on LNG issues for over a decade.

Rewiring Aotearoa, dedicated to electrifying NZ, will present some positive alternatives.

Enabling Liquefied Natural Gas Bill

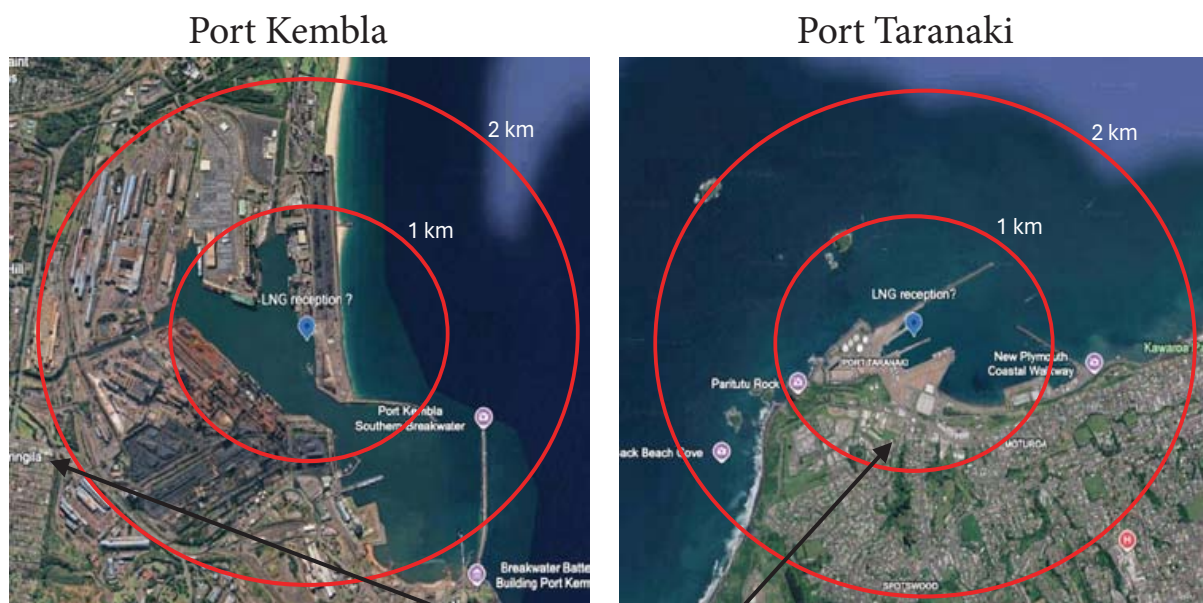
The LNG facility could involve a floating storage and regasification vessel moored in Port Taranaki, although not confirmed. A Cabinet paper presented by the then Energy Minister Simon Watts stated, “*I propose developing an Enabling Liquefied Natural Gas Bill to provide the necessary consents, approvals, levy power and any modifications to existing legislation to enable the preferred LNG facility to be built and operational ahead of winter 2027.*”

This Bill, once made public, is expected to be passed under urgency, avoiding scrutiny and normal Select Committee process.

Port Kembla Energy Terminal, New South Wales

Simon Watts had referred to Port Kembla early on. This LNG terminal, with a floating storage and regasification unit, was recently commissioned, but not yet in operation. The assessment process of this facility offers a stark comparison. The Environmental Impact Statement was provided publicly. Submissions were allowed and responded to. The Environmental Protection Authority were involved. Hazards and risks were identified, independently reviewed, responded to, and shared publicly. Notably, the worst-case scenarios of a flash fire extend to nearly 2 km and toxic odorant effects out to 2.5 km.

Could such impacts and risks on the many residents around Port Taranaki be adequately assessed under an ‘Enabling’ legislation? What information would be made public? Will we have a say?



www.climatejusticetaranaki.info

Published 08/05/2026

Taranaki Energy Watch (TEW)

Taranaki Energy Watch (TEW) is a long-standing grass roots community group based in Taranaki.

We have participated over many decades in submissions and hearings on district and regional plans and resource consents relating to energy matters in our own province and to national legislation on similar.

TEW cont.

Sarah Roberts, spokesperson

- Head of Faculty Technologies at local high school.
- Previously worked in education for Education Review Office, as a Principal of primary school, Head of Department in large primary school, Ministry of Education and Massey University.
- Completed first degree in Social Sciences. Trained as a teacher and completed 2 post-graduate diplomas in education.
- In different roles trained in auditing and research theory.

What got us started...

- My husband and I participated in a number of district council hearings over a few years when we lived nearby 3 well sites and a production station.
- What we came to understand from this is you can experience adverse effects from noise, and you put in double-glazing; you can have issues with light and glare, and you put up blackout curtain; however you can't hear and see fatality risk and consequence of fires, explosions or toxic vapours in the same way until they happen.
- The risk (and consequence) assessments and the emergency response plans are the closest to understanding what the low probability, high impact (catastrophic) events could look like and that was what we set about proving.
- I began by auditing Taranaki Regional Council and the district councils and we hired a risk expert from Australia.

TEW VS STDC ENC 227

Taranaki Energy Watch won a significant Environment Court case relating to oil and gas regulation in South Taranaki District in September 2020 which extended for 4 years of hearings and focused particularly on fatality and injury risk and incompatible activities (petroleum facilities (exploration and production) and sensitive activities (both new and expansion of existing)) and seismic surveys using explosives

There was 4 interim findings and a final decision.

A representative of MBIE (dated 13 May 2026) stated:

Health and safety was not explicitly considered in the analysis of any of the options considered. However, it is a requirement that all operations must be consistent with New Zealand's health and safety regulatory requirements.

Although LNG is a new energy source for New Zealand, LNG importation is a proven, safe technology internationally:

- ***Natural gas and LNG are not toxic. LNG is non-flammable in its liquid form.***

Arctic Metagaz strike off Libya

- The Russian Arctic Metagaz LNG tanker was carrying 62,000 tonnes of LNG from Murmansk in Russia to China via the Suez canal, by-passing international sanctions.
- The voyage of 23,000 kilometers would take about one month. About 8% of the payload would boil off and be consumed as fuel for the ship.
- On 3rd March 2026 it was struck by a naval drone in the Mediterranean Sea off Libya. It was allegedly a Ukrainian drone launched from Libya.
- An LNG tank was breached and a large fire occurred. The crew abandoned the ship without loss of life. The wrecked LNG tanker was towed to Libya for salvage.

"LNG is non-flammable in its liquid form".

MBIE policy director 13 May 2026



The safety case will be specific to the design of the proposal and will need to be approved by New Zealand regulators. Officials continue to work closely with the shortlisted providers and with the relevant regulators on health and safety risks and mitigations.

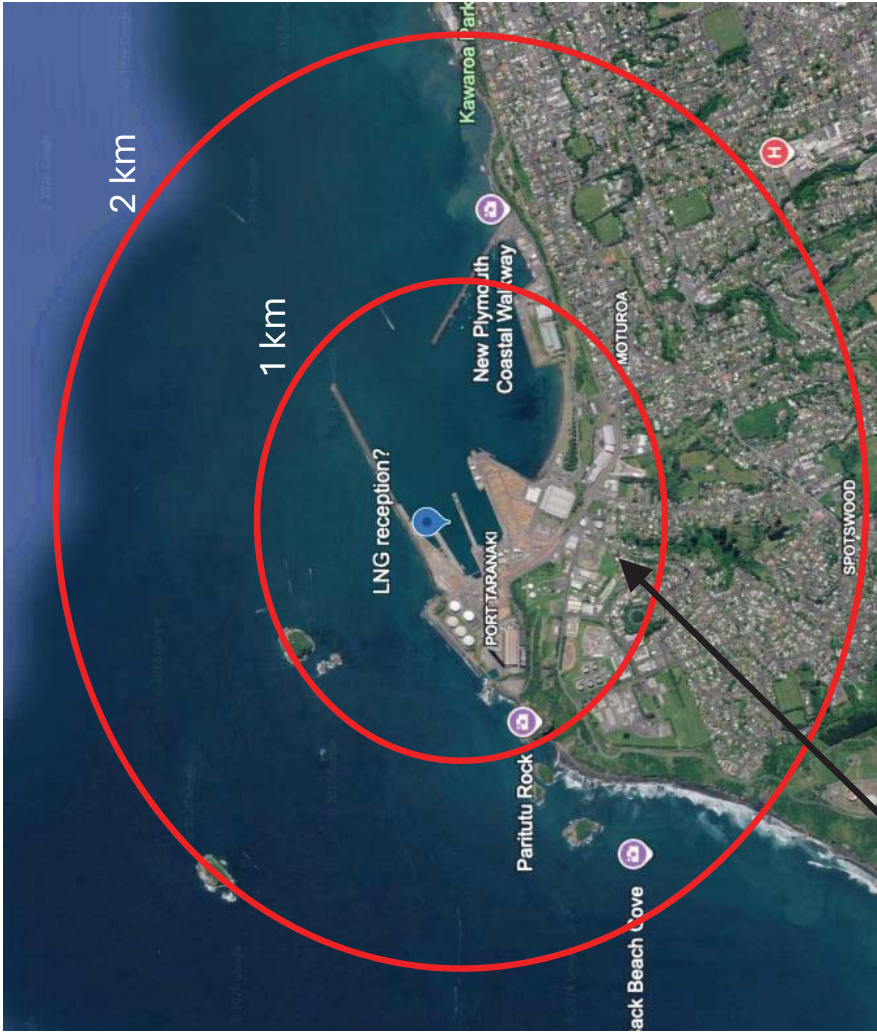
This is too late...

LNG...

Accidents can and do happen. The production, storage and handling of LNG is inherently hazardous and therefore requires comprehensive multi-level safety protocols. LNG release, vapourisation and ignition of a large vapour cloud can occur and has occurred. e.g.: -

- Cleveland Ohio 1944 128 fatalities
- Skikida, Algeria 2004 27 fatalities
- Plymouth, USA 2014 injuries, evacuation and significant property damage
- Freeport, Texas, 2022 US\$275 million damage

Port Taranaki, New Zealand



Nearest residential area

Port Kembla, New South Wales



Nearest residential area

Jenny Polich, Sherpa Consulting- independent risk expert- TEW Evidence to Seaport consent application, 28 June 2020

There are no specific land use safety planning risk criteria in NZ. Previous planning decisions (Auckland Unitary Plan (AUP); Christchurch City District Plan(CCDP)); and the interim findings of the TEW v STDC Environment Court appeal for the proposed South Taranaki District Plan (STDP)) have considered the guidance in Australian guidelines i.e. Hazardous Industry Planning Advisory Paper No 4 *Risk Criteria for Land Use Safety Planning* known as HIPAP 4.

‘While it is useful to have objective, quantitative risk criteria, qualitative principles are equally important: i.e.

*(a) **All ‘avoidable’ risks should be avoided.** This necessitates the investigation of alternative locations and alternative technologies, wherever applicable, to ensure that risks are not introduced in an area where feasible alternatives are possible and justified.*

**If this bad idea does
happen, NOT AT PORT
TARANAKI and ALLOW
THE PUBLIC TO BE
INVOLVED and NO
PUBLIC FUNDING OF
LNG –Gas users not
electricity users should
pay.**

Introduction and context

1. **Slide 1**- Port Kembla LNG terminal- worst case fatality consequence scenario- 2km (from final risk assessment document). ¹ Overlaid on Port Taranaki.
Other notes- Toxic odourant effects to approximately 2.5 km. ²
Documentation for Port Kembla LNG terminal publicly available. ³
2. Taranaki Energy Watch (TEW) is a long-standing grass roots community group based in Taranaki. We have participated over many decades in submissions and hearings on district and regional plans and resource consents relating to energy matters in our own province and to national discussion and legislation on similar **(see Slide 2)**.
3. Sarah Roberts, spokesperson
Head of Faculty Technologies at local high school.
Previously worked in education for Education Review Office, as a Principal of primary school, Head of Department in large primary school, Ministry of Education and Massey University.
Completed first degree in Social Sciences. Trained as a teacher and completed 2 post-graduate diplomas in education.
In different roles trained in auditing and research theory.
(see Slide 3).
4. What got us started...My husband and I participated in a number of district council hearings and dealing with Councils and companies over a few years when we lived nearby 3 well sites and a production station beginning from 2006.

¹ https://squadronenergy.com/wp-content/uploads/pdf/Port-Kembla-Energy-Terminal/PDF/Statutory-Approvals/SQE_Final_Hazard_Analysis_approved.pdf at p.104.

² https://squadronenergy.com/wp-content/uploads/pdf/Port-Kembla-Energy-Terminal/PDF/Statutory-Approvals/SQE_Final_Hazard_Analysis_approved.pdf at p.111.

³ <https://squadronenergy.com/our-projects/port-kembla-energy-terminal/#documents>

What we came to understand from this is you can experience adverse effects from noise, and you put in double-glazing; you can have issues with light and glare, and you put up blackout curtain; however you can't hear and see fatality risk and consequence of fires, explosions or toxic vapours in the same way until they happen.

The risk (and consequence) assessments and the emergency response plans are the closest to understanding what the low probability, high impact (catastrophic) events could look like and that was what we set about proving. I began by auditing Taranaki Regional Council and the district councils, and we hired a risk expert from Australia. **(Slide 4).**

5. Of relevance to this presentation are also 2 Environment Court cases (that we were or are involved in).

(i) TEW won a significant Environment Court case relating to oil and gas regulation in South Taranaki District in 2020 which extended for 4 years of hearings and focused particularly on fatality and injury risk and consequence and incompatible activities (in this case petroleum facilities and sensitive activities such as homes). There were 4 interim findings, a procedural decision, consent orders and a final decision.^{4 5 6} Several oil and gas companies, Federated Farmers and all 3 territorial authorities from Taranaki were involved. **(Slide 5).**

⁴ <https://www.rnz.co.nz/news/national/428392/energy-watchdog-wins-court-battle-for-safety-buffer-zones>

⁵ <http://www.nzlii.org/cgi-bin/sinodisp/nz/cases/NZEnvC/2020/165.html?query=Taranaki%20Energy%20Watch>

⁶ <https://www.southtaranaki.com/our-council/plans-strategies-and-reports/district-plan>

- (ii) We are currently in Environment Court establishing a similar approach through the case law with all significant hazardous facilities in the proposed New Plymouth District Plan.⁷

- (iii) At the core of the case law and the Judge's findings are low probability, high impact (catastrophic) events that can result in fatalities and injuries beyond the boundary of the hazardous facility's site. This is what is so concerning with the proposed LNG terminal. The location of any facility of this type is critical, and the regulators are responsible for this at the outset to ensure it is safe.

- (iv) The independent risk experts that were used in the TEW v South Taranaki District Council Environment Court hearing were TEW's expert Jenny Polich of Sherpa Consulting and Worley Parsons on behalf of the companies. There was no expert provided by the Council. In the Environment Court hearings for New Plymouth District Council there have been experts provided by all parties. In any establishment of a significant hazardous facility is the determination of whether the site is the right location in respect to the health and safety of the communities nearby. This is at the heart of our case law. WorkSafe's involvement does not mean an accident won't happen and fatality and injury risk and consequence will be avoided.

6. Recently, a representative of MBIE (dated 13 May 2026) stated: **(Slide 6).**
Health and safety was not explicitly considered in the analysis of any of the options considered. However, it is a requirement that all operations must be consistent with New Zealand's health and safety regulatory

⁷ <https://proposeddistrictplan.npdc.govt.nz/>

requirements.

Although LNG is a new energy source for New Zealand, LNG importation is a proven, safe technology internationally:

- ***Natural gas and LNG are not toxic. LNG is non-flammable in its liquid form.***
(...Slide 7 Arctic Metagaz strike off Libya)
...(Slide 8).

The preferred provider will need to (further) develop a safety case to identify risk and mitigations across the construction and operation of the facility.

The safety case will be specific to the design of the proposal and will need to be approved by New Zealand regulators. Officials continue to work closely with the shortlisted providers and with the relevant regulators on health and safety risks and mitigations.

TEW says this is too late...

7. Accidents can and do happen. **(Slide 9)** The production, storage and handling of LNG is inherently hazardous and therefore requires comprehensive multi-level safety protocols. LNG release, vapourisation and ignition of a large vapour cloud can occur and has occurred. e.g.: -

- Cleveland Ohio 1944 128 fatalities ⁸
- Skikida, Algeria 2004 27 fatalities ⁹
- Plymouth, USA 2014 injuries, evacuation and significant property damage¹⁰
- Freeport, Texas, 2022 US\$275million damage ¹¹

⁸ <https://ehasoft.com/case-study-lessons-from-the-1944-cleveland-east-ohio-gas-explosion-the-need-for-a-strong-risk-management-solution/>

⁹ <https://www.icheme.org/media/17598/skikda-incident-summary-19-jan-04.pdf>

¹⁰ <https://www.icheme.org/media/20088/plymouth-incident-summary-31-mar-14.pdf>

¹¹ <https://edition.cnn.com/2024/03/20/climate/natural-gas-export-vapor-cloud-explosion#:~:text=A%20fire%20marshal's%20report%20gives,within%20a%20matter%20of%20seconds>

Potential LNG terminal in Taranaki (Slide 10)

8. The coalition government has previously confirmed they plan to build an LNG terminal in Taranaki. More recently this has been discussed and speculated on in the media as a decision still to be made. ^{12 13 14}

9. Issues have been raised about climate impacts and the likelihood that importing LNG would raise both gas and electricity prices (amongst other matters) but there has been less attention to or information on where they might build it and the safety of residents of Ngāmotu/New Plymouth if a terminal was located close by to a populated area.

10. In earlier media about this issue Simon Watts has commented. ¹⁵

The energy minister said LNG was safely handled, converted to gas, and transported in many countries...he said there were a range of ways to build and operate an LNG terminal.

"It is very possible that an LNG import facility in New Zealand will be ship-based - a floating storage and regasification unit, or floating storage unit."

¹² <https://www.nzherald.co.nz/nz/politics/lng-binned-new-terminal-looks-doubtful-ministers-consider-options-amid-skyrocketing-gas-costs/premium/GMMZTKV4YRFCTIFRFFJQZWC5SE/#:~:text=New%20terminal%20looks%20doubtful%2C%20ministers%20consider%20options,Thomas%20Coughlan%20&%20Troy%20Matich.%20NZ%20Herald%2%B7>.

¹³ <https://www.thepost.co.nz/nz-news/360976691/prime-minister-says-no-decision-taranaki-lng-terminal-has-been-made-despite-speculation>

¹⁴ https://www.thepost.co.nz/business/360976695/pm-says-hell-make-final-call-lng-terminal-energy-minister-suggests-not-much-has-changed?cx_testId=1&cx_testVariant=cx_1&cx_artPos=0&cx_experienceId=EXLK9YLJ8JM4&cx_experienceActionId=showRecommendations20SXIWPMSK0432&utm_content=end-of-article-test&cx_qa=true#cxrecs_s

¹⁵ <https://www.rnz.co.nz/news/national/586896/don-t-put-it-alongside-us-liquified-natural-gas-safety-fears-raised-in-taranaki>

The government was talking regularly with the LNG terminal at Port Kembla in New South Wales and had spoken with the Singaporean terminal.

"All the accelerated delivery solution proposals are located in and around Taranaki," Watts confirmed.

Port Kembla, New South Wales

11. Port Kembla has developed an Energy Terminal. In October 2018 Worley Parsons completed a Preliminary Hazardous Analysis report for the Port Kembla Gas Project as required by New South Wales legislation. This included LNG carriers (LNGCs), Floating Storage Regasification Unit, wharf facility and pipelines. It identified a range of hazardous events and examined the consequences and risks (frequency x consequence). Two sets of the results of the consequence modelling that demonstrated the worst-case scenario were flammable cloud/flash fire and jet fire events. This showed the fatality impact distance of 100mm hole to 608.6 metres and 353.75 metres respectively. ¹⁶
12. The 100mm hole is considered a large leak however the (good practice) worst-case event is a full-bore (FB) catastrophic rupture which was modelled in the Final Hazard Analysis Report in October 2023, also completed by Worley Parsons and again required by the New South Wales legislation. The difference can be illustrated with a flash fire scenario provided that shows a 100mm leak effect at 597 metres compared to a full-bore rupture at 1984 metres. ¹⁷
13. Port Kembla Energy Terminal has now been built however it is not currently operating. The terminal will remain in "care and maintenance" until mid-2027 due to a reassessment of customer needs and market conditions. The delay

¹⁶ <https://squadronenergy.com/wp-content/uploads/pdf/Port-Kembla-Energy-Terminal/PDF/State-Environmental-Assessment-Documentation/E8-%E2%80%93-Preliminary-Hazard-Assessment-Addendum.pdf>

¹⁷ https://squadronenergy.com/wp-content/uploads/pdf/Port-Kembla-Energy-Terminal/PDF/Statutory-Approvals/SQE_Final_Hazard_Analysis_approved.pdf

follows updated projections from the Australian Energy Market Operator (AEMO) regarding gas demand and a request for extension from potential customers. While the Port Kembla terminal is delayed, the Australian government has indicated it has secured sufficient gas supplies to manage shortfalls until 2029.

18

14. Worley has been recently confirmed that it will provide technical advisory and client engineering support for the development of New Zealand's LNG import terminal, under an appointment from the Ministry of Business, Innovation & Employment (MBIE).¹⁹

15. New Zealand does not have any hazardous facility guidelines so has used New South Wales land use planning guidelines for hazardous facilities more recently. These are what the Port Kembla's reports were based on. For example, Wiri Terminal, the Lyttleton Port, the Christchurch rebuild, the Napier Port and in Taranaki in the Environment Court cases with oil and gas and other significant hazardous facilities such as Kapuni Production Station and Gas Treatment Plant, Kupe Production Station, Maui Production Station, Mangahewa Production Station, Liquigas, Methanex, and more recently the Omata and Paritutu tank farms and Pohokura Production Station.

16. It is TEW's experience that the guidelines emphasise that the authorities and the landowners need to understand both the fatality and injury risk and the consequence of an activity. If there are alternatives that can be taken to avoid this risk and consequence, they must be. **(see Slide 11)**

All 'avoidable' risks should be avoided. This necessitates the investigation of alternative locations and alternative technologies, wherever applicable,

¹⁸ <https://lngjournal.com/index.php/unlimited/item/113656-port-kembla-lng-terminal-delayed#:~:text=Thursday%2C%2029%20May%202025,both%20domestic%20and%20imported%20gas>

¹⁹ <https://www.upstreamonline.com/lng/australian-contractor-tapped-for-new-zealand-lng-project/2-1-1948125>

to ensure that risks are not introduced in an area where feasible alternatives are possible and justified.

Enabling legislation

17. The government has also confirmed that they will be providing enabling legislation for the LNG terminal indicating that there is no opportunity for the public to contribute to the decision-making relating to this facility. This is even less democratic than the fast-tracking legislation.

18. This is also unlike the Port Kembla Energy Terminal where the public had several opportunities to provide input during the planning and approval phases including the planning reports. In early 2019, a detailed **Environmental Impact Statement (EIS)** was placed on public exhibition for formal comment. This allowed community members and organizations to submit their concerns or support directly to the [NSW Planning Portal](#).

In closing...

If this bad idea does happen, NOT AT PORT TARANAKI and ALLOW THE PUBLIC TO BE INVOLVED and NO PUBLIC FUNDING OF LNG –Gas users not electricity users should pay. (Slide 12)



LNG for NZ ?

The global context

Steve Goldthorpe,

For the CJT public meeting in New Plymouth \

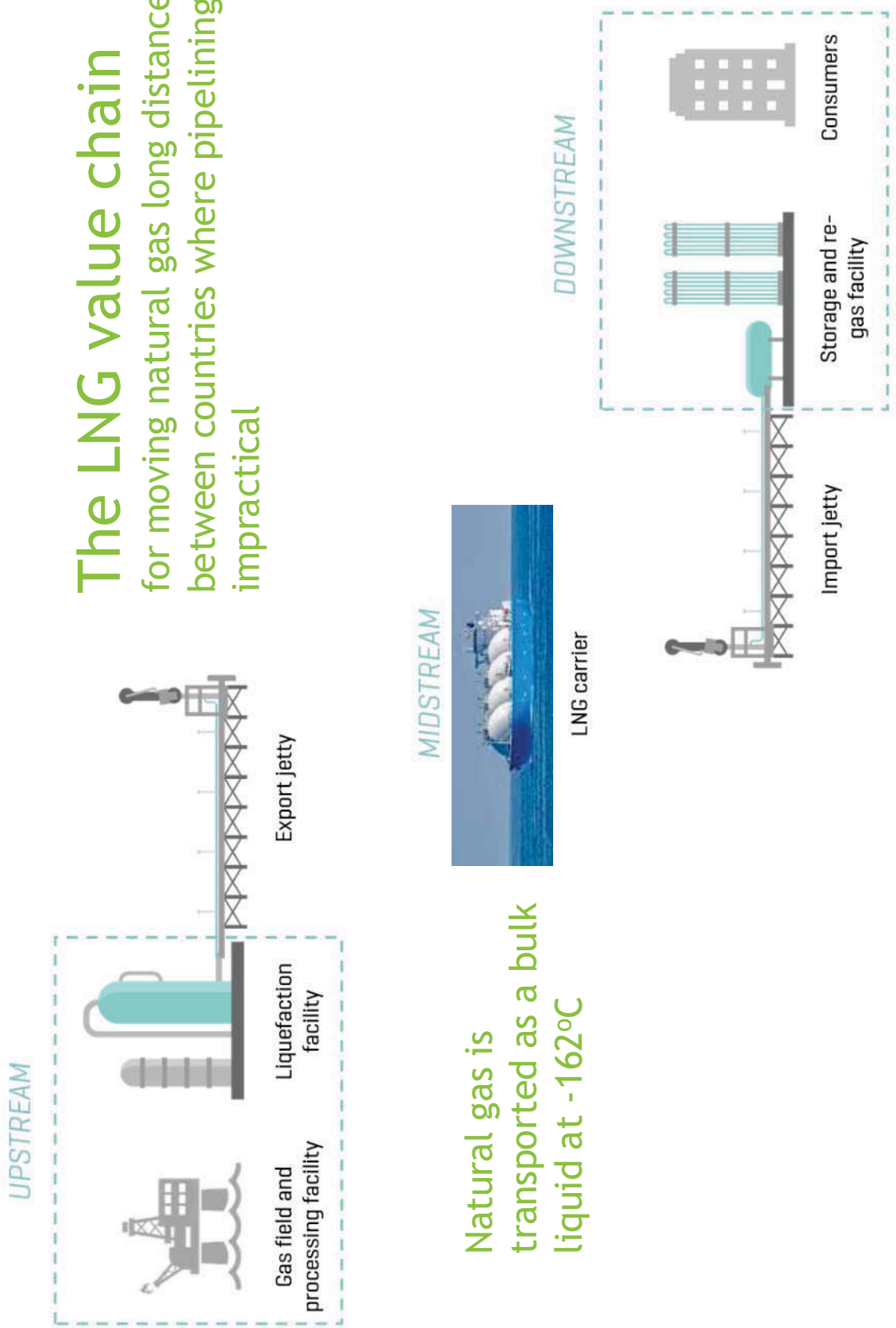
26th May 2026

LNG - the global context

- ▶ 350 million tonnes per year of LNG were traded internationally in 2024
- ▶ Strategies for responding to declining indigenous natural gas resources
- ▶ The technical challenges of shipping and holding LNG
- ▶ LNG sourced from US fracking has a high greenhouse footprint
- ▶ The price of LNG in the international market is volatile
- ▶ Replacing gas for power generation in NZ

The LNG value chain

for moving natural gas long distances between countries where pipelining is impractical



Natural gas is transported as a bulk liquid at -162°C

Main International LNG trades in 2024

Line widths: 1pt = 4 million tonnes LNG per year

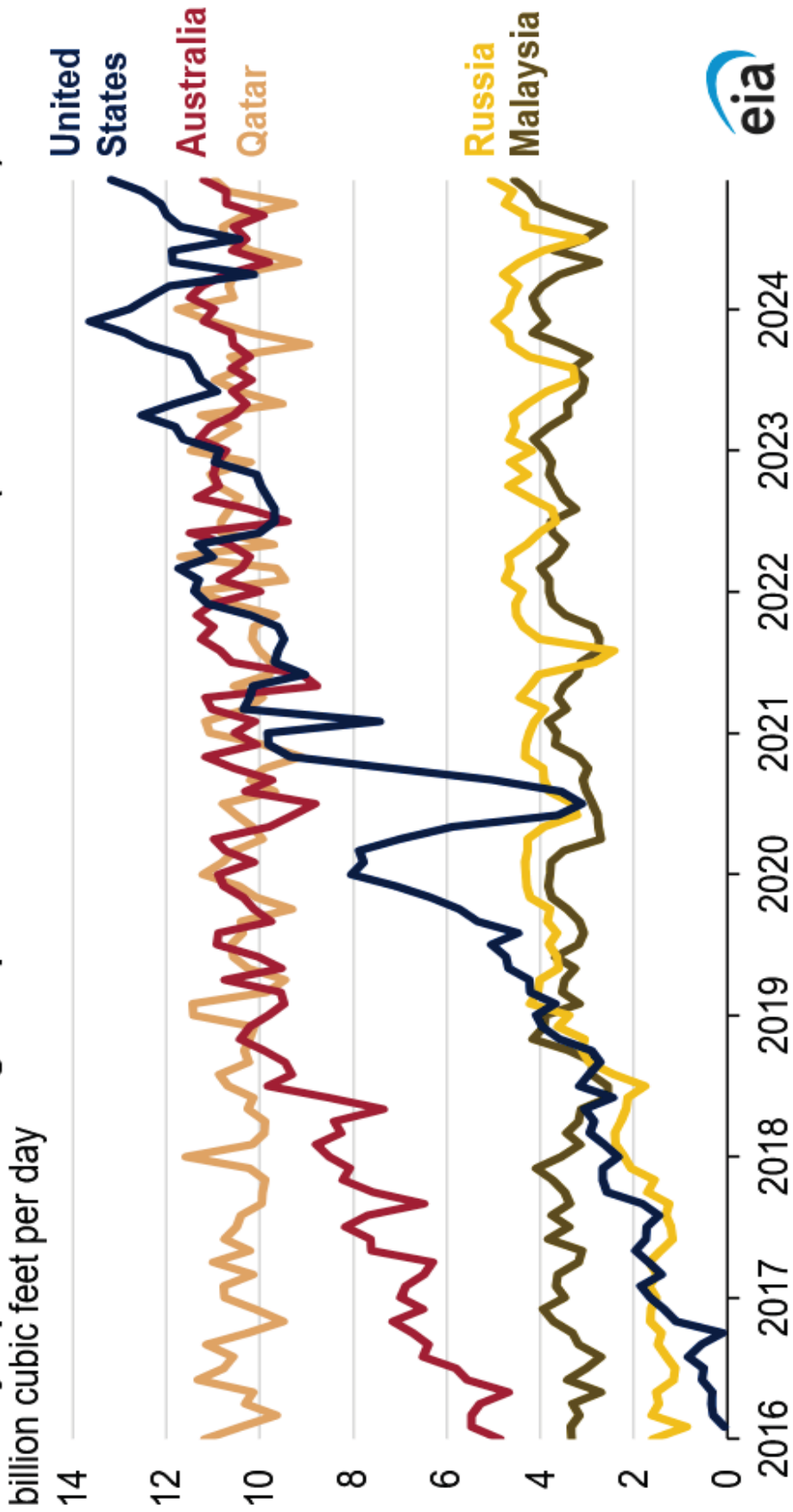


Source World bank WITS database

History of major LNG Exports

US April 2026
Reuters

Monthly liquefied natural gas exports from select countries (Jan 2016–Dec 2024)



Source - <https://www.eia.gov/todayinenergy/images/2025.03.27/main.svg>

Natural gas management strategies as indigenous supplies naturally decline

- ▶ **Business as Usual**
 - ▶ Maintain supplies of natural gas by importing expensive LNG from the foreign suppliers (e.g. Japan, Korea, China, Europe) - Proposed for NZ.

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 - ▶ Additional drilling and hydraulic fracturing of aging gas fields (e.g. USA)
 - ▶ Prospecting for new oil fields. Finding gas resources would be second prize.

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 - ▶ At times of a gas boom develop export gas as LNG instead of building gas consuming industries (e.g. Australia)
- ▶ **Manage demand reduction**
 - ▶ Phase out gas-based industries. Generate electricity from other energy sources. Make gas from biomass. Is this a feasible strategy for New Zealand ?

The technical challenges of LNG

- ▶ Natural gas must be frozen to -162°C to condense it to its liquid form.
- ▶ LNG must be held in highly insulated containers like liquid nitrogen
- ▶ 0.1% to 0.15% per day typically boils off stored LNG, which is typically used as fuel for the LNG carrier during the voyage
- ▶ In storage, provision must be made for utilization of boil off gas.
- ▶ LNG is hazardous. The danger is managed with exclusion zones around LNG operations
- ▶ LNG production plants and carriers are vulnerable

LNG - personal experience in Norway



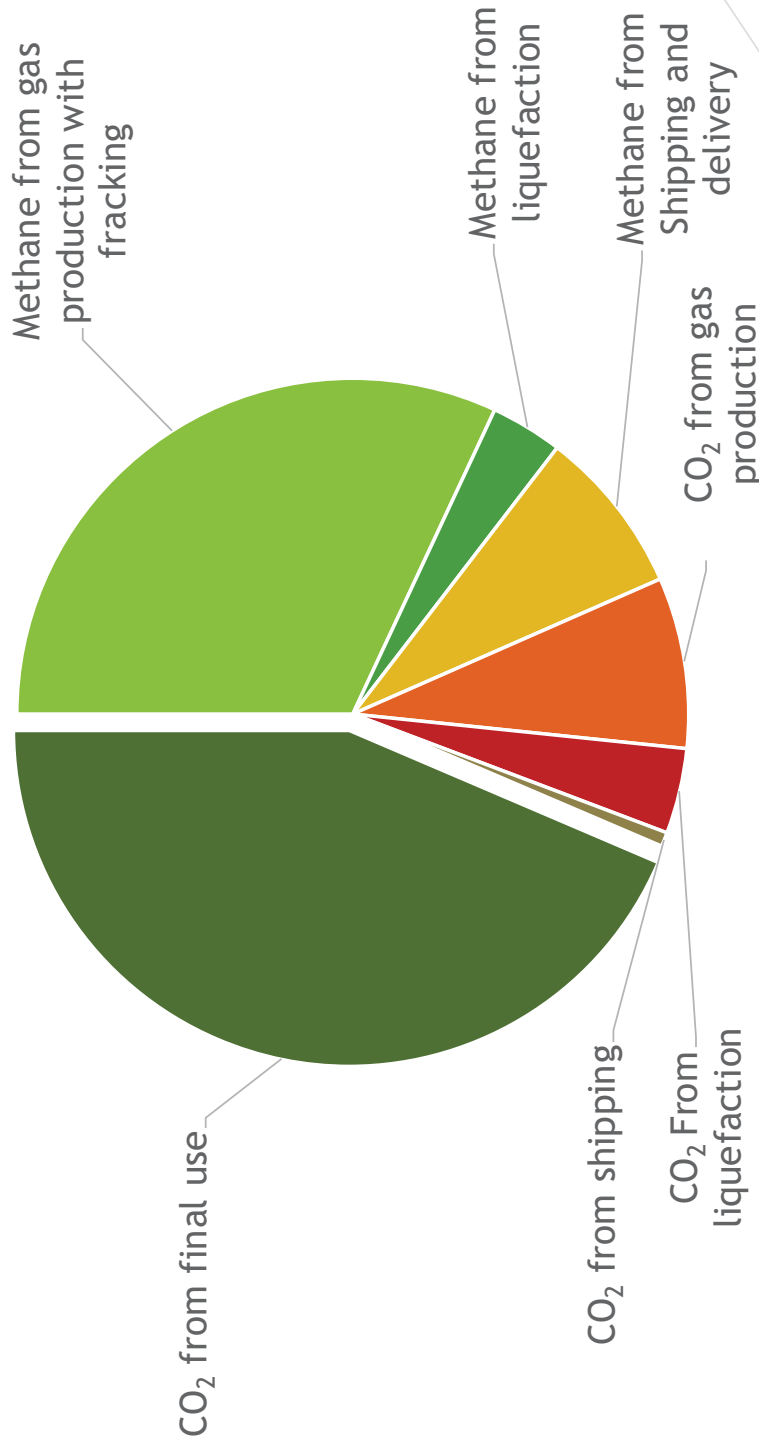
It took 4 hours to unload 2 trucks of LNG

 Large battery packs	 Four hours' sailing with zero emissions	 Energy-efficient hull design	 Locally sourced ingredients
 Heat recovery from the sea and cooling water	 Charging current from hydropower at the quay	 Liquid natural gas that cuts CO ₂ emissions by 35%	 NOx emissions reduced by 90%



How much greenhouse gas is emitted from US LNG production and delivery?

Source Prof R Howarth Cornell University



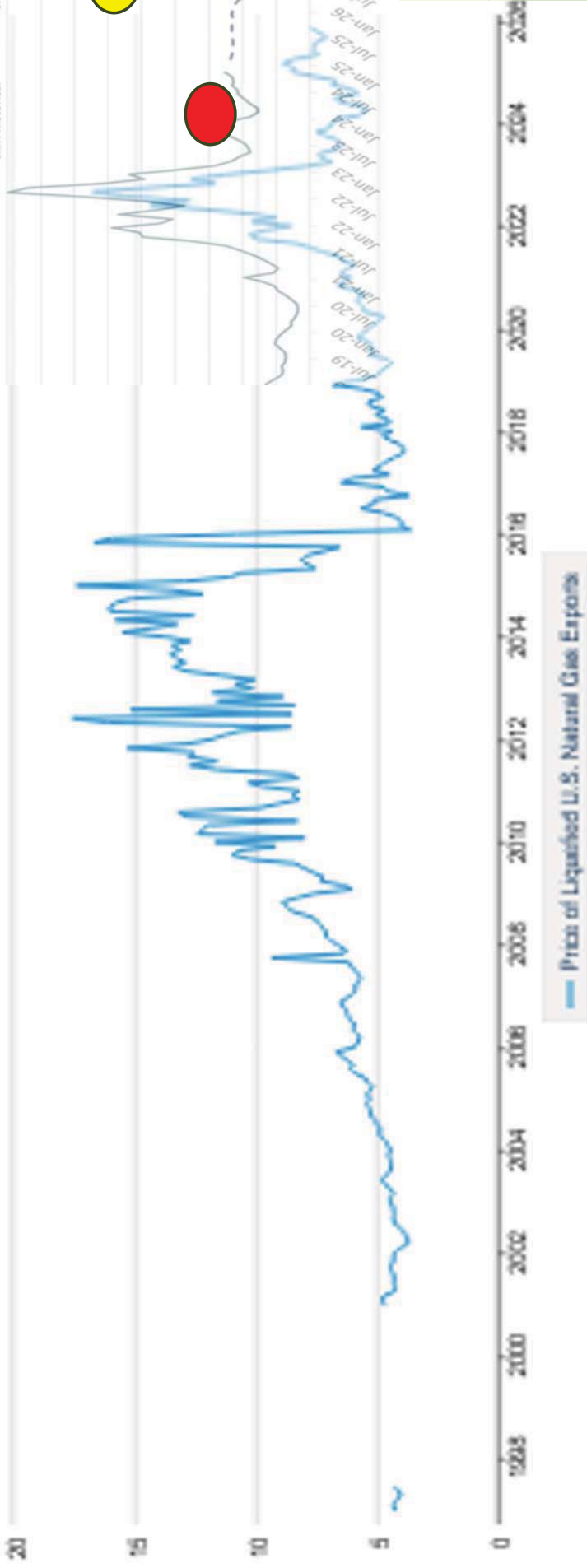
CO₂-eq emissions from fracking and LNG production - N.B. 20-year GWP

Comparison with US LNG prices

NZ LNG Import
Feasibility Assessment -
First Gas Ltd - June 2025

Price of Liquefied U.S. Natural Gas Exports

Dollars per Thousand Cubic Feet



<https://www.eia.gov/dnav/ng/hist/n9133us3m.htm>

*LNG Japan/Korea Marker PLATTS Future (JKMc1) - @ Investing .com

● Average of world LNG trades in 2024

● Japan-Korea futures for LNG* - April 2026

● First Gas - projected landed LNG in NZ in 2027

Replacing the use of natural gas for dispatchable electricity generation

Application of gas	Alternative technology
Peaking gas turbines to meet morning and evening peak demands	Grid scale batteries
Firming up solar and wind generation during calm and cloudy periods	Batteries and established flexibility in hydro generation
Back-up generation in the dry year or cold year scenario	Stockpile of coal at Huntly power station, to be replaced by black wood pellets in due course

Dry year scenario

- ▶ Premise: - Operation of 2x 250 MW units of Huntly Power Station 24/7 for 4 months Fuel requirement = 15 Petajoules Electricity output 1.5 TWh

	Imported coal	LNG	3 black wood pellet plants
Mode	Coal stockpile in 10 shipments	5 loads of LNG regasified and stored in wells	Stockpile of wood pellets produced over 2 years
Source	Imported	Imported	Indigenous
Capital cost	none	NZ\$1 billion	NZ\$150-300 million
Fuel cost	NZ\$110 million	NZ\$275-500 million	NZ\$100-175 million
	7.5 c/kWh	19-34 c/kWh	\$7-12 c/kWh
CO ₂ emissions	1.5 Mtonnes	1-1.5 Mtonnes	none

LNG - the global context - conclusions

- ▶ 350 million tonnes per year of LNG were traded internationally in 2024
- ▶ LNG is mostly produced in Australia (declining), the USA (increasing) and the Middle East (problematic). LNG demand is strong in Europe and Asia
- ▶ The purpose of LNG is to enable speedy international transport of natural gas
- ▶ Strategies for responding to declining indigenous natural gas resources
 - ▶ Natural gas is an inconvenient 'boom and bust' co-product of oil production
 - ▶ A long-term strategy can support climate objective of fossil fuel reduction
- ▶ The technical challenges of shipping and holding LNG
 - ▶ LNG is a dynamic hazardous evaporating liquid at -162°C
 - ▶ LNG is not amenable to long-term storage
- ▶ The marginal source of LNG is from the USA
 - ▶ Methane emissions from US shale gas fracking is controversial
- ▶ The price of LNG in the international market is volatile.
 - ▶ Current LNG futures in Asia are 50% higher than in the 2025 NZ LNG feasibility study
- ▶ The use of gas for power generation can be phased out

Port Kembla, New South Wales



Port Taranaki



Nearest residential area