

Questions and answers (continued)

Q13. You say "do nothing" or "exit rail" is not an option – but \$1 billion to upgrade busways, particularly with funding committed to roading in the budget, is much less than rail CAPEX and can be implemented quicker. Why NOT roads?

The new Northern busway, partly in operation with further construction under way, is a very different approach to bus services and when complete will offer a world-class Rapid Transit service to North Shore residents, similar to that enjoyed by the residents of SE Brisbane and Ottawa in Canada, both of which have successful busways.

However, the scope for similar busway construction is extremely limited, especially within the area covered by Auckland City.

Abandoning the rail passenger system in Auckland would require construction of new busways running parallel to the existing rail lines, in addition to the purchase of around 80 new buses, in order to provide anything approaching the quality of service and journey times to the areas of Auckland previously served by rail. As the rail lines would need to be retained for freight trains, new busways would either require existing roads to be widened or new roads built. This will almost certainly require land acquisition which is likely to be contentious and costly, and which is not covered by the additional roading funding committed in the recent 2006 Budget. Dedicated bus lanes are unlikely to be feasible within the Central Business District, so the rail replacement buses would have to fight for space on the already congested CBD streets, resulting in extended journey times and adding to local air quality issues. This is not considered to be sustainable and would lead to many Passenger Transport users switching to car as the uncongested travel times possible by rail cannot be achieved by bus.

For this reason alone, ARTA believes that the key Rapid Transit spines should be our three rail corridors, which are currently underutilised, together with the Northern Busway, followed by further busways in outer urban areas.

The "Do Minimum" option, which provides only the minimal levels of ongoing investment to maintain the current capacity of the rail system, is also not sustainable as the current high level of rail patronage growth in Auckland means that the capacity of the existing train fleet is likely to be exceeded by around 2008.

Q14. Buses currently make up 85% of public transport: aren't you simply going to build a very costly, unprofitable system that makes bus networks unprofitable by reducing their patronage?

Buses will continue to provide the majority of Auckland's public transport system; however, the restructuring of Auckland public transport, described in ARTA's Draft Passenger Transport Network Plan, will establish a Rapid Transit Network (RTN), comprised of the rail system and the Northern Busway that will provide fast journey times and frequent services between the CBD and regional centres. Feeder bus services will connect with RTN services at hub stations with transfers being facilitated by integrated ticketing, rather than running directly into the CBD as happens now, often duplicating rail services. The restructured PT network will optimise the strengths of each mode – rail carrying large numbers of passengers over longer distances on dedicated corridors and bus running large numbers of mainly short journeys to dispersed locations. Switching bus services from CBD radial routes to feeder services is expected to result in cost efficiencies from better bus utilisation and elimination of empty running back from the CBD.

Questions and answers (continued)

ELECTRIFICATION

Q15. Why not keep operating an Auckland rail network as a diesel system?

The answer to this question is in three parts:

Firstly, much of our existing train fleet is very old and only has limited life. Replacement trains are urgently needed.

Secondly, our remanufactured SA trains have considerable service life and provide good passenger comfort but they have high operating costs and are less efficient than modern rolling stock. Urban redevelopment near the tracks will be difficult unless the diesel locomotives are replaced.

Thirdly, modern diesel multiple units (DMUs) could be an effective way of replacing the very old trains and the SA trains, but even modern DMUs will not be able to operate at high frequencies through a CBD loop tunnel.

ARTA believes there is a very strong case for early electrification and purchase of new electric trains because:

- Electric trains are cheaper to purchase
- Electric trains are quieter and produce less vibration. As the residential development intensifies around transport hubs and the number of services increases, this will be of increasing importance
- There is no smoke and no fumes
- Electric trains offer better acceleration and so faster trips
- Electric trains are more reliable and cheaper to maintain
- Electric trains will become cheaper to operate as oil prices rise and are much less reliant on imported fuels
- Diesel trains cannot operate in long tunnels without significant investment in ancillary services (e.g. ventilation). Given the proposals for an underground CBD loop, it makes good sense to future-proof this possibility.

The number of SA trains finally acquired is very dependent on the timing of confirmation that funding for the Core Network Upgrade shortfall will be available. The fewer number of SA trains purchased then the more ARC funding available for new trains.

Q16. Why are electric trains cheaper to buy than diesel trains?

There are two basic reasons for this interesting situation:

Firstly, the most common types of suburban trains across the world are electrically powered. Therefore, manufacturers are geared to making these types of trains very economically. There are more suppliers of electric trains than there are diesel trains.

Secondly, a diesel train has far more moving parts, and this naturally adds to the manufacturing cost.

Questions and answers (continued)

Q17. What happens if you don't get the go-ahead on electrification? Does the whole plan fall apart?

The Core Network Upgrade is an essential piece of work, with or without electrification to increase the capacity of the rail system, and is essential to enable rail to contribute to the Passenger Transport growth targets that will make Auckland a better place to move within. If electrification is not undertaken, however, the ability for the rail system to be further expanded to cater for longer-term Passenger Transport growth will be constrained. In addition, the operational costs of a diesel system, over the life of the trains, will be considerably more than for an electrified railway.

Q18. Does the Plan address the full cost of electrification?

The capital costs for electrification included in the Rail Development Plan incorporate allowances for the provision of the power supply, including Transpower bulk power supply costs, overhead catenary system (OCS), civil engineering costs for raising overbridges or track lowering to provide necessary clearances for the OCS, together with works needed to immunise telecommunications and other utility services. In addition, the resigalling and train control costs allow for the provision of a modern high-capacity signalling system compatible with the electrification system.

Q19. Won't electrification place even more strain on Auckland's overloaded electricity supply?

The electricity demand for operating an electrified system for Auckland is about 30MVA, which is about the same as the forecast annual growth in electricity demand in Auckland between now and 2013.

Whilst the issues surrounding the capacity and security of the Auckland electrical supply in the next 5–7 years have been well publicised, Transpower has advised ARTA that, based on current demand forecasts and assuming that its proposals for upgrading the high-voltage transmission networks into and across Auckland are approved and implemented by 2012, there will be sufficient transmission capacity to meet Auckland's future needs including rail electrification. In addition, ARTA understands that there are several well-advanced proposals for constructing additional generating capacity within the next 5 years.

An early commitment to rail electrification will allow the additional electricity demand created to be taken into account in Transpower's planning for the transmission upgrades.

Taking a longer term perspective, the electrified rail system will have an economic life of at least 40 years. Over that timeframe New Zealand has the capability to plan and implement additional generation capacity and transmission systems to provide sustainability of electricity supply. By contrast, we don't have that level of control over imported fossil fuels.

Q20. Why won't the electrified system extend all the way to Waitakere?

Swanson is the planned final extent of both the Western Line double-tracking and electrification as it is the effective current limit of the metropolitan area that will provide sufficient passengers to support 10-min frequency services. Less frequent services will continue to be provided to Waitakere which could be extended in future to Kumeu and Helensville. However these services would not justify the cost of either double-tracking or electrification beyond Swanson and in particular the cost of enlarging the 450-metre-long tunnel between Swanson and Waitakere to accommodate the overhead catenary system.

Questions and answers (continued)

Q21. If we electrify, what will be the voltage?

In late 2004 and early 2005 ARTA completed a major study of the best form of electric power (or electric traction) for the Auckland suburban rail system. The Electric Traction Evaluation study concluded that we should:

- (i) Use overhead wires to provide the power (rather than use third and fourth rail ground-level power supply), as this is safer for an unfenced railway system such as in Auckland.
- (ii) Use a 25,000 volt alternating current (25kV AC) power supply. This is the same system used for the length of rail line from Palmerston North to Te Rapa. Most other modern urban rail systems, such as Perth and Brisbane, use this system.

In contrast, the Wellington suburban system uses a 1,500 volt DC system, but this is older technology and is more expensive to build and is less efficient.

Q22. Isn't there a health and safety risk with the electrified system?

The 25kV AC electrification system proposed for Auckland is used extensively overseas and on the North Island Main Trunk line between Hamilton and Palmerston North. A significant aspect of the electrification project will be to ensure that persons or objects do not come into contact with the overhead catenary system, such as by providing screens on overbridges. In addition, utilities such as electricity or telecommunications cables and pipelines that run beside or cross the railway will be immunised against interference from the electrification system.

Q23. Isn't there a considerable visual impact with the electrified overhead catenary system?

Modern 25kV AC overhead catenary systems (OCS) use lighter-weight steel or concrete masts and cantilever brackets and use smaller-diameter overhead wires than the 1950s design 1,500 volt DC system used in Wellington, which lessens the visual impact of the OCS. An important aspect of the electrification design process will be to identify sites, such as environmentally sensitive locations, where specific measures, such as pointing the masts, may be necessary to reduce the visual impact of the OCS.

Q24. Won't the electrification disrupt the Rugby World Cup in 2011?

During the next 3 to 4 years, ARTA and ONTRACK will be working together to complete the key infrastructure components of the Core Network Upgrade well in advance of the Rugby World Cup, including completion of the Western Line Duplication, redevelopment of Newmarket station, construction of the Manukau spur line, station upgrades, signalling improvements and train maintenance and storage facilities.

In addition, ARTA plans to purchase sufficient additional SA carriage trains to cater for projected passenger demand from 2011 including the Rugby World Cup.

Following the precedent of the recent 2006 Commonwealth Games in Melbourne, it is likely that there would be no planned construction or maintenance work taking place on the rail system during the actual period of the Rugby World Cup to minimise the risk of service delays.

Questions and answers (continued)

Q25. The Government does not see electrification as a priority in the short term – how can you be so ambitious?

ARTA considers that the optimum time for electric trains to enter service is from 2012/13, which will require the electrification construction works to take place from 2010 to 2012. These timeframes will permit ONTRACK to complete the initial infrastructure upgrading work (such as the completion of duplicating the Western Line) that the Government has recently announced funding for.

Q26. Why can't we continue to make the system electrification ready – but defer the development decision for five years or more?

Electric trains have been shown to have a better Benefit Cost Ratio than diesel trains with the capital and operating & maintenance costs of diesel trains being \$10 m more (in Present Value terms) over the 25 year evaluation period than those for electric.

If, however, electrification was not pursued now due to current funding constraints, a fleet of 40 two-car diesel multiple unit (DMU) trains would need to be ordered within the next year in order to cater for projected capacity growth and to retire the existing DMU fleet during the next 10 years. Given that the new DMUs would have a life of around 30 years, it would be very difficult to make a business case for electrification while these trains were only 5 to 10 years old, due to their low residual value if disposed of. The value of the asset write-off would be of the order of \$150 m and would reduce the BCR of the rail upgrade by 0.1.

Similarly, the full benefits of electrification in terms of reduced operating costs and environmental impacts would not be realised with a mixed diesel and electric fleet. In addition, continued diesel operation would effectively preclude future network extensions with extensive tunnelling, such as the CBD rail loop, until the new DMUs required replacement.

Q27. A big part of your argument for electrification is that you can then build a CBD loop. But given that the political view is that this is hugely costly, disruptive, doesn't that wipe out the main argument in favour of electrification?

The business case for electrification does not depend on the proposed CBD rail loop tunnel being built, although deciding to buy DMUs now would almost certainly defer the point at which the CBD rail loop could be justified due to the sunk investment in DMUs. By contrast, committing to electrification now future-proofs the ability for either of the post-2016 service intensification options (suburban or CBD rail loop) to be implemented.

Q28. How would we procure the new trains and electrify the system?

For the new trains there are three broad options to procurement:

- (i) Full and open tendering against a set specification to purchase the trains – this is the approach adopted by many other transport authorities (but not all);
- (ii) Initial open-tendering followed by an "alliance" approach to complete purchase and deliver - this is a relatively new approach but can have considerable merit;
- (iii) Open-tendering including a financing offer for a consortium to "build own operate" and maintain the trains – this approach is being utilised for new trains in Sydney. It also has some similarities to our current system of procuring bus services (although the comparison is not perfect).

For all of these options it would be possible to focus only on the acquisition of trains, OR to include both the trains AND the electrification wiring and power supplies etc. ARTA could adopt any of these options but believes that the final choice will need to be shaped by the nature of the final funding package that is negotiated between the Government and the region. However, we do note that, from a time perspective, Option (ii) may be able to provide the quickest overall delivery of trains and power supply.

Questions and answers (continued)

TRAINS

Q29. How many carriages per train have we assumed?

Electric trains (Electric Multiple Units) are generally manufactured in two-carriage (2-car) or three-carriage groups; the various transformers, motors etc are distributed between the two or three carriages, which generally stay permanently coupled together.

The Auckland system is being developed to accommodate trains of up to six carriages, especially for big events. Our initial peak-period trains will have at least four carriages. Six-car trains are put together by simply coupling together either three 2-car trains, or two 3-car trains. For the purpose of this Rail Development Plan we have generally assumed that we will purchase two-carriage trains. However, if we identify a particular three-carriage system which is attractive at the time of tendering, we would acquire the same number of carriages in three carriage groups.

Q30. Are new technologies, such as fuel cells, available as an alternative to electrification?

Fuel cell-powered trains are an emerging technology that has yet to be introduced into commercial passenger service, although an experimental train has recently started test operations in Japan.

The fuel cell technology is part of a low-emission hybrid diesel-electric system that can also incorporate energy-saving features such as regenerative energy braking and low-exhaust systems.

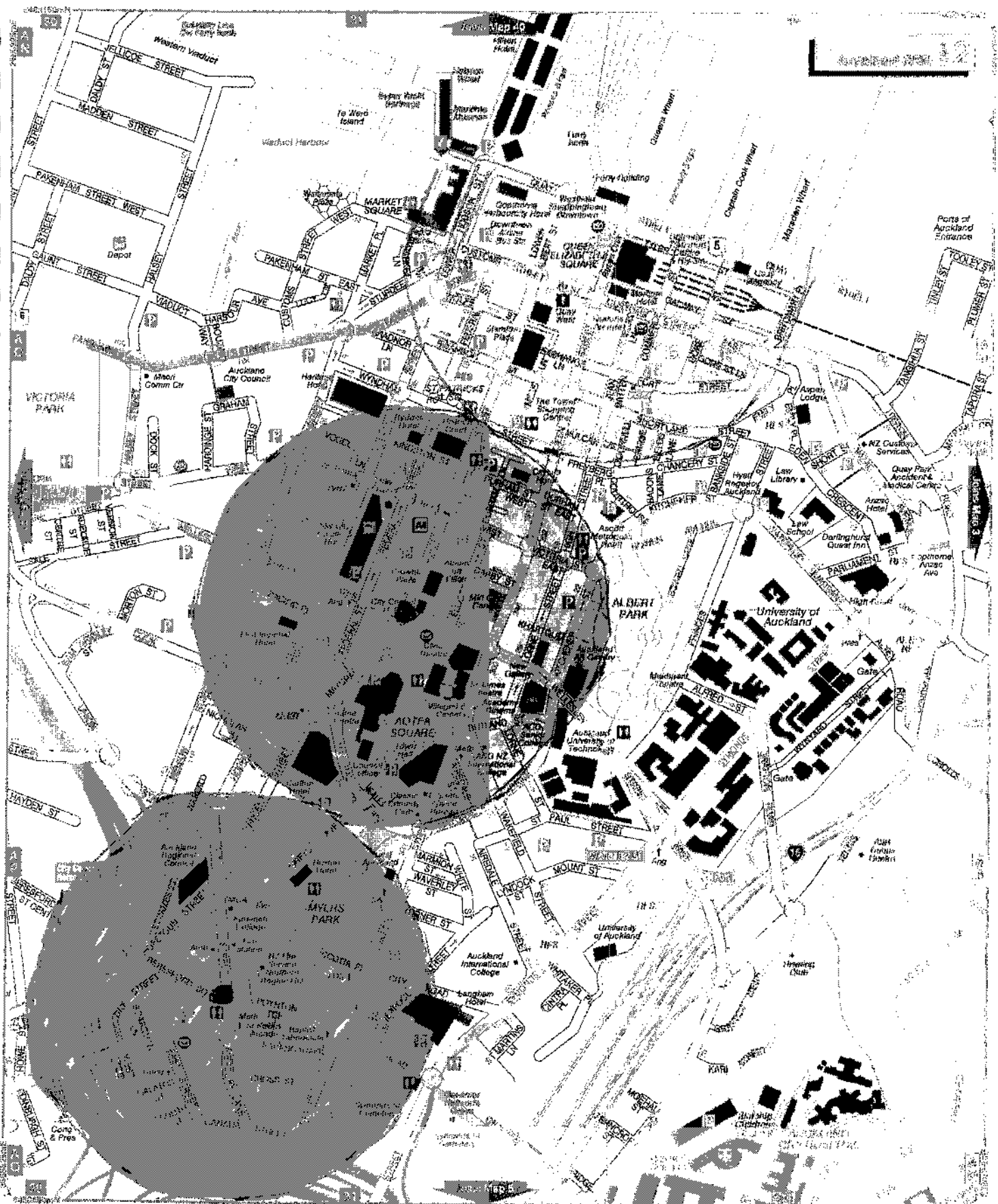
The goal is to achieve 20% energy savings compared to current diesel rail cars, with additional environmental benefits such as the use of battery power when leaving a railway station to reduce noise pollution.

There is currently no published date for revenue-earning passenger trains using this technology to enter service in Japan.

Q31. Why can't we lease trains? Or purchase more refurbished SA stock and make the switch from diesel to electric locomotives later?

Leasing new trains provides a lower BCR and such are the bespoke requirements of the trains that the residual value provides a very poor economic case. The cost of the lease is partly determined by the type of lease required. We believe the cost of acquiring rolling stock by lease finance is likely to be more expensive than a conventional borrowing on a "like for like" basis.

Using more SA trains would have a lower CAPEX cost but they are considerably more expensive to operate and have poorer performance than modern trains, and in addition the diesel locomotives used to haul them are noisier and have higher emissions than new trains.



● PROPOSED STATION - CBD LOOP

A36

Principles of the Treaty of Waitangi Deletion Bill

Member's Bill

Explanatory note

This Bill eliminates all references to the expressions "the principles of the Treaty", "the principles of the Treaty of Waitangi", and the "Treaty of Waitangi and its principles" from all New Zealand Statutes including all Preambles, interpretations, schedules, regulations and other provisos included in or arising from each and every such statute.

The Bill seeks to correct an anomaly which has harmed race relations in New Zealand since 1986 when the vague term "the principles of the Treaty of Waitangi" was included in legislation.

As this anomaly was created by Parliament through the legislative process, Parliament must address the damage and harm these "principles" have inflicted on both Maori and non-Maori. The first step must therefore be to remove all reference to these insidious principles from all legislation. This Bill achieves this.

We note the following in relation to these principles:

Firstly, they were inserted by the Fourth Labour Government, not at the request of Maori, but by paternalistic and interfering Ministers.

Secondly, while Parliament inserted them in legislation, Parliament never actually defined them. This task has fallen to Judges, who have taken an increasingly activist, liberal, and broad licence in providing a form of definition. However, despite nearly two decades of existence, these principles remain largely undefined and ambiguous.

Thirdly, these principles have become a source of ongoing litigation regarding their relevance and meaning. While this has substantially

benefited those associated with the legal process, there has been no tangible benefit for Maori as a consequence of their existence. Indeed, the focus on and cost of the associated legal processes has not only needlessly diverted large amounts of money away from more pertinent issues, it has also surreptitiously created unrealistic expectations among Maori in relation to their entitlements from society.

Fourthly, these principles have become a diversion away from the true pathway to success for both Maori and non-Maori: a strong education system, reliable healthcare, employment and housing and a spirit of entrepreneurship and vision. The principles have allowed some Maori to continue to portray themselves as victims constantly in grievance mode, a mentality which leads down a dead-end path from which no true progress can come. It also anchors Maori (and tries to do the same to non-Maori) to the past, limiting their prospects for the future.

Finally, these principles are a divisive mechanism which has set one group of New Zealanders against another. The world watched with horror last century as South Africa went down a destructive path of separate development and it would be tragic indeed for New Zealand to follow such an ideology.

R Doug Woolerton

Principles of the Treaty of Waitangi Deletion Bill

Member's Bill

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The Parliament of New Zealand enacts as follows:

- 1 Title**
This Act is the Principles of the Treaty of Waitangi Deletion Act **2006**.
- 2 Commencement**
This Act comes into force on the day after the date on which it receives the Royal assent. 5
- 3 Purpose**
The purpose of this Act is to delete and remove from every enactment those provisions which contain the expressions—
 - (a) “the principles of the Treaty”; and 10
 - (b) “the principles of the Treaty of Waitangi”; and
 - (c) “Treaty of Waitangi and its principles”.
- 4 Repeals and revocations**
 - (1) The following enactments are repealed:
 - (a) section 4 of the Conservation Act 1987; 15
 - (b) section 4 of the Crown Minerals Act 1991;
 - (c) section 84(b) of the Crown Pastoral Land Act 1998;
 - (d) section 10 of the Crown Research Institutes Act 1992:

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|------|--|----|
| (e) | section 181(b) of the Education Act 1989: | |
| (f) | section 6(d) of the Energy Efficiency and Conservation Act 2000: | |
| (g) | section 3 of the Foreshore and Seabed Endowment Revesting Act 1991: | 5 |
| (h) | section 3 of the Harbour Boards Dry Land Endowment Revesting Act 1991: | |
| (i) | section 6 of the Hauraki Gulf Marine Park Act 2002: | |
| (j) | section 8 of the Hazardous Substances and New Organisms Act 1996: | 10 |
| (k) | section 115(2) of the Historic Places Act 1993: | |
| (l) | section 4 of the Land Transport Management Act 2003: | |
| (m) | section 4 of the Local Government Act 2002: | |
| (n) | section 6(c)(ii)(B) of the Maori Fisheries Act 1989: | |
| (o) | section 4 of the New Zealand Public Health and Disability Act 2000: | 15 |
| (p) | section 6(1), (2)(e), and (4)(c) and section 7 of the Ngati Tama Claims Settlement Act 2003: | |
| (q) | section 5.1. of the Ngati Turangitukua Claims Settlement Act 1999: | 20 |
| (r) | section 6(2) and section 10(1)(a)(i) of the Ngai Tahu Claims Settlement Act 1998: | |
| (s) | section 7(3) of the Pouakani Claims Settlement Act 2000: | |
| (t) | section 8 of the Resource Management Act 1991: | 25 |
| (u) | section 10(o) of the Royal New Zealand Foundation of the Blind Act 2002: | |
| (v) | section 24(2)(a) of the Royal Society of New Zealand Act 1997: | |
| (w) | section 9 of the State Owned Enterprises Act 1986: | 30 |
| (x) | section 10(a) and (b) of the Treaty of Waitangi (Fisheries Claims) Settlement Act 1992: | |
| (y) | section 4 of Te Runanga o Ngai Tahu Act 1996: | |
| (z) | section 8(e) of Te Uri o Hau Claims Settlement Act 2002: | 35 |
| (za) | section 6(1)(d), section 8(1), and section 8HB of the Treaty of Waitangi Act 1975. | |
| (2) | The enactments set out in subsection (1) are further amended by omitting from every Preamble and every schedule in each place they occur— | 40 |
| (a) | “the principles of the Treaty”; and | |

- (b) “the principles of the Treaty of Waitangi”; and
 - (c) “Treaty of Waitangi and its principles”.
- (3) Every regulation made under any of the enactments set out in **subsection (1)** is revoked where that regulation contains references to—
- (a) “the principles of the Treaty”; and
 - (b) “the principles of the Treaty of Waitangi”; and
 - (c) “Treaty of Waitangi and its principles”.

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A41

B

**PRINCIPLES OF THE TREATY OF WAITANGI DELETION BILL
BILL NO. 66-1, REFERRED TO JUSTICE AND ELECTORAL COMMITTEE
SUBMISSION ON BEHALF OF WAITAKERE CITY COUNCIL**

INTRODUCTION

This submission is made on behalf of Waitakere City Council on Hon. R. Doug Woolerton's Member's Bill, the 'Principles of the Treaty of Waitangi Deletion Bill'. The Council's submission has been approved by its standing committee, Te Taumata Runanga, which is comprised of a number of key Maori organisations within Waitakere City, including Mana Whenua.

The details for the contact person in respect of this submission are below:

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The Council does not wish to appear in support of this submission.

BACKGROUND

Waitakere City Council has adopted five overarching priorities that must be evident in all its activities. Everything that the Council does takes into account these five priorities. The first of these priorities is The Treaty of Waitangi (Te Tiriti o Waitangi), which states:

The Vision: People in the city are proud to uphold the Treaty of Waitangi.

Summary: This priority requires that the Treaty of Waitangi is upheld in all Council activities and planning.

(Long Term Council Community Plan 2006-2016, Vol. 1, p.15)

This strategic priority, which has developed out of the Council's long standing commitment to its relationship with Maori, provides part of the context for the Council's submission. The rest of that context is provided by legislation relevant to Local Government that contains references to the principles of the Treaty of Waitangi. The two key statutes in this regard, as outlined in the Member's Bill, are:

- Local Government Act 2002
- Resource Management Act 1991

The context of this submission thus outlined, the explanatory note to the Member's Bill does not provide an explanation as to how the proposed deletion of Treaty principles will practically affect or improve relevant legislation. Instead it offers a number of value based assertions and opinions. For this reason, this submission is primarily a response to these assertions in the context of the Council's commitment to the Treaty of Waitangi as part of New Zealand's legal/constitutional framework, as opposed to addressing how the deletion of the Principles of the Treaty of Waitangi from various enactments may impact the activities of the Council.

ISSUES

The issues outlined below are responses to specific comments made in the explanatory note to the Member's Bill.

Lack of Clarity of the Principles of the Treaty of Waitangi

The explanatory note to the Member's Bill makes a valid assertion in this regard, however, no process of clarifying the interpretation of the Principles has been suggested, nor any alternative

approach to ensuring the Crown's responsibility to have regard for the Treaty is reflected in legislation. If there is a problem with the lack of clarity of the Principles of the Treaty, then perhaps robust, meaningful discussion on this matter is needed. In the context of this Council's vision, that Waitakere citizens are proud to uphold the Treaty of Waitangi, perhaps these discussions could be informed by dialogue at a local level. Rather than seeing this problem as a 'source of ongoing litigation', Waitakere City Council, in dialogue with Maori, has taken the initiative to define and interpret the significance of the Treaty at a local level. This is an ongoing process, but one that can only enhance, not harm, race relations.

Principles Inserted by Paternalistic Ministers, not at request of Maori

Though the term "Principles of the Treaty" may not have been inserted into legislation at the request of Maori, in its dealings with Maori in the enactment of relevant legislation this Council has not received any indication from Maori that the Principles should be removed. Moreover, the references to the Treaty in the Local Government Act and Resource Management Act have, if anything, provided a clear directive to Local Government to consider the principles of the Treaty in its activities; thus the insertion of the Principles has provided a basis for participation by Maori in Council activities where one may not have previously existed. It can be seen as ironic that while the insertion of the Principles into legislation is claimed to have been done without a request from Maori, the proposed deletion of the Principles of the Treaty has also not been at the request of Maori.

True Pathway to Success/Grievance Mode

Whilst it would be presumptuous of the Council to define the pathway for Maori success, it has endeavoured to be responsive to the issues and priorities identified by Maori, and to support Maori initiatives where appropriate. Relegating the issues raised by Maori to the status of grievance does not promote substantive dialogue or mutual respect and understanding. Conversely, by embracing its Treaty responsibilities, this Council has been fortunate to be invited by Maori to be a stakeholder in their success. Waitakere City Council celebrates the fact that tangata whenua are anchored to the past, to their heritage and values, as they provide a valuable window into our own heritage as a City.

Divisive Mechanism/Separate Development

The Principles of the Treaty are often summarised as being those of Partnership, Protection and Participation. Though the Member's Bill explanatory note asserts these principles as being divisive, they can equally be seen as a basis for recognising Maori determination and the ability for communities to work together. As has been demonstrated by the flourishing development of Waikato and Ngai Tahu following their Treaty Settlements, Maori determination is far from a 'destructive path of separate development'.

CONCLUSION

The Principles of the Treaty of Waitangi Deletion Bill is premised on a number of value based assertions. The Bill offers no alternative approach to ensuring the Crown's responsibility to have regard for the Treaty of Waitangi is reflected in legislation. The Bill offers little explanation as to the practical reasons for the removal of Treaty Principles from legislation, and does not take into account its practicalities. Furthermore, the deletion of the Principles of the Treaty of Waitangi from legislation could undermine the relationships developed by this Council with Maori, and indeed those of other Councils.

The Treaty of Waitangi is a key strategic priority for Waitakere City Council, and is the basis of its relationships with Maori. The Member's Bill is not complimentary to the Council's vision, that people in the city are proud to uphold the Treaty of Waitangi, and it is therefore not supported.