

Te Manawhenua Forum Mo Matamata-Piako

Mēneti Wātea | Open Minutes



Minutes of an ordinary meeting of the Te Manawhenua Forum Mo Matamata-Piako held in the Council Chambers, 35 Kenrick Street, TE AROHA on Monday 27 February 2023 at 10.00am.

Ngā Mema | Membership

**te kaunihera ā-rohe o |
Matamata-Piako District
Council**

Manuhuia | Mayor
Adrienne Wilcock, JP

Koromatua Tautoko | Deputy Mayor
James Thomas

Ngāti Hauā

Mema Tūturu | Principal Member
Mrs Te Ao Marama Maaka (Chair)

Mema Tautoko | Alternate Member
Ms Rangitionga Kaukau

Ngāti Hinerangi

Mr Philip Smith

Ms Hinerangi Vaimoso

Ngāti Maru

Mrs Kathy Ngamane

Mr Wati Ngamane

Ngāti Rāhiri-Tumutumu

Mrs Jill Taylor

Mrs June Macaskill

Ngāti Paoa

Mrs Glenice Puke

Ngāti Whanaunga

Mr Michael Baker

Mr Gavin Anderson

Raukawa

Mr Leo Whaiapu

Mrs Andrea Julian

Ngāti Tamaterā

Ngā whakapāha | Apologies

Ms Rangitionga Kaukau

Members Present

Name	Iwi/Organisation
Mr Wati Ngamane	Ngāti Maru
Mrs Kathy Ngamane	Ngāti Maru
Mr Leo Whaiapu	Raukawa
Mrs Andrea Julian	Raukawa
Mrs June Macaskill	Ngāti Rāhiri-Tumutumu
Chair Te Ao Marama Maaka	Ngāti Hauā
Cr Gary Thompson	Matamata-Piako District Council
Mayor Adrienne Wilcock	Matamata-Piako District Council
Deputy Mayor James Thomas	Matamata-Piako District Council
Mrs Jill Taylor	Ngāti Rāhiri-Tumutumu
Ms Hinerangi Vaimoso	Ngāti Hinerangi

Kaimahi i reira | Staff Present

Name	Title	Item No.
Tuatahi Nightingale-Pene	Kaitakawaenga Māori - Iwi Liaison Officer	6.1
Barry Reid	Roading Asset Engineer	6.2
Jenni Cochrane	Communications Manager	7.1
Laura Hopkins	Policy Advisor	7.2
Kumeshni Naidu	Graduate RMA Policy Planner	7.3
Stephanie Hutchins	Governance Support Officer	7.4

I reira | In Attendance

Name	Position/Organisation	Item	Time In	Time Out
Hone Tamihana	Te Tumuaki o te Kiingitanga		9.00am	11.49am

1 Whakatūwheratanga o te hui | Meeting Opening

Chair Te Ao Marama Maaka declared the meeting open at 10.00am and welcomed members and staff.

2 Karakia

Wati Ngamane performed the opening Karakia with Gary performing a mihi to welcome Te Tumuaki o te Kiingitanga - Hone Tamihana to the forum. Chair Te Ao Marama Maaka invited members to introduce themselves to the Te Tumuaki.

**3 Ngā whakapāha | Apologies/Leave of Absence
WHAKATAUNGA Ā-KOMITI | COMMITTEE RESOLUTION**

That the apology from Rangitonga Kaukau and Tahau Thompson be accepted and leave of absence from the meeting be granted.

That the apology for lateness from Hinerangi Vaimoso be accepted. Hinerangi joined the meeting at 10.30am.

Resolution number AC/2023/00001

Moved by: L Whaiapu

Seconded by: J McCaskill

KUA MANA | CARRIED

4 Pānui i Ngā Take Ohore Anō | Notification of Urgent/Additional Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public -
 - (i) The reason why the item is not on the agenda; and
 - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting -

- (a) That item may be discussed at that meeting if-
 - (i) That item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
 - (iii) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

5 Whakaaetanga meneti | Confirmation of Minutes

WHAKATAUNGA Ā-KOMITI | COMMITTEE RESOLUTION

That the minutes of the meeting of the Ordinary meeting of the Te Manawhenua Forum Mo Matamata-Piako held on Tuesday, 6 December 2022, be confirmed as a true and correct record of the meeting.

Resolution number AC/2023/00002

Moved by: Chair T Maaka

Seconded by: J Taylor

KUA MANA | CARRIED

NGĀ PŪRONGO A NGĀ ĀPIHA | OFFICER REPORTS

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6 Pūrongo me whakatau | Decision Reports

6.1 New Membership to Forum - Ngāti Pāoa Iwi Trust

CM No.: 2685340

Rāpopotonga Matua | Executive Summary

Ngāti Pāoa Iwi Trust wish to put forward Tahauariki (Tahau) Thompson as the representative for Ngāti Pāoa on the Te Manawhenua Forum. Tahau has been nominated to replace Gary Thompson's position on the Forum.

The formal letter from Ngāti Pāoa Iwi Trust is attached.

WHAKATAUNGA Ā-KOMITI | COMMITTEE RESOLUTION

That:

1. The information be received.
2. Tahauariki Thompson be appointed as the new Ngāti Pāoa primary representative and welcomed at the next forum meeting.

Resolution number AC/2023/00003

Moved by: J Taylor

Seconded by: Deputy Mayor J Thomas

KUA MANA | CARRIED

Ngā Tāpiritanga | Attachments

- A. Ngāti Pāoa Iwi Trust Letter of Support_Matamata Piako District Council

Ngā waitohu | Signatories

Author(s)	Tuatahi Nightingale-Pene Kaitakawaenga Māori - Iwi Liaison Officer	
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Approved by	Erin Bates Strategic Partnerships and Governance Manager	
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6 Pūrongo me whakatau | Decision Reports

6.2 An update on Councils draft interim Speed Management Plan (2022-2024)

CM No.: 2683127

Rāpopotonga Matua | Executive Summary

On 7 June 2022, staff reported and presented to this forum on the proposed framework for MPDC's Interim Speed Management Plan (ISMP).

At that time, throughout Aotearoa/New Zealand, most Road Controlling Authorities (RCAs) - mostly councils' and Waka Kotahi NZ Transport Agency had begun working on their ISMPs as part of the nation's 2020-2030 Road Safety Strategy (Road to Zero).

As a refresher, Road to Zero outlines approaches to stop people being killed or injured on our nation's roads. It includes the national vision, principles, focus areas and targets – including an interim target of a 40% reduction in deaths and serious injuries (from 2018 levels) by 2030.

Staff mentioned the Road to Zero action plan (totalling 15 initial actions) within the strategy's focus areas. Action 2 of 15 is: **Introduce a new approach to tackling unsafe speeds**. An action closely linked to other similar actions e.g. 1 & 10 as below (not all actions have been listed):

- Action 1: *Invest in safety treatments and infrastructure improvements*
- **Action 2: Introduce a new approach to tackling unsafe speeds**
- Action 10: *Prioritise road policing*

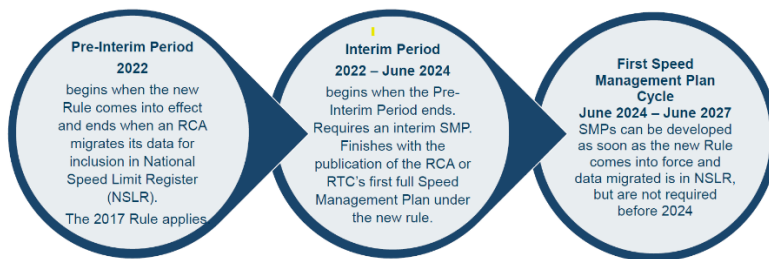
For Action 2 to be advanced, a new framework was required for tackling unsafe speeds, this included replacing the old Setting of Speed Limits Rule 2017 with the *new Land Transport Rule: Setting of Speed Limits 2022*. The new Rule was finally released on 19 May 2022 after much delay attributed to Covid-19 and the sheer number of submissions received as feedback.

The release of the new rule made it easier for RCAs to set safe and appropriate speed limits, to consider safety infrastructure and safety cameras and, to more generally apply road safety initiatives. Speed management plans (designed to be more proactive, coordinated and transparent) would replace council's previous bylaw process.

Transitioning the ISMP to the First Speed Management Plan Cycle

The reason why this is referred to as an ISMP is due to the interim (transitional period of speed management plan development shown below, at centre, as Interim Period: 2022 – June 2024).

Transitioning to the new approach



Pre-Interim Period will last for at most 2 months, as any data not in NSLR will then be entered by the Director



Planning by staff and consultant has involved creating a network specific ISMP encompassing MPDC's transportation network. Once approved by council on 8 March 2023, staff will send details out to consult community (including iwi) on three years' worth of programmed changes and a ten-year vision on to how to develop the network in a way that has a greater speed reduction/safety focus. So, by June 2024 (refer again to the above transitional diagram):

- The interim plan can then be moved into the 3-year planning cycle, aligning with the National Land Transport Plan (NLTP) and Councils Long Term Plan (LTP).
- Plans can be reviewed three-yearly, with corresponding rounds of public consultation.
- The Regional Transport Committee (RTC) of Waikato Regional Council can perform its new role - to support the regional coordination of speed management by ensuring speed limit setting is regionally consistent.

Partnership/communications and engagement

The Land Transport Rule: Setting of Speed Limits 2022 (The Rule), refers to partnering with Māori – specifying opportunities and contributions that Māori can make to the preparation of the plan. Council is required to consult under this Rule. It must do everything *reasonably practicable* to separately consult Māori affected by any proposed change in a draft plan that affects or is likely to affect— (a) Māori land; or (b) land subject to any Māori claims settlement Act; or (c) Māori historical, cultural, or spiritual interests.

Provisions in the Rule include defining schools as (schools including kura) and that approval from Waka Kotahi NZ Transport Agency is not required should variable speed limits be part of the planning process for use outside of marae.

Early-on staff and consultant liaised with Tuatahi Nightingale-Pene, Kaitakawaenga Maori – Iwi Liaison Officer, Strategic Partnerships and Governance. Tuatahi was very proactive and supportive, enabling pre-consultative one-to-one discussions with kura and marae. There is only may marae we would still like to engage with.

Communications and engagement on speed management as well as the formal consultative process with community (including iwi in the district) is intended to build public understanding and awareness of safe and appropriate speeds limits, the speed management plan development process and the finalisation and implementation of plans. The speed management planning process is expected to be transparent and encourage widespread participation, so stakeholders and communities understand the full picture.

Draft ISMP to now be Presented to Council's Workshop (15 February 2023)

Since we last engaged with this forum, the majority of speed management planning is now complete. Speed limits fronting schools and marae have been considered as have appropriate town centre speed limits. The proposal is also to change speeds for a few of the local roads, where existing speeds, the road environment, public feedback and road safety gains were a key driver for selection.

It is important to recognise and appreciate the level of effort and engagement undertaken for the ISMP. Staff and consultant held more than 50 individual onsite meetings; gathering site-specific information on traffic volumes and patterns, the roadside environments and school and marae - based activities. Prior to going to site, maps and historic crash records were also reviewed. Strategic guidance was provided by Councillor Dewhurst and Councillor Thomas as at an earlier council workshop it was recommended by council that they contribute and guide the plan's development.

Council will be consulting throughout the district over the period 15 March to 14 April 2023. Staff encourage members of the forum to notify iwi ahead of this period, so that they can fully participate.

WHAKATAUNGA Ā-KOMITI | COMMITTEE RESOLUTION

That:

- 1. The report be received.**

Resolution number AC/2023/00004

Moved by: L Whaiapu

Seconded by: Cr G Thompson

KUA MANA | CARRIED

ATTACHMENTS

A Speed Management - PowerPoint for TMF - 27 February 2023

Horopaki | Background

Back on 4 May 2022, council workshopped the ISMP framework and staff reported that the process around speed management was going through extensive change with developments taking place nationally; for the most part affecting Road Controlling Authorities (RCAs) such as councils' for local roads, and Waka Kotahi NZ Transport Agency for State Highways.

Those developments included:

- Removing bylaw processes in favour of a new National Speed Limit Register (NSLR) – an online, maps-based, central source of speed limits for roads in New Zealand – MPDC having by then migrated across all of its bylaw data & information.
- Releasing the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule), which was to replace the current Land Transport Rule: Setting of Speed Limits 2017 – albeit delayed by COVID-19 and the quality & volume of submissions following consultation (25 April – 25 June 2021).
- Developing principle-based area or network interim Speed Management Plans (SMP) during the 2022 – June 2024 period.
- Beyond 2024, Regional Councils' would create regional Speed Management Plans for certification by the Director of Land Transport at Waka Kotahi NZ Transport Agency.

At that time, the progress of individual RCAs throughout the country had been mixed with some having already completed ISMPs, while other RCAs were still in the process of migrating their data from bylaws into the NSLR. All RCAs had been impacted by the delayed release of (the Rule) and associated Aotearoa Speed Management Guide.

In the meantime, RCAs had been provided with some interim guidelines to help them move ahead and council staff began forming a Project Team/Working Party. Janette Underwood of Luke McCarthy Consulting (LMC) was appointed consultant/ technical specialist as she was also supporting nearby Thames Coromandel and Hauraki District Councils' (and soon to be other councils') with their speed management plans.

The Opportunity for Staff to Communicate the ISMP Approach

The report to council's workshop provided staff the opportunity to communicate to elected members, the Mayor, the CEO as well as others within management, about how it intended approaching this ISMP planning work; recognising that through workshopping aspects of the planning could be shared, flexibility brought into the process, and topics such as the background to speed management, scope of planning, levels of consultation, degrees of enforcement etc. could all be examined and refined before the more technical work started.

Waka Kotahi NZ Transport Agency later confirmed that principles-based plans should include:

- Category 1 schools – requiring a safe and appropriate speed limit on the roads and/or streets outside the school to be 30km/h (permanent or variable), or where pre-existing 40 km/h speed limits are retained as in interim measure.
- Category 2 schools – being those where the RCA deems a safe and appropriate speed limit of 60km/h or less (permanent or variable) is suitable for the roads and/or streets outside the school.
- The creation of 30km/h speed environments in places where there are generally high numbers of people walking, biking and crossing the road. Typical examples might include main street/town centres of Matamata (already at 30km/h), Morrinsville (already supported by infrastructure – road narrowing/raised platforms etc.) and Te Aroha. Other examples may present during the planning stages.
- Existing roads being upgraded appropriate to function: using the One Network Framework (ONF) guidance material, to create safe and appropriate speed environments.
- New roads being constructed appropriate to function: again, using the One Network Framework (ONF) guidance material, to create safe and appropriate speed environments.

For urban areas with already permanent speeds around marae and kōhanga reo, these were likely to change to safer more appropriate speeds thereby reducing the need for a location-specific speed limits. Yet in rural areas or on arterial roads, in addition to a permanent speed limit, a variable speed limit might be required if the speed limit was considered too high under certain circumstances. For example, when:

- Kaupapa at the marae generate significant changes in the volume of traffic entering and exiting the marae or if tangi require processions of people to walk on the road, e.g. from wharenui to urupā
- A complex or dangerous turn is required to access the marae entrance and a vehicle-activated variable speed limit would improve safety.

At the workshop, Council made clear their intended approach to Speed Management Planning. Their decision was to concentrate planning in three (3) logical and focussed stages and priorities:

1. Schools & Marae
2. Town Centres
3. Local roads

Schools and Marae were considered to be areas where real gains could be achieved, they had strong public/community and iwi interest and were seen as locations where safety was paramount – reducing the physical dangers from excess speed in environments that attracted large gatherings of vulnerable road and roadside users (particularly children).

Town Centres were next, recognising that they too attracted large numbers of shoppers, business people etc., whose movements needed to be safeguarded by safe & appropriate speeds and supporting infrastructure – again, vulnerable road and roadside users.

Local roads last. Recognition that this would be the most controversial of all speed management stages. There was much to consider – existing speeds, the road environments, mapping technology, a uniform approach to speed setting, public perceptions, and differences of opinion in terms of the importance of select roads over others. It was fair to acknowledge that local road speed changes were the least understood, most complex and potentially costly and the most prone to misinformation and disagreement. Allowing more time for local roads enabled council to better appreciate the findings from the Project Team/Working Party and think through any implications.

Council also encouraged the inclusion on the existing Project Team/Working Party of elected members, to provide strategic insight. Councillor Dewhurst and Councillor Thomas later joining staff and the consultant.

Ngā Take/Kōrerorero | Issues/Discussion

The motivation for ISMPs is the 2020-2030 Road Safety Strategy – ‘Road to Zero’ and ‘Vision Zero’ – a long term vision of zero deaths and serious injuries on Aotearoa/New Zealand roads. Road to Zero is grounded on the Safe System approach – the international gold standard in road safety (based on promoting good choices but planning for mistakes, designing for human vulnerability, having a shared responsibility and strengthening all parts of the road transport system).

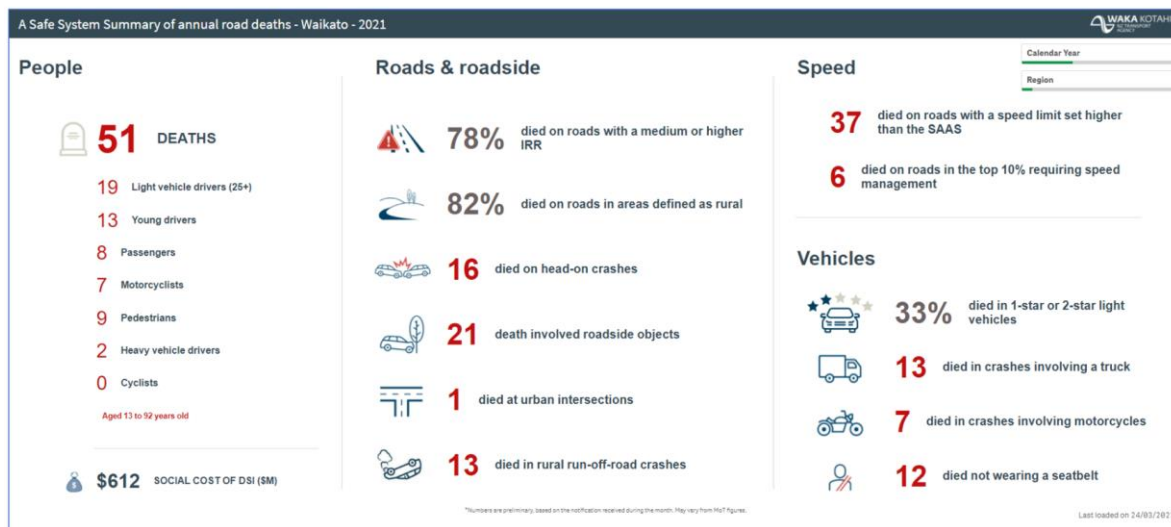
While Vision Zero is long term, it has an interim target of reducing deaths and serious injuries on our roads by 40% by the year 2030.

The Government has indicated investment on Road to Zero safety programmes. It doesn't expect instant results, requiring behavioural change – something that can be hard. International research

supports the benefits of these programmes, however speed reductions must be supported by quality infrastructure and sound policing as well as other approaches to succeed. It's a long game - requiring patience and understanding.

The reason why speed management is undergoing such important changes and existing speed limits are under considerable review can be seen clearly by the below statistics.

Waikato region 2021 – deaths



This slide points to a tragic 2021 on Waikato roads. Sadly, it hasn't gotten any better in 2022. Deaths and serious injuries are tragic – ruining families and crippling people. The repercussions are felt years after the crash or forever. And the collective, social cost to society is enormous.

Savings from the massive social cost alone (bottom left of the slide) of \$612 Million could instead be applied to improving roads & roadsides. Regrettably, the statistics point to the loss of young drivers and drivers of light vehicles aged 25+ years – providing no real indication of the true impact on their families and whanau.

Below are links that relate to the philosophy behind Road to Zero and Vision Zero. You are again encouraged to watch these to be well informed.

Vision Zero and Road to Zero

<https://www.youtube.com/watch?v=DqDgVOE4nnM>

<https://www.youtube.com/watch?v=rNP7OfnlqpA>

<https://www.youtube.com/watch?v=QbihvZUmbSU&t=303s>

Mōrearea | Risk

The risk of further deaths and injuries from road crashes within Aotearoa/New Zealand, the Waikato, or our district can be mitigated by sensible planning, continued campaigning and effective decision-making. Unquestionably, this will take time and considerable resources to change behaviour, collectively take-up the challenge and remedy infrastructural deficiencies on our roads and roadsides.

Ngā Whiringa | Options

When it comes to saving lives and injury there aren't many options. Road to Zero is a national road safety strategy and set of actions that has benefits at the national, regional and district level. It is a large road safety initiative, backed by significant investment and is concentrated to maximise impact.

A report, *He Pūrongo Whakahaumarū Hurahi Mō Ngā Iwi Māori*, confirms that Māori are over-represented in serious road crashes, experiencing higher rates of death and serious injuries than the general population. *"Particular areas of concern highlighted by the report include the over-representation in fatal and serious injury crashes of young Māori men, under-licensed driving, non-use of seatbelts and child restraints, and driving while impaired."*

This emphasises the importance of Speed Management, a new approach to tackling unsafe speeds as a mechanism to assist in lowering the death and serious injuries.

Ngā take ā-ture, ā-Kaupapahere hoki | Legal and policy considerations

On 19 May 2022, a new *Land Transport Rule: Setting of Speed Limits 2022* came into force, with it establishing a new regulatory framework for setting speed limits around the country. Put simply, speed management plans and a national speed limit register (mapping tool to record speed limits on national roads) are now the means by which proposed speed limit changes are developed, shared and certified. The Rule sets out the process for preparing speed management plans, the roles, the responsibilities and the plan contents.

Council as Road Controlling Authority (RCA) is delegated responsibility for administering the safe and efficient operation of the district's transport network (excluding State Highways) and does so in compliance with a number of separate pieces of legislation. This highlights the importance of council in administering road safety.

Ngā Pāpāhonga me ngā Wātaka | Communications and timeframes

External communications is now largely completed. They involved iwi, schools, the Chamber of Commerce, Waka Kotahi NZ Transport Agency and members of the wider district community, all of whom are stakeholders. The planning was targeted at each school/kura, marae, and from the town level up, to represent a 'whole-of-network'/district-wide level. Timeframes are now based on February and March 2023 when we anticipate this interim Speed Management Plan being workshopped and then agreed by council for sign-off by the Director of Waka Kotahi NZ Transport Agency.

Engagement is an essential component of effective speed management, contributing to meaningful and informed consultation with affected schools and communities. There may be further opportunities from engagement that allow for school travel planning and education on enforcement. The communications team have been part of this planning and they will continue to be kept updated on the progress of the Project Team/Working Party.

Te Tākoha ki ngā Hua mō te Hapori me te here ki te whakakitenga o te Kaunihera | Contribution to Community Outcomes and consistency with Council Vision

Theme: Connected Infrastructure and Vibrant Cultural Values.

Community Outcome: Quality infrastructure is provided to support community wellbeing and Tangata Whenua with Manawhenua status (those with authority over the land under Māori lore) have meaningful involvement in decision making.

Pānga ki te pūtea, me te puna pūtea | Financial Cost and Funding Source

The required infrastructure improvements that support speed management will be identified, estimated and scheduled for inclusion in the future funding of works. This will enable Council budgets to be set in advance of the Long Term Plan (LTP) and National Land Transport Programme (NLTP) 3-yearly (2024-2027) period.

Ngā Tāpiritanga | Attachments

There are no attachments for this report.

Ngā waitohu | Signatories

Author(s)	Barry Reid Roading Asset Engineer	
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Approved by	Susanne Kampshof Asset Manager Strategy and Policy	
	Manaia Te Wiata Group Manager Business Support	

7 Ngā Pūrongo Whakamārama | Information Reports

7.1 Matariki

CM No.: 2685656

Rāpopotonga Matua | Executive Summary

In 2022 Te Manawhenua Forum requested Council consider organising an event for Matariki.

This report seeks further direction from Te Manawhenua Forum on Matariki celebrations and the role that Council should play.

WHAKATAUNGA Ā-KOMITI | COMMITTEE RESOLUTION

That:

1. **Te Manawhenua Forum recommend Council play a support role to others delivering Matariki events (community-led) for Matariki 2023.**
2. **Council look to provide ongoing/annual funding to support Matariki celebrations and other cultural events.**

Resolution number AC/2023/00005

Moved by: June McCaskill

Seconded by: Deputy Mayor J Thomas

KUA MANA | CARRIED

Horopaki | Background

Historically, Matamata-Piako District Council has had limited involvement in Matariki – primarily celebrating this through special storytimes and displays in the libraries. In 2021 Arihia Collier-Moore (Library Intern – Māori specialisation) coordinated Te Toi Tūāhu – a collaboration between Wallace Art Gallery and the Matamata-Piako Libraries to celebrate art and ceremony, focused on the knowledge of Matariki within public and open non-traditional spaces.

In 2022 Council provided support for Iwi led Matariki events through Creative Communities funding and the District Events Funding schemes.

Individual Iwi also organise their own events – these range from events for their Iwi/whānau, events for the wider community, and partnerships with other organisations (such as schools).

Ngā Take/Kōrerorero | Issues/Discussion

In 2022 Te Manawhenua Forum identified that Council should consider organising an event or events to mark Matariki. While there is currently no budget allocated for this, Te Manawhenua Forum has a budget of \$2500 for an annual Waitangi Day event. The event that was planned for 2023 (Waitangi Weekend Whānau Picnic and Movie Night in the Te Aroha Domain) was unable to proceed due to the severe weather in the week prior and poor weather forecast for the day of the event.

Staff are aware that Ngati Tumutumu are exploring options to partner with other community groups to deliver community-focussed Matariki events, and anticipate that other Iwi will also be planning events. If so, members may wish to note that applications are currently open for Single

Year Community Grants (one off grants to help with community projects) and Creative Communities Funding (grants for arts and cultural projects taking place in the district). Applications for these grants are open through Council's website until Wednesday 15 March, 2023.

Mōrearea | Risk

No risks have been identified regarding Matariki at this point.

Ngā Whiringa | Options

Staff would like a recommendation from Te Manawhenua Forum on the role that Council should play in regards to Matariki. Some options for consideration are included below and Forum members may wish to add their own suggestions for discussion.

Council could deliver a Matariki event (Council-led)

Council could deliver an event to celebrate Matariki. If this was the Forum's preferred option, staff would appreciate guidance on an appropriate event, and direction on where the event should take place (i.e. in one town, or all three towns).

Council could partner with others to deliver a large Matariki event (Iwi-led)

In cancelling the Waitangi Weekend event, staff learned that Ngāti Tumtumu are seeking to partner with other community groups to deliver a large event or series of events in Te Aroha for Matariki.

Council could partner with Te Manawhenua Forum to support this event/s. This would be an approach similar to that taken for Waitangi Day, where the event is rotated around the district, with Council working alongside a nominated Iwi on the delivery. Council's contribution could include funding or support in kind (e.g. venues, staff time, promotion) and would be.

Council could play a support role to others delivering Matariki events (community-led)

As outlined in the background section, individual Iwi already coordinate a range of activities to mark Matariki, often in partnership or support of other organisations (such as schools and early childhood centres).

If Iwi are organising events – either for their own Iwi or the wider community, Council may be able to partner or support these events. For example through:

- Providing financial support
- Promoting the event
- Sharing content from the event – such as footage of any storytelling/education, to help educate the wider community on the significance of Matariki

Council could also offer similar support to other community groups and act as the “umbrella organisation” to try and promote all the opportunities to learn and be involved across the district.

Council could do nothing

If the Forum feels it is not appropriate for Council to promote or coordinate anything to do with Matariki, Council could do nothing.

Ngā take ā-ture, ā-Kaupapahere hoki | Legal and policy considerations

There are no legal and policy considerations

Ngā Pāpāhonga me ngā Wātaka | Communications and timeframes

Communications staff will take the Forum's recommended approach to Council for discussion. Assuming Council endorse the proposed approach, the Communications team will then work with appropriate individuals to action the recommended approach for Matariki 2023.

Pānga ki te pūtea, me te puna pūtea | Financial Cost and Funding Source

There is no existing budget for Matariki, however, Te Manawhenua Forum have a budget of \$2,500 for a Waitangi Day event that was unable to proceed this year due to severe weather. Council had also agreed to contribute a further \$2500 towards the Waitangi Day event, matching funding from the Ministry of Culture and Heritage Commemorating Waitangi Day Fund.

The Forum could request Council reallocate this budget towards Matariki celebrations for 2023.

Ngā Tāpiritanga | Attachments

There are no attachments for this report.

Ngā waitohu | Signatories

Author(s)	Jenni Cochrane Communications Manager	
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Approved by	Don McLeod Chief Executive Officer	
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7 Ngā Pūrongo Whakamārama | Information Reports

7.2 Annual Plan 2023/24 and Policy/Bylaw Consultation Update

CM No.: 2684167

Rāpopotonga Matua | Executive Summary

Matamata-Piako District Council (Council) is required to regularly review its policies and bylaws. The review times for statutory policies are set out in the relevant legislation.

Council's work programme for 2022/23 includes the review of the following:

- Local Alcohol Policy (LAP)
- Solid Waste Management and Minimisation Bylaw
- Speed Management Plan
- Fees & Charges 2023/24

In addition to the above, Council is also required to prepare an Annual Plan every year when a Long Term Plan is not prepared. At its meeting on 14 December 2022, Council resolved that there are no significant or material differences between the draft Annual Plan 2023/24 and what was proposed for 2023/24 (year 3) in the Long Term Plan (LTP). Therefore, Council confirmed no formal consultation on the Annual Plan 2023/24 is required.

Te Manawhenua Forum (Forum) members are invited to share their thoughts as to how Council can share the messages relating to the project listed above widely to hear from a broad range of community members, given the importance of the above documents to our community.

WHAKATAUNGA Ā-KOMITI | COMMITTEE RESOLUTION

That:

1. The information be received.

Resolution number AC/2023/00006

Moved by: J Taylor

Seconded by: L Whaiapu

KUA MANA | CARRIED

Horopaki | Background

Council is required to regularly review its policies and bylaws. The review times for statutory policies are set out in the relevant legislation.

Council's work programme for 2022/23 includes the review of the following:

- Local Alcohol Policy (LAP)
- Solid Waste Management and Minimisation Bylaw
- Speed Management Plan
- Fees & Charges 2023/24

In addition to the above, Council is also required to prepare an Annual Plan every year when a LTP is not prepared.

Local Alcohol Policy (LAP)

The Sale and Supply of Alcohol Act 2012 enables territorial authorities to have a local policy relating to the sale, supply or consumption of alcohol within its district. Council's current LAP was adopted in 2017 and is now due for review.

A LAP is a set of policies made by council in consultation with its community concerning the licensing of premises for the sale and supply of alcohol. A LAP is only able to contain matters relating to alcohol licensing and cannot contain broader provisions about the sale and consumption of alcohol, e.g. minimum pricing or age restrictions.

Section 77(1) of the Act is specific about what can be included in a draft LAP as below:

- a) Location of licensed premises by reference to broad areas;
- b) Location of licensed premises by reference to proximity to premises of a particular kind or kinds;
- c) Location of licensed premises by reference to proximity to facilities of a particular kind or kinds;
- d) Whether further licences (or licences of a particular kind or kinds) should be issued for premises in the district concerned, or any part of the district;
- e) Maximum trading hours;
- f) The issue of licences, or licences of a particular kind or kinds, subject to discretionary conditions;
- g) One-way door restrictions.

Paragraphs (a) to (d) do not apply to special licences, or premises for which a special licence is held or has been applied for.

Whilst it is not mandatory to have such a policy, having a LAP in place allows our community to have a say about how alcohol is sold and supplied in their area. When a LAP is in place, Council's District Licensing Committee (DLC) are required to have regard to the policy when making decisions about alcohol licensing applications. The LAP is intended to be used as a reference document to consult and take into consideration and is not a document that binds licensing decisions.

Following the consultation process on the draft LAP, and should Council wish to continue to develop such a policy, the Sale and Supply of Alcohol Act 2012 requires Council to publically advertise the provisional policy. At this stage, anyone who made a submission on the draft LAP can appeal any element of a provisional policy. Appeals must be filed with the Alcohol Regulatory & Licensing Authority (ARLA) within 30 days of the public notification of the provisional policy. The only ground for appealing an element of a provisional LAP is that it is unreasonable in light of the object of the Act (as below):

- a) *the sale, supply, and consumption of alcohol should be undertaken safely and responsibly; and*
- b) *the harm caused by the excessive or inappropriate consumption of alcohol should be minimised.*

For the purposes of the above, the Act defines 'harm caused by the excessive or inappropriate consumption of alcohol' widely, and this includes:

- a) *any crime, damage, death, disease, disorderly behaviour, illness, or injury, directly or indirectly caused, or directly or indirectly contributed to, by the excessive or inappropriate consumption of alcohol, and*

- b) *any harm to society generally or the community, directly or indirectly caused, or directly or indirectly contributed to, by any crime, damage, death, disorderly behaviour, illness, or injury of a kind described in paragraph (a)."*

If ARLA finds that an element is unreasonable then it may send that element back to the territorial authority for reconsideration. The provisional LAP cannot come into effect until all appeals are resolved.

Staff are keeping a watching brief on the Sale and Supply of Alcohol (Community Participation) Amendment Bill which aims to improve communities' ability to influence alcohol regulation in their area by making targeted changes to the Sale and Supply of Alcohol Act 2012, and proposes to remove the right to appeal.

Council's current LAP can be found here:

https://www.mpdcc.govt.nz/pdf/CouncilDocuments/Policies/Alcohol/Local_Alcohol_Policy_2017_revised.PDF

Solid Waste Management and Minimisation Bylaw

Bylaws are local rules that affect the way we live, work and play. Council's bylaws are in place to help make our district a safe and healthy place.

Council's Solid Waste Management and Minimisation Bylaw is intended to support:

- The promotion and delivery of effective and efficient waste management and minimisation in Matamata-Piako District as required under the Waste Minimisation Act 2008;
- The implementation of the council's waste management and minimisation plans;
- The purpose of the Waste Minimisation Act and the goals in the New Zealand Waste Strategy;
- The regulation of the collection, transport, and processing of waste;
- The protection of the health and safety of waste collectors, waste operators and the public; and
- The management of litter and nuisance in public places.

Council's current bylaw came into force in 2017 (having revoked the previous solid waste bylaw (2008)). In accordance with the Local Government Act 2002 (LGA), Council is required to review this bylaw within five years of adoption.

Eunomia Consulting have been engaged to review the bylaw to ensure it is continuing to meet the needs of both the community and Council, and to bring it into alignment with the new waste contract.

Council's current bylaw can be found here: <https://www.mpdcc.govt.nz/our-services/fix-it/58-council-documents/policies-a-bylaws/1120-solid-waste-index>

Speed Management Plan

Due to a change in the way speed limits are set, Council will also be consulting on its draft Speed Management Plan. This is the subject of a separate report to this Forum.

Fees & Charges 2023/24

Under Section 150 of the LGA, Council may prescribe fees or charges in the form of a bylaw made under the LGA or separately using the principles of consultation. In addition, other legislation such as the Resource Management Act 1991 (RMA) and Building Act 2004 delegates Council with the ability to fix fees or charges relevant to certain administration purposes (such as processing resource consents).

Each year, Council reviews its fees and charges and consults on any proposed changes with the community alongside the Long Term Plan, Annual Plan and/or other relevant Council documents.

Council's current fees and charges document can be found here:

<https://www.mpd.govt.nz/council-documents/fees-and-charges>

Annual Plan 2023/24

The Annual Plan highlights any changes or variances from the LTP for the coming year. At its meeting on 14 December 2022, Council resolved that there are no significant or material differences between the draft Annual Plan 2023/24 and what was proposed for 2023/24 in the LTP. Council will continue to deliver its current levels of service, and progress capital projects as planned.

The LGA does not require councils to formally consult on annual plans where the changes from the LTP for that year are not material or significant. Council formally resolved not to consult on the draft Annual Plan 2023/24 at its meeting on 14 December 2022.

Although Council is not consulting on the Annual Plan, we are still informing the community about the Annual Plan and the draft rates increases.

Ngā Take/Kōrerorero | Issues/Discussion

A verbal update will be provided on the key changes/messages for the community on each of the consultation topics as at the date of writing this report, some key workshops with Elected Members were still to be held.

Forum members are invited to share their thoughts as to how Council can share the messages widely to hear from a broad range of community members, given the importance of the documents that are being consulted on with our community.

Mōrearea | Risk

General risks of legislative non-compliance apply including the risk of policies/bylaws lapsing if not reviewed according to the relevant timeframes.

There is a risk that if iwi and the wider community are not engaged in the review of Council's policies and bylaws, the relevant policies and bylaws may not be effective in achieving/supporting community wellbeing.

The following risk has been identified in relation to the Annual Plan:

The Draft Annual Plan budgets were prepared in November 2022. As such, there is a risk that the inflation rate, interest rates and/or asset valuations and depreciation may change from what was assumed at the time of preparation. It is noted that New Zealand continues to experience significantly higher inflation than in recent times, however these are matters outside the control of Council.

Ngā take ā-ture, ā-Kaupapahere hoki | Legal and policy considerations

Local Alcohol Policy

Section 75 of the Sale and Supply of Alcohol Act 2012 allows territorial authorities to have a local policy relating to the sale, supply or consumption of alcohol within its district.

A territorial authority that has a local alcohol policy must review it, using the special consultative procedure:

- a) No later than 6 years after it came into force; and
- b) No later than 6 years after the most recent review of it was completed.

Solid Waste Management and Minimisation Bylaw

The Waste Minimisation Act 2008 provides for Council to make a bylaw for regulating waste. The Act provides for a bylaw to license persons who carry out the collection and transportation of waste, and the set conditions for licensees. A bylaw must not be inconsistent with the Council's waste management and minimisation plan.

Speed Management Plan

Due to a change in the way speed limits are set, Council must adopt a Speed Management Plan in consultation with its community. This is in accordance with the 'Land Transport Rule: Setting of Speed Limits 2022'.

Fees & Charges

Council has the ability to set Fees & Charges through various legislation. Under Section 150 of the LGA Council may prescribe fees or charges in the form of a bylaw made under the LGA or separately using the principles of consultation. In addition, other legislation such as the RMA and Building Act 2004 delegates Council with the ability to fix fees or charges relevant to certain administration purposes (such as processing resource consents). In reviewing or setting its Fees & Charges, Council is required to use the Special Consultative Procedure.

Council has opted not to use bylaws to set fees and charges at this time. Therefore, consultation will be undertaken.

Annual Plan

The LGA sets out the requirements for Councils to adopt an Annual Plan each year when a LTP is not adopted. The LGA further sets the requirements for whether consultation is required, and what information must be included in an Annual Plan.

Based on the Draft Annual Plan Budgets dated 2 December 2022, an assessment of materiality and significance was completed and concluded that there are no material OR significant variances between the Draft Annual Plan 2023/24 and the Long Term Plan forecast for 2023/24. Therefore, Council is not legally required to consult on its Annual Plan.

Ngā Pāpāhonga me ngā Wātaka | Communications and timeframes

The following timetable is planned for consultation:

Process	Date
Council approval of draft Local Alcohol Policy, Solid Waste Management and Minimisation Bylaw, Sped Management Plan and Fees & Charges documents for public consultation	8 March 2023
Public consultation period	14 March – 11 April 2023 (TBC)
Council hearing	3/10 May 2023
Final adoption of all proposed documents	28 June 2023
New policies/fees & charges/bylaws apply	1 July 2023

The following communication tools to encourage the community to take part in the consultative process are planned (with a communications strategy currently under development). Te Manawhenua Forum are invited to share ways in which Council can engage with its communities

to ensure everyone is able to have their say on these important policies and bylaws. Council will share messaging via the following channels:

- Use of Facebook/Attenno/e-newsletters;
- Newspaper adverts/Press coverage on various issues, e.g. alcohol;
- Direct letter/email to stakeholders and interested parties;
- Community meetings (Business breakfasts);
- Online hui (information session).

Te Tākoha ki ngā Hua mō te Hapori me te here ki te whakakitenga o te Kaunihera | Contribution to Community Outcomes and consistency with Council Vision

Theme: Healthy and Safe Communities

Community Outcome: Our community is safe, healthy and connected; and we encourage community engagement and provide sound and visionary decision making.

Pānga ki te pūtea, me te puna pūtea | Financial Cost and Funding Source

The reviews of policies and bylaws are funded from the Strategy and Policy operational budget. The budget for Annual Plan preparations and associated communications is \$10,000.

The review of the Solid Waste Management and Minimisation bylaw is being undertaken by Eunomia (an external consultant). The budget for this is \$8,249 and is funded through the solid waste budget.

Ngā Tāpiritanga | Attachments

There are no attachments for this report.

Ngā waitohu | Signatories

Author(s)	Laura Hopkins Policy Advisor	
Approved by	Niall Baker Policy Team Leader	
	Erin Bates Strategic Partnerships and Governance Manager	

5 Ngā Pūrongo Whakamārama | Information Reports

5.3 District Plan Update

CM No.: 2685773

Rāpopotonga Matua | Executive Summary

The purpose of this report is to update the Te Manawhenua Forum with a summary on the rolling review of the District Plan and changes around Resource Management matters. Kumesh Burr will be present to deliver the update and answer any questions.

WHAKATAUNGA Ā-KOMITI | COMMITTEE RESOLUTION

That:

1. The information be received.

Resolution number AC/2023/00007

Moved by: Deputy Mayor J Thomas

Seconded by: Chair T Maaka

KUA MANA | CARRIED

Ngā Take/Kōrerorero | Issues/Discussion

Plan Change 54 – Papakāinga Plan Change 54 – “Papakāinga”

Matamata-Piako District Council is preparing a plan change to the District Plan, which seeks to update the District Plan provisions for papakāinga development (PC54). The aim is to ensure that the District Plan provides an enabling framework for quality papakāinga development that supports the social, cultural and economic wellbeing of tangata whenua. This plan change was originally raised by Te Manawhenua Forum and recommended to Council as a priority. Council took on this recommendation and initiated a plan change. The Māori Purpose Zone (Precinct 1 – Papakāinga Tahī) will provide the most enabling provisions for papakāinga by increasing housing density in comparison to rural zoning and establishment of home businesses and small-scale community facilities, education facilities and healthcare facilities. Sites that are proposed to be rezoned as Māori Purpose Zone (Precinct 2 - Papakāinga Rua) have existing papakāinga. In addition to the Māori Purpose Zone, the plan change proposes general provisions in the rural and rural-residential zone enabling papakāinga development on Māori Freehold Land, General Land owned by Māori (if it can be demonstrated there is an ancestral connection and a legal mechanism in place to ensure the land is maintained in whanau ownership in perpetuity), and Treaty Settlement Land. The project team revised the provisions based on site visits and consolidated feedback, which were shared with the Iwi Working Group on 31st May. In November 2022, we advertised inviting submissions. Due to a clerical error, we have had to re-notify this plan change with submissions closing on 13 February 2023.

Private Plan Change 56 – “Lockerbie” (now operative).

In September 2021, Matamata-Piako District Council received an application for Plan Change 56 – Lockerbie. This Plan Change proposes to rezone an area of a 78 ha site, north of Morrinsville. The site is located south-west of the intersection of the Morrinsville-Tahuna Road and Taukoro Road. This Plan Change would see an increase of approximately 13.5% of the existing urban area of Morrinsville. A total of 1526 dwellings are intended to be yielded from the development of Lockerbie Estate, 1200 of which are within the plan change area. Zoning changes would include

changing the site from Rural to Medium Density Residential and Residential. Council accepted Plan Change 56 on December 8th 2021 and the plan change was formally advertised inviting submissions on 20 January 2022. The submission phase closed on 24 February 2022. A total of 37 submissions and one late submission were received. Further submissions opened on 24 March and closed on 7 April at 4.30pm – there were a total of 4 further submissions received. On the 25th May, Council approved a request that was made to appoint independent hearing commissioner Mr David Hill as Chair, with Councillors Sue Whiting and Donna Arnold as panel members to hear and decide submissions. The hearing was held on Thursday 28th July and the formal decision to approve the Plan Change was notified on Wednesday 31 August 2022, where no appeals were made. On Tuesday 31 January 2023, this plan change became operative.

Hauraki Gulf Forum

The Hauraki Gulf Marine Park Act (HGMPA) was passed in 2000, and is a key component among other legislative frameworks in advancing the integrated management approach of the Hauraki Gulf/ Tikapa Moana/ Te Moananui ā Toi. Since the introduction of the HGMPA 2000, there has been a number of State of the Gulf reports advocating the need to upgrade to the HGMPA 2000. In May 2021, the Hauraki Gulf Forum passed a recommendation to strengthen the HGMPA 2000 through co-governance. Hauraki Gulf Executive Office Alex Rogers presented to Council and Te Manawhenua Forum on 13 April 2022. Subsequently the Co-Governance model was presented to Parliament which was positively received. The HGF agreed to the allocation of \$50,000 from the Forum's accumulated surplus to contract economic services to establish a new 'minimum floor valuation' of the Hauraki Gulf – this is currently being carried out. This broad-based holistic natural capital valuation will assist in understanding the Hauraki Gulf's vast and finite marine resources.

Following the Council elections in October 2022, Councillor James Sainsbury was nominated as the new MPDC Hauraki Gulf Representative. The next meeting is 6 March 2023. As a Council we have also offered to host the forum in early 2024.

Plan Change 49 – "Waharoa"

This plan change seeks to review the zoning and development controls of Waharoa. To date, a preliminary community Hui was held in partnership with Ngāti Hauā to understand the invited stakeholder's aspirations for the town. Following this a Working Group was established that consists of Matamata-Piako elected members and Ngāti Hauā representatives as governance members along with a number of support staff. On the 30th of November, Matamata-Piako and Ngāti Hauā are held a community consultation event at Te Kura O Waharoa in order to understand if the initial spatial plan developed meets the communities' aspirations and needs for Waharoa. As part of this consultation, an online survey where you could share your thoughts on the initial spatial plan was also available following the consultation event for those that could not attend. In total a 150 participants completed the online survey and there were around 30 participants at the community event. We are currently working through analysing this data.

Plan Change 57 - Calcutta

On the 3rd of July 2022, Matamata-Piako District Council received an application for Private Plan Change 57 – Calcutta. This plan change seeks to rezone approximately 41ha of rural land to General Industrial Zoned land along the southern side of Tauranga Road, Matamata. This plan change proposes to introduce a new General Industrial Zone into the District Plan in accordance with the National Planning Standards. On the 11th of October 2022, submissions opened for the Calcutta private plan change and closed at 4:30pm on Wednesday the 9th 2022. Matamata-Piako received 28 submissions in total. The next step is to notify a summary of the submissions inviting

further submissions. The National Policy Statement for Highly Productive Land has significant implications for the Calcutta plan change and we are working through this with the applicant.

Private Plan Change 55 - "Fonterra –Waitoa"

On the 13th of November 2020, Council received a private plan change application regarding the Waitoa manufacturing site Development Concept Plan. The proposal is to amend the current noise emission control boundary in the Operative District Plan and replace it with a new Noise Emission Control Boundary and amend associated rules. Council made a request, on the 22nd of January 2022, for further information under Clause 23, RMA Schedule 1. Council received this further information at the end of November and are currently processing the information.

Private Plan Change 58 – Avenue Industrial Park

A private plan application was lodged on the 22 of December to rezone 14ha of rural land to industrial land in Morrinsville along Avenue Road North and neighbouring State Highway 26. The proposed private plan change is expected to adopt the same General Industrial Zone provisions as the proposed Calcutta private plan change under the National Planning Standards. Council is working through the application and outcomes of the stormwater, waste-water and water, and transport peer reviews. Following the staff review, the next step for the proposed private plan change is for it to go to Council to decide whether to: accept, reject, adopt, or process the private plan change as a resource consent.

National Planning Standards

We have commenced work on reformatting our District Plan to comply with the National Planning Standards (NPS). In accordance with the legislation we are working to have this completed by April 2024 to align with the NPS legislation.

Resource Management Act 1991 (RMA) Reform

The Government has announced their plans to repeal the RMA and replace it with three different Acts. On the 9th of February a Council Workshop was conducted on the Resource Management Act 1991 (RMA) reform material. The comments and feedback of Council were captured during this Workshop and consolidated into a submission for the Ministry for the Environment. Council and Iwi were provided with an opportunity to review the submission before it was lodge with the Ministry for the Environment on the 28th February 2022. Council gave retrospective endorsement of the submission on the 13th of April 2022. On the 15th of November 2022, the initial Natural and Built Environments Bill (NBA) and the Strategic Planning Bill (SPA) were introduced into Parliament, with the aim of the NBA and SPA being passed into law before the 2023 central government election. Due to timeframes a workshop was held with Council on 1 February and submissions on both Bills close on 5 February. Staff will seek Council's retrospective endorsement of the submission due to the tight timeframe.

National Policy Statement for Highly Productive Land

The National Policy Statement for Highly Productive Land (NPS-HPL) was published on the 20th of September 2022 and commenced on 17 October 2022. The NPS-HPL seeks to protect New Zealand's most favourable soils (Class LUC 1-3) for food and fibre production now and for future generations. Provisions exist for Tier 3 Councils that allow rezoning on highly productive land following a certain criteria. Part One of the National Guidance for the NPSHPL was released on the 16 of December, Council is committed to understanding the NPS-HPL and are awaiting the second part of the guidance early this year.

Ngā Tāpiritanga | Attachments

There are no attachments for this report.

Ngā waitohu | Signatories

Author(s)	Kumeshni Naidu Graduate RMA Policy Planner	
Approved by	Ally van Kuijk District Planner	
	Don McLeod Chief Executive Officer	

7 Ngā Pūrongo Whakamārama | Information Reports

7.4 Te Manawhenua Forum Work Programme 2023 - Update February 2023

CM No.: 2686394

Rāpopotonga Matua | Executive Summary

The 2023 work programme and tracking for the Forum is attached. It is intended this is a standing item for each Forum meeting.

WHAKATAUNGA Ā-KOMITI | COMMITTEE RESOLUTION

That:

1. The work programme and tracking be received.

Resolution number AC/2023/00008

Moved by: Chair T Maaka

Seconded by: L Whaiapu

KUA MANA | CARRIED

Horopaki | Background

Prior to the commencement of each calendar year the Forum sets itself a work programme. While priorities can shift during the year as unexpected issues arise, the work programme is a useful tool to enable Forum members to set their direction and to allow staff to understand the work priorities that need to be achieved.

Ngā Tāpiritanga | Attachments

- A. Te Manawhenua Forum Work Programme - Update February 2023
- B. Te Manawhenua Forum Work Programme 2023 - Final

Ngā waitohu | Signatories

Author(s)	Stephanie Hutchins Governance Support Officer	
Approved by	Sandra Harris Placemaking and Governance Team Leader	
	Erin Bates Strategic Partnerships and Governance Manager	

11.49 am

The Chairperson thanked Members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD
OF THE MEETING OF TE MANAWHENUA FORUM
MO MATAMATA-PIAKO HELD ON 27 FEBRUARY
2023.

KO TE RĀ | DATE:

TIAMANA | CHAIRPERSON: