

**Before an Independent Hearing
Panel Appointed by
Wellington City Council**

In the Matter of the Resource Management Act
1991

And

In the Matter of a Notice of Requirement to
designation land for Airport
Purposes at known as the Main Site
NOR

And

In the Matter of a Notice of Requirement to
designation land for Airport
Purposes at known as the East Side
Area NOR

**Summary Statement of Evidence of
Michael Vincent
for Wellington International Airport Ltd**

Dated: 19 May 2021

SUMMARY

1. My name is Michael Vincent. I am the Airline Development Manager at Wellington International Airport Limited. My qualifications and experience are provided in my statement of evidence dated 5 May 2021.
2. The NOR is informed by a set of forecasts that have been developed using a robust methodology accounting for the best information available at the time. The forecasts have been reviewed based on the current expectations of recovery from Covid 19. Countries with a C19 elimination strategy, such as New Zealand, have experienced a strong recovery in domestic air travel. At Wellington Airport, where around 85% of passengers are on domestic flights, there has been a quicker recovery than most with the latest month April having domestic passengers back to almost 90% of pre-Covid. Domestic corporate travel is also back to 90% of pre-Covid levels.
3. Around 15% of Wellington Airport's passengers are usually on international services, with two-thirds connecting with Australia and the Pacific. Safe travel with Australia and the Cook Islands has cautiously resumed, and it is expected other Pacific countries will follow shortly. Wellington Airport has a low exposure to other global markets where the recovery is more uncertain, with around 6% of passengers attributable to these markets.
4. The expectation is that traffic at Wellington Airport will recover to pre-Covid levels in 2023-24 presenting a lag of 3-4 years on the original MP2040 forecasts. Beyond the recovery WIAL believes that the fundamental drivers for air travel growth will continue although the market will not recover to the pre-Covid trajectory, representing a 3–4-year lag. This view is also consistent with that currently held by the wider aviation industry.
5. The original Masterplan 2040 forecasts developed in 2018 did not include the impacts of climate change. On consideration of these impacts, including the Climate Change Commission's draft report, emerging travel behaviour trends, government policies to encourage modal transfer, and future commitments by the airline industry to adopt new technology it is anticipated that climate change considerations will not materially impact the forecasts.
6. Accordingly, WIAL expects passenger growth to continue into the future albeit somewhat delayed as discussed above. The forecasts see Wellington

airport's annual passengers increasing from 6.2M in 2019 to 8M in 2027-2033, 10M in 2034-2042 and 12M in 2041-2054. The consequence of this growth and its impact on the footprint of the Airport is discussed in the evidence of others.

Michael Paul Vincent

19 May 2021

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