



Ministry of Foreign Affairs

# *Airport Development Opportunities in New Zealand*

*Commissioned by the Netherlands Enterprise Agency*

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International.*

# Airport Development Opportunities in New Zealand

## Introduction

NZ airports and airlines are adapting to rapidly growing passenger numbers. The main airports Auckland, Wellington and Christchurch will both invest millions in the aviation infrastructure in the coming years.

This document highlights the most relevant development in NZ airports. For more in-depth information please contact the Economic Affairs team via [wel-ea@minbuza.nl](mailto:wel-ea@minbuza.nl)

## Auckland Airport

In 2014, Auckland Airport announced its 30-year [vision](#) to build the airport of the future. Implementation of that vision is now well underway – NZ is investing more than NZ\$1 million every working day in aeronautical infrastructure to ensure that it can accommodate 40 million passengers and 260,000 flights by 2040. At the moment, it handles 14.5 million passengers and 150,000 flights every year.

- A second runway will be built by 2025
- They will extend the length of the second runway by 2045;
- Aircraft parking spaces will increase from 54 to 94 spaces over the next 30 years;
- There will be new multistoried car-parking buildings;
- A new terminal plaza with shops, hotels and businesses is planned;
- The developments are planned in 4 different stages, by 2022, by 2030, by 2044 and after 2044.

## Wellington Airport

Wellington Airport also works with a 30-year [plan](#). It will invest 450 million NZD over the next 20 years in aviation infrastructure to deliver a premier gateway for over 10 million passengers. It will make possible for Boeing



777 to land. The runway will be extended, so more direct international flights will be possible. This still needs to be approved by the NZ Civil Aviation Authority.

At the moment, Wellington Airport has 6 million passengers a year, with 1000 passengers a day to Asia and beyond.

## Christchurch International Airport

Christchurch Airport is under constant development and growth. They have launched [Christchurch Airport 2040](#), which anticipates an 85% increase in passenger numbers by 2040: 11 654 000 passengers, compared to 6 300 000 in 2019. It forecasts the amount of flights to almost double by 2040, to 111.000 annually, compared 67.000 currently. They are developing projects to improve the aviation infrastructure, so it will be able to handle the growing demand. The plan covers the development of airside, landside and the terminal.

- Two runways will be extended;
- An additional taxiway will be constructed;
- Space will be created for additional aircraft stands;
- A significant terminal expansion by 2030 is expected.

## Queenstown Airport

Just like Christchurch, this airport is under constant development and growth. Their [30-](#)

[year Master Plan](#) forecasts annual passenger numbers demand to rise to 7.1 million by 2045 compared to 1.8 million in 2016. Aircraft movement during this period are also expected to almost quadruple to 55 000 by 2045. Plans are underway to expand the existing terminal or build another terminal. The airport is consulting with the community.

### **Dunedin Airport**

In September 2018, Dunedin Airport announced a 13.5 million NZD investment to handle the increased number of passengers expected. The runway was not extended.

There are around 60 other regional and small airports in New Zealand. The main small airports are Hawkes Bay, Palmerston North, New Plymouth, Tauranga, Hamilton and Rotorua.

### **Infrastructure New Zealand**

As a remote island state in the South Pacific Ocean, New Zealand relies on aviation links to overcome distance and to be connected with the rest of the world. Domestically, air and road are the main options for most inter-regional travel. High quality infrastructure are vital to New Zealand's economic and social well-being. However, New Zealand's transport and urban infrastructure is struggling to keep up with population growth and increased demand.

As a result, New Zealand will over the coming years need a level of infrastructure investment that is unprecedented. An estimated \$129 billion is expected to be spent on capital projects between 2019 and 2029. For these reasons, the Government is establishing a new Infrastructure Commission - Te Waihanga.

The government also launched the [Provincial Growth Fund](#) that provides funds for investments in regional infrastructure projects that will lift productivity and grow jobs.

### **Doing Business in New Zealand**

NZ was voted 1<sup>st</sup> in the world for ease of doing business by the World Bank in two years in a row. The economy is internationally oriented, transparent and is known for its relatively simple regulations which make it easy to start a company in NZ; starting a business in New Zealand takes less than one day.

### **Sustainability**

Sustainability and the environment are themes that have become increasingly important in New Zealand. The current government just launched the Zero Carbon Bill, that sets the aim for a carbon neutral economy by 2050. It is expected to pass through parliament by fall 2019.

Transport makes up around 44% of New Zealand's total energy sector emissions, which is after agriculture, the second largest contributor to NZ greenhouse gas emissions. Aviation accounts for 6.1% of domestic transport emissions. International aviation makes up 70,3% of New Zealand's total international transport emissions, based on 2013 levels.

To achieve the goal of the government to become carbon neutral by 2050, innovative developments in the aviation sector will be necessary.

### **Free trade**

New Zealand is a trade dependent economy, distant from export markets, and is – just like the Netherlands - a firm supporter of free and open trade. New Zealand has negotiated ten Free Trade Agreements, such as with Australia, ASEAN, China, CPTPP. New Zealand is currently negotiating a free trade agreement with the European Union.

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