



# REGIONAL FREIGHT HUB Community Information Meeting

18 February 2020



# Introductions and Agenda

---

- Purpose of today – update and next steps
- Future of Freight Rail
- Freight Hub Master Plan
- Why Palmerston North and the limitations of the current site
- Strategic Fit
- Consultation to date
- Site Selection
- Next Steps



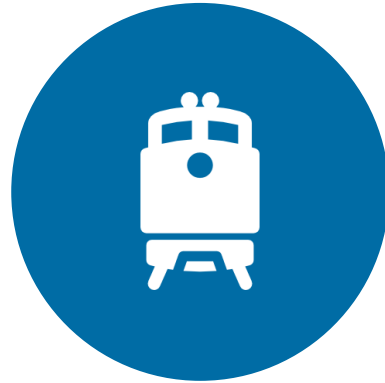
# Facts and figures

---



**58%**

Increase in New Zealand freight task expected by 2042



**66%**

Rail more efficient than roads (carbon emissions)



**\$40 million:**

Government funding received to plan and secure land for a regional freight hub



**1500m**

Potential future anticipated train length



# Master Plan

- Approx. 120-hectare site
- 1,500m long marshalling yards
- KiwiRail's operations together
- Container terminal for 900m long unit trains and increased capacity
- 24/7 operation
- Rail served operators
- Perimeter roadway with gates at multiple locations to control access for safety and efficiencies
- Intermodal and future proofed.





## Intermodal Freight Hub Master Plan



# Why Palmerston North?

---

## Palmerston North

- Critical to freight movements in Central North Island
- Key gateway to South Island ferries

## Current site is limited:

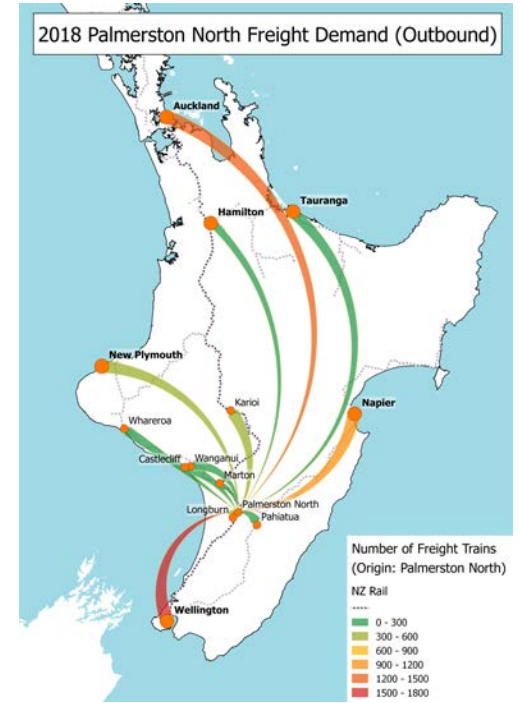
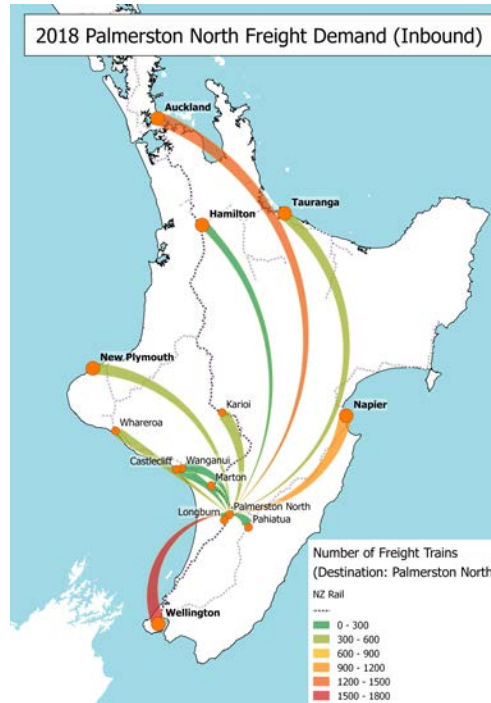
- 40 hectares
- Not able to cope with the increase in train length on the network
- Not able to cope with increased volumes forecasted in future
- Surrounded by development with associated limitations on hours of operations
- Access roads increasingly congested
- Not all the operations are located on same site



# An exciting time for freight rail...

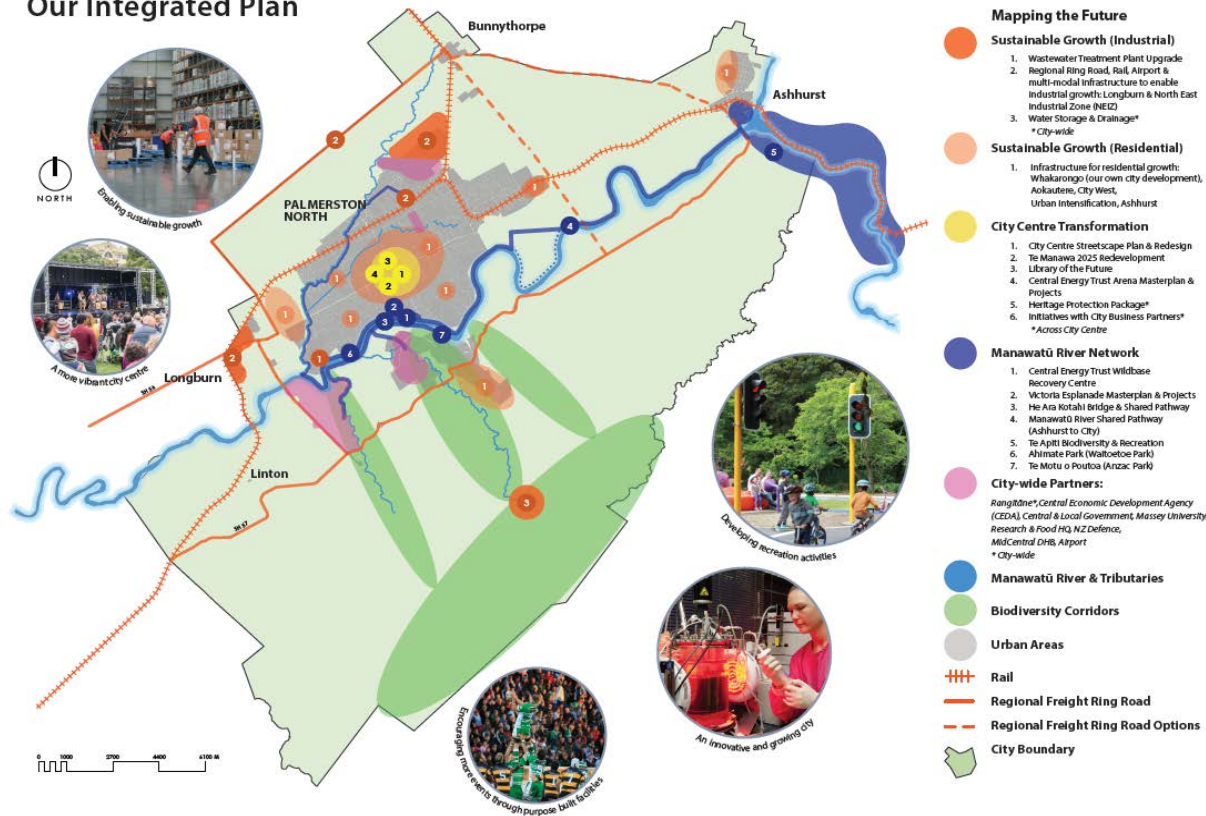


**Palmerston North is a nationally strategic freight location, with domestic and export goods moving to the city from Auckland and the upper North Island, Taranaki, Hawkes Bay and Wellington.**



# Strategic Fit

## Our Integrated Plan



We are working with NZTA, Councils and other key stakeholders to plan together for the future





## Consultation to date

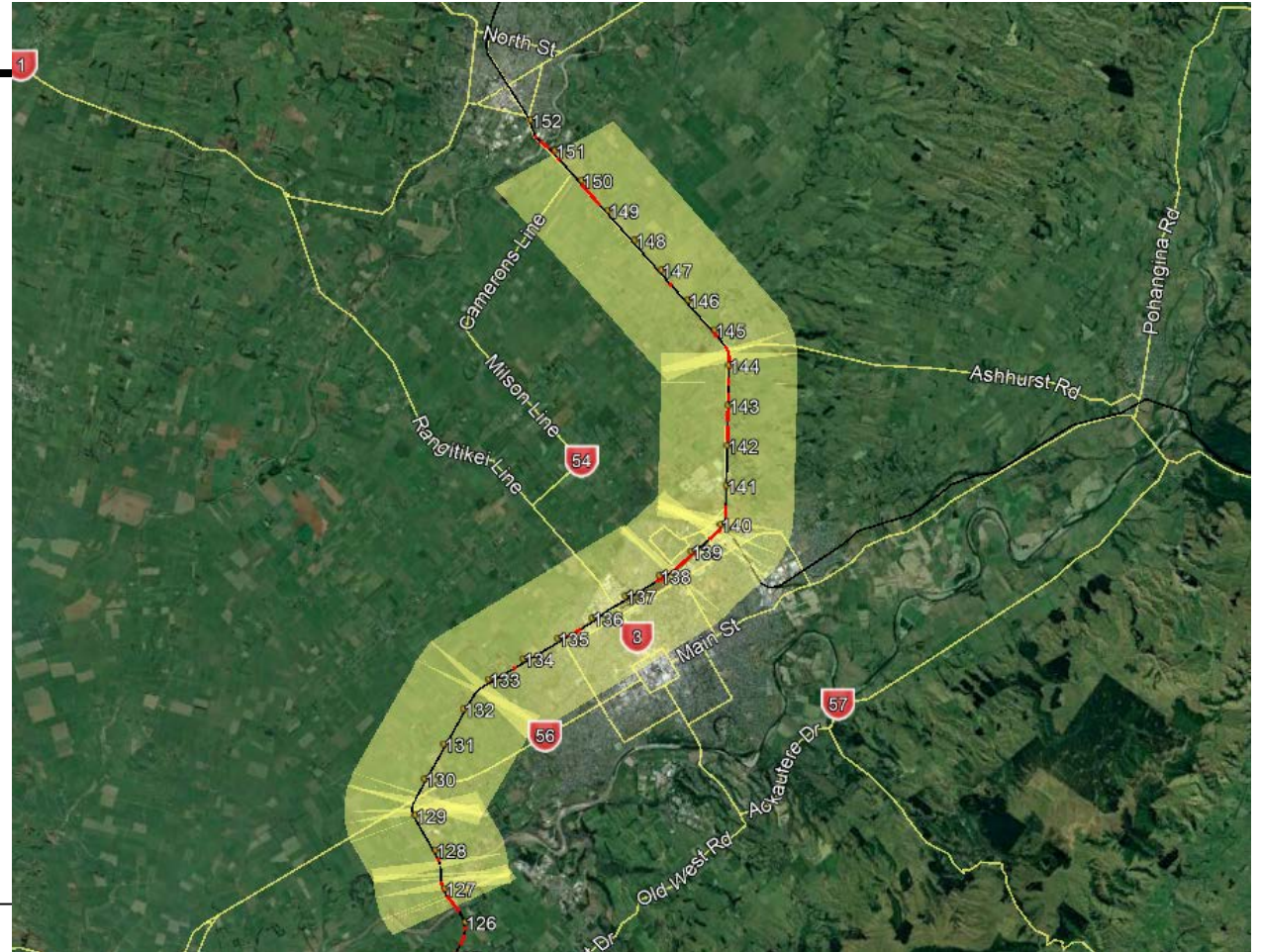
---

- Consultation with NZTA and Councils
- Working with other stakeholders (CEDA, freight organisations, customers)
- Consultation with iwi
- Commenced site selection process



# Site selection

Located along  
North Island Main  
trunk rail line



# Site selection

---

- Location consistent with local strategic planning and future transport outcomes
- Over 100 ha required
- Limited or manageable impact from natural hazards
- Proximity to airport and freight generating businesses
- Unlikely to be surrounded by further / intensive residential development
- Able to be developed in stages.



# Site selection considerations

---

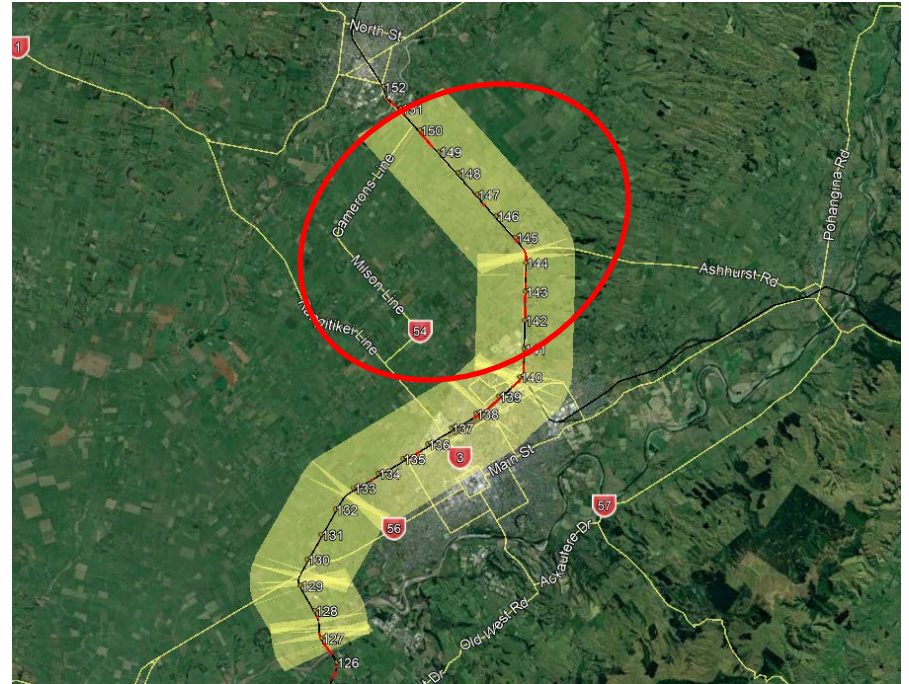
- Rail benefits
- Transport – now and future
- Acoustics
- Natural Hazards
- Heritage
- Ecological
- Landscape and visual
- Social
- Cultural
- Economic
- Community





# Site selection considerations

- Delivery of freight and economic benefits
- Impact of rail operations
- Parties affected by the site
- Staging of the development



# Next steps

---

- Identify preferred location and the land affected
- Talk with directly affected landowners
- Advise wider community around the site
- Assessment of any mitigation that might be required
- KiwiRail confirm preferred location and land to be acquired
- Prepare and lodge Notice of Requirement to designate land.



# | Questions



KiwiRail 

**Stronger Connections.  
Better New Zealand.**

---