Ancillary Surcharges

25 November 2026

The full list of KiwiRail's Ancillary Surcharges and their applicable charges is outlined in the tables below. Unless otherwise stated, these will apply from 1 December 2026.

The list of Ancillary Surcharges outlined below has been split into various sections to make it easier to understand those surcharges that KiwiRail has control over and those surcharges that are applied by various third parties. The third party surcharges are initially charged to KiwiRail, resulting in our need to recover them from our customers.

Please note that some of these charges might be changing after 1 December 2026 as they are charges that external third parties' control, not KiwiRail and their change dates may differ from ours, or may be changed at a later date by subsequent notice.

For the purposes of clarity, all new or adjusted changes to any of the Ancillary Surcharges since the last update we provided dated 31 August 2026 have been shown in red text together with explanations of any new rates and their applicable start date.

KIWIRAIL SURCHARGES

Ancillary Surcharges	Rate	Notes (also see Key Explanations section below for more detail)
Rail freight and/or rail freight related surcharges		
Container Hire		
20ft container hire	$80.00	Applies per container for all KiwiRail supplied equipment.
25ft container hire	$90.00	Applies per container for all KiwiRail supplied equipment.
40ft container hire	$120.00	Applies per container for all KiwiRail supplied equipment.
Container Detention		
20ft container detention	$60.00	Applies per day or part day / per container.
25ft container detention	$90.00	Applies per day or part day / per container.
40ft container detention	$90.00	Applies per day or part day / per container.
Wagon Detention		
Wagon detention (any variant of wagon)	$350.00	Applies per day or part day / per wagon.
Container Demurrage		
20ft container demurrage	$60.00	Applies per day or part day / per container.
25ft container demurrage	$90.00	Applies per day or part day / per container.
40ft container demurrage	$90.00	Applies per day or part day / per container.
Early Container Check-in		
20ft early container check-in	$60.00	Applies per day or part day / per container.
25ft early container check-in	$90.00	Applies per day or part day / per container.
40ft early container check-in	$90.00	Applies per day or part day / per container.

Ancillary Surcharges	Rate	Notes (also see Key Explanations section below for more detail)
Generator / Reefer		
Generator hire (intra-island)	$260.00	Applies per container.
Generator hire (inter-island)	$420.00	Applies per container.
Reefer compliance	$25.00	Applies per container.
Terminal power and monitoring	$92.00	Applies per day or part day / per container.
Temperature setting / re-setting	$60.00	Applies per container.
Dangerous Goods		
Please be aware that the NZTA has clarified the rules regards the movement of dangerous goods (DG) of Class 1.4S and has advised that this class of DG can no longer travel in curtain-side equipment. As such, all Class 1.4S DG's must now travel in an approved rigid fully enclosed container.		
Dangerous goods administration	$50.00	Applies per container / wagon.
Incorrect placarding	$50.00	Applies per container / wagon.
Supply of Dangerous Goods placards	$70.00	Applies per placard supplied
Incomplete / incorrect dangerous goods declaration	$600.00	Applies per container / wagon.
Failure to declare dangerous goods	$2,500.00	Applies per container / wagon.
Failure to uplift	$2,000.00	Applies per container / wagon. For Class 1 - if not uplifted within 24 hours after arrival at destination Container or Rail Terminal (note that not all Class 1 products are able to travel on rail). **For all other classes if not uplifted within 72-hours after arrival at destination Container or Rail Terminal.**
Capacity Management - Rail Freight		*Table A in the Key Explanations section below outlines the various Capacity Management surcharges that will apply.*
Booking Edit - Minor	Refer Table A below	Applies per booking whenever a minor edit is requested to be made to an existing booking.
Booking Edit - Major	Refer Table A below	Applies on either a per booking or a per 'unit of freight' basis whenever a major edit is requested to be made to the units of freight (i.e. containers or wagons) within an existing booking.
Booking Edit - Cancellation	Refer Table A below	Applies on either a per booking or a per 'unit of freight' basis (i.e. per container or per wagon) whenever an existing booking is requested to be cancelled.
Unutilised Booking - No Show	Refer Table A below	Applies on a per 'unit of freight' basis (i.e. per container or per wagon), whenever the booked freight doesn't show up to meet its service and the booking hasn't been cancelled in advance (minimum twenty four (24) hours' notice prior to scheduled cut-off).
Miscellaneous KiwiRail surcharges		
Container Terminal Additional Lifts (*)	$40.00	Applies per lift for all additional lifts.
Port Non-Acceptance (*)	$410.00 $615.00	Applies per 20ft container. Applies per 40ft container.
Dunnage Removal and Disposal	$350.00	Applies per incident, per container / wagon.
Clean and Wash	$350.00	Applies per incident, per container / wagon if a steam clean and/or stain wash is required.

Ancillary Surcharges	Rate	Notes (also see Key Explanations section below for more detail)
Container Door Seals	$55.00	Applies per container / wagon.
Overloaded Containers / Wagons and Load Shifts / Imbalances	$7,500.00	Applies per incident. This surcharge is in ***addition*** to any costs incurred by KiwiRail as a result of such incidents i.e. crane hire, road transport, additional locomotive movements, extra labour, security services etc., which will be charged to the customer (see Key Explanations below).
Damage Recovery - Rolling Stock & Equipment including Rolling Stock (i.e. locomotives, wagons,), Plant and Equipment (i.e. heavy machinery / generators)	$350.00	Applies per damaged unit of Rolling Stock & Equipment (excluding Containers). This surcharge is in ***addition*** to the costs incurred by KiwiRail as a result of any incident i.e. actual Rolling Stock & Equipment repairs plus any transport costs to get the Rolling Stock & Equipment to and from an appropriate repair facility, staff travel costs etc., all of which will be charged to the customer and/or anyone acting on behalf of the customer (see Key Explanations below).
Damage Recovery - Containers	$ 350.00	Applies per damaged container. This surcharge is in ***addition*** to the costs incurred by KiwiRail as a result of any incident i.e. additional lifts (4 lifts per damaged container during repair process), actual container repair costs, plus any transport costs to get the Container to and from an appropriate repair facility, coordination of repairs, staff travel costs etc., all of which will be charged to the customer (see Key Explanations below).
Scrapped Equipment (Rolling Stock, Plant etc.) and Containers	POA	Applies per damaged unit of Equipment or Container whenever that Equipment or Container has been damaged beyond economic repair and has to be scrapped. The customer will be liable for KiwiRail's loss of the value of the Equipment or Container.
Late Manifest	$75.00	Applies per container / wagon to recover the extra administration required when customers don't provide the required cargo manifest details on time.
Late Gate-in of Containers	$75.00	Applies per container whenever a container is received into a KiwiRail Container Terminal after the required gate-in time for that container. Note that this surcharge only applies if the container is still able to travel on the service to which it had originally been booked. If this isn't the case, and the container instead requires rebooking onto another, later train service, then the surcharge that will apply in this instance will be the Unutilised Booking surcharge which is outlined above.
Wagon / Container Diversion (*)	POA	Applies to all wagons / containers that we are required to send to destinations that differ to the booking detail provided and is additional to the resulting, extra transport costs.
Additional Metro Shunt (*)	POA	Applies whenever we are required to perform an additional shunt in a 'metro' area and is additional to the resulting, extra transport costs.

Ancillary Surcharges	Rate	Notes (also see Key Explanations section below for more detail)
MetroPort Rail Transfer charge	$50.00	Applies on a per container basis (see Key Explanations below).
Container Connect - Southdown - VBS Transaction charge	$90.00	Applies for each VBS booking (transaction) made by a Transport Operator to either deliver and/or uplift a container to or from the Container Connect - Southdown facility and it applies on a per container basis (see Key Explanations below).
Container Connect - Southdown - VBS Transaction Cancellation charge	$90.00	Applies whenever a Transport Operator cancels an existing VBS Transaction within four (4) hours of the commencement time for the originally booked VBS timeslot.
Container Connect - Southdown - VBS Transaction No Show / Expired charge	$90.00	Applies for all transactions between 0600 and 2000 inclusive Monday to Friday where the transaction has not been processed four (4) hours after the completion of the on-time window.
Wagon Lift-off	$750.00	Applies whenever a wagon is lifted off the rail track for whatever reason. This surcharge is in ***addition*** to the costs incurred by KiwiRail as a result of such incidents i.e. all associated labour, materials, administration and mileage which will be charged to the customer (see Key Explanations below).
KiwiRail Infrastructure Damage Recovery	POA	Applies whenever any KiwiRail infrastructure (rolling stock and/or rail related asset) is damaged by the customer and/or anyone acting on behalf of the customer.
KiwiRail CT Pavement Levy 10ft, 20ft and 25ft containers 40ft containers	 $7.50 $12.50	Applies on a per container basis whenever a container is accepted into or departs from any KiwiRail operated Container Terminal (CT) facility by truck. This levy will not apply to the following CT sites: Tauranga, Napier, Whanganui, Fairfield Freight Hub, Temuka and Oamaru.
Southdown Weighbridge	$35.00	Applies to each truck or trailer weigh that is being performed.
Christchurch Weighbridge	$35.00	Applies to each truck or trailer weigh that is being performed.
Christchurch Weighbridge 'fob'	$75.00	Applies to each replacement electronic 'fob' requested over and above the initial one provided which is provided free of charge.
Spill Clean Up	POA	Applies per clean up as required.
Fuel Adjustment Factor (FAF)	%	A FAF will apply to all applicable charges, (including to some of these Ancillary Surcharges) which will be assessed and adjusted monthly using KiwiRail's standard methodology.
Container Storage – Auckland 20ft containers 40ft containers	 $15.50 $31.00	Applies per container per day. Part days are charged on a full day basis. All lifts required to move containers into and out of storage, will be charged at the standard Container Terminal Additional Lifts rate.

Ancillary Surcharges	Rate	Notes (also see Key Explanations section below for more detail)
Container Storage - all other locations 20ft containers 40ft containers	 $8.00 $16.00	Applies per container per day. Part days are charged on a full day basis. All lifts required to move containers into and out of storage, will be charged at the standard Container Terminal Additional Lifts rate.
Track User Charge (TUC)	%	TUC applies to all freight movements on the rail network. If you require any further information on this, please see the Key Explanations section below, or contact KiwiRail.
Commercial Vehicle - Interislander related surcharges		
Commercial Vehicle Unutilised Booking (No Show)	Full Charge	Applies on a per Commercial Vehicle unit basis, whenever the booked Commercial Vehicle doesn't show up to meet its booked sailing and the booking hasn't been cancelled or moved in advance (at least one (1) hour before the scheduled sailing time). "Full charge" means the full rate applicable for the booking will be payable.
Interislander Driver Assist Fee	$20.00	Applies when Interislander completes the "driving-on" and "driving-off" of a truck, tractor unit, or any other truck and trailer combination on behalf of customers. The fee includes both the "drive-on" activity as part of loading a ferry and the "drive-off" activity as part of discharging a ferry. Where only one of the two activities is performed, the same fee still applies.
Interislander Mafi Assist Fee (Drop Trailers)	$30.00	Applies when Interislander completes the "driving-on" and "driving-off" activity of Drop Trailers on behalf of Customers as part of loading a ferry and discharging a ferry. This service is performed using Interislander operated terminal tractor units.
Interislander Dangerous Goods Administration Fee	$45.00	Applies per truck and/or truck and trailer combination.
Interislander Incorrect / Missing Dangerous Goods Paperwork Fee	$82.00	Applies per incorrect / missing dangerous goods declaration.
METROPORT ANCILLARY SURCHARGES		**All applicable from 1 July 2026**
MetroPort Container related surcharges		
For ancillary surcharges relating to MetroPort container movements, please refer to the Port of Tauranga Principal Tariff 2026/2027: ***https://www.port-tauranga.co.nz/wp-content/uploads/Port-of-Tauranga-Principal-Tariff-2026-2027.pdf*** **Until further notice, Port of Tauranga will continue to administer and invoice ancillary surcharges incurred at MetroPort outside the shipping line's agreed cargo free-time periods with KiwiRail.**		
MetroPort Vehicle Booking System (VBS)		
Note that an "on-time" arrival for a truck entering MetroPort is defined as being one that arrives within a certain window. That window is up to 30 minutes prior to the beginning of its booked VBS timeslot, and up to 60 minutes after the end of its booked VBS timeslot.		
MetroPort VBS Transaction charge	$135.00	Applies for each VBS booking (transaction) made by a Transport Operator to either deliver and/or uplift a container to or from MetroPort facility and it applies on a per container basis.

Ancillary Surcharges	Rate	Notes (also see Key Explanations section below for more detail)
MetroPort VBS Transaction Cancellation charge	$135.00	Applies whenever a Transport Operator cancels an existing VBS Transaction within four (4) hours of the commencement time for the originally booked VBS timeslot.
MetroPort VBS Transaction No Show / Expired charge	$135.00	Applies for all transactions between 0600 and 2000 inclusive Monday to Friday where the transaction has not been processed four (4) hours after the completion of the on-time window.
MetroPort - Other		
MetroPort - Rail Transfer charge	$50.00	Applies on a per container basis (see Key Explanations below).
Port of Tauranga TCT Rail Access charge	$22.00	Applies on a per container basis to all containers travelling on rail, that are consigned either into or out of the Port of Tauranga or KiwiRail's Tauranga Container Terminal (which is located within the Port). Some exceptions apply (see Key Explanations below).
MetroPort - Additional Lifts (*)	$37.00	Applies per lift.
MetroPort - Dangerous Goods Administration	$45.00	Applies per container.
MetroPort - Incorrect Placarding	$50.00	Applies per container.
MetroPort - Supply of Dangerous Goods placards	$70.00	Applies per placard supplied.
MetroPort - Incomplete / incorrect Dangerous Goods Declaration	$600.00	Applies per container.
MetroPort - Failure to Declare Dangerous Goods	$2,500.00	Applies per container.
MetroPort - Failure to Uplift	$2,000.00	Applies per container. For Class 1 - if not uplifted within 24 hours after arrival at destination Container or Rail Terminal (note that not all Class 1 products are able to travel on rail). **For all other classes if not uplifted within 72-hours after arrival at destination Container or Rail Terminal.** **Applies per container.**
THIRD PARTY SURCHARGES		
Ancillary Surcharges	**Rate**	**Notes** **(also see Key Explanations section below for more detail)**
Fairfield Freight Hub		
Fairfield Freight Hub Infrastructure Charge *[4]		
10ft, 20ft and 25ft containers	$12.50	Applies per container (see Key Explanations below).
40ft containers	$25.00	Applies per container (see Key Explanations below).
Lyttelton Port Company (LPC)		
LPC Rail R&D Levy *[4] From 1 October 2026	$54.00	Applies whenever a container is being railed into or out of either of LPC's Lyttelton Terminal or LPC's City Depot facilities and in some cases this will also apply to LPC's Midland Port facility as well (see Key Explanations below).

Ancillary Surcharges	Rate	Notes (also see Key Explanations section below for more detail)
Port of Auckland (POAL)		
POAL Rail Handling Charge *[4] To 30 December 2026 From 1 January 2027	 $100.50 $130.50	Applies whenever a container is being railed into or out of the Port of Auckland's Waitemata seaport facility (see Key Explanations below).
POAL DG Container Surcharge *[4]	$40.00	Applies per container regardless of size (see Key Explanations below).
POAL Export DG Certificate Penalty Charge *[4]	$75.00	Applies per container regardless of size (see Key Explanations below).
Port Otago		
Port Otago Rail R&D Charge *[4] From 1 October 2026	 $42.00	Applies whenever a loaded container is either being railed into or out of Port Chalmers Container Terminal (see Key Explanations below).
Port of Tauranga		
Port of Tauranga TCT Rail Access Charge *[4]	$22.00	Applies on a per container basis to all containers travelling on rail, that are consigned either into or out of the Port of Tauranga or KiwiRail's Tauranga Container Terminal (which is located within the Port). Some exceptions apply (see Key Explanations below).
PrimePort Timaru		
PrimePort Rail Levy *[4]	$31.00	Applies on a per container basis to all containers travelling on rail, that are consigned either into or out of PrimePort's Timaru Container Terminal (see Key Explanations below).

Notes:

1. All of the above Ancillary Surcharges exclude GST.
2. All of the above Ancillary Surcharges that are noted with an asterisk (*) are subject to KiwiRail's FAF which is additional and will be applied to the Ancillary Surcharge.
3. KiwiRail reserves the right to amend, add or remove Ancillary Surcharges as it sees fit at any time.
4. *[4] These Ancillary Surcharges are not charges that KiwiRail has any control over. Should the external third party elect to adjust their charge at any time, then KiwiRail reserves the right to adjust these Ancillary Surcharges accordingly and apply the updated Ancillary Surcharge from the time the change in the external third party's charge applies to KiwiRail.

Ancillary Surcharges - Key Explanations

KiwiRail surcharges

Note that references to the 'customer' or the 'freight payer' in these Ancillary Surcharges, means the party responsible for paying the transport costs associated with the freight being transported and correspondingly for any related event that has incurred an applicable Ancillary Surcharge.

Rail freight and/or rail freight related surcharges

Container Hire

The Container Hire surcharges apply on a per-container and size hired basis. Container hire allows the hirer to have access to the empty container up to 24-hours in advance of the booked departure time. The empty container must then be returned to KiwiRail, in a clean state and free of all materials, within 48-hours of the schedule arrival time at the destination.

If the customer wants to hire a container for a longer period, this must be arranged and agreed in advance with KiwiRail and additional Container Hire surcharges will be payable. If a customer fails to return a hired container at the end of the hire period outlined above, then additional Container Detention charges will apply as per the conditions noted below.

Container Detention

The Container Detention surcharges apply whenever a KiwiRail supplied container is not returned to us within the agreed free time period. The free time period is advised as being from the time of arrival at the nominated destination KiwiRail Container Terminal and up to 48-hours afterwards. If containers are not returned within this prescribed 48-hour window, then these detention charges will apply on a per-container, per-day (or part-day thereof) basis.

Wagon Detention

The Wagon Detention surcharge applies whenever a KiwiRail supplied wagon (a wagon carrying KiwiRail or third-party containers will count as a wagon) are not ready to be returned to us, within the agreed free time period. The free time period is advised as being from the time of arrival at the nominated destination Rail Siding and up to 24-hours afterwards. If wagons are not ready to be returned to us within this prescribed 24-hour window, then this detention charge will apply on a per-wagon, per-day (or part-day thereof) basis.

Container Demurrage

The Container Demurrage surcharges apply whenever a customer or third party provided container is left in our possession past the free time allowed. The free time period is advised as being from the time of arrival at the nominated destination KiwiRail Container Terminal and up to 48-hours afterwards. If containers are not uplifted or placed into the destination rail siding within this prescribed 48-hour window, then these demurrage charges will apply on a per-container, per-day (or part-day thereof) basis.

Early Container Check-in

The Early Container Check-in surcharges apply whenever a customer seeks to bring a booked container into any KiwiRail Container Terminal more than 48-hours ahead of the advised cut-off time for the booked container. If containers are brought into a Container Terminal earlier than this, then Early Container Check-in surcharges will apply on a per-container, per-day (or part-day thereof) basis.

Generator / Reefer

The Generator Hire surcharges, are charges designed to recover the costs associated with providing customers with KiwiRail supplied generators. The surcharge includes hireage, and a contribution towards repairs and maintenance, fuel, repositioning and the lift on/lift off the wagons.

The Reefer Compliance surcharge is a charge designed to recover the costs associated with the in-transit monitoring of reefer containers and all of the associated, necessary administration required in order to comply with the relevant regulatory requirements and audit checks.

The Terminal Power and Monitoring surcharge is a charge to recover the additional costs associated when containers are in our care at any of KiwiRail's notified Container Terminal facilities (refer to https://www.kiwirailfreight.co.nz/rail-freight/ct-site-locations/) for an additional period and which covers the plugging in, provision of active refrigeration, temperature checks as required and unplugging of containers. This surcharge applies per day (or part day thereof) to any container that is either;

(a) gated in to any KiwiRail Container Terminal more than 24-hours prior to its booked rail departure; and/or
(b) remains in any KiwiRail Container Terminal and is not uplifted within 24-hours of its scheduled arrival time into a KiwiRail Container Terminal.

Note: this daily Terminal Power and Monitoring surcharge will still apply even if the KiwiRail Container Terminal is closed as continuous power and monitoring is still being provided.

The Temperature Setting / Re-setting surcharge is to recover the costs associated with having suitably trained staff throughout our network who are able to set / re-set reefer container temperatures where necessary in order to ensure the integrity of the freight in a container while it is in-transit, or when acting under specific instruction from the customer.

Note: this Temperature Setting / Resetting surcharge will not be levied in circumstances where KiwiRail elects, for its own operational reasons, to plug containers into power (and accordingly set / re-set the reefer container) at any KiwiRail Container Terminal while containers are either in-transit or about to commence their transit.

Dangerous Goods

Note: KiwiRail requires customers to fully comply at all times with all applicable transport laws (including all Dangerous Goods requirements). Any failure to comply with these laws, may result in KiwiRail refusing to transport a customer's goods, termination of a customer's carriage agreement with KiwiRail and notification to the relevant regulatory authority. Legal compliance is an integral part of our business.

The Dangerous Goods Administration surcharge is a cost recovery to reflect the additional compliance costs incurred in administering and monitoring the shipment of Dangerous Goods and in order that KiwiRail meets the regulatory requirements of applicable authority - LTNZ and in the case of freight travelling inter-island, the International Marine Organisation (IMO).

The Incorrect Placarding surcharge will apply whenever a container and/or wagon is gated-in for carriage, where it doesn't comply with the placarding requirements based on the transport it requires. Special attention should be given to placarding as the requirements differ depending on whether the transport will involve an inter-island journey as opposed to just an intra-island journey.

The Supply of Dangerous Goods Placards surcharge will apply on a per placard basis, for every placard that KiwiRail is required and is able to provide, in order to ensure that the container will comply with the necessary regulatory requirements of the applicable authority.

Note that KiwiRail makes no guarantee that it will always have supplies of all placard types and the risks and costs related to any delays in transporting containers that were not appropriately placarded when presented to KiwiRail for carriage, will be for the customer and not KiwiRail.

The Incomplete/Incorrect Dangerous Goods Declaration surcharge will apply wherever an incomplete or incorrect Dangerous Goods declaration has been submitted, regardless of the reason, and covers the additional operational and administrative work required to review the various segregation rules, ensure compliance with regulations, re-marshal the container / wagon on the train and/or ferry and any other activity necessary to ensure legal carriage compliance.

The Failure to Declare Dangerous Goods surcharge will apply for the non-disclosure, regardless of the reason, of the carriage of any Dangerous Goods within a container / wagon. If discovered, KiwiRail will arrange to remove such container / wagon from the train (or ferry) at the earliest opportunity and the customer, as well as being charged at the full rate for the carriage that was booked, will also be liable for to pay KiwiRail for any and all operational costs incurred as a result.

The Failure to Uplift surcharge will apply on a per container or per wagon basis and regardless of the reason, where the customer hasn't ensured that any container or wagon that contains Dangerous Goods has either been uplifted from the destination Container Terminal, or hasn't been placed into the destination siding, within the maximum time period permitted by KiwiRail. For permitted Class 1 Dangerous Goods, that maximum time period is twenty four (24) hours and for all other classes, it is seventy two (72) hours.

For containers, this time period commences from the time the container has been discharged from the inbound train service and placed to ground at the destination Container Terminal (Terminal). For wagons, this time period commences from the time the wagon has arrived at the destination Rail Terminal (Terminal).

Upon arrival at the destination Terminal, should any container or wagon risk breaching the stated maximum time period noted in this Ancillary Surcharges document based on the class of dangerous goods being conveyed, then KiwiRail will arrange for the temporary removal from that Terminal and the subsequent return to that Terminal, of the relevant container or wagon.

Upon the container or wagon's return to the initially requested Terminal, the maximum time period permitted will re-set.

If the container or wagon should again breach the maximum time periods noted, then the above process will repeat until such time as the container or wagon is finally removed from the Terminal.

In all cases, the party responsible for paying for the initial rail movement of the container or wagon will also be the party responsible for the payment of all applicable costs.

Capacity Management - Rail Freight

Booking Edit - Minor

The Booking Edit - Minor surcharge applies whenever a customer contacts our Customer Logistics team to request a minor modification to an existing booking, but only where such changes don't alter any of the existing booking's key attributes such as changing to a later date of travel, changing the origin of travel, etc..

It is charged on a 'per booking' basis whenever a minor change is requested to be made to an existing booking.

Examples of a Booking Edit - Minor include the following minor modifications of a booking:

(i) Correction of a container number;

(ii) Correction or addition of any related reference numbers, such as:

  a. empty container release number,

  b. customer order number,

  c. export vessel name (provided the same acceptance date and time applies to the vessel)

(iii) Change in the Dangerous Goods (DG) status of the booking (or one of the containers/wagons) *1;

(iv) Change of Dry Container to Reefer *2;

(v) Change of freight payer code within Customer Group;

(vi) Change an existing booking to an earlier departing train service, provided the origin point remains the same;

(vii) Change the destination point of an existing booking, but only where the origin point remains as initially booked.

Notes:

Note: *1 All applicable DG surcharges will additionally apply.

Note: *2 All applicable Reefer surcharges will additionally apply.

There are certain exceptions when this Booking Edit - Minor surcharge won't apply, such as when it is the result of a KiwiRail caused issue e.g. a late train missing an onforwarding connection, the booking being on a train service which has been cancelled etc.. But in all other circumstances where the modification is as a result of a non-KiwiRail caused issue, this Booking Edit - Minor surcharge will apply.

Booking Edit - Major

The Booking Edit - Major surcharge applies whenever a customer contacts our Customer Logistics team or uses the KiwiRail booking portal to make a major modification to an existing booking.

It is charged on a per booking basis if the change is made more than eight (8) hours prior to the freight booking's cut-off time, or on a 'unit of freight' basis (i.e. per container or wagon) if the change is requested to be made within eight (8) hours of the freight booking's cut-off time.

Examples of a Booking Edit - Major include, but are not limited to the following:

(i) Reductions to the amount of equipment booked (i.e. partial cancellation);

(ii) Change the origin point of the booking;

(iii) Change the date of travel of the booking;

(iv) Change the train service the booking is on, except where the booking has been moved to an earlier departing service;

(v) Change from wagon to container or vice versa;

(vi) Change the size of container equipment booked (20ft to 25ft or 40ft).

There are certain exceptions when this Booking Edit - Major surcharge won't apply, such as when it is the result of a KiwiRail caused issue e.g. a late train missing an onforwarding connection, the booking being on a train service which has been cancelled etc.. But in all other circumstances where the modification is as a result of a non-KiwiRail caused issue, this Booking Edit - Major surcharge will apply.

Booking Edit - Cancellation

The Booking Edit - Cancellation surcharge applies whenever a customer contacts our Customer Logistics team or uses the KiwiRail booking portal to cancel an existing booking outright.

It is charged on a per booking basis if the cancellation is requested to be made more than eight (8) hours prior to the freight booking's cut-off time, or on a per 'unit of freight' basis (i.e. per container or wagon) if the cancellation is requested to be made within eight (8) hours of the freight booking's cut-off time, regardless of the reason.

Note: Cancellations are not permitted for Book and Pay Bookings. The full freight rate for these bookings remains payable.

There are certain exceptions when this Booking Edit - Cancellation surcharge won't apply, such as when it is the result of a KiwiRail caused issue e.g. a late train missing an onforwarding connection, the booking being on a train service which has been cancelled etc.. But in all other circumstances where the modification is as a result of a non-KiwiRail caused issue, this Booking Edit - Cancellation surcharge will apply.

Unutilised Booking - No Show

The Unutilised Booking surcharge is charged whenever a customer who has a valid booking, either fails to cancel it in advance of the scheduled cut-off time and/or fails to deliver a container or present or use a wagon in accordance with the booking made and as a result, the booking and some or all of the applicable container or wagon slot(s) are not utilised.

The amount of the surcharge that will apply, will be a sum equal to the freight rates that would have been charged to the customer if all of the booked container/s or wagon/s of freight had been received and transported by KiwiRail in accordance with the booking.

Table A below shows the various surcharges applicable based on the various booking types and lead times:-

Table A - Capacity Management Surcharges	Booking type			
Event type	Book & Pay (via KiwiRail Customer Logistics team)	Book and Pay (by Customer using the Customer Portal)	Flexible (via KiwiRail Customer Logistics team)	Flexible (by Customer using the Customer Portal)
Minor Edit (any time)	$30.00	No charge	$30.00	No charge
Major Edit (more than 8-hours' notice prior to train cut-off)	30% of the Full charge	30% of the Full charge	$30.00	No charge
Major Edit (less than 8-hours' notice, but prior to train cut-off)	Full charge	Full charge	30% of the Full charge	30% of the Full charge
Major Edit (after train cut-off)	Full charge	Full charge	Full charge	Full charge
Increase Equipment count in booking (any time)	No charge	No charge	No charge	No charge
Cancellation (more than 8-hours' notice prior to train cut-off)	Full charge	Full charge	$30.00	No charge
Cancellation (less than 8-hours' notice, but prior to train cut-off)	Full charge	Full charge	Full charge	Full charge
Unutilised Booking (no-show)	Full charge	Full charge	Full charge	Full charge

Notes:

1. "Full charge" means the full freight rate applicable for the booking will be payable.

Miscellaneous KiwiRail Surcharges

Container Terminal Additional Lifts

The Container Terminal additional lift surcharge will apply whenever a container requires more than the standard number of lifts allowed for in the customers' base freight rates. This applies whether or not the Container Terminal is operated by KiwiRail directly, or by a third party operated site working for KiwiRail.

Port Non-Acceptance

The Port Non-Acceptance surcharge is to cover the additional transport, lift and other associated costs incurred whenever a container has been rejected from a Port for reasons beyond KiwiRail's control. For example, if the container's booked transport has it arriving at the Port prior to the earliest date of acceptance (as determined by the Port) or the shipper hasn't provided a VGM (Verified Gross Mass) certificate in advance of the container's arrival onto the Port as is required. For the sake of clarity this surcharge will be levied against the freight payer.

Dunnage Removal and Disposal

The Dunnage Removal and Disposal surcharge will be applied to all containers that are returned to KiwiRail and which contain any form of dunnage, or other material that wasn't present at the time of release into the customer's control, which goes towards the costs of removal and disposal of all such contents left behind, in consideration for lost time and costs to KiwiRail for the delivery of replacement wagons and/or containers.

Clean and Wash

The Clean and Wash surcharge applies on a per container / wagon basis, whenever a container / wagon is received into a KiwiRail Container Terminal in an unclean condition which can't be remedied by a sweep or a blower and as a result, requires a full wash (i.e. steam clean and/or stain wash) in order to ensure the container / wagon is clean for re-use.

Container Door Seals

It is a requirement under KiwiRail's Freight Handling Code, that all container doors / curtains are adequately secured with appropriate seals in preparation for transportation prior to the container being presented to KiwiRail for carriage.

This is a critical safety requirement which applies to all containers, regardless of their load status, the route they are travelling over, or the duration of that travel.

The most common failure we see is the lack of application of seals on the movement of empty containers. So it is vital that everyone understands that this requirement to seal container doors / curtains is for **ALL** containers to be sealed regardless of their load status.

As part of our pre-departure train examinations, our KiwiRail operations teams will inspect all outgoing containers to ensure all doors / curtains are appropriately secured.

In the event that we find either no or inappropriate seals are in place, KiwiRail will source and apply our own seals. Where KiwiRail is required to do this, this surcharge will apply on a per container basis.

*Note: this surcharge is **always** the responsibility of the freight payer, even if they aren't the party who is actually loading/unloading or handling the container. Requests to charge parties other than the freight payer, will be refused.*

It is important that every customer who is paying for containers to travel on rail, ensures that this requirement is fully understood by all other parties who may be involved in the end-to-end movement of containers (i.e. container parks, trucking companies, or those responsible for either loading and/or unloading of containers).

A full outline of the requirements for container / curtain securing can be found by viewing KiwiRail's Freight Handling Code using the following web address:

https://www.kiwirailfreight.co.nz/assets/Freight-Handling-Code/Replaced-files/section_05_load_security_safety.pdf

KiwiRail reserves the right to refuse entry into our Container Terminals if seals are missing from containers and where such refusal is actioned, KiwiRail will accept no responsibility or liability for any additional costs that may be incurred as a result of such refusal.

Overloaded Containers / Wagons and Load Shifts / Imbalances

This surcharge applies in situations where containers or wagons are overloaded, or experience a load shift in transit, or have loads that are not evenly balanced (imbalanced) throughout the container or wagon.

Overload trigger alerts require the locomotive engineers to stop train services, cut out the overloaded wagon/s and then call for operational support to secure the wagon/s for inspection and resolution by customers.

The impact of even one overloaded wagon can cause significant delays to train schedules, not to mention the damages to KiwiRail rolling stock and infrastructure.

A standard Overload / Load Shift / Imbalance surcharge will apply to all such affected containers and/or wagons. If KiwiRail has had to incur other costs as a result of such instances, such as but not limited to, crane hire, road transport, additional locomotive movements, extra labour, security services etc., then these will also be charged to the customer in ***addition*** to this surcharge.

Damage Recovery - Rolling Stock & Equipment

This surcharge will apply in situations where KiwiRail supplied Rolling Stock (i.e. locomotives, wagons) or any Plant and Equipment (i.e. heavy machinery / generators) (but excluding containers) is damaged or contaminated while in use by a customer, a port company , or any other contracted party e.g. a port based stevedore.

"In use" is defined as being the period from when the Equipment was received into the Customer's care at the nominated location, until the time the Rolling Stock & Equipment has been returned back into KiwiRail's care after use. This surcharge is charged in **addition** to the actual costs incurred by KiwiRail as a result of any incidents (i.e. actual Rolling Stock & Equipment repair costs, plus any transport costs to get the Rolling Stock & Equipment to and from an appropriate repair facility, all labour, materials, administration and any mileage required for the repair staff) all of which will be charged to the customer.

* When KiwiRail determines that any Rolling Stock & Equipment has been damaged beyond economic repair, that asset will be scrapped. Please see Scrapped Equipment (Rolling Stock, Plant Equipment, Containers) below.

Damage Recovery - Containers

This surcharge will apply in situations where any KiwiRail Container (including curtain sided equipment) is damaged while in use by a customer. In use is defined as being the period from when the Equipment was received into the Customer's care at the nominated location, until the time the Equipment has been returned back into KiwiRail's care after use. This surcharge is charged in **addition** to the actual costs incurred by KiwiRail as a result of any incidents (i.e. actual Container repair costs, plus any transport costs to get the Container to and from an appropriate repair facility, all labour, materials, administration and any mileage required for the repair staff) all of which will be charged to the customer.

* When KiwiRail determines that any Container has been damaged beyond economic repair, that asset will be scrapped. Please see Scrapped Equipment (Rolling Stock, Plant Equipment, Containers) below.

Scrapped Equipment - (Rolling Stock, Plant, Containers)

When KiwiRail determines that any Equipment (including Rolling Stock (i.e. wagons, locomotives) or Plant (i.e. heavy machinery, generators) or any Containers have been damaged beyond economic repair, that Equipment or Container will be scrapped, and the customer will be liable for KiwiRail's loss of the value of that Equipment or Container based on its residual value, plus lost service life, less the value of any salvageable components or scrap such amount as determined by KiwiRail (acting reasonably). For the avoidance of doubt, KiwiRail shall retain ownership of any salvageable components and be free to retain or dispose of such components as it sees fit.

Late Manifest

The Late Manifest surcharge will apply to any booking that has been made to moving any freight on our rail network (freight being a container and/or a wagon) where the appropriate manifest documentation for that freight has not been received by KiwiRail in an acceptable format, prior to the scheduled manifest documentation cut-off time for the departing train service on which the freight was booked to travel.

Late gate-in of Containers

The Late gate-in surcharge will apply on a per container basis whenever a container is received into a KiwiRail Container Terminal after the required gate-in time for that container, based on the train service on to which it is booked to travel.

Note that this surcharge only applies if the container is still able to travel on the service to which it had originally been booked. If this isn't the case and the container requires rebooking onto another, later train service, then the surcharge that will apply in such instances will be the Unutilised Booking surcharge which is outlined above.

Wagon / Container Diversion

The Wagon / Container Diversion surcharge will apply to any wagon / container that we are required to send to a destination that differs from that noted in the original booking detail provided and which results in additional transport costs. This surcharge is "price on application" (POA) as costs are dependent on the final destination advised.

Additional Metro Shunt

The Additional Metro Shunt surcharge applies whenever we are required to perform an additional shunt placement or pick-up into, or out of a private siding within a defined 'metro' area, in order to recover the additional transport costs of performing such extra work. This surcharge is a charge per shunt, not per wagon or per container. The costs of this will vary depending on the locations and shunt services involved.

MetroPort Rail Transfer Charge

The Metroport Rail Transfer Charge is a levy that applies per container, regardless of its size or loaded status whenever containers are required to be transferred between MetroPort and any other location within KiwiRail's Southdown Freight Terminal.

Examples of when this charge would apply, would be when a container has been booked to travel on rail from Whangarei to MetroPort and upon arrival into the Southdown Freight Terminal, we are then required to physically transfer the container into MetroPort to await its subsequent transport on a rail service bound for the Port of Tauranga. If the reverse journey was to occur, the same charge would also apply.

Similarly, this charge would also apply to a container that might already be located within the Southdown Freight Terminal which is subsequently booked to travel on rail to MetroPort, as we are still required to physically transfer the container into MetroPort to await its subsequent transport on a rail service bound for the Port of Tauranga. Once again, if the reverse journey was to occur, the same charge would also apply.

The only exception to this rule, is for containers that are moving either out of KiwiRail's Container Connect - Southdown - Southdown facility to connect with an onforwarding rail service, or those that are moving into the Container Connect - Southdown - Southdown facility from an inbound rail service. Any such containers will be exempt from this surcharge.

This charge is designed to contribute to the various costs involved when transferring containers between MetroPort and KiwiRail's main Southdown Freight Terminal.

Container Connect - Southdown - Southdown VBS Transaction Charge

A Vehicle Booking System (VBS) is in operation at Container Connect - Southdown - Southdown.

A VBS booking will be required to be made for every container that is being either delivered into, or uplifted from Container Connect - Southdown - Southdown, regardless of whether the same vehicle is being used. This Container Connect - Southdown VBS Transaction Charge is the fee charged to make each VBS booking. Any truck arriving at Container Connect - Southdown without a valid booking will be refused entry.

Applies for each VBS booking (transaction) made by a Transport Operator to either deliver and/or uplift any container and it applies on a per container basis.

Container Connect - Southdown VBS Transaction Cancellation Charge

The Container Connect - Southdown VBS Transaction Cancellation Charge is a fee that is charged wherever a Transport Operator cancels a VBS booking where the cancellation is made within four (4) hours of the commencement time for the originally booked VBS timeslot. Where cancellations are made with more than four (4) hours notice, no charges will apply.

Container Connect - Southdown VBS Transaction No Show / Expired Charge

The Container Connect - Southdown VBS Transaction No Show / Expired Charge applies to all transactions between 0600 and 2000 inclusive Monday to Friday, where the transaction has not been processed within four (4) hours of the completion of the on-time window. The on-time window is calculated as the truck arrival within the window defined as being between thirty (30) minutes prior to the commencement of the booked slot and up to sixty (60) minutes after the end of the booked slot.

Wagon Lift-off

The Wagon Lift-off surcharge will apply to any incident where any party (including customers, ports, and contracted operators) involved in lifting containers, logs, generators or any other freight or associated items off wagons, accidentally or otherwise causes a wagon to be lifted up, sometimes derailing it.

This surcharge will also apply to derailed rolling stock (locomotives, wagons, curtain sided equipment) when one or more of the wheels leaves the running surface of the rail/climbs up out of the rail head.

All incidents of wagon lift-offs, regardless of whether the wagon has actually been de-railed and also regardless of whether or not a de-railed wagon has subsequently been re-railed, are required to be reported to KiwiRail by advising our Customer Logistics team on (0800) 351-351.

Upon notification, KiwiRail will send staff out to the site to investigate and ensure the wagon has been re-railed correctly and is otherwise safe to run and the rail track is safe to use.

At no stage are any non-KiwiRail staff permitted to attempt to re-rail any wagon that de-railed due to a lift-off event.

The Wagon Lift-off surcharge will apply to these incidents. Please note that any time required over and above the standard four (4) hours, as well as any plant necessary to assist our staff to re-rail the wagon, will also be charged in ***addition*** to this surcharge.

Also, any and all associated costs relating to the repair of any damage that has been caused to either the wagon, other KiwiRail owned equipment and/or the rail track as a result of the lift-off will be charged in ***addition*** to this surcharge.

This will include charging for all labour, materials, administration and any mileage required for the repair staff.

KiwiRail Infrastructure Damage Recovery

The KiwiRail Infrastructure Damage Recovery surcharge is a charge levied to recover the repair and other associated costs whenever any KiwiRail infrastructure is damaged by a customer, or someone acting on behalf of a customer including ports and contracted operators. Infrastructure is defined as being any KiwiRail rolling stock e.g. locomotives, wagons etc., or any rail related asset e.g. track, signals, overhead power, signage etc..

If any damage is done to any such infrastructure, then KiwiRail will seek full recovery for the repair costs of the damage, plus a 10% margin, from the relevant freight paying customer for the rail movement that caused the infrastructure damage, regardless of whether or not the freight payer was actually involved in the causation of the incident. Recovery of all costs resulting from this surcharge from the actual party that caused the damage, will be the responsibility of the freight paying customer.

KiwiRail CT Pavement Levy

The KiwiRail Pavement Levy will apply on a per container basis and it is charged whenever a truck either :-

(a) arrives at any KiwiRail operated Container Terminal (CT) facility to deliver a container which is booked to travel on an outbound rail service; or

(b) arrives at any KiwiRail operated Container Terminal (CT) facility to uplift a container which has arrived on an inbound rail service.

This levy will not apply to the following CT sites: Tauranga, Napier, Whanganui, Fairfield Freight Hub, Oamaru and Temuka. The funds this levy provides, will partially contribute to the maintenance of safe and reliable roadways and pavements within our Container Terminal sites. Note that this levy will not apply to any containers that are simply transiting through any Container Terminal site by rail i.e. connecting from an inbound train to another outbound train, or any that arrive into or depart from any KiwiRail owned and operated Container Terminal site on rail.

Southdown Weighbridge

KiwiRail has a fully certified weighbridge that is available for use by customers who have an active freight payer account with KiwiRail and who wish to check-weigh a container prior to it being delivered for rail transport, or after uplifting one.

The weighbridge is situated just outside the entrance to KiwiRail's Southdown Container Terminal, so you do not have to enter the facility to use it.

The Southdown Weighbridge surcharge applies on a per truck or trailer, per weigh basis. All users will have to register with KiwiRail prior to any use and a pin code will be issued for each truck and/or customer that will be using the weighbridge.

Upon registering to be a user of the weighbridge facility, KiwiRail will provide this pin code at no cost.

Additional details on the weighbridge and its use, how to apply for an account and the application form can be found on the KiwiRail Freight website https://www.kiwirailfreight.co.nz/ in the Rail Freight / Weighbridge section.

Christchurch Weighbridge

The Christchurch Weighbridge surcharge applies on a per truck or trailer, per weigh basis. All users will have to register with KiwiRail prior to any use, as you will need a special electronic 'fob' device for each truck that will be using the weighbridge. Upon registering to be a user of the weighbridge facility, KiwiRail will provide this 'fob' at no cost. Additional details on the weighbridge and its use, how to apply for an account and the application form can be found on the KiwiRail Freight website https://www.kiwirailfreight.co.nz/ in the Rail Freight / Weighbridge section.

Christchurch Weighbridge 'fob'

The Christchurch Weighbridge 'fob' surcharge applies whenever a party who is seeking to use the weighbridge, requests an extra or replacement electronic 'fob'. It will be applied on a per replacement 'fob' basis.

Spill Clean Up

This surcharge applies in cases where the contents of a container have incurred some event which has resulted in some of its contents spilling out of the container which then requires KiwiRail to undertake a clean-up operation. As the costs included could vary depending on the situation, no fixed surcharge amount applies. Recovery will instead be based on the actual costs incurred, including labour, materials, transport and disposal etc..

Fuel Adjustment Factor (FAF)

The Fuel Adjustment Factor is a surcharge applied on top of all freight and applicable Ancillary Surcharges, which is designed to ensure the appropriate recovery of fuel price fluctuations. The level of KiwiRail FAF is adjusted monthly in line with KiwiRail's standard methodology, which is based on the MOPS (Mid of Platt Singapore) index and also takes into account changes in foreign currency values and any applicable levies, taxes etc. and is advised under separate cover to all customers via e-mail each month.

Container Storage - Auckland and Other locations

These charges will apply whenever KiwiRail is requested or required to temporarily store containers at any of its Container Terminals for whatever reason.

The charges apply on a per container, per day basis and for the purposes of charging, part days will be deemed to be full days, e.g. 7.5 days storage will be charged as 8 days.

All lifts performed in the process of accepting containers into any KiwiRail Container Terminal for storage and then removing them from storage, plus any other additional lifts as may be required while they are in our care, will be charged for at the Container Terminal Additional Lifts rates advised herein.

These storage charges will be invoiced to the customer's freight payer account, but should non-account holders wish to store containers, we are able to accommodate this. Storage costs will accrue and payment can be made directly into our bank account, the number of which will be provided at the time. No stored containers will be released until payments have been received.

Track User Charge (TUC)

The New Zealand Government legislation requires that KiwiRail pay a Track User Charge (TUC). The legislation states that all freight moving on KiwiRail's network, must pay a TUC which KiwiRail collects and then passes back to Waka Kotahi as a contribution to the National Land Transport Fund (NLTF). The amount of the TUC and the methodology by which it is applied will be reviewed annually by KiwiRail, based on advice received by the Government.

At present most customers will see the TUC as a percentage surcharge which is applied to the freight cost of the goods being transported. Note that the TUC surcharge will not be added to any other Ancillary Surcharge as it will only be applied to the actual freight cost. GST will apply to the TUC.

The TUC from 1 July 2025 will be 5.1%, but this is subject to change as determined or required by the legislation covering the TUC and its application. KiwiRail will advise all customers of any impending changes to the TUC as soon as it is reasonably able to, after it becomes aware of such changes and those changes will then apply as per the stated advice received from the Government.

Commercial Vehicle - Interislander related surcharges

Unutilised Booking (No Show)

The Unutilised Booking (No Show) ancillary surcharge is charged whenever a customer who has a valid booking on an Interislander sailing, either fails to cancel it or move it to another sailing in advance of the scheduled sailing (noting this must be done prior to one (1) hour before the scheduled sailing time) and/or fails to show up for the booked sailing in accordance with the booking made and as a result, the booking and the applicable commercial vehicle space is not utilised.

The amount of the ancillary surcharge that will apply, will be a sum equal to the rate that would have been charged to the customer if the booked commercial vehicle had shown up and travelled on the Interislander sailing in accordance with the booking.

Interislander Driver Assist Fee

The Interislander Driver Assist Fee applies when Interislander is requested or required to complete the "driving-on" to one of its Interislander ferries and/or the "driving-off" from one of its Interislander ferries, of a truck, tractor unit, or any other truck and trailer combination on behalf of customers. Where only one of the two activities is performed, the same fee will still apply.

Interislander Mafi Assist Fee (Drop Trailers)

The Interislander Mafi Assist Fee applies when Interislander is requested or required to complete the "driving-on" to one of its Interislander ferries and/or the "driving-off" from one of its Interislander ferries as part of the loading and discharging operation of drop trailers on behalf of customers for carriage on the ferry. A drop trailer is defined as being a trailer that has been disconnected from its motive power source, that a customer leaves at either of the Interislander commercial vehicle terminals at Wellington and/or Picton. This service is performed using Interislander operated terminal tractor units.

Interislander Dangerous Goods Administration Fee

The Dangerous Goods fee is a cost recovery to reflect the additional compliance costs incurred in administering and monitoring the shipment of Dangerous Goods and in order that KiwiRail meets the regulatory requirements of applicable authority - LTNZ and in the case of freight travelling inter-island, the International Marine Organisation (IMO).

Interislander Incorrect / Missing Dangerous Goods Paperwork Fee

The Incorrect / Missing Dangerous Goods Paperwork fee is a cost recovery to reflect the additional work our staff have to undertake either to remedy dangerous goods declarations that have been sent to us for a truck's carriage on the Interislander where those declarations do not fully comply with the Dangerous Good regulations for carriage by sea, or whenever a truck containing dangerous goods arrives for carriage and no prior declarations have been submitted.

MetroPort Ancillary Surcharges

Metroport is the inland port facility that KiwiRail operates at its Southdown Freight Terminal that handles the movement of import and export containers (laden or empty) that are travelling between this facility and the Port of Tauranga in either direction.

MetroPort Container related surcharges

Although the operational responsibility at MetroPort has transferred from the Port of Tauranga (PoT) to KiwiRail (since 1 December 2025), the existing container related surcharges administered by PoT will continue to operate, with PoT undertaking them on KiwiRail's behalf until KiwiRail takes this over directly.

For ancillary surcharges relating to MetroPort container movements, please refer to the Port of Tauranga Principal Tariff 2026/2027:

https://www.port-tauranga.co.nz/wp-content/uploads/Port-of-Tauranga-Principal-Tariff-2026-2027.pdf

Until further notice, PoT will continue to administer and invoice ancillary surcharges incurred at MetroPort outside the shipping line's agreed cargo free-time periods with KiwiRail.

MetroPort - VBS surcharges

A Vehicle Booking System (VBS) is in operation at Metroport.

Although the operational responsibility at MetroPort has transferred from the Port of Tauranga (PoT) to KiwiRail (since 1 December 2025), the existing VBS arrangements administered by PoT will continue to operate, with PoT undertaking them on KiwiRail's behalf until KiwiRail takes this over directly.

All Transport Operators seeking to enter MetroPort will be required have a valid Carrier Access Agreement and hold a valid account with Containerchain (the VBS service provider).

MetroPort VBS Transaction Charge

A VBS booking will be required to be made for every container that is being either delivered into, or uplifted from MetroPort, regardless of whether the same vehicle is being used. This MetroPort VBS Transaction Charge is the fee charged to make each VBS booking. Any truck arriving at MetroPort without a valid booking will be refused entry.

Applies for each VBS booking (transaction) made by a Transport Operator to either deliver and/or uplift any container and it applies on a per container basis.

MetroPort VBS Transaction Cancellation Charge

The MetroPort VBS Transaction Cancellation Charge is a fee that is charged wherever a Transport Operator cancels a VBS booking where the cancellation is made within four (4) hours of the commencement time for the originally booked VBS time slot. Where cancellations are made with more than four (4) hours notice, no charges will apply.

MetroPort VBS Transaction No Show / Expired Charge

The MetroPort VBS Transaction No Show / Expired Charge applies to all transactions between 0600 and 2000 inclusive Monday to Friday, where the transaction has not been processed within four (4) hours of the completion of the on-time window. The on-time window is calculated as the truck arrival within the window defined as being between 30 minutes prior to the commencement of the booked slot and up to 60 minutes after the end of the booked slot.

MetroPort Rail Transfer Charge

The Metroport Rail Transfer Charge is a levy that applies per container, regardless of its size or loaded status whenever containers are required to be transferred between MetroPort and any other location within KiwiRail's Southdown Freight Terminal.

Examples of when this charge would apply, would be when a container has been booked to travel on rail from Whangarei to MetroPort and upon arrival into the Southdown Freight Terminal, we are then required to physically transfer the container into MetroPort to await its subsequent transport on a rail service bound for the Port of Tauranga. If the reverse journey was to occur, the same charge would also apply.

Similarly, this charge would also apply to a container that might already be located within the Southdown Freight Terminal which is subsequently booked to travel on rail to MetroPort, as we are still required to physically transfer the container

into MetroPort to await its subsequent transport on a rail service bound for the Port of Tauranga. Once again, if the reverse journey was to occur, the same charge would also apply. The only exception to this rule, is for containers that are moving either out of KiwiRail's Container Connect - Southdown facility to connect with an onforwarding rail service, or those that are moving into the Container Connect - Southdown facility from an inbound rail service. Any such containers will be exempt from this surcharge.

This charge is designed to contribute to the various costs involved when transferring containers between MetroPort and KiwiRail's main Southdown Freight Terminal.

Port of Tauranga TCT Rail Access Charge

Applies on a per container basis to all containers travelling on rail, that are consigned either into or out of the Port of Tauranga or KiwiRail's Tauranga Container Terminal (which is located within the Port). Some exceptions apply (see Key Explanations below on page 23).

MetroPort - Additional Lifts

The MetroPort Additional Lifts surcharge will apply whenever KiwiRail is required to perform additional lifts that KiwiRail deems to be over and above the standard lifts that would apply in normal circumstances (standard lift allocation is two (2) lifts) e.g. where a particular container is requested to be uplifted by either the cargo owner or the freight payer and it is not easily accessible within the general container stack in which it has been placed.

MetroPort - Dangerous Goods Administration

The MetroPort Dangerous Goods Administration surcharge is a cost recovery to reflect the additional compliance costs incurred in administering and monitoring the shipment of Dangerous Goods and in order that KiwiRail meets the regulatory requirements of applicable authority - LTNZ and in the case of freight travelling inter-island, the International Marine Organisation (IMO).

MetroPort - Incorrect Placarding

The MetroPort Incorrect Placarding surcharge will apply whenever a container is gated-in for carriage, where it doesn't comply with the placarding requirements based on the transport it requires. KiwiRail will, using its reasonable endeavours and at its convenience and determination, apply the missing placards as required.

Note that KiwiRail makes no guarantee that it will always have supplies of all placard types and the risks and costs related to any delays in transporting containers that were not appropriately placarded when presented to KiwiRail for carriage, will be for the customer and not KiwiRail.

MetroPort - Supply of Dangerous Goods Placards

The MetroPort Supply of Dangerous Goods Placards surcharge will apply on a per placard basis, for every placard that KiwiRail is required and is able to provide, in order to ensure that the container will comply with the necessary regulatory requirements of applicable authority.

Note that KiwiRail makes no guarantee that it will always have supplies of all placard types and the risks and costs related to any delays in transporting containers that were not appropriately placarded when presented to KiwiRail for carriage, will be for the customer and not KiwiRail.

MetroPort - Incomplete / incorrect Dangerous Goods Declaration

The Incomplete / Incorrect Dangerous Goods Declaration surcharge will apply wherever an incomplete or incorrect Dangerous Goods declaration has been submitted, regardless of the reason, and covers the additional operational and administrative work required to review the various segregation rules, ensure compliance with regulations, re-marshal the container / wagon on the train and any other activity necessary to ensure legal carriage compliance.

MetroPort - Failure to Declare Dangerous Goods

The Failure to Declare Dangerous Goods surcharge will apply for the non-disclosure, regardless of the reason, of the carriage of any Dangerous Goods within a container. If discovered, KiwiRail will arrange to remove such containers from the train at the earliest opportunity and the freight payer, as well as being charged at the full rate for the carriage that was booked, will also be liable for to pay KiwiRail for any and all operational costs incurred as a result.

MetroPort - Failure to Uplift

The Failure to Uplift surcharge will apply on a per container basis and regardless of the reason, where the cargo owner / importer hasn't ensured that any containers that contain Dangerous Goods, have been uplifted from MetroPort within the maximum time period permitted by KiwiRail.

For permitted Class 1 Dangerous Goods, that maximum time period is twenty-four (24)-hours and for all other classes, it is seventy two (48) hours.

This time period commences from the time the container has been discharged from the inbound train service and placed to ground at MetroPort. It is important to understand that the start time for the dwell period, starts when the container arrives into MetroPort and has been grounded. This time is now noted in the PortConnect system.

Should any container risk breaching the maximum time period permitted based on the class of dangerous goods being conveyed, then KiwiRail will arrange for the container's temporary removal from and subsequent return to, MetroPort. Upon the container's return to MetroPort, the dwell period permitted will re-set.

If the container should again risk breaching this maximum time period as stated above, then the same process will repeat until such time as the container is finally removed from MetroPort. This surcharge will apply each and every time KiwiRail is required to perform such a removal.

In all cases, the cargo owner / importer or their appointed agent will be the party responsible for the payment of these costs.

Third party surcharges

Fairfield Freight Hub Infrastructure Charge

The Fairfield Freight Hub Infrastructure Charge is a charge that the operator of the Fairfield Freight Hub applies each time a container is either consigned in to or out of, the Fairfield Freight Hub in Ashburton. It applies on a per container basis, regardless of its loaded status, relative to the size of each container.

LPC Rail R&D Levy

The LPC Rail R&D Levy surcharge is a charge that the Lyttleton Port Company (LPC) applies on a per container basis and regardless of its size and loaded status, to every container that is being either railed into and/or railed out of either LPC's Lyttelton Container Terminal and/or LPC's City Depot facilities (the "LPC Facilities").

This levy also applies to any container that is being railed into and/or railed out of LPC's Midland Port facility, where that container does not originate from, or is not consigned to, either of the other LPC Facilities.

LPC invoices KiwiRail for all such charges, which KiwiRail will then recover via the application of this ancillary surcharge.

POAL Rail Handling Charge

The POAL Rail Handling Charge is a charge that the Port of Auckland (POAL) applies on a per container basis and regardless of its size or loaded status, to every container, that is either being railed into and/or railed out of the Port of Auckland's Waitemata seaport facility.

POAL will invoice KiwiRail for all such charges, which KiwiRail recovers via the application of this ancillary surcharge.

POAL DG Container Surcharge

The POAL DG Container Surcharge is a surcharge that the Port of Auckland applies on a per container basis and regardless of size, whenever any loaded container containing Dangerous Goods, regardless of the quantity/ies and type/s involved, is either railed into and/or railed out of the Port.

POAL Export DG Certificate Penalty Charge

The POAL Export DG Penalty Charge is a surcharge that the Port of Auckland applies on a per container basis and regardless of size, whenever any export container containing Dangerous Goods, regardless of the quantity/ies and type/s, is railed into the Port and which is found to have non-compliant regulatory Dangerous Goods paperwork.

Port Otago Rail R&D Charge

The Port Otago Rail R&D Charge is a charge that Port Otago applies to every loaded container and regardless of size, that is either being railed into and/or railed out of their Port Chalmers Container Terminal.

Port Otago will invoice KiwiRail for all such charges, which KiwiRail will recover from the party responsible for paying the rail transport costs for the relevant container via the application of this ancillary surcharge.

Port of Tauranga TCT Rail Access Charge

The Port of Tauranga TCT Rail Access Charge is a levy the Port of Tauranga applies per container, regardless of their size or loaded status.

The containers that **will** attract this Port of Tauranga TCT Rail Access Charge are those that meet the following criteria:

Export

Any container (loaded or empty) consigned from any New Zealand location that is moving on rail to the Port of Tauranga's Sulphur Point container terminal that is destined to be loaded on board an outbound ship.

Example: An export container loaded with meat originating in Auckland and travelling to Sulphur Point on rail to catch an export vessel.

Import

Any container (loaded or empty) that has been discharged from an inbound ship and then consigned from the Port of Tauranga's Sulphur Point container terminal and which is destined to move on rail to any other New Zealand location.

Example: An import container loaded with bananas discharging from a vessel which is then travelling on rail to Wellington.

Domestic

Any container (loaded or empty) moving to and/or from any New Zealand location, that transits through KiwiRail's container terminal which is located within the Port of Tauranga's Sulphur Point facility.

Example: A container of household furniture travelling on rail from KiwiRail's container terminal in Napier, to KiwiRail's container terminal in Tauranga.

PrimePort Rail Levy

The PrimePort Rail Levy is a charge that PrimePort Timaru has advised it will apply to every container, regardless of its size or loaded status, that is either being railed into and/or railed out of their PrimePort Container Terminal.

PrimePort Timaru will invoice KiwiRail for all such charges, which KiwiRail will recover from the party responsible for paying the rail transport costs for the relevant container via the application of this ancillary surcharge.