



KiwiRail Freight Update

November 2023

Interislander ferry disruption – Damage to Kaiarahi’s hull

On Sunday evening the Kaiarahi (our Interislander vessel) came into berth in Wellington and unfortunately contacted a fender on the wharf, sustaining some damage. Due to the incident the Kaiarahi has been removed from service to undergo repairs.

While repairs are tracking well, high winds over the last couple of days have delayed the use of a crane and we have looked at using temporary scaffolding to complete part of the repair work. We are working around the clock to get safely back into operation.

How will this impact rail freight?

To provide additional capacity we’re running the Aratere on 3 return trips instead of 2 every second day. From previous experience, this can cause delays to the ferry turnaround times of approximately 2-3 hours as our crews do their best to clear one sailing and prepare for the next. Consequently, there could be some delays to freight moving on the Auckland – Christchurch rail corridor. This disruption also has the potential

to impact our empty wagon supply to customers in Auckland on Friday but please rest assured our team are working extremely hard to minimise any delays and communicate any disruption to your normal service levels. Currently we only have a small backlog of freight on our network and with Christchurch anniversary this Friday, we are confident that we will reset and clear this backlog by the end of this week.

Compliance requirements reminder

With demand high and our desire to keep your freight moving as seamlessly as possible, we’d like to remind you of some key compliance requirements. Please work with your teams to ensure that:

1. Manifests are received on time
2. Dangerous Goods freight documentation is sent through complete with correct information
3. Dangerous Goods placards are correct and appropriate for land and/or sea transport; and
4. Security or tamper proof seals are applied to freight units as appropriate.

1. Manifests

In order to expedite the collection of freight units from rail sidings, or the delivery of freight units into KiwiRail CT sites, it’s essential we receive complete and correct manifests (consignment notes or carters notes). Delays will occur if a freight unit is presented with

manifests that contain different details to those you requested at the time of booking, e.g. changes of destination or consignee, dangerous goods freight for a non-dangerous goods booking, or incorrect reefer details, etc.

2. Dangerous Goods segregation and declarations - intra and inter island

It is a legal requirement that all dangerous goods declaration documentation and their segregation within the freight unit, are both done in strict accordance with the relevant regulations, bearing in mind there are differences in these requirements for intra and inter island travel.

3. Dangerous Goods placards

As with dangerous goods declarations, it is a legal requirement that you ensure that you are correctly placarding any freight unit that contains dangerous goods. The placarding regulations also differ between inter and intra island

movements, so understanding this is very important. Freight units arriving into KiwiRail’s care with incorrect or missing placards, will not be transported.

4. Seals

Freight units (whether empty or full) travelling on the KiwiRail network, must have all doors, curtains, hatches etc., closed (with their corresponding bars and locking mechanisms in place) and securely fastened with either cable ties, container seals/bolts, or padlocks. This keeps your freight unit and everyone near the rail network safe from the risks of a door opening while the freight unit is en-route. Please refer to section 5.6 of the KiwiRail Freight Handling Code.

<https://www.kiwirailfreight.co.nz/rail-freight/freight-handling-code/>

Thank you in advance for your help in ensuring our services run as efficiently as possible through the peak season and beyond.

Programmed Block of Lines for Christmas

This Christmas holiday period, our teams will be busy across Aotearoa New Zealand progressing work on key projects to build resilience and efficiency across the network. Growth in freight and passenger demand is forecasted to grow 30% by 2030, which heightens the need to future-proof and ensure capacity meets demand.

Auckland Metro Programme

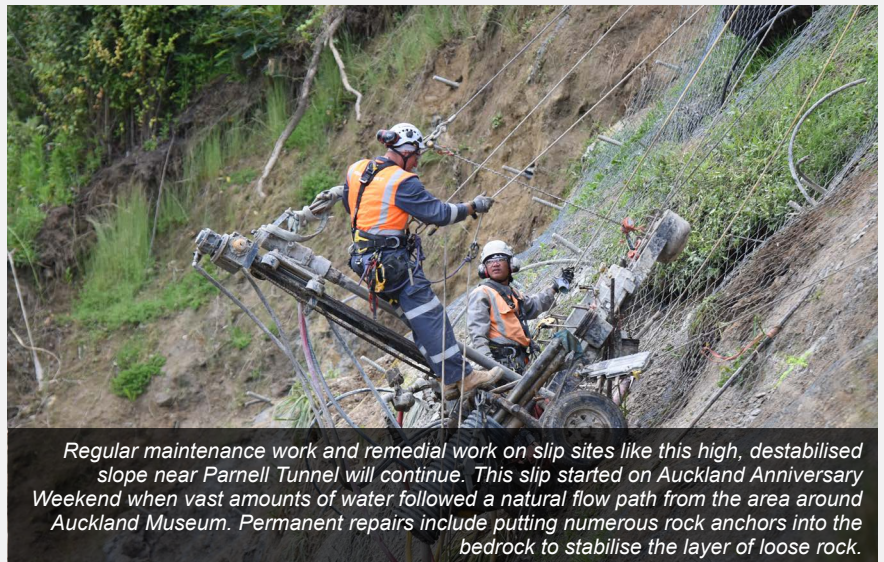
We're undertaking works to prepare for the additional services that will run when the [City Rail Link](#) opens in late 2025. A big part of this programme involves creating more separation between freight services and commuter trains, with a dedicated Metro as well as optimised logistics for freight. A better flowing Auckland network also benefits freight movements into and through Auckland, and out to Hamilton, Tauranga, and the rest of New Zealand.

- We're adding new track to ease congestion and improve links to freight hubs - [Third Main Line](#)
- Extending electrification - [Papakura to Pukekohe electrification](#)
- Upgrading the underlying track infrastructure – [Rail Network Rebuild](#)
- Building new stations - [New stations for South Auckland](#)

In order to progress this work safely, we'll be using the Christmas season to have a full block of line:

All services to and from Auckland (south and north) will be cancelled between:

Saturday 30 December and Thursday 4 January (18.00)



Interislander

It's been over 20 years since New Zealand introduced a brand new purpose-built ferry to its fleet. The [two new Interislander ferries](#) will be more efficient and support KiwiRail's goal to reduce carbon emissions by 30 per cent by 2030 and be carbon neutral by 2050.

They will be bigger, cleaner, and more modern than the current fleet, and are expected to cater for

30 years of freight and passenger growth. This means carrying twice as many passengers as the current three ship fleet, 300 per cent more rail wagons and almost double the number of trucks and other vehicles.

In preparation for the arrival of these assets, there will also be a disruption to freight moving into and out of Wellington and Picton.

All services between Palmerston North and Wellington will be cancelled between:

Tuesday 26 December and Monday 8 January (18:00)

With the exception of services running from Auckland Friday 5 January and Saturday 6 January.

This will allow for work on two bridge replacements between Waikanae and Te Horo, and improve service flows at the Porirua junction.

Picton to Christchurch

All services to and from the South Island (ex-Auckland / Wellington) will be cancelled from:

Monday 25 December to Monday 5 of January (18:00)

This will allow us to progress work on the Picton yard in readiness for the arrival of the new ferries in 2026.

Safety first:

Please be aware that some work trains and maintenance vehicles will still run so take care at level crossings. There will be some sites where work is planned for the day only, however on these sites, night works may be required. We appreciate your patience as we complete these critical works.



It's all go in Waitohi Picton with preparing and positioning underway to ensure construction runs smoothly over Christmas. The Protected Passenger Walkway (PPW) launched on 1 November has been going well.

New Port of Auckland Rail Handling Charge

On 1 January 2024, the Port of Auckland (POAL) are introducing a new rail handling charge that they will apply to all containers that are either railed onto or off their Waitemata seaport facility.

The Rail Handling Charge is a flat fee irrespective of the container's size, so 20ft or 40ft containers will all incur the same charge.

POAL will invoice KiwiRail for all such charges, which KiwiRail will then need to recover via the application of a new Ancillary Surcharge. This will be called the "POAL Rail Handling Charge".

KiwiRail has set the POAL Rail Handling Charge at \$21.50 (excl. GST) per container. This will be added to the container's actual transport charges at the time of invoicing for the container movement.

It is important to note that at the same time this new rail charge commences, POAL is also increasing their Vehicle Booking System charges for trucks entering the port by up to \$30 (excl. GST) per container, meaning rail transport as a mode will remain just as competitive if not more so, even after this change.

2023 Xmas BoL Map

