

OIA2024 - 127

Mr James Robinson

Via email: fyi-request-27618-bfe27ea9@requests.fyi.org.nz

Dear Mr Robinson

I refer to your request under the Official Information Act 1982 (the Act) on 15 July 2024 asking:

“The publicly available Kiwirail Board Deep Dive (from May 2023) notes that rail enabled ferries are expected to have longer loading/turnaround times than RoPax ferries.

I would like to request the following information relating to the irex project under the OIA:

- a). Any report/document with modelling outcomes for the 2 scenarios that was used to draw that conclusion in the board deep dive.*
- b). Any other reports with modelled loading times for rail enabled or RoPax ferries, received by kiwirail after 1 Dec 2022.*

I understand from media reports that Kiwirail was targeting either a 60, 80, or 120 minute turnaround time (depending on seasonal demand). Should the modelling suggest these turnaround times could not be met with either option, I would like to request additional information relating to how Kiwirail responded to that.

As such, if it exists, I would also like to request:

- c). Confirmation of whether or not the terminal design was changed after modelling was received, to enable a 60/80/120 minute turnaround window, and if so any estimates held by Kiwirail of the cost implications of the change in design.*
- D). Confirmation of whether or not the ability to meet the planned turnaround time (and hence stick to the planned sailing schedule) was accounted for in subsequent NPV calculations used for the project.”*

We have considered your request, please see the information provided below and attached.

Question A

Document one: Updated end to end timings (Train to ship to train), dated 16/11/2023.

This document contains timetable modelling for rail enabled ships based off KiwiRail and Interislander rail and fleet plans and is being withheld in full under Section 9(2)(i) commercial activities.

The timetable modelling was conducted to ascertain optimal ship sailing time gates and associated turnaround times with corresponding train arrival times and the container transfer operations required for marshalling of road trailers. The modelling identified optimal schedules for two ship and one ship operations.



The one ship timetable was necessary for when one ship was removed from revenue service for maintenance. The turnaround time for two ship operations was 80-minutes (2.5 return sailings per day) and for one ship operations turnaround time was 60-minutes (three return sailings per day).

Question B

Document Two: Summary of turnaround modelling - 21 March 2023

This document is being withheld in full under Section 9(2)(i) commercial activities. This document is a presentation that summarised detailed modelling for rail enabled ships conducted by the terminal designer WSPJ.

The modelling indicated that ship operations could meet 80-minute and 120-minute turnaround times. In order to meet a 60-minute turnaround time during peak season the rail freight capacity would need to be reduced from six to four rakes (32 wagons). This partial rail load during peak season still provided a significant increase in rail capacity compared to our current fleet (Aratere).

Question C

The terminal design went through a number of iterations supported by early modelling. Some changes related to improving the traffic flow and the processing of freight and logistics through identified pinch points like rail and vehicle crossings and linkspans. These were not considerable changes to the fundamental design elements for the terminals. Interislander had commenced further investigations to review the design and current rail and turnaround procedures with a view to proposing recommended operational changes that could enhance the turnaround times and safety.

Question D

The NPV was calculated for the project as a whole and reflected the timetable modelling.

This decision has been made under the Act. You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website: www.ombudsman.parliament.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read "Laura Ratuva".

Laura Ratuva

Senior Communications Advisor, KiwiRail

