

Before the Expert Panel appointed under the Fast-track
Approvals Act 2024

FTAA-2604-1207

Under	the Fast-track Approvals Act 2024
In the matter	of the substantive application for the Southern Link Inland Port
By	Southern Link Property Limited

**STATEMENT OF EVIDENCE BY MATT HORAN ON BEHALF OF SOUTHERN LINK
PROPERTY LIMITED**

19 August 2026



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1. INTRODUCTION

1.1 My full name is Matthew Dean Horan. I am the Chief Executive Officer of Dynes Transport Limited (**Dynes**). Southern Link Property Limited (**SLPL**) is a joint venture between Port Otago and Dynes formed in March 2023.

1.2 I have been the Chief Executive Officer at Dynes for 6 years, and before that was the General Manager. I have approximately 20 years' experience in the logistics and transport industry, including previous roles as General Manager of Pacific Fuel Haul and General Manager responsible for Holcim New Zealand's terminal and fleet operations. I am also a member of the governance team for the Southern Link Inland Port Project (SLIP), contributing to the collective governance and oversight of the project.

1.3 I have been asked by Southern Link Property Limited (**SLPL**) to provide a response to Jane and Bernie McLeod (231 Dukes Rd North) who provided written comments on the SLPL application under s 53 of the FTAA. The comment stated:

As well as congestion and road safety issues from the additional heavy vehicles on Mosgiel's narrow main street, there are air quality concerns given the susceptibility of Mosgiel to inversion layers which trap lung damaging particulate matter in the air we breathe.

1.4 This statement provides information about sustainability and environmental performance of the Dynes fleet, as it may be relevant to the effects of the SLIP.

2. FLEET SUSTAINABILITY AND ENVIRONMENTAL PERFORMANCE

2.1 Dynes is committed to continuously improving the environmental performance of its transport operations through independent emissions certification, modern fleet investment, advanced monitoring technology and the adoption of emerging low emission transport solutions.

- 2.2** As part of our sustainability programme, Dynes operates under the Toitū Carbon Reduce certification framework. This independently verified certification requires the ongoing measurement, monitoring and reporting of greenhouse gas emissions, regular auditing, and demonstrated progress towards emissions reduction targets.
- 2.3** To support these commitments, Dynes utilises EROAD telematics technology across its fleet. EROAD is a GPS-based fleet management system that uses in-vehicle technology to collect and report operational data on vehicle location, movement, fuel use and driver activity. This provides real-time visibility of fuel consumption, vehicle utilisation, route efficiency and driver performance. This enables active monitoring of fleet performance and supports ongoing fuel efficiency and emissions reduction initiatives.
- 2.4** Dynes maintains an ongoing fleet replacement and reinvestment programme to ensure its fleet continues to improve in both environmental and operational performance. All new heavy vehicle purchases are procured to the highest emissions standard available for their application, which is currently Euro 6.
- 2.5** Euro 6 is recognised internationally as one of the most stringent heavy vehicle emissions standards in the world. Compared with Euro 5 vehicles, Euro 6 engines reduce nitrogen oxide (NOx) emissions by approximately 77% and particulate matter emissions by approximately 66%. Compared with older heavy vehicle technologies, Euro 6 engines can deliver up to 95% lower particulate matter emissions and up to 89% lower NOx emissions, providing significant air quality and environmental benefits.
- 2.6** In addition to lower exhaust emissions, modern Euro 6 vehicles incorporate advanced engine management systems and improved fuel efficiency, helping reduce emissions per tonne of freight transported.
- 2.7** Dynes is also supporting the transition to lower emission transport technologies through its partnership with HW Richardson Group (**HWR**).

HWR has participated in the deployment of dual fuel hydrogen truck technology and the development of supporting hydrogen infrastructure. HWR has committed more than \$15 million towards hydrogen transport solutions and refuelling capability, demonstrating a long-term commitment to reducing emissions from heavy freight transport.¹

2.8 Dual fuel hydrogen technology provides a practical pathway to lower emission freight operations by supplementing conventional diesel fuel with hydrogen while maintaining vehicle range, payload capacity and operational flexibility. This approach allows emissions reductions to be achieved within existing heavy transport operations while supporting the development of future hydrogen-powered freight solutions.

2.9 Dynes recognises that freight transport carries environmental responsibilities. Our approach is to actively measure, monitor and reduce our impact through independent certification, continual fleet reinvestment, investment in the cleanest practical fleet technology available today, and the development of lower emission transport solutions for the future.

3. CONCLUSION

3.1 Through independent Toitū certification, comprehensive fleet monitoring, ongoing investment in the highest available emissions-standard vehicles, and participation in hydrogen transport innovation, Dynes is committed to delivering ongoing and measurable improvements in environmental performance across its fleet.

Dated: 19th August 2026



Matthew Dean Horan

¹ [Southland company HW Richardson's big hydrogen play - NZ Herald](#)