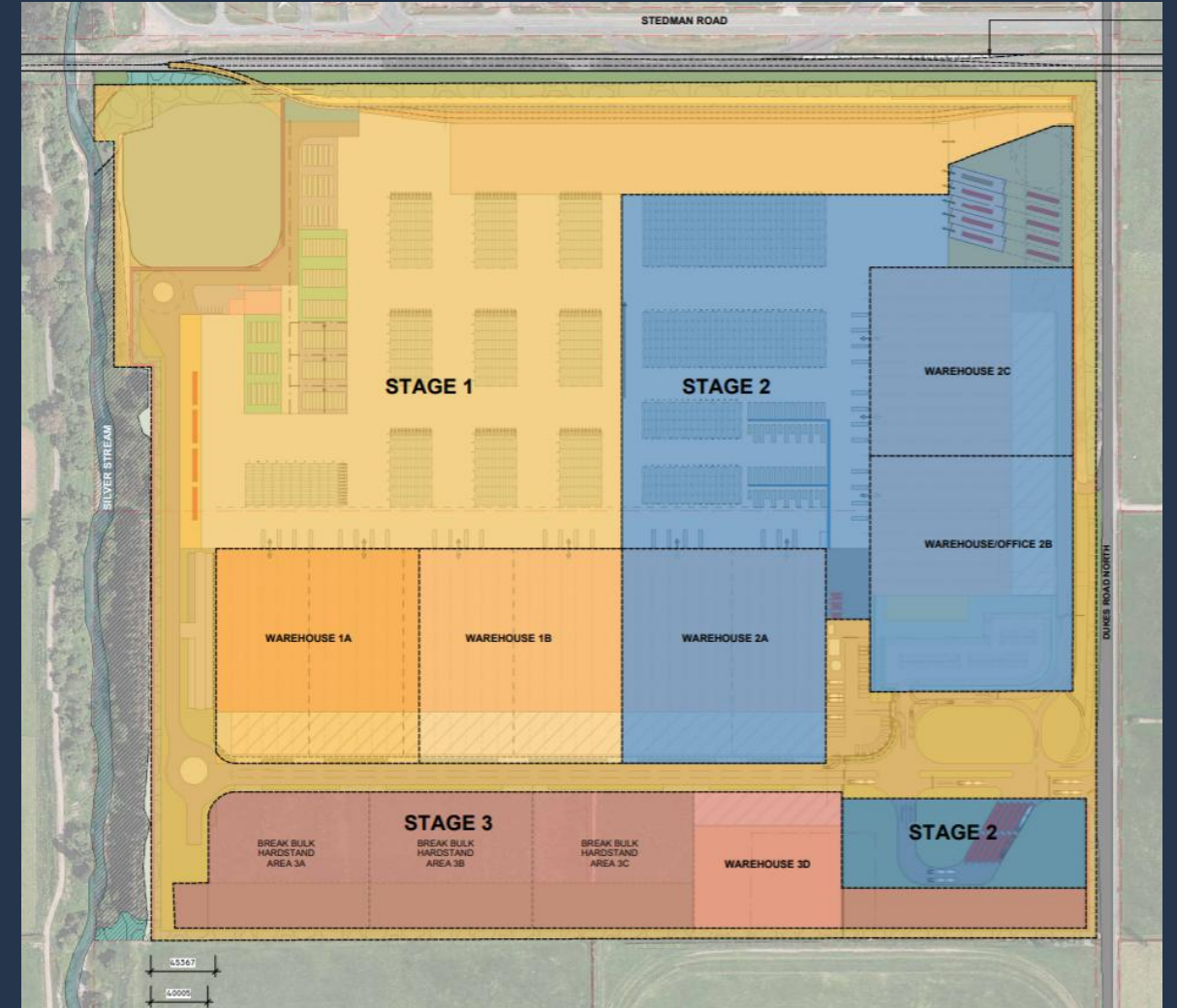
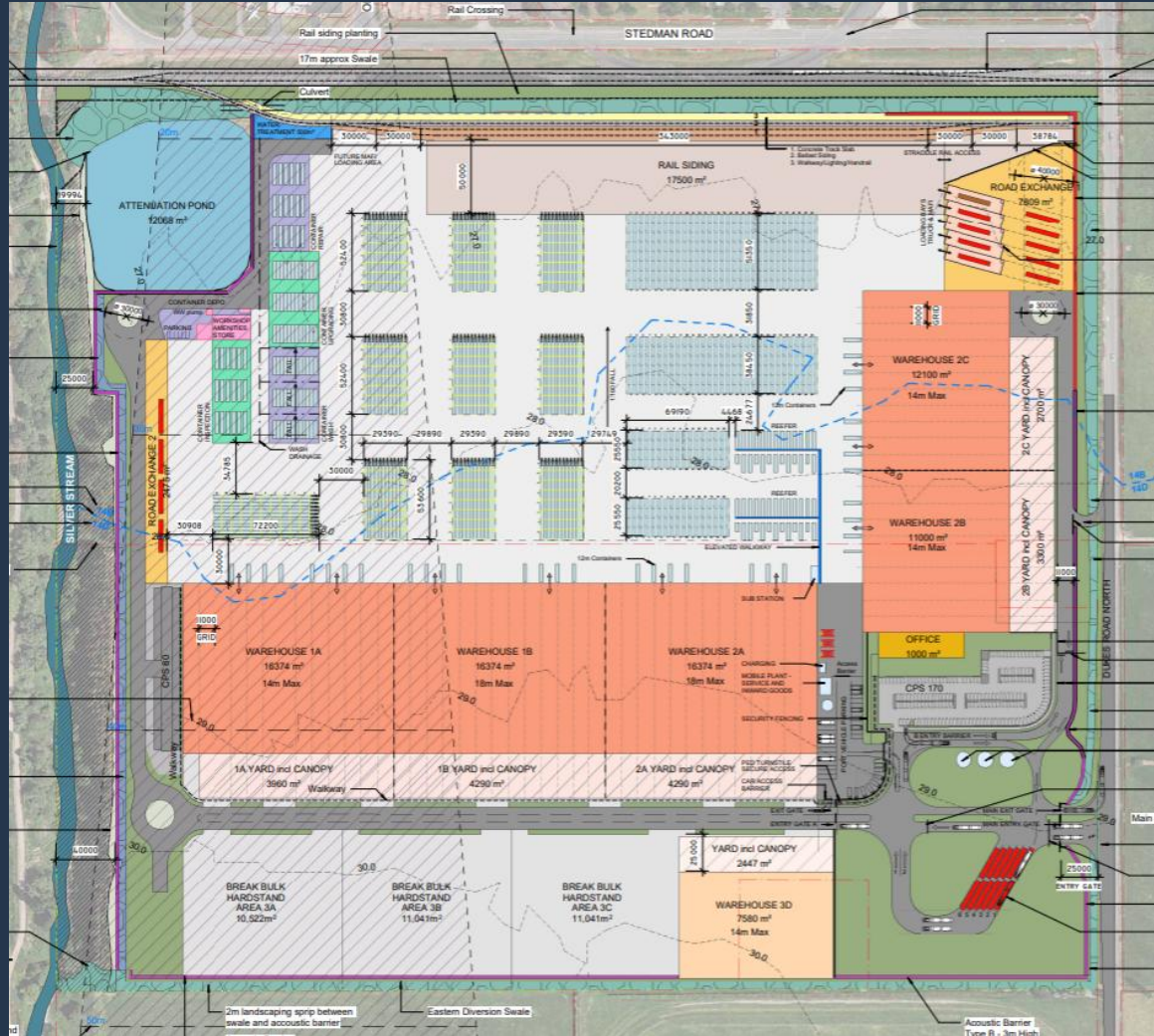




Southern Link Inland Port

FTAA Panel Overview Conference – 8 July 2026

About Port Chalmers

Southern Link Inland Port

- Located 14km north / 20mins drive via SH88 from Dunedin CBD
- **Regionally and nationally significant infrastructure** as per the Otago RPS and NPS-UD
- **Fourth largest port** in New Zealand
- Contributes **\$₂₀₂₀ 154m** to Otago region GDP and **\$₂₀₂₀ 118m** to national GDP annually
- Accounts for **10%** (by value) of total goods exported from New Zealand
- **Lifeline utility** under the Civil Defence Emergency Management Act 2002

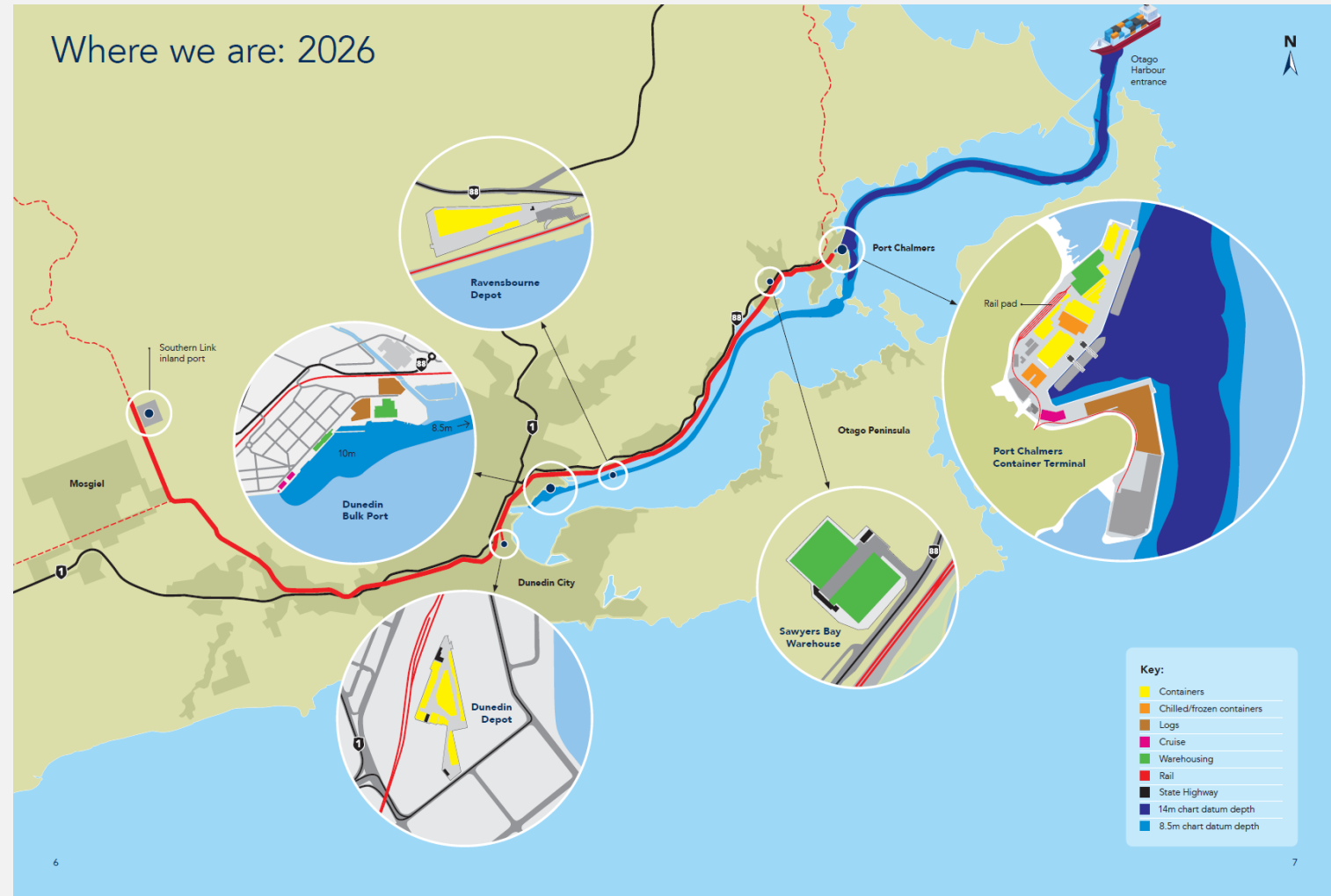


Port Chalmers Container Logistics

Southern Link Inland Port

- Space constraints at Port Chalmers has **fragmented container warehouse operations** across Dunedin
- Port Otago operates three container depots due to the lack of space; Port Chalmers, Strathallan and Ravensbourne
- The fragmentation causes **operational inefficiencies and greater impacts associated with reliance on heavy vehicles**
- Other logistics operators face **similar issues and challenges**
- **Rail is underutilized:** Within Dunedin, only two warehouses (Port Chalmers and the Fonterra Taieri Distribution Centre) have rail sidings
- **Heavy vehicle dependence:** All other warehouses in Dunedin are dependent on heavy vehicles exacerbating road damage, traffic effects, impacts to air quality and road noise

- Further land-based expansion of Port Chalmers facilities is not feasible



Dynes Transport Group is a privately held New Zealand logistics company founded in Tapanui in 1969, which pioneers nationwide transport solutions across dairy, forestry, viticulture and bulk goods.

The Group owns Icon Logistics, which currently operates from six sites across Southland / Otago and has over 26,000 m² of warehousing spread across five sites.

The SLIP will enable:

A step-change in Operational Efficiency

- ✓ Consolidation of multiple dispersed Dynes/ICON freight operations into a single integrated logistics hub improves coordination, productivity, and asset utilisation
- ✓ Reduced duplication across sites (handling, storage, transport legs) → lower operating costs and faster turnaround times
- ✓ Co-location of container depot, warehousing, and rail interface enables end-to-end servicing of logistics chain

Significant Mode Shift to Rail

- ✓ Direct rail siding access enables transition from road to rail freight for port movements
- ✓ Reduction in heavy vehicle travel distance for Dynes/ICON operations through increased rail usage
- ✓ Strengthens long-term positioning with major clients (e.g. Fonterra, exporters) seeking lower-carbon logistics solution

Reduced Transport Costs & Network Efficiency

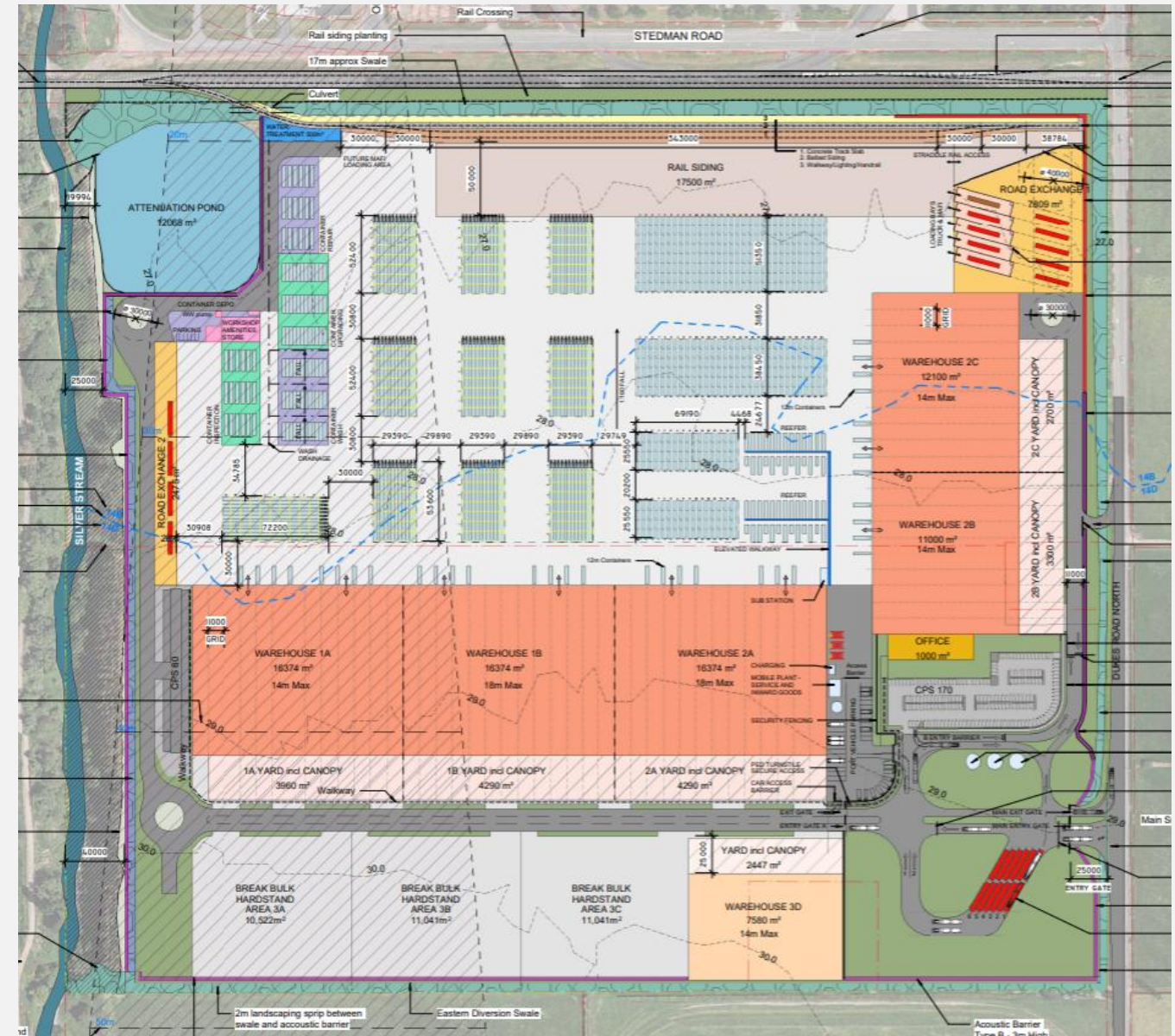
- ✓ Fewer and shorter road freight movements → lower fuel, maintenance, and labour costs
- ✓ Centralised hub reduces inefficient cross-city trucking between existing sites and route rationalisation
- ✓ Reduction in heavy truck movements through central Dunedin and SH88 corridor
- ✓ Addresses limitations of existing scattered sites and constrained facilities



Project Overview – Construction and Operation of an Inland Port

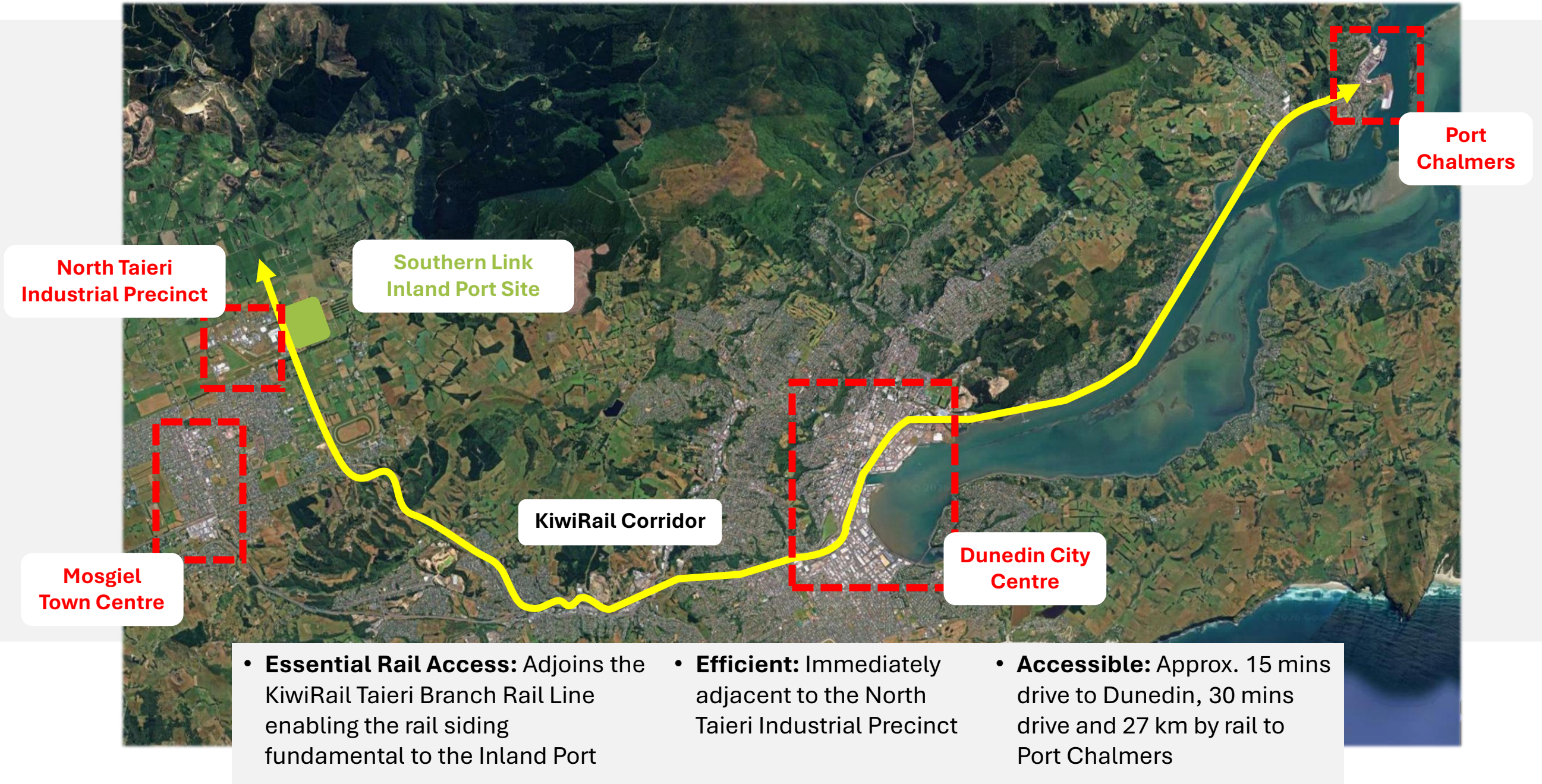
Southern Link Inland Port

- **Project Purpose:** Improve container logistics in the Otago Region by establishing an Inland Port that utilises the existing KiwiRail Taieri Branch Rail for transporting containers to and from Port Chalmers
- Development of the Site is anticipated to occur in three stages with an estimated construction timeframe of 10 years
- **Construction will include** remediation, clearance, earthworks, stockpiling, general construction, rail corridor works, stream works, public road upgrades and access works
- The Inland Port will consist of:
 - A new rail siding off the Taieri Branch Rail Line
 - Onsite stormwater network including 12,068m² attenuation pond, stormwater swales along the boundaries and two discharge spillways into Silver Stream
 - Approx 80,000m² of warehousing and 1,000m² ancillary offices
 - Onsite power, water and wastewater networks
 - Container pad, container servicing facilities, road exchange areas, break bulk hardstand areas and port machinery operation
 - Onsite roading, parking, lighting, signage and security infrastructure
 - Acoustic barriers and landscaping along site boundaries, and natural character enhancement of Silver Stream
 - Associated effects management and mitigation activities



Site Location

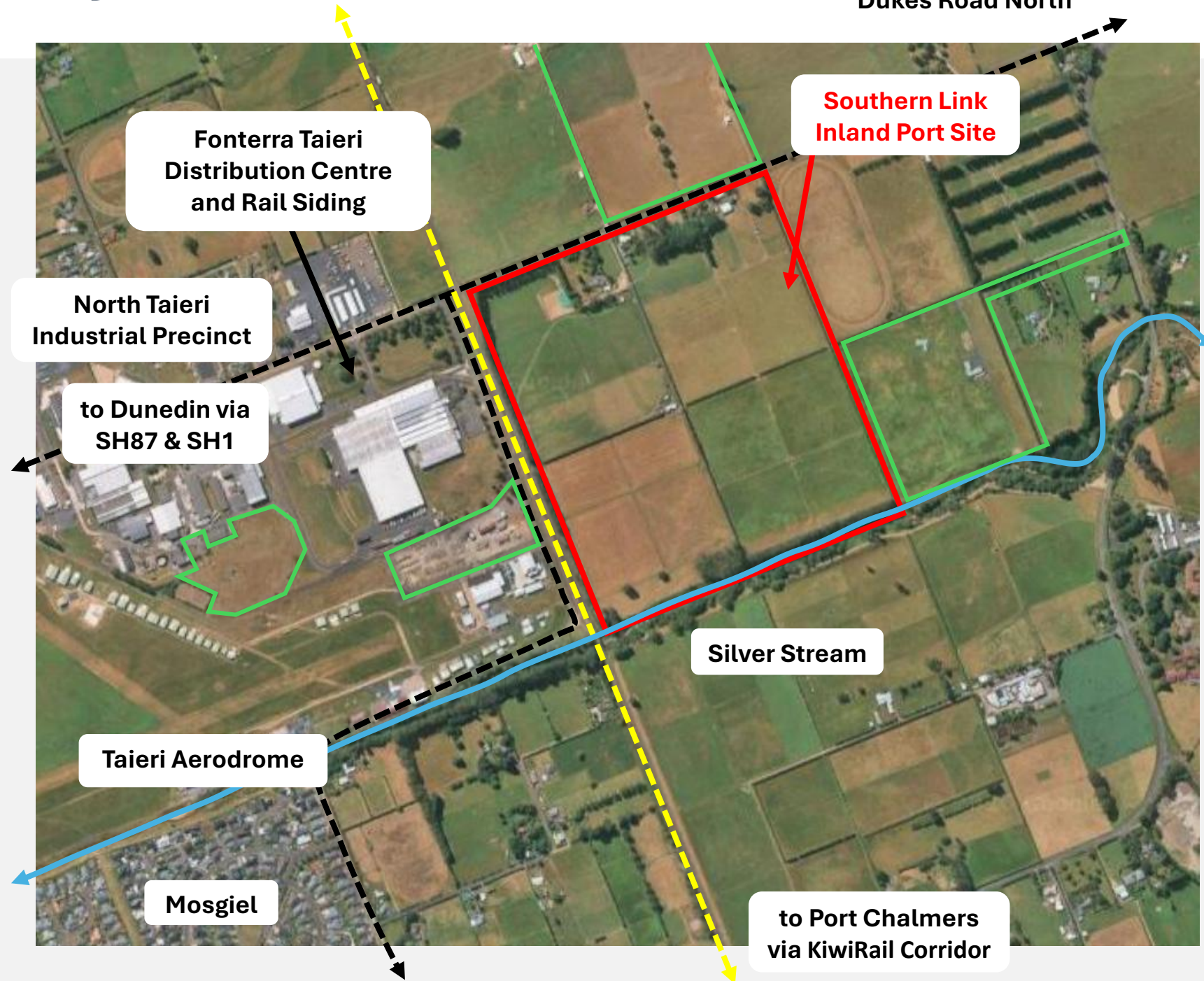
Southern Link Inland Port



Site Overview and Suitability

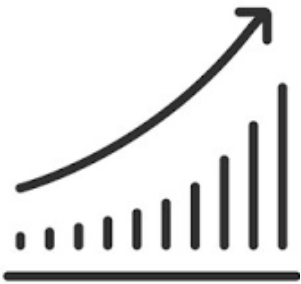
Southern Link Inland Port

- 42.5ha rectangular Site, comprising four SLPL owned lots, has **sufficient size and space for an inland port**
- **Identified under the 'Future Development Strategy for Dunedin' as suitable for development as an Inland Port**
- Historically used for rural primary production and landscape character is typical rural production; Silver Stream has high natural character
- **Manageable ground conditions:** relatively flat and stable / LUC 1 land / deep groundwater table
- **No significant indigenous vegetation;** exotic vegetation provides habitat for tussock skink and potentially indigenous avifauna species
- Reticulated infrastructure services available
- No public access, public conservation land, statutory acknowledgements or Māori land
- Industrial precinct adjacent west includes logistics operators, Fonterra Cold Storage and Taieri Aerodrome
- Rural lifestyle and rural production properties north, east and south limits number of nearby sensitive receivers



Positive Effects

Southern Link Inland Port



- 10-year construction period will generate **\$147.8-178.6 million in capital investment**
- Construction will generate up to **\$191.3 million** in GDP, **equivalent to 2% of Dunedin GDP and 1% of Otago GDP**
- Total cumulative employment impact of **1,489 FTE jobs**
- Operation of the Inland Port will generate a **net increase of 104 FTE jobs in the region**
- **Improves resilience** of the Port to natural hazards, weather events and other disruptions by unlocking the rail network and increasing storage capacity



- Rail modal shift **reduces heavy vehicle movements by up to 30,000 over 10 years** reducing greenhouse gas emissions (**up to 1,110 tons of CO₂e per annum**), social effects and impacts on roading network
- Increased utilisation of KiwiRail network **increases the value of rail network maintenance and investment**
- Releases high-value Port Chalmers and Dunedin City land for other uses
- Increases the Port's container capacity, improves the efficiency of container logistics and unlocks significant growth potential for logistics in the region

Construction Effects

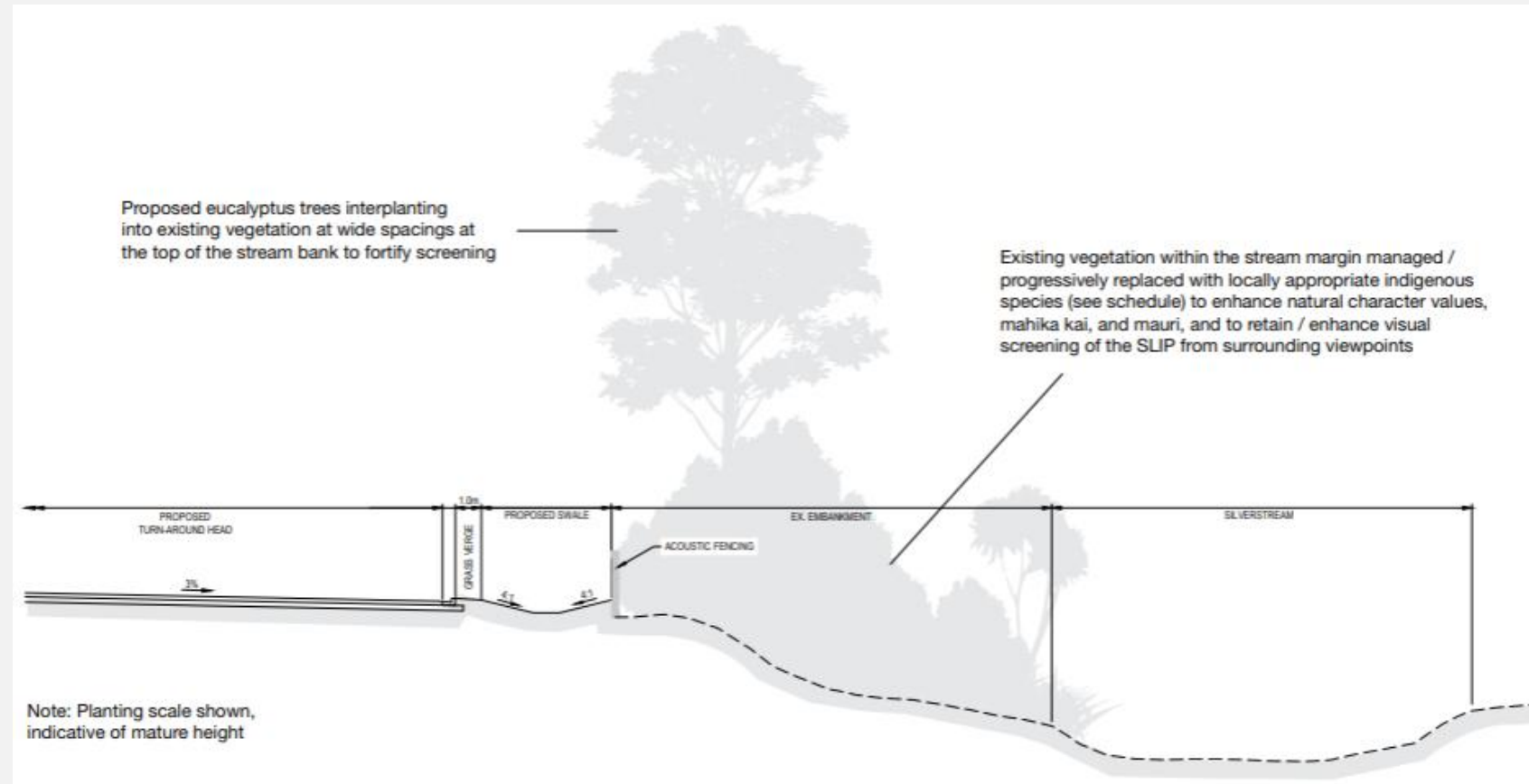
Southern Link Inland Port

- Earthworks, including site remediation of contaminated soils, will be undertaken in accordance with best practice. **An Erosion and Sediment Control Plan will be prepared and implemented at all times during earthworks**
- All works around the Holmhead Farm archaeological site will be undertaken in accordance with the approved Archaeological Authority for the Site
- **Disturbance within the bed of Silver Stream will be minimised in extent and duration** during detailed design
- The SLIP meets the exemption criteria for the loss of primary production land and high class soils
- Settlement and liquefaction risks will be addressed by detailed design
- Groundwater depth is 7.5 m – 9 m bgl and not anticipated to be encountered during works
- **A Construction Management Plan will be prepared and implemented for the Site** to manage construction related effects including traffic, noise and vibration. Construction lighting will not be used except in discrete necessary instances
- All relevant CAA permissions for erection and use of temporary construction cranes will be acquired prior to works commencing

Landscape, Visual, Natural Character and Cultural Effects

Southern Link Inland Port

- Existing rural landscape character will be replaced with an industrial landscape character which will be perceived, at least in part, as **an extension of the existing Taieri North Industrial Precinct**
- Locating warehousing to the north and east will screen the more industrial container operations and rail sidings from the wider rural environment
- Proposed planting along the site boundaries will **provide visual screening / softening** of the Site
- Separation distances from nearby public and private viewpoints will assist to minimise visual effects
- **Enhancement of the natural character and cultural values of Silver Stream** through weed/pest removal and control, and targeted enhancement planting with appropriate indigenous vegetation
- **Ongoing engagement** with Te Rūnanga o Ōtākou and involvement of Te Rūnanga o Ōtākou in management and monitoring activities to assist in management of cultural effects



Ecological Effects

Southern Link Inland Port

Detailed ecological surveys of the Site and Silver Stream have been undertaken to inform the SLIP design and effects management

• **Construction Effects & Vegetation Clearance:**

- Approx. 38 ha of vegetation will be cleared; the majority is exotic and there is no At-Risk or Threatened indigenous vegetation
- A Wildlife Permit for the salvage and relocation of Tussock Skink will be applied for separately
- Avifauna surveys and monitoring will occur prior to vegetation clearance to address potential for disturbance
- Erosion and sediment controls will be implemented during all earthworks to avoid discharge of sediment to Silver Stream
- Disturbance within the bed of Silver Stream will be minimised in extent and duration during detailed design, and will be timed to avoid fish spawning when practicable
- Upstream and downstream surveys will be undertaken periodically during Stage 1 earthworks to verify potential construction effects on Silver Stream are being managed appropriately

Ongoing Management:

- Enhancement of the natural character of the onsite Silver Stream riparian margin through weed/pest control and targeted planting
- A Wildlife Hazard Management Plan will be implemented for the Site to minimise the risk of bird strike from congregating birds
- Operational noise and light activities will be managed along the southern boundary with Silver Stream to minimise ecological disturbance
- Stormwater runoff from the site will be treated and attenuated prior to discharge to Silver Stream, avoiding effects on freshwater quality
- Discharges to the stream will be constructed with erosion protection to minimize scour and erosion
- Ongoing water quality monitoring and reporting requirements during operation of the SLIP

Southern Link Inland Port

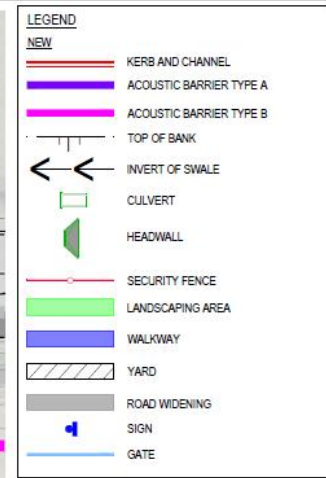
- Existing clean external stormwater flows are intercepted and **redirected around the Site** via boundary swales, avoiding onsite contamination
- Flows from the stormwater swales are discharged into the Silver Stream via two new spillways
- Swales and spillways will include check dams and scour protection to **slow discharge velocity and minimize erosion** within Silver Stream
- During high rainfall events, stormwater swales will overtop onto the site **maintaining the existing flood regime**
- **Internal stormwater flows** are captured and treated via the onsite stormwater network and directed to the 25,000m³ stormwater attenuation pond prior to discharge
- The onsite road network will act as a secondary overland flow path system during high rainfall events
- The stormwater pond will drain and be dry within 24-48 hours following rainfall events
- Stormwater monitoring proposed during construction and operation



Post-development catchment plan.

Southern Link Inland Port

- **Safe and efficient Site access** will be provided off Dukes Road North via the new crossing and Dukes Road North upgrades



Noise Effects

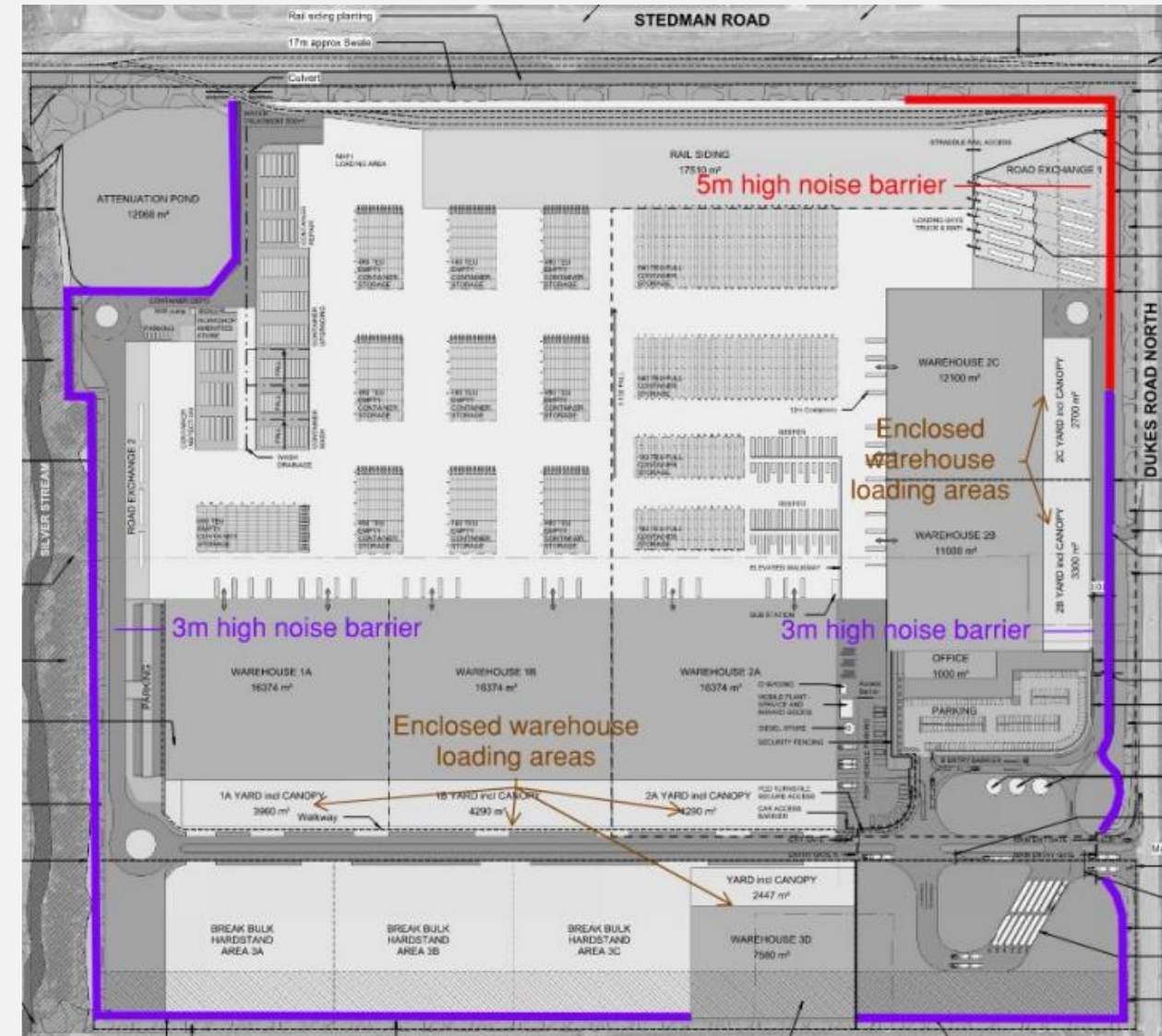
Southern Link Inland Port

Construction Noise Effects

- Permitted noise limits set out in the conditions
- Construction works will typically occur between 7am-7pm, Monday to Saturday
- A **Construction Noise Management Plan** will be implemented to manage noise associated with activities outside of standard hours

Operational Noise Effects

- Operational noise limits set out in the conditions have been assessed as appropriate, including the 45 dB LAeq (15min) night-time limit at the notional boundary of noise sensitive receivers within the rural zone
- Noise will be managed in accordance with an **Operational Noise Management Plan**
- Noise mitigation will include noise barriers around the site boundary
- 2GP **Rule 9.3.6.3(q)** does not exempt noise generated from rail outside of the land designated for railway purposes – the effects of noise from rail movement has been assessed by Marshall Day Acoustics



Stage 3 Noise Mitigation Design.

Other Operational Effects

Southern Link Inland Port

Amenity Effects

- Proposed planting along the site boundaries will provide **visual screening / softening of the Site**
- Separation distances from nearby public and private viewpoints will assist to minimise visual effects
- Lighting at the Site boundaries will be maintained at 3 lux; dimmer than street lights

Rail:

- KiwiRail has confirmed the Taieri Branch Rail Line has sufficient capacity for the proposed additional daily train movements and there would be no adverse impact on the wider rail network

Aviation

- A Wildlife Hazard Management Plan will be implemented for the Site to minimise the risk of bird strike from congregating birds
- An Open Space Area is provided along the southern side of the Site to provide space for emergency aircraft landings on the Site
- The height of buildings, permanent structures and vegetation will comply with Obstacle Limitation Surfaces over the Site avoiding conflict with aircraft
- All fixed exterior lighting will be flat glass with zero upward component and shielding, and installed without tilt to avoid glare on pilots

Servicing

- Site will be connected to the reticulated water and wastewater networks
- Trade waste water from the container washbay will be captured and directed to the onsite wastewater system to avoid discharge impacting freshwater

Conditions, Management and Monitoring of Effects

Southern Link Inland Port

- Effects of the Project have been identified by engaging expert technical assessment and undertaking engagement with surrounding stakeholders
- A suite of consent conditions (updated in June) has been developed based on the expert technical assessments and stakeholder comments to date, and are offered as part of the application for the management and monitoring of effects from the SLIP. These conditions include requirements for:

- Preparation and implementation of various management plans for the construction and operation of the SLIP

- Relevant local authorities to act as certifiers of proposed management plans

- Ecological surveys, sampling and reporting (avifauna and Silver Stream/freshwater) to be undertaken throughout the Project

- Restriction of operational noise and light emissions to specified values and associated monitoring

- Establishing a Southern Link Inland Port Aviation Safety Consultation Committee with the operator of the Taieri Aerodrome

- Establishing a Mana Whenua Consultation Group with Kā Rūnaka ki Ōtākou

- Restrictions on the external finishes of buildings

- Establishment of boundary landscaping and implementation of natural character enhancement measures in Silver Stream

Approach to Consultation and Engagement

Southern Link Inland Port

- SLPL has undertaken ongoing engagement with Kā Rūnaka ki Ōtākou, including:
 - Entering a formal process agreement;
 - Numerous formal and informal discussions including an onsite meeting;
 - Provision of draft technical reports for review and comment by Ōtākou;
 - Receipt and response to a draft TIA prepared by Ōtākou; and
 - Amendments to the application based on the draft TIA and other feedback provided prior to lodgement.
- Ongoing engagement with Otago Regional Council and Dunedin City Council including email correspondence, onsite and online meetings and technical workshops
- Ongoing engagement with KiwiRail regarding connection of the new rail siding to the rail network and use of KiwiRail land
- Ongoing engagement with the Civil Aviation Authority, Otago Aero Club and Helicopters Otago regarding the proximity of the Project to Taieri Aerodrome
- Consultation / workshops with neighbouring properties
- Areas 2, 7 and 14 owned by SLPL (as well as the land to the west of 14 & 15)



Adjacent land-owners plan.

Relevant Approvals outside of the FTAA Process

Southern Link Inland Port

- Additional approvals have been, or are being sought, for the Project outside of the FTAA process:

Resource consent applications under the RMA (outside scope of referral)

- Application for discharges of stormwater and contaminants in the KiwiRail Corridor from ORC
- Application for earthworks and landscaping planting in the KiwiRail Corridor from DCC
- Both applications have been lodged with DCC and ORC

Archaeological Authority

- Removal of all above ground visible buildings and archaeology on the site up to the depth of the proposed excavations to form the SLIP
- Authority obtained

Flood Protection Management Bylaw (outside scope of FTAA)

- Application for works within 7m of a scheduled drain
- Application lodged

Trade Waste Discharge (outside of scope of FTAA)

- Discharge of Trade Waste associated with the container washbay
- Application being prepared

Wildlife Act Authority (outside scope of referral)

- Application for the salvage and relocation of lizards
- Currently being drafted

FTAA decision-making – relevant legal tests

Southern Link Inland Port

Recent panel decisions consistently follow a three-stage approach to decision making:

1. First, the Panel considers the RMA and other listed statutory matters on their own terms, including effects (section 104), the relevant instruments (NES, NPS, RPS, plans, and iwi planning documents), and Part 2 (sections 5–7 only). It identifies the project's adverse effects and whether (and to what extent) they can be avoided, remedied, mitigated (or offset or compensated if offered by the Applicant).
2. Then, the Panel gives the greatest weight to the FTAA purpose by assessing the extent of the project's regional or national benefits.
3. Finally, the Panel applies a proportionality test: it may decline an approval only if there are adverse impacts that are sufficiently significant to be out of proportion to those benefits after taking into account conditions set in relation to those adverse impacts and any applicant-agreed modifications to the proposal that could address the effects.

Potential legal Issues:

At Panel Convener Conference, the potential issues expressed related to interpretation of noise exemption, and potentially Treaty Settlement.

Site Visit

Southern Link Inland Port

