

MidlandPort offers efficient freight connectivity

MidlandPort, the new inland port opened at Rolleston on June 1 by Lyttelton Port, has shown itself an effective rail connection for container freight with Lyttelton Port.

"It is a step change in container freight efficiency for the region and a milestone in supporting Canterbury and the South Island's long-term trade growth," said Lyttelton Port of Christchurch (LPC) Chief Executive Peter Davie.

"MidlandPort is strategically positioned at the intersection of major arterial transport routes to offer shippers in the region unprecedented connectivity throughout the South Island, with rail access to all points west and south of Rolleston and Lyttelton Port.

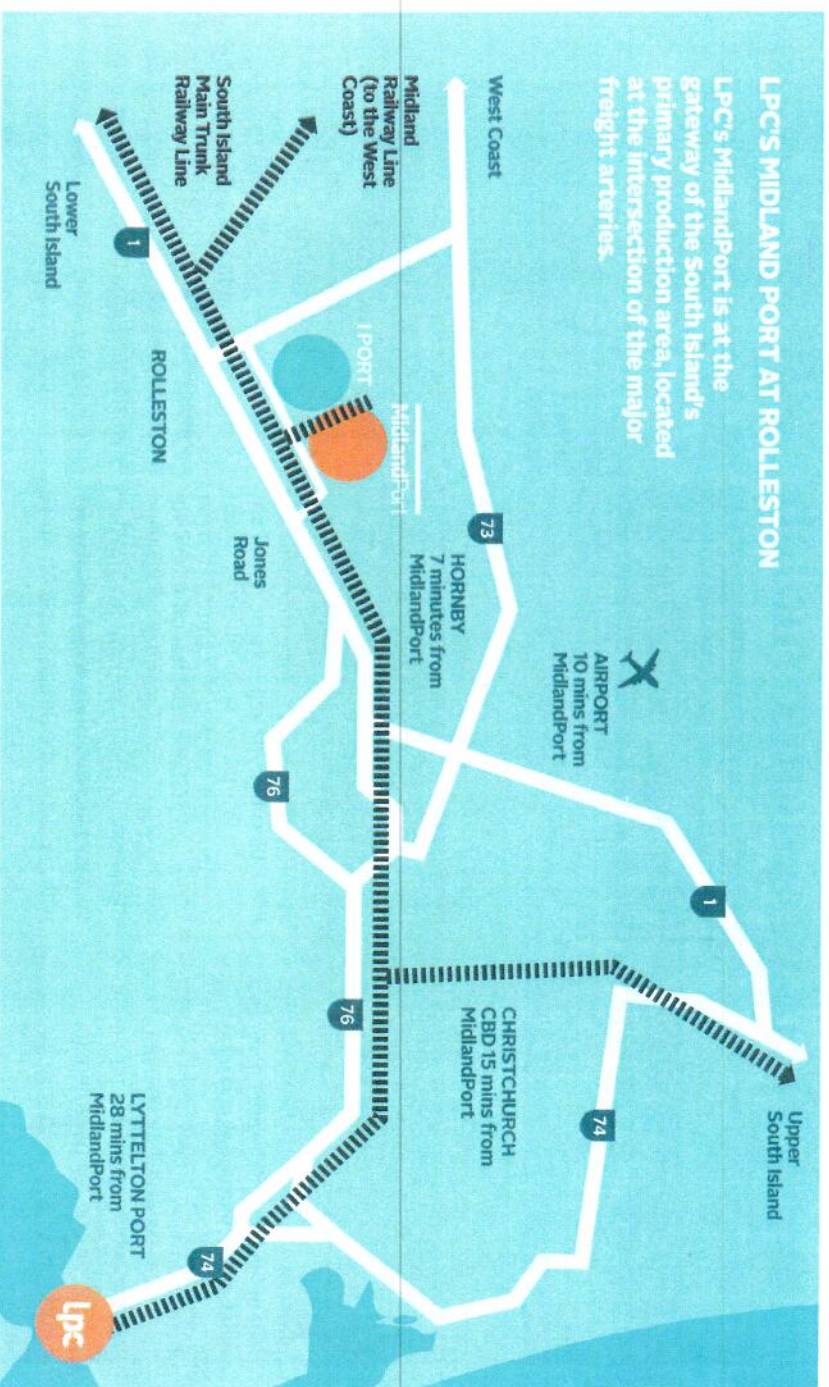
It provides a direct link to the 14 shipping lines and nine shipping services that call at Lyttelton.

"Transporting containers by rail reduces truck traffic congestion on roads round Christchurch and travel delays. We have started our operation with one train a day which has 20 wagons that can carry twenty 40-foot containers (TEUs). This will effectively take 40 to 80 truck trips off our roads every day."

LPC will increase the number of trains a day to meet the demand for growth in service. MidlandPort's rail siding can hold two 60-container trains.

It provides better supply chain efficiency, particularly for central Canterbury importers and exporters.

MidlandPort caters for their growth. It acts as a hub for receiving, storing



and consolidating containers and as a distribution point where containers are transferred between trucks and trains.

Sean Bradley, General Manager Inland Ports, said MidlandPort is ideally located to support Canterbury exporters with an efficient transport solution. "Importantly, with irrigation in the Canterbury region creating volume growth for the port, having a

facility here in Rolleston certainly supports that.”

Some 60,000 hectares of mostly dryland farms will be transformed by the Central Plains Water Irrigation scheme, increasing agricultural output by an estimated \$264 million per year.

He added that MidlandPort is also a safe and efficient workplace for LPC. The supply chain that includes MidlandPort can be optimised to ensure that containers are moved to and from ports at the lowest cost.

MidlandPort is offering extended free time for both imports and exports, allowing more flexibility in the supply chain and more resilience to changes to shipping and packing schedules.

There is a direct connection to adjacent warehousing sites allowing cross dock operations and container packing and devanning. There is capacity for up to 168 reefer plugs and MidlandPort is a Customs-controlled area and MPI transitional facility. LED lighting is used to illuminate the site when it is operating, however, the lighting array has been installed to ensure light does not spill over the site’s boundary.

MidlandPort uses the same terminal operating system as Lyttelton Port,

allowing for smooth transfer of containers between the sites with full visibility of containers at all times. Trucks arriving at MidlandPort enter by the eastern boundary and drivers proceed to the site office to transact their delivery, prior to unloading by reach stackers. The stackers place containers in the middle of the facility.

Sharing a common boundary ‘1 PORT’ is a \$500 million 122 hectare industrial and logistics park being developed by the Carter Group. This increases excellent opportunities for maximising supply chain efficiencies.

“We are also offering a full logistics solution to the neighbouring I PORT and also to IZONE by way of a road bridging operation.”

The 27 hectare MidlandPort site took about a year to construct. The national infrastructure construction company Fulton Hogan was the prime contractor for the build of MidlandPort.

Paul Williams, MidlandPort’s Development Manager, comments that the difference between the front of the site and the rear was about 6m. Construction of the Midland facility required earthworks to level the site from one side to the other.



MidlandPort, Lyttelton Port of Christchurch’s new inland port, has just opened – providing a direct port rail route for container freight.