

E-News April 2022

iReX Project Update



Project iReX is moving ahead, with the main focus at the moment on finalising the resource consent application, which will be considered under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

The iReX (Inter-island Resilient Connection) Project is KiwiRail's project to buy two new, rail-enabled ferries and carry out the associated redevelopment of the port terminals in Te Whanganui-a-Tara Wellington and Waitohi Picton.

We'd like to thank all the groups and individuals who have provided input into the design process as we've worked towards developing the consent application.

Many individuals and groups, including mana whenua, have been providing advice and guidance over the last 18 months, or so. You can see more about our

partnership with Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira below.

The iReX team has also received a great response to the engagement and consultation we've undertaken. You can see the feedback report on our website [[link](#)].

The key matters raised were around: cultural awareness and recognition; environmental protection, particularly of the Kaiwharawhara Estuary; better transport connections to the terminal; noise during construction; building for resilience; and improving the overall design and useability of the Kaiwharawhara site and terminal.

Early works

Mid-year, the iReX project team plans to start preliminary works on Kaiwharawhara Point. CentrePort has been using the Point as part of its waste minimisation programme following the Wellington earthquake in 2016. The iReX project will be using the Point as part of its construction site for the Wellington terminal redevelopment. In the longer term, part of the Point will be used for vehicle marshalling for the new ferries.

Update on the ferries

The contract for the two new ferries was signed in June 2021 with Korean shipyard Hyundai Mipo Dockyard. The iReX ships' team is now working closely with designers to finalise the finer details of layout and interior design. Building the first ship starts in March 2024, when the steel will be cut. The first ship will arrive in 2025 and the second one in 2026, which allows for a smooth transition to the all-new fleet. We'll keep you posted on how things are progressing in our regular e-news updates.

Community engagement

The project team will be organising some briefings and drop-in sessions later this year. We will put out more information through our newsletters.

As always, if you have any questions, comments or just want to have a chat about the project – we would love to hear from you. info@wellingtonferryprecinct.co.nz

Te Au o Rehutai

Led by Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui), Ngāti Toa Rangatira and Te Ātiawa o Te Waka-a-Māui (Te Ātiawa), the iReX project has now seen the establishment of a new unified mana whenua governance and advisory group - Te Au o Rehutai.

This rōpū or group provides new depth and a richer view to the iReX project and how we at KiwiRail approach our mahi.

Rangatira from all three iwi came together recently and gifted the rōpū with the name Te Au o Rehutai, a name that reflects the history and connections of Taranaki Whānui, Ngāti Toa Rangatira and Te Ātiawa, and recognises the forging of the collective.

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“The one commonality that links us all together, outside of whakapapa, is the enabler of Hinemoana and Tangaroa. From Wellington Harbour through to the top of the South Island there are many currents. The wake of a canoe or ocean-faring vessel is evident when the tauihu forges forward creating the wake of rehutai (sea spray) between locations,” says Kura Moeahu, Chairman of Te Rūnanganui o Te Ātiawa, who was instrumental in articulating the history and story behind the name.

Te Au o Rehutai, translates as the wake of Rehutai which references the forging of the prow of the canoe and its constant contact with Te Whanganui-a-Tara Wellington, Moana Raukawakawa and the channel to Waitohi Picton.

Group co-chair Te Ariki Wi Neera of Ngāti Toa Rangatira says the iwi is looking forward to a long-lasting partnership with KiwiRail and to offering a unique mana whenua experience to local and international travellers.

“Ngāti Toa Rangatira look forward to an enduring and mutually rewarding relationship with KiwiRail as we traverse tō mātou tupuna moana ko Raukawakawa.”

Walter Rushbrook, Executive General Manager Interislander and the group's other co-chair, described the rōpū's work as 'invaluable'.

"Working with our mana whenua partners means we are working together to get the best advice and guidance on how we can leave a lasting legacy and create an experience that our manuhiri, or visitors, will only find here in Aotearoa," says Walter.

Lee Rauhina-August (Taranaki Tūturu, Ngāti Haupoto, Ngāti Mutunga, Ngaaraaru Kītahi), Taranaki Whānui representative and co-mana whenua Chair says: "Setting a strong foundation, based on tikanga, principles and our cultural heritage is essential as it underpins and guides the iReX project end-to-end. We see this as critical in an enduring partnership and will ensure a unique experience that speaks directly to the identity of Taranaki Whānui and our strong connection to Waitohi."

"We're excited to be able to work with mana whenua, KiwiRail and its partners, ensuring the presence of iwi mana whenua is seen, heard and felt. We are at the cutting edge of a partnership and transport experience that will be second to none and highlights the importance of mahitahi, working together," says Lee.

iReX terminals register for the Infrastructure Sustainability Council's rating scheme

The Inter-Island Resilient Connection (iReX) terminals will be the first KiwiRail project seeking to achieve an Infrastructure Sustainability (IS) Rating.

The IS framework is a comprehensive rating and certification tool which will drive sustainability outcomes across the design and construction of the iReX Terminals.

Both the Waitohi Picton ferry precinct and Kaiwharawhara Wellington ferry terminal are seeking an 'Excellent' IS Rating.

[\[Read more\]](#)

The rating scheme has four phases: registration, assessment, verification, and certification. The terminals will be independently verified to assess the delivery of sustainability in the design and construction of the iReX terminals.

“KiwiRail is committed to sustainability and to delivering greater social, environmental, cultural and economic outcomes for communities and customers through our infrastructure projects,” says KiwiRail Chief Operating Officer – Construction Delivery Robert Gibbes.

The IS framework recognises a wide range of sustainability outcomes, from supporting KiwiRail’s partnership with mana whenua in providing long-term benefits, enhancing ecological value and awarding new and innovative approaches to design and construction.

“We chose the Infrastructure Sustainability Council framework to provide a robust and transparent system because it will drive the measurement and achievement of sustainability outcomes at both terminals. It is a holistic approach to sustainability helping us deliver broader outcomes across this large-scale infrastructure development,” says Mr Gibbes.

The IS Rating Scheme will ensure that iReX identifies and delivers economic, social, and environmental benefits in the design and construction phases of the project.

The IS Rating can help the project identify and implement feasibility opportunities to reduce energy and water consumption and reduce resource use across the project’s lifecycle. These types of initiatives will also support KiwiRail’s carbon reduction targets to reduce emissions by 30 per cent by 2030 and to be net zero carbon by 2050.

An example of successful application of an IS rating is Auckland’s City Rail Link (CRL), which piloted the IS Rating framework in New Zealand and achieved a ‘Leading’ IS rating for Contract 1 (Britomart Works).

Kaiwharawhara Estuary Clean-up

A grey, wet Wellington day didn't deter those who gathered in support of a EnviroSchools and Sustainable Coastlines-led community clean-up of the estuary at Kaiwharawhara Point.

It was a mixed crew from different areas of the community on the day, including representatives from Taranaki Whānui, community and environmental groups, a student film crew and members of the iReX team who came to lend a hand and fill a bag.

[Read more]

An area of the clean-up was part of the [Litter Intelligence long-term litter monitoring programme](#). This sees quarterly surveying of the area led by citizen scientists, like Rosa Harper from Society for Conservation Biology.

“Kaiwharawhara is an important awa for Taranaki Whānui and they have been monitoring it for many years”, says Lee Rauhina-August, Taranaki Whānui representative.

“We want to understand what’s happening on and in the awa and we’ve also been involved with projects such as the [‘Plastic pollution in rivers project’](#) recently run by NIWA. It’s about being able to recognise and articulate our cultural values in this space, which is important for Taranaki Whānui in recognition of the early days of our settlement in Wellington.”

“Coming together and being part of the solution rather than the problem is what it’s all about for us. It’s about whanaungatanga, everybody coming together to resolve a problem in a particular space,” says Lee.

“This is only one part of the monitoring that Taranaki Whānui get involved in within Te Whanganui-a-Tara, and there is also iwi specific monitoring led by Te Tini o Hākuturi, a Wellington based kaitiaki group that whakapapa to Taranaki, in this space and we welcome people to be a part of that too.”



The clean-up team at Kaiwharawhara Estuary on the 26th of March.

[Project Website](#)

Contact us via email info@wellingtonferryprecinct.co.nz

or call us on 0800 NEWFERRY