



# Te Utanganui

## The Central New Zealand Distribution Hub

Te Utanganui is the nations' leading distribution hub, strategically positioned in central New Zealand, enhancing national productivity and ensuring an efficient, resilient and future proofed supply chain.

➤ FEBRUARY 2025



## Executive Summary

**Te Utanganui is a unique intermodal distribution hub in the lower North Island of New Zealand, consisting of rail, road, air, and sea (via port) connections.**

Located in the heart of central New Zealand in Manawatū, Te Utanganui is the key servicing point for central New Zealand, including the Taranaki, wider Manawatū-Whanganui, Hawke's Bay, Wairarapa and Wellington regions along with the top of the South Island, and is home to one of only three airports on the national air freight network that operates 24/7.

Complementing the Golden Triangle (Auckland-Hamilton-Tauranga) and southern Christchurch-Rolleston node, Te Utanganui is one of the three key nodes in New Zealand's distribution and logistics network in the heart of the country.

Te Utanganui is already home to over 60 businesses and is taking development in central New Zealand to the next level, building on initiatives already planned for the area like KiwiRail's Regional Freight Hub, Palmerston North Airport terminal upgrades and air freight warehousing, along with major roading projects including Te Ahu a Turanga: Manawatū – Tararua Highway and Ōtaki to north of Levin (O2NL) expressway.

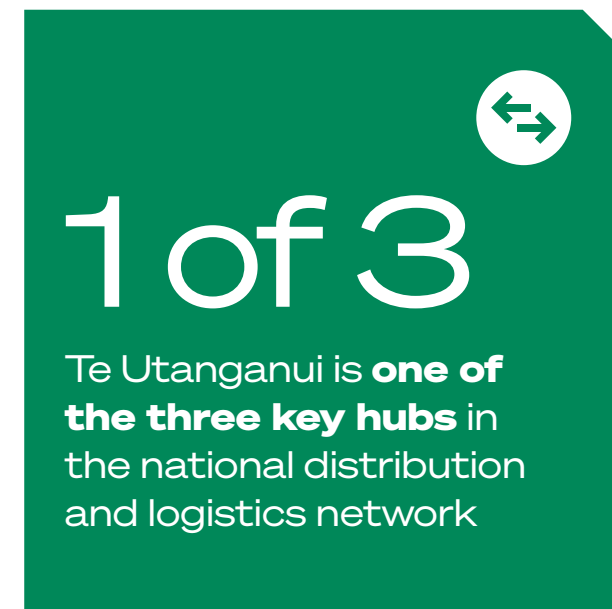
The ongoing development of Te Utanganui strengthens the resilience of New Zealand's transport and logistics system by offering all freight modes from a comparatively low seismic and natural disaster risk area. The improved roading infrastructure connecting the region and New Zealand's capital city through Transmission Gully, and planned Wellington Northern Corridor further strengthens this resilience.

The project team for Te Utanganui is focused on attracting private inward investment, ensuring ongoing government agency backing, and enhancing interregional and iwi collaboration. This Strategy provides a cohesive nationally focused plan that creates a resilient, efficient, competitive, and intermodal transport system for New Zealand.

Te Utanganui is a collaboration between Palmerston North City Council, Manawatū District Council, and the Central Economic Development Agency (CEDA), in partnership with Rangitāne o Manawatū, Ngāti Kauwhata, Horizons Regional Council, KiwiRail, and Palmerston North Airport with the underlying strategy supported by key transport and logistics operators and endorsement of key central government agencies and surrounding councils.

**“The decisions we make about our infrastructure will shape the way we live for generations.”**

*New Zealand Infrastructure Commission,  
Te Waihanga*



1 of 3

Te Utanganui is **one of the three key hubs** in the national distribution and logistics network

## Positioning

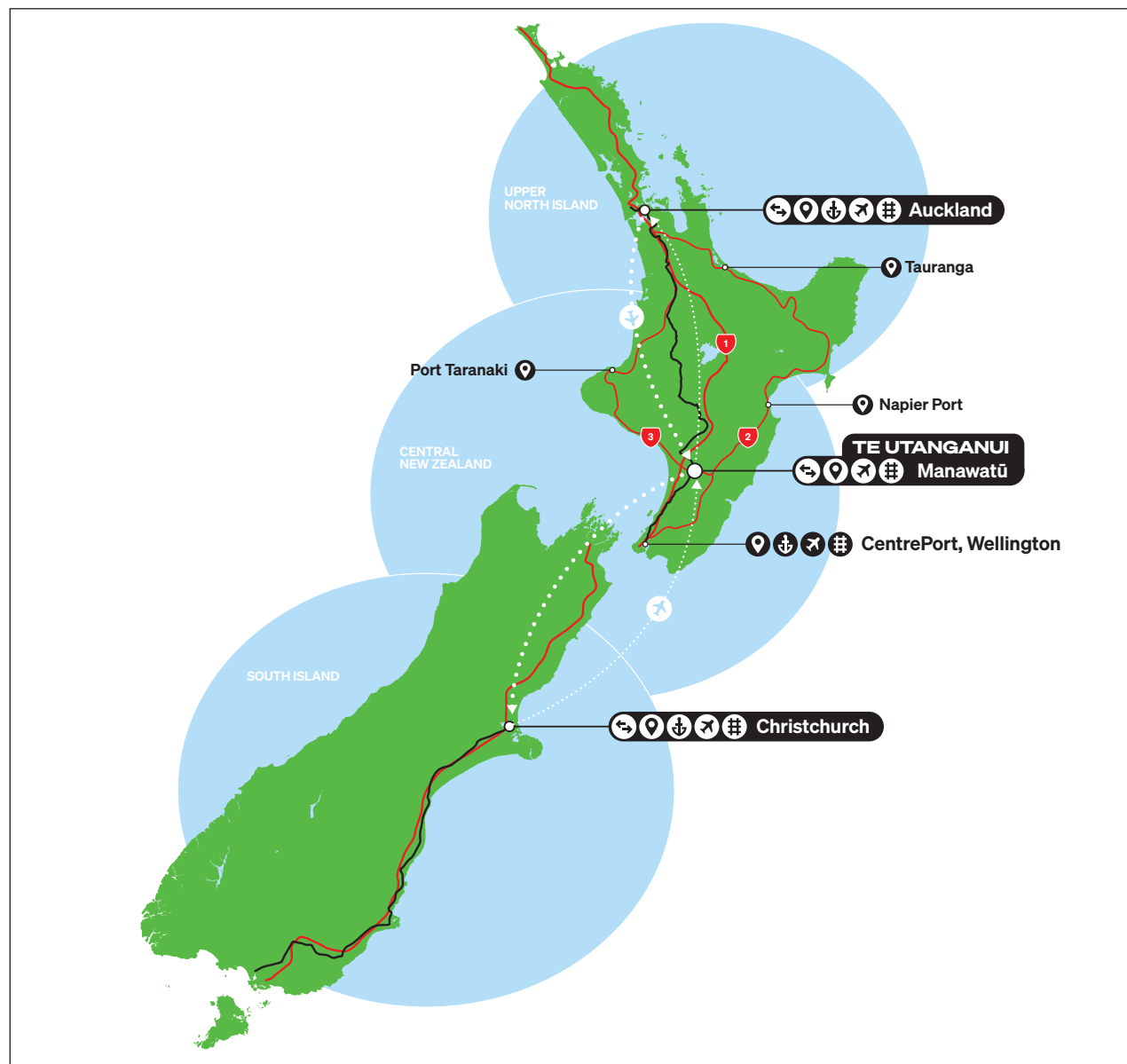
**Manawatū is at the crossroads of several major state highways and is the natural and logical centre for distribution across New Zealand.**

Well served by international ports with ambitious expansion and investment plans, Manawatū is home to the only place in New Zealand where road, rail and air transport options are immediately adjacent to each other.

The future growth of Te Utanganui is well signalled in both central and local government policy. The Manawatū Regional Freight Ring Road, and the proposed Regional Freight Hub are both in the National Land Transport Plan (Sept 2024), and local councils have industrial land growth embedded in their future development strategies. Investor interest in Te Utanganui is significant, as is the interest of key players in the fast-moving consumer goods and distribution and logistics sectors who are either new to the regions market, or in expansion mode.



Te Utanganui is the only place in New Zealand where **road, rail** and **air** transport options are directly adjacent to each other in one hub.



## > Vision and Goals

### Te Utanganui Powering Central New Zealand's Economic Future





## ➤ Te Utanganui – At a glance

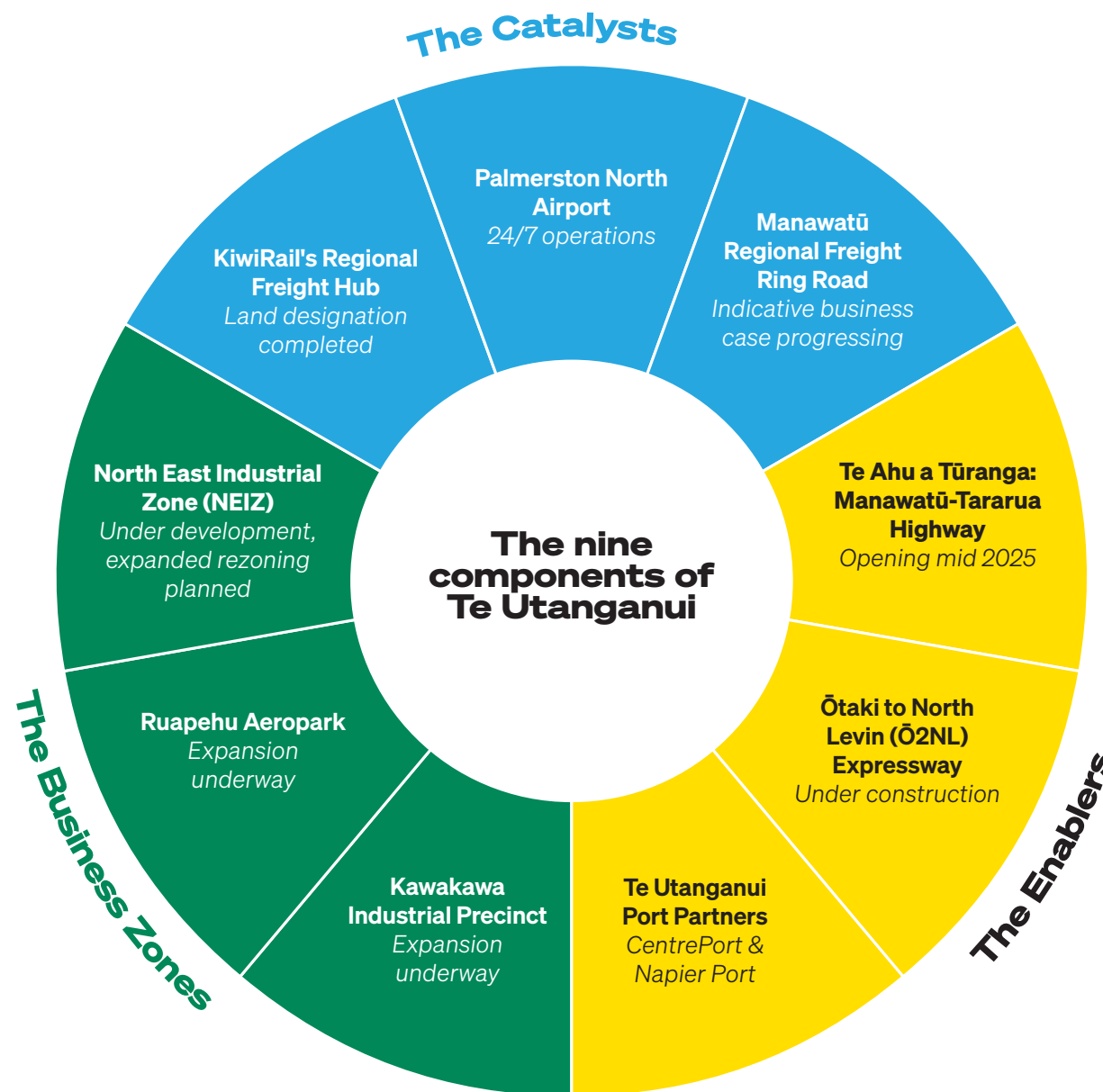
**Te Utanganui comprises six major projects and zones, along with three key enablers. Together, these create the primary distribution and transport hub for central New Zealand.**

Key businesses are already taking advantage of the strategic benefits offered by Te Utanganui including major third-party logistics and storage companies such as Freightways, NZ Post, Nexus, ManCold, and Booth's Logistics.

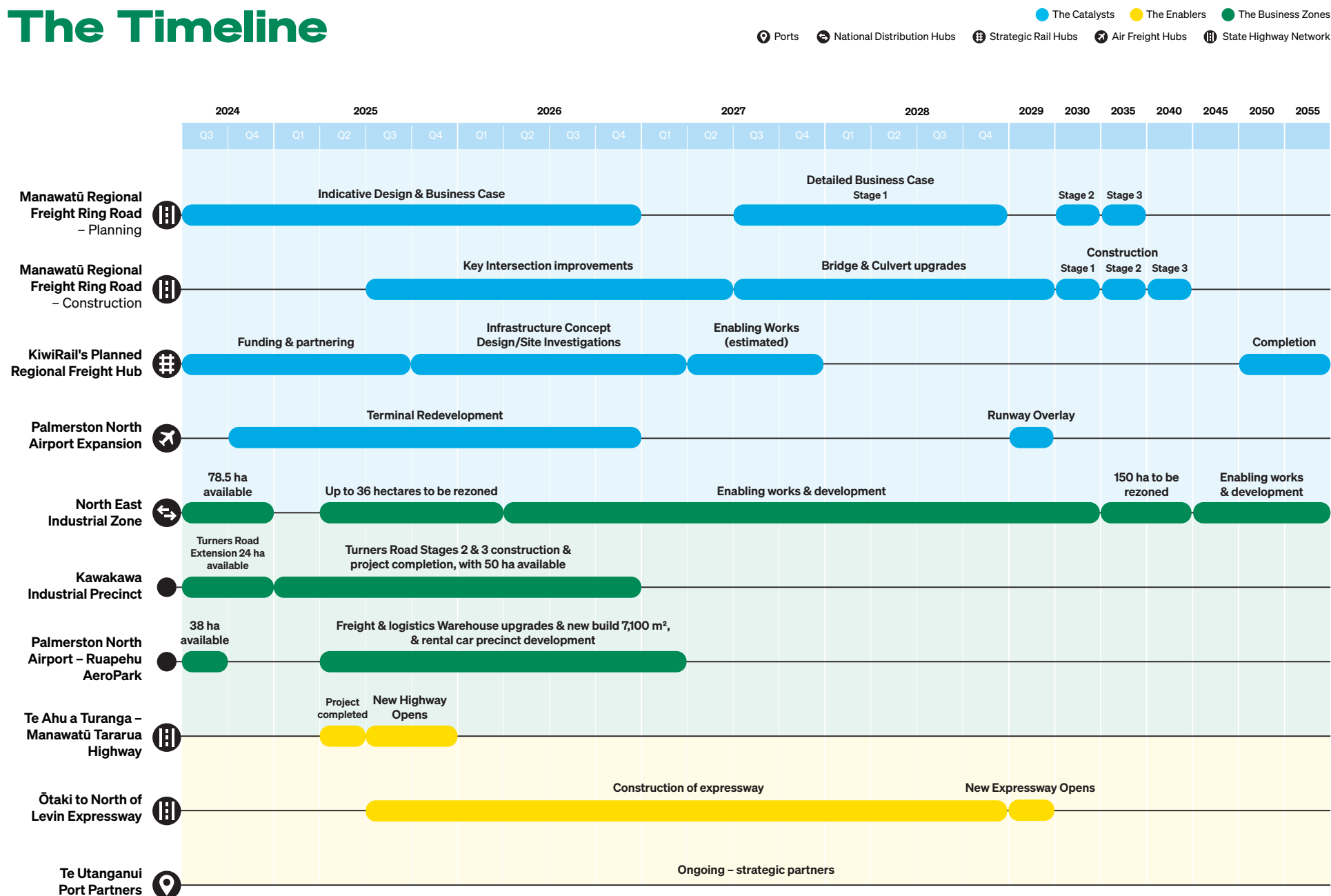
National manufacturers and distributors like ToyotaNZ, Primary Connect (Woolworths), Foodstuffs, Proliant, and Ovation are leveraging Te Utanganui's resources and positioning.

Significant agribusinesses, including ProAg, Fruehauf NZ, Norwood, Brandt, and Delta Stock Crates, also benefit from the connectivity and infrastructure provided by Te Utanganui.

Te Utanganui has a dedicated project team focused on delivering. To understand how to invest or become part of Te Utanganui, please contact [contact@teutanganui.co.nz](mailto:contact@teutanganui.co.nz)



# The Timeline



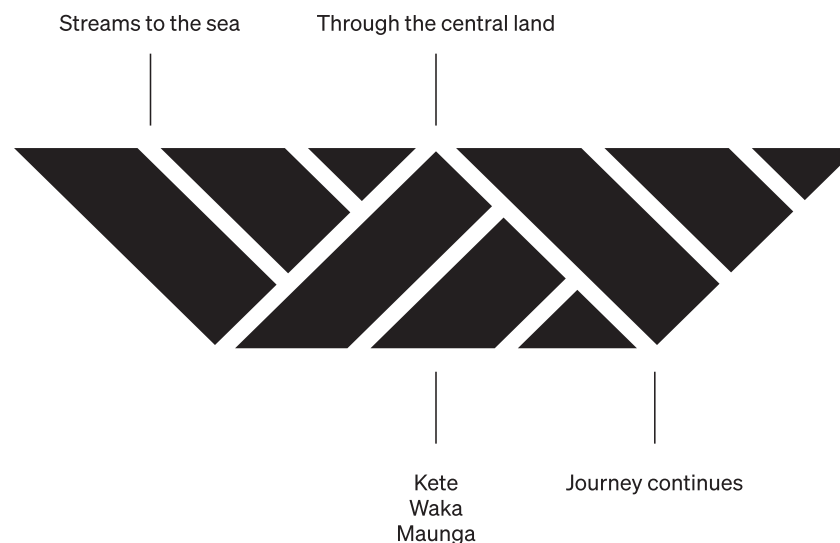
## > The Name

**The name of Te Utanganui was gifted to the project in 2021 by Rangitāne o Manawātū.**

The name refers to the concept of an inland port, of transient goods arriving by sea, sky and land, and then out again – ki tai.

Ki uta refers to an inland location and nui describes the hub's vastness and importance. The name drew inspiration and appreciation from the local geography, of its creeks and streams that carve pathways from the mountains to the sea, representing the significant role Te Utanganui has in the transport of goods throughout New Zealand and the world.

Ki uta ki tai – mountains to sea. The mana of this name and partnership with Rangitāne o Manawātū is foundational to Te Utanganui.



## ➤ Central New Zealand

**Secondary industrial hubs across the lower North Island that are serving local communities, and in some cases large exporters, contribute to the success of the transport and logistics system in central New Zealand.**

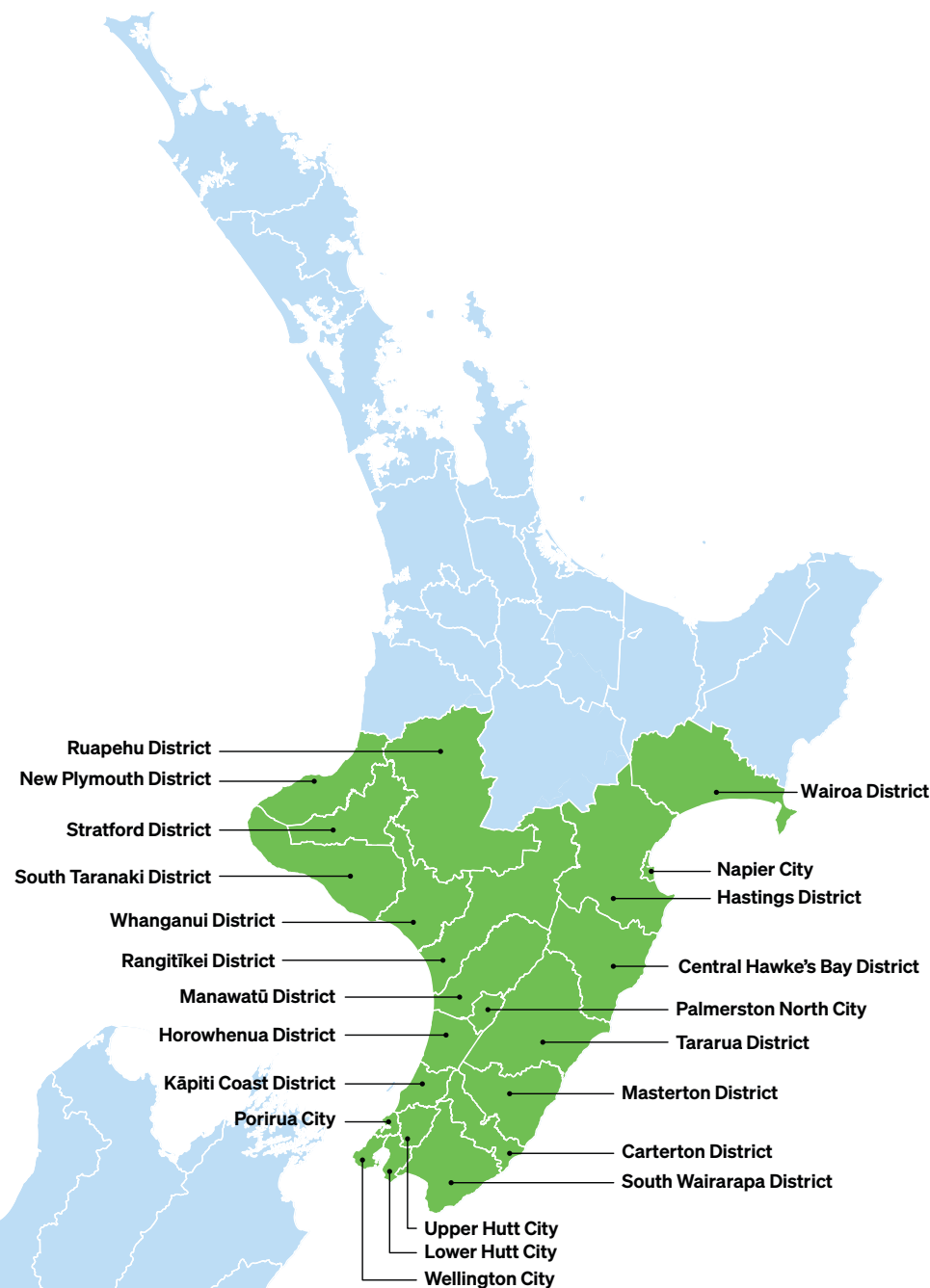
Although the majority of investment in Te Utanganui is in and around Palmerston North city and Manawatū, the lower North Island region, shown on this map, benefits from Te Utanganui's development.

The lower North Island is already the second largest economic region by GDP, behind Auckland, accounting for 22.4% of the national GDP.

There has been strong collaboration with central central and local government agencies since the inception of Te Utanganui, with 22 councils and four regional councils endorsing this Strategy in 2021.

# #2 GDP

The lower North Island is New Zealand's second largest economic region by GDP, after Auckland, and contributes almost a quarter (**22.4%**) of our national GDP.





An aerial photograph of a wide, multi-lane bridge spanning a river. A white bus is driving on the bridge, followed by several cars. The river is calm, reflecting the sky and the bridge. Lush green trees line the banks of the river. In the background, a city skyline is visible under a clear blue sky. The image is overlaid with a large, semi-transparent geometric shape in the top right corner. A large green number '1' is positioned to the left of the main text.

# Infrastructure creates growth and efficient supply chains



# Roads

## Manawātū Regional Freight Ring Road

The centrepiece of Palmerston North's transport plan is the Manawātū Regional Freight Ring Road. This important strategic connection will run around the outskirts of the city, connecting key parts of Te Utanganui, including the planned KiwiRail Regional Freight Hub, Palmerston North Airport, Feilding township and state highways.

## Te Ahu a Turanga: Manawātū – Tararua Highway

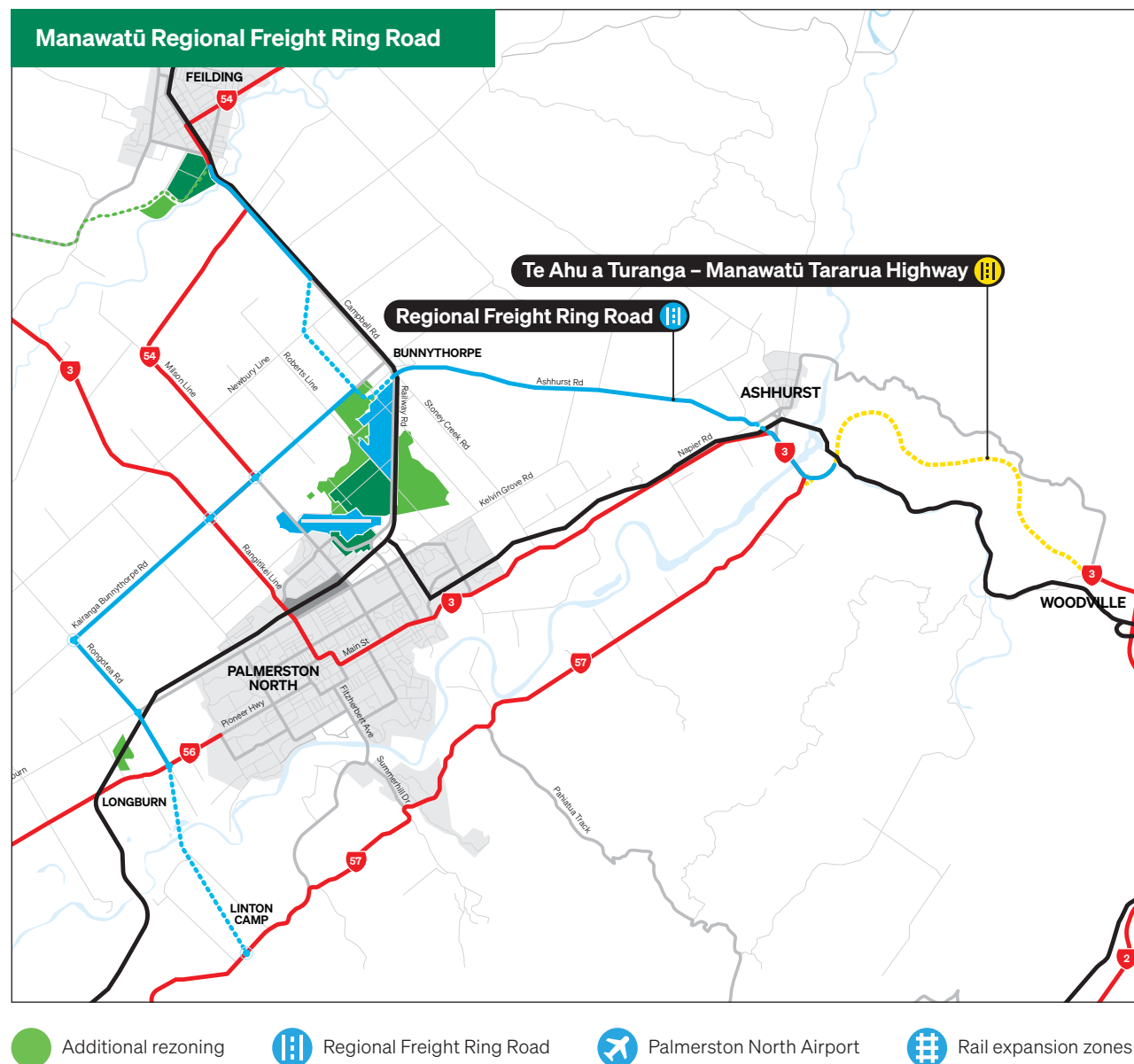
Completed in mid 2025, this 11.5km east to west four lane highway provides a vital link to Hawke's Bay in the lower North Island's transport network. and was designed and developed in partnership with iwi.

## Ōtaki to North of Levin (Ō2NL)

The new Ōtaki to North of Levin highway is under construction and will improve safety, reliability and efficiency for those moving around or through the lower North Island. This Crown funded highway project is one of the country's original Roads of National Significance.

## Wellington Northern corridor

The Wellington Northern Corridor plays a key role in supporting economic transformation by improving the flow of people, goods and services throughout New Zealand. The first stages of the Northern Corridor are now complete, with the Transmission Gully section of State Highway One providing a safe, modern, reliable route to and from Wellington.



# ➤ KiwiRail's Regional Freight Hub

**Manawatū is a nationally strategic freight location, with domestic and export goods moving to and from the city from the rest of country and overseas.**

With freight volumes expected to increase significantly in the coming decades it is crucial that we have an integrated transport network to support this growth, and rail is an important part of this picture.

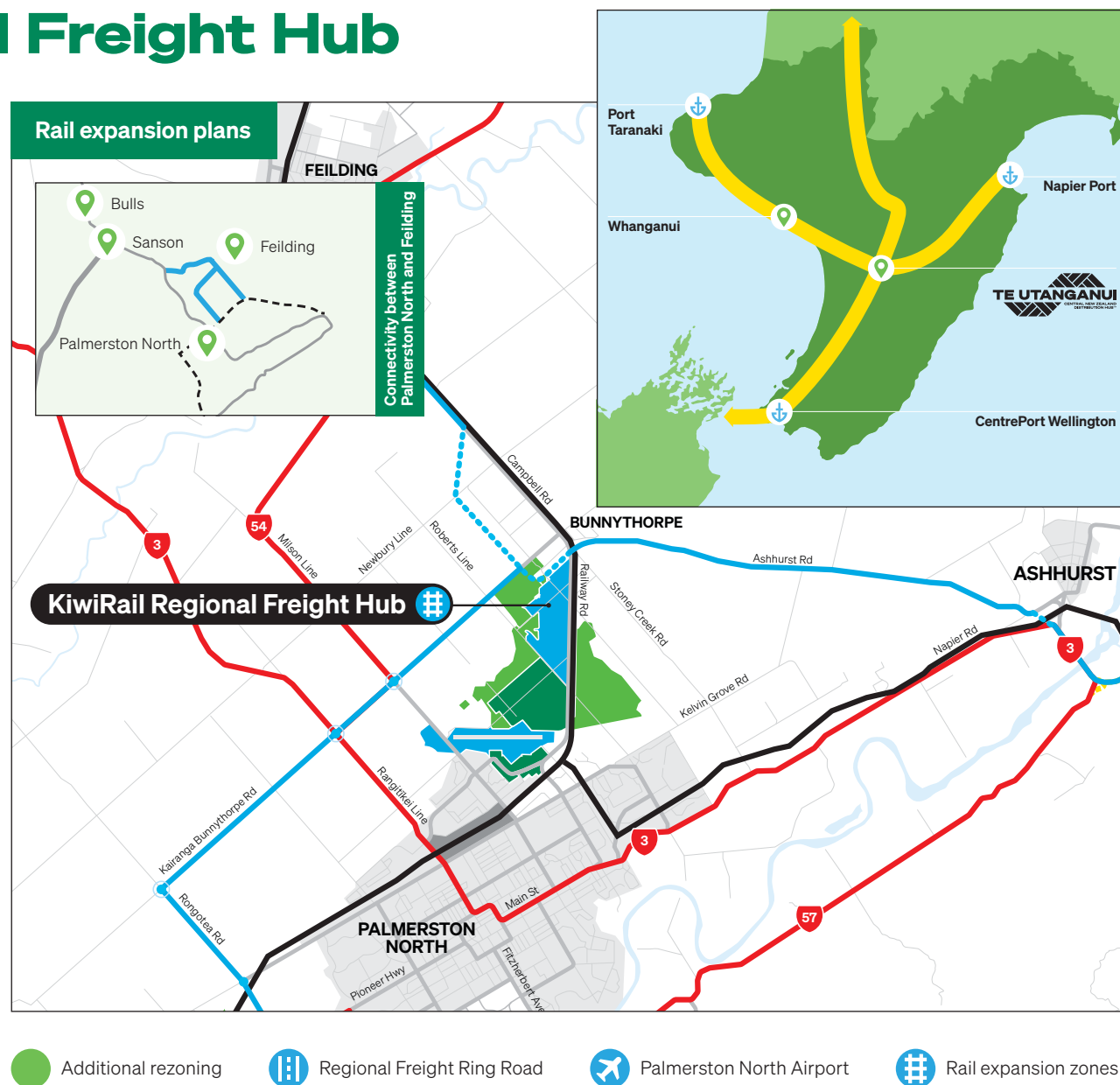
KiwiRail is progressing plans for a staged, high-tech, intermodal freight hub in Te Utanganui which will further enhance Manawatū's role as a critical freight distribution hub for central New Zealand.

The addition of the Regional Freight Hub will further enhance Te Utanganui's multi-modal capabilities and streamline road, rail, and air freight from Te Utanganui to ensure goods flow efficiently between the central North Island, the rest of New Zealand, and the world.

This will reduce transportation costs, improve resiliency of the national distribution and logistics network, attract businesses, and create job opportunities for the central North Island.

## Manawatū's growing logistics industry

KiwiRail are committed to working with key customers on major infrastructure requirements to encourage logistics and distribution businesses into the area, to help grow the sector and create more jobs.



## ➤ Airfreight – 24/7 Access

### The central North Island's peak business location

As the gateway for passenger and airfreight services to our region, Palmerston North Airport Limited (PNAL) is developing and managing Ruapehu Aeropark – the premier location for airfreight and logistics, aviation training, retail and light industrial businesses.

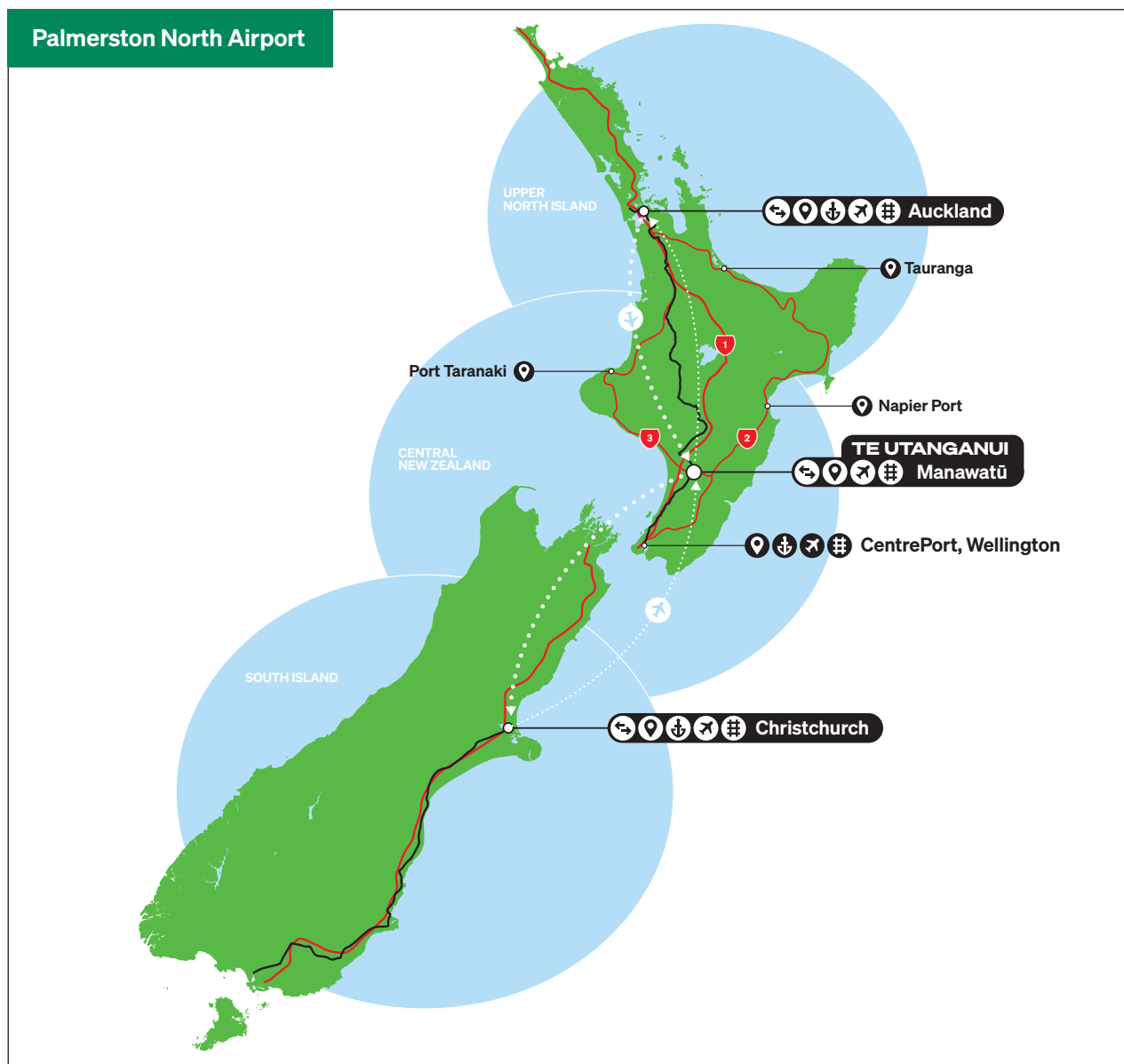
### 24/7 Curfew Free Operations

Operating 24/7 with no curfew on flights including airfreight and associated logistics operations, Ruapehu Aeropark ticks all the boxes for businesses seeking a first class airfreight, logistics, warehousing distribution or light manufacturing base.

### Short and Long-Term Development

PNAL is undergoing expansion and redevelopment. Due for completion in early 2027, the new passenger terminal will ensure seismic resilience, enable growth in passenger volumes, and enable passenger and hold bag screening if mandated by central government, paving the way for the introduction of jet services.

The Aeropark will include an array of amenities including refuelling, accommodation, eateries and a retail centre, complementing the unrivalled integrated transport network on the Aeropark's doorstep.



## ➤ Strategic Port Partners

**Napier Port and CentrePort are both strategic partners of Te Utanganui, providing key connections to offshore markets. As Te Utanganui continues to grow at pace, additional partnership opportunities will be explored, such as Port Taranaki who already have significant road and rail connections with Te Utanganui.**

### Napier Port – Viewpoint

Napier Port is a key shipping gateway for Te Utanganui, facilitating essential freight services and connecting the centre of New Zealand to global markets. Through advanced infrastructure – including six wharves, dedicated container-handling facilities, and specialised bulk cargo services – Napier Port is committed to fostering resilience, operational excellence, and exceptional customer service. Their links with inland freight hubs and national road and rail networks support streamlined movement of import and export cargo, enabling efficiency across the supply chain.

Viewpoint Supply Chain enhances regional logistics with comprehensive supply chain solutions, connecting Napier Port to customers through integrated road and rail transport and value-added services like warehousing, bulk and container storage, packing, de-vanning, and cross-docking. This seamless, end-to-end approach, facilitates smooth cargo flow from site to sea and back, supporting sustainable growth across the central North Island.

### CentrePort

CentrePort, located in Wellington's harbour, is a vital connection for the supply chain of central New Zealand and is the critical transport connection in the North Island for the Cook Strait. CentrePort facilitates trade and economic value for New Zealand's central regions. CentrePort connects central North Island and top of the South Island businesses to the port through the CentreConnect service, utilising capacity, the rail and road networks and coastal shipping connections. Independently rated as the best performing container terminal in Oceania with readily available capacity to grow and support regional development.

CentrePort is heavily focused on long-term sustainability and resilience, across its customers, people, community and environment. This includes long term investments into enabling and facilitating cost effective and low emission supply chains.



A round trip from Port of Napier to Te Utanganui is just **~370km.**



Te Utanganui is just **142km** from CentrePort in the capital city of Wellington via road and rail.

## ➤ Container Nodes

**The primary rail nodes for central New Zealand container movements are Smart Road (Taranaki), Heads Road (Whanganui), Palmerston North (Manawātū), Napier Port (Hawke's Bay), and Wellington. All major container movements in central New Zealand connect with these five strategic nodes.**

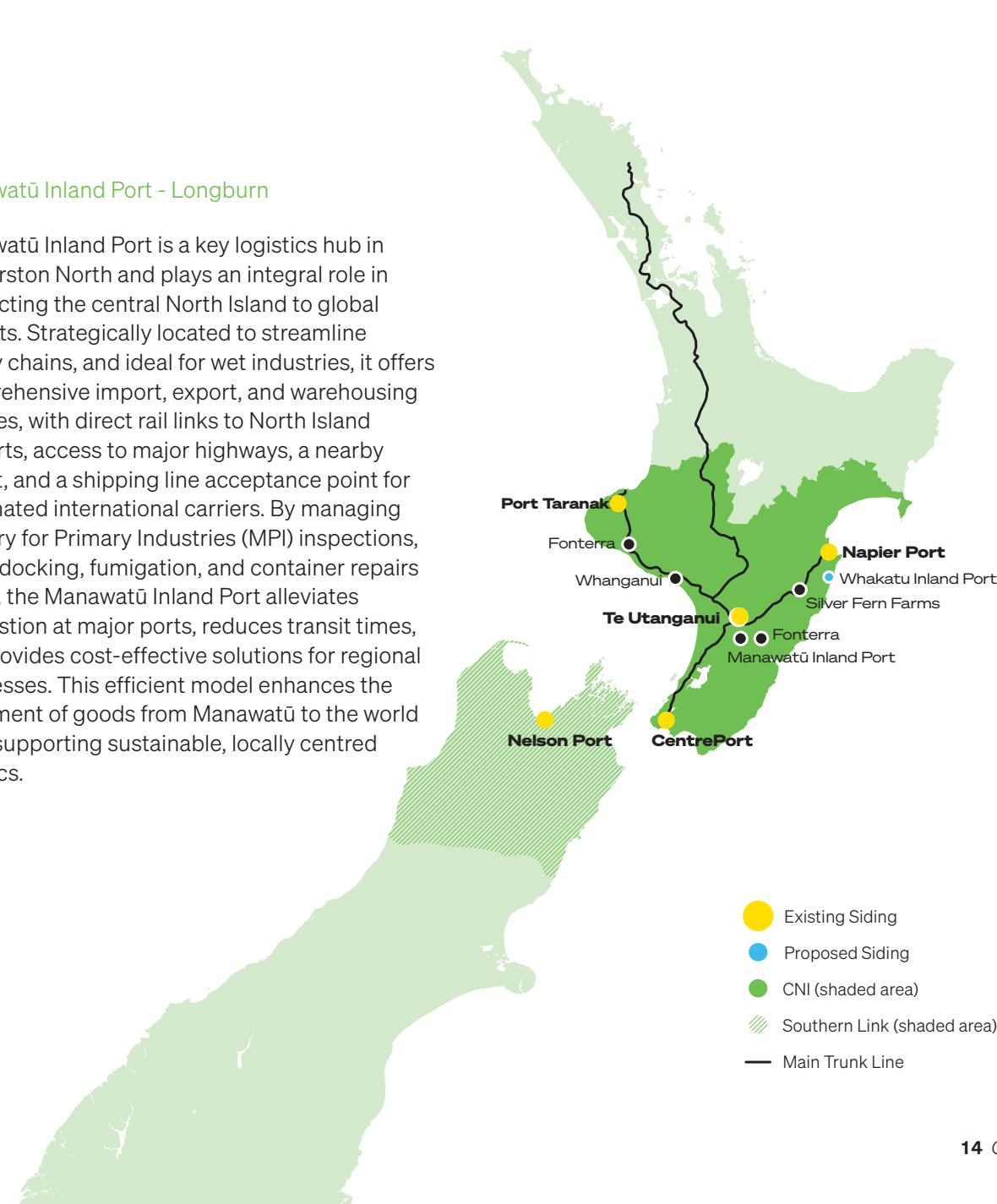
Palmerston North, in the heart of Manawātū has additional strategic importance being the key node that all rail from the North, top of the South Island, and from Taranaki, Wellington and Hawke's Bay, connects and transits through.

Secondary nodes in central New Zealand include private sidings at Fonterra Whareroa, Fonterra Pahiatua, Silver Fern Farms Takapau, Manawātū Inland Port (Longburn), and WPI International Karioi. The planned inland port at Whakatu will add another node in Hawke's Bay. This further strengthens the central New Zealand proposition of Te Utanganui as the leading distribution hub in the national transport network.

Additionally, the Cook Strait is a key service route for CentrePort, who have a strong import and export market into the top of the South Island particularly focused on viticulture.

### Manawātū Inland Port - Longburn

Manawātū Inland Port is a key logistics hub in Palmerston North and plays an integral role in connecting the central North Island to global markets. Strategically located to streamline supply chains, and ideal for wet industries, it offers comprehensive import, export, and warehousing services, with direct rail links to North Island seaports, access to major highways, a nearby airport, and a shipping line acceptance point for designated international carriers. By managing Ministry for Primary Industries (MPI) inspections, cross-docking, fumigation, and container repairs onsite, the Manawātū Inland Port alleviates congestion at major ports, reduces transit times, and provides cost-effective solutions for regional businesses. This efficient model enhances the movement of goods from Manawātū to the world while supporting sustainable, locally centred logistics.





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## Population drives distribution centre growth

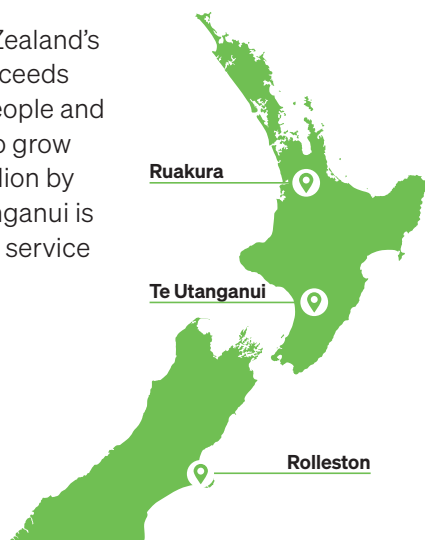


# ➤ Distribution Centres

New Zealand is focusing its investment on three intermodal distribution hubs; South Auckland (Ruakura) for the upper North Island, Manawatū (Te Utanganui) for central New Zealand, and Christchurch (Rolleston) for the South Island.

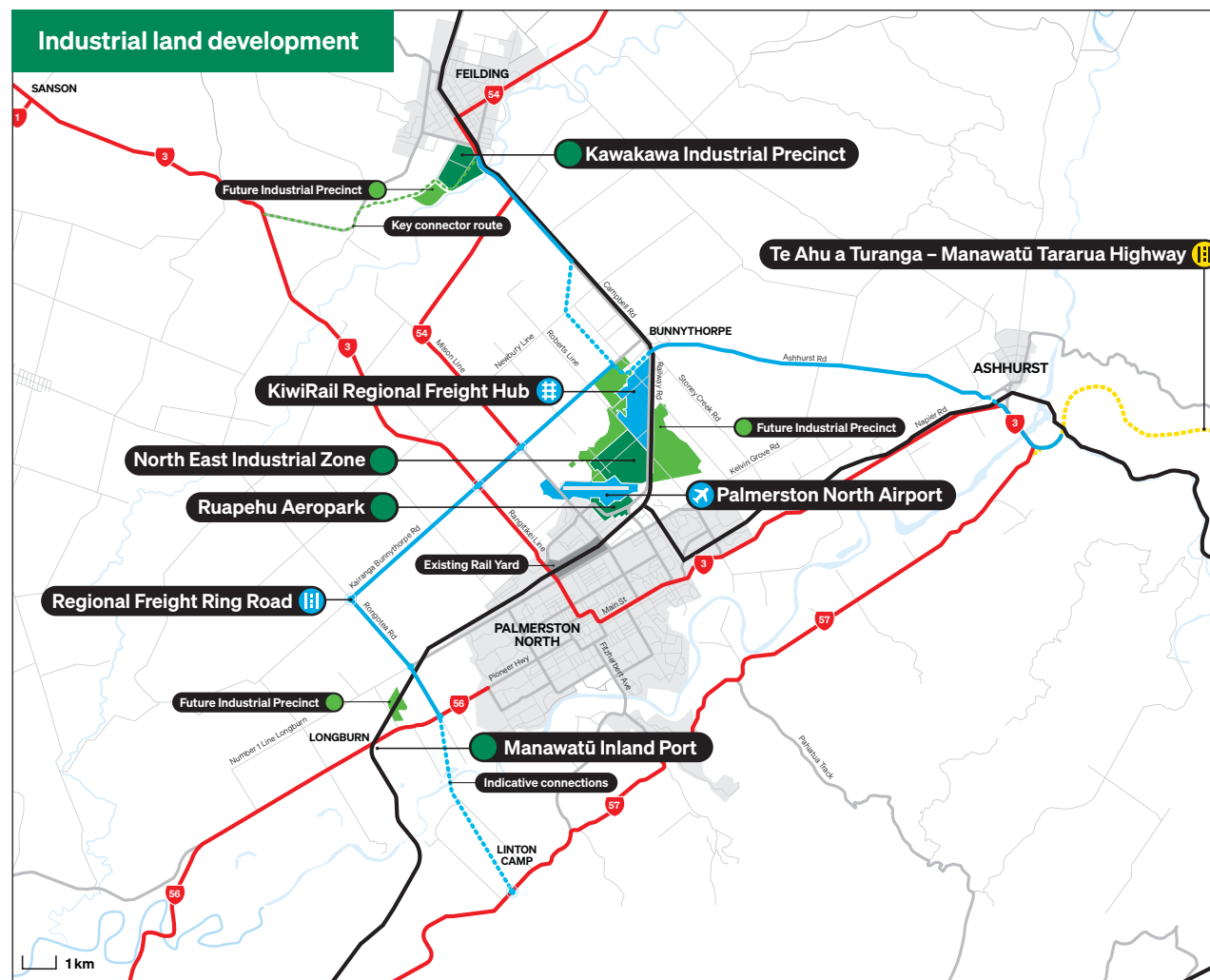
Te Utanganui is already home to more than 60 businesses including national distribution centres for Toyota NZ, Primary Connect - Woolworths, Foodstuffs, DKSH, PTS Logistics, and many others.

Central New Zealand's population exceeds one million people and is projected to grow to over 1.2 million by 2048. Te Utanganui is well placed to service this growth.



## Primary Connect's growth

Primary Connect's \$100 million Woolworth's distribution centre within Te Utanganui is as big as four rugby fields at 38,000sqm, and is three times the size of their old facility in Palmerston North.



**The investment proposition for national distribution centres in the Manawatū is proven.** Now is the time to build on existing momentum and create a strong and resilient case for accelerated and increased investment, both private and public.



3

**Strong investment  
credentials create  
investment  
opportunities**



# ➤ Te Utanganui – Why Here?

Located in central New Zealand, Te Utanganui is a nationally strategic hub that presents an enticing investment opportunity in the logistics, warehousing, property, distribution and transportation sectors.

As one of the three strategic distribution and logistics hubs in New Zealand, Te Utanganui has several competitive investment advantages:



Te Utanganui is the only place in New Zealand where **road, rail** and **air** transport options are directly adjacent to each other in one hub.

## 1 NZ's Agrifood Capital

**Primary production supports infrastructure investment and growth opportunities**

The lower North Island boasts ~18% of New Zealand's dairy cows and five dairy processing facilities, 21 meat processing facilities, and log exports of ~4m tons per annum. In total there is ~13.5mt of freight transported from the region every year.



**CARGO CATCHMENT  
FROM TAUPŌ TO  
WELLINGTON**

*Extracted from Overview of Napier Port*

## 2 24/7 Airfreight

**Infrastructure creates growth and efficient supply chains**

Palmerston North Airport is one of only three national airports with 24/7 operations and direct air cargo services providing overnight delivery nationwide and global airfreight connections. The existing Palmerston North rail hub is one of the busiest rail sites in New Zealand. The NZ government has invested in major roading projects creating strong connections to the north, south, east and west.

## 3 The Middle Million

**Population drives distribution centre growth**

Central New Zealand's population exceeds 1,000,000 people and is projected to grow to over 1,230,000 by 2048. Te Utanganui is home to major distributors including Woolworths, Foodstuffs, Toyota NZ and DKSH and the list of major warehouse developments continues to grow.

## 4 Open for Business

**Strong demand and growth pipeline creates investment opportunities**

Te Utanganui boasts three industrial parks that offer private direct investment in warehousing and transportation businesses with immediate road, rail and air access. Industrial land values in Te Utanganui are attractive compared to those in other regions, and Palmerston North City Council has recently reduced development contributions for new commercial investment.

## ➤ Sustainability

**As Te Utanganui continues to grow, sustainability is embedded within our planning and strategic priorities. We're committed to environmental protection and responsible resource management, through the fostering of mutually beneficial business opportunities that minimise resource consumption. Initiatives include environmental offsets, riparian planting, and the integration of solar energy initiatives.**

The project's adaptive, phased approach allows for the incorporation of future sustainability innovations as they emerge over the next three decades.

Te Utanganui's multi-stakeholder developments aim to safeguard the environment for future generations, with a focus efficient freight movement, integrated transportation, and design that is mindful of the environment.

The geographical advantages of Te Utanganui's central location include existing and potential renewable energy sources, such as some of New Zealand's largest wind farms. Manawatū is less prone to severe weather events and coastal erosion than many other areas of New Zealand, offering stability and resilience in long-term business planning

### Contribution to National Emission Reduction Targets

Our strategic location directly contributes to New Zealand's 2050 emission reduction targets by boosting efficiency and reducing emissions within our national network of supply chains.

It does this through:

- The short distances between international ports and Te Utanganui
- Proximity to all of central New Zealand's populous areas via all transport modes
- Significantly reduced round trip distances compared to other ports, e.g., ~370km round trip from Port of Napier vs. ~1030km from Ports of Auckland
- A prime location just 142km to CentrePort in Wellington via road and rail
- Every tonne of freight carried by rail has 70% fewer carbon emissions than the same amount of freight carried by road. Greater use of rail supports New Zealand's goal of being net carbon zero by 2050.

### Integrated Transportation Network

- The project incorporates major roading projects like Te Ahu a Turanga: Manawatū - Tararua highway and Ōtaki to North of Levin expressway, which are designed to improve traffic flow and reduce congestion
- The integration of KiwiRail's planned Regional Freight Hub within Te Utanganui will promote the use of rail for long-distance freight, which is generally more fuel efficient than road transport
- The extension and enhancement of national and local public transport links through a shared path network, to improve options for commuters.

### Long-term Planning

- The project's 30-year growth strategy allows for the gradual implementation of increasingly sustainable practices and technologies as they become available
- Our phased approach of three stages over 30 years enables adaptive management and incorporation of emerging sustainability innovations over time.

### Collaborative Approach

- Te Utanganui involves partnerships with local iwi Rangitāne o Manawatū and Ngāti Kauwhata, which may include the opportunity to incorporate traditional ecological knowledge into our sustainability practices.
- Collaboration between public and private sectors allows for shared sustainability goals and coordinated efforts to achieve them. We intend to use the Whānau Ora Family Health Outcomes Framework as a holistic guide for development where possible. We also aim to encourage use of social procurement arrangements by organisations in the region to increase sustainable employment for our priority communities.



4

**Perfectly positioned  
for growth, with  
plenty of room to  
expand**



# ➤ Opportunities and Developments

## Te Utanganui: Unlocking the Heart of New Zealand's Logistics and Distribution Future.

Te Utanganui lies at the crossroads of innovation and opportunity in central New Zealand and is revolutionising the country's logistics landscape.

Strategically positioned in Manawatū, this visionary project is set to become the beating heart of New Zealand's freight and distribution network, offering unparalleled advantages for businesses and investors alike.

A rapidly growing hub where all major networks converge – the national power grid, rail lines, state highways, and high speed data connections – Te Utanganui is not just well-connected; it's the nexus of connectivity for central New Zealand.

This prime location provides businesses with seamless access to domestic and international markets, positioning them at the forefront of New Zealand's export driven economy.

For businesses looking to expand or relocate, Te Utanganui offers an abundance of industrial land, both available now and with more zoned for future growth. This foresight ensures that businesses have room to flourish, backed by a large, highly skilled labor market ready to drive your success

The existing ecosystem in and around Te Utanganui provides a solid foundation for new businesses to plug into, offering immediate access to a sophisticated supply chain and complementary services.

One of Te Utanganui's crown jewels is its 24/7 airfreight capabilities, a game-changer for businesses requiring rapid and reliable domestic connections. This round-the-clock service opens doors to new markets and opportunities, allowing businesses to compete on a global scale with unprecedented efficiency. As Te Utanganui grows, so do the opportunities. This hub isn't just about moving goods; it's about moving New Zealand forward.

## Logistics and Value-Added Services

Te Utanganui's strategic position offers opportunities in various logistics services:

- **Inbound Logistics:** The hub's multi-modal connectivity can facilitate efficient inbound logistics for businesses across the central North Island, and the globe.
- **Storage and Warehousing:** With ample industrial land available, there's room for expansion of storage and warehousing facilities, making it ideal for e-commerce activities of scale
- **Order Processing:** The hub's central location makes it ideal for order fulfillment centers serving the entire country, supporting the fast growing e-commerce sector.
- **Value-Add Services:** Opportunities exist for developing ancillary services such as packaging, labeling, and light assembly within the hub.

# > The Business Zones



## Ruapehu Aeropark

**Existing businesses include** Palmerston North Airport, Freightways, NZ Post, Airways, Massey University School of Aviation, and Fieldair Engineering.

**Suited for:** Businesses seeking an airfreight, logistics, warehousing distribution or light manufacturing base

**Land type / models:** Land available through Palmerston North Airport Limited offering various commercial models.

**Ideal for:** Medium scale freight and distribution centres, light industrial businesses, aviation training, retail and amenity, and vehicle servicing

**Lead:** Palmerston North Airport



## North East Industrial Zone

**Existing businesses include** Foodstuffs, Primary Connect, DKSH, Downer NZ, Hiringa, Move Logistics, PTS Logistics, Big Chill, and Allflex New Zealand.

**Suited for:** Large scale 'dry' industrial development, particularly freight and distribution centres.

**Land type / models:** Land available through a number of land owners and various commercial models.

**Ideal for:** Industrial activities, warehousing, storage and depots, ancillary office and retail activities, service stations

**Lead:** Palmerston North City Council



## Kawakawa Industrial Precinct

**Existing businesses include** Central Demolition, BuiltSmart, Manawātū Cold Storage, Ovation NZ, Gyro Plastics, Icepak Logistics and ProAg.

**Suited for:** Industrial zoning permits a wide range of industrial and light industrial activities, including wet production.

**Land type / models:** Land available through a number of land owners and various commercial models.

**Ideal for:** Wet industries, processing and storage businesses.

**Lead:** Manawātū District Council

# ➤ The Business Zones

## Ruapehu AeroPark

Ruapehu Aeropark is New Zealand's only regional business park offering seamless 24/7 freight access by air, road, and rail, while also servicing over two million airport users a year.

Located just 10 minutes from the city centre, the Aeropark can operate around the clock with no curfew on flights including airfreight and associated logistics operations.

Spanning 38 hectares Ruapehu Aeropark business park occupants will also benefit from an array of onsite amenities including truck and passenger vehicle refuelling facilities, accommodation, eateries and retail centre located within an unrivalled integrated transport network including airport, road and rail access.

Within the airside precinct the airport has ample space for expansion of aeronautical activities including operations by larger gauge aircraft, airfreight and logistics warehousing, aero maintenance and repair activities, terminal and runway expansion.

## North East Industrial Zone

The North East Industrial Zone is in the heart of the Manawātū's industrial landscape and is purpose-built to meet the growing demand for 24-hour freight access and large-scale distribution sites. It provides a prime location for uninterrupted operations.

The zone has already attracted significant national and international distribution businesses to set up in its central New Zealand location and tap into its outstanding potential.

The North East Industrial Zone spans 233 hectares, with 121 hectares already serviced and connected to key infrastructure. This setup has let local businesses grow by opening up space along our northern trunk line for small and medium enterprises. The zone is set to expand by 26 hectares in 2026 under Te Utanganui's masterplan, with another 150 hectares to the east in 2032 to meet demand from KiwiRail's planned Regional Freight Hub.

## KawaKawa Industrial Precinct

Sitting in the midst of some of the most productive farmland in New Zealand and efficiently linked to State Highways 3 and 54, the Kawakawa Industrial Precinct offers 74 hectares of industrial zone capacity in Feilding.

Construction of a new road from Turners Road to Kawakawa Road is a vital stage in developing the precinct. The Turners Road Extension will enable access and provide services to 24 hectares of the available industrial zoned land.

Significant investment in the nearby Manawātū Wastewater Treatment Plant makes the Kawakawa Industrial Precinct particularly suited to wet industry.

# Industrial land

Te Utanganui's industrial land includes sites that are ready to go, along with more land under development in key stages across the three business zones to support demand and future growth.

## North East Industrial Zone

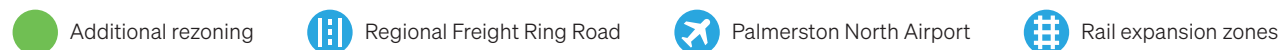
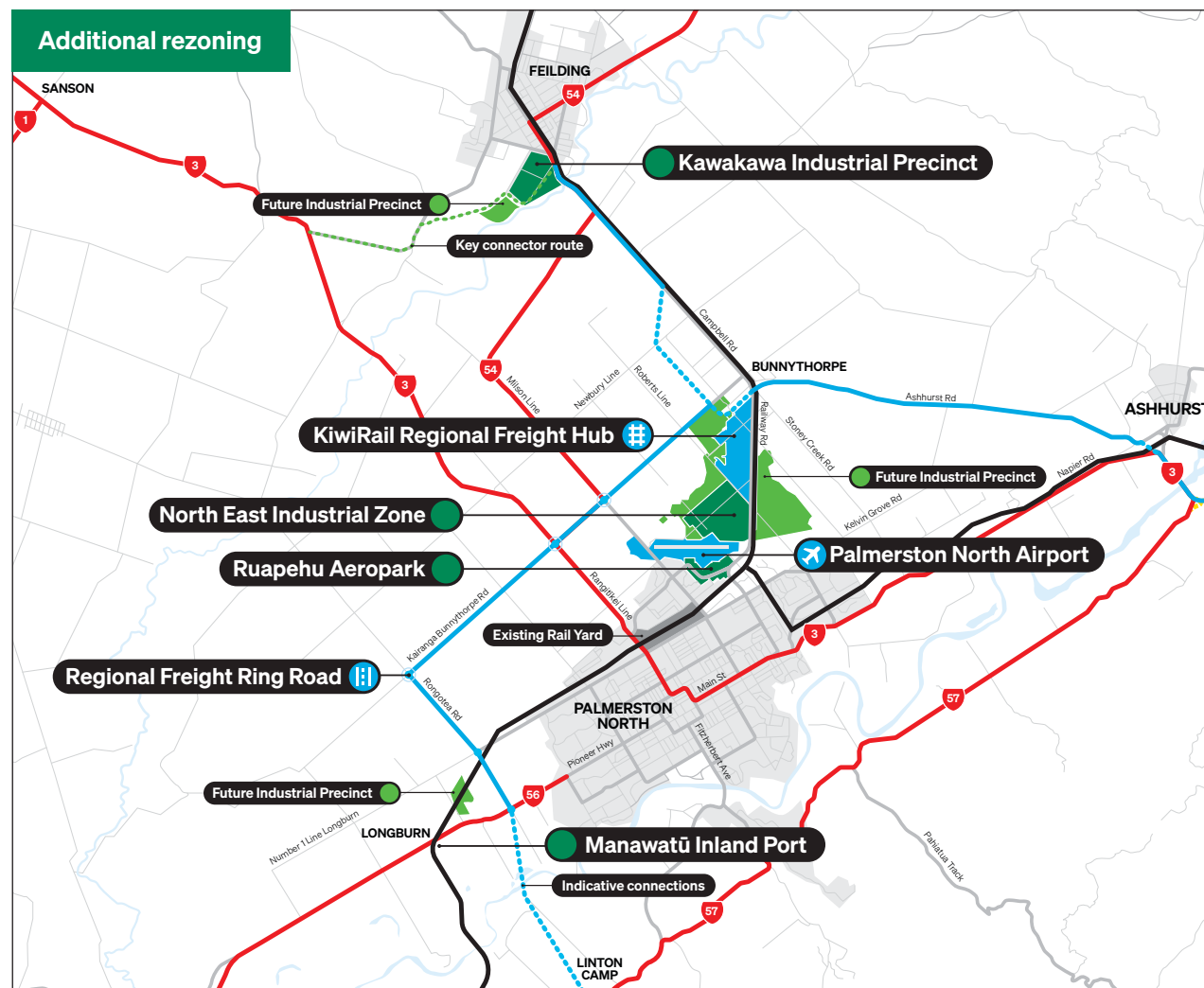
- **Stage 1:** 26-33.1 hectares in 2025/26
- **Stage 2:** 150 hectares in 2032

## KawaKawa Industrial Precinct

- **Stage 1:** 24 hectares in 2024
- **Stage 2:** Total of 74 hectares by 2034

## Ruapehu AeroPark

- 38 hectares under development across six primary zones.





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# Manufacturing and Production supports infrastructure investment and growth opportunities

## ➤ Additional Growth Opportunities

### Hyperscale Data Centers

- The region is well positioned to capitalise on the growing demand for hyperscale data centers
- The New Zealand data center market is expected to reach 354.1 MW by 2029, growing at a CAGR of 16.53%
- This growth presents opportunities for Te Utanganui to attract data center investments, leveraging its strategic location and connectivity advantages.

### Green Energy

Complementing this, there's potential for growth in the green energy sector:

- Data centers are increasingly focusing on sustainability, creating demand for renewable energy sources
- The region could develop green energy projects to support these data centers, aligning with global sustainability trends.

### Additional opportunities to leverage key sectors:

- With 79% of Manawatū's exports coming from manufacturing, significant opportunities abound.

- The regions strengths in agrifood creates significant opportunities with poultry, produce, dairy and more.

### Sustainable talent pool

- Over 120,000 people choose to call Manawatū home, and the population of central New Zealand exceeds 1,000,000 people and is projected to grow to over 1,230,000 by 2048. This puts Te Utanganui in the middle of more than a million people
- The region offers a competitive cost of living compared to the main centres and is renowned for its higher quality of life with great schooling, shorter commutes, exceptional health care services and its diverse variety of lifestyle options
- The regions strong multi sector economy provides a stable workforce and a unique economic resilience as well as strong employment for spouses, partners and family - making an attractive proposition for recruiting your workforce.

**“Having outgrown our manufacturing operation set up in Wellington, we did some looking around and discovered Manawatū. It has been an easy, positive move for us.”**

*Gyro Plastics, Kawakawa Industrial Precinct*

## > Dairy

With nearly 18% of New Zealand's dairy herd, the lower North Island is home to nine dairy processing facilities under three major companies - Fonterra, Open Country and Goodman Fielder.

### Fonterra

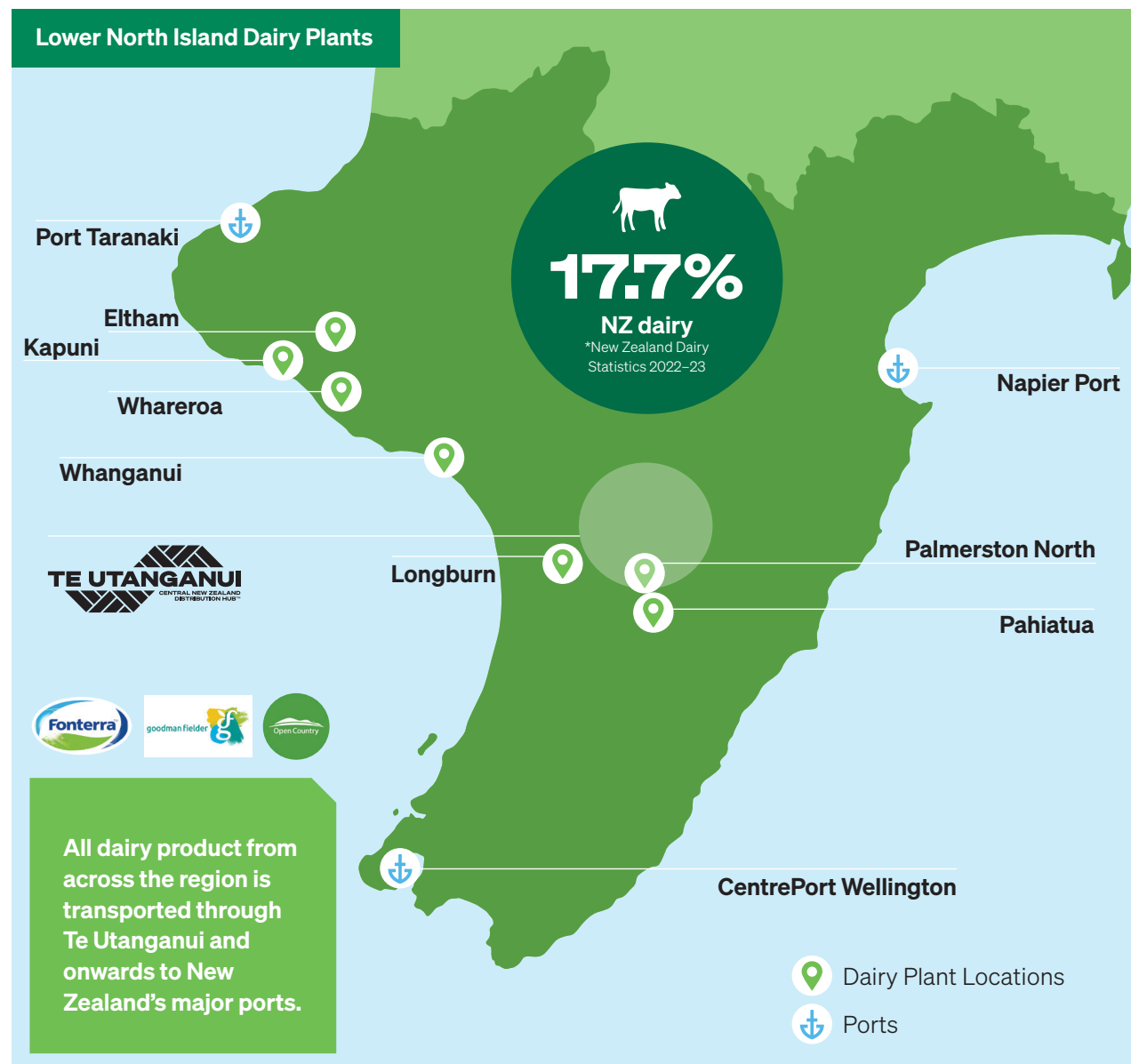
Fonterra Brands New Zealand operates several plants in central New Zealand including Eltham, with more than a century of cheese making, as well as Whareroa, Pahiatua and Longburn. Fonterra is renowned for their beloved brands like Kāpiti and Mainland. These plants work closely with the global research and development team at Palmerston North's Dairy Research Institute.

### Goodman Fielder

Goodman Fielder is one of New Zealand's leading manufacturers of consumables, including the Meadow Fresh range of dairy products and Yoplait Yogurt which are manufactured here in Manawātū, with Palmerston North one of Goodman Fielder's major dairy manufacturing site with national distribution along with some export product.

### Open Country Dairy Whanganui

Open Country Dairy's Whanganui sites have seen rapid expansion over the past few years producing large scale milk powder exports to the world as part of their extensive range dairy products including cheese, milk protein and concentrates.



## ➤ Red Meat

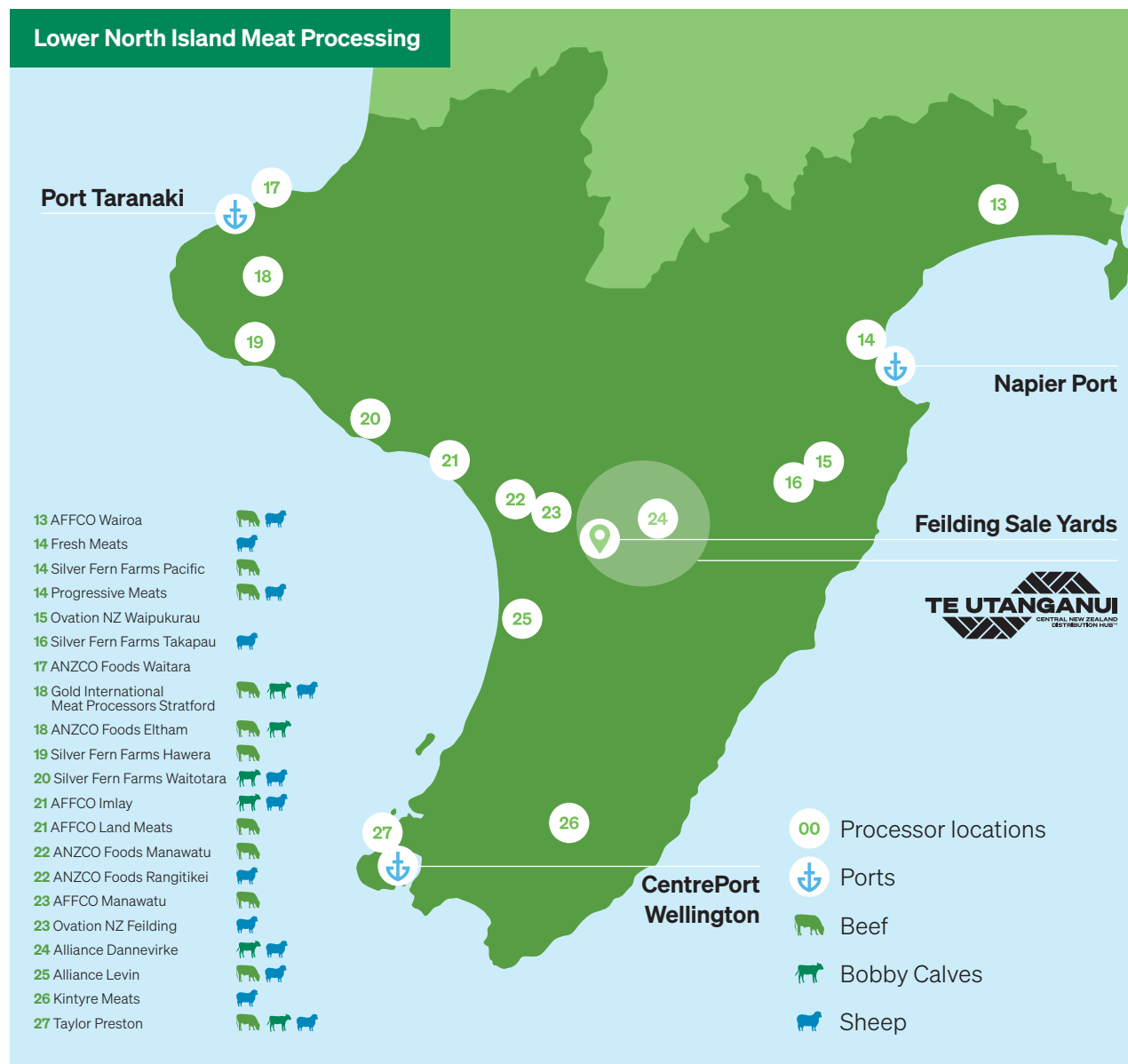
There are 21 red meat plants in the lower North Island exporting beef and lamb to the world. The majority of this cargo is transported via rail through Te Utanganui.

This map shows the scale of the lower North Island meat sector. China is now our largest market followed by the USA and Europe making the shipping services of Tauranga and Napier especially appealing.

In the lower North Island, meat exports are split between CentrePort (via the CentreConnect service), and the Napier Port to additional shipping services to North Asia and North America, and Port of Tauranga for chilled product.



Manawatū's Feilding Livestock Centre sells around **500,000** of cattle and sheep annually, making the lower North Island one of New Zealand's prime meat export regions.





## ➤ Forestry and related businesses

### Log exports

The lower North Island is a significant log export regions in New Zealand, putting pressure on rail and road transportation, hub developments and port capacities at the lower North Island log ports of Taranaki, Napier and Wellington. Logs are almost entirely exported from New Zealand in bulk ships, not in containers.

### Timber related businesses

Taranaki Pine (New Plymouth), Pan Pac Forest Products (Napier) and other major timber related product exporters in the region have export volume that rivals that of the meat and dairy sectors.



The **majority of log exports** are transported through or from Te Utanganui through the regional ports of Taranaki, Wellington and Napier.





## > Governance

### The governance for Te Utanganui includes key stakeholder organisations.

Due to the long-term nature and the significance of the project, the Governance Group oversees and facilitates the connections and advocacy needed to progress opportunities.

The Governance Group also oversees the development and progress of the Palmerston North Integrated Transport Initiative, which includes the Manawatū Regional Freight Ring Road.

### The Governance Group comprises the following representatives:

- **Chairperson** - Palmerston North City Council Mayor
- Palmerston North City Council CEO
- Palmerston North City Council GM Infrastructure
- Manawatū District Council Mayor
- Manawatū District Council CEO
- Central Economic Development Agency (CEDA) Board Chairperson
- Rangitāne o Manawatū
- Ngāti Kauwhata
- Horizons Regional Council Chairperson
- Horizons Regional Council CEO
- Horizons Regional Council GM Regional Services & Information
- Waka Kotahi/NZTA Director Regional Relationships
- Waka Kotahi/NZTA Director Regional Systems Design
- KiwiRail Executive GM Property
- Palmerston North Airport Ltd Board Chairperson
- CentrePort CEO
- Napier Port Viewpoint Supply Chain Manager



Te Utanganui is accelerating at pace.  
Find out how to be involved at  
**[www.TeUtanganui.co.nz](http://www.TeUtanganui.co.nz)**

[contact@teutanganui.co.nz](mailto:contact@teutanganui.co.nz)

