

PORT OF
TAURANGA



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Port History to Modern Day



EARLY HISTORY OF THE PORT OF TAURANGA

1290

Judge Wilson in his "Sketches of Ancient Maori Life and History" records that the canoe *Takitumu* carrying immigrants from Hawaii arrived in approximately 1290 AD and found Te Awanui (as Tauranga was then named) in the possession of a tribe of aborigines whose name, Puru Kopenga, or "full net" testified to the rich harvest to be drawn from the surrounding waters.

1769

In November, Captain James Cook passed close to Tauranga (pronounced "Towrangha") but did not enter the harbour.

1828

Probably the first European vessel to visit Tauranga was the missionary schooner *Herald* that called during this year.

1853

Captain Drury in HMS *Pandora* surveyed and charted the coast and harbour.

1864

Under the Marine Board Act of 1863, the Auckland Provincial Government Superintendent appointed the first pilot Captain T S Carmichael on 8 December 1864. He fixed leading buoys and marks in position to define the navigable channel, and his first piloting assignment was to bring HMS *Esk* into the harbour. The first house at Mount Maunganui was built for him late in 1866, to replace the tent in which he had lived during the previous two years. Copies of his early diaries are held in Tauranga's Sladden Library.

Tauranga is probably the only Port in the country to experience a naval blockade. The Government of the day, fearful that arms would be run to hostile Maori warriors, imposed the blockade by notice in the New Zealand Gazette dated 2 April 1864.

Until the 1860s the Port did not possess a wharf and it was common practice to load and unload cargo at low tides by ox carts operating between the beach at Tauranga and the wooden trading vessels.

During those early years, settlements in the Bay of Plenty were dependent upon sea transport for communication with other districts and from the 1870s a weekly service connected Tauranga, Whakatane, Ohiwa and Opotiki with Auckland. This dependence on the sea gradually disappeared with the construction of roads and railways and, following the opening of a rail link between Tauranga and Hamilton in 1928, the steamer passenger service to Auckland was abandoned in 1929.

1873

On 1 September 1873, the Port of Tauranga was officially established by order of the Governor of New Zealand.

1879

The distinguished Harbour Engineer, Sir John Coode inspected the harbour and recommended that training walls designed to “concentrate scour in the navigable channel” be built near the Tauranga end of the harbour. This project did not proceed.

1882

The *Lady Jocelyn* of 2,138 tonnes, was the first large sailing vessel to enter Tauranga harbour. She arrived off the Port on 2 January 1882, 95 days out from Gravesend.

She was also the first immigrant ship to call at Tauranga and brought the third group of new settlers for the Vesey-Stewart settlements of Katikati and Te Puke.

1901 - 1902

HMS *Penguin* surveyed the Bay of Plenty Coast and Tauranga harbour.

1915

Mr R A Young investigated the cost of dredging channels to Tauranga town to a depth of 30 feet at a cost of £157,000. This would have produced reclamation of 200 acres at Sulphur Point.

1919

Mr J Blair-Mason produced a report on harbour improvements similar to Mr Young's, but to lesser depths, at a total cost of £77,750.

He also envisaged deepening all channels, reclamation at Sulphur Point of 222 acres and a training mole off Matakana Island to deepen the entrance channel. He allowed for berths at Tauranga and a pier at Mount Maunganui in anticipation of the building of the East Coast main trunk railway. With the exception of berths at Tauranga and a jetty at Mount Maunganui, only minor dredging was carried out.

He subsequently resurveyed the eastern end of Tauranga harbour.

1927

Railway wharf, at Tauranga, was completed and used almost exclusively for coastal shipping until October 1948, when the *James Cook*, of the Sleigh Line, made its first visit to load timber for Australia. She was followed by ships of the Union Steamship Company and other lines. The Karitane took out the first 500 tonnes of pulp in October 1953.

In the same year, the Board promoted a plan for the construction of a deep water Port at Mount Maunganui but a Commission set up to enquire into the desirability of this development decided that it should be deferred.

The northern end of the present site of the main Port was the scene of considerable activity when the East Coast main trunk railway was under construction. Overseas ships called regularly, bringing materials for this project. Many of the bridges on the East Coast railway from Napier to Gisborne were fabricated at the Public Works workshop at Mount Maunganui.

CONTROL OF THE PORT OF TAURANGA

HISTORICAL

In the early days, harbour control and the provision of harbour facilities was considered to be the responsibility of the Crown. Different administrative modes were tried during 1860 - 1870. Marine Boards were set up and discarded, authority was delegated to the provinces and then revoked, but central Government always retained some measure of control.

In 1870, Superintendents and Provincial Councils were empowered to constitute Harbour Boards and their mode of election. During the next few years more than sixty were established. Provincial Government was subsequently abolished and harbour legislation was consolidated in the Harbours Act 1878, which provided for the uniform control of all harbours.

In many earlier Boards there was no provision for direct election of members by the people and it was not until 1910 that the election of members to Boards was brought within the Local Election and Polls Act. Even then, Boards still had some appointed members, but from 1950 they have consisted entirely of members elected by the people of each Harbour District.

THE TAURANGA HARBOUR BOARD

The Tauranga Harbour Board was constituted on 26 October 1912, by the Tauranga Harbour Act (1912, No 19). The harbour as described in the Act comprised the Port of Tauranga, the Port and harbour of Katikati, the Kaituna River so far as it was navigable, the estuary of Waihi South and the respective entrances thereto. The Tauranga harbour district covered the Borough and the County of Tauranga. The first Board comprised nine members appointed and elected as follows:

- (a) Two members appointed by the Governor;
- (b) Two members elected by the electors of the Tauranga Borough;
- (c) Three members elected by the electors of the combined district of the Ridings of Maketu and Te Puke of the County of Tauranga.
- (d) Two members elected by the electors of the combined districts of Waimapu, Te Puna and Katikati Ridings of the County of Tauranga.

The newly constituted Tauranga Harbour Board was authorised by the 1912 Act to acquire all wharves, jetties, buoys, beacons, sheds and appurtenances thereof from the Borough of Tauranga at a price to be agreed between the parties.

The first meeting of the Tauranga Harbour Board was held on Wednesday 5 March 1913, and the first letter considered was from the Tauranga Borough Council asking the Board to take over control of the Town and Victoria Wharves, which was achieved by agreement between the parties on 23 November 1914.

On 7 May 1913, the Board accepted the offer of the Tauranga County Council to hand over free of charge the wharves at Bowentown, Katikati and Omokoroa, and on 8 October 1913, it accepted the offer of the Mount Maunganui Domain Board to hand over the landing stage at Mount Maunganui. By the end of 1914, all wharves within the Tauranga harbour were owned and controlled by the Tauranga Harbour Board.

On 12 October 1915, Parliament passed "The Tauranga Foreshore Vesting and Endowment Act 1915" vesting the whole of the foreshore of the Tauranga harbour in the Board.

THE BAY OF PLENTY HARBOUR BOARD

In order to be more representative of the district served by the Port, the Board resolved to seek legislative authority to change its name to the Bay of Plenty Harbour Board. This was effected by the Bay of Plenty Harbour Board Act 1970, assented to on 24 August 1970.

The Board comprised 13 members, elected triennially from the following areas:

- (a) Two by the electors of the City of Tauranga;
- (b) One by the electors of the Borough of Mount Maunganui;
- (c) Two by the electors of the Borough of Te Puke and the County of Tauranga;
- (d) Two by the electors of the Rotorua District (Urban);
- (e) Two by the electors of the Rotorua District (Rural);
- (f) One by the electors of the Borough of Kawerau and Part of Whakatane District;
- (g) Three by the electors of the Boroughs of Matamata, Putaruru, Tokoroa and of the County of Matamata.

PORT OF TAURANGA LIMITED

The enactment of the Port Companies Act on 29 April 1988 required the principal Harbour Boards each to set up a Port company to take over all of the Port related commercial undertakings and to operate these to achieve a commercial return on the assets involved. The new Port company was registered on 25 July 1988 as Port of Tauranga Limited, with an initial directorate of six and a share capital of \$1,000, all of which was initially held by the Harbour Board. The organisation was restructured to meet the changed objectives.

Local Government Reform spelled the end of Harbour Boards on 31 October 1989. Shareholding in the Port Company passed to the Waikato (three-thirteenths) and the Bay of Plenty (ten-thirteenths) Regional Councils. The latter also assumed control of the harbour waters and responsibility for safety, navigation and control of marine pollution. Ownership of the Tauranga Marina, Harbour Bridge, adjacent boat ramps, jetties and long term leased properties passed to the Tauranga District Council, with the Western Bay District Council assuming ownership of the marine recreational facilities in the rest of the harbour.

POPULATIONS OF REGIONAL AREAS (LOCAL AUTHORITIES) SERVICED BY THE PORT OF TAURANGA

In October 1989 Local Government regional and district boundaries were changed. Statistics NZ issued the quoted population statistics mid year 1996.

	2001 Census	Projected 2021	Projected % Change
Bay of Plenty Region	239,412	307,700	+ 25%
Waikato	357,726	409,700	+11%
Total Both Regions	597,138	717,400	+36%

2006 CENSUS STATISTICS (Provisional Counts)

Bay of Plenty Region = 263,000 in 2006

Waikato Region = 390,100 in 2006

Main Towns/Cities

Hamilton	11.8%	increase to 131,700
Rotorua	2.4%	increase to 70,400
Taupo	2.1%	increase to 35,300
Tauranga	14%	increase to 104,700
Western Bay of Plenty	10.2%	increase to 42,400
Whakatane	0.0%	33,000

THE MODERN PORT FROM 1954

EARLY CONSTRUCTION AND GROWTH

By 1950, the State forests on the Kaingaroa Plains were nearing maturity for processing and mills were established by the Tasman Pulp and Paper Company at Kawerau and by New Zealand Forest Products at Kinleith. In October 1950, a Harbour Enquiry Commission was set up to recommend the best site in the Bay of Plenty for a Port to service the produce of the forests and mills. In November of the same year, the Commission brought down its finds and as a result the government decided to build a deep sea wharf at Mount Maunganui.

After a protracted period of site investigation, trial design and consultations, in September 1952 tenders were called on a worldwide basis for the construction of a breastwork wharf, 1,225 feet (372m) long. Two tenders were received but as these were some 30 percent higher than the Departmental estimates, both were declined. In April 1953, tenders on the same basis were again called but these were declined for similar reasons, and on 29 May 1953 the Government gave instructions for the Ministry of Works to construct the wharf.

On 30 November 1953, the Hon W S Goosman, Minister of Works, drove the first pile. The first ship, the MV *Korowai*, berthed at the new wharf on 5 December 1954.

By agreement with the Harbour Board, Government built and financed the wharf, the Board repaying the capital cost, plus interest, over thirty years.

Trade potential was optimistically assessed at “perhaps one million tonnes in 25 years” - in fact, the first million tonnes was chalked up in 1964/65, only 10 years after the official opening, the second million in 1968/69, and the third million in 1972/73. By September 1979 throughput reached 3,730,000 tonnes.

Much of this growth was due to the log export trade to Japan and Korea - the first trial shipment of 158 tonnes being shipped to Japan on 24 November 1957. Shipments shot up from 13,667 tonnes to 85,155 tonnes in 1959 and timber shipments increased by 24%, marking the beginning of a spectacular trade, which reached a peak of 1,623,880 tonnes in 1973.

The unprecedented overall trade growth disproved the pessimistic predictions of those many organisations, which, in 1966, at a public inquiry before the Transport Commission, strenuously opposed proposals for full development of the Port as an unrestricted final outlet for primary exports originating in the Waikato/Bay of Plenty region.

The “green light” subsequently given to the Port to go ahead with its development plans finally endorsed in every respect the recommendations of earlier hearings associated with development of the Bay of Plenty and its Port, the 1950 Port inquiry, the 1958 Kaimai Tunnel Report, the 1961 Trotter Report on cool storage and the 1963 McKillop Report on Port access.

In this decision emphasis was drawn to the undesirability of “placing too many New Zealand eggs in one basket” and the need for an alternate port at Mount Maunganui to provide greater flexibility in serving the country’s export trade from the North Island.

The Port's central location to major areas of export product and import consumption has saved shippers many millions of dollars in transportation costs alone. The Kaimai Tunnel deviation confers even greater economic benefits through more direct, shortened and speedier rail links.

HARBOUR BOARD ASSUMES CONTROL

In November 1965, ten years after the first wharf was officially opened, the 1.303m Mount Maunganui Wharf was officially handed over to the then Tauranga Harbour Board by the Prime Minister the Rt Hon Sir Keith Holyoake, (subsequently Governor-General) signifying completion of the harbour works originating by agreement with the Crown on 4 November 1953. In so doing the Prime Minister made a statement, which still exemplifies the co-operation between the Harbour Board and other organisations. He said:

“Your Port, city and surrounding area are developing and prospering as a result of close co-operation between the Government, the cities, Boroughs and Counties in the district and the Tauranga Harbour Board. The teamwork, which has been evident, and the confidence each party has had in each other is to be commended. It is this type of team work between the Government and the people of New Zealand which ensures the further development and prosperity of our country”.

REGIONAL EXPANSION

Back in the Port's hinterland, other events also shaped the progress of the region which has become inextricably linked with development of the Port of Tauranga - a region nationally recognised as one of the fastest growing and most important to national economic well-being:

- Port access roads were upgraded to Class 1 and State Highway status in massive reconstruction programmes.
- Government completed a \$56 million major rail deviation through the Kaimai mountain range, shortening rail distances between the Port and Rotorua/Waikato areas by 51 - 100km.
- Several major hydro-electric stations, and a geo-thermal power station, were constructed to provide much needed electrical energy for North Island industrial expansion, which in the Port region conservatively exceeded \$300 million.
- New Zealand's two largest pulp, newsprint, and kraft paper mills, New Zealand Forest Products Limited and Tasman Pulp and Paper Company Limited, and many log and timber exporters substantially stepped up production, plant expansion and export marketing.
- The New Zealand Dairy Board in 1968 decided to centralise much of the butter and milk exports through the Port, which is closer to production centres than any other North Island Port.
- Adjacent to No's 1 and 2 berths, the first stage of the cool store to hold 8,500 tonnes was completed in December 1968, at which time a second and larger adjoining store was commenced. These stores now covering 2.2 hectares have a total capacity of 22,500 tonnes of butter and cheese. Butter exports commenced in December 1968, and small tonnages of cheese followed. By 1970 the Port was the largest New Zealand outlet for butter and dried milk

products, and during the New Zealand Dairy Board year ended June 1984, handled 32% of the total New Zealand dairy exports.

More recently, and in the dairy “off season”, the cool stores are being used to store kiwifruit prior to shipment.

- An export freezing works was established at Rangiora, within 27km of the Port, and significant exports, principally cartoned beef cuts, have been exported. Proposals are in hand to extend the export capacity.
- Population growth within the Port hinterland is one of the fastest in New Zealand.
- Two flour mills, five oil companies, a fertiliser works and iron/steel importers soon followed establishment in the Port. Over the years, many major industries have been established in close proximity to the Port, and now enjoy the advantages of low cost import/export distribution, through fast, efficient cargo handling.
- The North Island’s first wood chip export terminal became operational during August 1972.
- Dominion Salt (NI) Limited, established a salt refinery (the second in Australasia) at the Port during 1972/73.
- A 3,000 tonne grain silo was commissioned during May 1976.

KAIMAI TUNNEL

In 1962 the Hamilton/Tauranga line had become the busiest provincial rail line in the North Island, carrying a freight traffic density second only to the main trunk line. Traffic flow in/out of the Bay of Plenty almost doubled from 317,000 tonnes in 1952 to 612,000 tonnes in 1962, and by 1978 again doubled to 1,300,000 tonnes. In 1998–99 the rail line transported 2,128,659 net tonnes freight through the Kaimai Tunnel.

The Kaimai Tunnel was constructed to service this increasing traffic and was officially opened by the Prime Minister, the Rt Hon Sir Robert Muldoon on 12 September 1978.

This improved transport link between the Port of Tauranga and the Waikato brought significant changes in the whole distribution economics of the North Island and has had far reaching effects on its transport patterns and development.

For example, travelling time between Hamilton and the Port was reduced by 1.5 hours, 760 tonne trains with two DB locomotives have been replaced by 900 tonne trains with one DA locomotive or up to 1,800 tonnes with two DA locomotives, and freight costs reduced by as much as 30%.

PORT CONSTRUCTION AND CAPITAL WORKS

To keep pace with progress and demand, an almost continuous berth building programme has been undertaken, accompanied by channel and harbour deepening, reclamation works, construction of Port facilities, and the acquisition of floating and shore plant.

- Between 1961 - 1978 Port draught was increased from 7.31m to 10.7m to handle the 68% increase in shipping (269% increase in net register tonnage).
- The main wharf was lengthened from the original 372m to 1,843m (since lengthened to 2,060m).
- Large transit storage sheds were constructed.
- A 600 tonne slipway and jetty were constructed.
- A linkspan and a \$2 million Forest Industry Terminal has been established to serve the direct roll on/roll off service to Australian and South Pacific Island Ports.
- A heavy lift multi purpose gantry crane was installed at a cost of \$3.9 million, and became operational in September 1979.
- A bulk cement/tanker berth was constructed and became operational in June 1980.
- The original berths are being progressively deepened.

The Port's first tug *Mount Maunganui* in service from April 1960 until 1992, followed by *Rotorua* in April 1968, *Kaimai* in October 1977 and *Te Matua* commissioned in May 1992, giving the Port a combined tug power of 82 tonnes bollard pull. In June 1999, a new two-man tug, *Sir Robert*, was commissioned.

SULPHUR POINT DEVELOPMENT

Reclaimed land, resulting from dredging commenced in 1965, amounted to 90 hectares by 1990. Major Port extensions supported by adjacent Port facilities were completed in 1992.

The current wharf construction has resulted in 600m ready for use in April 1992 with a potential of 1,155m and a further 400m on the northern face. Wharf construction is a reinforced concrete deck poured on concrete piles with continuous fender piling. An impressive deck loading to withstand 60 tonne wheel or 120 tonne axle loads will extend to all wharves and paved areas. There is scope for specialised covered cargo handling and storage to be built by Port users to suit their requirements. Twenty seven hectares of paved open storage and handling areas, floodlit for 24 hour (seven days a week) operations has been developed.

INCREASED DEPTHS AND WIDENED CHANNELS

A dredging programme, completed in July 1992 has allowed an increase in Port draught to 13.0m high water and 11.7m low water. The largest vessel to enter the Port to date had Length Overall (LOA) of 264m. Vessels up to LOA 290m can now be handled.

Worldwide investigations of many types of quayside cranes were carried out to determine their suitability for the specific multi cargo handling operations presently carried out and envisaged, at the Port of Tauranga.

It was finally decided to purchase from Liebherr Container Cranes Limited a Liebherr Tango 115 Super model, which was manufactured in the company's plant at Killarney, Ireland.

The crane components arrived at the Port on 3 March 1979 and were assembled under specialist Liebherr supervision. The crane was structurally complete and operational by 1 June 1979.

The crane can be used for a multitude of purposes, including grabbing duties for bulk granular materials, heavy lifts, logs, containers and multi lifts of other cargoes presently being handled in small unit sizes.

CONTAINER CRANES

Management's worldwide evaluation of container cranes has resulted in contracts being signed with Liebherr Container Cranes Limited for the construction and installation of four post-panamax container cranes. These are among the largest operating in the world. The operational performance of these cranes is impressive. They incorporate the latest design aspects of modern gantry cranes with lifting capability of up to 80 tonnes under the hook beam and 50 tonnes under telescopic spreaders. The cranes are able to work vessels 16 containers wide. They have a wharf deck clearance of 32m and operate along the full length of the Tauranga wharf. A fourth Liebherr post-panamax crane became operational in 2009 with a wider out reach to service vessels of 18 boxes wide and with twinlift capability.

Tauranga Container Terminal now operates with six cranes. The latest, two Liebherr super post-panamax cranes, are capable of handling vessels 18 containers wide. This compliments three other post panamax cranes and a smaller gantry crane. Port of Tauranga has one new post-pamamax crane on order and is due for commissioning in January 2014.

STRADDLE CARRIERS

In 1998 the Port of Tauranga Limited purchased 10 second hand TCM straddle carriers, ranging in age from 10 years down to six years, from MTL (Modern Terminals Limited) in Hong Kong. They were shipped out by Tasman Asia Shipping completely built up and weigh 55 tonnes each. They have had modifications to cabs, new seats and radio data terminals fitted to allow for automatic control from SPARCS (ships planning and reporting container systems).

TCT currently operates a fleet of 36 straddle carriers, 23 of which are Kalmar diesel electric. Apart from some R&D to rail, all movement of cargo within the terminal is undertaken by straddle carrier. Very fast truck turnaround times are being achieved through the terminal. Six terminal tractors and trailers supplement the straddle operation.

ROAD AND RAIL LINKS

Direct access to the new Port area is provided by well planned road and rail routes. The East Coast main trunk railway from the Kaimai tunnel to the west and Te Puke to the south is linked to the Tauranga Wharf. Initially four sidings of the eventual major development run along the Port's western boundary. Sidings will run from here as required by Port users to working and storage areas.

The excellent existing road and rail access will be further enhanced. Direct road access will be along a widened Mirrielees Road, Te Puke, Rotorua and Whakatane will join from the Tauranga harbour bridge, Waikato northern regions from Cameron Road and the new limited access motorway constructed up the Waikareao Estuary.

MILESTONES IN OUR PROGRESS

- 20 November 1953:** First pile of initial 1,255ft (372m) wharf driven at Mount Maunganui. Total trade only 55,575 tonnes annually and mainly coastal.
- 6 December 1954:** *Korowai* first vessel to berth at new Mount Maunganui Wharf.
- 24 November 1957:** First log shipment to Japan - 158 tonnes.
- 4 April 1960:** First tug *Mount Maunganui* commissioned at Port.
- 9 February 1963:** First visit by Her Majesty the Queen and His Royal Highness the Duke of Edinburgh aboard Royal Yacht *Britannia*. This year Tauranga attained city status.
- 30 June 1965:** Prime Minister Sir Keith Holyoake officially handed over full control of Port operations to Board.
- 2 October 1965:** First sod turned for Kaimai Tunnel construction.
- 7 July 1967:** *Mirrabooka* discharged first 8 ISO 20ft containers in New Zealand at our Port - containing saltcake for New Zealand Forest Products Works, Kinleith.
- 11 September 1967:** First container loaded.
- 2 February 1968:** *Kungsholm*, first large cruise liner to visit Port.
- 12 April 1968:** Second tug *Rotorua* operational.
- 23 October 1968:** Cutter Channel opened up for traffic by *HMNZS Waikato*.
- November 1968:** Completion of first 8,500 ton capacity AFFCO Port grading cool store for butter/cheese.
- December 1968:** *Suevic* loaded first butter cargo from Port.
- October 1969:** Completion of 1,370m rock tide-training wall from Tauranga Wharf.
- 22 March 1970:** Second visit by Her Majesty the Queen and His Royal Highness the Duke of Edinburgh.
- 24 August 1970:** Harbour Board's name changed from "Tauranga" to "Bay of Plenty".
- 12 November 1971:** New 600 ton Slipway first used.
- 17 August 1972:** First shipment of woodchips to Japan.
- 18 October 1972:** *Port Caroline*, world's largest conventional refrigerated cargo liner visits Port for first of successive calls.
- 13 May 1973:** First discharge of salt for new refinery from the vessel *Temple Arch*.
- 21 May 1974:** *Botany Triumph* discharged first bulk molasses for new Port industry.
- 19 March 1975:** Roll-on/roll-off linkspan opened with *Marama* inaugurating new RO/RO service to Australia.
- 19 May 1975:** *Lone Star* loaded for first maize shipment.
- May 1976:** New export maize terminal commissioned.

1976 - 1977:	Union Steam Ship Company introduced two new 20,271 dwt gas-turbo-electric RO/RO vessels to trans-Tasman trade (December 1976, July 1977).
September 1977:	Tasman Pulp and Paper Company introduced two new specialised side-loading newsprint/pulp vessels for Tauranga/Australia trade.
October 1977:	New 27.5 ton bollard pull tug <i>Kaimai</i> operational.
1978:	Forest Industry Terminal in operation.
July 1978:	Extensive inner/outer harbour channel dredging to achieve 35ft (10.7m) completed.
1978:	New 3,720 square metre transit cargo shed constructed.
September 1978:	Kaimai tunnel deviation operational, substantially reducing time and distance between Port and Waikato/Rotorua areas.
June 1979:	\$3.9 million heavy lift multi purpose gantry crane, operational.
10 July 1980:	80m bulk cement/tanker berth first operational with arrival of chemical tanker <i>Essi Gina</i> .
20 February 1982:	Governor-General opens new 540 berth Marina at Tauranga.
July 1982:	<i>Wild Flamingo</i> sails for Japan with the first pallet-loaded consignment of kiwifruit.
21 April 1983:	<i>Tourcoing</i> longest vessel to enter Port at 229m LOA.
September 1983:	Largest deadweight vessel - <i>Maroula</i> LOA 223.17m, beam 32.2m, NRT 21,414, GRT 29,759, DWT 61,315.
30 April 1985:	New high-speed pilot launch <i>Tauranga II</i> commissioned.
30 August 1985:	<i>Ocean Pioneer</i> sails with first shipment of Ethanol, 554.3m/t.
15 October 1985:	New Zealand Steel Limited announce decision to use Tauranga for import/export trade.
5 December 1985:	2nd largest shipment of butter loaded on <i>Hood</i> - 11,500 tonnes for Iran.
4 June 1987:	Largest shipment of fertiliser <i>Kuikang Career</i> - 29,474 tonnes phosphate.
24 June 1987:	2,150 pregnant breeding heifers loaded for Venezuela - world's largest cattle shipment.
June 1987:	Two records were set - 100% occupancy of berths and no idle time for wharf labour.
13 March 1988:	Official opening of the Tauranga Harbour Bridge.
July 1988:	Largest shipment of steel <i>Star Junri</i> - 30,595 tonnes to USA.
August 1988:	Largest shipment of woodchips <i>Kure Maru</i> - 33,390 tonnes to Japan.
September 1988:	35,426 containers handled in 12 months. Record cargo throughput of 4,150,000 tonnes.

1 October 1988:	Port of Tauranga Limited commenced operations.
November 1988:	60 Shipments of kiwifruit handled in 12 months by conventional refrigerated vessels (35,630,328 trays).
3 July 1989:	Commencement of construction of berths at the Sulphur Point reclamation.
31 October 1989:	Bay of Plenty Harbour Board abolished.
29 June 1990:	Port Plan approved for further development of Sulphur Point Wharf from 340m to 600m. The plan incorporates the provision of two post-panamax container cranes, a 40 tonne bollard pull tug and improved draught.
30 August 1990:	Two Liebherr post-panamax container cranes ordered.
30 September 1990:	651,000 tonnes highest monthly tonnage.
30 September 1990:	5.1 million tonnes - record annual cargo throughput.
20 December 1990:	New, 40 tonne bollard pull tug ordered.
12 March 1991:	Largest shipment of logs on <i>Yasnaya Polyana</i> - (35,888 JASM) 30,357 cubic metres.
12 May 1991:	Largest shipment of kiwifruit on <i>Argentinian Reefer</i> 17,139 tonnes (7,875 pallets).
11 July 1991:	Largest shipment of butter on <i>Karskoye More</i> 13,570 tonnes.
30 September 1991:	Record annual cargo throughput 6,114,000 tonnes.
1 April 1992:	Tauranga Wharves opened for shipping.
26 April 1992:	Tauranga Wharves officially opened by the Governor General.
May 1992:	<i>Te Matua</i> new 40 bollard pull tug in service.
30 September 1992:	Record arrival cargo throughput.
30 May 1993:	First logs imported from the South Island for Tasman Pulp and Paper, Kawerau.
6 June 1993:	First fully containerised service commenced with the arrival of the <i>Krasnogvardeec</i> .
August 1993:	Export of 35,000 tonnes of eucalyptus wood chips.
May 1994:	Record number of vessel arrivals and departures in one month. 91 arrivals, 91 departures.
18 October 1994:	Largest cruise liner to visit the <i>Port MV Maasdam</i> 219.40m length overall, 55,451 gross tonnage.
22 November 1994:	Largest export cargo shipped on <i>Pearl Venus</i> 52,173 tonnes.
February 1995:	Portable 65m x 30m industrial storage tent acquired from the United States.
March 1995:	Start of China Ocean Shipping Company (COSCO) services to Asia.
June 1995:	Start of New Zealand Pacific Container Line services.

- July 1995:** Millionth kiwifruit pallet loaded at the Port for NZ Kiwifruit Marketing Board.
- August 1995:** Start of chartered services to Korea on *Ken Yo* for Carter Holt Harvey.
- January 1996:** Visit of *Endeavour* replica vessel.
- February 1996:** Commissioning of new dairy shed for Anchor Products.
- May 1996:** Start of fully cellularised joint services by Malaysia International Shipping Corporation (MISC) and Pacific International Lines (PIL).
- May 1996:** Record 1.63 million kiwifruit trays to Europe on *Choapa*.
- June 1996:** Record 101 vessel departures during month.
- June 1996:** Record trade volumes of 8,027,872 tonnes during year.
- November 1996:** The Cargo Company Limited - a joint venture with Owens Services BOP Limited for onwharf cargo consolidation commenced operation.
- February 1997:** Maersk Line commences its New Zealand container service.
- March 1997:** Record monthly tonnage throughput 780,358 tonnes.
- April 1997:** Record 106 vessel departures.
- June 1997:** Record annual trade volumes of 8,698,257 tonnes.
- June 1997:** Record log shipment *New Emerald* - 37,401 cubic metres.
- September 1997:** MEG service commences schedule.
- November 1997:** New joint venture coldstore facility commissioned.
- November 1997:** Record tonnage of 52,564 tonnes of hard wood chips achieved when the largest shipment of a single commodity was exported.
- January 1998:** Tauranga Container Terminal buys fleet of ten straddle carriers from Hong Kong.
- February 1998:** Longest cargo vessel to call *Palliser Bay* – 249 metres.
- April 1998:** Tauranga Container Terminal's Navis information systems commissioned.
- July 1998:** Opening of Tauranga Container Terminal and launching of *Te Awanui* (the new survey and standby pilot vessel) by the Prime Minister Jenny Shipley.
- May 1999:** Australia New Zealand Direct Line (ANZDL) becomes the first shipping line to use MetroPort Auckland.
- June 1999:** Export log throughput exceeds 3.1 million tonnes.
- June 1999:** Container traffic increases by 20% to 112,141 TEUs.
- January 2000:** Longest passenger vessel to call *Legend of the Seas* – 264 metres.
- November 2000:** The new \$5 million tug *Sir Robert* was blessed.
- March 2001:** Port of Tauranga and Port of Brisbane established a strategic alliance.

- April 2001:** Wallenius Wilhelmsen commences a new monthly service.
- May 2001:** MetroPort Auckland Tranz Rail 24-hour operation agreement.
- September 2001:** Opening of the new Dairy Export facility by the Prime Minister Helen Clarke.
- February 2002:** Purchase 100% of Owens Services BOP.
- May 2002:** Longest cargo vessel to call *P&O NL Encounter* – 281 metres.
- May 2002:** Record 122 vessel departures during the month.
- June 2002:** Record annual trade volumes – 11,396,577 tonnes/322,510 TEU.
- June 2002:** First vessel called at NorthPort 18 June 2002.
- February 2003:** The Mediterranean Shipping Company commence to use Tauranga as its sole North Island Port for its European service.
- April 2003:** Establishment of North Tugz Limited, a 50% joint venture between NorthPort and Ports of Auckland Limited to undertake marine services within the Whangarei Harbour.
- May 2003:** Ten-year extension signed with Tranz Rail for the operation of MetroPort, allowing for further investments to upgrade MetroPort's facilities. The MetroPort agreement expires in May 2013.
- August 2003:** A 15-year agreement with Genesis Power for the importation of up to 1 million tonnes of coal per annum for the Huntly Power Station was agreed. This joint investment of \$32.6 million includes conveyor systems, a load out system for rail, a large covered storage facility at Mount Maunganui, an enclosed reclaim facility, modifications to hoppers and an extensive berth deepening programme.
- February 2004:** P&O Nedlloyd restructures their express service direct between New Zealand and Southeast Asia, calling at the Ports of Tauranga and Napier.
- February 2004:** The 294-metre *Queen Elizabeth II* visits for the first time, and becomes the largest cruise ship to berth at Port of Tauranga.
- June 2004:** MetroPort's throughput increases by 50%. Its capacity is to be doubled following a \$3 million upgrade of the sealed area, ground slots and drainage.
- October 2004:** The Port of Tauranga was a joint winner of the 2004 Australasian Port of the Year Award run by Lloyd's List Daily Commercial News, the first time a New Zealand Port has won a Lloyd's List award
- November 2004:** The sale of the Port's shareholding in The Owens Cargo Company Limited and the formation of the 50:50 joint venture company Toll Owens Limited.

- December 2004:** MetroBox Auckland Limited, a 50% joint venture with Toll New Zealand Limited, is established to operate a container storage handling, cleaning, washing and repair service for empty shipping containers.
- December 2004:** The Port celebrated 50 years of operations. The MV *Korowai* was the first vessel to visit the Port on 5 December 1954.
- January 2005:** The capacity of MetroPort in South Auckland was expanded to 1,265 operational ground slots with the ability to handle 100 TEU trains.
- May 2005:** Three new straddle carriers were introduced at Sulphur Point.
- June 2005:** The biggest export shipment of kiwifruit was moved into the Danish motor vessel *Knud Lauritzen*. The shipment amounted to 2.6 million trays (9,000 pallets) of kiwifruit.
- October 2005:** Jon Mayson retires from the Port after nine years as CEO. Mark Cairns, formerly CEO of Toll Owens, becomes the new CEO.
- January/February 2006:** The *Diamond Princess*, at 290 metres, arrives at the Port a record eight times.
- February 2006:** The first New Zealand call in the newly formed Maersk Line's 4100 TEU "Pendulum" service commenced in February.
- February 2006:** The new Goodman Fielder grain store was completed and the first delivery received into the store in February. The 4,000 square metre store built on Port land, has a 20,000 tonne capacity.
- March 2006:** In March, the new NZX shipping service made its first call in Tauranga. NZX combines several lines [Nippon Yusen Kaisha (NYK), Mitsui Osk Line (MOL), Pacific International Line (PIL), Malaysia International Shipping Corporation (MISC) and Orient Overseas Container Line (OOCL)].
- March 2006:** Tauranga was confirmed as the North Island Port of call for Hamburg Sud's new fortnightly Trident service.
- August 2006:** US Lines chose Tauranga as the only New Zealand Port of call for its new fortnightly service.
- September 2006:** Marstel Terminals commenced construction on a \$15 million bulk liquids terminal and announced Tauranga as their location for future growth.
- March 2007:** Tauranga was confirmed as the North Island Port of call for Hamburg Sud's new fortnightly Trident service between Europe, East Coast North America, Australia and New Zealand. Calling weekly, both north and southbound legs, equating to 104 ship calls per annum.
- May 2007:** Cruise New Zealand announced that the Bay of Plenty would welcome a record number of cruise ships during the 2007-08 season.

- June 2007:** Port of Tauranga announce that following a reconfiguration of the Oceania Vessel Sharing Agreement (OVSA) service they will receive an additional 26 vessel calls per annum.
- July 2007:** Auckland Regional Holdings resolves not to support merger between Ports of Auckland and Port of Tauranga.
- November 2007:** ABB Grain Limited committed to a 35-year lease with Port of Tauranga and plans to construct on Port land a purpose-built 8,000m² bulk storage facility, able to store more than 30,000 tonnes of grain and protein product.
- December 2007:** Toll Rail and the Port of Tauranga signed an agreement to add 60 new generation rail wagons to the MetroPort Auckland service.
- December 2007:** Seatrade, the world's largest specialist reefer shipping operator, announced plans to consolidate on the Port of Tauranga, adding an additional 18 vessel calls per annum.
- February 2008:** CMA CGM, the world's third largest container shipping line announced plans to relocate its NEMO service from Ports of Auckland to the Port of Tauranga, adding an additional 52 vessel calls per annum.
- March 2008:** Order placed for a new Liebherr gantry crane capable of handling 5,000 to 7,000 TEU ships. Scheduled to be commissioned in July 2009.
- June 2008:** A record year for cargo with trade up 7% to 13.525 million tonnes.
- July 2008:** Tauranga Container Terminal celebrates 10th year Anniversary. Opened in 1998, the Terminal has established itself as one of the busiest in New Zealand, from just over 57,000 TEU's in 1998 to over 400,000 in 2007.
- July 2008:** CMA CGM Panama fortnightly service began calling in July 2008.
- October 2008:** Pacifica weekly coastal service began calling in October 2008.
- February 2009:** Entered into a long term operating agreement with Carter Holt Harvey Lodestar.
- February 2009:** The purchase of a leasehold interest in a 2.6 hectare Mount Maunganui wharf store and also 1.8 hectares of freehold land within the Mount Maunganui wharf area.
- 2009:** A record year of cruise ships with 56 visits, up from 40 in 2008.

- July 2009:** Erection of new Liebherr gantry crane at the Tauranga Container Terminal, commissioned July 2009.
- July 2009:** Lodged application for dredging consent to dredge channels to 14.5 metres draught at low water.
- January 2010:** Completion of the Tauranga HarbourLink Project, giving highway access directly to the Port.
- March 2010:** Launch of CargoConnect, a comprehensive online cargo management system, allowing customers to manage their cargo movements at the Tauranga Container Terminal.
- April 2010:** Purchase of Tapper Transport Group, New Zealand's largest container transport company and container freight station.
- May 2010:** Carpenter Shipping service began calling, making Tauranga its only New Zealand port call.
- June 2010:** Record trade volumes of 13.748 million tonnes.
- December 2010:** Pilot launch *Arataki* commissioned.
- 2011:** Record underlying net profit after tax of \$57.9 million for the Port of Tauranga Group.
- Exported log volumes reached 15.4 million tonnes, up 14%.
- Container volumes up 15% to 590,506 TEUs.
- Launch of MetroPack, a container packing and unpacking service adjacent to our inland port, MetroPort Auckland.
- Five new container services announced for Tauranga, adding a net 180 vessel visits a year.
- Expansion of the Sulphur Point Container Terminal underway, including a 170 metre wharf expansion, more container storage land and the planned purchase of a sixth ship-to-shore gantry crane.
- 2012:** Underlying net profit after tax for the year rises 26% to a record \$73.5 million.
- Trade volumes increase 20% to 18.5 million tonnes from 15.4 million tonnes.
- Container volumes rise 35% to 796,024 TEU.
- Final dividend of 27 cents per share (total dividend up 26%).
- Log volumes up 11% to 4.9 million tonnes.

Dairy volumes up 126% to 1.3 million tonnes.

Seven new shipping services.

Capex of \$39 million primarily increasing capacity at the terminal.

Ordering of the 6th & 7th cranes.

170 Metre Sulphur Point wharf construction underway with completion due March 2013

Five associate and subsidiary Tapper Transport earnings up 7% to \$13.3 million.

2013:

Revenue increases 7% to \$244.1 million.

Reported net profit after tax rises 52% to \$112.1 million.

Underlying net profit after tax rises 5% to \$77.2 million, a new record.

Total trade volume increased by 3% to just over 19 million tonnes, driven by export growth of 6%.

Log exports up 14% to 5.6 million JASM.

Dairy exports up 27% to 1.682 million tonnes.

Container volumes increase 7% to 848,384 twenty foot equivalent units (TEU) consolidating Port of Tauranga's position as New Zealand's largest container terminal.

Final dividend of 26 cents per share, lifting full-year dividend 18% to 46 cents per share.

Capex of \$68 million, largely to increase capacity at the Tauranga Container Terminal.

Completion of the 170 metre Tauranga Container Terminal berth extension.

Commissioning of the sixth Liebherr gantry crane.

Approval of dredging consent to deepen channels.