



Rolleston site is readied as new intermodal freight hub >>>

Port for the Future >>>

2014 is already shaping up to be an interesting and productive year for the Port of Tauranga group.

We are pursuing new frontiers of growth with our acquisition of PrimePort Timaru and our new plans to open a freight hub near Christchurch.

These initiatives are part of our ongoing investment programme to increase capacity and improve efficiency. Through our development of Timaru into a feeder port, South Island importers and exporters will be able to access the freight savings and efficiencies offered by the larger and more frequent vessels calling at Tauranga.

Meanwhile, our capacity building at Tauranga includes commissioning our seventh container crane last month, and ordering two new tug boats for delivery early in 2015. We also hope to be in a position in 2015, to be calling for tenders on the first stage of our dredging project to deepen and widen the shipping channels.

In Auckland, we are expanding our MetroBox container handling service to a second location.

All of these investments are driven by our goal to grow cargo volumes while providing the most efficient, cost-effective service to our customers. We are making excellent progress in reinforcing our position as New Zealand's pre-eminent freight gateway.

On an operational note, I'd like to thank everyone involved for their cooperation in handling the recent shortage of KiwiRail locomotives. We have managed the minor impact on our rail service between Tauranga and MetroPort Auckland by supplementing with road trains.

Mark Cairns

Mark Cairns
CHIEF EXECUTIVE



www.izone.org.nz

Lot Availability

■ FOR SALE ■ SOLD ■ FUTURE STAGE ■ UNDER OPTION ■ UNDER CONTRACT

Development of Port of Tauranga's new South Island freight hub, modelled on the successful MetroPort Auckland operation, is under way.

The 15 hectare Rolleston hub will have a road and rail-linked container transfer site to receive and despatch full and empty containers.

The proposed 550 metre rail siding will be able to accommodate 75 TEU trains. When

fully developed, 680 ground slots will provide capacity for up to 100,000 TEUs per year.

An empty container depot will also be developed to receive, repair, wash and store empty containers.

A warehouse covering two hectares will be built for storage, container packing, devanning and cross-docking operations. This facility will be developed progressively to meet demand.

Plans are well advanced and the hub is expected to be operational by the end of this year.

Port of Tauranga's Property and Infrastructure Manager, Dan Kneebone,

says the Rolleston development is more than an inland port or off-site storage for port operations.

"It is a freight village that will mirror our very successful MetroPort operation in South Auckland," says Dan.

"It will allow exporters to aggregate cargo bound for our container terminal at Timaru and similarly allow importers to efficiently access the Christchurch domestic market." Customers utilising the Rolleston facility will not be expected to exclusively use the Timaru port.

Port of Tauranga's site is right on State Highway 1, 12 kilometres south of Christchurch,

and also lies at the intersection of the main trunk railway line and the midland rail line, which connects to the West Coast. It is part of the Izone Industrial Park developed by the Selwyn District Council.

The Izone development covers 180 hectares and is already occupied by PGG Wrightson Seeds, The Warehouse and Westland Dairy Cooperative.

"It's a brilliant location," says Dan. "It is easily accessible, well served by road and rail connections and it's in a growing industrial area. We think other businesses will be attracted to Rolleston with the news that we are setting up a major operation there."



Customer profile – positive future for kiwifruit industry as 2014 season kicks off >>>



Kiwifruit loading at Mount Maunganui wharves



Kiwifruit loading on the Lapponian Reefer – photo courtesy of Zespri

Kiwifruit growers have taken another step along the recovery pathway from the vine-killing disease PSA, with gold kiwifruit volumes forecast to rise in 2014 after two years of decline.

The first shipment of Zespri kiwifruit for the 2014 season left the Port of Tauranga on the MV Lapponian Reefer for Japan on 31 March.

Zespri's Chief Executive Lain Jager says forecasts are the industry will harvest up to 16 million trays of gold kiwifruit – including around nine million trays of Zespri SunGold (Gold3) – and a total crop

volume of all Zespri varieties of around 85 million trays. The estimated gold volume is up from around 11 million trays harvested last season and Zespri is well on track to achieving 50 million trays of SunGold by 2018.

"SunGold (Gold3) has been the cornerstone of the industry's recovery, replacing the more PSA-susceptible Gold (Hort16A) variety, with more than 4,000 hectares now licensed to grow in New Zealand," says Mr Jager.

"While we will never eradicate PSA from New Zealand, the ability of the industry to start rebuilding volumes in such a short time is testament to the innovative and cooperative nature of New Zealand growers and the very strong support we have had from the Government and other industry stakeholders."

The industry earned around NZ\$1 billion from exports last year.

Cruise ships load up with plenty in the Bay >>>

Tauranga is growing in preference as a stocking up port for cruise ships due to its efficient handling of time-sensitive supplies.

Cruise ships dock at Port of Tauranga for the day and while passengers enjoy sightseeing in the Bay of Plenty, stevedores and the ship's crew are busy loading the food, consumables and other necessities for the ship.

Ships' agent ISS-McKay handles almost all cruise ships visiting Tauranga. National Manager Cruise, Douglas Colaco, says Port of Tauranga has worked hard to ensure the re-stocking process is as fast and easy as possible.

Internationally-sourced supplies, including chilled and frozen food, dry stores and linen, arrive in Tauranga via container. Fresh produce, dairy products and other last-minute requirements may be sourced locally and delivered by the pallet load to the Mount Maunganui wharves.



Supplies being loaded on board Celebrity Solstice

Larger vessels may need six or seven 40' containers and up to 60 pallets – all of which have to be loaded around tidal windows and the movements of thousands of passengers.

"It has to be a precise operation and it works well thanks to all involved – the port staff, security, stevedores and our branch manager and staff in Tauranga," says Douglas.

"It takes a lot of juggling and a lot of co-ordination by all parties. When the pre-planning is done the sequence runs like clockwork."

"We have got very good feedback from the cruise lines and the companies are tending to use Tauranga as a major storing port," he says.

Port of Tauranga has made berth modifications to ensure vessels can be loaded at lower tides and has also reconfigured the wharf layout to maximise operational space. It has also invested in additional gangways to enable efficient unloading and reloading of passengers, which can number up to 3,500 on larger ships.

New crane latest chapter in 22 year story for Murray >>>

Murray Rich has been involved in commissioning every single container crane installed at Port of Tauranga since the first, 22 years ago.

"You could say it's old hat to me," says Murray, whose company Rich Rigging specialises in crane assembly and disassembly at ports throughout Australasia.

Murray and his team have just finished building the Port of Tauranga's seventh Liebherr gantry crane. Among the team was Steve Armstrong, who has worked

on almost all of the seven cranes, missing only the first crane built in 1992.

"Steve's been with me for longer than most marriages," says Murray.

"We love coming back here because the Port is so easy to work with," he says.

"They make sure we have enough space to work quickly and safely, and are very

accommodating despite the inconvenience to them. That's not always the case with some of the other ports and it makes a big difference."

The cranes take around eight weeks to assemble and commission. The work involves electricians, riggers, painters and engineers.

