



New Pilot launch for the Port

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Port of Tauranga's latest investment – a state-of-the-art new pilot boat, *Arataki* – is about to be delivered.

It is 25 years since the present launch, *Tauranga II*, was put into service and the Port aims to ensure the latest design will endure for the same length of time.

Arataki, meaning "to guide and to lead", has taken a year to build, cost \$2 million and features the most modern technology available. It is bigger and quieter than its predecessor and with a service speed of 25 knots is expected to give excellent performance in the difficult conditions which can occur off the Bay of Plenty coast.

Port of Tauranga Operations Manager, Nigel Drake, says *Tauranga II* has served the Port well but is starting to show her age. "By building a new vessel from scratch, we've been able to utilise all of the new technologies available – steering systems, computer systems, the latest building materials and techniques," he says.

A small team – including Nigel, a launch master, pilot, maintenance engineer and port design engineer – determined the requirements of the new vessel. "Ultimately, we want to provide a safe, stable and comfortable platform for our pilots and launch crew, in a wide

variety of sea and weather conditions," says Nigel. "The resulting standard of build and detail is a credit to all parties involved." *Arataki* features wide decks, safety rails and travellers around the foredeck, and a full height engine room. The wheelhouse has been designed for maximum visibility.

Port of Tauranga's pilot boat is regularly asked to respond to on-water emergencies, especially at night, so the rescue platform incorporated at the stern for retrieving a person from the water will be a useful asset. The 16.3 metre *Arataki* can seat four pilots, plus a crew of two, and is powered by twin 750 horsepower Scania V8 marine diesel engines.

It was designed by the Bakewell-White design office in Auckland and built by Q-West Boat Builders in Wanganui, in the same yard that *Tauranga II* was built in. Q-West won the tender ahead of two other New Zealand contenders and three from overseas.

Arataki is expected to be delivered in December after some final tweaking of noise levels to ensure they meet the Port's strict requirements. The acquisition of *Arataki* is part of Port of Tauranga's ongoing investment programme to ensure the Port remains the most efficient and productive in Australasia.

Tauranga wins Shippers' Council backing

The New Zealand Shippers' Council report, released in August, suggests Tauranga should become the first port in the North Island to become 7,000 TEU ship-capable, and that it should be done in the next five years.

The Council says it undertook the study because the efficiency, reliability and cost-effectiveness of international supply chains are particularly important to an island nation such as New Zealand, which has built its standard of living on exports.

"For the first time, this report sets out the perspective of the cargo owners (exporters and importers) on bigger ships and covers all the important factors of cost, time to market, and above all, the reliability and predictability of transport services," the Council said in the report.

The Council's reasons for recommending Tauranga include:

- Port of Tauranga already has capital plans to become 7,000 TEU ship capable
- The investment can be made at a significantly lower cost than other ports – \$50 to \$80 million
- Port of Tauranga has none of the political or urbanisation constraints faced by other ports, and has plenty of room to grow the port's physical footprint
- And it already has an alternative route for imports to Auckland through efficient rail services (and spare capacity) to its inland port MetroPort.

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The report noted that Port of Tauranga's resource consent application to dredge Tauranga harbour was well advanced and that it could immediately fund the required capital works.

"We hope this report generates interest and activity to ensure New Zealand secures the most efficient shipping service it deserves," says the Council.

The Council's members include Fonterra, Norske Skog, ZESPRI, Carter Holt Harvey, New Zealand Steel, the Meat Industry Association, GIG, Holcim, Tenon, SCA, Pan Pac Forest Products, Solid Energy and The Laminex Group.

PORT PEOPLE

Port People Mark Whitworth



Customer and Cargo Services, Mark Whitworth can empathise with companies impacted by the recession – he's been through four restructurings in his career.

His new role with Port of Tauranga calls on all the lessons he's learned. "Every time I've had a setback due to economic conditions, it's thrown up opportunities for me. Now I'm working on realising opportunities for our customers," says Mark.

The Cargo Services team ensures the right wharf-side services are available to Port customers and partners, while Mark also gathers strategic market intelligence and

works with individual companies to exploit importing and exporting options.

Christchurch-raised Mark, now aged 44, started his working career with meat exporter Fortex, in production and operations management. When the company collapsed, he took over operations of a subsidiary venison plant in the Kaimai Ranges, on behalf of its new owners.

When it closed, Mark moved into the ports sector in operational and branch manager roles for the Southern Cross Stevedores group, in Tauranga and then Nelson. Mark and his wife Fiona moved back to their Tauranga home in the middle of

last year and a temporary job at the Tauranga Container Terminal led him to apply for the vacancy created by Grant Macvey's retirement.

Mark's extensive experience in both export production and shipping operations enables him to relate to the needs of the many different customers and partners of Port of Tauranga. "I know what's involved from both sides. I love being able to talk to so many different people in so many different industries, delving into their needs and finding opportunities for them and the Port," says

Mark. "There's something about this industry – the longer you're in it, the more passionate you are about it," he says.

NEWS IN BRIEF

News in Brief

Ex-CEO receives honours

Former Port of Tauranga Chief Executive, Jon Mayson, has received an honorary doctorate from the University of Waikato, as well as being awarded the Excellence in Business Leadership Award at the Westpac Tauranga Business Awards.

Jon received the University's highest honour for his contribution to the growth of Port of Tauranga as well as his support of the wider business and arts communities.



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Port for the Future

As I write this column, the New Zealand kiwifruit industry is facing an escalating crisis with the detection of the bacterial disease PSA in a growing number of orchards in the Bay of Plenty and beyond.

ZESPRI is a very important long-term customer of Port of Tauranga, with some 700,000 tonnes of its produce being exported through Tauranga last year. We offer our moral support as the situation unfolds.

I remain proud of the continual improvements in productivity delivered by the Port team, including the stevedores and marshallers. Recently we set a new record in the Terminal, servicing an unscheduled call of the *COSCO Fuzhou*, with an average net crane rate of 39.7 moves/hour. Our newest Liebherr crane achieved 44.6 moves/hour and together the three crane operation achieved a vessel rate of 104.6 moves/hour.

One of the issues our Cargo Services and Property teams are grappling with is the ever-increasing demand for space to deal with log and other forestry product exports, which continue to grow. We will be announcing further property acquisitions shortly and we are fortunate that our strong property portfolio gives us the space to expand as cargo volumes increase.

This ability to readily increase our physical footprint was one of a multitude of reasons given by the New Zealand Shippers' Council that Tauranga should become the first North Island port to become big ship-capable.

The Council's report acknowledges the logic of Tauranga leading investment – with dredging plans already underway, a comparatively low expansion cost and the ability to provide an efficient alternative delivery point for imports with our direct rail link to MetroPort Auckland and the Waikato region.

Over the next few months we hope to be able to announce some further developments in the integration of our operations in Auckland, with Tapper Transport and MetroPort working together to create a true intermodal freight village.

As we head rapidly towards the festive season, I'd like to take this opportunity to sincerely thank you for your support over the year. We look forward to working with you in 2011.

Mark Cairns

MARK CAIRNS
CHIEF EXECUTIVE



ARTICLE 2.

Infrastructure passes test of unscheduled vessel calls Port of Tauranga's container terminal has broken productivity records to beat 100 crane moves an hour – and on an unscheduled ship visit at that.

The vessel rate of 104.6 moves an hour was achieved over 19 hours with three cranes, on the *COSCO Fuzhou*. A record was also set on the Port's newest Liebherr crane, achieving an average net crane rate of 44.6 moves an hour.

The *COSCO Fuzhou's* unscheduled call was one of seven such stopovers in the past few months. Ships have bypassed Auckland for Tauranga to enable services to get back on schedule following hold-ups at ports in South East Asia. The unexpected calls to Tauranga have required the quick transfer to large volumes of import containers to MetroPort Auckland.

"We have been impressed with KiwiRail's ability to quickly scale up capacity on the MetroPort rail link between Auckland and Tauranga," says Terminal Operations Manager Martyn McColgan.

This and the high crane productivity levels facilitated the smooth transfer of cargo, minimising delays for Auckland-based import customers.

In the latest case, the vessel avoided a wait of 30 hours for a berth in Auckland and because of the productivity, saved an extra 24 hours in port. The majority of imports were delivered to MetroPort Auckland before the ship would even have been able

to berth and be unloaded in Auckland.

Martyn says it is hoped the import call of the ANZL service will be moved permanently to Tauranga so that regular MetroPort rail capacity can be increased to suit.

Port of Tauranga Chief Executive, Mark Cairns, says the Terminal's outstanding performance dispels recent claims that New Zealand's port productivity has declined in recent years when compared with major Australian ports.

"I'm very proud of the team's performance and the contribution from everyone, including the stevedores and marshallers," says Mark.

Coastal shipping steps up as hub trend grows

The dropping of direct calls to Nelson, New Plymouth and Wellington by the main North Asia container service will promote coastal shipping's role in hubbing.

ARTICLE 3.

The four partners in the ANZL/North Asia service – COSCO, Hamburg Sud, NYK Line and Mitsui OSK Lines – are using Pacifica Shipping to provide a feeder to Tauranga from Nelson and Wellington.

Pacifica Shipping believes the trend will grow. "At some point in the future, there are going to be only three or four ports receiving larger container vessels from overseas. We want to provide the feeder links for regional ports into the hub ports," says David Skeggs, Managing Director of

the Skeggs Group, which owns Pacifica Shipping.

Port of Tauranga Commercial Manager, Graeme Marshall, agrees that coastal shipping will be a key component of the freight network as ports service larger vessels.

"Road, rail and coastal shipping links are all essential to efficiently move the larger volumes of cargo arriving on bigger vessels," says Graeme.



New service chooses Tauranga A new shipping company has chosen Port of Tauranga as its only New Zealand call.

ARTICLE 4.

MBf Carpenters Shipping was established in April and provides a four vessel, 16-day service between Indonesia, Malaysia, Singapore, the major ports of Papua New Guinea, Vanuatu, Solomon Islands, Fiji, Tauranga and Brisbane.

Chief Executive Elizabeth Bentley says using Port of Tauranga, and its freight hub MetroPort in Auckland, allowed the company to tap into the key sectors driving its target trade lanes. "The seamless integration of the two 'ports', along with their operational flexibility and efficiency, has allowed us to secure strong export volumes in particular, without the need to extend the service's physical coverage," she says.

MBf Carpenters Shipping is a division of Malaysia-headquartered MBf Holdings, which operates a variety of companies throughout the Pacific. The new shipping service carries cargo from its sister companies, as well as for an increasing range of third parties. While the service is centred around Papua New Guinea – leveraging off its parent company's diverse activities there as well as the country's growth – the wide range of other port calls allows the company to offer customers multiple options, including specialised equipment and transshipment services.

The new company's New Zealand office has rapidly grown to a staff of

18, and Agency offices have recently been opened in Papua New Guinea, Australia and Vanuatu.

MBf Carpenters Shipping recently became the first international carrier to be issued a coastal licence in Papua New Guinea, and the team is currently developing this new service for both local and international clients. "With demand for services so strong, we are presently looking at the opportunities to upscale and further expand our catchment area in order to provide our client base with more shipping options," says Elizabeth.



Baltic Klipper leads new generation of reefer vessels

Seatrade's newest specialised refrigerated vessel, the *Baltic Klipper*, made its maiden visit to Mount Maunganui in September to collect ZESPRI kiwifruit bound for Europe.

ARTICLE 5.

It is the first of three new ships, identical in specification, to be launched over the next six months.

The *Baltic Klipper* and its sister vessels are larger, faster, and more environmentally friendly through use of an ammonia refrigeration system. They can take about 5,500 pallets of fruit underdeck and 450 containers above deck.

Seatrade's New Zealand Chairman, Michael Evans, says the company, the world's largest reefer operator, is continuing to explore innovative ship designs as the market grows. "New Zealand is a key market for the Seatrade group and having long-term supply agreements with ZESPRI and some other large exporters ensures the continued development and long-

term success of our liner service," says Michael.

Seatrade's charter service to Europe for ZESPRI takes an average of 27 days, and calls at Mount Maunganui every 10 days or so during the March to October season.



KiwiRail's new locomotives delivered to Tauranga

While Port of Tauranga celebrates the arrival of its new pilot boat, some other long-awaited new arrivals were delivered to KiwiRail.

ARTICLE 6.

Six of 20 new diesel locomotives arrived at Port of Tauranga from China on 21 November – the first new locomotives to arrive in New Zealand in nearly 35 years.

The new locomotives will be commissioned in Hamilton before being put to work on the Auckland-Hamilton-Tauranga "golden triangle"

route and Bay of Plenty forestry routes feeding the Port of Tauranga. The engines are more powerful and fuel efficient than those in the existing diesel fleet.

