

PORT ISSUE: 7



**FEBRUARY '22
STAKEHOLDER
NEWSLETTER**

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Port Chalmers 9023
New Zealand

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Te Rauone Beach project nears completion

Despite last August's Level 3 and 4 lockdowns putting a 21-day hole in the works programme, the SouthRoads team has made incredible progress building Te Rauone Beach's three breakwater groynes.

The Te Rauone Beach Coast Care Committee, Te Rūnaka o Ōtākou and Port Otago have been working together for 10 years, with the goal of restoring and developing the beach amenity. The three breakwater groynes extend up to 90 metres from the shore out into the harbour. About 15,000 tonnes of rock has been required.

SouthRoads is on track to complete the job by the end of this month.

Chief Executive Kevin Winders: "Given the nature of the works and the environment in which the construction team is working, this is a fantastic result and a real team effort. The team includes the committed SouthRoads crew, Beca designers and the super supportive community."

With the groynes complete, the next phase involves sand renourishment of the beach. Our own marine plant will undertake this work, which is expected to take about three months. At that point, the project is complete, although sand renourishment will be carried out to maintain the beach profile, if required.

See pages 12-13 for more photos.



This photo of Port Otago Civil Engineer Andy Pullar gives you a sense of the scale of Te Rauone Beach's three breakwater groynes.



New appointments to Leadership Team

Port Otago welcomed two senior managers to the team in recent months. Rachel Pullar joined us as Head of Digital and Leigh Carter was appointed Head of People late last year.

Rachel Pullar, Head of Digital

Rachel came to Port Otago with a strong background in process improvement and IT management. She was Otago Regional Manager for one of New Zealand's largest IT-managed services companies, CCL. In the role, Rachel supported a team of 35 people responsible for consulting to clients on their cloud, network, infrastructure, security and service desk needs. Prior to CCL, she led a large-scale digital transformation programme within the primary sector. Rachel's earlier work history reflects the nature of the digital world, with fixed-term contracts keeping her working at pace, including engagements with Roost Mortgages and Kiwibank. She spent six years with FMG Insurance, focused on business improvement and process analysis. Rachel has a Bachelor of Commerce and Bachelor of Physical Education from the University of Otago.

Rachel hit the ground running at Port Otago. "Since I arrived, the team has completed firewall upgrades, implemented new wifi in the main office building, undertaken a security review and rolled out a new property management system. Alongside this, we are constantly upgrading our IT systems and platforms."

Last year was a difficult one for the port's IT team, with the sudden death of well-liked colleague Chris Sinclair in September. "The team's ability to focus and 'keep the lights on' during that challenging period was remarkable."

With 2022 underway, Rachel's priority is upgrading Port Otago's IT infrastructure and applications. "Once we've tidied up some legacy issues, we will be in a strong position to improve, automate and speed up activity across our business. This means we can make Port Otago an even better place to work, and deliver even more value to our customers."

Leigh Carter, Head of People

Leigh was most recently employed at the University of Otago, as Divisional Human Resources (HR) Manager responsible for Commerce and Humanities. She has previously worked as an HR consultant within the government and private sectors, including ACC, a London-based investment company, Southern Hospitality and specialist HR companies. Leigh has also operated her own HR consultancy business in the past, supporting a number of local Dunedin businesses on all things people related. She has a double degree in Psychology and Management from the University of Otago.

In her private consultancy role, Leigh had undertaken some work for Port Otago. The team was disappointed to lose her input, when she took



Head of People Leigh Carter (left) and Head of Digital Rachel Pullar.

up fulltime work at the University. We welcome Leigh's return and look forward to having her focused fully on Port Otago business.

Leigh is enjoying returning to the private sector. "It's agile and flexible, which aligns with how I like to work. I'm really enjoying working in an industry that's new to me. I like learning how different businesses operate and there is plenty to learn here."

She says the people aspect of Port Otago's business is exciting. "There is the opportunity to make a significant difference – and, critically, there is an appetite throughout the business to do so."

Since Leigh arrived, a series of engagement sessions has been underway with people across the whole team. "I estimate that we've heard from 90% of our people. For someone new to a role like mine, that's gold. We're learning first hand from our people what it's really like to work at Port Otago – the good and the not so good – and what's important to them. Clear messages are coming through around what we need to focus on to make it better for our people to do their best work every day."

OC1 service back to weekly

Port Chalmers has returned to a weekly call on Maersk's OC1 Northbound service.

The OC1 service (Sydney – Melbourne – Port Chalmers – Tauranga – Manzanillo – Cristóbal – Cartagena – Philadelphia – Charleston) had been fortnightly for seven months, as Maersk continued to try and maintain its schedule of vessels, thrown out of kilter by Covid-related disruptions. For those seven months, the OC1 serviced Napier one week and Port

Chalmers the next. From 8 January, Napier was removed and Port Chalmers resumed weekly servicing.

Port Otago Commercial Manager Craig Usher says the resumption is very good news for exporters, as well as domestic shipping clients needing cargo moved south to north. "It will also have a positive impact on terminal congestion, evening out some of the peaks and troughs we have to work around during these Covid-impacted times."



Efforts to build up empty container numbers

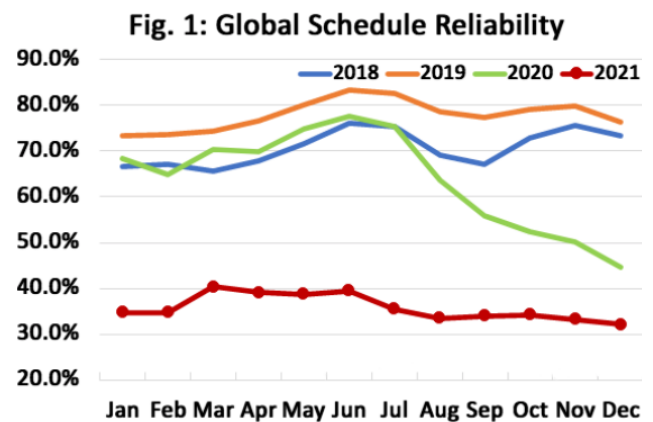
As New Zealand's peak export season gears up, Port Otago has been working with shipping lines and logistic companies to source as many empty containers as possible.

Port Otago Commercial Manager Craig Usher: "Like all New Zealand ports, we are concerned about the availability of containers heading into our busy export season. Our efforts to front foot this issue – by continually loading up our terminal with a good buffer of empties – have been partially successful. This will allow our customers to carry on packing, even if vessel reliability remains patchy."

Port is also redeploying resources to the Port Chalmers and Dunedin Depots, so there is greater capacity to clean up lower-standard containers and return them to export-quality.

Craig says that, unfortunately, the limited container supply will be around for a while yet – for as long as Covid continues to play havoc with shipping schedules.

"It will take a drop in consumer demand, before we see any real change. Until demand slows and congested ports can get ahead of themselves, shipping reliability will remain low. At December 2021, it was at a record low of 32% - a



Global shipping reliability is at a record low. Graph courtesy Sea Intelligence.

long way from the mid 70% figures. The flow-on effect is containers building up where imports are high, while high-export countries – like New Zealand – struggle to get empty boxes or space."

Covid update

Like most New Zealand businesses right now, Covid is demanding we are diligent, nimble and responsive to the ever-changing situation.

Vaccination status

At 21 February, 100% of all staff are vaccinated. Our team has been great at taking the initiative to get their booster vaccinations when they become eligible. We've worked alongside Public Health South and our local pharmacy to provide additional capacity to make walk-in vaccinations easy to get.

Testing protocols

Weekly saliva testing is the minimum required of all staff and some of our team are choosing to get tested more frequently to keep themselves, workmates and families safe.

As a critical service provider, we will have priority access to Rapid Antigen Tests (RATs) and plan to use these in the following scenarios:

- Staff who have needed to travel outside the region and are returning to the workplace
- Close contacts (this has not yet been required)
- Staff who present with a high temperature, after working through temperature checking protocols (below)

Once we're in other Omicron phases (as published by

the Ministry of Health) we will consider using RAT testing for external visitors who need to come to site (e.g. for recruitment interviews or other critical work).

In all scenarios, individuals must test clear before being allowed on site.

Temperature checks

Each day, everyone arriving to work is temperature checked by one of our Safety team. If a high temperature is recorded, they are re-tested 15 minutes later and, if it remains high, a RAT test is required

Operations team

As soon as Omicron appeared on the horizon, we split our Operations team into three to ensure that if one team contracts Omicron, we have two further teams to keep the port operational. We are unsure how long we will need to stay in these teams but will review and adapt, in response to government announcements.

Office team

About 40 individuals work in office-based roles at Port Chalmers. Teams have been split, so half work in the office one week and half come in the alternate week. If anyone needs to change their week in the office, they are RAT tested before joining the other group.



Takutai dredge fitted with silencers



Our backhoe dredge, the Takutai, is now much quieter for its crew and harbour neighbours, thanks to silencing technology.

A series of silencers has been installed on Port Otago's backhoe dredge, the Takutai.

While her accommodation block and operator cabin were well insulated for sound, it was a different story outside. Her rear-mounted digger, hydraulic systems' generator and plant room ventilation fans were all significant sources of noise.

Marine Fleet Manager Brandt: "The Takutai was very noisy on deck - measured at 93 and 94dBA at two locations on deck - and the highest level of hearing protection (Class 5) was required to go outside during operation. We worked with silencer manufacturers NCS Acoustics to determine our options for reducing on-board noise. Three solutions - one for each source of noise - were proposed and actioned. Additional mufflers were added to the excavator engine and the generator, and an in-line silencer was installed within the air intake fan."

Takutai Master Alex says the difference is amazing. "It was bloody noisy before. Even with hearing protection, you could not spend a long period on deck when the digger was operating. Now we can have a conversation with other crew.

There's no way you could do that before. It's just so much nicer now."

Testing carried out at the same two locations on deck showed the work was exceptionally effective. The two measurements are now 73 and 82dBA, respectively, which is well below the Worksafe 90dBA threshold and means that hearing protection is no longer required on deck.

To put that in perspective, that means the noise for the crew is essentially half what it was - and noticeably quieter for our harbour community too.

How? The decibel scale is exponential, not linear. "Deci" equals one 10th. So, for every 10-decibel increase or decrease in sound intensity, the loudness is actually 10 times greater or less. E.g. 90dBA is not just a wee bit louder than 80dBA - it's 10 times louder.

Brandt: "A 10dBA reduction means a 90% reduction in actual sound pressure on the ear, and an apparent volume reduction of 50%. The crew are now working in conditions on deck that are half as noisy. That's a great result."

OAK ROAD DEVELOPMENT TURNS JUDGES' HEADS

Chalmers Properties' Oak Road development in Auckland has picked up another accolade. It won a merit award at the Property Council National Industry Awards, in the CBRE industrial property category. The awards take into account the build's economic and financial aspects, project vision and innovation, design and construction, client satisfaction and sustainability/efficiency. The industry acknowledgement follows on from last year's New Zealand Commercial Project Award for excellence in workmanship, construction practices and innovation for the project.

Big year for Chalmers Properties



The AltusNZ development is one of five builds underway at Te Rapa Gateway Industrial Park.

In the past 12 months, Port Otago's property investment and development business Chalmers Properties signed five new design/build/lease developments.

These design/build/lease developments involve tenants committing to a development site and specification of their exact building requirements. Chalmers Properties facilitates the design and build, and then the tenant occupies the premises for the agreed lease period.

The two most recent signings at Te Rapa Gateway Industrial Park are both aluminium manufacturers.

At 61 Hounsell Road, Altus NZ has committed to a new 6435m² warehouse and 400m² office on a 1.3495ha site, with a completion date of April 2023. This particular build is the largest design/build/lease Chalmers Properties has signed in its history.

Nearby at 18 Winders Road, Spectrum Aluminium – architectural metalwork specialists – have a 3465m² warehouse and 600m² office complex due for completion in March 2023 on a 7575m² site.

Chalmers Properties General Manager David Chafer says the number and scale of the developments is marketplace endorsement of the company's reputation in executing deals. "We have a strong track record for building high-quality, environmentally-responsible warehouse/office complexes. We are experienced in this space and have excellent relationships with designers, builders and regulators. It's this capability that allows us to nearly always deliver to deadline, even in these Covid-affected times."

NZ Windows is already a Te Rapa Gateway tenant, but it has outgrown its current design/build/lease

premises after only 18 months. The company is therefore up-scaling to a 3287m² warehouse and 496m² office space at 2 Chalmers Road on a 8603m² site. Work has just begun, with a target completion of December this year.

The IAG RepairHub building of a 1983m² warehouse and 278m² office at 35 Chalmers Road on a 4500m² site was completed last month and the tenant is now undertaking their own customised fit-out.

At 4 Chafer Place, Steel and Tube's development of a 1072m² warehouse and 131m² office on a 3731m² site will be completed this month. This build was held up due to Auckland's three-month lockdown and consequential delays with the manufacturing and distribution of Coloursteel cladding and roofing materials. The site will house the company's distribution and reinforcing business in the Waikato.

NEW PROPERTY MANAGEMENT SOFTWARE

The management of Port Otago's property and facilities moved across to a new IT platform late last year and the resulting efficiencies are streamlining work for all the teams involved.

"Yardi" is an international software platform used widely throughout the world and by most of New Zealand's NZX-listed property companies. It is now the platform behind all of Port Otago's property assets, including those owned by Chalmers Properties and Te Rapa Gateway Ltd.

The software integrated seamlessly into the company's accounting system and is used daily for lease and facilities management workflows and record keeping.

Project Manager Chanelle Scott says the system has been operating for nearly four months and is proving an excellent tool. "We are making great use of all the system's features, including scheduling proactive asset management and consolidating all asset-related records."



NEW KIT FOR WATER RESCUE SQUAD



Our region's Water Rescue Squad modelling their new jackets, masks and snorkels.

Port Otago recently helped Otago/Southland's Water Rescue Squad – part of Dunedin Marine Search and Rescue – with some much-needed new kit.

Community grants only stretch so far and the squad needed some critical items, including masks and snorkels, dry bags, jackets and cyalume emergency lighting sticks. When it comes to Port Otago sponsorship, the squad ticked all the boxes: marine-based, safety-related, local, volunteer-driven.

Team Leader Cam Third: "The majority of our gear was shared equipment that was becoming outdated. With the help of Port Otago we were able to purchase each member their own mask and snorkel and new jackets to keep them warm and dry during long duration searches. The jackets also help identify our members, when they're assisting other teams with on-the-ground incident management or logistics. Thank you for your support, Port Otago - the team are incredibly grateful."

The thank you is mutual. Thank you Dunedin Marine Search and Rescue for the incredibly skilled role you play in our community.



EVS MOVING PORT IN RIGHT DIRECTION

Our on-site light vehicle fleet was upgraded to electric by mid last year, which means we now have some useful data to draw on.

During the six months to 31 December 2021, the company's EV vehicles travelled a total of 20,754 kilometres. Collectively, the vehicles were on charge for 4326 hours, using 6764kWh (kilowatt-hours) of power.

Port Sustainability Manager Carolyn Bennett says the company's overall petrol usage dropped 70% on the 2019/20 base year. "This has reduced our impact on the environment by 15tCO₂e annually.

"While that sounds significant – and it's definitely on the on the right side of the ledger environmentally – it's a relatively small 'win' in terms of reducing our overall carbon emissions. But, it's like the quote about how to eat an elephant... One bite at a time. That is, minimising our negative impact on the environment will take many small changes. The key is that we are taking steps in the right direction."



Electronically-monitored water meters go live

Dunedin City Council (DCC) recently installed six new electronic water meters at the three main water supply points to our Port Chalmers terminal. The port is one of the largest consumers of water in Dunedin and therefore a logical candidate for this trial.

Port Otago Infrastructure Asset Engineer Jon Visser: “In the past, we have experienced some relatively large water leaks – typically underground and therefore not visible. They were only detected when the DCC’s reservoir was noticeably lower and the council then investigated. Water is a precious resource and we are charged for every litre that we use or lose. Water leaks can cost us tens of thousands of dollars – not just in wasted water but also through erosion damage if not detected and remedied promptly.”

The new electronic meters went “live” late last year. Every 15 minutes, they record flow rate and total consumption.

“It’s great. We now have remote, real-time monitoring of water flowing into the terminal and automatic alerts if any thresholds are exceeded. We’ll

be able to detect and stop leaks much sooner, resulting in cost savings and a positive effect on our community’s overall water supply.”

One of the meters has been collecting data since April 2021 and this has flagged three leaks over that time.

The meters are powered by small solar panels and communications are via the mobile phone network.

There is also a safety improvement aspect. The meters are located in heavy traffic areas and, previously, manually reading the meters required traffic management set up. Now that they are read remotely, the hazard for team members and nuisance factor for traffic are both eliminated.

DCC’s Engineering Project Manager Peter Renton says the meters ultimately create savings for customers. “Early detection means leaks can be repaired quickly and customers don’t need to pay for water they’re not using. The environment, customers and the council all benefit.”

The council is installing 400 meters for non-domestic customers throughout Dunedin and these should all be in by June.



Water monitoring on the Port Chalmers terminal stepped into the modern age last year, with the installation of electronic water meters by the city council. Port Otago Infrastructure Asset Engineer Jon Visser says the meters enable the port to detect and stop leaks much sooner.

Port Sustainability Manager Carolyn Bennett says accurate and detailed information about the port’s water use is a first step. “Armed with this intel, we can look at where the potential opportunities lie to reduce our water use.”

With the new meters working so well, additional meters will be installed at other Port Otago sites in coming months.

ENGINEER HONoured WITH FELLOWSHIP

Port Otago’s Infrastructure Asset Engineer Jon Visser (pictured in above story) has been made a Fellow of Engineering New Zealand (ENZ).

Fellowship recognises outstanding performance as a professional engineer, either through technical excellence or by having an impact on the engineering profession. Throughout his career, Jon has assisted ENZ with improving the regulatory, quality and support frameworks for engineers in New Zealand.

Jon’s contributions to the engineering sector include:

- Chairing the ENZ Otago Branch.
- Serving on the New Zealand Utilities Advisory Group.
- Assessing engineers’ suitability to become Chartered Professional Engineers or Members of ENZ.
- Assessing tertiary education organisations to ensure they teach engineering qualifications to international standards.

- Volunteering in primary schools as a “Wonder Project Ambassador”, inspiring children to go into STEM (Science, Technology, Engineering and Maths) careers.
- Working with Otago Polytechnic to develop and teach its new Bachelor of Engineering Technology Apprenticeship in Asset Management.

Jon is a modest member of the team. “I don’t want the Fellowship to detract from all the brilliant hard work others do around here. There are plenty of others who also deserve recognition.”

Port Otago General Manager Operations Kevin Kearney says most of Jon’s contributions are delivered during his own time, on top of a busy day job. “The Fellowship is a very worthy recognition of the passion and energy Jon invests in the quality and future of New Zealand’s engineering profession.”



Transforming containers into beauties

Our shiny, pretty community containers are a popular sponsorship around Dunedin and surrounds. But you may be surprised to see what ugly ducklings they start out as, before our Dunedin Depot team gets their hands on them.

It's not a quick process. First of all, we have to find suitable containers. They're like hens' teeth right now. We keep an eye out for older containers that are no longer up to spec for shipping, but are still waterproof and secure. Each container takes about 3/4 of a day to beautify. First there's the prep - cleaning off all the old stickers and repairing the worst of the dents - then a primer coat, before two layers of white top coat are sprayed on. Next up is the Speedy Signs crew, who apply the signage as hard-wearing stickers.

With so few containers around, there's been a hiatus in community containers heading out. But that changed last month, with seven containers sourced and transformed from ducklings into swans.

Dunedin Depot Supervisor Ben says the team is more accustomed to working on the inside of containers, keeping them up to the high standards required for food and other goods. "Everyone at the depot is involved. From our administrator who arranges the containers on and off site, the side loader operators who move the boxes around, and the repair team who carry out the prep and paint work. It's something a bit different for us - and it makes you feel good."

Port Otago's community containers – before and after. Our Dunedin Depot team alongside their handiwork: (from left) Ben, Michaela, Mike and Jimmy.



OUT AND ABOUT IN THE COMMUNITY

No pressure, driver Callum from Fairfield Transport. There's nothing like an audience to keep you on your toes. This supervisory team was overseeing placement of one of our community containers onto the Play & Learn Fairfield grounds. It is now being used for storing playground equipment and bikes, which were previously stored in a play house.



Hapuka looking sharp, post makeover

During spring, our 46-year-old barge, the Hapuka, travelled to Lyttelton's dry dock and came back looking as bright as a new pin.

The Hapuka is one of two split-hopper barges in our marine fleet. While it's not a glamorous role, the barges are a critical part of our dredging programme. The Hapuka has a capacity of 765m³ (that's about 48 large truck and trailer loads) and is out on the harbour five days a week. The backhoe barge Takutai deposits the spoil into the barges and, when they are full, one of our tugs tows them out to a consented disposal site. In a typical day, the Hapuka carries one load out to sea.

Aside from the glorious paint job, the Hupuka had other work carried out. Her main hopper seal was repaired and the design improved to protect the seal, ongoing. Where they were wearing thin, the hopper end walls were cut out and replaced with new steel. The hull bottom and top sides were blasted, painted and anti-foul was applied. The Hapuka is unpowered and towed from A to B by the tugs. To protect her nose cone, the towing chains were fitted with recycled solid-rubber forklift tyres.

The hopper hinge pins were completely replaced in Dunedin, after her return from dry dock. The barge is constructed with two separate hulls, and a hinge pin at each end of the vessel holds them together. Each of the two pins was machined from a solid billet of steel 460mm in diameter and 400mm long.



One of Port Otago's two barges, the Hapuka, was recently given some attention – cosmetic and engineering – so we can make good use of the vessel for another 10 to 15 years.

Alongside all that, certifiers SGS completed the Hapuka's five-yearly marine vessel survey, which is essentially a warrant of fitness for a commercial vessel.

With all the work complete, we should get at least another 10-15 years out of this hard-working, reliable member of our fleet.

FLAGSTAFF HILL SAFETY PROJECT

The \$500,000 engineered "catch fence" built along the northern base of Flagstaff Hill is now complete.

The 100 metre long fence is 4 metres high and is in place to protect the public from falling rocks dislodged by weather events. It has already caught at least three sizeable rocks in the two months since the bulk of the fence was completed.

While the fence is the most visible part of the project, other less obvious work was also undertaken to help minimise rock movement. Storm water discharge to the hill face was redirected and surface water drainage installed. A "skirt" was added beneath the fence proper, to ensure rocks could not sneak under the fence where undulating ground dips away.

While the capital work is now complete, ongoing management includes regular drone surveys and removal of any loose rocks.





SWIMMING TOWELS BIG HIT WITH LOCAL SCHOOLS



St Leonards School students pose with their new swimming towels.

For the past couple of years, Port Otago has been supporting six local schools by paying for swimming lessons for about 400 children.

Port Otago team member Jodi Taylor coordinates our sponsorships. “The total cost of the lessons is about \$25,000 annually – about \$60 per child – and that relatively modest financial support will set these children up for a life of safe swimming. For us at Port Otago, it’s one of our most rewarding sponsorships. We get such positive feedback – from the schools, parents and the children.

“The lessons are so well received that we wanted to further encourage the young swimmers to love their time in the water. So now each student has their own large fluffy towel to dry off with after their lessons.”

FIRE TRAINING GOES VIRTUAL



Our Safety team recently purchased a virtual reality fire extinguisher simulator, so the team can train employees about how to use a fire extinguisher, without the waste and pollution that comes from traditional ‘live’ fire extinguisher training. The training sessions include the basic science and behaviour of fire, different classifications of fire, and how to identify and safely use the most common types of fire extinguishers.

NEW FILTER FOR RAVENSBOURNE POOL



Ravensbourne Primary School’s pool is a much-loved hangout, for students and locals alike.

Ravensbourne Primary School is one of the few New Zealand schools to still operate its own swimming pool. And what an asset it is – not only for the school’s 27 students, but also for many West Harbour community adults, who purchase a key so they too can swim regularly.

Pools are expensive to maintain and without any central government support, the school must raise all of the funds itself. Each year, key sales out to the community help cover the costs of heating and treating the water, but when a capital cost crops up the school struggles to meet it. So, when the school asked Port Otago if we could help replace the worn-out pool filter, we were very happy to do so.

Principal/Tumuaki Adele: “We are already so grateful for the swimming lessons that Port Otago funds for our students each swimming term. We see their swimming skills increase so much over the 10 lessons. Thanks to the recent financial support from Port Otago to help replace our pool filter, we will be able to keep swimming for years to come.”

Dream retirement for favourite forklift



Gerald Newbury from the Dunedin Fire Brigade Restoration Society puts the society's new forklift through its paces. Photo courtesy: Gary Byford

It's been about three months since the Dunedin Fire Brigade Restoration Society took possession of their 2.5 tonne forklift. Our Timber/MDF warehouse team no longer needed the machine - a Yale PO73 with 8860 hours on the clock. It had been a hard-working and outstandingly-reliable member of our mobile plant team for about 15 years, but its lifting capacity was on the light side, when it came to day-to-day requirements at the port.

Gerald Newbury from the Restoration Society says the machine is a great asset. "Most of us are more mature, so it helps save our bodies. We use it to lift engines, tow trucks around, and lift pumps on and off vehicles. The most interesting item it's handled so far is a 1916 Dennis fire engine."

The forklift has definitely landed a dream semi-retirement. Work day at the society is Monday and the machine is serviced and cleaned within an inch of its life. "It's such a great gift. It's in excellent condition and we are looking after her accordingly," says Gerald (who was a forklift mechanic in a past life).

WAREHOUSE TEAM RECOGNISED AT FONTERRA AWARDS

Port Otago's Warehouse team picked up several placings during the annual Fonterra Product Management "Get Set Workshop" last year.

Attended via Microsoft Teams, the workshop's goal was to set the scene for the season ahead. Topics included health and safety, global shipping, food safety and quality and operational planning.

Our Warehousing team's performance:

- First in the Make it Happen award
- Second in the Covid Cup (awarded to the most resilient site)
- Third in the Best Vendor Audit Result.

Port Otago Supply Chain Manager Deanna Matsopoulos says the recognition was positive and the team is already building on its performance, with the 2021/22 year looking sharper still.

ORANGE HUT FOR TRUCKIES

Caption story: The wee orange hut in the distance is more than a cute shelter. It was purpose built (by ContainerCo NZ) to keep drivers safe, while containers are transferred from their trucks to Port Otago's straddle stack area. The log yard is just behind the shelter and, while it's highly unlikely, the hut is built of steel so it can withstand a stray log, should one go off-piste.





PHOTO ESSAY: TE RAUONE BEACH

While 10 years is a long gestation, the \$3 million Te Rauone Beach project is all-but complete. Contractors SouthRoads are days away from finishing work on the three breakwater groynes, then it's on to the final step - renourishing the beach with excess sand dredged from the harbour. The photos over these two pages include some of the key individuals involved in this decade-long commitment. The combination of the community-driven Te Rauone Beach Coast Care Committee, local iwi Te Rūnaka o Ōtākou and Port Otago has been a mutually respectful and highly effective partnership. It's been a privilege for our team to be involved, so it is with some sadness that we near the finish line.



Te Rauone Beach is only 2km from Taiaroa Head, pictured to the right. The three breakwater groynes are configured to retain the sand imported as part of the beach renourishment and protect the beach from further ongoing coastal erosion. If extreme weather events do remove sand, Port Otago has undertaken responsibility for its replacement.



Members of the Te Rauone Beach Coast Care Committee (from left) Graeme McLean, Tina Owens, Graeme Burns, Edna Stevenson and Des Smith. The committee was formed by residents concerned about the loss of their beach and amenity. Their vision: "To re-instate a safe and accessible beach amenity that can be utilised and enjoyed by all members of our diverse community."



Some of the key players - community, iwi and Port Otago - involved in seeing the Te Rauone Beach project move from a concept, through to fruition.



Te Rauone Beach Coast Care Committee Chair Graeme Burns (left) and Port Otago Chief Executive Kevin Winders at a recent community-hosted bbq to celebrate progress to date.



This aerial view provides an insight into the degree of engineering involved in the breakwaters' design and build. Each of the three groynes is anchored well back into the beach to protect sand from being washed away by the wind and tides.



The SouthRoads team onsite at Te Rauone Beach. SouthRoads did an impressive job, under trying weather, Covid and tidal conditions. They've been embraced by the local community and their presence will be missed around the small settlement.



Members of the project team looking at progress, pre-Christmas. Encouragingly, there is sand already building up naturally around the groynes. This bodes well for the long-term effectiveness of the renourishment phase. In coming months, the port's New Era dredge will collect sand from the edge of the channel - where it is a bigger grain size - and this will then be pumped on to the beach.



Aramoana mole reinforced



Aramoana mole: before recent remedial work (left), and after.

About every two to five years – depending on the severity and frequency of storms – the far end of the Aramoana mole needs reinforcing.

The 1.2km mole was built up over many years: from low-tide height in the 1880s, up to full-tide height in the 1920s, then today's height of 4m above sea level in 1961.

From a safety perspective, the mole's far end is home to a navigational light, which signals the northern point of the Otago Harbour Channel entrance. From a coastal processes perspective, the mole guides water flow into and out of the harbour – keeping the channel clean and clear and improving tidal flows.

The mole's erosion is a vivid illustration of just how powerful the ocean and tides are. Five-tonne concrete tetrapods were placed at the end of the mole in the late 1950s (see photo right). They're long gone – either broken up or moved by the ocean. Hundreds of thousands of cubic metres of rock have also been added at regular intervals over the years. The most recent remedial work involved relocating about 2000m³ of rock.



These 5-tonne concrete tetrapods were placed on the end of the mole about 60 years ago, but were no match for the ocean and tides.



THE SKY'S THE LIMIT IN SAWYERS BAY

Christmas came early for Sawyers Bay Primary School students – including nine-year-old Anja (pictured), when the community's new 7.5 metre climbing tower was completed late last year. The School PTA did all the work and most of the fundraising. Port Otago was more than happy to get in behind them to make it happen, as did many of our Maritime Union of New Zealand (MUNZ) members. A great community effort.

Introducing our Port Protection Officers



Port Protection Officers (from left): Calvin, Dave, Kerri and Dom.

What does a Port Protection Officer (PPO) do?

Our PPOs are responsible for security around our sites, as well as ensuring all visitors are aware of risks and have the appropriate entry conditions to access the port.

They monitor harbour traffic, CCTV and VHF radio communications. The PPOs also assist tug crews and pilots, and in ship movement scheduling.

Port Security Manager Kerri McIvor says the PPOs are available to assist at any given time – day or night. “They are the friendly faces at the Gatehouse that greet all our visitors, truck drivers and contractors. Whether people arrive onto the port from land or water, it is one of our PPOs who greets them.”

What does a typical day look like?

The PPOs work 12-hour shifts in a four-day rotation: four days of night shift, four days off, four days of day shift, four days off, etc. There are two PPOs on duty at any given time.

Shifts always start with a handover, covering notable events from the past 12-hour period and any activity on the radar for the next 12 hours.

The team handles Dunedin harbour control communications, marine traffic movements, maritime security and weather information.

Every visitor must be PPO security cleared, which means they have a current safety induction and a Covid vaccine pass. Those heading onto the terminal must be escorted. If vessel crew have shore leave, the PPO ferries them to and from their gangway and ensures their immigration paperwork is in order.

In between customer-facing tasks, PPOs also undertake roving patrols and perimeter checks – by vehicle and foot – around the Port Chalmers, Dunedin Bulk Port, Dunedin Depot and Sawyers Bay sites.

What skills do PPOs need?

The PPOs are well-rounded individuals, who can find their way around a computer competently, genuinely “get” the importance of health and safety, and ideally have some maritime/shipping and security experience. As the first faces visitors see when they arrive at port, the PPOs have a helpful and friendly way with people.

Either before they begin or soon after, all PPOs gain their VHF Radio Operators Certificate and Port Facility Security Office (PFSO) qualification. The PFSO qualification ensures each PPO is aware of the port’s obligations relating to the International Ship and Port Facility Code. (The code is a comprehensive set of measures that enhance the security of ships and port facilities.)

What backgrounds do the PPOs come from?

Some come from the port industry, while others come from other fields. We have a former airline pilot, a shipping agent and a supply chain guru.

What is the most unusual task a PPO has yet had to perform?

By virtue of being a border entry point, ports are highly controlled areas and an unusual call-up can happen at any time. They can range from injured birdlife, through to a vessel out at sea in distress.



Keeping life in perspective

This beautiful photo was sent to us by a neighbour. It's good to be reminded that, while we all work around Covid's implications, life goes on. And, rest assured - whatever the alert level - it's business as usual at Port Otago.
(Photo credit: Mark Cameron)



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