

PORTO

ISSUE 9



**FEBRUARY '23
STAKEHOLDER
NEWSLETTER**

15 Beach St
Port Chalmers 9023
New Zealand

IN THIS ISSUE:

- ZIM shipping service begins
- New Chair announced
- Port Otago learning management system launched
- Photo essay: The return of Cruise
- Profile: Cargo Handler

Te Rauone Beach exceeds expectations

The sand replenishment phase of the Te Rauone Beach project is done.

It has taken 10-plus years of lobbying, planning and logistics, but Otago Peninsula's community again has a beach – a beautiful white sandy beach at that.

Te Rauone Coast Care Committee Deputy Chair Des Smith describes the beach as “unbelievable”. “You dream about what it might look like, but it's beyond our expectations. We thought it would be a big beach, but it's incredibly big. We could play a game of touch, beach volleyball – even cricket – on it. The sand quality is wonderful and the water depth is gentle, with a gradual slope.

“The Te Rauone Coast Care Committee has been at the forefront of this campaign, so to see the beach reinstated is a great tribute to its commitment to this project.”

Des admits that right through the campaign – including the many community meetings – there was always an underlying feeling of ‘will it ever happen?’ “Now it has happened and it's amazing – not just for the locals, but for all of Otago and visitors to our city.”

Des is down on the beach most days. “There are people in swimming, boating, picnicking and walking their dogs. It's become a real gathering point for people to

Continued on page 2

Te Rauone Beach before (left) and after the sand replenishment phase of work.





Continued from page 1

congregate and catch up with each other. Even the sea lions are back in greater numbers than ever.”

Port Otago Chief Executive Kevin Winders says he is proud to be part of the team that made the project happen. “It was always an ambitious project, but we knew it could be done. If I’m honest, yes the beach is amazing, but so too are the talented and keen members of our team who made this happen. Our engineering, marine and consenting teams were outstanding in their planning and ‘can do’ attitude.

“It’s not lip service to say the beach would never have happened, if not for the support and perseverance of the community. They have been a pleasure to work alongside.”

Kevin says the company Christmas do was postponed, in favour of a beachside celebration in the new year, so the entire Port Otago team, their families and the Te Rauone Beach community can enjoy a long-awaited barbecue on the beach.

Contractors SouthRoads completed the two significant capital aspects of work: building the three 90-metre rock breakwaters; and spreading the 28,000m³ of dredged sand to form the beach.

SouthRoads Project Manager Keith Matheson says the project went smoothly, despite the dredged sand arriving at greater rates than budgeted (thanks to the Marine team’s refinement of the dredging-pumping process). “Port Otago is a really pragmatic, practical client to work for and made the job easy for us. When the sand started coming thick and fast, we just ‘geared up’. Instead of two bits of kit, we threw four bits of kit at it and worked five days a week to get the job done. It all went really well.”

PORT OTAGO APPOINTS NEW CHAIR

With the retirement of Paul Rea as Port Otago Chair, Director Tim Gibson has been appointed to the role.

Tim thanked Paul for his 11 years of service to Port Otago. “Paul was a really good Chair to work with. He had a good working relationship with Kevin and the rest of the Leadership Team. Paul was very focused on doing the right thing by the company. It was a pleasure to work with him.”

Tim says he will not be making dramatic changes. “We are in good heart, so it will be ‘steady as she goes’. Under Paul’s stewardship, we took positive steps towards understanding and meeting the challenges of sustainability – and we will continue to build on that. For our export customers, sustainability will become increasingly important, as they have their own commercial imperatives and customers to satisfy.”

Tim’s leadership style is about getting the best out of everyone, encouraging diversity of ideas and being inclusive. “Then, when we reach a decision and have clear direction, I’m very focused on delivering. The port has been around for 150 years and we need to make sure it’s still around in another 150 years. To do that, we have to achieve a good return on our capital, and meet the expectations of our shareholder and the wider community.”

Tim – who has been a Port Otago Director since 2016 – is also a director of Livestock Improvement Corporation (LIC), Skills Consulting Limited, Silver Fern Farms Limited, ManageMyHealth Global Limited and Omnieye Holdings Limited.

Born and educated in Dunedin, Tim attended Otago Boys High School, then the University of Otago, where he studied German and Law. His executive career started in Dunedin, with Donaghys Limited.



New Port Otago Chair Tim Gibson.

BOARD INTERN WELCOMED

Port Otago welcomes Kate Faulks (right) to the Board as an Intern. Kate is a Managing Shareholder in Altavady Group, her family’s North Otago based agribusiness company, which comprises five farming operations. Kate graduated from the University of Canterbury in 2011 with a Bachelor of Engineering (Honours), majoring in Chemical and Process Engineering. She then worked for Exxon Mobil for six years, before taking up the opportunity to manage Altavady Farm. In 2021, Kate graduated from the University of Otago with a Master of Business Administration (MBA, first class).



New learning platform launched

Port Otago has launched its new learning management system, called Port Otago Learning.

Learning and Development Lead Justin Wilson is responsible for this ambitious project, which puts learning and development into the hands of individuals. “Previously, we had disparate processes for training, assessment, qualification management and learning and development. It was a bit messy and time consuming, being almost completely paper-based and requiring manual data handling. In contrast, Port Otago Learning streamlines all of these activities into one paperless and largely automated system.

“Putting people in charge of their own learning and development is a really important principle that boosts engagement, retention and morale.”

All assessments and requirements are expected to be carried out in work time, says Justin. “However, kaimahi can access their learning profiles any time they want, as it is a web-based platform.”

Reviewing every role

Central to the new system was reviewing each of the 127 different roles at Port Otago to determine exactly what learning and development was required.

Justin says a key part of creating a learning management system is providing a learning pathway for each person’s role.

“This means looking at the competencies, skills and knowledge required for each role, including any Safe Operating Procedures (SOPs), in-work practical assessments, health and safety courses, inductions or qualifications that are required to perform that role safely. Forming these into a role-specific curriculum, ensuring relevant learning opportunities are made available where there are gaps, has been a significant part of this project.”

Reflecting differing health and safety risk profiles for roles across Port Otago, frontline roles were reviewed first and office-based roles are now being worked through.

How does Port Otago Learning work?

Each learning pathway flows in the following order:

- 1) Online induction
- 2) Mandatory courses related to the role (e.g. Fatigue Awareness, JSA and Take 5)
- 3) SOPs required for the role
- 4) External training courses (e.g. working at height or confined space)
- 5) In-work assessments (e.g. lashing, straddle operation).

“Each employee has direct access to their learning profile, so they can book themselves into sessions, complete SOPs and undertake online courses. We also have a library of elective courses available to all staff, including professional development and wellness topics.”

Any required qualifications (e.g. trade cert for a Mechanic or a pilot’s licence for a Marine Pilot) are scanned in and the information is used to flag upcoming licence expiry dates or reassessments.

Dashboard summaries

Each leader in the business will soon have access to real-time, bespoke dashboards for their teams. These dashboards will:

- Flag learning items that are due or overdue for reassessment and courses team members are yet to start
- Flag a team member’s progress through their role-specific learning pathway
- Provide a running total of training time engaged in by the team over the quarter, and
- Present a matrix of competencies held by team members.

Justin says the dashboards will provide leaders with all of the tools they need to develop weekly, monthly and yearly training plans, run gap analyses and make informed decisions around succession planning.



Our Safety and Training Leader, Ben George (right) takes one of our new forklift drivers, Aus, through a Port Otago Learning in-work assessment.



New fortnightly shipping service into Port Chalmers



The H Cygnus in Port Chalmers on 13 February. It is the first vessel to arrive into Port Chalmers as part of ZIM's expanded New Zealand to Australia Service, which now includes a fortnightly service to Port Otago.

ZIM Integrated Shipping Services has expanded its "New Zealand to Australia Service" (N2A) to include Port Chalmers. The first of the ZIM vessels, the H Cygnus, arrived on 13 February.

The weekly service calls into Melbourne, Sydney, Auckland, Napier and Lyttelton, with alternating fortnightly calls into Tauranga and Port Chalmers.

Port Otago Commercial Manager Craig Usher says that, while the service will initially be fortnightly, that may increase to weekly over time, depending on demand from local exporters and importers.

"The three ZIM vessels on the New Zealand to Australia rotation are 1730 to 1800 TEU, adding valuable export capacity for lower South Island exporters. This provides direct options into two major Australian ports, namely Melbourne and Sydney."

ZIM is a publicly owned (listed on the New York Stock Exchange) Israeli company, turning over more than \$3 billion annually. Globally, it operates 70 vessels across 70 services. As a mid-size shipping line, ZIM's point of difference is its agility, being able to

respond to market signals quickly. It has operated in New Zealand since 2021, expanding its services over this period.

ZIM New Zealand General Manager David Mitchell says the upgraded service – which also saw Napier Port added to the rotation – complements the company's existing New Zealand coverage. "Adding Napier and Port Chalmers to ZIM's service offers our customers more choice and more connections between New Zealand, Australia, the Far East, North America and beyond, as well as enhancing our coastal services."

ZIM has also upgraded capacity to 1700-plus TEU vessels on the New Zealand service in time for the summer-autumn agri and horticultural export season, with five to six day crossing times to Melbourne and on to Sydney, and onward connections to North America and Asia.

Vessels:

H Cygnus – 1800 TEU, built 2022

H Mercury – 1800 TEU, built 2022

Big Lilly – 1730 TEU, built 1999.

Award for mitigation of Rio 'rumble'

Marshall Day Acoustics received the Australian Association of Acoustical Consultants' 2022 Hugh Vivian Taylor Award for its work on mitigating the low-frequency 'rumble' emitted by the Rio Class ships.

Four years ago, Maersk shipping line's six Rio ships were making life near unbearable for locals, due to the noise from the vessels' auxiliary generators used to keep refrigerated products at temperature. Port Otago employed Marshall Day Acoustics to measure the noise and to propose a solution.

FIRE SIMULATION EXERCISE

What would happen if there were a fire on a cruise vessel, on a double cruise day – i.e. when there are two cruise ships berthed in Port Chalmers? Where do you put 6000 passengers and crew? Who's in charge of the emergency response?

Late last year, Port Otago's Marine team hosted a desktop emergency exercise that simulated an on-board fire to ensure we know the answers to these questions well in advance of ever needing to respond.

GM Marine & Infrastructure Grant Bicknell brought together the Otago Harbour Master's Office, Maritime New Zealand, FENZ and St John – a total of 20 people – for the exercise. "The idea is that we interact and talk about it now, so we are better prepared should it ever happen. We know from other ports' experiences that communications between agencies can be an issue."

Follow-up actions are underway, including bringing Civil Defence into the team. Further simulation exercises will be run over coming months, to tighten up the response.



Safety leadership making real difference

It's been nearly a year since we launched our Safety Leadership Programme.

This in-house developed course is designed to empower safety leaders within the company, specifically Health and Safety Representatives, frontline leaders and other safety leaders.

Twenty-two individuals from across the business took part in the first roll-out of the six-month course and now some fine-tuning is underway before the programme is pushed out more widely.

In addition to block courses, team members embark on a project to improve health and safety in their workplace.



Team member: Backhoe Barge Master Alex Wakefield

Project: Pile driving from the Rahi Te Toha barge

Background:

Alex is an experienced Barge Master, who has been with Port Otago for four years.

Problem identified:

The Rahi Te Toha is a pile-driving barge used for wharf and pile maintenance. Last year, a team member suffered a serious injury to their finger, after it was caught while a pile was being loaded into the driver. The person was using the accepted method of the time, whereby piles were slung onto the barge landside and positioned vertically into the pile-driving mechanism at the pile's final destination. This vertical positioning involved manhandling. "That's just how it was done and it made us pretty vulnerable. We needed to sharpen things up and were in the process of sorting out a Safe Operating Procedure (SOP) at the time."

Solution:

Alex worked with his team to develop an SOP that removed the need for manhandling the pile. "We changed the method completely. Now the pile is loaded onto the barge with a crane so it hangs vertically and is secured in place at that point. There is no need for anyone to go near the pile."

Comment on the programme:

"It was good to learn about the responsibilities Health and Safety Reps have and the things we can do to protect people. I've always been in this industry and Health and Safety hasn't always been embraced, but not in this company."



Team member: MDF Team Leader Gary Charters

Project: Safe storage of forklift changeable extensions

Background:

Gary has been at Port Otago for about 18 months, initially as a forklift driver, then five months ago he was promoted to Team Lead.

Problem identified:

The MDF team's two forklifts each have a 3-metre and 4-metre changeable extension. These extensions were being left in various places, creating a trip hazard for people on foot, and an obstacle for light vehicles and even trains, with the forks sometimes left across the railway line.

Solution:

Gary spoke to the MDF team and they decided a large metal frame would be ideal, situated outside the door to the shed in a safe, sheltered spot. Gary drew up a sketch and spoke to Harbour Fabrication. They sourced a secondhand frame – ex supermarket and used for exactly the same purpose (storing forklift extensions) – for a fraction of the cost of building new. The team used the frame for a few weeks, before recommending some modifications, which Harbour Fabrication actioned, including the great paint job.

Comment on the programme:

"I really enjoyed spending time with people from across the business – people I'd otherwise never cross paths with. It was great to see what issues they were dealing with and how they were approaching their projects. I'm particularly grateful to Pete Densem from Harbour Fabrication, and Deanna (Port Otago's Supply Chain Manager) and Len (MDF/Timber Supervisor), for their guidance."



NEW CHAIR FOR NOISE COMMITTEE

The Port Noise Liaison Committee has a new, independent Chair. Retired university director, former secondary school principal and experienced chairperson David Richardson was appointed late last year.



*Port Noise Liaison Committee
Chair David Richardson.*

The Chair position has traditionally been held by a Port Otago Board member. However, under the Dunedin City Council's District Plan, the 2GP, the Noise Liaison Committee agreed to appoint an independent Chair.

David: "I was approached by a member of the Port Chalmers community, who thought I could be useful, as an experienced chair. I've always had an interest in Port Otago, and this is an opportunity to give back to the local community."

Until recently, David chaired the board of Presbyterian Support Otago and two independent University of Otago Residential Colleges, Knox and Salmond. He is also a Justice of the Peace.

Ravensbourne Wharf nears completion

Work to reinforce the Ravensbourne Wharf is complete and the structure is on track for its first vessel call in mid March. There is still some activity on site, as fenders and struts are installed. Our contracting team is also taking the opportunity to carry out some additional strengthening of the timber structure, while the wharf is still out of action. The engineers, designers, HEB Construction and Ravensdown all worked extremely well together and, as a result, the project came in on time and within budget. The 150-metre long structure should be all good for another 10 years.



Port co-operation at its best

Across New Zealand's ports, various teams benefit from the healthy sharing of information and data, particularly around health and safety processes and operational procedures. Port engineers also enjoy a great camaraderie though the Port Engineers Forum (focused on technical design/regulatory aspects of ports) and the Terminal Engineering Group (operational running/maintenance focus).

With the electrical upgrade of our second ship-to-shore crane last year, we were able to re-home some parts that we no longer required. Ports of Auckland also operate the same model of ZPMC cranes that Port

Otago has, so we packaged up any good working parts and sent them north.

Port Otago Chief Executive Kevin Winders says that, given the support Ports of Auckland has provided over the years – loaning us parts and giving advice – it was good to be able to return the favour.

Meanwhile, our spare resources also headed southward. Late last year, our Engineering team re-homed 45 half-tonne, solid-rubber fenders (1 metre long x 800mm diameter) that were removed from the Container Terminal Wharf a few years ago. The hull pressure of larger vessels meant fenders with a greater surface area

were needed to soften the impact when a vessel hull pushed into the wharf. Consequently, the old cylinder-shaped fenders were replaced with large square fenders. At the time, the spare fenders were offered to other ports and marine operators in the Pacific and a handful found a home. But the rest sat on our Cross-wharf. That is until the team at SouthPort put out a call to the Terminal Engineering Group. With some supply chains still a challenge, SouthPort needed to reinforce the fendering coverage on an existing berth. Our old fenders were perfect for the task and transported to our southern neighbours.

Fryatt Street Foundation opens for skateboarders



Dunedin Skate Association's Olivier Jutel performing a noseblunt at the new Fryatt Street Foundation DIY skateboard spot.

An 1800 square metre section of the former Fryatt Street sheds' foundations – demolished in 2019 – has found a new life.

The Dunedin Skate Association approached us last year and asked about using the "Fryatt Street Foundation" for as long as we didn't need it. The area is earmarked for the University of Otago's Sustainable Futures Centre, as part of the Dunedin city's wider waterfront plans.

The association works with council, community organisations and businesses to create inclusive and safe skate areas within the city,

adding to Dunedin's culture in a similar vein to the city's vibrant street art.

Association member Olivier Jutel says the area sectioned off for skateboarding is 15 metres wide, by 120 metres long. "It's like an Olympic sprint track. How beautiful is that barren patch of concrete? And the wind runs parallel with the wharf, so no cross wind.

"The area is what the skate community calls a DIY spot and we have plenty of artists and creatives among our ranks who – over the next year or so – will make some great

'natural' street features which will look authentic and accommodate different skating abilities."

Olivier says the waterside location and industrial vibe makes it particularly special. "Our association is about creating playful and interesting urban spaces. Fryatt Street Foundation is just that and looks amazing in clips."

A fence was required to partition off the wooden pier along the eastern side of the area and Port Otago quietly made that happen, to ensure everyone's safety. The fence also acts as a catch net for loose skateboards heading for the harbour.

Port Otago Civil Engineer Andy Pullar says the association members were so enthusiastic and persuasive that it was difficult to do anything other than say "yes". "The area is likely to be unused for some time, so it's great to see it being enjoyed. It's added some liveliness to the area and I'm sure it will be a popular spot, for skaters and spectators alike."

[N.B. The structural integrity of the aged concrete foundation is not suitable for car parks.]

Wellness project hits the start line

Introducing a wellness programme has been on the People team's radar for a couple of years. However, it was a casualty of Covid, as resources were redeployed to respond to the pandemic.

But it's back on track and being led by the Wellness Project team of 11 individuals drawn from across the company. They have taken on board feedback from last year's internal engagement workshops and prioritised three actions:

- 1) A three-month trial that sees Veggie Boys deliver weekly fruit boxes to all Port Otago sites. (And, yes, the fruit is quickly snapped up!)
- 2) Confidential annual health checks for all team members, beginning this month. External provider Vitality Works is providing a registered nurse, onsite. Port Otago will only receive general trend data, to help focus future wellness initiatives.
- 3) Mental health peer support programme, with the project team currently considering options for how to best deliver in a port environment.

Port Protection Officer Dave takes delivery of a fruit box at the Port Chalmers site.





PHOTO ESSAY: THE RETURN OF CRUISE

It's been four months since Port Otago welcomed the Celebrity Eclipse into Fiordland and Port Chalmers, after a 955-day hiatus.

As PortO went to print, our Cruise team was about 80% through the season's scheduled 111 cruise vessels and only one vessel had missed due to weather.

Cruise Manager Carolyn Bennett says the season has passed smoothly. "The successful return of cruise in Dunedin is thanks to strong relationships between key stakeholders. We all communicate well and support each other, which was particularly important this season, as we adjusted back to 'cruise normality'."

Carolyn has enjoyed seeing the Cruise Assistants swing back into action. "Of the 36, most are already talking about coming back for the 23/24 season. These individuals are the friendly and helpful faces that greet our visitors and ensure our Cruise terminal flows seamlessly."

The final vessel, Ovation of the Seas, is due on 9 April. Before we know it, it will be October and the 2023/24 season will be upon us.



When the season's first cruise vessel, the Celebrity Eclipse, arrived into Port Chalmers, the Port Otago team downed tools and greeted the delighted passengers with waves, flags and welcoming hollers.



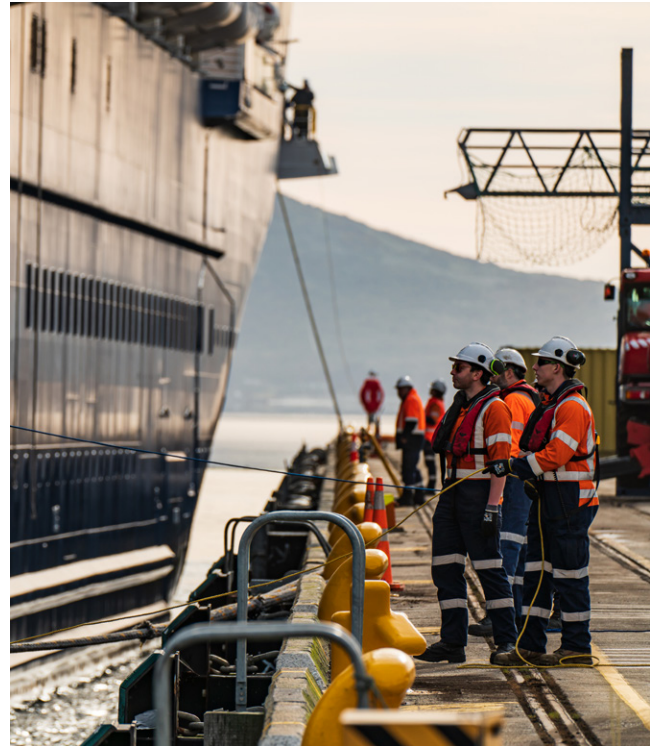
Local photographer Brendon Williamson captures some magical shots of our beloved harbour taoka. This is the Majestic Princess departing Port Chalmers against a shepherd's delight evening in early November.



Yvonne King in our Cruise team has taken some superb photos during the cruise season. The entry of the Viking Mars into Port Chalmers early one January morning is a beauty.



MPI's detector dogs are a key part of the behind-the-scenes network that keeps our borders secure.



Securing a vessel to the wharf is a highly-skilled and potentially dangerous job, due to the pressure on the lines. The team responsible for this task receive comprehensive in-house training and work closely together to coordinate their movements.



Port Otago Marine Pilot Hugh Marshall (centre) has 29 years' experience as a Marine Pilot and has piloted more than 100 vessels into Fiordland during the past 10 years. So he was an obvious choice to be on the bridge of the Celebrity Eclipse on 26 October – the day the South Island welcomed back the first cruise ship in two-and-a-half years. Hugh is pictured with Celebrity Eclipse Staff Captain Georgios Tsslouchlas (left) and Captain Zisis Tamaras.



The Marine team got into the spirit of the occasion, when the Celebrity Eclipse arrived into Port Chalmers, back in October. Old bunting with country flags (left over from the 2011 Rugby World Cup, most likely) festooned the tug Tairāwhiti and added a celebratory tone to the day.



New motors for rowing club



Port Otago recently purchased new motors for two of the Otago University Rowing Club's rescue boats.

Like any body of water, our beautiful Otago Harbour is changeable and can quickly become an unsafe environment, particularly for smaller boats. Port Otago, therefore, actively supports other harbour users when it comes to ensuring they have reliable safety boats at their disposal. The more safety boats out on the harbour at various times of the day, the greater the likelihood of help being close to hand, should anyone get in trouble in or on the water.

Most recently, we helped the Otago University Rowing Club purchase two new motors (Honda 20-4 stroke engines).

Club Manager Glen Sinclair says the pair of motors replaced motors that were more than 20 years old and no longer reliable or cost effective to maintain. "At 22 and 23 years old, the motors were older than most of our rowers. We have eight rescue boats, which seems a lot, but Maritime New Zealand and Rowing New Zealand laws require one coaching/safety boat be on the water for every 12 rowers. Most mornings leading up to the Universities Championships we have more than 90 rowers out on the harbour, so we need every one of those boats to be operational.

"Six of the boats were great, but these last two boats' motors were causing us serious concern. Port Otago funded the purchase of another two motors a couple of years ago, so we made contact again - and again they made it happen. All of our boats are sorted now for the next 15 to 20 years.

"We don't take the support for granted. We are lucky to have a successful port that uses that success to help clubs like ours, that would struggle to absorb capital costs like new motors."

Paying it forward, the rowing club's safety boats are made available for local rowing regattas and the annual IceBreaker Waka Ama Challenge hosted in the Upper Harbour each winter.

Port Otago's support is shared around. Last year, we sorted out both the West Harbour T.S. Nimrod Navy Cadet Unit and our immediate neighbours, the Port Chalmers United Rowing Club, with suitable safety boats. This year, we put \$3000 towards the Vauxhall Yacht Club's safety boat motor, on top of supplying the club with a community containers last year. We have also provided containers recently to the Port Chalmers' Terra Nova Scout Group, St Clair Surf Life Saving and Dunedin Land Search and Rescue.

FRESH PRODUCE WELCOMED

In a win-win scenario, the Coral Adventurer cruise ship's crew recently donated several large cartons of fresh produce to KiwiHarvest. Charity KiwiHarvest exists to reduce the environmental impact of food waste by redistributing excess food to those in need. Every month, it diverts up to 200,000 kilograms of quality surplus food to struggling New Zealand households. The Coral Adventurer was berthed at our Town Wharves and had produce that was deemed past its 'best by', but was still perfectly good to eat. Our Cruise team put a call into KiwiHarvest and its Dunedin team collected the goods and distributed them on to frontline charities to add to their food support programmes.

[N.B. The vessel was issued with full biosecurity clearance by MPI on arrival into New Zealand.]



Third development for Steel & Tube

In the ultimate endorsement of Chalmers Properties' expertise in warehouse design and build, Steel & Tube has signed up for a third development at Te Rapa Gateway, Hamilton.

Steel & Tube's Distribution & Reinforcing business already occupies a Te Rapa Gateway property that it commissioned and moved into early last year. Their first design and build was in 2017, in Fryatt Street Dunedin, and the company continues to occupy the space. This third design-build – in Chalmers Road – will see its Hamilton Roofing division (currently in Northway Street) move in immediately alongside Distribution & Reinforcing.

Chalmers Properties General Manager David Chafer says the new warehouse – of 2109m² and office of 190m² – is scheduled for a November completion. "It features a drive-through and will be fitted with two gantry cranes for unloading steel coils and loading finished roofing sheets onto trucks."

The project draws on the experience of Foster Construction, Eclipse Architects and project managers Octa.

Alongside the Steel & Tube development, Te Rapa Gateway Limited (part of Chalmers Properties) will build an adjoining warehouse of 917m² and 200m² office, which will be available for lease from December.

DHL second lease

The trend of repeat business continues. DHL Express already leases 600 Arthur Porter Drive (1060m² warehouse, 248m² office, 248m² canopy). In June, DHL Supply Chain moves into 560 Arthur Porter Drive, which comprises a 1051m² warehouse, 258m² office and 149m² canopy.



An artist's impression of the latest Te Rapa Gateway build for Steel & Tube, due for November completion.

"It's pleasing to grow the property relationship with a strong global business like DHL," says David.

Other builds at Te Rapa Gateway

Meanwhile, three other builds are underway at Te Rapa Gateway:

- NZ Windows is on track to move into its second, larger design-build (3286m² warehouse, 489m² office, 726m² canopy) by the end of March;
- The Altus build (6435m² warehouse, 400m² office, 937m² canopy) is scheduled for a late May completion; and
- Spectrum Aluminium (3465m² warehouse, 600m² office, 782m² canopy) is progressing well towards its June completion date.

KEGGED MILK A SUCCESS

Our Port Chalmers staff room had a 10-litre kegerator installed about six months ago and, after a few teething issues, the machine is now supplying departments across the terminal.

Port Otago Sustainability Manager Carolyn Bennett says it was successfully trialled in the main office building and glass bottles are now used to carry the keg milk across to the Maintenance and Cruise teams each day. "Our kaimahi are enjoying the creamer milk and the extra flavour in their daily coffees. Some of the team also enjoy a good old-fashioned glass of milk, which is great."

"While kegged milk is not a cheaper option, it's the right thing to do."

What's next? "We still purchase trim milk in bottles, as there is currently no alternative. We are also investigating how we can supply the keg milk to our outer sites – D and B Sheds, Sawyers Bay, Dunedin Bulk Port and Mosgiel – which are still supplied with plastic-bottled milk. Unfortunately, the team sizes at the sites are too small for their own keg, as they wouldn't get through the keg fast enough."





Staff profile: Brent Cockerill, Cargo Handler

How long have you been at Port Otago?

I worked at Port from 2006 to 2019, and returned in November 2022. I really enjoyed my job, but left because I couldn't meet family commitments, with the unpredictable hours. I was at Citycare Dunedin (Reticulated Water) for two years, then when family circumstances changed, I was keen to get back to Port.

What did you do before you came to Port Otago?

I worked in a brass foundry, starting as labourer and progressing my way up to pattern making and repairing tooling for machines.

How did you come to be at Port Otago?

I was originally a casual and did that for three months, before I was guaranteed 24 hours per week – part of an older scheme – then became a full-time Cargo Handler. I have a Level 3 qualification in Stevedoring and Ports Industry. When I returned in November, I had to retrain and show I was still up to the job, which involved theory and practical testing. Then I was signed off as being competent for the role again.

What does your role involve?

Lashing: Secure and release containers to the decks of vessels.

Road pointer: Observe and control all traffic and cargo movements on and off trucks.

Rail pointer: Same as above, but for rail.

Straddle driving: Operate the heavy mobile machinery (some are up to 15 metres high) that transport containers around the terminal.

Wharf lander: Guide containers' placement on the wharf. Duties include safety supervision, communicating/instructing crane drivers and following orders of work.

Hatch person: As opposed to the Wharf Lander, who is wharfside, the Hatch person carries out a similar role, but onboard the vessel.

ZPMC gantry crane driver: Operate the large ship-to-shore cranes that sit on the wharf permanently and move containers on and off a vessel.

What skills and attributes do you need for your job?

I've always said that people need some mechanical aptitude to be a Cargo Handler. A lot of things about the job are mechanical, so it's helpful to be aware of how things work. At the same time, it's also good to be able to think on your feet and act quickly if you can see the possibility of a worst case scenario about to happen. You need to be alert about your surroundings and thinking ahead of what's going on.



How do you find the hours?

Once you get your head around it, it's fine.

What's the best part of your job?

The people and the banter. I was welcomed back by the team like I'd never been away. It wasn't until I left, I realised how important the people were. Being a Cargo Handler is a good job and good pay.

What's the worst part of your job?

- The unknown of what shift you will be on the next day. You find out around 3pm for the next day's work.
- You're not always guaranteed two days off in a row.
- Best bet is weekends will be work days, because Port Chalmers' largest weekly shipping service, the OC1, calls every weekend.

Do you have your eye on a particular job at Port?

I'd be interested in becoming a Cargo Handler trainer at some stage.

PORT OTAGO LEADERSHIP TEAM



COMMERCIAL MANAGER:

Craig Usher
027 706 5824
cusher@portotago.co.nz



CHIEF EXECUTIVE:

Kevin Winders
027 432 1530
kwinders@portotago.co.nz



HEAD OF PEOPLE:

Leigh Carter
027 579 5063
lcarter@portotago.co.nz



GENERAL MANAGER PROPERTY:

David Chafer
029 969 6205
dchafer@portotago.co.nz



EXECUTIVE ASSISTANT:

Jodi Taylor
021 666 317
jtaylor@portotago.co.nz



HEAD OF DIGITAL:

Rachel Pullar
021 460 187
rpullar@portotago.co.nz



SUPPLY CHAIN MANAGER:

Deanna Matsopoulos
021 229 8874
dmatsopoulos@portotago.co.nz



OPERATIONS MANAGER:

Jonny Cook
027 3191270
jcook@portotago.co.nz



CHIEF FINANCIAL OFFICER:

Stephen Connolly
021 229 8701
sconnolly@portotago.co.nz



GM MARINE & INFRASTRUCTURE:

Grant Bicknell
021 756 934
grant.bicknell@portotago.co.nz



HEAD OF SAFETY:

Ross Buchan
022 045 5140
ross.buchan@portotago.co.nz