

PORT 5

ISSUE:



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Port & Maritime Museum partner for the future

Port Otago has assumed responsibility and ownership of the Port Chalmers Maritime Museum building and will pick up the Museum's building maintenance, rates, insurance, electricity, security and compliance costs for the next 35 years. The museum, which is managed by the Port Chalmers Historical Society, will remain the building's sole occupant.

Port Otago has also committed \$20,000 annually for 10 years, specifically to attract young people with an interest in maritime history to join the society.

The Society and Port Otago have signed a Heads of Agreement, formalising this long-term partnership.

Port Otago Chief Executive Kevin Winders says it is important the region's maritime history is saved and sustained into the future. "As the associated port, supporting our local museum is the right thing to do. There are real treasures housed within that building, not to mention the role the historical society plays in our community."

"This agreement allows the society to concentrate its time and funds on core activities, while we help keep the collections secure and dry."

"In addition – with an eye on the long-term future of the museum and society – there is a need to get young people involved. We have committed \$20,000 per annum specifically for this purpose, to help attract the next generation through the museum doors."

Port Chalmers Historical Society President Brian McCormack says the museum is unique in New Zealand for the variety of social and maritime history it contains – and the agreement secures its future. "It is prestigious for Port Otago to have the museum within



Port Otago and the Port Chalmers Maritime Museum representatives outside the historic building. From left: Kevin Winders, Brian McCormack, Coral Kaan and Paul Rea. Photo courtesy ODT

its precinct, as part of its port. And it's prestigious for us as well. We'll be able to modernise how we present our collection, and we know that the collection will be preserved and be there for many years to come for visitors to enjoy and appreciate."

Society committee member Coral Kaan says that both the society's committee and membership are ageing. "We need to encourage younger ones in Port Chalmers – especially business people with some business savvy – to become involved."

"This agreement takes a financial burden off us and secures the viability of our museum for the future. And, for Port Otago, it's a feather in their cap – to be able to show off Port Chalmers maritime history."

"Many thanks to the committee, lawyers and Port Otago for putting together a beneficial package to all parties involved."



Te Rauone Beach restoration given green light

The restoration of Te Rauone Beach has the green light to proceed.

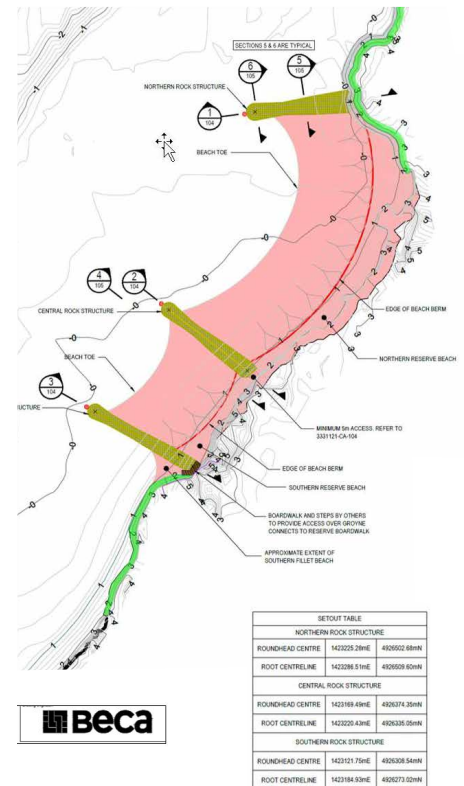
Port Otago and the Te Rauone Beach Coast Care Committee have been working together for about 10 years, with the goal of restoring and developing the beach. Port Otago will build three rock groynes in a configuration that will sustain an attractive recreational beach for the community. Alongside this work, Dunedin City Council is upgrading the Te Rauone Beach Reserve.

A resource consent application for the BECA-engineered rock groynes and sand re-nourishment was lodged with the Otago Regional Council and Dunedin City Council in December 2019. It attracted 365 submissions – two against, one neutral and 362 in favour. A public hearing was held on 15 December and consent was granted two days later.

Te Rauone Beach Coast Care Committee member Des Smith attended the hearing. “I was absolutely thrilled with the outcome, particularly for our chairman Graeme Burns and our Committee who have worked so hard over a long period of time. I believe things that are really worthwhile in life do take time to achieve and reach the desired outcome. Granting of this consent was a momentous day for all involved.”

Des is looking forward to the first rocks being put in place on the groynes. “Once construction is complete, it will be exciting to see the sand being placed onto the beach. I plan to be down there with my shoes off, testing it out alongside the rest of our delighted community.”

Port Otago Chief Executive Kevin Winders says the positive hearing and the judge’s prompt decision were a real endorsement of the project’s intent. “This is a long-term vision coming to fruition. It benefits the continued good health of our harbour and the community can once again enjoy an amenity beach on their doorstep. Everything going to plan, work will begin later this year.”



Work to build the three groynes is expected to begin later this year.

Electrical upgrade safeguards chilled exports

In the past five months, about \$500,000 has been spent upgrading the electrical substation that feeds power to “Alpha Block” – one of Port Otago’s two refrigerated container storage areas.

Given that a single reefer container can hold up to \$750,000 worth of chilled product, these containers demand a high level of care during their time with Port Otago.

Alpha Block can accommodate up to 500 20-foot refrigerated containers and is used to store 20- and 40-foot containers full of chilled and frozen product. A reliable power supply is critical and, in the event of a power outage, an alternative supply is needed within 30 minutes. The substation monitors power to every container, raises an alarm if a problem occurs, and automatically fires up a 1.2 megawatt generator, if required.

Port Otago Engineer Jon Visser says that the Programmable Logic Controller (PLC) that controls the generator and switches over the power to four separate distribution boards had reached the end of its functional life.

“The PLC upgrade was completed by Dunedin’s Switchbuild Ltd in November and further work is being undertaken to improve the switchgear, generator, monitoring and alarm systems. As often happens when upgrading old equipment, other issues have come to light that we’ve needed to deal with to reduce the risk of these highly-valued containers having a refrigeration outage. We are very pleased that Alpha Block is back up and running, as both refrigerated container areas are currently full to capacity.”



Electrician Paul Coultas (left) and Engineer Jon Visser inside the upgraded Alpha Block electrical substation.



Permit system providing critical risk checks and balances

A new Permit to Work system is helping Port Otago manage critical risks by providing more control.

The company had previously operated several different Permit to Work procedures across different parts of the business. To reduce the opportunity for misunderstandings between groups, this best practice approach now operates across the entire business.

Project Manager Justin Wilson says the new Permit to Work process is designed to control the hazards that are found within higher-risk work activities, such as working at height or entering confined spaces.

“The Permit to Work system authorises and documents potentially high-risk work. It outlines exactly when a permit is required and how to assess the risks for that particular task. It also spells out what people need to do when receiving, issuing or working under a permit – that is why training in our Permit to Work system is required.”

There are 13 different permits within the system, including Port Otago’s specialised working at height (above 1.8m), excavation, special crane lift and hot work permits. Where more than one permit is required for a particular job, a master permit must be obtained, so that each high-risk job can be carried out in a coordinated and controlled way.

“For example, the recent refurbishment of the large ship-to-shore crane required multiple permits, with welding required in a confined space and working at height. The master permit that covered this job made sure that there was safe separation of conflicting critical risk activities and detailed a shared emergency response plan for the project.”

Port Otago employees, contractors and those carrying out high-risk work are required to undertake a minimum three-hour training course, which enables them to apply for and work under any of the Port Otago permits. Forty-five other Port Otago employees from across the company will be permit issuers for the system and undertake an additional 1.5-hour training course.



Colour coding helps users identify the different permits within Port Otago’s new Permit to Work system.



FLAGSTAFF TIMEBALL REINSTATED

August 20 last year was a landmark day for the Port Chalmers Historical Society. It successfully reinstalled the town’s historic timeball, 89 years after it was last in action. During the 18th Century, timeballs were used at ports around the world. At exactly 1pm every day, the ball would drop, allowing ships’ officers to set their chronometers (clocks) accurately to aid navigation. Situated on the top of Flagstaff Hill, the new ball is 120 kilograms of marine-grade stainless steel and a replica of the original. It is now turning heads once again – at 1pm every day. Port Otago houses the mechanical engine “down below”, supplies power ongoing and contributed \$10,000 towards the project.



PHOTO ESSAY: IMPROVEMENTS AT DUNEDIN BULK PORT

A series of projects to accommodate future growth at Port Otago's Dunedin Bulk Port area are now complete.

The three key projects were: consolidating the Upper Harbour channel at 8.5m chart datum depth, purchase of the former ENZA building and returning the former Naylor Love yard to port operations. Collectively, these projects improve port security and harbour safety, expand services for customers and reduce the number of large truck-and-trailer units on State Highway 88.

The Dunedin Bulk Port footprint covers the T&U and X&Y Wharves, Oil Jetty and Leith Wharf, Fryatt Street log yards, LPG site, Waste Management, former Mobil site and Z Energy fuel site.



While primarily safety driven, consolidation of the Upper Harbour depth at 8.5m chart datum also widened the tidal window for vessels and enabled a deeper draft for bulk ships (logs, oil and fertiliser) to make their way up to the town berths.



Since Port Otago became sole owners of HarbourCold 2.5 years ago, the X and Y Wharves in the Upper Harbour are now fully dedicated to fish exports and imports – specifically discharging fishing boats, managing storage and dispatching product in containers for overseas markets to fulfil client orders.



The 17,388m² former ENZA building (centre) was a strategic purchase for Port Otago 14 months ago, providing customers with chilled and frozen storage options. It is one of the largest cold storage distribution facilities in Dunedin and has direct access to the Leith Wharf, allowing vessels to move cargo from ship to warehouse. This shot also shows the former Naylor Love yard (right). In the past year, \$1m was spent incorporating this 4000sqm area into the Port's log yard footprint.

PHOTO ESSAY: IMPROVEMENTS AT DUNEDIN BULK PORT



Port Otago responded to log customer requests to invest in wharf infrastructure to support their industry.



Log capacity has increased significantly, as a result of recent improvements at Dunedin Bulk Port.



The Upper Harbour marine projects have provided both safety and logistical improvements.



A bulk carrier makes its way into Otago's Upper Harbour.

Port Chalmers welcomes the new MSC service

A recent change to the MSC Kiwi Express service sees Port Chalmers become the last New Zealand port of call, before sailing onwards to key global transshipment hubs in South East Asia – specifically, Singapore and Tanjung Pelepas in Malaysia.

MSC New Zealand General Manager Steve Wright: “For Otago and Southland exporters, the Kiwi Express will provide improved transit times to all markets – up to seven days faster – compared to previous service offerings. This is significant, given Port Chalmers’ high volume of chilled and frozen product.

“MSC is constantly evaluating our services to ensure we offer the best possible shipping network to service New Zealand customers. This part of the country produces some high-quality meat that is enjoyed throughout the world, and with MSC being able to ship this great local

produce to international markets even faster, we believe it will be of real benefit to the regions’ exporters. Speed to market is everything.”

Port Otago Commercial Manager Craig Usher says the change also

improves reliability for exporters, with vessels arriving from nearby Lyttelton Port. “Otago Harbour’s deep draft enables MSC to maximise loading with us as a last port of call.”



MSC’s re-jigged Kiwi Service provides exporters out of Port Chalmers with improved transit times and service reliability.

Te Rapa Gateway popularity continues

Te Rapa Gateway continues to attract businesses looking for high-quality, purpose-built office/warehouse spaces.

Based in Hamilton, Te Rapa Gateway is a 60-hectare industrial business park managed by Port Otago’s property development arm Chalmers Properties.

Port Otago General Manager Property David Chafer says interest was particularly strong in the lead up to Christmas. “Two Clem Newby Road office/warehouse spaces were leased late last year – both to expanding businesses. Waikato Heatpumps moved from smaller premises, while Australian company R&J Batteries is expanding its business further around New Zealand.

“In December, we signed with IAG to construct a 2265m² purpose-built office/warehouse for their vehicle repair hub business. It will be built on a high-profile corner site visible from the Waikato Expressway and completed by January 2022.

“We’ve also this month signed up Steel & Tube for a design/build/lease development on the opposite corner to IAG. These two builds are the first developments in Te Rapa Gateway’s stage 3 subdivision and will be retained in the company’s investment portfolio. The Te Rapa portfolio will sit at 19 buildings, once these latest two are completed.”



Port Otago’s property development arm is gaining a reputation for the quality of its office/warehouse builds, such as these Arthur Porter Drive warehouses at Hamilton’s Te Rapa Gateway.

For more information on available properties, visit www.chalmersproperties.co.nz



PORT OTAGO COMMITS TO ELECTRONICS RECYCLING

As part of its sustainability programme, Port Otago has signed a memorandum of understanding with Digital Wings – a not for profit trust that refurbishes and redistributes retired computers and printers to organisations in need.

The trust works in collaboration and partnership with Remarkit Solutions to either recycle or responsibly dispose of all donated equipment.

Port Otago General Manager IT Sandy Shea: “From our perspective, alongside the tremendous benefits of electronic technology, there is the rapidly escalating issue of what happens to this equipment at the end of its life – an issue commonly referred to as ‘e-waste’.”

If not disposed of properly, old electronic devices (including televisions, computers, printers and phones) can release toxic materials into the environment. E-waste is now the fastest-growing waste stream in the world, according to the World Economic Forum.

Sandy says Port Otago recognised that, like most businesses, it had e-waste that needed to be disposed of in a responsible and sustainable way. “We’re excited to be part of a programme that supports technology education and provides an opportunity for community, whānau and hapū organisations to participate fully in the modern digital economy.”

Maritime Pilots’ 2020 conference

About 20 pilots attended the New Zealand Marine Pilots Association’s annual conference in Dunedin on 3 and 4 November.

The turn out represented around quarter of the country’s pilots, with numbers down due to Covid-19 flow on effects. The two-day conference is organised by the pilots, themselves – this year, led by our own Hugh O’Neill.

Long-time conference supporters Damen Tugs in Amsterdam went over and above, sending a speaker who had to undertake the two-week quarantine period. Other speakers included New Zealand-based Navicom Dynamics, which produces Portable Pilot Units (PPU) – navigational aids to improve piloting

safety and precision – and pilot ladder manufacturer PTR Holland Group, which presented from Singapore via Zoom. “Ladders are a critical aspect of pilot safety and it was a superb lecture about innovations to ensure their product integrity.”

The conference was also an opportunity for pilots to progress association-driven projects, including advanced passage planning. “New Zealand pilots put immense effort into continuously raising their standards. The challenges involved in moving the largest floating constructions are not for the faint-hearted.”

Port Otago and South Port sponsored the conference.





Light vehicle fleet upgrades to electric



Port Otago's transition across to electric vehicles is part of the company's actions towards operating more sustainably, company wide.

Port Otago has spent \$500,000 replacing and upgrading its light vehicle fleet to electric.

Project Manager Jodi Taylor says eight electric vehicles (EVs) are whizzing around the business – as well as two hybrids, specifically for long-distance travel – and they are getting good reviews. “So far, there’s been no range anxiety. Our on port and between warehouse use is low kilometres. In fact, one vehicle has been driven daily for two weeks and counting, without needing a charge.”

The average age of the old light vehicle fleet was an impressive 17 years. “While we knew it was time to replace them with modern fit-for-purpose vehicles, it’s only recently that the battery technology and price point have reached the threshold for the switch over to be viable.”

Jodi says the move to EVs was driven by the need to better understand and measure the company’s carbon footprint. “While our light vehicle fleet’s emissions are relatively tiny compared to our other business activities, the change is a step in the right direction as we undertake our sustainability journey.”

The new EVs look smart, have safety features that were lacking in the old fleet. With full-width LED roof lights, they have greater visibility around the terminal.

When the project is complete, there will be seven 7kw trickle-charging stations and one 22kw fast-charge station. Long term, there are plans to install one in a location suitable for staff and visitors to Port Chalmers.

PORT LAUNCHES CADET PROGRAMME

Following on from 2019 Collective Employment Agreement discussions with unions, Port Otago agreed to introduce a cadet programme, as an entry-level opportunity for young people to explore a career in port logistics.

Our first cadet, Doulton Tosh, starts 1 March: “I’m excited to be joining the Port Otago team, being able to work across many different areas to gain a good overall understanding of the

operation, and meet a variety of people throughout the different roles.”

Positions in the two-year Port Logistics Cadet Programme are paid, full time, structured and mentored. Cadets will rotate around our Supply Chain, Operations, Safety and Commercial teams.

Our first Port Logistics Cadet, Doulton Tosh (left), begins working for the company on 1 March. He’s pictured here learning the ropes from MDF/Timber Warehouse Team Leader Darren Hodson and Supply Chain Manager Deanna Matsopoulos.





Waste audits complete

Over the past nine months, our Project Footprint team has completed nine waste audits across the company's various sites.

Project Footprint is made up of seven people and is focused on company-wide sustainability, with a focus on reducing emissions.

Given the nature of the business, waste extends to scrap metal, as well as cardboard and lunchtime debris.

Sustainability Manager Carolyn Bennett says the idea of the audits was to provide a baseline for ongoing waste management, help teams identify recycling options relevant to their areas and lift awareness of waste management.

"While we shouldn't have favourites, the Maintenance team was outstanding. They are efficient in their trades and appropriate recycling of materials seemed to be simply part of their daily practice."

One of the biggest improvements to come out of the audit was the November introduction of a can crusher in Container Repair.

"Last financial year, we used more than 1000 20L tins of paint and about 75% ended up in landfill. Some procedural changes in July saw the number of cans recycled rise to 90%, however, this meant the scrap metal bin was filling up too quickly, thus the installation of the can crusher."

What next? Now the audits are complete, the Sustainability team will check in to see if agreed actions have been completed and, if not, what support is required.

Skips audit

A company-wide audit of all skips was designed to ensure the right bins were in the right places.

Carolyn says that, while most bins were in logical spots, the audits highlighted the need for clearer signage around what could and could not be recycled into specific bins and skips.

The Operations team suggested signs that could be attached with large magnets. This way, the signs can be easily



Maintenance team members Mark Dakin (left) and Ross Woodall. The team's outstanding recycling practices were noted during an internal audit process.

removed before the bin is emptied, then popped onto the replacement bin.

Cardboard reuse

Even better than recycling is re-using – and that's exactly what Port Otago is doing with the cardboard packaging used to import lactose.

After the lactose has been unpacked from its containers at Port Chalmers, the significant amount of cardboard used to be flattened and collected on pallets ready for recycling.

Now, that cardboard is instead packed into two dedicated containers and, as each container is full, it is trucked to Dunedin Depot. There it is used to "line and dust" containers. As the name suggests, these containers are lined in plastic and sawdust is spread on the floor. They are then used for the export of animal pelts and hides.

Process Improvement Leader Ben Mulvey says the change saves double handling cardboard on and off pallets and makes good use of a product that would otherwise be recycled.

FATIGUE RISK MANAGEMENT TRAINING ROLLED OUT

With the rostering software Time Target nearly fully rolled out, attention is turning to fatigue management.

Port Otago is working with fatigue expert Dr Matthew Thomas to analyse data from Time Target, assess how the company is performing with regard to fatigue risk and recommend areas for improvement.

Central to fatigue management going forward is a Fatigue Working Group – made up of Dr Thomas and representatives across the business, including union reps.

Port's People and Capability Manager Kate Walton: "This group has been trained in fatigue management and will be a integral part of our long-term fatigue management approach, being

hands-on in any fatigue-related areas of concern. In that way, the process is transparent and robust.

"They learn about fatigue signs and symptoms, as well as fatigue counter measures, sleep strategies, and the importance of lifestyle. Something that was particularly interesting was the impact a lack of water consumption has on fatigue."

Customer profile: Pan Pac Forest Products



Port Otago exports lumber from Pan Pac Forest Products' Milburn Mill. This clearwood radiata pine is packed into containers for shipment to China, South East Asia and the US.

Pan Pac Forest Products is New Zealand's largest appearance and clearwood producer of sustainable radiata pine lumber products. Japanese owned, the company has been a major presence in the Hawke's Bay since 1971 – growing, processing and exporting radiata products. There are three aspects to the Pan Pac business: forestry management; high quality lumber production; and pulp production. Six years ago, Pan Pac purchased a sawmill near Milburn and began its relationship with Port Otago. About 80% of all production is exported, including 95% of the Milburn plant's production. Of total lumber production 60% of that product is destined for China and South East Asia, 25% goes to the USA with the remainder heading to the domestic and other global markets. We talk to Pan Pac's General Manager Lumber Michael Reaburn and Supply Chain Manager Lumber Angus Martin.

Q: Describe your customer?

A: We are a business-to-business company, supplying sustainably-produced lumber that's suitable for use in building materials (e.g. mouldings, door jams and inners) industrial packaging (e.g. electrical cable drums) and clearwood furniture, particularly for the infant market (e.g. baby cots).

Q: What are your customers looking for?

A: Our clients are looking for three things:

- 1) Quality product
- 2) Effective supply chain
- 3) Radiata pine characteristics e.g. clearwood, treatment suitability— radiata is better than other wood species, in that it can be thermally treated, increasing its durability and making it a viable and sustainable substitute for hardwood.

Q: How has Covid-19 affected your business?

A: At the time, we were similar to other processing industries and the Otago plant closed for three-and-a-half weeks. We supply weekly and fortnightly, so it really highlighted our customers' dependency on the supply chain.

Fortunately, the Pan Pac Otago mill had installed some new assets prior to Covid and – between that and some great work by our team – we were able to re-start, recover lost volume and meet budget targets.

In market, the impact has been surprisingly positive. Whilst New Zealand's forestry industry was not allowed to carry on operating, people were off work and started on home alterations and additions especially in North America, creating strong demand when we were able to return to work.

We supply 22 countries monthly and most markets have been robust due to supply issues post COVID disruptions particularly China and Asia.

Q: What are your plans for the next 12 months?

A: This year, we generated 90,000 cubic metres of product out of Milburn and only 5,000m³ was for the domestic market. While we are forecasting a slight improvement in volume, our focus in the next year is on improving the quality of product.

Q: Which Port Otago services do you use?

A: Storage and packaging of containers, as well as container seals, VGM and export paperwork.

Q: What has been your experience of using Port Otago?

A: Otago is the most reliable port in the South Island and probably the least disrupted around the country. This is mainly due to its good working relationship with Maersk and that shipping line's reliability of calls.

Empty containers are an issue in New Zealand right now – having enough empty containers of suitable grade to pack export product into*. However, Otago seems to be receiving a lot of empties, compared to other ports.

What we do need more of is dry storage. When we need to pack a reasonable volume, we start shipping the next week's product in readiness – and we need storage. Port's people are very responsible and focused, but it's a challenge for them. If we had growth plans, we would need more short-term storage.

** A shortage of empties in New Zealand is a symptom of inefficient borders internationally, where full containers are prioritised on and off vessels, but empty containers are not being circulating back into the supply chain at the required rate. This is a problem in most countries, at the moment.*



Staff profile:

April McMurchy

Operations Planning Leader

How long have you been at Port Otago?
Since Dec 2018.

What does your role involve?

Managing the empty container supply on-site at Port Otago. Containers come to us by rail, road, and ship, which we process for four different shipping lines. On an average day our depot will process around 250 TEU (Twenty-foot Equivalent Units). There are two different types – refrigerated and dry – available for customers to order in 20- and 40-foot lengths. Condition on arrival can vary, so our survey team inspects each empty container to determine the work required to bring it up to the required grade. It may need an internal wash, painting or structural repair. Supplying the correct grade means our customers have no delay in filling the containers with product, such as frozen meat or milk powder, before sending them back to Port Otago for export.

What did you do before you came to Port Otago?

I lived in Canada and worked for a steel mill, managing inventory and scheduling shipments by truck and rail. I first travelled here a few years ago on vacation and loved it. So when my husband's company

had a transfer available to Dunedin, we took the opportunity.

Which skills from your steel mill job are most relevant in your port role?

The process for managing inventory is fairly similar, however I am now looking after empty containers instead of steel bundles. You still need to maintain the right level of stock to ensure you can satisfy customer demand, follow first in first out (FIFO) and prioritise pending repairs. Once you learn the new grades, lengths and abbreviations, a lot of the key inventory practices are transferrable.

In my previous role, I also scheduled finished goods to ship by road or rail which required contact with many external and internal parties. The steel shipments could be quite complex (each truck could have on average up to 18 bundles), especially if every steel bundle was a different SKU. Ensuring the inventory stock levels were accurate and located in the correct warehouse location was critical to low truck turnaround times. Having low truck turnaround times built positive relationships with trucking companies to ensure they enjoyed loading at our facility and would continue hauling for us in the future.



In my role at Port Otago communication is also critical, because we deal with many different stakeholders – shipping lines, trucking companies, Kiwi Rail, customers, Port Otago pack sites and internal operations. Regardless of the industry, you want to ensure the customer gets what they ordered on time and of the best possible quality.

What's the best part of your job?

The variety. Every day is different and there are so many opportunities to learn.

How are you finding living in New Zealand, compared to Canada?

New Zealand and Canada are very similar, however the work-life balance in New Zealand is better. In Canada, you start with two weeks annual leave and can eventually earn additional leave based on how long you work for the company. The commute to work is also more enjoyable. Back in Canada – due to traffic – it could be an up to 1.5 hours round trip each day. It's been lovely having no traffic and watching the sunrise on the peninsula while driving into work.

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