

PORT ISSUE: 12



JUNE '24 STAKEHOLDER NEWSLETTER

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New Zealand

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New first-response vehicle

Our West Harbour community now has a first-response vehicle to support the Port Chalmers Volunteer Fire Brigade’s sole fire appliance. The upshot is two-fold. When there are two events at once, a second vehicle is on hand to respond. And more remotely located community members experiencing medical events will be reached minutes faster – partly because a ute is more manoeuvrable than a fire appliance, but also because only three crew are needed for the vehicle, compared to four people for the appliance, and it requires only a standard licence to drive, not a heavy traffic licence.

The brigade (situated on Beach Street, immediately opposite the Port Otago container terminal) services the area from St Leonards – 5km towards Dunedin – to Aramoana, 11km away on a winding road, plus the seaside settlements of Purakaunui, Long Beach and Osborne.

Brigade Chief Fire Officer Stephen Hill says the station’s progressive change has been evolving since around 2004. “Becoming a Medical First Response Unit meant the crew and sole fire appliance have become increasingly busy. We have gone from about 80 calls a year, to around 240 calls.

“Over the past three years, we have become very stretched at times, particularly when we have two incidents happening at the same time. Due to the nature of our coastal area, we can have difficulty reaching some locations especially in poor weather.”

That all changed recently, when the new first-responder vehicle pulled into town.

Continued on page 2.



Port Chalmers Volunteer Fire Brigade Chief Fire Officer Stephen Hill (right), with Port Otago Cruise Manager Carolyn Bennett and the brigade’s new first-response vehicle, PORT2733. The four-wheel-drive Ranger has all the bells and whistles: flashing lights, siren, radios, scene lighting and a rear canopy housing emergency medical equipment.



Continued from page 1.

“We can now respond to multiple calls at once and in a shorter time. This makes a big difference for our community.”

Port Otago, supported by our cruise partners, contributed \$100,000 towards the \$250,000 project (which includes a garage for the vehicle). The Lion Foundation, Otago Community Trust and New Zealand Lottery Grant Board contributed \$70,000, \$25,000, and \$10,000 respectively, with more than \$50,000 raised from our community and businesses. Fire and Emergency New Zealand took care of the garage design and consenting. Local businesses donated time and materials.

Stephen says it is five years since the idea of a second vehicle was floated. “A big thank you to everyone in our community for working together to make this ambitious

project a reality. An especially big thank you to Port Otago, for the financial support and underwriting the project.”

Port Otago Chief Executive Kevin Winders says it was a great project to get in behind, especially with the support of cruise partners. “Not only does our workplace rely on the brigade’s resources and crew being there when we need them, sometimes our cruise passengers also need them. And we have volunteer crew within our kaimahi - Port Chalmers and other brigades - so this support also acknowledges that we value what they do for our communities.”

The vehicle – PORT2733 (no, it doesn’t have a nickname yet) – has been quietly bedding in over recent weeks, attending 18 incidents over two months.

The brigade is hosting an open afternoon on Saturday 3 August, for locals to come and check out the new vehicle.

Tribute: David Richardson

On 9 March, our Port Noise Liaison Committee Chair David Richardson (77) died suddenly.

David was appointed as Independent Chair in December 2022 and was an exceptional advocate for our community. Only days before his death, he was chasing up our team for updates on action points from the most recent committee meeting.

The following quote from David featured in our 2023 Annual Integrated Report: “There are a lot of good people in the community, on the committee and on staff, who have a common goal of wanting to improve the environment for residents. Some of the residents I have met, understandably, have strong views around port noise, are well informed and are vocal about the issues that affect them. The issue for some is the timeliness of the improvements, given some solutions are complex, expensive and will take time.”



The late David Richardson. Photo taken at the time of his appointment to our Port Noise Liaison Committee.

This quote is an insight into David’s all-encompassing approach to his role – an approach that will continue into the future, thanks to the foresight and calibre of this good man.

Weather forecast page for Port Chalmers

As we went to print, Port Chalmers was only days away from having its own forecast page on metservice.com.

In December 2023, MetService installed an automatic weather station on Flagstaff Hill to record wind speed and direction, temperature, pressure, rainfall, and humidity.

Port Otago GM Marine and Infrastructure Grant Bicknell says that, although Port Otago has about 15 weather stations in various locations in Dunedin, only the station at Taiaeroa Head was directly connected to MetService.

“In a partnership with MetService, Port Otago funded the Flagstaff Hill station’s installation and MetService meteorologists are now using that data and modelling software to generate local forecasts for Port Chalmers.

“We are excited to see Port Chalmers with its own forecast page and we believe locals will share our excitement.”

Keep an eye on metservice.com (search “Port Chalmers”).

“Lumpy” season for shipping

This season has been a “lumpy” one for our container business, mostly due to weather – both at Port Chalmers and other New Zealand ports – causing regular shipping services to fall out of sync and miss their scheduled berthing windows.

Port Otago Commercial Manager Craig Usher says the issue at Port Chalmers has been wind. “Winds exceeding our safe working guidelines have kept us from working ships, despite having teams on the ground ready to go.

“A change to our shifts – from eight hours, to 10 hours – has also played a role, as we’ve needed to recruit experienced Cargo Handlers so the shifts have enough labour to operate at full capacity.”

A successful recruitment campaign (see story, page 7) and the appointment of 15 new Cargo Handlers is seeing the new shifts hit their stride. “We’re seeing productivity on the terminal improve, week on week, and vessels being turned around faster.

“This season, we have also seen surges in export volumes, plus more product coming through later in the season than is usual. This relates to the farm production curves, pricing and market demand.”

As a consequence of weather and delayed exports, there have been periods of congestion on the Port

Chalmers container terminal. “While our shipping line customers are aware of this issue and working with us to minimise the impact, our export and import customers have been buffered from the logistical challenges of congestion through managing acceptance windows.”

Off-site container storage

As a long-term solution, we are supporting development of a freight hub at Mosgiel.

In addition to freeing up space on the Port Chalmers container terminal, it would also see about 3500 less trucks, annually, making the return journey along State Highway 88, between Dunedin and Port Chalmers, with rail being used instead.

In the short term, we expect to have a 1000-container capacity depot operational at nearby Ravensbourne in coming weeks.

Bulk business

Across on the Beach Street log yard, it has been a steady season, while volumes out of the Dunedin yard have been lighter.

Fertiliser imports have been lower than the historical five-year trend, as demand drops.

Fuel volumes are up, driven by increased diesel usage.

Kākā Cam launched at Orokonui

Port Otago and Orokonui Ecosanctuary have launched Kākā Cam, a 24/7 camera situated deep in the sanctuary and focused on a busy feeding station.

The camera is a sister to Valley Cam, which is attached to the ecosanctuary’s visitor centre and overlooks the Orokonui Valley towards the mountain Māpounui.

Orokonui General Manager Amanda Symon says the second camera has taken longer than anticipated to launch because the kākā gave it a jolly good testing. “We can’t lay all the blame on the beak of the kākā – there were some technical and logistical hold-ups as well – but our curious kākā certainly made a healthy contribution to delaying the launch. They managed to find the only uncovered few millimetres of cabling in the entire system of 25 metres in total – and left it looking like Spaghetti Junction.”

The feeding station is one of five within the 307-hectare fenced ecosanctuary and is designed especially so kākā and nectar-feeding birds can access it, but blackbirds and sparrows cannot. The stations contain a special parrot pellet, replenished daily, and act as a hub of social activity.

Port Otago Chief Executive Kevin Winders says it’s great to see the second camera up and running. “We had



Kākā Cam is proving a hit with the public, who are enjoying both the birdsong and the kākā antics.

a clear goal to deploy livestreaming technology that could take the Orokonui experience out into the wider community. It’s been worth the wait, to ensure the streaming is reliable and bulletproof – or, in this case, kākā proof.”

Thank you to fellow Orokonui sponsor Unifone, for helping make this happen.

Visit the Port Otago website home page and click on “Webcams”.



Second successful cruise season, post Covid

This season saw a record number of cruise ships call into Port Chalmers and Dunedin – 118 vessels in total, 97 in Port Chalmers and 21 at our Dunedin Wharves. Previously, the busiest season had been in 2018/19, when we welcomed 115 ships.

Cruise Manager Carolyn Bennett says one of the highlights of the season included the first visit of Virgin Cruises to Port Chalmers, when Resilient Lady made her maiden call on 19 March.

“We also had the Taieri Gorge train back on site to collect passengers for tours. This trip – to Hindon via the gorge – is one of the highest-rated tours in New Zealand for cruise passengers, so its return to Port Chalmers for pick-up was significant.”

We also had some logistical wins. Our Cruise team worked alongside the Otago Regional Council (ORC) to manage the peaks created when cruise passengers caught the local bus. “This caused friction in our local community last season, with often long lines and waiting times for buses. This season, the ORC had extra buses running more services on big cruise ship days, and managed ticket sales to passengers prior to boarding the bus. Collectively, these two changes solved 90% of the issues.

“The other on-the-ground win was the calibre of our Seasonal Cruise Assistants. Of the 38 assistants, 24 were returns and 14 were newcomers. That nearly two-thirds of the team came back this season was a huge compliment to the company.”

Subject to final scheduling, the first cruise vessel for 2024/25 is expected in mid October.

See Carnival Australia profile on page 10.

The Royal Princess was a regular to Port Chalmers over the 2023/24 season, visiting nine times. Photo courtesy Mark Cameron



IN BRIEF

Te Whare Rūnaka at roofing stage

Construction of the Otago Regional Council's new building, Te Whare Rūnaka, has reached a major milestone, with its 2800 square metres of roofing being installed this month. It is scheduled for an early August completion, with the next significant stage being glazing and cladding. Te Whare Rūnaka, situated on the site of the former Warehouse building on MacLaggan Street, remains on track for an August 2025 possession date.

Taiaroa Head camera upgrade

The long-serving (but poor quality) Taiaroa Head camera has been replaced by a new quad cam. As its name suggests, the quad cam's single housing contains four cameras, providing an up-to-360-degree panoramic view. The new link is updated every few minutes and shows four different shots: back towards Aramoana Spit; the mole; across the roof of the Taiaroa Head Signal Station; and out into the Pacific Ocean. *Visit the Port Otago website home page and click on "Webcams".*

Proud moment

The Human Resources Institute of New Zealand (HRNZ) hosted its annual awards in Auckland earlier this year. Our People Advisor, Emily Atkinson, was a finalist in the Emerging HR Professional of the Year category. While Grace Coffey from Access Community Health (Lower Hutt) deservedly took home the award, we were chuffed to see Emily's talent and energy acknowledged by her professional peers.

Wearable safety technology being trialled

Our Safety team is trialling wearable technology that “tells” the wearer when they are performing potentially harmful movements.

Safety and Training Advisor Chris Hawke is leading the Manual Handling Injury Awareness and Prevention Trial. “Muscular pain and discomfort is the most common cause of injury in New Zealand workplaces. It impacts our ability to work and our ability to enjoy the things we love doing in our personal life.

“This trial will assess if the Soter Analytics technology is worth purchasing. We are the first port company in the world to use this specific product, so we want to make sure it fits our purpose of identifying and reducing our manual handling risks.”

Within a port workplace, there are several roles that can only be completed by manual handling. For instance, Cargo Handlers carrying out lashing use six-metre bars to secure containers on vessels. There is also the opening and closing of truck and rail curtains, slip sheeting on pellets, and opening and closing container doors.

The technology can focus on either spinal or shoulder movements. For spinal movements, the wearer clips a 20-gram device – smaller than a box of Tic Tacs – to their collar; for shoulder movements, the device is attached to an armband on the wearer’s arm. In both cases, if the wearer makes a movement that is potentially harmful, the device beeps and vibrates. This instant feedback gives the wearer an opportunity to identify and correct their movement immediately.

As part of the trial, the Safety team is downloading the device’s data by scanning the QR code on the back of the device.

The eight-week trial is due to finish later this month. “We want to assess how good the technology really is. Is it identifying at-risk movements associated with specific roles in our workplace? Is it recording the frequency of these movements? Are wearers adapting their day-to-



Safety and Training Advisor Chris Hawke (left) fits a Soter Analytics device onto Marine Engineer Nathan Murdoch.

day movements, as a result of the device’s immediate feedback?”

Chris says trial volunteers are reporting that the device is easy to use and accurately identifies the amount of manual handling risks they experience in their jobs. “The negative feedback is that the haptic feedback can be annoying, although that is in its design to motivate the wearer to change their behaviour to reduce the at-risk movements where possible. Where at-risk movements cannot currently be avoided, the data generated by the device points the business towards where we should be focusing our attention to minimise the risk to our kaimahi. For example, supporting people to become physically fit and conditioned for the demands of the tasks, or rotations that allow for muscle recovery and use of alternative muscle groups.”

We will report on the trial in our next PortO newsletter.

NEW INDUCTION PROCESS

In April, we introduced a new induction process for our external contractors and truck drivers.

Until April, a one-size-fits-all online induction was used across all external providers, which did not induct people as effectively, while also being inefficient for contractors and drivers.

Port Otago Training and Development Manager Justin Wilson says development of the company’s Learning Management System (LMS) provided an opportunity to improve induction content and delivery, as well as streamlining the process and strengthening security onto port sites.

“Each external company identifies the areas of our business that their people need to access. Individuals then complete a general safety induction, plus a site-specific induction.”

The change affects about 200 companies and their employees and feedback to date has been consistently positive.



RESCUE ALL IN A DAY'S WORK

We are a wee bit (a lot!) proud of Leon (left) and John – crew on the Takutai – who responded to an emergency call in the Otago Harbour, last month. Our Port Protection team received a call mid-afternoon from police and a member of the public alerting us to a man needing help near Sawyers Bay. Our Harbour Control operator called for assistance on the public Harbour Radio Channel and the Takutai was within a useful distance. As many locals will know, the Takutai is no rescue vessel. She is a dredge and has no propulsion. But she has a zippy wee tender – and that is what John and Leon deployed to make haste to the man in strife. Great job, boys – and great comms by Eugene and Justin in our Port Protection team and NZ Police.



Wave buoys settle in

Last month, three “wave buoys” were popped into Otago coastal waters. Port Otago’s buoy is near Taiaaroa Head, in the area where our Marine Pilots board incoming vessels. We looped in the Dunedin City Council and Otago Regional Council, who opted to join us in providing a buoy each – at Taieri Mouth and St Clair, respectively. Collectively, we can all better understand Otago’s coastal marine environment. The 400mm-diameter Spotter Buoys are powered by solar rechargeable batteries and transfer data in real time, via satellite. They collect information on wind, sea surface temperature and atmospheric pressure, as well as the wave and swell metrics. Information from the buoys is live and publicly available. Visit the Port Otago website, click on “Harbour conditions”, then “Buoy’s Dashboard”.



Successful recruitment campaign

Our People team ran an exceptionally successful recruitment drive over February and March this year. The three-week Facebook campaign aimed to attract experienced Cargo Handlers to our team. Changes earlier this year to our Collective Agreement included a move from 8- to 10-hour vessel exchange shifts, in part so we could commit to weekly servicing of Maersk’s Polaris service. As a consequence, we needed more Cargo Handlers. The campaign generated 200-plus applications, and 15 newcomers from Dunedin and other corners of New Zealand have joined the team so far. People Advisor Emily Atkinson led the campaign. “Our new team members are settling in well and we are delighted to have them on board.”

CONTAINER DOUBLES AS SCOREBOARD

This community container is serving a dual purpose at the Harbour Rugby Club’s (Harbour Hawks) Watson Park grounds: Storage space AND scoreboard. Club President Roger Taylor says the container is also indirectly serving a third purpose. The extra 14 square metres of storage space has freed up the park’s old changing rooms for the club’s junior branch to enjoy as its own dedicated space. So good!

The containers we source as community containers are generally at the end of their sea-going lives - and often look like it, just like this battered wee box. We purchase them from a third party (who has bought them off the shipping lines) and in recent years they have been hard to source, partially due to high shipping demand through Covid. Our Depot team works its magic - sprucing up the containers, ensuring they’re watertight and painting them white, before Speedy Signs swings in and applies our logo and “thank you”.



LIFEBELTS FOR DRAGONS

We recently helped the Dunedin Dragon Boat team, the Ōtepoti Dragons, purchase 32 lifebelts for its paddlers. The club had previously borrowed lifejackets from a Christchurch dragon boat club. It was timely for the club to get its own gear, as its paddlers are regulars on our beautiful harbour. Despite our significant knowledge of marine safety, many of us at Port Otago had not come across “lifebelts” before. The club put together a demo video for us. **To view the video, google “Port Otago Facebook lifebelts”.**



CORN OR BEANS?

Our generous kaimahi - including Chris (pictured) - supported this month's Presbyterian Support Otago's Winter Can Appeal “Octacan” by donating 175 cans of food. Amazing! In the spirit of the exercise, Port Otago matched this can-for-can, which brought our grand total to 350 items. What a team.



MUSEUM TO RE-OPEN IN OCTOBER

Remember the Mainland vintage cheese tv adverts with the two older chaps reminding each other that “good things take time”? Well, so it is with museum refurbishments. While infrastructure and carpentry work is complete within the Port Chalmers Maritime Museum, dressing the walls in storyboards and returning precious items to their new display positions takes time. And, given the age of items in the collection, this cannot be rushed. A date has been set for the grand opening – Saturday 19 October 2024. In the meantime, here is a sneak peek of the 5-metre-high and 10-metre-wide Wall of Ships, with a 1.4-metre-long model of our Port Otago's original 1956 tug Otago pictured in her new home.

For more peeks inside, visit the Port Chalmers Maritime Museum Facebook page.

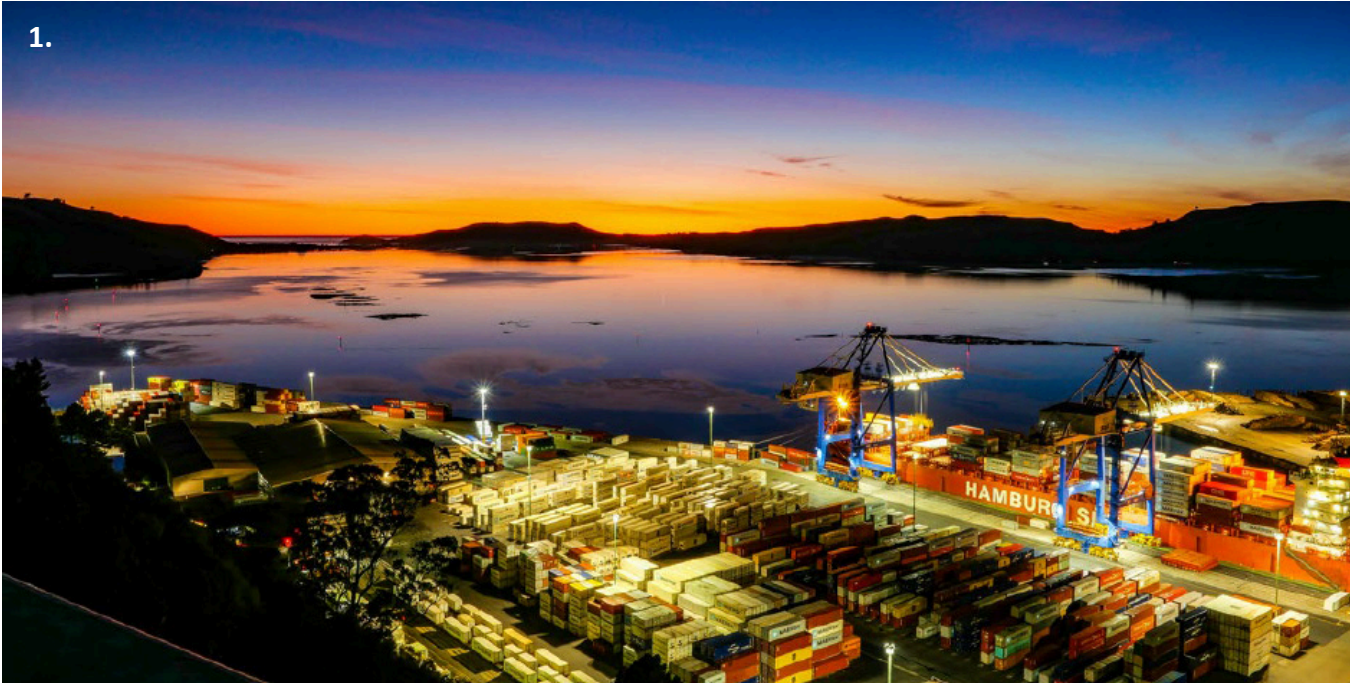




PHOTO ESSAY: PHOTOS OF THE MONTH

At the end of each month, we run a “Photo of the month” competition on our Port Otago Facebook page. It’s open to everyone – our own kaimahi and our wider community. Here are some of the past year’s winning photos. What a beautiful harbour taoka we are privileged to work and live alongside. Enjoy.

1.



2.



3.



4.



5.



6.



7.



8.



1. West Harbour local Cora C took this stunning shot, which makes the container terminal look like a wonderland, not a working port!

2. Marc C, a Trainee Engineer in our Marine team, took this shot of the Tug Arihi on the harbour early on a May morning.

3. The spell of auroras warranted their own photo competition, which was won by Bronwyn D, who took this image of the port from her perspective on the Peninsula side of the harbour.

4. Here is a cruise ship photo that is not run of the mill. The Azamara Quest – in the harbour, not on the road – taken by Allan C.

5. This wee fellow, leaning on the railings of the Warren Lewis Fishing Jetty, is our Cruise Manager Carolyn Bennett's three-year-old son, Angus. His Dad drives trucks, so he thinks Mummy's job is to drive ships.

6. Adrian O took this photo near the start of the Boiler Point Walkway, which leads people to the Warren Lewis Fishing Jetty.

7. This magical shot was taken by a member of our community, Jo K, from Careys Bay.

8. Yvonne K is another of our Cruise team with an excellent eye for a photo. This black-and-white beauty features the Silver Muse berthing at berthing at Port Chalmers' Beach Street Wharf.



Customer profile: Carnival Australia



The Carnival Luminosa arriving into Port Chalmers, in November 2023. Photo courtesy Alistair Paterson

Port Otago works with the six major cruise lines operating in Australasia. Carnival Australia is the most active cruise in the region, accounting for more than 70 per cent of the Australian and New Zealand cruise market, and about one third of Port Otago's cruise vessel calls. Unlike other major players, many of Carnival Australia's vessels stay permanently in Australia/Pacific/ New Zealand waters. The head office is in Sydney and employs about 350 people. Given the company's focus and commitment to the region, Port Otago has developed a strong relationship with Carnival. We talk to Michael Mihajlov, Senior Director, Destination Management, Carnival Australia.

Q: What brands do you operate?

A: Carnival Group operates nine international cruise brands, catering to a broad range of the cruise tourism market. Five of these brands have a large presence in Australia and New Zealand, and call into Port Otago. Namely, Princess Cruises, Holland America Line, Seabourn, Carnival Cruise Line and P&O Cruises Australia.

Q: What is your customer looking for?

A: Across all segments, guests value a warm welcome and access to great learning opportunities about local points of interest, culture, lifestyle and environment. Those travelling to New Zealand are on longer voyages, where itinerary is the main driver of choice (as opposed to shorter cruises, where the ship itself may be the attraction).

Q: What do they value about Carnival, ahead of the competition?

A: The cruise industry is highly competitive and brands need to constantly reinvent themselves to remain relevant. Princess, for example, has a strong focus on using its Medallion-class* technology and service to personalise the experience for each guest. P&O Cruises Australia tailors the product to the tastes of Aussies and Kiwis. Seabourn has a focus on ultra luxury and rich exploration. Holland America Line has a deep maritime history which suits premium customers interested in history, culture and adventure. Carnival Cruise Line has an emphasis on cruising filled with fun and an American flavour.

Q: As a business, how are things going in the period that is now beyond the Covid recovery?

A: Covid was the single biggest challenge that cruising has faced in its 70-plus years of the modern industry. It was however a chance to revitalise the fleet, evolve practices and uplift the experience. Although there is still a long road to full recovery, demand has returned to and exceeded pre-pandemic levels, demonstrating the resilience of the industry.

Globally, recovery is in full flight, although at a local level there are new headwinds that will require focus to navigate. Also, there is more competition for tonnage around the world. Strong currency in northern markets – combined with high fuel costs/distances to operate in Australia and New Zealand – will put

pressure on the region in the short term and may see ships deployed into those larger markets.

Q: Plans or anticipated changes during the next 12 months?

A: No major changes are anticipated in regard to ship class or destination. New Zealand is very high in aspiration across all segments. Carnival Group brands have intimate knowledge of each destination and work closely with each community the ships visit to ensure that the right size ship visits the most suitable destinations. It's in every stakeholder's interest to ensure that this balance is right.

Q: How long have you been working with Port Otago?

A: For many decades. Although, since the restart after the pandemic, Carnival Group has formed a much closer, deeper and direct relationship. In many ways, Port Otago is a model for an effective port/operator relationship, with a strong focus on maximising the cruising opportunity and supporting the interests of the community and the visitor, alike.

Q: What do you care about, when it comes to a port's service?

A: Having the port understand the cruise business is the most important factor for the port to provide the optimal service. Port Otago has dedicated resources focused on cruise and planning short-, medium- and long-term objectives. Managing congestion, the local community needs, helping educate local stakeholders on the industry, as well as coordinating local stakeholders. The port recognises its role as the gateway to the region.

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

A: Excellent in all ways. Deepening the relationship with the port has been one of the major positive developments to come out of the restart of cruising in the region.

Q: What do you believe are the strengths of Port Otago?

A: Getting the balance right between the needs of the community, the local stakeholders, the cruise operator and, very importantly, the visitors arriving on our ships.

* Guests wear a "medallion" (necklace, bracelet or clip-on), which can, for example, unlock guests' doors, pay for purchases, track children, and specify delivery to anywhere on the ship.

Steady activity at Te Rapa Gateway

Despite New Zealand's property market cooling, Chalmers Properties continues to quietly attract new tenants, retain existing tenants and sign up new developments.

Chalmers Properties GM David Chafer says a recently completed spec-built property at 45 Chalmers Road was leased before completion to existing Te Rapa Gateway tenant KOR Equipment, which sells high-end vacuum, drain cleaning and hydro excavation trucks. "KOR had outgrown its nearby Clem Newby unit – and the new build was a perfect match for its needs."

Next door to KOR's new space, Steel & Tube's Hamilton roofing division moved into its custom-built premises at 49 Chalmers Road in February. This is next to the company's Reinforcing and Distribution premises and its second design/build/lease at Te Rapa Gateway. (It's Steel & Tube's third design/build/lease with Chalmers Properties, having also completed a build in Dunedin in 2017.)

A tenant was secured for the vacated NZWindows property at



Te Rapa Gateway tenant KOR Equipment had outgrown its nearby Clem Newby premises and has moved into a recently completed spec-built property at 45 Chalmers Road.

25 Clem Newby Rd. ASX-listed infrastructure maintenance and management company Venita moved into the premises in October 2023. Meanwhile, NZWindows shifted into its specially commissioned design/build/lease property at 2 Chalmers Road.

Metro Glass is another relocating tenant, moving from 520 to 720 Arthur Porter Drive.

Work is well underway on a large new office/warehouse development at 6

Chafer Place – for RML Engineering, which specialises in production automation and component manufacturing. The build is due for completion in October 2024.

David says steady leasing enquiry is being received on 520 Arthur Porter Drive and 33 Clem Newby Rd – both of which are becoming available for lease – as well as new design/build/lease enquiries.

Attention turns to climate change risks

It is four years since Port Otago undertook its first carbon footprint audit. As our knowledge of sustainability has matured and data has highlighted where meaningful difference can – and cannot – be made, our attention has turned to the bigger issue of climate risk. What are the risks? What is the likelihood of each risk, and its impact? What are the viable mitigation options?

Within the company, Strategic Projects Manager Kevin Kearney is leading the work. He has lead the development of the Port Otago Climate Change Risk Assessment Report, as a reference document for future work. It includes a selection of climate change scenarios for Port Otago, based on government-recognised regional and sector climate change reports and data.

Port Otago Group includes the property arm, Chalmers Properties, so the assessment report includes climate

change risks to commercial properties in Auckland, Dunedin and Hamilton.

The report was reviewed by environmental/engineering consultants Tonkin and Taylor, whose experts also facilitated workshops for our Board, Leadership Team and senior technical leaders. The workshops focused on risk identification and risk rating. Rating is determined by considering likelihood of exposure, sensitivity to exposure, adaptive capacity to mitigate risk, and consequences of events triggered by the risk.

Following the May workshops, two internal teams - one concentrating on Port Otago and the other on Chalmers Properties - are completing comprehensive assessments of the individual climate change risks facing the port and property arms of the Group, respectively.



Team Profile:

Joanne Dowd, Senior Environmental and RMA Planner

Joanne Dowd is Port Otago's new Senior Environmental and RMA* Planner.

Joanne joined us in March and originates from Northern Ireland. She grew up in Belfast – Ireland's second largest city (population 647,000) – where, at the time, the city's main employer was ironically the Port of Belfast. Joanne attended Queen's University Belfast, graduating with a Bachelor of Social Sciences (Hons) and continued on to complete a Masters in Town and Country Planning.

Joanne's career spans both the private and public sectors. She most recently worked as a Principal Policy Advisor for the Ministry of Business, Innovation and Employment's Energy and Markets Policy team. She was previously Aurora Energy's Planning, Property and Environmental Sustainability Manager for eight years. From 2006 to 2015, Joanne was with environmental consultants Mitchell Partnerships, based in Dunedin. Her earlier career was in the UK, as a planning consultant.

What brought Joanne to New Zealand in 2006? "We initially came for a couple of years, to experience working overseas and to enjoy the more relaxed way of life, away from the bustle of a city. But we have loved living in Dunedin and, 18 years later, we have made it our adopted home."

She was attracted to Port Otago because of its tenacity in pursuing legal clarity around a key piece of environmental law. "I was working on national planning guidance for infrastructure in my previous role, when the Port Otago Supreme Court decision was released last year. This is a key decision that will influence the way national guidance is applied, particularly in the coastal marine area. I was impressed with the tenacity of Port Otago to challenge the status quo and, when I saw the environmental planning role advertised, I thought 'that's a company I would like to work for'."

With the new Coalition Government promising a review of the RMA, Joanne



is looking forward to helping Port Otago navigate through the legislative change, to ensure ongoing regulatory compliance. She also has a special interest in sustainability and decarbonisation and will work with the sustainability team.

In the meantime, Joanne is coming up to speed with various port projects. "The range is impressive, including the number of community-focused projects that seek to improve recreation and leisure opportunities locally."

* Resource Management Act

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