

PORTO

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JULY '21 STAKEHOLDER NEWSLETTER

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Jetty named “Warren Lewis Fishing Jetty”

The Boiler Point Fishing Jetty now has a proper name:
The Warren Lewis Fishing Jetty.

On 9 June, Dunedin Mayor Aaron Hawkins unveiled the name plaque during a ceremony on the jetty itself.

Avid fisherman Warren is a long-time advocate for community access to the Otago Harbour and was a key driver behind the jetty's construction in 2019. He was on the Port Environment Committee for 21 years and lobbied hard for a community fishing jetty.

Port Otago Chair Paul Rea said the company always intended naming the structure something more exciting than the Boiler Point Fishing Jetty, once the project – which included the walkway upgrade and new public toilets – was complete. “We turned our minds to naming the jetty and, when you looked back

on the history of the project, Warren's name kept coming up as the person who hounded Port Otago through direct engagement, the consent processes and via the Port Environment Committee. He just didn't let up! In discussion with community leaders, iwi and our board, there was universal support for our choice. We are proud to name the structure the Warren Lewis Fishing Jetty.”

Warren's marine-related voluntary work spans decades. He served 28 years on the Ministry for Primary Industries' South East Recreational Fishing Forum. He's a life member of the New Zealand Recreational Fishing Council and former member of the New Zealand Sport Fishing Council. His other great passion is Marine Search and Rescue and Warren was last year awarded his 40-year service certificate.

For more on this story, see pages 6 and 7.





New director appointed



Toitū Envirocare Chief Executive Becky Lloyd has been appointed to the board of Port Otago Ltd.

Becky has been leading Toitū – a wholly-owned subsidiary of Manaaki Whenua Landcare Research – for the past 18 months. The organisation works with businesses worldwide to help reduce their carbon emissions and environmental impact.

UK-born Becky has a Masters in Mechanical Engineering (first class) from Imperial College London and an MBA from New York's Columbia Business School. "I attended an all-girls school and was good at maths and science at a time when they didn't know what to do with girls like me. Fortunately a friend's father was a professor of engineering at Imperial College and they were trying to attract more girls into engineering."

The degree involved a year in industry, before four years of study. Becky applied and was placed with Jaguar Cars, where she also worked each summer holiday, learning about all aspects of an engineering-led organisation, including the design office, assembly lines, workshops and other critical business functions.

Becky spent seven years consulting in the UK, then headed to New York to complete her MBA. She returned to the UK in 1998 – into the banking sector – before leaving to have her first child, Sam. In 2000, Becky joined Vodafone UK. "It was an exciting time. Telco was taking off. The 3G licences were coming out and no one was quite sure where it was all going."

By 2010, Becky and husband Guy had two primary school children (daughter Katie had joined the family) and were ready for a change. "I'd been with Vodafone 10 years, the kids were eight and 10. If we wanted to have another adventure, this was the time. It was supposed to be for two years."

Becky transferred within Vodafone and became General Manager Business Marketing in Auckland. The two-year adventure included the 2011 Rugby World Cup and the young family were won over by the vibrant country they found themselves in.

Fast forward four years and Becky is appointed Chief Marketing Officer of Fletcher Building Group, before moving across to the Group's concrete pipe company Humes, as General Manager – a position involving full profit and loss accountability of a 320-head manufacturing and distribution business.

During Becky's time with Humes, she completed the Global Women Breakthrough Leaders' programme, which runs over 10 months and accepts only 30 women annually.

She has served as a director of the Concrete Pipe Association of Australasia, Interpipe and as a trustee for not-for-profit Middlemore Foundation.



ECO WARRIORS LEARNING UP CLOSE

For the past five years, the Port Chalmers Kindergarten has run an Eco Warriors programme, whereby the eldest 10 children head up to Orokonui Ecosanctuary for one morning each fortnight. These little Eco Warriors have their very own area within the sanctuary and are responsible for its weeding and maintenance. We've been supporting the programme for the past couple of years. Aside from learning about plants and wildlife, these children are also learning about responsibility and teamwork. The programme involves some of our own team's children and grandchildren, including Krew (pictured). Now there's a young man loving what's he's learning!

Port gains Carbonreduce certification



Port Otago's sustainability team members (from left) Jamie Coppins, Carolyn Bennett and Craig Usher (right), pictured with Port Otago Director and Toitū Envirocare Chief Executive Becky Lloyd.

After more than a year of data measuring, analysis and forward planning, Port Otago received its Carbonreduce certification.

Chief Executive Kevin Winders says the certification involved many hours of work by the sustainability team. "We were delighted when this effort translated into a commendation for the high quality of our data. With this important baseline established, we now have a plan to reduce our emissions."

The "Carbonreduce" certification is issued by Toitū – a wholly-owned subsidiary of the Crown Research Institute Manaaki Whenua Landcare Research. Port Otago worked with Toitū to measure the company's greenhouse gas

emissions and identify strategies to manage and reduce their impact. From here on, the company is assessed annually against the baseline measurements and to ensure the strategy is progressing.

Given the nature of a port business, our most significant emission source is diesel machinery – straddle carriers, forklifts, our marine fleet, etc. Consequently, our strategy for reduction includes investigating options for hybrid straddle carriers, alternative fuel sources for forklifts, and fuel-efficient retrofits to marine plant as well as replacement of our light vehicle fleet with electric vehicles – which we've already actioned.

TERMINAL SAFETY IMPROVEMENTS COMPLETED

Over the past year, \$1 million has been spent on pedestrian vs machine safety improvements at the Port Chalmers Container Terminal.

The work included reconfiguring the port entrance, so there is now a single entry/exit point for visitors, light vehicles and road trucks coming onto the working port. An area in front of the main office that was previously allocated to chilled container storage was repurposed to

create dedicated vehicle lanes. A light vehicle lane now keeps smaller vehicles clear of large trucks. Directional arrows guide truck drivers through the terminal and pipe rail fencing ensures truck twist lock handling is carried out safely.

The work also further separated the activity of mobile plant working in the chilled container storage area from terminal traffic using the new lanes.



Oak Road development wins Commercial Project Award



Chalmers Properties' Oak Road development has been recognised by the Registered Master Builders Association for the quality and innovation of the build.

Chalmers Properties' Oak Road warehouses and offices development in Wiri won silver at the New Zealand Commercial Project Awards.

These Registered Master Builders Association awards aim to set the benchmark for commercial construction in New Zealand, while also recognising collaboration and the

innovation of the people behind each project.

The Oak Road development won silver in the Industrial Project category for "excellence in workmanship, construction practices and innovation".

The building contractors were Calder Stewart Construction, who have built eight properties for Chalmers Properties over the past eight years and are currently constructing a ninth building – a new office warehouse for Steel and Tube at Te Rapa Gateway, Hamilton.

Chalmers Properties General Manager David Chafer: "We are pleased to see Calder Stewart Construction recognised for the construction of these two Wiri warehouses for Chalmers Properties. This was a very well delivered build with good teamwork between the consulting team, contractor and client and a very good level of finish has been achieved."

The development – 21A and 21B Oak Road – encompasses two high-specification warehouses and offices, with extensive yards and canopy areas.

NB: 21B Oak Road is available for lease.

New site for Otago Regional Council office

Port Otago's property arm has purchased the former Warehouse site in Maclaggan Street to repurpose into the new Otago Regional Council's (ORC) office. The purchase price was \$10.2 million and the sale is expected to settle on 31 August 2021.

Port Otago Chief Executive Kevin Winders says engagement with the site's owner began immediately after The Warehouse announced it was intending to vacate the premises. "In acquiring the property, we had our shareholder's needs in the back of our minds, alongside local demand for developments for bulk retail and office tenants. We presented the opportunity to the ORC and have its commitment to move to 35 Maclaggan Street once the property has been repurposed.

"It's great to secure this central site that already includes

substantial infrastructure and buildings. These will form the base build and be repurposed from bulk retail to office over the next two years.

"We expect the project's total cost to be considerably less than new-build options considered in the past by the ORC. Furthermore, it will accommodate all the ORC team in one location."

ORC Chief Executive Sarah Gardner: "The building itself presents a significant opportunity to provide the organisation with a fit-for-purpose premises that embraces modern work practices. The site also allows for other opportunities that were off the table at Stafford Street but that are important for an environmentally focused organisation, including infrastructure for electric fleet vehicles and greater business continuity in times of disaster."



Flagstaff Hill safety project nears completion

The Flagstaff Hill safety project will be wrapped up next month.

Weather events have dislodged rocks from the hill face in the past, so – to protect the public from falling rocks – a \$500,000 engineered “catch fence” is being built along the northern base of Flagstaff Hill.

To lessen the likelihood of rocks being dislodged, Port Otago is also redirecting storm water discharge and improving surface water drainage on the hill face. Ongoing management includes regular drone surveys and removal of any loose rocks.

Specs of custom-built fence:

- Fence sits approx. 4m off the road
- Approx. 100m long x 4m high
- 13 posts anchored 10m into the ground
- Each post supported by 1m³ of concrete
- Capable of catching rocks up to 1m diameter



Artist's impression - In spring, native bush will be planted between the fence and the footpath to soften the visual impact.

YOUNG ENGINEERS EXCEL



Dunedin North Intermediate's LEDs (pictured) finished third out of 12 teams in Dunedin's EPro8 Challenge Grand Final last month. EPro8 is a New Zealand interschool science and engineering competition, where teams of four students participate in a series of regional events. Port Otago got in behind DNI by purchasing four EPro8 kits for the school's students. Six DNI teams entered the competition and three made it all the way to the regional semi-finals. Two teams were left standing for the finals, with the LEDs claiming silver and the Techno Blades finishing 11th equal. Next up is a “house” competition within DNI and the winning team will be awarded the Port Otago trophy. What a wonderful programme to be a part of – and better still if some of these agile young brains knock on Port Otago's door 10 years from now, seeking an engineering job.

FRIDGE UPGRADE FOR WILDLIFE HOSPITAL

The Wildlife Hospital Dunedin's mascot Giles with the hospital's brand new fridge - a significant upgrade from its predecessor on the left. Our friends at the hospital desperately needed a new fridge and asked if we had an old one to donate. We didn't, but - thanks to some help from Southern Hospitality - this sleek number was delivered to the hospital this month. It is now filled to the gunnels with insect smoothies, fish smoothies, whole fish, fresh fruit and veg, and special mixes for kea and kererū.





PHOTO ESSAY: FISHING JETTY NAMING CEREMONY

PortO spoke to Warren Lewis in the lead up to the naming ceremony. We asked what drove him to pursue the concept of a community fishing jetty. “As kids, we were wharf brats. We grew up exploring under the wharves, over the wharves and between the wharves. There’d be 15 to 20 of us sometimes. All our parents were associated with the wharf, as fishermen or ship builders.”

He says understandable progress means today’s children in the area would never enjoy those experiences and that was his motivation to see a fishing jetty built.

At the time the jetty was opened in 2019, Warren described it as absolutely magnificent. “It would be the most utilised amenity on the whole of the Otago Harbour. It’s just brilliant watching kids with their Warehouse rods fully bent, with massive smiles on their faces. In fact, for me, watching their delight is even better than the fishing.”

Here are some of our favourite photos from Warren’s day.



Warren envisioned a fishing jetty that would allow the next generation to enjoy the simple pleasures of growing up, harbourside.



Pictured (from left) Warren, Dunedin Mayor Aaron Hawkins and Port Otago Chair Paul Rea.



Our engineers say the jetty has a working life of about 100 years. So the Lewis family name – synonymous with fishing and working life in the Otago Harbour since the 1860s – will be around for a long time yet.



Pictured (from left) Dunedin Mayor Aaron Hawkins, Warren, Port Otago Chair Paul Rea and Chief Executive Kevin Winders.



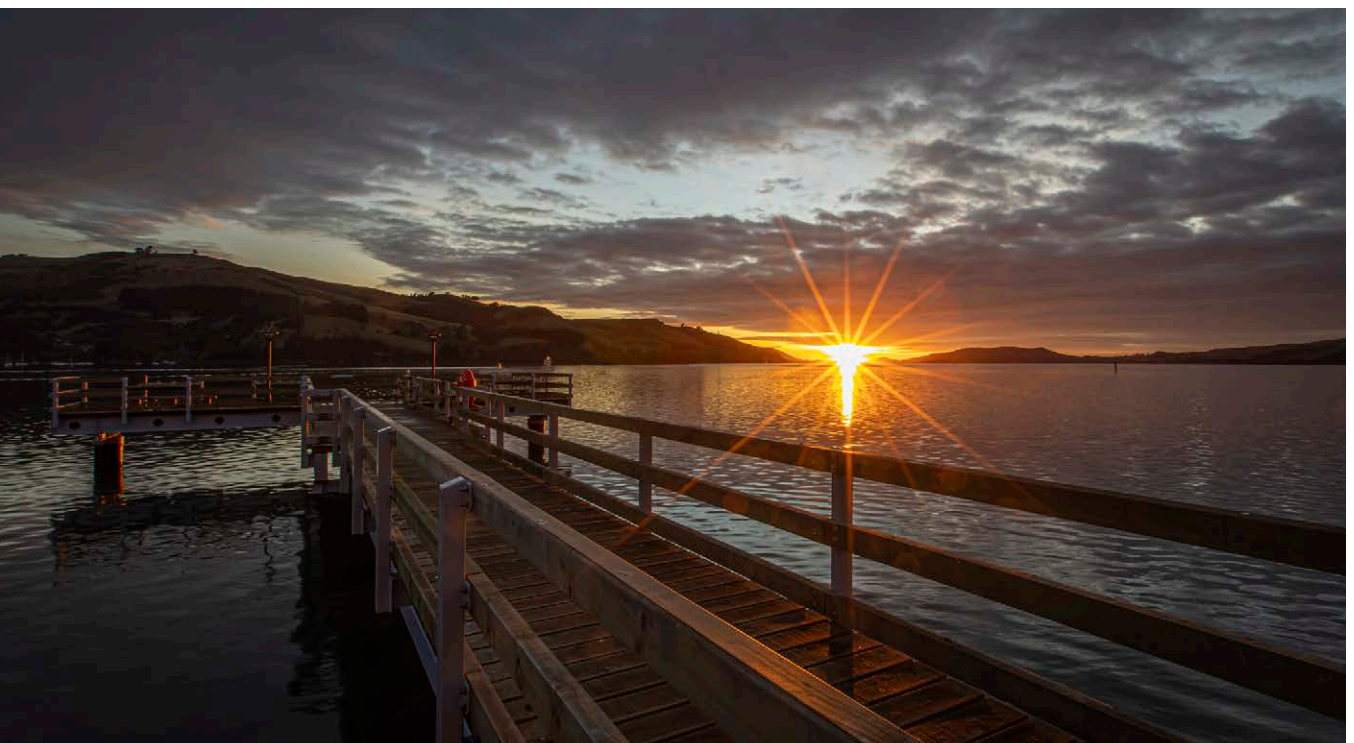
Pictured (from left) Port Noise Committee member John Perry, Otākou kaumātua Edward Ellison and Warren.



Warren with Carolyn Leese – captured alongside the serendipitous arrival of a vessel into the harbour.



Warren with Jodi Taylor and Port Otago Engineer Jon Visser who designed the jetty.



Otago turned on a beautiful autumn day for the Warren Lewis Fishing Jetty naming ceremony.



Looking out for his fellow workers



Recently-retired Port Chalmers Maritime Union Branch Secretary and Port Otago Contoller Phil Adams, pictured with wife Barbara, hopes he's remembered for doing his best for union members over the past 43 years.

"When a young fellow comes up and says 'Phil, I've just bought a house', I think to myself 'Well, I must have done something right'."

Union stalwart Phil Adams retired in April, after 45 years working in the port industry and 43 years active in the Watersider Workers' and Maritime Unions.

Phil comes from a family of port workers and seamen. He grew up in Port Chalmers, where his father and father-in-law were watersiders, while his grandfather and two brothers worked at sea. Phil was a fitter in the Port Chalmers' dry docks and, when they closed in 1975, the 21 year old started working for the Waterfront Industry Commission.

Over the next three decades, Phil learnt every job on the container terminal, bar driving the ship-to-shore crane. Straddles, on-ship cranes, side loaders, hatchman on the ships, tally clerking – some jobs which no longer exist, as machinery has taken over. Eighteen years ago, Phil became one of the port's controllers, responsible for container movements in the terminal yard.

But his real passion has always been looking out for his fellow workers. Phil worked his way up the union ranks and was appointed National President of the Maritime Union of New Zealand (MUNZ) in 2003. While he loved the job, it was unsustainable on top of full-time work and he stepped down in 2007. Phil remained active locally, acting as Port Chalmers Branch Secretary from 1995 right up until his retirement.

"Being a cargo handler is a well-paid job, with good conditions, including the super and medical schemes. I saw my role as looking after the people who were struggling – and I'm proud of that fact. I'd like to be remembered for doing my best for everyone."

Phil has seen many a change over his career. "When I first started, there were fixed rosters. While we'd all like rosters – and I believe predictability is good for health and safety – I'd say to the guys: 'This isn't Gregg's Coffee

or Cadbury, with a predictable flow of work. We're relying on a big ship appearing through the Heads and there's no point sitting around idle, waiting for it to appear. We need to work the ships when they arrive'."

In the late 1990s, he recalls a time when redundancies were rife. "We were losing people left right and centre. I knew that something had to change, so we started working with companies. We didn't get into bed with them, but we recognised that, if they could not succeed, then nor could we. I'm extremely proud that there have been few redundancies in the company in the past 20 years, I'd like to think I had something to do with that."

Phil is also proud of his 1990s' initiative to introduce a cadetship. "We were down on work and the only answer was casualisation and I wasn't about to support that. With the cadetship, about 10 cadets went through the three-year programme and came out of it with a full-time job."

It is worth noting that the company has just re-introduced this programme and is once again recruiting for cadets, 25 years later.

What now for Phil and wife Barbara? "Thanks to a very good super scheme, we have just built a holiday home in Lawrence and, while we've seen a lot of the world over the years, we haven't seen much of New Zealand, Stewart Island and Milford Sound are high on the list."

Board hits the road south

Our board and leadership team hit the road in May, for a two-day tour south to meet customers and see their operations, firsthand.

Stops included Pan Pac Forest Products (Milburn), Calder Stewart's steel factory (Milton), Mataura Valley Milk (Gore), Fonterra Edendale and Niagara Sawmill (Invercargill).

Long-time customer City Forests (a forest management company owned by the Dunedin City Council) hosted the port team at Gamble Forest Harvesting's Tokoiti Forest site. The company is owned by the Gamble family, who started working with City Forests' predecessors in 1971, making it the company's longest-standing commercial relationship.

Gamble Forest Harvesting is contracted to harvest 150,000 tonnes per annum, which is around 18 trucks per day. The 11,000ha Tokoiti Forest was first planted in 1973 and is 95% radiata pine. City Forest is currently harvesting export logs for Korea and China from the forest. From this same harvest, pruned sawlogs head to Pan Pac Forest Products and Gortons Sawmill (Milton). Unpruned logs go to Hollows Timber in Balclutha, while chiplogs head to Daikan.



The Port Otago board on site at Gamble Forest Harvesting's Tokoiti Forest site, near Milton.

Chief Executive Kevin Winders says customers were straight up and open. "As a result, we came away with a better understanding of key issues and that helps shape our thinking of how and where we invest to support efficient supply chains."



The board and leadership two-day tour included a stop at Fonterra's Edendale plant.

OTAGO HOSTS PORT CEOS

Port Otago hosted other New Zealand port chief executives in early May. The group was treated to a harbour tour and the meeting itself was held at the stadium (complete with a Highlanders' practice session). Topics of discussion ranged from Covid-19 testing and vaccination roll-out, through to the universal shipping delays and congestion, empty container shortages and lower container volumes.





Straddle maintenance safety improvements



Maintenance Manager Matt Eves (left) and mechanic Ron Lee at work on the port's new straddle carrier maintenance platforms.

The 14 orange straddle carriers that toil away around Port Chalmers are some of the most important machines on our container terminal. When a large container exchange is happening, one straddle carrier can work up to 30 hours and move up to 300 containers.

Maintaining these machines holds plenty of “working at height” risk, with the three-high straddles being 11 metres high, while the four-high straddles are 14 metres.

Maintenance is carried out in the tall building situated alongside Macandrew Road.

While the building was already fitted out with access stairs, platforms and catwalks for straddle maintenance, there was room for safety improvements. The Maintenance Team worked with Action Engineering to remodel the arrangement

and add direct machine access platforms. Maintainers now carry their tools, spare parts and equipment up a stairwell to the top of the machines, rather than using the straddle’s ladder.

The new set-up includes smart technology that recognises if a straddle is parked hard up against the platform and the access gate will only unlock if the straddle is in the correct place. There is also a clever set-up for helping the straddles park firmly against the platforms. Because of their height, the straddles rock back and forth when they brake, which makes precision parking hard on the straddles and the building. Solution: The platforms are spring-loaded, so the straddle can nudge up against them.

H&S Rūnanga goes field tripping



A group of Port Otago representatives at OceanaGold Macraes' site, as part of a recent Rūnanga roadie.

May saw Port Otago's Health and Safety representatives – who collectively make up the Rūnanga Council – head out into the field. One group headed north to OceanaGold Macraes' heavy vehicle workshop, while another team headed south to Pan Pac Forest Products' Milburn dry mill and Calder Stewart's steel factory. The roadie was about observing how other industries manage H&S and critical risks. Our teams were able to observe everyday tasks that

carry elements of risk, and see how other industries manage safety risks. From heavy vehicle tyre inflation at Macraes, to log processing at Pan Pac and steel fabrication at Calder Stewart, they could eyeball situations first hand. Specifically, person vs machine separation, equipment isolation and lock-out procedures, hazard check lists, fume extraction, fall from height protection and fatigue management processes.



Meanwhile, the southern-bound group visited Calder Stewart's steel factory near Milton.



Staff profile: Sumanth Surendran Marine Pilot



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

What does your role involve?

As a Pilot, you're like the conductor of an orchestra, coordinating all available assets (including prevailing weather conditions and currents) to complete a safe pilotage. The 'instruments' in our orchestra are the ship's Bridge team, her crews, Harbour Control, two tugs and mooring crews.

My primary focus as Pilot is ensuring that ships are brought in and out of the harbour safely, thereby ensuring the environment, livelihood and port infrastructure are protected.

At Port Otago, I sail out on one of the port's pilot boats – past Taiaroa Heads to the Pilot Boarding Grounds to board the waiting vessel via a rope ladder.

Once on board, I am taken to the Bridge and introduced to the Captain, who then allows me to join his team as the local knowledge expert. The Captain hands over the 'conduct' of his or her ship to me as the Pilot, while he/she retains full responsibility for the ship.

After navigating the ship safely up the harbour, I guide her to her allocated berth, which is effectively a controlled collision (not dissimilar to an aeroplane landing on a runway).

I can be on board for two or three hours and, from the moment you step onto the ship, you're assessing the ship and crew you will be working with. I work with the Captain, Officer of the Watch and helmsmen – taking in information and using it to direct engine speeds and revs, steering, tugs and the mooring crews. I am responsible for the safety of the ship, the people around and in her vicinity.

What is the Otago Harbour like to negotiate?

Our harbour is tricky for several reasons: the size of ships versus the narrowness of the dredged channel, our weather conditions, the transit through the Halfway Islands and the year-round strong tidal current flow. This harbour is a constantly changing beast. We are also dealing with ships of varying dimensions, propulsion systems and dynamics. No two ships are the same.

What did you do before you came to Port Otago?

I started my career as a cadet in 1991, sailing the high seas on the very same types of ships that come in to our port. I worked long stints away from home – up to 14 months straight sometimes. In 2002, I obtained my Master Unlimited Certificate of Competency that qualified me to sail the seven seas as Captain on any class of ships in the Merchant Marine. In 2008, I joined the Port of Albany in Western Australia as one of the two Marine Pilots, carrying out the dual role of Pilot and Harbour Master / Deputy Harbour Master.

Why this career?

My father was a Captain at sea – a true sea dog of old – who worked for an Indian shipping company. I used to sail with my father as the Captain's son and was treated like royalty! I learned to walk on a ship and, as a four year old, could be found drawing nothing else but pictures of ships.

When I became a Cadet, I was flabbergasted to find the role much less glamorous than when I was sailing as the Captain's son. As a Cadet, I was chipping rust, scrubbing floors, cleaning toilets and such before I even got close to the privilege of the Bridge.

What skills do you need to be a Pilot?

Not everyone can become a Pilot. He or she needs to have the aptitude for the job, the competency and most importantly the ability to carry out the role. You need years out at sea honing your skills, experience and maturity on board ships, as you work your way up the ranks. As a Pilot, you rely heavily on that experience that brings with it intuition. Training is 'on the job' with senior Pilots, who prepare you for situations and scenarios that have been passed down over the generations and sometimes through their own experience.

You start as a trainee Pilot and then move through Levels 1 to 3 and then Unrestricted where you can handle ships greater than 265m in length into Port Chalmers.

What's the best part of your job?

I love moving ships and being out on the water. In this job, I enjoy the best of both worlds. I'm out at sea, meeting different nationalities on board the ship. Then I come home to my family each day, and play my sport and relax after a job well done.

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