

PORT 8



JUNE '22 STAKEHOLDER NEWSLETTER

15 Beach St
Port Chalmers 9023
New Zealand

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The return of cruise

The countdown is on.

The first cruise ship for more than two years – the Celebrity Eclipse – is booked to berth at Port Chalmers on 26 October.

The New Zealand Government's announcement that our borders will re-open to cruise ships again on 31 July is welcome news for Port Otago and the region. Prior to the ban, the annual economic contribution of cruise to Otago was more than \$60 million.

Port Otago Chief Executive Kevin Winders says the announcement was not a moment too soon. "Our

region is looking forward to the influx of tourists. It's not just about the money passengers spend while they are here, it's also about the vibrancy and buzz they create. Covid has been a long haul and the return of cruise is positive for the city and region.

"For us at Port Otago, we're excited about the prospect of coming to work and seeing cruise ships at berth again."

Cruise Manager Carolyn Bennett says the situation is changing weekly, sometimes daily, as everyone across

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CRUISE TERMINAL

The Government's recent announcement that our borders will re-open to cruise ships again on 31 July was exciting news for our Cruise team – Cruise Manager Carolyn Bennett (left) and Cruise Operations Lead Michelle Simpson.





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the cruise sector plays catch up. “You might imagine the cruise visits would restart gradually, given passengers generally book cruises one to two years out. But the situation right now is that a lot of passengers with cancelled trips have credits to spend and deadlines to spend them within. It looks like it could be a full-on season – and ‘peaky’, with 77% of the vessels arriving in the December to February window.

“At the moment, we’re reinstating infrastructure, including reclaiming our cruise terminal, which has been used for all sorts of activities in the meantime, including much of our Covid response. We also have tourist operators who need to go through pre-qual again, given two-plus years have passed. And, over that time, we have new Ops team members who need training in using the wharf-side gear required for cruise.”

Carolyn says tourism operators are facing their own set of challenges. “Some have lost 90% of their teams. It’s not just about finding a bus driver. The former bus drivers were also experienced commentators, talking to passengers about each attraction as they travelled. The whole sector has a lot of rebuilding to do.”

The Cruise team is keeping a close eye on Covid protocols and will follow the Ministry of Health requirements in place, at any point in time.

CRUISE TEAM RETAINED

Two years ago, when the ban was announced, Chief Executive Kevin Winders recognised the importance of retaining the company’s three key cruise staff. “I thought ‘we can’t let this team go. At some point, we will need to hit the ground running again – and probably relatively quickly. We’ll need that experience and knowledge on hand’. I didn’t expect that day would be more than two years away, but the length of time that’s passed doesn’t alter the rationale. I’m just very pleased that we did manage to hold onto our talented team.”

What have they been doing in the meantime?

Cruise Manager Carolyn Bennett was appointed to a new position of Sustainability Manager and also became a mother over the two-year period. She is now back at work four days a week.

Cruise Operations Lead Michelle Simpson jumped into a position coordinating Port Otago’s Covid response strategy. She then moved into an administrative support role and is currently Facilities Coordinator for the company.

Cruise Ship Coordinator Allison Rendell was also quickly deployed into Covid response activities and is now D Shed Supply Chain Scheduler and Planner.

With 26 October now locked in, Carolyn and Michelle are both working between their current roles – sustainability and facilities, respectively – and their cruise roles. They will move fully into cruise mode over the cruise season, returning to their other jobs over winter. Allison will remain in her current role – because D Shed won’t let her go! – but will be part of the Cruise team on super busy cruise days. A replacement Cruise Coordinator is currently being recruited.

REST IN PEACE WARREN LEWIS

Well-known Port Chalmers local Warren Lewis died last month, after a long illness. His legacy in our community was always assured due to his passion for our township and harbour. That legacy will continue for many generations, as people enjoy the Warren Lewis fishing jetty. Our community lost a good man – one who stood up and fought for what he believed in. Thank you Warren Lewis.





New director appointed

West Harbour born and bred Chris Hopkins has been appointed a Port Otago director.

Chris's name was synonymous with Dunedin engineering and manufacturing business Scott Technology for more than 25 years – initially as Chief Financial Officer, then General Manager and Chief Executive, later as Managing Director.

Chris is looking forward to contributing his knowledge to the Port Otago Board. "In addition to my automation and engineering experience, I also have broad commercial experience from my time as a CEO, including involvement with international business, exporting, importing and understanding of the supply chain."

Port Otago Chair Paul Rea says the board is delighted with Chris's appointment and looks forward to the complementary knowledge he will bring to the governance team. "Chris really is an ideal fit. His engineering and automation background will be invaluable, but we're also looking forward to benefitting from his financial knowledge and experience."

Chris grew up in Ravensbourne. In fact, his father Ray worked at port as a foreman stevedore for many years. Young Chris's long list of sporting activities included rowing for the Otago and Port Chalmers Rowing

Clubs. After high school, he joined the air force and headed to Wigram Air Base with the intention of becoming a pilot. He was offered navigator, but with the prospect of being a pilot off the table, he moved back to Otago to study accounting and information systems at the University of Otago, ultimately graduating with a Bachelor of Commerce double major.

"My interest was in computer science and programming. But the course advisors suggested the more commerce-focused information systems papers, combined with accounting, would give me a better qualification."

The advisors were astute. Chris's qualification in both IT and accounting was relatively unusual in the mid 1980s and he had three job offers during his final year of university. He began with Deloitte in an audit and consultancy role, based in Dunedin. After 10 years with the company – including two years in its London office – Chris joined Donaghys Limited in Dunedin as Corporate Services Manager. In 1997, he was appointed Chief Financial Officer for Scott Technology.

While Chris travelled internationally for business a great deal – and spent two years in London and another two years in Sydney – he and wife Denise have otherwise lived in Dunedin. "We



*Newly appointed Port Otago Director
Chris Hopkins.*

always thought it was a good place to bring up children. Even when we were in London with the eldest of our three children, we knew we'd come back for Dunedin's education and lifestyle."

Chris is a Chartered Fellow of the Institute of Directors New Zealand and a member of Chartered Accountants Australia and New Zealand. He serves on several boards, including Farra Engineering, Health Central and Oakwood Group, a privately owned company with motor vehicle dealerships and property holdings. He is a past director of Dunedin City Holdings and City Forests and served on the NZX-listed Scott Technology board for 19 years. His entrepreneurial spirit, combined with a passion for good business, has seen him establish multiple start-ups over recent years.

Replacement coastal service announced

Earlier this month, Maersk announced Coastal Connect – a weekly coastal service that replaces the Sirius Star and Polaris.

Maersk Coastal Connect comes into play on 5 July. It sees the Maersk Nadi and Nansha operating an alternating weekly cycle – calling at Timaru, Lyttelton, Nelson/Auckland and Tauranga.

Port Otago Commercial Manager Craig Usher: "The changes relate to Maersk wanting to provide consistency around the coast. The service adds a buffer and resilience to the main line services. It's positive for our customers, as it stabilises calls, which eases pressure on the supply chain."



The tug Arihi recently had a new “person overboard” system installed and the crew gave it a big tick. During their first training session, they averaged less than six minutes for retrieval, in line with international benchmarks.

Thumbs up for man overboard system

You might think that retrieving a “person overboard” was a straightforward exercise, in the unfortunate event of it happening. However, when the vessel is a tug, it’s less straightforward.

Port Otago Fleet Manager Brandt Leeuwenburg: “Tugs are an awkward shape and it’s almost impossible to pull someone back on board, should they fall in the water.”

A person overboard situation is incredibly rare with harbour tugs around the world because of their excellent stability and the fact the decks are enclosed by a bulwark. However, the fendering – combined with the hull shape and propulsion system on tugs – makes retrieving a person very difficult.

Port Otago has three tugs: the Arihi, Taiaroa and Otago. The Arihi presents the greatest risk, because she is used for dredging, with crew transferring from tug to barges during dredging operations.

The Marine team purchased a C-Hero Person Overboard retrieval system from the US. A customised mounting point was needed on the Arihi deck, so that was engineered and installed during the Arihi’s recent time in Lyttelton Port’s dry dock.

During a training session, soon after the system was installed, the Arihi team averaged less than six minutes for retrieving the test dummy.

Brandt says that, while that sounds like a long time, six minutes is the benchmark for tugs around the world and is not always easy to achieve.

As for the other two tugs, the Taiaroa already has a retrieval system and the Otago will likely have a C-Hero system installed, now the team has had a chance to experiment and confirm it’s a good option.

COACH/RESCUE BOAT FOR ROWING CLUB

Port Otago is aware of how important harbour safety is – for all of our harbour users.

We heard that our local Port Chalmers United Rowing Club was looking for a replacement coach/rescue boat, with its old boat – a second-hand Stabicraft 385 purchased more than 20 years ago – on its last legs. As it happens, we had the Orca, the yellow boat pictured. This Stabicraft 430 (slightly longer than the old boat) was used for wharf inspections and as a general workboat, as well as a back-up oil pollution craft for the Harbour Master. However, our dredge Takutai’s tender is more suited to these roles and the Orca found itself superfluous to our needs.

Rowing Club President Michelle Simpson: “Our old boat had been causing us some worry due to its ageing condition. While we are fastidious about washing it down and keeping it inside the shed, it was showing its age after a long and busy life. We are absolutely thrilled to be gifted the Orca and feel very fortunate as it’s perfect for our needs. We have 37 masters rowers – 10 who are new to the club and to rowing. These novice rowers take a lot of coaching and always have the coach/rescue boat with them. Yes, we do fall out from time to time, so it is important to have a reliable rescue vessel! The Orca will be used at least six times a week, year round, keeping us all safe while we are in our happy place – which is in a skiff on our beautiful harbour.”

In her new life with the rowing club, the Orca will be out on the harbour for many hours each week. Should anyone in our harbour community find themselves in trouble, that boat will likely be close by and ready to help out.



These happy faces are (from left) Port Chalmers United Rowing Club rower Judit Vardi, Port Otago GM Marine Sean Bolt, Club Captain Ray Sinclair and rower Corinne Sullivan. They’re pictured alongside the club’s new coach/rescue boat, the Orca.

Chalmers Properties Update



One of Chalmers Properties' two recently completed design/build/lease developments – IAG's Repair Hub at 35 Chalmers Road, Te Rapa Gateway, Hamilton.

Port Otago's property investment and development business Chalmers Properties has three design/build/lease developments underway at Hamilton's Te Rapa Gateway Industrial Park.

- We are four months into the build of larger premises for existing customer NZ Windows. Completion is scheduled for January 2023.*
- Building consent has been lodged for architectural metalwork specialists Spectrum Aluminium's build – aiming for a May 2023 completion.
- Site works are underway for aluminium manufacturer Altus NZ's new development, with a May 2023 completion date.

Meanwhile, IAG's Repair Hub moved into its premises (pictured) in February, and Steel and Tube's development was completed in March.

Chalmers Properties General Manager David Chafer says the market is tight in terms of building material supplies and trades' levels of business. "Certain trades are at capacity and our building partners are having to work hard to find firms prepared to put prices in and procure certain materials.

"Architectural-finish precast concrete currently has a long lead-in time, which was a concern for one of our projects. But our builders reworked their programme, so the development will still be delivered with the required architectural panels."

David says developments are progressing within budget, but there is more back and forth than usual, generally in relation to closing out pricing and material specification to align with budgets.

David says new enquiry for design/build/lease developments is steady across the remaining 9 hectares at Te Rapa Gateway.

For lease: NZ Window's current site will be available for lease from 1 February 2023.

Details: 25 Clem Newby Road, Te Rapa Gateway, Hamilton

- 1305m² warehouse plus 378m² office/showroom
- 1071m² secure yard, including 270m² under canopy.

Contact David Chafer (029 969 6205, dchafer@chalmersproperties.nz) if interested.

Valuing existing tenants

The Chalmers Properties team prides itself on the calibre of its industrial developments, but appreciates that is just the first step in a long-term relationship.

With more than 20 tenanted properties across Dunedin, Hamilton and Auckland, there is a steady stream of maintenance and capital investment projects underway at any one time.

Chalmers Properties Special Projects Manager Dan O'Sullivan: "These projects are often tied in with renewals and new leasings and the benefits are twofold. We want to retain quality tenants and, secondly, it makes good commercial sense to improve the investment value of our properties.

"Properties maintained to a high standard can obtain higher rentals and therefore higher capital values. That said, capital projects are carefully selected to ensure they add maximum value and have broad appeal to future tenants. This increasingly involves sustainability considerations that align financially with our target investment return."

Dan says a good example of value added capital works is the recent set of improvements at the Aquaheat occupied site at 399 Rosebank Road, Auckland. "As part of the six-year renewal of Aquaheat's lease, we created 14 additional stacked parking spaces and modernised the internal office area – both of which add value to the space in the longer term."

Another recent renewal – Kathmandu in Manukau – includes a Chalmers Properties' contribution towards an LED



SOLAR POWER TRIAL UNDERWAY



Solar panels recently installed at Port Otago's Sawyers Bay site as part of a solar power trial.

A long-term solar power trial is underway at our Sawyers Bay warehousing site.

Twenty-three solar photovoltaic panels – capable of producing 8.97kW of power – have been installed on the office block roof. Together with a 10kW inverter/controller and installation costs, the system cost \$34,000.

The site uses an average of 77,000kWh of electricity annually and the panels are expected to produce 11,000kWh of clean[^] electricity per year. For the purposes of the trial, power generated by the panels is being used primarily by the office block.

Port Otago's Infrastructure Asset Engineer John Visser says the project is the first industrial three-phase solar system installed by the company. "While there will not be any meaningful results for at least a year,

we are looking forward to summer's sunshine hours and seeing the system's full potential."

The solar power system consists of two main components:

- 1) The photovoltaic cells on the roof that collect the sun's light energy and turn this into direct-current (DC) variable voltage electrical energy, and
- 2) An inverter/controller that converts the variable power coming from the solar panels into a consistent 400V three-phase alternating-current (AC) at 50Hz to match the incoming power supply to the building.

Sustainability Manager Carolyn Bennett: "Given the general move towards electric equipment in the future, we want to investigate how we could generate our own electricity. Realistically, Otago's limited

sunshine hours and our harsh marine environment are challenging, so undertaking a trial at our relatively small Sawyers Bay site was an ideal opportunity."

In terms of CO₂e, 11,000kWh of electricity translates to 1.177 tonnes of emissions, which is less than 1% of Port Otago's total annual emissions.

Carolyn: "This small and relatively inexpensive trial is likely to demonstrate that solar energy isn't a particularly viable option, given our locality. However, we expect to learn a lot about solar operations, including the practicalities around how they deteriorate over time, and how frequently panels require cleaning and the associated safety challenges. The monitoring and reporting software systems for power production and consumption are also of interest. Collectively, this knowledge will inform future decisions, such as whether to invest in much larger-scale solar power systems – for instance for our warehouses in Te Rapa, Hamilton."

[^] Solar energy is described as a "clean" source of energy, because its production does not result in any pollutants.

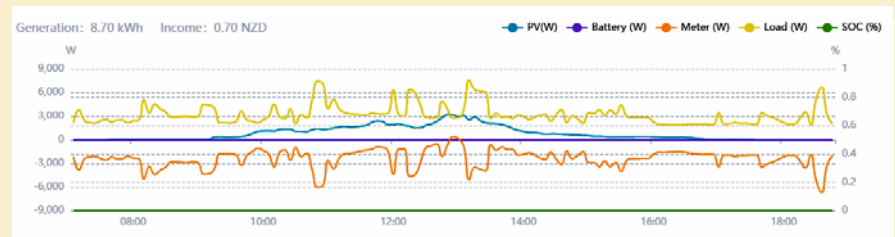
* Carbon dioxide equivalent (CO₂e) is a standardised unit that accounts for several greenhouse gases (including CO₂, methane and nitrous oxide) collectively. It reflects gases' differing environmental impacts.

How it works

The graph shows a typical work day in May.

- When the orange line is below the 0 line, we are paying for electricity from our provider.

- When it's above the line, we're producing more solar-generated power than we need. This excess power is 'exported' from the office block to the warehouses for lighting. If it's not required at the warehouses – which may happen in summer and outside working hours – the excess will be exported to the national grid for a modest revenue.



Graph key:

Blue line – solar energy produced by the panels

Yellow line – power consumed by the office

Orange line – additional power imported/exported from national grid.

N.B. Port Otago did not install any batteries at the site, as most of the electricity will be consumed as soon as it is produced. Given the financial and environmental costs of investing

in storage batteries – alongside their future renewal and disposal - feeding any excess power back into the national grid for revenue was more logical.

Beacon 17 restored

One of our most popular Facebook post's so far this year was the disappearance and restoration of Beacon 17, situated off Pulling Point – about halfway between Port Chalmers and Aramoana, situated on the right-hand side of the Harbour, coming into port).

The old wooden structure supporting the beacon gave up the ghost and divers found its remains on the seabed. A temporary buoy marked the spot, while the old structure was removed and our Marine team worked on a replacement plan.

The old structure sat on rock, which has both pros and cons. Thanks to the input of some old, retired heads, the

team discovered the rock was actually broken breccia. (Breccia is made up of minerals or rock fragments that are effectively cemented together.)

The team came up with an ideal solution: Three sections of leftover steel piles from the Multipurpose Wharf extension were welded together. The resulting 18-metre length was sent to be blasted and coated with a marine grade enamel paint. Then, as soon as conditions allowed, the pile was successfully driven 5.7 metres into the breccia – sufficient to withstand the strong currents of Pulling Point. Once in place, 2.5 metres was cut off so the beacon sat at the correct chart height.



Beacon 17 – halfway between Port Chalmers and Aramoana – temporarily disappeared earlier this year. But some institutional knowledge and Marine team ingenuity saw the beacon securely restored to its rightful point.



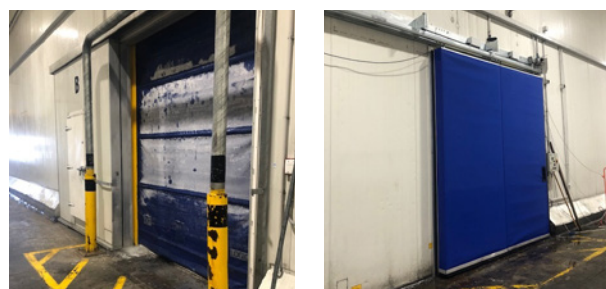
New doors improving efficiency

Leith Coldstore has four swanky new freezer doors. The old doors – estimated to be about 25 years old – were poor performers on every level: environmental (no thermal break), safety (iced up) and efficiency.

That all changed this month, with the installation of high-performance, thermal-insulated Ulti-Flex doors. What you can't see from the photos is the opening/closing speed – up to 1.5 metres per second (m/sec), compared to 2.5m/sec for the old doors. So now a door takes only 2.5 seconds to fully open – nearly twice as fast as the old doors.

This lifts productivity and minimises temperature loss from within the freezer. It also improves safety, because forklift drivers have a full line of sight almost immediately with the doors opening horizontally rather

than vertically. Safety is further enhanced by a safety light system, whereby motion sensors and LED lights alert forklift drivers to people, objects and equipment moving on the opposite side of the door.



Left: Old inefficient door at Leith Coldstore. Right: One of the swanky new doors.



PHOTO ESSAY: RECRUITMENT DRIVE

Like so many other businesses around New Zealand, Port Otago is competing for quality people from the small pool of available individuals. Covid, closed borders and skill shortages have all contributed to the current situation.

We have undertaken a series of activities to draw attention to our vacancies, particularly Forklift Operators and Cargo Handlers. A recent photo shoot captured our people at work. (Thanks to our Cadets Douilton and Zoe, Cargo Handlers Jakob and Michelle K, and Forklift Operator Michelle B for being such great talent.) These photos are being used on bus backs, Facebook and our job advertisements.

Supporting the bus advertising, we created a free text number to direct people to the careers page on our website. This page lists current vacancies and includes employee profiles, so people can read about why Port Otago is a great place to work.

For prospective employees who live further afield, we are also providing financial assistance towards relocation costs.



Our life-size job advert on the back of a Dunedin bus is highlighting Port Otago job opportunities to locals within our city.



Cargo Handler Jakob.



Forklift Operator Michelle B.



Port Logistics Cadet Zoe. (Read more about the cadet role on page 11.)



Cargo Handler Michelle K.



New recruits (from left) Kelly, Verity, Lance and Mat are all new Cargo Handlers. Three of the team came from out of town, supported by our relocation contribution. Kelly came from Christchurch; Lance from Oamaru; and Mat from Rotorua.



Customer profile: JAICO Limited



The Fortunui – one of JAICO's two fishing trawlers – makes its way back out to sea after unloading product into cold storage at Port Otago's Dunedin Bulk Port.

JAICO and its associated companies have been fishing in New Zealand for more than 27 years. The company owns and operates two 60-metre freezer-trawlers, employing about 80 people at sea and ashore to catch and process approximately 16,000 tonnes of deep-water fish and squid annually. This is primarily sold to international markets, including Korea, China, South Africa, the United States and European Union. All JAICO's fishing operations take place outside the New Zealand 12-mile Territorial Sea in fisheries around the South Island and Sub-Antarctic Islands. A typical voyage will last about three weeks, before the vessel returns to port to unload product into cold storage and to refuel. We talk to JAICO's Compliance Manager Philip Smith.

Q: What are your customers looking for?

A: High quality seafood caught in New Zealand's well-managed and sustainable fisheries. Customers need to know product will be available every year and New Zealand's Fish Quota Management System provides that certainty.

Q: How has Covid-19 affected your business?

A: As with nearly all businesses, the pandemic has made the operating environment significantly more challenging. Our team understands the potential disruption of a coronavirus case on board one of our vessels. Through close management of port calls, we have been able to fish uninterrupted to date. However, catching fish is only part of our operation and Covid-related staff shortages among our on-shore service companies have, at times, meant changing plans to keep our vessels fishing.

Q: How has global shipping congestion affected your business?

A: As an exporting company, access to empty containers for our customers has been a specific issue. This shortage has meant product has stayed in cold storage longer than normal, which then restricts space for our vessels to discharge product into those cold stores. Another issue has been getting supplies into New Zealand. Fishing vessels require ongoing maintenance and timely shipping

of replacement parts and gear. Having port-side warehousing has allowed us to import and store supplies in advance of when we need them, which has lessened our supply chain issues.

Q: How is the future looking?

A: We're optimistic that many of the Covid-related issues we've faced over the past two-and-a-half years are almost behind us. However, as most of our production is exported, much depends on how the rest of the world moves through the pandemic. We're confident we'll maintain a successful operation well into the future.

Q: Which Port Otago services do you use?

A: A large percentage of our seafood production is discharged across the Port Otago wharves and moved into Port Otago cold storage facilities, prior to sale and export. We lease port warehousing and offices, which gives us a base for vessel annual repairs and maintenance lay-ups in Dunedin. It also allows us to store the considerable amount of equipment, spares and fishing gear required for the year-round operation of two large fishing vessels.

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

A: JAICO's management and crew have had an association with Port Otago and Dunedin for many years. The relationships we've built with the port and the ancillary companies around the port are an important part of our continued success. The proximity to our major fishing grounds, the ability to discharge product, load supplies and refuel on the same wharf – together with the warehousing and office space – make Port Otago an excellent partner. We've appreciated the cooperation and understanding received from Port Otago and service companies over these difficult couple of years.

COVID CARE PACKAGES FOR OUR TEAM

After two long years, Covid has become an everyday reality across New Zealand. Thanks to our protocols and the sustained efforts of our diligent team, our workplace has been fortunate to come through the experience better than many. And those who do test positive and must isolate at home receive a care package at their doorstep. To date, 118 packages have been sent out. A great initiative by our People team – one that's been very well received.





Introducing our Port Logistics Cadet*

Doulton Tosh



How long have you been at Port Otago?
Since March 2021.

What did you do before you came to Port Otago?

Straight out of school, I went into hairdressing – following in Mum’s footsteps. I did that for five years, including my apprenticeship. During Covid lockdown, I was sitting around doing nothing, so started helping Dad at NZ Post. That was my first taste of the logistics industry and soon after, I applied for the cadetship. The process started with the Dover[^] test, then I did the physical fitness, which wasn’t too bad. Then it was a medical, hearing and vision, and drug and alcohol tests. I also had to climb a straddle – to check I was good with heights.

What does your role involve?

The first two weeks were induction, health and safety, first aid and getting my forklift licence. I spent the next 10 months in Warehousing, starting in the dairy sheds. I’d never touched a forklift until I arrived here, so the first little bit of time was watching everything. They didn’t let me work any machinery until I was competent, then they increased my hours in the forklift from there. The dairy sheds were always busy and it was a good mix of driving the 3-tonne, right through to the 12-tonne forklifts.

Then I went to Harbour Cold for their busy season, doing lots of big discharges off fishing vessels. I was working 12-hour shifts, so doing the big hours, but was used to that from hairdressing. It was a constant stream of work for three months.

Next was two months with the Depot team on the Washpad and a little bit of time in Repair. That was good for building up my awareness of being around big machinery.

I’ve been on the Container Terminal for three weeks now (May 2022). At the moment, I’m doing lashing, including three-high lashing, and twistlocks. I’ll do this for another two months, then there’ll also be some straddle driving for the next three months, which I’m excited about. Finally, I’ll spend some time with the Port Protection Officers and Cruise Security team. At the end of my cadetship, I apply for a permanent role – most likely on the Container Terminal, which I am enjoying the most, so far.

What skills do you need for your job?

As a cadet, I need to get along with everybody and keep an open mind. Because I’m always changing teams, I finally get the hang of it, then I’m back to being a junior in a new team.

What’s the best part of your job?

It’s satisfying. You get to the end of a shift and someone says “we packed x tonnes

and y dollars of milk powder today” and that’s a pretty satisfying feeling.

What’s the money like?

My hourly rate has gone up, as I’ve learned the more complicated jobs. It keeps it real, in terms of what job I might want to do at the end of the cadetship.

What job do you have your eye on?

At this point, I’d say lashing or straddle. Isn’t operating heavy machinery the reason everyone wants to work at a port?

** A mentored programme, where cadets gain company-wide logistical experience, by rotating around our Supply Chain, Operations, Safety, and Commercial Divisions. If you or anyone you know is interested in becoming a Port Otago Logistics Cadet, you can read more here: <https://www.portotago.co.nz/people-and-careers/careers/cadetship/>*

[^] Computer-based psychometric assessment tool.

NEW CARPARK EMBRACED

Port Otago’s new staff carpark opened recently and it’s a winner – with both our team and our community. Situated in Beach Street, the 70 new parks are alleviating parking congestion around the port. Chief Executive Kevin Winders is particularly pleased with the carpark and the significant difference it has made to parking availability for the public. “It’s fulfilled our promise to the community to get staff cars off the streets of Port Chalmers. It also has two EV chargers – a DC fast-charger and an AC charger – that are free for staff to use.”

If you think a carpark is just some asphalt and painted lines, think again. The site had housed an old building, so the project involved many of our valued contractors: Fulton Hogan, Groundfix, Calder Stewart, Hall Brothers, Nind Electrical, Aotea Electric and Harbour Fabrication.





NEW RUN OF COMMUNITY CONTAINERS

While our Port Otago sites house thousands of containers at any one time, these belong to shipping companies. When it comes to sourcing our community containers, we reach out to some trusted suppliers and purchase suitable containers for our Dunedin Depot team to apply a fresh coat of paint and make any repairs that are needed.

In recent months, six containers have made their way out into Otago clubs and organisations. The grateful recipients are:

- OneCoast at Waikouaiti – for displaying resource recovery items
- Terra Nova Scouts – for storing scouting gear (pictured on its way to the scout hall in Ravensbourne)
- West Harbour Pony Club - as a secure space to keep tack dry and mould-free
- Port Chalmers Maritime Museum – two containers are being used for storage, while the museum is involved in our office construction work
- Otago Boys' High School – a 40ft container is being used for storage, while the school's historic Shand Building undergoes renovation.



PORT OTAGO LEADERSHIP TEAM



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