

# PORT

## ISSUE: I4



### JUNE '25 STAKEHOLDER NEWSLETTER

15 Beach St  
Port Chalmers 9023  
New Zealand

#### IN THIS ISSUE:

- Southern Link welcomes government endorsement – pg 2
- Keel laid for new dredge – pg 3
- \$13.5m rail pad for Southern Link – pg 5
- Good news for New Zealand cruise sector – pg 6
- Apprenticeships back in action – pg 7

## New \$15m tug to ensure “always open” port

As part of Port Otago’s strategy to be New Zealand’s “always open” port and capable of handling the biggest ships visiting the country, a new 70-tonne Damen ASD 2312 tug is on its way.

Port Otago Chief Executive Kevin Winders says the \$15m tug is a key piece of infrastructure that will allow the port to be big-ship capable.

“We already have the three other essential components in place: the Multipurpose Wharf, at 430 metres long and a berth depth of 14 metres; consent to deepen the Lower Harbour channel to 15 metres; and a new state-of-the-art dredge on order. By January 2026, we will also have the tug fleet we need – that is a fleet capable of handling container vessels up to 10,000 TEU and larger bulk ships. It’s also relevant that these bigger vessels have lower carbon footprints per container movement.”

Currently, the company’s three-tug fleet consists of:

- Tug Taiaroa (2014) – Damen 70-tonne bollard pull
- Tug Otago (2003) – 58-tonne bollard pull, and
- Tug Arihi (2016) – 30-tonne bollard pull. (Arihi’s main role is manoeuvring our backhoe dredging operation; she also provides back-up towage.)

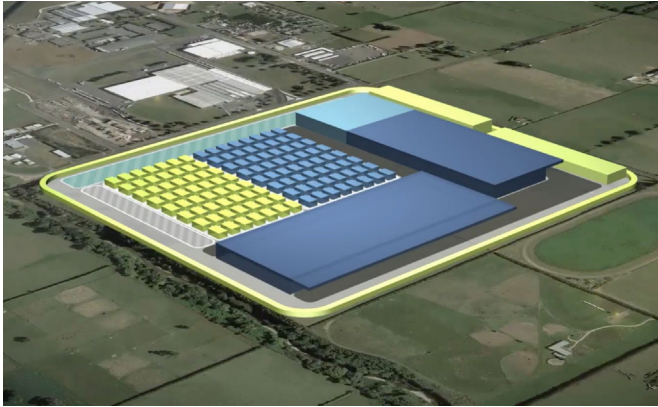
Port Otago GM Marine and Infrastructure Grant Bicknell says that, when the Marine team assessed the tug specifications required to handle the larger vessels, the Damen ASD 2312 tug was the standout option. “Initial modelling showed our current channel design and 14-metre depth was sufficient to transit a 10,000 TEU container vessel from the Otago heads through to Port Chalmers. However, to manoeuvre the vessel in the swing basin and onto the 430-metre main container berth, the Multipurpose Wharf, required two 70-tonne bollard-pull tugs.”

*Continued page 2...*





## Southern Link welcomes government endorsement



*The Southern Link joint venture between Port Otago and Dynes Group will see a 50-hectare inland port developed near Mosgiel.*

The Government last month endorsed the Southern Link “inland port”, when it announced an \$8.2m loan to KiwiRail towards establishing railway infrastructure at the Mosgiel site.

The 50-hectare inland port – situated on the corner of Dukes and Stedman Roads – is a joint venture between Port Otago and Dynes Group.

Port Otago Chief Executive Kevin Winders says the partnership has been engaging with the Ministry of Business, Innovation and Employment (MBIE), KiwiRail and other parties for the past 18 months. “The engagement has been very positive, as key stakeholders recognise that Southern Link delivers a critical piece of

regional infrastructure – one that is needed to keep lower South Island exports flowing and the southern economy healthy.”

Kevin says Southern Link is working with KiwiRail over the next few months to finalise commercial agreements that will see construction of a new rail siding at the Southern Link site. “Port Otago is on schedule for a July completion of its own new \$13.5m rail siding on the Port Chalmers Container Terminal. The significant investment will improve rail capacity, reduce turnaround times and connect seamlessly with containers coming and going from the new Southern Link siding.”

Dynes Group Managing Director Peter Dynes says Stage 1 of Southern Link – container storage and use of existing rail infrastructure on the Dukes Road site – is on track for an October 2025 opening. “The consenting process is underway for Stage 2, which involves 50 hectares adjacent to the Stage 1 footprint. Stage 2 construction is expected to begin in mid/late 2026. Southern Link is investing \$200m in logistics infrastructure and warehousing, and has committed funding in place for Stages 2 and 3 of the project.”

The two partners – Dynes Group and Port Otago – have committed to being the cornerstone tenants. Southern Link is engaged with other prospective tenants and customers for Stages 2 and 3 and further announcements will be made in coming months.

### *Continued from page 1*

The decision was made to sell Tug Otago and purchase the second 70-tonne Damen tug. Alongside the capability advantages, the upgrade also reduces the tug fleet’s maintenance risk and provides a better carbon outcome. The Damen tug’s modern Euro 6 diesel engine uses two-thirds as much fuel as the 21-year-old Tug Otago.

Grant says the Damen ASD 2312 tug is one of Damen’s most well-known vessel types. “It has excellent manoeuvrability because of its compact shape, patented Twin Fin skeg configuration and twin Azimuth thrusters.”

He says the single winch design is another feature that has both operation and safety benefits. “Older tugs have two winches – for fore and aft – but the Damen ASD 2312 has only one centrally-placed winch that’s integrated into the tug’s superstructure. The central positioning means that the winch is capable of towing over the bow and over the stern. As a result, the deck is more spacious, free of clutter and safer.”

Tug Otago has been sold to an Australian commercial marine towage service and will be based out of Cairns. She departed on Wednesday 4 June, when she was towed across the Tasman to Sydney.

The new tug is under construction in the Damen Changde shipyard in China. In the seven-month period between the Otago’s departure and the new tug’s arrival, the Arihi will step up and partner with the Taiaroa to service shipping.

### **SPECIFICATIONS OF THE DAMEN ASD 2312 TUG:**

- Length: 22.8m
- Beam: 12m
- Draught: 5.6m
- Gross tonnage: 262t
- Bollard pull ahead: 70t
- Bollard pull astern: 65t
- Speed: 12.4 knots



## Keel laid for new dredge

The keel laying ceremony for the new \$36m Napier Port/Port Otago dredge took place in Haiphong, Vietnam, last last month.

Napier Port and Port Otago formed a joint venture to build and purchase a state-of-the-art trailing suction hopper dredge from Dutch shipbuilder Damen Shipyards.

Keel laying signals the start of a vessel's construction and is celebrated with a formal ceremony attended by representatives from the shipbuilding company and the vessel's owners. The ceremony is believed to bring luck to the vessel for its lifetime and includes welding a newly-minted coin under the keel. In the case of the new dredge, two coins – one for Port Otago and one for Napier Port – were welded into place by our GM Marine and Infrastructure Grant Bicknell and Marine Fleet Maintenance Manager Clinton D'Souza, who attended the keel laying on behalf of the two ports.

In his speech, Grant spoke of the ports' delight in partnering with Damen and the shipbuilders in Hai An. "Your sense of perfection, care and pride in vessel

construction should be envied by many. Napier Port and Port Otago are confident that you will produce a world-class dredger."

The new Damen TSHD-1000 dredge is expected to be in New Zealand and operational late next year.



*Our GM Marine and Infrastructure Grant Bicknell welds one of two newly-minted coins onto the keel of the new Napier Port/Port Otago dredge currently under construction in Vietnam.*

## Hot off the press

On 13 June, Chalmers Properties picked up another three awards – this time, at the New Zealand Property Industry Awards in Auckland.

Hosted by the Property Council New Zealand, the awards showcase outstanding property development projects across a range of sectors and design disciplines.

The Port Otago Annex (Port Chalmers) picked up two awards: Excellence in the Commercial Office Property category and Merit in the Heritage and Adaptive Reuses Property category. RML Machinery's build at Te Rapa Gateway (Hamilton) also received an Excellence award, in the Industrial Property category.

About the Port Otago Annex: Blending historic and contemporary architecture, the Annex development showcases the 1877 Port Chalmers Maritime Museum. In doing so, it has created a high-performing workplace and reconnected the port with its immediate community. The



*Our team with the two Excellence awards and one Merit at the recent New Zealand Property Industry Awards in Auckland.*

project has sparked increased visitor engagement and renewed vitality in the area.

About the RML Machinery build: RML Machinery, a global specialist in robotics development and machinery,

relocated its tenancy into a brand new premium facility at Te Rapa Gateway. A success by every metric, this project was delivered under budget and ahead of time by 25 working days. (See story page 11.)



## Intel-gathering mission to US

Earlier this year, our Head of IT Ollie Barton-Jones, Strategic Projects Manager Kevin Kearney and Technology Strategist Scott Mosley went on a whirlwind visit to the US – specifically, to privately-owned container terminal operator Penn Terminals (Philadelphia) and the world’s largest manufacturing and supply chain trade show, ProMat, in Chicago.

### Penn Terminals visit

For at least 20 years, Port Otago has used Master Terminal as our terminal operating system. In order to optimise our use of Master Terminal, we asked the software provider to introduce us to another port client of a similar size to Port Otago.

Penn Terminals is owned by PSA International – a global port operator with more than 70 deep-sea, rail and inland terminals across 45 countries. Penn Terminals’ terminal area is 360,000m<sup>2</sup>, with a 350m berth length. The operation’s record TEU is 503,000 and its imports (mostly fruit) make up 80% of its throughput.

Ollie says Penn Terminals has used Master Terminal for about 10 years. “Its team has strength-specific aspects of the system that we do not, and vice versa. As a result of the visit, we are informally supporting each other, as each port looks to extract maximum potential out of the system.”

Kevin: “Penn Terminals’ current project to increase the density of reefer container storage is the type of solution that could be adopted at Port Otago.”

### ProMat trade show

The US trip was timed to coincide with the annual ProMat trade show, with the goal of assessing new innovations applicable to the Southern Link inland port infrastructure. [See story page 2.]

Ollie: “Southern Link is a greenfield development. We have a responsibility and the opportunity to ensure the hub is efficient from day one and capable of expanding to handle future growth.”

He says the key take-home from ProMat was around technical design governance. “Early technology choices are critical to the future health and avoidance of rework down the track. Good governance is critical and investment level does not mitigate nor correct this.”

ProMat’s 1200 exhibitors were spread over 60,000m<sup>2</sup> of floor space and the event included more than 200 educational sessions.

“The reassuring news is that we haven’t missed any paradigm shift in supply chain technology.”

Amongst the hundreds of products on display, the trio took the following highlights for Port Otago:

- 1) Detection technology – particularly LiDAR (Light Detection and Ranging) cameras and OCR (Optical Character Recognition) – has potential applications around safety and tracking automation.
- 2) A physical safety innovation that particularly caught the team’s attention was flexible impact barriers. “Flexible” in being modular and used in various areas and configurations; and “impact” as in barriers that absorb impact, minimising damage to mobile plant.

A key theme that came through in the education seminars was for organisations to clean and simplify process flow, before considering automation – whether it be data or equipment automation.



*Five-high container storage units at Penn Terminals, Philadelphia.*



## \$13.5m rail pad connection for Southern Link

The \$13.5m rail pad replacement project on our Port Chalmers Container Terminal is on track for an early August completion.

The previous rail pad – where shipping containers are removed directly on and off the train via straddle carriers – had reached the end of its life, after 50 years of service. The new pad is 9% larger than the old pad, at 6500 square metres, to improve operational efficiency and safety.

Port Otago Civil Engineer and project manager Andy Pullar says the job is an exercise in precision. “While we are talking about massive quantities of concrete and steel, the placement of rail components must be within 3mm of the design. This precision ensures longevity of the asset and safe operating conditions for our partners at KiwiRail.”

At the south end of the pad, where trains enter and exit, the three sets of turnouts (rail switches) slotted into place perfectly, a testament to the precision of the base. These turnouts are replicated at the B Shed end where they become a single

track beneath the shed canopy for unloading MDF sheets for export.

At the conclusion of the rail pad build, the very narrow section of footpath that runs along Macandrew Road will also be widened. Once completed, this will make a significant difference to our community, kaimahi and cruise passengers heading around to Careys Bay.



*The rail pad's three new sets of southern turnouts, with the Sims building in the background.*

### RAIL PAD SPECIFICATIONS:

- Length: 250m
- Width: 25m
- Area: 6500m<sup>2</sup>
- Depth of concrete: 475mm
- Total concrete used: 7800t (720 truckloads)
- Total length of rail: 2540m
- Rail weight: 127t (50kg/m of rail)
- Number of welds: 180
- Number of turnouts: 6
- Number of rail bolts (450mm long, 22mm diameter): 7500
- Number of baseplates: 3750
- Contractors: Martinus Rail, assisted by SouthRoads and local subcontractors M3 Concrete and Allied Concrete

## Leadership course hits the mark

Participants in a new leadership development programme are raving about the course, the new tools they have acquired and the insights into their own way of working.

Port Otago partnered with Kākāpō Consulting late last year, after considering several potential providers.

Our Head of People Leigh Carter says Kākāpō was selected for three reasons. “They showed interest in our business and in tailoring their Conscious Leader programme to suit our environment and kaimahi.

“They are local and we love supporting local. Practically, it also means that, as new leaders join Port Otago, it’s easy for them to attend the programme.

“And the energy of the Kākāpō facilitators, Sarah and Amanda, was a tad infectious, without being overbearing. We recognised their style and approach would help the content land with our team – and it has.”

Twelve of our key people leaders formed the pilot group and met over six half-days at fortnightly intervals. The

pilot was a success and the programme has since been delivered to another three groups of about 10 people.

Cruise Operations Supervisor Sean Russell completed the course in October and says his biggest insight was the need to look within himself more often. “I am too heavily influenced by external factors. Understanding how these factors impact me is important.

“I’ve been to other leadership courses in the past, but this one covered different aspects. For instance, the need for courageous communication and realising each person may need information delivered differently.”

As new leaders come on board, the People team will either run an onsite session (if sufficient numbers) or enrol individuals into one of Kākāpō’s regular public three-day sessions. The team is also developing in-house coaching and support for participants, so the programme’s benefits are sustained into the future.



## Good news for New Zealand cruise sector

This month's government announcement that cruise ships will continue to be allowed into Milford Sound is welcome news for the sector.

Eight years ago, a collaboration called the Milford Opportunities Project was formed to address growing visitor numbers and environmental pressures in the sound. The collaborators were Ngāi Tahu, Department of Conservation, Southland District Council, Environment Southland and the Ministries of Transport and Business, Innovation and Employment. One of the group's key recommendations released in 2021 was to prohibit cruise ships from entering the inner harbour of Milford Sound. For the past four years, uncertainty arising from this recommendation has led to some cruise lines reconsidering New Zealand in their future itineraries.

Port Otago Chief Executive Kevin Winders says the government announcement removes one of three risks facing New Zealand's cruise industry. "It's a good start in rebuilding New Zealand's brand from 'closed to cruise', to being 'always open for business'."

The other two issues needing attention are the cost of cruising in New Zealand, and the lack of local facilities for vessels to clean their hulls to address biofouling concerns.

### Hull biofoul cleaning

While container and bulk vessels transit networks that include large ports that offer biofoul cleaning services, cruise vessels generally travel to smaller ports. They must therefore either deviate from their planned route specifically for hull cleaning or use divers over the side of the vessel, in open waters. The cruise lines are following the biofoul requirements for New Zealand, but it is adding a significant cost.

What is therefore needed is a biofoul cleaning service in proximity to New Zealand.

Port of Auckland and the Ministry for Primary Industries are trialling technology that would help alleviate the issue. There is also the possibility of Singapore providing a hull-cleaning facility.



### Cost of cruising in New Zealand

In recent years, cruise lines have experienced several increases in government levies.

Port Otago Cruise Manager Carolyn Bennett says the cruise lines' main concern is the very short notice of levy increases. "Sometimes they will get only three months' notice, yet their voyage prices are set about 18 months out. They therefore have to absorb the cost directly out of their margin. It may not seem like a big deal, but when we are competing with other global destinations, it's another black mark against New Zealand."

The next couple of seasons see a drop in the number of cruise vessels visiting New Zealand and 2027/28 booking applications are due next month. Carolyn says the focus therefore needs to be on 2028/29. "As a sector and alongside our government, we need to use the three years to work through the biofouling and cost issues and rebuild our country's brand as a cruise-friendly nation."

### Port Otago 2024/25 cruise season

- Port Otago welcomed 91 cruise ships over the season:
  - Port Chalmers – 80
  - Dunedin – 11
- There were only 4 omissions all season:
  - 3 due to weather elsewhere in the South Island
  - 1 cancellation due to a cruise line scheduling change
- 148,531 passengers and 65,793 crew members and
- 11 maiden vessels welcomed.
- The Taieri Gorge train was back in action and operated 89 trips

– more than 3 times the number of trips operated the previous season.

- About 80 cruise vessels are booked for the 2025/26 season.

### Successful Seatrade expo

In April, our GM Customer Craig Usher and Cruise Manager Carolyn Bennett were part of the New Zealand team attending the Seatrade Cruise Global expo in Miami.

They joined representatives from the New Zealand Cruise Association, other New Zealand ports, Tourism New Zealand, Air New Zealand and ISS - International Shipping Services to present a single stand showcasing New Zealand as a cruise destination.

The expo is the international cruise sector's annual opportunity to connect, pick up on emerging trends, and gather future insights from industry leaders. There were 600 exhibitors, 12,000 attendees and representation from 121 countries/destinations.

Port Otago Cruise Manager Carolyn Bennett says the take-home messages reinforced the importance of addressing the issues currently facing the New Zealand cruise sector.

"The impact of biofouling – the additional cost and itinerary management – is making New Zealand less attractive. This was an issue for all cruise lines."

She says New Zealand scores high from a passenger experience perspective and Milford is one of the world's top cruise destinations. "The cruise lines are still positive about New Zealand and what we have to offer. But, as a country, we need to better manage costs and requirements."

## Apprenticeships back in action



*Port Otago's two trades apprentices Robbie Sneddon (left) and Ra Wikaira.*

It's been about 10 years since Port Otago trained apprentices, but a couple of stand-out candidates prompted that to change last year.

Rawiri (Ra) Wikaira has worked at Port for 11 years, while Robbie Sneddon was last year's onsite work experience student through Otago Polytechnic.

GM Marine and Infrastructure Grant Bicknell says re-introducing apprenticeships aligns with the company's approach of identifying talent and steering the right people into the right job. "A lot of our best employees have started as apprentices; they have organisational citizenship.

"For years, we've had a low turnover of staff in our trades, so we haven't had the ability to offer apprentices a job at the end of their time. But we have an ageing workforce and now is the time to start pulling people through."

Port Otago has a strong relationship with the polytechnic, particularly with the electrician pre-trade course team.

"Our Electrical Supervisor, Paul Coultas, works closely with the course's programme leader and each year we accommodate a top student for work experience on a Thursday. Last year, that student was Robbie."

Maintenance Manager Matt Eves says his team is fully behind the apprenticeships restarting. "They began asking if it was possible, and that helped get the ball rolling.

"Ra has been working with us for a few years now as a Trades Assistant, having come from Operations. It's handy having a fully-qualified operator on the team to assist with troubleshooting and test drives. Ra has always been super helpful, ready to get his hands dirty and help get things done. For instance, when Port Otago secured the Polaris service, Ra volunteered to go back to Operations on secondment and help fill the cargo handler shortfall."

Meanwhile, Robbie applied for the electrical apprenticeship. He was one of the top three candidates interviewed and came out as the successful applicant.

"Robbie proved he had the motivation and attitude required to succeed in completing an apprenticeship. Feedback from the polytech programme leader was that he also had outstanding results with course exams."

Matt says both apprentices are performing exceptionally well. "The guys have got some great support from Ryan, our Training and Development Specialist – and the wider trades teams. There is lots of positive feedback and their training progress is well on track."

Will there be other apprenticeships in future? "I hope so. It would be great to have more follow in the footsteps of these guys."

### Robbie Sneddon – Apprentice Electrician

Robbie got a taste of life at Port Otago, when he began working each Thursday as a workplace experience student last year, while completing his Otago Polytechnic one-year electrical pre-trade course. He saw first hand, how much scope industrial electricians had within their role. "At that point, I was hoping for an apprenticeship out of it."

Robbie went to South Otago High School and was drawn to the science and maths subjects, including physics and calculus. After school, he picked up a temporary contract in the cheese plant at Fonterra Stirling, where his father works. "If something went wrong with the machines, it was the electricians who'd come in and fix them. This sparked my interest in becoming an electrician."

A one-month road trip with school friends around New Zealand helped make up his mind. "I'd been leaning towards engineering, but was keen to be more hands on. An electrician seemed to be the sweet spot."

Robbie is a big fan of Port's experienced Electrician Graham Innes and Control Systems Engineer Braedon Solin. "Graham has a vast knowledge of almost every machine at Port, and Braedon is amazing with the computer side. Ideally, I'll be able to learn both of these skills from them and expand on them through further learning at polytech, like Braedon has done. This uncommon opportunity – for post-trade studies – is one of the many benefits of the Port Otago apprenticeship."

The 20-year-old was so determined to work for Port Otago that he turned down two other apprenticeship opportunities and hung out to apply for the port role.

### Rawiri (Ra) Wikaira – Apprentice Heavy Plant Diesel Mechanic

Ra started at Port Otago 11 years ago, as a Forklift Operator packing containers in D Shed. He had moved to Dunedin from Perth, where he'd worked at Fremantle Ports' Container Terminal 8. After three years, he became a Cargo Handler and was four years on the terminal. With a young family to spend time with, Ra sought out a role with more predictable weekday hours and that's when he joined the Maintenance team as a Trade Assistant. For the next couple of years, he supported the mechanics – refuelling, housekeeping, completing minor jobs – before starting his apprenticeship.

Ra says he'd been hinting to Matt that he would be up for an apprenticeship. "It started with wee conversations. I may have mentioned it a few times... and it came through."

Ra grew up with cars and motorbikes, changing the oil and tyres, but no more than that. "To actually fix something and send it back out into the workplace is quite satisfying. I'm enjoying getting into the fundamentals of how things work. It's interesting to me. I don't like missing a day at work. I love it."

The apprenticeship is four years long, although Ra is already a couple of months ahead. He is grateful for the support of Matt, Maintenance Supervisor Nick Chapman and Training and Development Specialist Ryan Brayshaw.





## Forklift certification back in-house



*Warehouse Supervisor and forklift trainer/assessor Len Wiggins (right) with Forklift Operator Ian. Len recently qualified as a registered forklift trainer and now assesses the company's forklift operators for their WorkSafe Forklift Operator Certificate.*

Port Otago's forklift registration and renewal process is back in-house, led by expert forklift operator and newly registered trainer/assessor Len Wiggins.

There are about 150 qualified forklift operators across the company and each must be re-certified every three years. An external training provider had been carrying out the certifications for the past 15 months.

Training and Development specialist Mel Perkins says that, with so many kaimahi needing the certification, it made sense to bring the process back in-house. "Hosting the course internally enables us to tailor the learning experience to meet our specific operational needs, boosting both professional development and workplace safety.

"Len was the obvious choice. He is very skilled as a forklift operator and already an experienced trainer who is very good with people."

Len spent three months, alongside his day job as Timber/MDF Warehouse Supervisor, studying part-time to achieve the nationally recognised qualification. "I'm enjoying the role, it's serving a good purpose. Someone might come along that's never driven a forklift before, and by the end of the course, they are comfortable moving pallets around in a safe manner."

Sessions are held on the last Thursday of every month, with theory and a written assessment in the morning and the practical refresher and assessment in the afternoon. Len is a stickler for people understanding forklift capacity, balance and load centres. "I winged it myself in my early years of forklift driving, but it's critical operators understand their machine's limitations."

## Port Otago sponsors AEDS

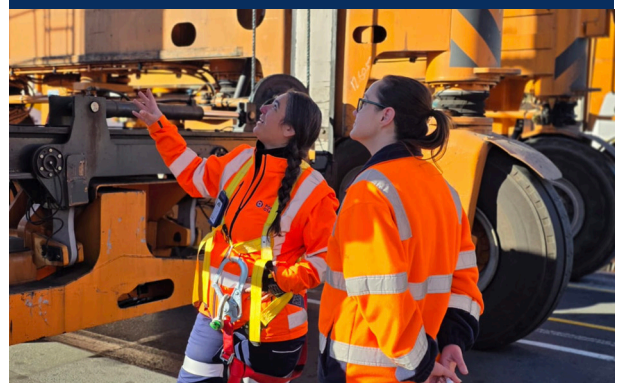
Port Otago now has eight AEDs (Automated External Defibrillators) situated out within our wider community. The two most recent installations are particularly handy – at the Vauxhall and Otago Yacht Clubs.

The Vauxhall Yacht Club's request made for compelling reading. Rear Commodore Martin Balch emailed the following message: "King's Birthday weekend last year, I was wearing a different hat – safety officer and radio assistance to the Waka Ama Fire and Ice Regatta. During the long race, as the waka canoes were on the homeward leg, one of the competitors took a major heart attack just off Ivanhoe Road. One of his crew, a fireman, started immediate CPR, as he was transferred to a rescue boat, which was also crewed by firemen and CPR carried on. They were directed to the Vauxhall Yacht Club for ease of ambulance access and that was followed by a radio call from the rescue boat asking if there was an AED at Vauxhall. The answer was 'no' but, fortuitously, the Coastguard vessel was close by and able to supply an AED. By the time the ambo arrived, the patient had already been shocked and was conscious and has subsequently made a very good recovery. The recovery was attributed to good CPR being applied immediately and the AED being used within the golden five minutes."

It was an easy "yes" for Port Otago, when Martin concluded his email with a request to install an AED at the yacht club.

## TRAINING AND ASSESSMENT CAPACITY INCREASED

Cargo Handler Shelley Russell (left) training Robyn Beaumont on the straddle carrier competency. Shelley is one of 11 kaimahi who recently completed NZQA unit standards in training and/or assessment, significantly boosting Port Otago's capacity to train and assess on-the-job competencies.





## First-response vehicle indispensable

Since becoming operational a year ago, the Port Chalmers Volunteer Fire Brigade's new first-response vehicle has attended 77 jobs.

Supported by our cruise partners, Port Otago contributed \$100,000 towards the \$250,000 project, which included a garage for the vehicle. Other contributors were the Lion Foundation, Otago Community Trust, New Zealand Lottery Grant Board, and West Harbour community individuals and businesses.

So what were the 77 jobs?

- 5 flood-related call-outs in early October, where the ute was used to evacuate people and pump water at Aramoana
- 6 occasions, where it transported additional crew as back-up to the fire appliance

- 66 medical events across West Harbour, generally in outlying communities.

The ute has also been used for hydrant checking, training, familiarisation visits and transport of patients to Dunedin Hospital, when an ambulance has been unavailable.

Port Chalmers Brigade Chief Fire Officer Stephen Hill: "PORT2733 is settling in nicely and, to be honest, we would now be lost without it and the resource garage."

To maximise the vehicle's use, 14 members of the brigade spent two days during March undertaking "light 4x4" training, including driving onto sand and other scenarios PORT2733 drivers are likely to encounter on the job.



## LIFE-SAVING SIGNS FOR TE ARA MOANA

It's a simple concept that will save lives and limbs. Forty location signs have been installed along the Dunedin to Port Chalmers Te Ara Moana cycle trail. Now, if someone is injured on the trail, they can communicate their location to emergency services with accuracy. Making the signs a reality was a group effort. The Fire Brigade, Dunedin City Council and Hato Hone St John had been campaigning for the signs since the trail opened. A Port Otago pledge of \$10,000 saw the project over the line. Great team effort. Pictured from left: Ravensbourne Fire Brigade Chief Fire Officer Jason Bryant, Port Otago trainers Jono Hattrell and Ryan Brayshaw, Dunedin City Council Senior Contracts Supervisor Bruce Wood and Hato Hone St John Watch Operations Manager Cam Third. *Photo courtesy ODT.*







## PHOTO ESSAY: BOILER POINT TRACK ARTEFACTS

Our February 2025 PortO mentioned that the Boiler Point Walkway was taking on a unique persona, as new sculptures and historical artefacts popped up along the approx. 250-metre track out to the Warren Lewis Fishing Jetty. Here's a closer look at what's there and their back stories.



A second Magnus Sinclair work recently joined The Sentinels. This stunning weather vane sat for many years in front of Port Otago's old glasshouse admin building. When the building was removed from the site, the weather vane was put aside for restoration. Ex marine engineering artificer Murray "Muzz" Thomas undertook the work. "The vessel is a generic steam/sail ship, but what is special is the placement of two pieces of forged glass in the globe below the ship. They represent Port Chalmers and London, and they are linked by a line that follows the route The Dunedin took on its voyage to the UK with our first shipment of frozen meat."



There is a beautiful park bench partway along the track – the Anthony (Tony) Arnesen memorial bench, commissioned by his family. Tony was a key member of Port Otago's engineering team from 1970 to 1996, including time as both Chief and Deputy Chief Engineer. Tony is remembered as a true gentleman. The seat overlooks his old family home and the Otago Harbour.



These two coastal defence guns were mounted along the walkway last year – more than a century after they were removed from their original spot at Taiaaroa Head. They were installed at Fort Taiaaroa in the late 1800s to defend the harbour from potential Russian attack. In 1911, the guns were moved to Dunedin's Queens Gardens and, in 1936, they were dismantled and their barrels buried in the gardens. The guns were exhumed in 2006 and volunteers worked away on their restoration for many years.



Situated at the Warren Lewis Fishing Jetty end of the walkway are The Sentinels. Careys Bay artist, the late Magnus Sinclair, noticed a pile of unused crane weights lying in the Port Chalmers container terminal yard awaiting their fate as scrap metal. The cast iron weights' angles and geometry are exactly as they were in their past life. Magnus had the vision to orientate and arrange them as a nod to the Easter Island sculptures. The Sentinels took up their posts in December 2010.



## More awards for Chalmers Properties



*The RML development at Te Rapa Gateway won silver at last month's New Zealand Commercial Projects Awards.*

Chalmers Properties developments have attracted another two industry awards.

Last month, the RML Machinery design/build/lease at Te Rapa Gateway won silver at the New Zealand Commercial Projects Awards. The office/warehouse complex (2943m<sup>2</sup> warehouse, 677m<sup>2</sup> office and 280m<sup>2</sup> canopy) was completed in October 2024 by construction company Fosters.

Chalmers Properties GM David Chafer says the award is all the more impressive, given there was only 13 months from concept to completion. "We worked closely with RML to design an industrial property that met their specific requirements, while also meeting our need for an industrial property investment that would appeal to future occupiers."

Late last year, the Te Rapa Gateway project team won the Harkness Henry Judges' Choice Award at the Property Council New Zealand's Central Property People Awards. The award acknowledged the transformation of

Te Rapa Gateway from 60 hectares of farmland 13 years ago, into one of New Zealand's most dynamic industrial parks.

The judges applauded the team's vision. "The success of Te Rapa Gateway is a testament to innovation and teamwork, resulting in a large-scale development that will continue to drive economic growth in the Waikato region."

### New development

Meanwhile, a new spec build is underway at 23 Clem Newby Road, Te Rapa Gateway (image below). The 1810m<sup>2</sup> warehouse and 442m<sup>2</sup> office with 450m<sup>2</sup> canopy and drive-around yard will be available to occupy in July 2026. The build is targeting a five Green Star rating under the New Zealand Green Building Council (NZGBC) rating system based on a building's key sustainability credentials. Five stars represents New Zealand excellence.



We welcome leasing enquiry. More details on the Chalmers Properties website:

<https://chalmersproperties.co.nz/hamilton/23-clem-newby-road>

## ORC BUILD

The new Otago Regional Council (ORC) building is on track for a late November completion. Situated on the site of the former Warehouse building on MacLaggan Street, the 6000 square metre space will house around 300 staff. The exterior structure is largely complete and attention is now focused on the internal infrastructure. The meeting rooms, staff cafeteria, council chambers and public reception spaces are all clearly defined. All main access stairs are installed and the builders have nearly completed the raised flooring to house heating, ventilation, electrical and data services.



## Team Profile: Anne Marek, Senior Commercial Manager

Anne Marek joined the Port Otago team earlier this year in the newly created position of Senior Commercial Manager.

Anne is originally from the United States and has lived in New Zealand since 2008. She graduated in 2007 from Arizona State University with a Bachelor's degree in Finance. Before starting her career, Anne wanted an overseas experience and found an 18-month internship within the order fulfilment team at Fonterra's main office in Auckland. Eighteen months turned into five years and she was a commercial analyst in order fulfilment and scheduling by the time she left in 2013. Then it was five years with Sealord in Nelson as its operations team's commercial analyst. In 2018, Anne moved to Dunedin to take on a new role as a non-livestock procurement analyst with Silver Farm Farms. Over the next seven years, she progressed her career within the company, moving into the newly-formed commercial team in 2019 as a commercial analyst in operations. For the last three years, she was senior commercial analyst for the logistics leadership team.

In addition to previously working for three of New Zealand's largest primary industry companies, all Port Otago customers, Anne is a Chartered Accountant.

### Why Port Otago?

Anne: "The stars aligned, really. It was time for a new challenge and a couple of friends mentioned the job listing to me. When I had a look, I thought 'wow, that has me written all over it!'"

The role was created to strengthen commercial acumen across the business. "As part of the data-led strategy, I'm improving the visibility and understanding of our costs and the drivers of those costs, along with providing robust financial modelling to enable more fact-based decision making."

While Anne sits within the Finance team, she also works alongside the Commercial team, providing support through data analysis and insights to help identify opportunities.



Now four months into the role, Anne's experience means she has slotted in quickly and effectively. She describes herself as "a total data nerd", who loves solving business problems through deep analysis and discovery.

"I love working with people, especially the ones who don't like numbers. Everyone is different in how they interpret data, and I am able to flex to those needs to ensure that people understand and are able to make informed decisions. My aim is to make key decision makers' lives easier by serving up clear, actionable insights."

## PORT OTAGO LEADERSHIP TEAM



GM CUSTOMER:

**Craig Usher**

027 706 5824

cusher@portotago.co.nz



CHIEF EXECUTIVE:

**Kevin Winders**

027 432 1530

kwinders@portotago.co.nz



CHIEF FINANCIAL OFFICER:

**Stephen Connolly**

021 229 8701

sconnolly@portotago.co.nz



GM PROPERTY:

**David Chafer**

029 969 6205

dchafer@portotago.co.nz



EXECUTIVE ASSISTANT:

**Jodi Taylor**

021 666 317

jtaylor@portotago.co.nz



STRATEGIC PROJECTS MANAGER:

**Kevin Kearney**

021 974 651

kkearney@portotago.co.nz



OPERATIONS MANAGER:

**Deanna Matsopoulos**

021 229 8874

dmatsopoulos@portotago.co.nz



HEAD OF SAFETY:

**Ross Buchan**

022 045 5140

ross.buchan@portotago.co.nz



HEAD OF IT:

**Ollie Barton-Jones**

020 462 5625

ollie.bartonjones@portotago.co.nz



GM MARINE & INFRASTRUCTURE:

**Grant Bicknell**

021 756 934

grant.bicknell@portotago.co.nz



HEAD OF PEOPLE:

**Leigh Carter**

027 579 5063

lcarter@portotago.co.nz