

PORTO



February 2026

15 Beach St
Port Chalmers 9023
New Zealand

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Welcome Tug Ōtepoti

Tug Ōtepoti received a movie star's welcome, when she arrived into the Otago Harbour this month.

At 0900 on Thursday 12 February, the four-person Damen crew onboard the \$15m 70-tonne Damen ASD 2312 tug was greeted by a lone piper at the end of the Aramoana mole. Ōtepoti was then joined by the port's marine fleet and made her way up the Lower Harbour, past gathered groups of people waving and welcoming the weary crew. When she reached the Port Chalmers basin, Port Otago kaimahi were out on the wharf, welcoming their newest team member – 32 days and 6070 nautical miles after departing Zhangjiagong on 9 January.

GM Marine & Infrastructure Grant Bicknell says the tug looked outstanding after her long voyage. "The crew was very glad to see the Taiaroa Lighthouse.

"When we asked them how the tug had handled the trip, they said one of the window wipers wasn't working. The fact that was the only issue is testament to the care taken by many people from many countries when building the tug, and the high level of supervision by Port Otago's Marine team during the build."

The new tug is one of four essential components enabling the port to be big-ship capable. The other three components needed to handle container vessels up to 10,000TEU and larger

bulk ships are already in place: the Multipurpose Wharf (430m long, berth depth 14m); consent to deepen the Lower Harbour channel to 15m; and the new \$36m dredge being delivered later this year.

Modelling showed that, to manoeuvre larger vessels in the Port Chalmers swing basin and onto the Multipurpose Wharf, two 70-tonne bollard-pull tugs were required. The Ōtepoti joins the existing Damen 70-tonne bollard-pull Tug Taiaroa (2014) and Tug Arihi (2016) of 30-tonne bollard pull.

Grant: "As a port, we are on track well to welcome the larger vessels of the future. What a kaitiaki for the future."



New Intern Director welcomed

Port Otago welcomes **Kate Stainton-Herbert** to the Board as an Intern Director.

Kate is a Director of WJ Herbert Limited and King Dairy Farm Limited. Together with her husband Joey, they own and operate two dairy farms in South Otago, milking 950 cows.

A University of Otago graduate with a Bachelor of Commerce majoring in Finance and Economics, Kate has more than a decade of experience in the banking sector. In 2020, she stepped away from banking to focus on the family's farming enterprises and on raising their young family.

Kate took up the Intern Director role in October. "I'm enjoying gaining insight into the complexity behind the port's operations and long-term strategic planning. It's eye-opening to see how many moving parts sit behind reliable shipping, infrastructure planning and long-term investment decisions."

"I'm impressed by the depth of experience around the table and grateful for the opportunity. It's a privilege to listen, learn and understand the responsibility that comes with making decisions that impact our region's economy and exporters."



Port Otago's new Intern Director Kate Stainton-Herbert.

TRIBUTE:

Ian Farquhar

The late Ian Farquhar was a servant of Otago for 30 years, with governance roles for the Otago Harbour Board (OHB) and subsequently Port Otago from 1972 through to 2001. He was a director and held the role of Chair for both the OHB and Port Otago.

Ian had a key role in decision making over a long period and we are grateful for his business acumen and determination. He was directly involved in some pivotal moments in our company's history.

In the 1970s, the licence to become a container port was up for grabs. Ian and his team lobbied and challenged the Government over many years to secure Port Chalmers as the container terminal for the South Island – a win for our region.

Ten years later, the Port Companies Act (1988) saw Port Otago Limited formed in 1989. Port Otago convinced Treasury that it needed additional revenue to maintain the two long channels that we have today. Port Otago kept \$20m of leasehold land to fund the maintenance dredging – the only port to achieve such a deal. The rest is history and Chalmers Properties is now a \$700m asset owned by the people of Otago. To this day, all ports in New Zealand are envious of our position.

[Abridged from Kevin Winders' tribute at Ian's funeral service.]



Ian Farquhar
[Photo courtesy: ODT]

Naming Tug Ōtepoti

Port Otago has an occasional tradition of giving new marine fleet vessels the name of historical predecessors. There have been two *New Era* dredges, two *Otago* tugs and a pilot launch and tug both named *Taiaroa*.

Port Otago Chief Executive Kevin Winders: "In the reflective spirit of our port's 150-year anniversary, it felt right to once again source a name from the

company's history. One-hundred-and-eleven years ago, the Otago Harbour Board launched the Tug *Dunedin*. In consultation with Te Rūnaka o Ōtākou Upoko Edward Ellison, we all agreed that adopting Dunedin's Te Reo name – *Ōtepoti* – was meaningful and appropriate. We are very grateful and proud to be welcoming Tug *Ōtepoti* into our marine fleet."





New shipping capacity for lower South Island

Lower South Island exporters and importers have a new weekly shipping option to and from Australia, Asia, the Middle East and Africa.

On Wednesday 4 February, Port Otago welcomed MSC's Wallaby service into Port Chalmers.

Port Otago GM Customer Craig Usher says the addition of Port Chalmers to MSC's Asia-Oceania network, the Wallaby service, represents new export and import capacity for Otago/Southland. "This is good news for our region. It provides another service option for our customers, particularly those with products going into and coming from North Asia."

MSC is the world's largest shipping line. For the past two years, it has serviced Port Chalmers via a tranship service to Tauranga, utilising the Oceania 2 loop service. Now, Wellington's port will act as a hub for MSC, with containers transferring onto MSC's new Eagle services to the Americas and Europe.

Wallaby service rotation: Sydney – Melbourne – Auckland – Bluff – Port Chalmers – Lyttelton – Napier – Wellington – Melbourne – Brisbane – Hong Kong – Yantian – Xiamen – Shanghai – Ningbo – Sydney.



MSC's Wallaby service is now calling Port Chalmers weekly, providing another shipping option for Port Otago's lower South Island customers.



Fonterra commits to port for 35 years

Port Otago has signed a 35-year lease on its dairy export warehouse and sold the associated logistics operations to Fonterra.

"D Shed" on Back Beach Road, Port Chalmers, is a 34,200m² warehouse and 12,000m² yard used for packing Fonterra Edendale product for export. Now the site is in Fonterra charge, it will be known as "Fonterra Port Chalmers" and operate as a pack point for the co-operative. The 16 skilled Port Otago D Shed employees are now employed directly by the co-operative (effective 28 November).

Port Otago Chief Executive Kevin Winders says the lease allows Fonterra to run the site as another of its nationwide in-house distribution centres.

"The long-term lease and sale of our D Shed logistics business to Fonterra works for all parties. From Port Otago's perspective, it allows us to focus on our core business. From Fonterra's perspective, it has

control of the supply chain/warehousing operations right to the wharf, allowing for increased opportunities to improve efficiencies and lower business costs."

Fonterra's Director of Global Supply Chain Santiago Aon says the distribution centre plays a pivotal part in the lower South Island supply chain network, with the acquisition being good for the co-op, customers and community.

"This transition is part of our overall strategy to control operations at strategic sites. It allows us to enhance efficiency and strengthens our supply chain network."

"Fonterra is committed to continue fostering collaboration with the existing teams at Port Otago and is working closely with on-site staff ensuring a smooth transition for all stakeholders."

The lease has triggered a series of roading and fencing changes between the Fonterra site and the Port Otago log yard, and along Beach Street towards the Cruise Terminal. This moves the Fonterra facility outside of the port's maritime security zone.



"D Shed" warehouse and land on Back Beach Road, Port Chalmers, is now operating as "Fonterra Port Chalmers", after Port Otago and Fonterra agreed to a 35-year lease arrangement for the site.



Steady first half year

Port Otago announced a half-year profit of \$13.7 million for the six months ended 31 December 2025 – 9% down on the comparable 2024/25 result of \$15.2 million.

Port Otago Chair Tim Gibson said that, although the profit figure is slightly behind last year, the contribution from operating activities of \$18.8 million is up 21% on last year's \$15.5 million result. "This \$3.3 million lift was due to increased revenue and flat operating costs.

"On the revenue front, bulk cargo was the stand-out performer. Volumes were up 26%, largely due to a 42% lift in log export volumes to more than 650,000 tonnes."

For the first time in the port company's history, Port Otago's assets were valued at more than \$1 billion at 31 December 2025.

See our website to read the full release.



Murals brighten up Cruise Terminal



Left: “Köpūtai” is inspired by Te Awa o Ōtākou, the current of Ōtākou. Kōpūtai is the Kāi Tahu name for Port Chalmers. Its creation was made possible through a co-design process between Te Rūnaka o Ōtākou and Dunedin City Council. Dunedin-born artist Riani Iti-Metuatai (pictured, inset) designed the suspended acrylic kōwhaiwhai (traditional form of Māori design) panels and the mural wall, both metaphors of water – the Ōtākou harbour channels of Aramoana (toward the ocean) and Te Awa Ōtākou (toward the harbour) as currents of arrival and departure. The mural was painted by James Bellaney (Ngāti Porou, Kāi Tahu, Scottish, Spanish). *[Photo courtesy: Enterprise Dunedin]*

Below: “Taking memories home”, was created by artist Koryu Aoshima (pictured) with the colourful travel stickers designed by West Harbour primary school students. The 12m x 3m mural took about 10 days to complete, with Koryu painting for six to seven hours each day. Sawyers Bay School Principal Gareth Swete says the children were in awe of the scale of the mural and the challenge of creating it so high off the ground.



Cruise challenges being addressed

This time nine months ago, the New Zealand cruise industry was facing three significant challenges:

- **Threat of a Milford Sound ban**
- **Lack of biofoul cleaning options, and**
- **Cost of cruising in New Zealand.**

The only challenge remaining now is the cost of cruising.

In June 2025, the New Zealand Government announced that cruise ships would continue to be allowed into Milford Sound, providing confidence to cruise lines planning future itineraries.

Since the start of the 2025/26 cruise season, the biofoul cleaning issue has been significantly offset by Port of Auckland’s new in-port service which can spot-clean areas of ship hulls. The “niche area” cleaning service allows cruise vessels to address any biofoul concerns in Auckland before entering New Zealand’s marine national parks. Previously, vessels needed to either deviate from their planned route specifically for hull cleaning at a major international port, or use divers over the side of the vessel, in open waters.

Port Otago Cruise Manager Carolyn

Bennett says the cost challenge is front of mind for the New Zealand cruise sector, with a focus on addressing this in time to impact bookings for the 2028/29 season.

“Representing ports and other stakeholders, the New Zealand Cruise Association is working alongside the Government to reduce the cost of cruising and rebuild our reputation as a cruise-friendly nation. There is a lot of work yet to do and most of the meaty decisions need to happen within coming months, if we are realistically hoping to affect 2028/29 bookings.”

Dredge takes shape

Port Otago and Napier Port's new \$36m trailing suction hopper dredge (TSHD-1000) is on track for delivery to New Zealand late this year.

The 59m-long dredge is being built by Dutch shipbuilder Damen, in its Haiphong (Vietnam) yard.

Port Otago Marine Maintenance Manager Clinton D'Souza is on the ground in Haiphong regularly to oversee key points during the two-year build period and he is happy with progress. "All but the wheelhouse section have been joined and final welding is underway. Next, the hopper bottom doors will be installed.

"Dredge gear – including the dredge pump, drag head gantry and winches – have been delivered to the shipyard, as have the hydraulic cylinders for the bottom doors."

Late last year, all the engines were installed:

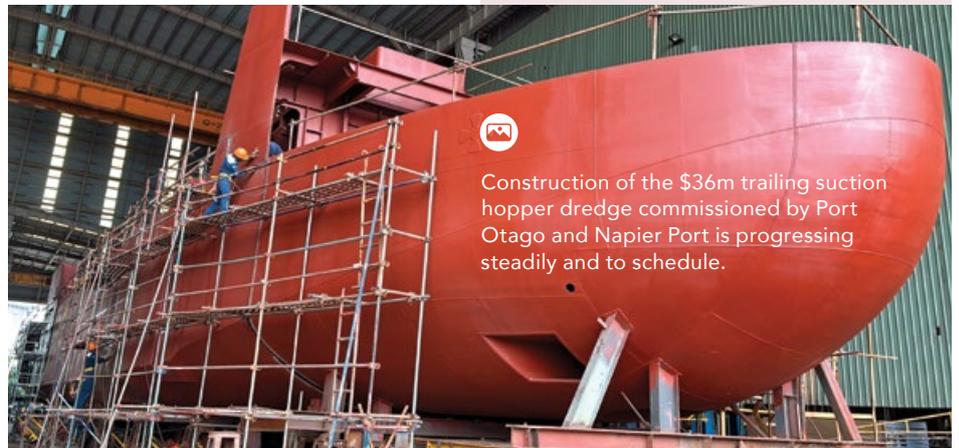
- Two main propulsion engines
- Two generators in the aft engine room, and
- Three auxiliary engines in the forward engine room (one each for the jet water pump, dredge pump and transverse thruster).

When she is complete, the dredge will be transported to New Zealand under her own power.

A key element of Port Otago's **always open** strategy is ensuring an **always open** shipping channel. The Damen TSHD-1000 is fitted with industry-leading dredging and monitoring systems, which will improve operation efficiency, reduce the port's carbon footprint and improve capability when responding to unforeseen weather events.

TSHD-1000 specs:

- **Capacity:** 1000m³
- **Length:** 59 metres
- **Beam:** 12 metres
- **Depth at mid length point:** 4.5 metres
- **Deadweight:** 1400 tonnes
- **Speed:** approx 10 knots
- **Pump performance:** approx 2000m³/hour



Working party out on harbour

Like other tidal ports, Otago Harbour's channel and basin require ongoing dredging to maintain desired depths.

The Dredging Working Party* was established in 2002 to evaluate monitoring of the disposal sites and make recommendations, if necessary. It meets annually at the Port Otago Annex. However, on 1 December 2025, the party was hosted on the *New Era* for a first-hand look at the harbour channel, Aramoana mole and Te Rauone Beach.

The *New Era* team talked about how it worked the dredge in different parts of the channel, demonstrated how data is recorded and took the party to the dredging disposal grounds at Aramoana Beach.

Back on land, our Hydrographic Surveyor Peng Ong showed how data collected on board the survey boat *Mātai Awa* is improving dredging

efficiency and has removed any over-dredging, saving time and diesel. Being **data-led** is a strategic pillar for Port Otago and the dredging team's use of data demonstrates how simple and effective the approach can be.

Port Otago Senior Environmental & RMA Planner Joanne Dowd, Simon Weppe from Calypso Science, and Bryony Millar from E3 Scientific presented on the positive health status of the harbour – including seagrass beds and rocky shore communities – and recommendations for sediment disposal for 2025/2026.

* The working party is made up of representatives from Te Rūnaka o Ōtākou, Kāti Huirapa Rūnaka ki Puketeraki, Department of Conservation, Otago Regional Council, Surfbreak Protection Society, South Coast Board Riders Association, Aramoana Conservation Trust and Port Otago.



Late last year, Port Otago's Dredging Working Party took to the harbour on board the *New Era*, to take a closer look at the channel, Aramoana mole and Te Rauone Beach.

[Photo courtesy: Lyle Champness]



Container terminal plant: In-market visits

There is a lot of **data-led** work going on behind the scenes to determine which new container terminal technologies are right for Port Otago and when upgrades should happen.

The timing is a balancing act between following our asset management plan (AMP) to replace/upgrade assets, and ensuring that alternative energy/technology solutions are sufficiently mature and reliable for the long term.

In October 2025, Port Otago's Infrastructure Asset Engineer Jon Visser and Terminal Team Supervisor Steve (Diesel) Smith visited European port equipment suppliers and users to gather information on future options for:

1. Terminal tractors and trailers to transfer containers between the Fonterra Port Chalmers site (see story page 3) and the container terminal more safely and efficiently
2. Straddle carriers to replace our ageing fleet, and
3. Emerging fuel technologies for mobile plant.

Jon: "The purpose of the visit was to gain a better understanding of what new technology is available, which options meet Port Otago's needs and which are safe and fit-for-purpose."

Straddle carriers

"With regard to straddle carriers, technology has changed a lot since we purchased our existing fleet and continues to change at pace. We were able to review the new technologies available – such as hybrid, fully electric and hydrogen fuel cell options – and drive the equipment to gauge its performance."

The trip's highlight was Port of Hamburg's HHLA Terminal in Germany to see its maintenance workshops and test-drive a brand new hydrogen-powered Kone straddle.

Strategic Projects Manager Kevin Kearney says that, if hybrid straddles are the path forward, which is looking likely, it would result in a 20% fuel saving. "That translates to a 20% reduction in emissions for replaced assets, so is a significant ongoing reduction."

Other mobile plant

Kevin says electrification is mature for horizontal and vertical equipment – i.e. side loaders, reach stackers and forklifts – and some of the world's biggest terminal operators are placing large orders.

"This has positive flow-on effects for those of us coming along behind. Data-rich equipment and systems are now the norm to achieve safe, efficient and lower-emission operations. Global standardisation for data, equipment and systems is being sought to enable faster automation of both modules (part operations) and full terminal operations."

Port Otago's AMP has side loaders on the radar for replacement in two years (2028/29). At this stage of investigations, they are likely to be an EV equivalent and the team are visiting Port of Auckland in coming weeks to see its SANY electric side loader fleet in action.

Ship-to-shore cranes

Also in October, Strategic Projects Manager Kevin Kearney, Maintenance Manager Matt Eves and Technical and Reliability Engineer Wilfred Cerezo travelled to China to look at ship-to-shore cranes, and developments in automation and systems.

The trip included tours of key SANY and ZPMC ship-to-shore equipment manufacturing sites, three large-scale automated ports and two technical forums.

Ship-to-shore cranes cost about \$25m each, and Port Otago needs to replace its two cranes within the next decade.

ZPMC has 70% of the global market share of ship-to-shore crane manufacturing. Meanwhile SANY is a serious player supplying many of the world's major terminal operators.

Leith Wharf upgrade

Leith Wharf was built in 1967 as a "roll on, roll off" wharf for car transport/ferrying. In the nearly 60 years since, the wharf has developed into a bulk shipping berth used predominantly for logs.

Fast forward to 2026 and the original concrete deck of the wharf is looking its age. Concrete is delaminating and chunks are missing, while reinforcing steel is exposed and corroding in places. It's time for action, so the wharf can continue its grunty workload for at least another 25 years.

Port Otago Project Engineer Ben Ryan says work will be "all go" during 2026, as United Scaffolding and Fulton Hogan carry out repairs to the 40 bays underneath the wharf. "The repairs are being done in stages, with five bays worked on at a time, accessed by hanging scaffold. The contractors are using a mix of formed concrete and good old-fashioned trowel application."

What about tides? "The team can only work at low tide, for about a seven-hour window. When they get wet socks, then it's time to wrap it up for the day." The nature of tides means there are some days when no work is possible. Then there are still log ships, coming and going.



A Fulton Hogan civil contractor carries out work on the underside of the concrete Leith Wharf at Dunedin Bulk Port.





Out in our community

The past six months have been particularly busy for Port Otago sponsorships. Here are some highlights.

Safer footpath

Alongside the \$12.5m rail pad replacement project at Port Chalmers, we gave up a strip of our container terminal footprint to widen the very narrow footpath from Port Chalmers around towards Careys Bay.

The publicly-owned footpath hugs our container terminal's west boundary and has been an unsafe and uncomfortable corridor for pedestrians for decades, measuring only 0.9m wide in places. Not any more. The path is now 1.8m wide most of the way. The community is appreciating the much safer footpath, as are our own kaimahi, who use it for lunchtime walking, and cruise passengers making their way to the Careys Bay Hotel.

Symphony orchestra visits

Each year, the Dunedin Symphony Orchestra tours a group of musicians to primary and intermediate schools around Otago, introducing children to

instruments and musicians, firsthand. We again supported the orchestra's visits to West Harbour primary schools, acknowledging that life is not always all about work and water.

This grassroots tour is a wonderful opportunity for local tamariki to experience something new and different, expanding their life experiences.

AEDs in our community

A ninth AED (Automated External Defibrillator) has been installed in our harbour community – at the Port Chalmers Yacht Club.

Club Commodore Steve Duder suggested a readily-accessible AED around on Back Beach would be a good idea, given how busy the area can be, especially over summer. "Back Beach is a favourite spot for locals of all ages to walk, bike and get out on the water. Now help is close by if someone has a cardiac emergency on land or out on the harbour."



The Highlanders enjoying the convenience of their practice gear being on-site at the Caledonian Ground near their team headquarters.

Community containers number 60 plus

Our community containers find themselves in all sorts of locations, carrying out all sorts of tasks – from storing boating gear, to being a large-scale shed for community gardens.

This container (pictured) has landed itself a particularly glamorous semi-retirement gig. It's one of four containers we've supplied to the Highlanders in the past year. This one stores practice gear at the Caledonian Ground – straight across the road from the team's Anzac Avenue headquarters.

So how many containers do we now have dotted around Otago and beyond? Answer: 60, with another three in the pipeline.

Other community containers distributed in recent months include:

- **Queen's High School** – to support its Product Design/Hard Materials course by providing storage, freeing up valuable workshop space
- **Port Chalmers School boating programme** – two replacement containers for boat storage
- **Hikaroroa/Mt Watkin Conservation group** – as a field base for the group and its equipment.

A shout out to our Dunedin Depot team, who give the containers a spruce up and their sparkling new paint job, before they head out into the community.



Three of our team who are regular lunchtime walkers – Emily, Tracey (orange PPE) and Lara (glasses) – demonstrate the footpath transformation, with these super "before" and "after" shots.



Photo essay:

Te Rauone Beach completed

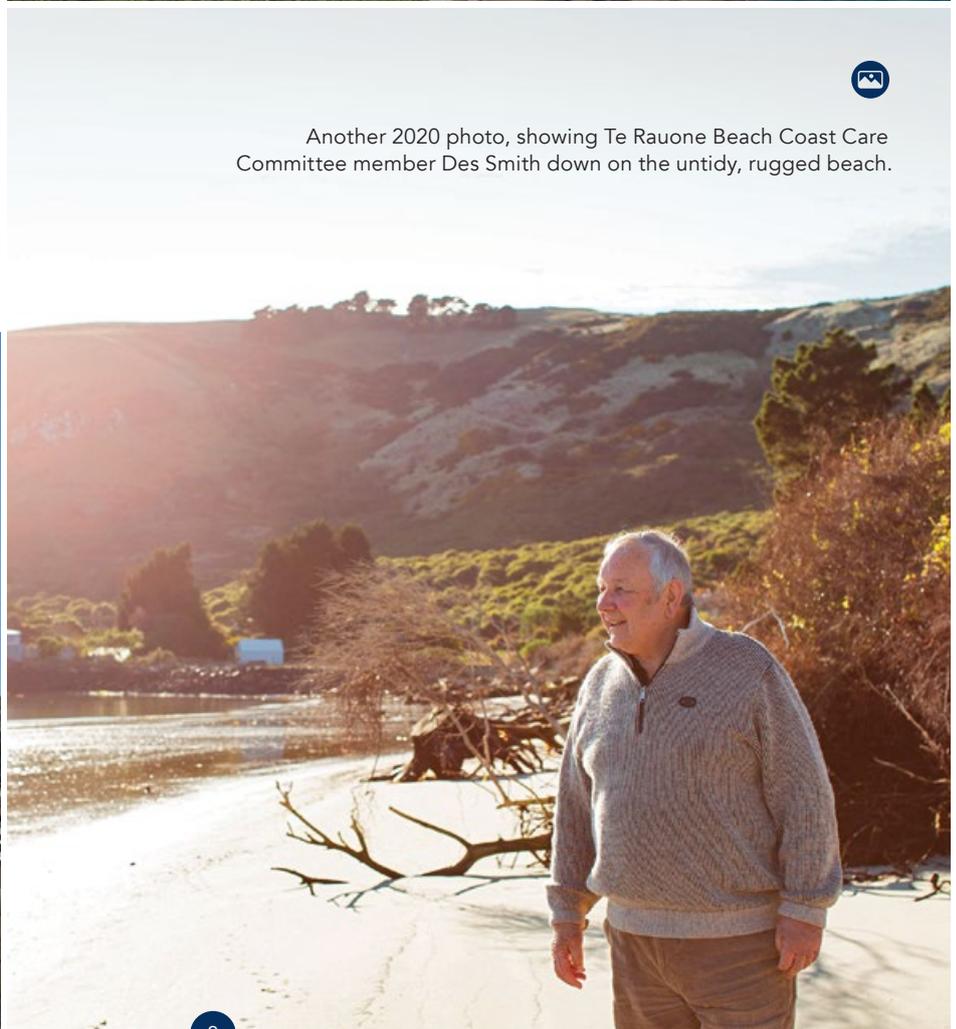
The final elements of the \$3m Te Rauone Beach and reserve upgrade project have been completed, specifically the installation of a 2.5m-high sculpture, Toru, and a 70m² platform and boardwalk.

Timelines: Since about **2010**, Te Rauone Beach Coast Care Committee, Te Rūnaka o Ōtākou, Otago Peninsula Community Board and Port Otago have been working together, with the goal of restoring and developing the community's beach amenity. Resource consent to build three 90m-long breakwater groynes was granted in **June 2020**. Building the rock groynes was completed in **February 2022**, and 28,000m³ of sand was then pumped onto the beach by our Dredging team. The beach restoration phase was completed in **January 2023**. Attention then turned to the beach reserve upgrade. The Dunedin City Council built a playground and toilet/ changing facility, while Port Otago took responsibility for the boardwalk and viewing platform. Planting was carried out by the community, with trees supplied by the council.

A special thanks to our cruise partners and passengers. Not only for choosing to visit our region and driving economic activity, but for also investing in community amenities – like Te Rauone Beach – for locals and other visitors to enjoy.



Photo taken in 2020, prior to works beginning.



Another 2020 photo, showing Te Rauone Beach Coast Care Committee member Des Smith down on the untidy, rugged beach.



Signalling completion of the project – alongside Toru's installation – is the 30m-long boardwalk and viewing platform, which sits above the dunes at the southern end of the beach, providing great views of the beach and harbour.



Te Rauone Beach Coast Care Committee Chair, the late Graeme Burns (left), led the charge for many years. Graeme died in March 2024. This photo with Port Otago Civil Engineer and Project Lead Andy Pullar was taken at the site blessing in August 2021 – just before construction of the groynes started.



Toru was crafted by boilermaker-welder and artist Lawrie Forbes. The whale tail sculpture is made up of re-used parts from three vessels – *Te Whaka*, *Arataki* and *Kumea* – that worked in New Zealand harbours in the early 20th Century. Toru is inspired by the southern right whale, *Tohorā*, that was hunted to almost extinction along the coastal waters. Whale hunting was a prominent industry in Otago Harbour in the

early to mid 19th Century, with the Weller brothers establishing a shore-based whaling station at Ōtākou (Wellers Rock – 500m west of Te Rauone Beach) in 1831.

Toru is 2.5m tall and weighs in at 610kg. She now sits atop the middle rock groyne – a nod to the whaling past of Otago Harbour and the now cherished visiting whales we see in our harbour taoka. Toru represents a fitting conclusion to this extraordinary project.



Taken in June 2023 – 18 months after the three rock groynes were completed.





New Chair for Port Noise Liaison Committee

West Harbour local Jeri Fraser has been appointed as the Port Noise Liaison Committee's Independent Chair.

Jeri is an experienced strategic advisor with more than 15 years' experience across government and private sectors. Originally from Canada, Jeri and Kiwi-born husband Jamie have lived in Port Chalmers for seven years and have a four-year-old daughter.

Jeri is currently Principal Advisor – Partnerships and Investment at the Department of Conservation (DOC), having worked for DOC in various partnership development roles during the past seven years. Prior to moving to New Zealand, Jeri worked in the UK as a strategy development manager within the finance sector. She has an MBA from Simon Fraser University, Vancouver and a Bachelor of Arts.

Jeri was attracted to the chair position because it "brings together community voices, transparency and the practical realities of a working port.

"The chair role allows me to apply the skills I use every day, in a local context

that matters to the community I'm proud to be a part of."

Jeri says her focus will be on maintaining a respectful, well-run forum, where people are heard and discussions are constructive. "I see the chair's role as helping the committee move from concerns to understanding and, where possible, to action. I'm looking forward to the opportunity, meeting more members of the community and continuing to learn about this great place and its people."

Port Otago Director Chris Hopkins was on Jeri's interview panel.

Chris: "Jeri was instantly likeable and easy to get along with. As Chair, the panel believe she will be very open and guiding, assisting the committee to do the best by the wider community."



Port Noise Liaison Committee Independent Chair Jeri Fraser.



CUSTOMER PROFILE:

Alliance Group

Alliance Group is one of New Zealand's three largest red meat processors and exporters, producing premium grass-fed lamb, beef, venison and co-products. The company's annual sales last year were \$2.1b, with 95% of its product exported to more than 65 countries. Alliance was a 100% farmer-owned co-operative until late last year, when its shareholders voted in favour of Irish-based family-owned Dawn Meats acquiring a 65% stake in the company. We talk to Nigel Jones, General Manager Supply Chain and Planning for Alliance.

Q: How long has Alliance been working with Port Otago?

A: From our very early days. We have long shared history.

Q: What Port Otago services does Alliance use?

A: Port Otago is Alliance's major load port, with a high percentage of our volume exported via the port in containers. We therefore use many of the container-related services.

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

A: Confidence in direct service coverage from the carriers, reliable container receipts, and that vessel sailings are on schedule.

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

A: The port is a company that wants to work with its customers, so both port and customer can develop and grow. Port Otago is recognised across our business as a real logistics partner.

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

A: 1) The port's infrastructure and continued investment to ensure it is future proofed. 2) The shipping service coverage for customers. 3) Most importantly, its people. Port Otago's team has a reputation for delivering and being available to assist when things don't go to plan.

Q: With the new partnership, will the port services that you require, change?

A: No, but we do expect the services we need will evolve and develop, as both the port and Alliance respond to ongoing changes and increased volatility across international supply chains.



Striving for 5 Green Star rating

Chalmers Properties' new build at 23 Clem Newby Road within Te Rapa Gateway, Hamilton, is well advanced in its goal of achieving a 5 Green Star Design rating.

Chalmers Properties GM David Chafer says developing green buildings is becoming the norm across the industrial building market. "We've focused on developing sustainable properties for many years now, as evidenced by gaining seven Property Council New Zealand Property Industry Awards over the past seven years. Sustainability is a key judging criteria within these awards. Becoming a member of the New Zealand Green Building

Council (NZGBC) and pursuing its rating system is an opportunity for us to formalise the details of our high specification builds."

David says membership to the council is already helping the team improve how it develops green buildings. "It's also connecting us with consultants and property owners at events, sharing knowledge and learning from case studies."

Developing and owning buildings with high sustainability outcomes helps the company achieve its sustainability and climate impact outcomes, he says. "These buildings are healthier for our customers and tenants to occupy and have lower outgoings. That is possible due to measures such as rainwater harvesting, LED lighting with sensor controls

minimising energy use, swales for treating storm water, pervious concrete in car parking areas, high-grade double-glazed glass and low water consumption plumbing fittings.

"Each build looks to improve on the last. We are now measuring energy use with smart metering across water and electricity on recent projects."

Note: The 23 Clem Newby Road build is aiming for 5 Green Star ratings for both Design and Built – two separate certifications from NZGBC.

23 Clem Newby Road will be available to occupy from July 2026 and is currently being marketed for lease. Specs: 1830m² warehouse, 450m² office, 450m² canopy and drive-around. More details: chalmersproperties.co.nz/hamilton/23-clem-newby-road



The build at 23 Clem Newby Road is on track for completion and occupancy by July 2026.



Seamless transition to new rail pad

The new \$12.5m rail pad at our Port Chalmers Container Terminal was officially opened in October by three government ministers – Rail Minister Winston Peters (pictured), Regional Development Minister Shane Jones and Rural Communities Minister Mark Patterson. The ministers' attendance recognised the Government's

\$8.2m loan to build a replica rail pad 32km away at the Southern Link inland port (Mosgiel) over the next two years. The rail connection will enable seamless logistics for containers coming and going between Port Chalmers and Mosgiel and is part of Port Otago's **space to grow** strategy, freeing up space on the container terminal.





Team Q&A: Peter Sinclair, Head of IT

Peter Sinclair rejoined Port Otago late last year and leads our talented IT team. Peter was IT Manager at Port Otago from 2012 to 2017, leaving to take up a position as Calder Stewart's Chief Information Officer. He says Port Otago has evolved significantly in the past eight years. "I'm particularly motivated by the organisation's commitment to a 10-year strategic plan and technology roadmap, and the opportunity to contribute to achieving the 'data-led' and 'always open' strategic pillars."

Q: Two months into the role, how is the reality shaping up, compared to your expectations?

A: It's great to see the investment in technology and encouraging staff to use technology to improve how we operate all parts of Port Otago and improve services we offer our customers.

Q: What are the biggest changes you've noticed in technology uptake?

A: The amount of technology investment across all areas of Port Otago has grown significantly over eight years. Talking to staff driving straddles, there are far fewer issues in the yard. Changes away from paper-based systems to electronic systems and reporting allows for more consistent decision-making. Technology and business process are never perfect, but they are essential to improving productivity.

Q: What is your outlook on cyber security?

A: Cyber security is constantly changing and the impact to all organisations is real. The trick with cyber security is "how do we manage security and minimise impact to how our staff work?" If it's too relaxed, we are at risk. If it's too tight, we annoy people and potentially impact productivity. IT and cyber security is 90% about people and 10% technology. We need to be constantly communicating change, working with staff to understand how

changes impact them, and to agree on what is acceptable.

Q: Do you have any comments around harnessing AI?

A: AI is exciting and intimidating at the same time. It is part of our lives now – social media, choosing movies on Netflix, how our children learn at school, smart watches, etc. We need to understand how we can integrate AI into how we work, but this needs to be done carefully to ensure it is used safely and provides value. Engaging and upskilling our staff in any technology change is critical, if we decide to use AI.

Peter's background includes strategic IT transformation, managing complex IT landscapes and developing systems that provide data to decision makers. He has a Doctorate of Business Administration from the University of Otago, on top of several national and international IT qualifications, including a Bachelor of Information Technology, Project Management Professional certificate and being a Certified Information Security Manager.

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:

Peter Sinclair

027 203 1872

peter.sinclair@portotago.co.nz



GM MARINE AND
INFRASTRUCTURE:

Grant Bicknell

021 756 934

grant.bicknell@portotago.co.nz



HEAD OF PEOPLE:

Leigh Carter

027 579 5063

lcarter@portotago.co.nz

