

PORTAL

OCTOBER 2023



UP FRONT



While in business it's important to be focused on the future and forever moving forward, it's also important to take a moment to acknowledge and celebrate the successes.

Our 2022-23 full-year financial result is one such success.

In August, we announced a record net profit after tax of \$13.87 million, up on the \$9.91 million recorded in the 2021-22 financial year, and exceeding the previous record after tax profit of \$12.24 million in the 2019-20 year.

This fantastic result was achieved on the back of an increase in ship visits, improved bulk liquids trade, increased offshore support work, and several one-off extraordinary items.

It was also a result achieved on the back of the outstanding performance of our people. At Port Taranaki we have a staff of 119, and all play integral roles in the 24/7 operations of our port.

I truly believe the team at Port Taranaki genuinely buy in to who we are – the 140-year legacy of the port and the importance

of our work to the region and New Zealand – and want to be a part of its success. The success of our port reflects this.

As a key asset for the region, our performance impacts the region across multiple sectors and not just economically, but culturally and socially as well.

This was highlighted in the Business and Economic Research Limited (BERL) report earlier this year, which stated: "The port is a significant employer and driver of economic activity in the Taranaki region, as well as a provider of crucial and strategic infrastructure. It has a significant presence in the Taranaki community, and impacts the economic, social, cultural and environmental wellbeing of the region."

It said that Port Taranaki's total contribution to Taranaki's gross domestic product was \$31.7 million, the total value of the trade through Port Taranaki was \$2.6 billion, and the wider impacts from employment generated in the region by the main businesses that use the port contributed \$541 million in GDP and supported 2,263 fulltime equivalent employees.

These are all comments and numbers to be proud of, as is the \$8.5 million in dividends we paid to shareholder the Taranaki Regional Council in the past financial year, which help to offset regional rates.

Therefore, I'm extremely proud of our people and their hard work to achieve this record result by supporting our customers and making it as easy as possible for them

to trade through our port.

The result also underlines our port's strengths of building strong relationships, the important skills we have at port, and the expertise, knowledge and experience of our marine services team to efficiently and professionally provide valuable services off the West Coast.

These attributes are highlighted in our annual report – The Future is Now – which can be found on our website.

As the theme suggests, we believe we are at a crucial juncture – a time when a number of energy-related decisions and developments will shape the future of our region and country as we decarbonise.

As New Zealand's premier energy port, we are likely to play a central role, providing key supporting services and infrastructure in the development and production of new energy solutions, in particular offshore wind, while supporting traditional energy production to ensure energy resilience and security during the transition away from fossil fuels. We will also have a long-term supporting role in the decommissioning of oil and gas fields.

Our people will be at the heart of this activity and working hard to continue the legacy of success at Port Taranaki.

Ngā mihi nui

Simon Craddock
Chief Executive

CUSTOMERS

Log scaling operation goes robotic

Taranaki log scaling operations have moved into the future, with the establishment of a cutting-edge robotic facility in New Plymouth.

Opened recently on Breakwater Road, just a few hundred metres from Port Taranaki, the new purpose-built ISO Limited facility boasts a weighbridge and state-of-the-art undercover automated scanning technology that not only improves efficiency and accuracy, but also worker safety.

Previously based in the Port Taranaki operations area, the relocation of ISO's busy log scaling operations also has the benefit of reducing congestion on the port's roads. Once scaled, the trucks now head to the port and directly to the log yards for unloading, without the need to queue for the scaling checkpoint.

New Plymouth is the sixth ISO location to install the Robotic Scaling Machines.

"Previously, there was a lot of manual labour involved, with workers climbing



on and between trucks and trailers to measure and put identification tags on the logs," explains ISO Limited area manager Simon Dunn.

"This was a safety risk. Now we have hydraulic ramps that allow the workers to easily access the logs to put the tags on, and the automated scaling means workers are no longer required to measure the logs – it's safer, more productive and efficient."

The automated system works by the robotic arm passing over the truck, taking photos of the logs and measuring the length and breadth of each. This then gives an overall log volume of each truckload. The information of each log, such as the forest it came from, the company and the truck delivering the log, is attached electronically to the identification tag.

Operations that previously took 10-15 minutes manually per truckload, now take just four-and-a-half, and give a more accurate measurement. The New Plymouth facility has two of the Robotic Scaling Machines, enabling 6,000-plus JAS (Japanese Agricultural Standard tonnage) to move through each day.

"It's a fantastic innovation and improves productivity throughout the supply chain," says Simon.

"This investment enhances ISO's commitment and dedication to this region's log trade."

COMMUNITY

Boaties urged to stay safe this summer

With the summer boating season fast approaching, a recent incident in the harbour is a reminder for boaties to be prepared and take care when out on the water.

The crews of our launch Mikotahi and tug Kīnaki did a great job helping out a sailor who got into trouble.

The launch crew spotted the small yacht capsized off Blyde Wharf and being blown towards the middle of the harbour. The lone sailor was in the water trying to right the vessel.

Mikotahi quickly motored over to help, with a line attached to the yacht and the sailor, who had some minor cuts and grazes to his head and leg, brought aboard.

The Mikotahi crew were able to right the craft and tow her to Blyde Wharf where the sailor was helped to land, and an ambulance crew assessed his injuries.

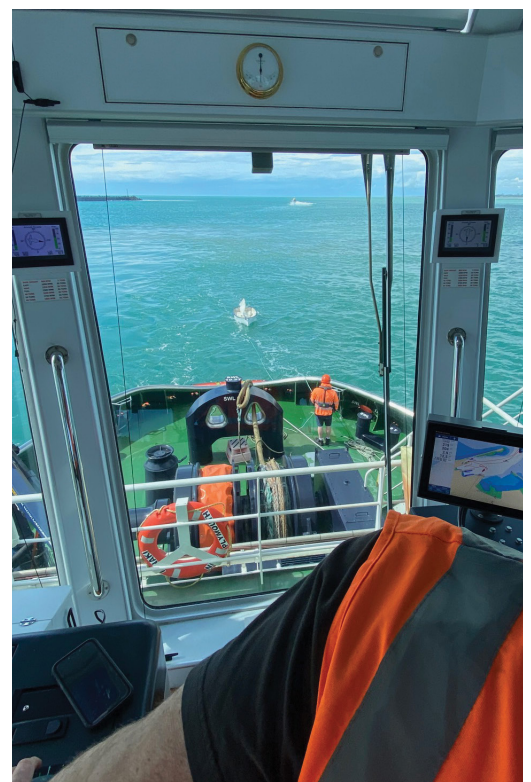
Kīnaki arrived for support, and secured the yacht before the New Plymouth Yacht Club collected the vessel.

Port Taranaki harbour master Tony Parr says it was a "great result", with the Port Taranaki crews doing a tremendous job.

"Thanks to the Port Taranaki crews for quickly attending to the sailor and being able to secure the yacht.

"With the busy summer boating season approaching, it's a timely reminder to all boaties that trouble can occur at any time," Tony says.

"Please follow the Boating Safety Code of making sure your vessel is in order, you wear a correctly fitting life jacket, you have two waterproof ways to call for help, you check the marine weather forecast, avoid alcohol, and be a responsible skipper."



TOURISM

Region building on record cruise summer

Taranaki is preparing to welcome a record seven cruise ships this summer, and the team bringing them here has even greater ambitions.

"We've got a target of '28 for 28' – that's having 28 cruise ships visit in 2028," says Port Taranaki general manager commercial Ross Dingle.

"It's ambitious, but we believe our region has plenty to attract international visitors and cruise lines who are looking for a unique and memorable experience."

The target is included in a Taranaki Cruise Strategy, which has been developed by Te Punga Umanga Venture Taranaki, in partnership with Port Taranaki and key stakeholders, including tour operators, iwi and hapū, council, the business community, and the Department of Conservation.

"Global trends show cruise is a fast-growing tourism channel for New Zealand, representing more than \$500 million to the New Zealand economy annually, and a

CRUISE SCHEDULE SUMMER 2023-24

Sunday 17 Dec Noordam

Thursday 28 Dec Queen Elizabeth

Wednesday 24 Jan Seabourn Odyssey

Wednesday 7 Feb Island Princess

Thursday 15 Feb Seabourn Sojourn

Monday 19 Feb Silver Shadow

Thursday 7 Mar Hanseatic Spirit

potential \$10.5 million a year for Taranaki," says Te Puna Umanga Venture Taranaki general manager destination Brylee Flutey.

"The strategy gives us a clear pathway of where we want to go in the next five years and a set of initiatives to ensure we're developing a high-value cruise tourism offering that's sustainable, consistent, respects the environment, boosts the economy, adds vibrancy to the community and nurtures cultural enrichment."

Ross says Port Taranaki has the ability to cater for increased cruise vessel numbers.

"As we're relatively new to cruise in Taranaki, we have an opportunity to grow the business sustainably, focusing on smaller premium, luxury and expedition-type cruise ships, and preservation of the environment," he says.

"We want to ensure our tourism, retail and hospitality businesses benefit, the community is involved, and we bring the public along with us."

Ngāti Te Whiti hapū is a member of the strategy steering committee that guides its development and ongoing implementation.

"Cruise gives opportunities for Ngāti Te Whiti and tangata whenua to showcase our rohe, Ngāmotu, and history, and to share our stories with visitors," says hapū chairperson Julie Healey.

"At the same time, growing it sustainably recognises the need to preserve the environment and keep our waters clean so hapū can continue to gather kaimoana and fish off Ngāmotu."

A DAY IN THE LIFE

Guy Mexted is an action man.

The 34-year-old has been a competitive spear fisherman, a one-day Coast-to-Coaster and Godzone Adventure racer, a Royal New Zealand Navy officer serving across Asia, the Pacific, and the sub-Antarctic, a tourist vessel operator in Fiordland, and a reservist for the New Zealand Defence Force.

Now, as well as taking on the challenge of becoming a new dad to nine-month-old son Sage, he's tackling a new job – Port Taranaki marine services coordinator – and training for another – Port Taranaki marine pilot.

Growing up on the Wellington coast, Guy spent much of teenage years sailing and spear fishing.

"Some of the things my parents let me do ... when I think about it now, being a father, they really gave me quite a lot of rope, but I think it was awesome for me as I learned a lot."

As a Maritime NZ maritime officer, Guy moved to New Plymouth with Taranaki-

born wife Emma two years ago, and is now using his diverse experience in his Port Taranaki work.

"You don't have pilots in the navy, so being command qualified you need to be able to navigate day and night in what would normally be pilotage waters for the commercial world. And being a maritime officer has built on my experience and understanding of the intent of maritime rules, the processes, health and safety, and auditing."

And he's still all-action on land, as well.

"I spend as much time with the family as I can, and I also love hunting, flyfishing, and trail running. I haven't learned to surf yet, but it's on my list – you sort of have to living in Taranaki."

What does your role involve?

I support the marine manager in the day-to-day operations, and work with the marine planner to look ahead in terms of shipping and our fleet. It involves regulatory compliance, marine operations management and co-ordination of

servicing and health and safety, working with the harbour master, and compliance certification of our fleet.

I'm also training as a marine pilot, so I've been getting as many hours as possible out on vessels of different sizes and in different sea and weather conditions.

What do you like about the role?

I like the variety and being a bit of a Swiss army knife – I'm getting a well-rounded understanding of how the port runs.

What are the challenges?

Balancing my job with pilot training and family life. I'm keen to get as much pilot experience as possible, but the nature of shipping means this can be at odd hours. It's a big sacrifice from Emma, and I'm really grateful for her support.



INFRASTRUCTURE

Seawall shored up for another century

Having welcomed ships and trade for 100 years, a major project is under way to ensure Port Taranaki's Newton King Tanker Terminal does so for at least 100 more.

Originally the Newton King Wharf, the NKTT is now Port Taranaki's energy products wharf, a key port asset that has critical pipelines snaking through and along its length.

Late last year, Port Taranaki completed the installation of a new \$16 million freshwater firewater system on the terminal, helping protect the energy customers' pipes, loading arms and vessels, should a fire occur.

Now, a \$1.5 million project is being carried out to reinforce and significantly strengthen the terminal's seawall against sea and swell and increase stability in the event of an earthquake or large weather event.

"The original design of the seawall didn't prevent the fines – the sand infill behind the seawall – from washing out. This has regularly caused an area near the abutment, where the wharf meets the land, to subside," explains project manager Eugene Bajema.

"What we've done in the past is open it up, fill it up again and put asphalt over the top. However, as we are about to place the final monitor (water cannon) for the firewater system directly on this area, it was decided we needed to carry out a more permanent, long-term repair."

That repair is a substantial redesign and rebuild of the seawall around the abutment area.

"What we're doing is widening the base of the seawall at the sea floor, so the seawall starts further out in the water and is thicker as it rises out of the water to ground level. By making it wider at the base, the angle of the seawall becomes shallower, and the waves' angle of attack is less aggressive. The energy is then dissipated, making the seawall much more resilient to wave action," Eugene says.

The work has involved placing akmons on the sea floor and building them up, layer by layer, to just below the water surface – a depth of about 10 metres. The old rock armour above water is then removed, and relocated into the "trench" created by the akmon layer. This is followed by laying a geotextile fibre over the exposed soil, to prevent the fines escaping in future. On top of the geotextile layer light rocks and heavy rocks are placed to complete the seawall.

The new rocks have come from a quarry in South Taranaki, while the akmons – the unusual shaped concrete blocks that interlock and create armouring for wharves or breakwaters – have been made in-house by the Port Taranaki civil team.

And it has required an army of them – 500 akmons all up.

For more than a year, the civil team has been hard at work making 12 of

the four-tonne akmons a week. This increased to four a day, five days a week, as the deadline loomed for the start of the project. It's a far cry from the 40-or-so a year the team usually makes for maintenance and repair work on the port's two breakwaters.

"It's certainly been a big job. We rotated through and had two guys working on it fulltime – rain, hail and shine, through all seasons – and they did a great job," says Port Taranaki civil supervisor Rob Wilson.

The akmons were placed in the water by Fulton Hogan, using a crawler crane stationed on land at the abutment and operating 24 hours a day for four days straight to reduce the impact on shipping.

"It's a substantial project – from the design by engineers WSP, with support from the Port Taranaki engineering team, to the on-site work by Fulton Hogan, with help from the maintenance team, and the big job by the civil team to make all the akmons," Eugene says.

"With the wharf having been in place for a century, I expect this work will help it last another 100 years at least."

But this is just phase one of the project, with the other side of the NKTT abutment and underneath the terminal to be bolstered in the future.

"That area's bigger, so we're probably looking at needing 1000 akmons or more for that work," says Eugene.

Some of the 500 akmons used to strengthen the NKTT seawall.

