

PORTAL

FEBRUARY 2023



UP FRONT



Kia ora and welcome to the first edition of Portal for 2023.

At the time of publishing, we will have welcomed the first cruise vessel to visit Port Taranaki in almost three years, Europa 2, and will be eagerly awaiting the visit of the second, the Island Princess, which, at 294m long, will also be the largest cruise vessel to have ever docked at the port.

As a port that prides itself on helping Taranaki thrive economically and socially, we believe the cruise industry has the potential to play an increasingly important role as we look to attract more tourists to our fantastic region.

Bringing more cruise lines and their passengers to Taranaki requires a region-wide approach, involving iwi and hapū, our civic, regional development and tourism entities, and local business.

The title of 'sunniest region in New Zealand' sure helps, but it's important that we all work together to create and develop the land-side products and destinations that will make Taranaki a 'must-visit'.

While cruise ships are large on our radar in 2023, so too is the long-term opportunity for Taranaki to become New Zealand's

offshore wind energy capital.

Offshore wind is seen as a key alternative energy solution as we work towards a net-zero carbon environment by 2050. There has been a lot of activity in this area in the past year, with a number of developers serious about investing in projects off the Taranaki coast.

Our port is expected to provide berthing, handling and storage support throughout the development and ongoing maintenance of these wind farms and, possibly, a gateway for the export of products produced as a result of excess generation.

This is all in the future for now, but the landscape is changing quickly and the Government has recognised this with the release of its 'Enabling investment in offshore renewable discussion document' in December.

The aim is to develop, by 2024, regulatory settings to enable investment in offshore renewable energy. Initially consultation is on developing an approach to manage the feasibility activities and this will be followed up by a second discussion document this year on how to best manage construction, operation, and decommissioning of offshore renewable infrastructure.

This is an important time for our country, our region and port. We'll be making our voice heard and looking for timely and workable Government policy that is designed to ensure these opportunities are captured for our region.

There are also new developments taking place in shipping, which benefit our region's producers and manufacturers.

During 2022, through public and private

investment, coastal shipping was given much-needed renewed focus. As a result, there has been a burst of activity, with Coastal Bulk Shipping's vessel Rangitata now a frequent visitor, and MOVE Logistics recently beginning its trans-Tasman service to connect New Zealand regional ports with Australia. We also look forward to MOVE's roll-on-roll-off coastal service getting under way in the coming year.

Development continues at our port, as well, as we seek to provide the services and facilities our customers need to trade efficiently and safely.

On 30 December, we commissioned a major upgrade of our firewater system that supports our customers on the Newton King Tanker Terminal. You can read more about this in the article 'Water flows from new firewater system' in this Portal.

This year we are continuing investment to enable further flexibility, including resurfacing large areas where old or unused buildings have been removed. This will make the areas suitable for multiple cargoes, including logs.

Throughout all our operations, health and safety is paramount, and during 2023 our focus will remain on ensuring all those who come to the port carry out their work safely and get home safely.

All the best for 2023.

Ngā mihi nui

Simon Craddock
Chief Executive

INFRASTRUCTURE

Water flows from new firewater system

With the flick of a switch and after more than two years of planning, design and installation, Port Taranaki's brand new state-of-the-art firewater system burst into life.

The Newton King Tanker Terminal (NKTT) was awash as the five monitors along the energy products wharf doused the area with thousands of litres of water during testing of the critical piece of firefighting infrastructure that will help protect the terminal and visiting vessels.

The \$16 million freshwater firewater system, includes new pipelines, monitors (water cannons), valves, pumps, dual electronic controls, a new firefighting foam system, and a refurbished freshwater tank.

With testing complete, the system was handed over from the project team to Port Taranaki on 30 December.

"This has been a huge project for Port Taranaki – our largest capital investment since we commissioned our tug Kīnaki – and we're thrilled with the result," Port Taranaki chief executive Simon Craddock says.

"While it's a significant investment in something we hope we never have to use, it's an incredibly important and necessary asset for the safety of the port and the people who work here. It gives us and our customers assurance that our wharf and their assets – their pipelines on the NKTT,

loading arms and the tankers that come to port – will be protected as best as possible should a fire occur.

"It also prepares our terminal for possible future changes in the energy products that will be moved across the wharf," he says.

The system upgrade means it continues to comply with the International Safety Guide for Oil Tankers and Terminals (ISGOTT) standards, and meets incoming Environmental Protection Authority (EPA) firefighting foam regulations.

With the existing saltwater firewater system nearing the end of its life, in 2020 the decision was made to replace it with the freshwater design. After design, planning and fabrication, the on-site work began last August.

An unused water tank, which is on Port Taranaki land outside the operational area, was refurbished and upgraded, and existing piping that takes the water from the tank to the port was able to be reused. Two new pumps and an electronic control centre were installed on the tank site.

"The tank holds 60 million litres, which equates to four times the four hours of firewater we're required to have available at all times," Port Taranaki general manager infrastructure John Maxwell says.

The tank is connected to the town supply, but to date has been filled with stormwater, which is collected on the site

and then pumped into the tank.

"The town supply would only be used as a back-up," he says. "It's a good way to reuse a natural resource."

A key advantage of a freshwater system is that it requires less maintenance.

"While there is an infinite source of salt water under the wharves, salt water is more corrosive. With the freshwater system, cleaning out the piping and washing down the NKTT after monthly testing isn't required. Coupled with the corrosion protection on all the pipes, valves and monitors, we expect the system to last a lot longer than its 25-year design life."

New piping and five monitor towers have been installed along the length of the NKTT, enabling water and foam coverage of the full wharf and the NKTT control room. The system also provides boundary cooling of vessels, complementing the vessels' own firefighting systems and the port's tug fleet.

"It's been a very successful project," Mr Maxwell says.

"All of the contractors – Plant and Platform Engineering, who designed the system, JLE, Energyworks, Fulton Hogan, and Pace Engineering – really pulled together and worked really well with us and each other to ensure the project was completed and could go live on 30 December."



PROFILE

Alex ready to close the maritime loop



A self-confessed globetrotter, Alex Park is happy to be settling down in Taranaki and letting his kids grow up as Kiwis.

Port Taranaki's new general manager of operations was born in the north-east of Scotland, left school at 15 and immediately shipped out with a Norwegian company.

"I've sort of been globetrotting since, having worked in the North Sea, Gulf of Mexico, West Africa, Saudi Arabia, Australia and New Zealand," he says.

"I arrived in New Zealand in 2005 with just a suitcase and was lucky enough to meet my wife from South Taranaki while here.

"Marlys travelled with me for 10 years, and we have two children – Sienna (13) and Madison (10) – but it came to the point where the children didn't know where home was. So in 2016 we returned to New Zealand and planted some roots."

Alex is currently general manager of Stork New Zealand in New Plymouth and will take up his new role at Port Taranaki in March.

During his well-travelled, 20-plus-year career, Alex has worked in the maritime, energy, recruitment, and security industries. His previous roles have included as tank and terminal programme lead for Dialog Fitzroy Engineering, and general manager of Skilled Group/ Offshore Marine Services in New Zealand and internationally.

"Offshore Marine Services was a large customer of Port Taranaki and I've been

an admirer of the port ever since," he says.

"The culture at the port, the environmental programmes and social initiatives show they're very integrated in the community, and they play a vital economic and supply chain role for the region and New Zealand."

He's now looking forward to rekindling his maritime career.

"I've been at sea, I've been onshore with vessel operators and offshore projects, but I've never genuinely been in what you'd call a traditional port, so it's great to close that loop.

"I'm really looking forward to helping develop and lead the strategic direction of the port and getting on-site and working with the team to achieve operational success," he says.

"First and foremost, though, what's most important is that everyone is kept safe, cargo flows in and out as easily as possible, and the environment, community and region are respected."

COMMUNITY

Port, students give each other a helping hand

Port Taranaki is helping the region's next generation gain workplace knowledge and skills during breaks in their studies.

In recent years, the port has been providing work opportunities to university students during the busy summer season. The internships have the dual benefit of introducing students to a possible career in the port industry while helping the students fulfil the work placement requirements of their qualification.

"We aim to attract a range of people with a variety of skills into the port industry and by having students here for a period over summer it exposes young people to the industry, and gets them thinking about what a career in the port industry might look like and the opportunities there are for them here," says Port Taranaki HR manager Pippa Kennedy.

This summer, two former New Plymouth Boys' High School students, Robbie White,

19, left, and Jack Stewart, 21, who are studying for a Bachelor of Engineering with Honours at the University of Canterbury, have been on a 10-week internship at Port Taranaki. Robbie has worked in the engineering team, and Jack as part of the maintenance team.

"I think for many people, the port industry does not come to mind straight away when they think about a future in engineering, but we have a diverse work environment – our engineering department spans structural, civil and mechanical engineering, so there's a lot of opportunity," says Pippa.

"For the students, within a week they can be working on a range of things – the likes of the dredging project, carrying out wharf or breakwater assessments, working on the marine fleet, or helping on longer, larger projects, such as the recent new firewater project."

Port Taranaki has also recently employed apprentice electrician, Willie Southorn,

who initially came to the port on work experience as part of the Pathways programme at Francis Douglas Memorial College.

"When the position came up, he applied and was chosen as the best candidate. It's great that we're able to help young, local people into employment and support them through their studies to a full trade qualification," Pippa says.



PROJECTS

It's a busy life for big bird Albatros

Shuffling back and forth across the harbour, the Albatros looks like she's out for a leisurely Sunday afternoon cruise.

Below the surface, however, it's all action, as activity is taking place that ensures Port Taranaki's shipping channel and berth pockets remain clear and safe for trade to take place.

The Albatros returned to Port Taranaki in January for a six-eight-week biennial maintenance dredging campaign. Working like a large vacuum cleaner, the dredge removes sand and sediment build-up driven into the port by the predominant current and wave action that hits the Main Breakwater.

Now on her fourth visit to the port, the trailing suction hopper dredge, which is owned and operated by Dutch Dredging, has become a regular sight on the New Plymouth water.

Port Taranaki shares use of the Albatros with a number of other ports in New

Zealand, and she moves on a tight schedule from job to job, playing a key role in keeping channels clear and trade moving throughout the country.

This campaign at Port Taranaki, about 400,000m³ of material was expected to be removed as the Albatros worked areas that had been identified by a pre-dredging hydrographic survey.

The captured material was then dropped at sites within Port Taranaki's consented areas – the offshore area is about 2km out from the port, and the inshore area is along the coast, about 900 metres off the Todd Energy Aquatic Centre. Following research several years ago, the inshore area was specifically chosen to help replenish the sand on the city's beaches.

Last August, the Albatros carried out a short dredging campaign at Port Taranaki after a survey detected abnormal amounts of sand and sediment had been pushed into the harbour from severe storms and other weather events earlier in the year.



Port Taranaki structural engineer Ingrid de Bod, right, leads Ngāti Te Whiti hapū members Andrys Underwood, Philly Fairclough, and Susan Keenan on a visit of the Albatros. Ngāti Te Whiti hapū are mana whenua of the port rohe, and the visit gave members an insight into how the vessel operates, what happens onboard, and what Port Taranaki's biennial maintenance dredging programme involves.

A DAY IN THE LIFE

Regan Diggelmann

There's no doubt Regan Diggelmann has salt water running through his veins.

Originally from Tauranga, the qualified marine biologist has worked as a dive boat operator and dive instructor, taken groups on scientific dive field trips throughout New Zealand, led maritime survival training courses for offshore workers, and skippered lifeboat training exercises.

Oh, and by the way, his father-in-law is none other than Taranaki's most famous seagoing skipper – Dave Chadfield, formerly of Chaddy's Charters.

"Some weekends I used to come and run the boat to give him a break," says Regan.

Most recently, Regan was a regional council hydrologist, which involved the monitoring and capturing of key environmental data for the Taranaki region. However, the lure of a return to the sea was strong, and he landed the role of Port

Taranaki marine operator in January.

One of his first jobs was as watchkeeper onboard tug Kinaki as the vessel travelled to Lyttelton drydock for her first out-of-water survey.

"It was a great experience and learning opportunity. One of my watches was the graveyard shift from midnight to 4am through the Cook Strait, where there was quite a lot of ship traffic – it was busy, but it was a memorable passage."

What does your role involve?

It's a shared leadership role, with the other marine operator Brady Cameron. We lead and look after the launch crew and the port's launches Rawinia and Mikotahi. We coordinate the roster and cover as deckhand or master for the fleet of launches and tugs.

What do you like about the role?

It's a really diverse and fast-paced role. I spent my first couple of days covering as



tug deckhand, then I was on the Kinaki for the voyage to Lyttelton. I came back and spent a week as launch deckhand, before taking a crew of contractors out to the Pohokura platform. The marine team are fantastic and super supportive, which makes it an awesome place to work.

What are the challenges?

At this stage, it's scheduling and completing tasks while juggling the dynamic environment of shipping movements and crew manning for additional tasks. Fortunately, I have a great team and everyone's keen to get in and help out.