

# PORTAL

JUNE 2024



## UP FRONT



We value the connection we have with our community, so early in May we were delighted to welcome some of you to the port and share with you what goes on 'behind the fence'.

The inaugural Port Taranaki bus tours were a great success. Across the four sessions, 200 mums, dads, kids, grandparents, aunts and uncles were given an informative and entertaining 40-minute tour by Port Taranaki general manager commercial Ross Dingle.

Through the tours we were also pleased to support Hospice Taranaki, with the \$5 ticket fee being donated to the charitable organisation, which does a fantastic job caring for and supporting families throughout the region.

Ross was asked lots of interesting and varied questions, which highlighted to us that the community is really engaged with the port, and cares about what we do and the important role the port has in the economic, social, cultural and environmental wellbeing of the region.

Since the Maritime Security Act 2004, ports have been required to have extensive

security, including fencing off operations to the general public and allowing only authorised access.

With stringent health and safety regulations to also adhere to, it makes it very difficult to strike a balance between meeting all our regulatory requirements while also providing a tour experience that the public can enjoy and considers worthwhile. We're very thankful for the many positive responses we have since received from those who were on the tours.

We know a lot more people were keen to take part and we're sorry we couldn't accommodate more this time. We do consider this to be a starting point for more tours, so keep a look out for when they are advertised in the future.

This edition of Portal highlights the important connection we have with Maritime NZ.

Part of Maritime NZ's role is developing and maintaining the national safety, security and environmental regulations for vessels, ports and offshore installations in New Zealand waters.

We work closely alongside Maritime NZ, whose office is in the Port Taranaki Centre, and this relationship is about to develop further with the extension of their health and safety mandate on ports.

This means Maritime NZ will not only monitor and enforce health and safety legislation on ships, but also on land at ports, taking over from WorkSafe.

You can read more about it in the article *Maritime NZ extends its port role*.

We've recently taken management of a tug to replace the oldest member of our fleet Rupe (see *Aussie adds colour to tug fleet*). Currently named Karoo, we're working with Ngāti Te Whiti to choose an appropriate name that has significance for the hapū and the area. This will see her comfortably sit alongside tugs Kinaki and Tuakana, and launches Mikotahi and Rawinia.

We are closing in on the end of our financial year - 30 June. As I signalled in the February edition of Portal, trading and economic conditions have been challenging during the year, and we expect full-year trade to be below that of 2023.

Therefore, it's important we continue to investigate new trade opportunities and revenue streams. Earlier this year, we were very pleased to enter into an agreement with OMV New Zealand to provide pilotage and support vessel services at the Maari field (see *Pilots showcase skills in new task*).

We have a marine team that is multi-talented and experienced, so it's fantastic their abilities and skills are being recognised and utilised in a different way.

Thank you for your ongoing support. We hope to see you 'inside the fence' in the near future.

Ngā mihi nui

Simon Craddock  
Chief Executive

# FORESTRY

## Footprint grows alongside log trade

*Deep in eastern Taranaki, along the Forgotten World Highway, tall stands of trees are helping add billions to the New Zealand economy.*

Te Wera Forest, 40km inland from Stratford, is a 3,500 hectare forestry plantation producing wood predominantly for the export market.

It's one of a number of plantations – from King Country in the north to Rangitikei in the south – being harvested, with the logs then brought to Port Taranaki for shipping offshore.

New Zealand's forestry sector has been steadily growing, with the Ministry for Primary Industries saying export forest products, including logs, contribute gross income of \$6.6 billion annually.

And Taranaki has been a part of this growth. A decade ago, log exports from Port Taranaki totalled just over 300,000 Japanese Agricultural Standard (JAS) tonnage, accounting for about 7% of total Port Taranaki trade.

For the 2022-23 financial year, log exports through the port were 1.08 million JAS – totalling 23% of Port Taranaki's trade.

It's been a steady climb, and while the 2023-24 year has been slower because of reduced demand from New Zealand's largest export market China, Port Taranaki general manager commercial Ross Dingle says the forestry industry continues to be an important spoke in the Port Taranaki business wheel, alongside oil and gas,

drybulk products, offshore work and other general trade.

"As it is for many ports around the country, forestry trade has become an integral aspect of the business," he says.

"We've worked hard to support the steady increase through creating more log yards for storage, enabling the installation of a log debarker on-site so that the top deck of vessels can be loaded here and head directly to international markets, facilitating the currently paused logs-on-rail service, and investing in upgraded storm water systems and log yard house-keeping to make sure we're protecting the environment."

As national volumes have increased, Port Taranaki has worked hard to widen its catchment area.

While about 50% of the log trade comes from the Taranaki region, particularly eastern Central Taranaki, more logs are now coming from Waitomo and Ōtorohonga, and Whanganui and into Rangitikei.

"About 30% is now from the Whanganui area, and in the past year we've also picked up some further east, into Taupō and Turangi, which is wood brought down by Cyclone Gabrielle," Ross says.

After the logs are transported from the forest to Port Taranaki by trucking companies, the two marshalling companies that operate at the port – Qube Ports New Zealand (formerly ISO

Limited) and C3 – grade, unload and stack the logs in yards in preparation for shipping.

The four export companies that ship from Port Taranaki – China Forestry Group, Tenco, Union Forests and Fortuna Forest Products – negotiate a price with a buyer for their logs and work with the port to schedule log vessel arrivals.

"Log space is at a premium on-site. We have 65,000 JAS available space and use an allocation model for our exporters and marshalling companies.

"Our aim is to not have logs sitting on the port for too long, so we encourage the exporters to turn them over steadily and have regular vessel visits. Generally, we turn over our yards about 18 times a year and have 65-70 log vessels visit."

When the log vessel arrives, the logs are moved from the yard to the berthside and stevedores then hoist them onto the vessel ready for departure.

Ross believes the future remains positive for the export forestry sector.

"Plantations continue to reach maturity and it's forecast that log volumes will continue to be at a strong level through to at least the early 2030s.

"So we'll make sure we continue to help make trade as easy as possible for our customers and ensure they have the facilities and services they need."



# OPERATIONS

## Aussie adds colour to tug fleet

*An Aussie with some distinctive traits is adding a bit of diversity to the Port Taranaki fleet.*

Karoo, a 30m long tug with 50 tonnes of bollard pull, joined from Albany, Australia, in early May, having served as the emergency towing vessel for the Australian Maritime Safety Authority.

The vessel is being managed by Port Taranaki to replace the long-serving Rupe, which Port Taranaki bought new in 1984.

"Rupe has been a very good and capable tug for Port Taranaki for the past 40 years. However, with vessels now larger and more powerful, her design and bollard pull of 29 tonnes are no longer appropriate for our needs," Port Taranaki marine manager Ben Martin says.

Rupe has been sold to Australian company Major Projects Group and will be used for marine demolition and towage.

As well as having greater power, a large working deck, and forward and aft



winches, Karoo is also a stern drive tug, where the propellers are at the rear, or stern, of the vessel. This style is new to Port Taranaki, whose current fleet consists of tractor tugs, where the propellers are at the bow, or front.

"It's a bit of a change for our team, and it gives us the opportunity to learn this configuration and realise the benefits of such a vessel for the Port Taranaki operating environment."

Also a bit of a change is Karoo's colour – her distinctive navy blue and cream, or

buff, livery is in stark contrast to the bright signal orange of Port Taranaki's tugs Kīnaki and Tuakana. With the paintwork in good condition, there are no immediate plans to have her repainted to match the fleet.

She will, however, be given a new name, with Port Taranaki working alongside Ngāti Te Whiti hapū to choose a name that reflects her new home and the region she's operating in.

Although Karoo was built in 1991, Ben says her increased power and certification to operate up to 200 nautical miles offshore will be beneficial for the port.

"We believe her power, capabilities and the opportunities she provides the port in the future outweigh the fact she is an older tug."

Karoo is expected to serve up to the next 10 years at Port Taranaki, supporting current trade and possible future trade opportunities, such as offshore wind developments and oil and gas decommissioning.

# SAFETY

## Maritime NZ extends its port role

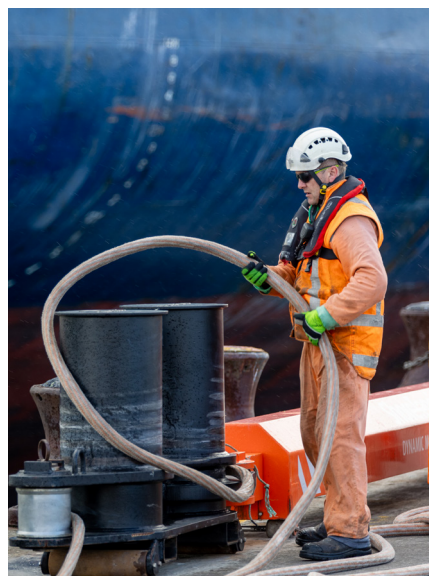
*Port Taranaki is preparing for a change to the way health and safety is regulated at New Zealand's 13 commercial ports.*

From 1 July, Maritime NZ will not only monitor and enforce health and safety legislation on ships, but also on land at ports. Currently, WorkSafe is the regulator of landside activities, while Maritime NZ regulates what takes place on vessels and from vessel to wharf.

The change stems from the Government-initiated review into port safety in 2022 and resultant action plan. The action plan was created by the Port Health and Safety Leadership Group, which includes employers, unions, the Port Industry Association, and Government agencies. It recommended that Maritime NZ's Health and Safety at Work Act (HSWA) role be extended to include landside operations, which was adopted by Government.

"Health and safety is paramount at Port

Taranaki and we work hard with our staff, customers, and port users to ensure it is front of mind in all our actions on-site so that everyone goes home safe, every day," Port Taranaki chief executive Simon Craddock says.



"We regularly work with Maritime New Zealand across a number of marine and shipping-related issues, so we are supportive of this move and are looking forward to working with them on health and safety matters going forward."

Maritime NZ and WorkSafe are working together to ensure a smooth transition. WorkSafe will retain responsibility for regulating major hazard facilities on ports, this includes the Methanex NZ and Liquegas depots at Port Taranaki.

"As we prepare to take on this new responsibility, we're strengthening our existing capabilities and expertise, including risk management and health and safety systems," Maritime NZ manager HSWA regulatory operations Scott Bernie says.

"This includes considering our approach for HSWA inspections and how we handle incidents and accidents reported to us."

For more information go to [www.maritimenz.govt.nz/saferports](http://www.maritimenz.govt.nz/saferports)

# OFFSHORE

## Pilots showcase skills in new task

*More used to exercising their navigational skills in the harbour, Port Taranaki's pilots are now also showcasing their abilities in open water – 80km off the South Taranaki coast.*

Port Taranaki was contracted by OMV New Zealand earlier this year to provide pilotage and support vessel services at the Maari oil field during the transfer of petrochemical product from the floating production and storage (FPSO) vessel Raroa to a waiting offtake tanker.

To ensure the operation is carried out safely, marine pilotage is required to navigate the offtake tanker into position and hold her in place, about 40 metres astern of FPSO Raroa, while the product is piped aboard.

A launch vessel transfers the pilot to and from the tanker, and a tug delivers the mooring line and offtake hose. The pilot then supervises the connection and disconnection of the offtake hose from FPSO Raroa to the tanker.



"We're very pleased to have been awarded the contract by OMV to provide these ongoing services," Port Taranaki general manager operations Alex Park says.

"It highlights the world-class skills and expertise of our marine team, who have a wide range of experience, not only at ports in New Zealand and internationally, but

also at offshore operations, including for the energy sector."

Port Taranaki's first offtake operation – of four to five annually – was successfully carried out in March with the transfer of product from FPSO Raroa to tanker MV Sea Dragon.

The 72-hour round trip involved 12 Port Taranaki marine crew, pilot launch Mikotahi and tug Tuakana.

"The first campaign went very well under some testing weather and sea conditions," Alex says.

"Conditions at sea off the West Coast can be very challenging, but our marine pilots and our tug and launch crews are adept at handling the changing sea and weather conditions and ensuring all operations are carried out safely and professionally.

"We're looking forward to providing marine services to this important operation into the future, and continuing to build on the strong relationship we have with a key customer."

## A DAY IN THE LIFE



**Agnes Delerue**

A love of surfing and the outdoors brought her to Taranaki, and a passion for the sea and helping people succeed enticed her to Port Taranaki. It's no surprise Agnes Delerue says she's in her happy place.

Originally from Grenoble, in the south-east of France, Port Taranaki's project management office manager grew up surrounded by mountains and spent many hours skiing, hiking and mountaineering.

"I'm not a big city girl. The outdoors is really important to me, so having the mountain

and the sea here is like the ultimate dream."

With a master's degree in mechanical engineering, Agnes worked first in the ski industry in France, then the building industry in New Caledonia, where a few business trips to New Zealand and Australia whetted her appetite for a shift to Aotearoa.

A mechanical engineer role for Beca in Auckland ensued, then a much-wanted transfer to New Plymouth – "It was always the goal to move to New Plymouth because of the outdoor lifestyle."

Six years working on Beca projects for the likes of Methanex, Fonterra, Shell and the New Plymouth District Council (NPDC) as a mechanical engineer then as project manager was followed by a stint at Shell as project team lead, and four years at NPDC as portfolio manager. Agnes joined Port Taranaki last December.

With a blended family of four children aged nine to 15, life is busy, but Agnes still finds time for some of her favourite pastimes.

"As a family we surf and spend a lot of time at the beach. I'm also a member of the Taranaki Alpine Club, so do a lot of hiking, rock climbing, mountaineering and backcountry snowboarding."

### **What does your role involve?**

I lead the project management office team of 10, which is responsible for delivering capital and operational projects across all areas of the port. Recent projects have included the seawall upgrade on the Newton King Tanker Terminal (NKTT), the move and upgrade of the communications and security centre, and the upgrade of the firefighting water system.

### **What do you like about the role?**

I like the busy-ness of the port, and I really enjoy leading and motivating a team of people. I'm passionate about driving continuous improvement and excellence in project management. We've got a great group of people who love to collaborate, share knowledge and work together – they're really inspiring.