



AUGUST 2017

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UP FRONT

As we adapt our business to meet the demands of the changing and challenging shipping and logistics industry, our staff are playing a leading role in determining our way forward.

Staff, their knowledge, skills and experience, are the most valuable asset of any company – they drive a business to success through pride in their work, and pride in the team they work with.

There is also no greater source of information for how a business is operating and where things can be improved than those who are working on the 'front line' every day in their area of expertise.

Our Business Improvement Project has given staff the responsibility to look across the entire company and find ways we can work smarter and more efficiently. In the first few months we have already had 77 ideas, with a number being taken forward for further investigation and, possibly, implementation.

Working smarter and more efficiently also requires adaptability and flexibility. The port is a 365 days per year operation which, due to tides, weather and the vagaries of shipping, can be unpredictable, in spite of the greatest planning. For us to maintain a strong place in the market, we must meet our customers' needs, which includes being ready and willing when needed.

Technology advances and changes in processes also require upskilling and the introduction of new people. We continue to invest in the development of staff through training, and look to our experienced people to share their knowledge with those coming onboard, who bring different skills and ideas.



Guy Roper Chief Executive

As you can read in the article 'Waiwera visit marks modern port', a century ago, after years of "disappointment, discouragement and sacrifice", Port Taranaki at last became a deep sea export port.

In the years since, the port has developed greatly. It proudly services a wide range of industries and plays a key role in the success and wellbeing of the Taranaki region.

At the heart have been the port's employees – generations of staff who have worked hard and built on the toil of those early pioneers.

We have a responsibility to continue that, building a legacy of "customer intimacy, asset utilisation and service excellence" so that our port thrives for the next 100 years.

I thank our staff for leading the way.

Guy Roper
Chief Executive



TEAM APPROACH TO HARBOUR SAFETY

The responsibility for harbour safety will rest with a "number of skilled minds" in a new arrangement between the Taranaki Regional Council and Port Taranaki.

A new marine panel has been established to determine safety and navigational issues in the harbour and to strengthen the independence of the organisations' roles.

While harbour safety responsibilities of each organisation have always been close, it is often not understood that their roles are distinct – the TRC has a regulatory duty for navigational safety in the harbour area, while Port Taranaki has safety responsibility for port company operations and commercial activities that use the harbour and the wharves.

Traditionally the harbour master, who is appointed by the TRC and has also been a Port Taranaki employee, has had the sole task of ensuring both organisations' harbour safety obligations are met.

Now, to address any potential conflict of interest between regulatory and commercial activities and to provide a combined approach to harbour safety, a marine panel has been set up to make assessment and decisions.

The marine panel comprises harbour master Neville Fox, who is also Port Taranaki's head of marine services, four deputy harbour masters, who are Port Taranaki pilots Mike Birch, Olaf Wahlen, Adam Eager and Neill MacKean, and an external harbour master, who is former Chief of Navy Rear Admiral Tony Parr.

All are appointed by the council and the external harbour master has an overview role.

"This innovative approach not only makes the roles really clear, but brings all of the right skills to bear for successful commercial and recreational activity in the area," TRC director resource management Fred McLay says.

"It has a number of skilled minds at work rather than just one previously."

The harbour area that takes in Port Taranaki stretches in a 2.5 nautical mile radius from Mt Moturoa, and includes

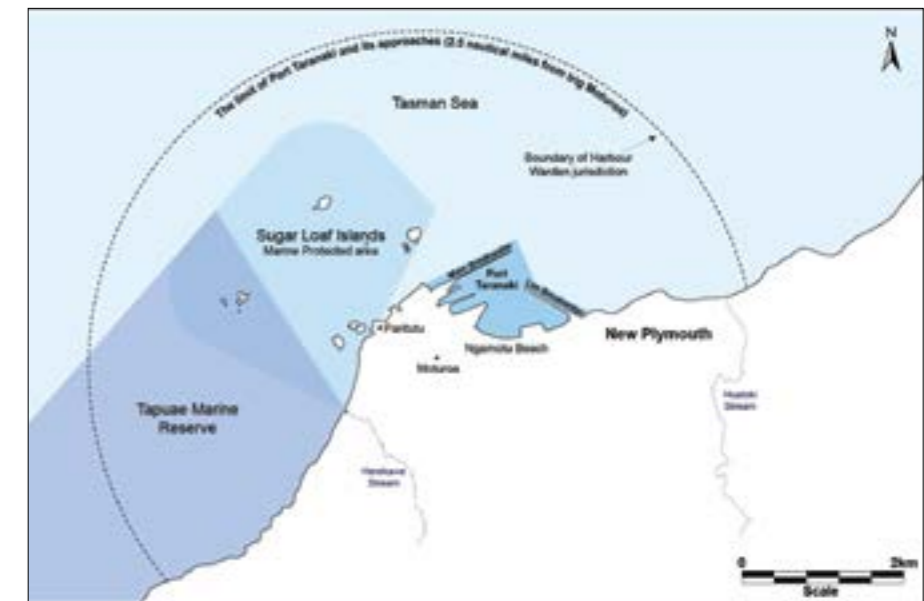
the Sugar Loaf Islands marine protected area, and a section of the Tapuae marine reserve. Port Taranaki's boundary is predominantly the area within the Main Breakwater and the Lee Breakwater.

Mr McLay says the external harbour master will be employed on an as-required basis.

"Navigation and safety is not a major task in this region because the TRC only has responsibilities for the port and its approaches [the 2.5 mile nautical radius]. The remainder of the coast is Maritime NZ's responsibility."

HARBOUR LIMITS

The area for which the Taranaki Regional Council has regulatory duty for navigational safety.



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GOOD THINGS BREWING AT THE PORT

Mark Webb has science in the blood and a fascination with how things work.

So much so, that even a relaxing past-time of home-brewing beer has become an ongoing engineering exercise in the quest for the perfect pint.

"I find it fascinating – the science and chemistry behind it," says the qualified chemical engineer.

"I've built my own brewing equipment and there have been several versions over the years. It's become a bit of a joke in our house – when my kids come home they take photos of the latest set-up and put it up on social media," he laughs.

Port Taranaki's infrastructure and projects programme manager believes there's also something good brewing at the port.

Mark took on the newly developed role earlier this year having had a long career in the oil and gas industry in both operational and managerial roles. Being born and bred in Hawera, Mark saw Port Taranaki as a good fit and the role as a chance to contribute to a regionally significant asset.

"I've always had a fascination with ports and all that goes on there," he says. "When the job came up I looked at it and felt it was interesting and played to my strengths of asset management, engineering, capital works and infrastructure. It also had a good feel around serving the people of

Taranaki and the company's values align with mine."

Mark began his career as a process engineer for the Natural Gas Corporation of NZ (NGC) before he headed overseas on an OE, which included engineering positions in London and Japan.

He brought his overseas experience back to Taranaki, and while he and wife Susan raised four children, he worked for a range of companies in leading roles, including as project manager of a \$200m expansion to Ballance's ammonia and urea facilities, as manager of service operations for Vector, where he was responsible for the operations of the Auckland electricity network, gas transmission system and the gas distribution network, and then later as group manager of Vector's gas transmission.

Most recently, as senior consultant for

engineering consultancy OSD, Mark was seconded as transition general manager in the establishment of First Gas.

He has also held governance roles, including being on the Gas Association of NZ board for five years, and on the board for the development of the joint New Zealand and Australia Gas and Liquid Petroleum suite of standards.

At Port Taranaki, Mark is focusing on improving what is already in place.

"There are practices we can improve on, such as technical, engineering and project management, and understanding what is best practice at ports and striving to achieve it at Port Taranaki," he says.

"There is a wealth of knowledge and experience here and the people are really willing to succeed, so there is a common sense of purpose, which is exciting."



FINANCE TEAM SLEEP SOUNDLY

The word 'spreadsheet' is enough to keep Jeremy Hudson awake at night, possibly even more than the knowledge his house is undergoing some major renovations and a new baby is less than a month away.

Luckily, one issue has been taken out of the equation for Port Taranaki's financial controller – building a budget from individual spreadsheets is now a thing of the past, thanks to Port Taranaki's implementation of a new budgeting and forecasting tool named TM1.

The new system allows all revenue drivers, rates, operating expenditure and capital expenditure data to be built from the bottom up. There is now only one point of entry for a particular driver which, through the magic of IT coding, spreads across all areas of the budget.

The balance sheet is then built off "variable assumptions" that can easily be amended.

"It has provided a lot more comfort and reliability of data, which makes the day-to-day job less stressful," Jeremy says.

When working on spreadsheets, changes no matter how small, could take up to half a day to make as

each had to be manually adjusted throughout. Now that change takes only 10 minutes as TM1 does the work.

"There's now consistency and trust of the numbers. And because it is all being fed in at the one place, it will also make it easier for people in future to look back and see, for example, what the 2018 budget was and how it was made up."

It has been a long process for Jeremy, accountant Beth Leslie and software systems co-ordinator Natalie Shanks. Together with two IT consultants, the team worked on the new system from September last year through to January.

"Because we have a lot of moving parts here through a range of revenue drivers, such as shipping, storage, and leases, and expenditure, it took a lot of work to build. It was a case

of going through line by line with the coding to make sure everything calculated accurately," Jeremy says.

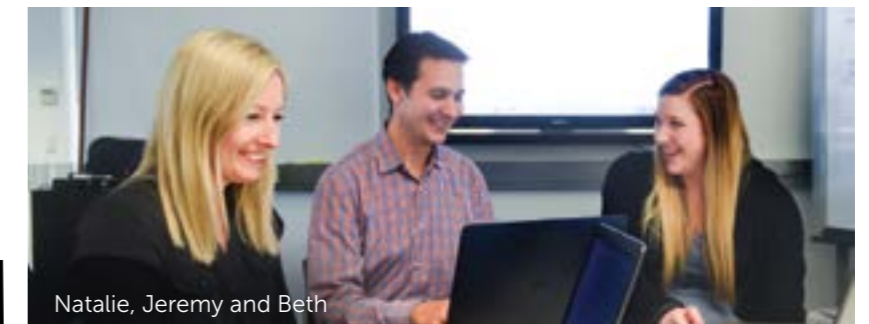
"It was a massive learning curve, and we had to bridge that gap between the knowledge of finance and IT."

The new asset management team was also a key contributor.

"The Asset Management Plan has been a direct driver for our repair and maintenance, and capital expenditure, which then fed into TM1," Jeremy says.

The tool was first used in April for the 2018 budget and Jeremy is still learning what it can do. But he will get plenty of opportunity to test it out – TM1 will be used for the 2019-20 business plan and, in November, will be used for the 10-year strategic plan.

Now Jeremy can sleep like a baby ... until the baby comes along, anyway.



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KĪNAKI NOW MORE THAN JUST A NAME

The sight of the name Kīnaki emblazoned across the hull of Port Taranaki's under-construction tug has brought the project to life and made it a reality, says marine engineering supervisor Grant Squire.

"It's really exciting. She's a beautiful vessel and the build is meeting all our expectations," he says. "I just want to get her here now."

Grant, along with head of marine services Neville Fox, paid a lightning quick visit to Turkish tug-building company Sanmar Shipyards, near Istanbul, late last month, to check on construction progress of the new vessel, including reviewing Sanmar's inspection and test programme and the health and safety standards.

"We were very pleased. Progress is up-to-date, the project is very well managed, and the quality is everything we envisaged," Grant says. "When we visited, the hull had been completed and they were in the early stages of fitting out, with the pipework starting to be put in."



"The shell of the accommodation deck was nearing completion. This was to then be lifted clear for the main engines to be lowered into the hull and then would be permanently welded in place." Kīnaki is expected to be in operation at Port Taranaki in April next year.

BULLS PREPARE FOR BUSY SEASON

Port Taranaki chief executive Guy Roper says there would be no more fitting send-off for Port Taranaki Bulls coach Colin Cooper than a national championship victory in 2017.

Cooper will lead the Port Taranaki-sponsored team for the final time in this year's Mitre 10 Cup before taking up a position as Chiefs head coach from the 2018 Super Rugby season.

"Colin has been a fantastic coach and has led the Port Taranaki Bulls to tremendous success in recent years," Guy says. "He has a knack of finding and developing players who have gone on to play for the All Blacks, Maori All Blacks and Super Rugby sides, and he has taken Taranaki to new levels as a title contender every season."

"We've been incredibly proud to be associated with the team, who have represented Taranaki fantastically well both on the field and off it, and it would be great if Colin could leave with another national championship title."

The Port Taranaki Bulls have plenty of hard work ahead of them to achieve that, including a home match against Waikato to kick off the season, a home clash with

Tasman, who Taranaki lost to twice in 2016 including the Mitre 10 Cup semifinal, an away match against old nemesis Wellington and, to top it off, a possible Ranfurly Shield challenge against Canterbury.

The toughest part of the season will be playing three games in nine days in the week leading up to the playoffs.

"As principal sponsor, we're really looking forward to supporting the team again," Guy says. "There is a great base of senior, experienced players in the squad and young, up-and-coming talent. Plus the coaches have recruited well, with the likes of Jordie and Scott Barrett, Ricky Riccitelli and Logan Crowley all coming back home. Although with Jordie and Scott playing so well and

earning selection in the All Blacks, we may not get to see them in Taranaki colours this season."

The Port Taranaki Bulls' home schedule kicks off with the match against Waikato on 19 August, then a game against Counties-Manukau on 2 September. The Bulls host Bay of Plenty on 15 September, and Tasman on 28 September, before the final regular season home game against Manawatu on 11 October.

As well as making the playoffs, the other highlight of the season will be a possible Ranfurly Shield challenge against Canterbury in Christchurch on 6 October. Canterbury have four challenges scheduled before the Port Taranaki Bulls visit, so only time will tell if the shield will be up for grabs at AMI Stadium that Friday night.



COUNCIL PUTS FOCUS ON PORT LAND

The eastern end of Port Taranaki, known as Breakwater Bay, has come under the spotlight recently as part of the New Plymouth District Council's Top 10 Focus Areas campaign.

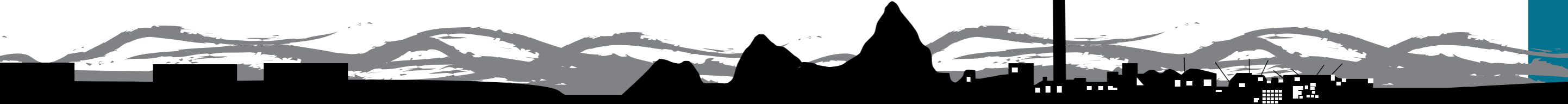
Port Taranaki owns and maintains the Breakwater Bay land, including the Lee Breakwater, the carpark, the boat ramp, the children's fishing jetties and Ocean

View Parade and also leases land to a number of businesses.

Port Taranaki chief executive Guy Roper says the company is open to discussing with investors, including the NPDC, any possible developments, but any commercial venture, such as a marina, would need to be standalone and funded independently of the port.

"Port Taranaki's core business is providing world-class transport and logistics services to the maritime industry."

"While recreation and leisure is not part of our core business, we are open to discussing options with potential investors for the area between the eastern reclamation and the Lee Breakwater."



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WAIWERA VISIT MARKS MODERN PORT

In March, we said farewell to shipping officer Keith Dawson, who retired after 47 years working at Port Taranaki. During his entertaining farewell speech, Keith read an excerpt from the book "Port Taranaki – 115 Years of Elected Control", published in 1991 and authored by the late Brian Scanlan. The excerpt tells of the steamer, the Waiwera, arriving at Port Taranaki to load meat – marking Port Taranaki's long-awaited emergence as a deep sea export port. She departed two days later with a cargo of frozen meat bound for the United Kingdom. The event, which fittingly occurred 100 years ago, in March 1917, was met with high excitement by locals, and shaped the port's future. Below is part of that story.

"In February 1917, Captain TH Chudley, marine superintendent of Shaw Savill, visited the port and conferred with the company's agent, Newton King. Exciting rumours began – a meat-carrying steamer would load at the wharf. War regulations prohibited mention of the vessel's name and arrival date, but this was the best known secret of the war. She was the Waiwera of 6,237 tons.

A public meeting to organise the celebrations laughed when told that while the day of the arrival could not be mentioned, the luncheon in honour of the event would be on 20 March (later altered to 21 March). A public holiday was declared, the festivities included a gymkhana on the beach, while the

Harbour Board, regardful of the decorum of the port, prohibited "people bathing in costumes promenading on the wharf or approaches thereto".

The day was fine and warm and a crowd estimated at 8,000 arrived at Moturoa by road, tram and rail. The number of cars present was described as "stupendous". The Waiwera came in soon after midday with harbourmaster Captain Waller piloting. The master of the Waiwera, Captain S Kelly came ashore like royalty. Almost 500 sat down to lunch in a huge marquee on Ngamotu Beach. Board chairman Connett said that 50 years ago, when he first landed at New Plymouth, he came to the conclusion that if New Plymouth was to become a town of any size and importance it would have to have a harbour. The [Taranaki] Herald echoed these sentiments, stating "Thus has another of the ghosts of the past been laid, for many people ... have persistently



declared that ocean liners would never visit the port".

No-one was more enthusiastic than Newton King – he closed all the branches for the day and invited all staff members and their families to inspect the Waiwera.

On board the Waiwera, the crowds had taken over the whole ship, some, including girls, were stated to have been allowed to try their hand at raking and shovelling the furnaces.

All this excitement ... was the fulfilment of a hope nourished through long years of disappointment, discouragement and sacrifice. The harbour as a deep sea port was at last a fact and not a theory."

A century of developments have taken place at the port since this historic day, illustrating, as this story does, that the port plays a long-term important role in the growth and prosperity of the Taranaki region.

MARKET WORKS TO REDUCE RUBBISH

As Port Taranaki continues its efforts to reduce its impact on the environment, The Seaside Market is also going into battle against waste.

In 2016, the port implemented a waste and recycling collection system, which separates general waste, recyclable waste and confidential documents for shredding and recycling. In the past year, this has reduced the volume of waste going to landfill by 33%, and recycling has increased from near zero to 50m³.

Now the popular monthly Seaside Market, which is held at the Ngamotu Beach area of Port Taranaki, has also committed to reducing waste, introducing a 'zero waste' goal.

"It is something I wanted to incorporate for some time," The Seaside Market manager Zoe Harris says. "The market is in a beautiful location, which needs to be looked after."

To achieve their goal, the market has set up separate paper and cardboard, clear glass, plastic, can and

general waste bins, and all food and coffee vendors at the market have biodegradable or recyclable packaging.

"This means all the biodegradable packaging can go into the food waste bin, which is taken to a piggery rather than landfill."

The market also has a plastic bag ban, with local businesses donating tote bags that are free for market-goers.

The 'zero waste' initiative has had immediate results, with more than 83% of waste going to recycling, whereas before 100% went to the landfill.

"We will continue to aim for zero waste

and continue to encourage the use of recyclable bags," Zoe says. "It is a great feeling to walk away knowing you have reduced waste in the community and are leading by example."

On top of its regular recycling efforts, Port Taranaki has introduced a new initiative to recycle waste oil and chemical containers.

Used 20 litre and 200 litre plastic containers are now collected in the operational area and sent to a specialist recycling company, which washes, shreds and recycles the plastic.



TWO 
THUMBS UP!

Port Taranaki is now on Facebook, keeping you up-to-date with the latest happenings on, in and off the water.

So spread the word, invite your workmates, friends and family to 'like' the page, and help get our busy port thriving online.



Port Taranaki Limited, PO Box 348, New Plymouth 4340, New Zealand
P. 06 751 0200 F. 06 751 0886 E. porttaranaki@porttaranaki.co.nz
www.porttaranaki.co.nz

Editor: Maureen Revell | Editorial: West Quinn | Photos: pip Guthrie Photographer | Design & print: Digital Fuel
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