



US Lines Limited (USL) announced in June that it would be expanding its current Pacific services by introducing new fixed-day independent southbound sailings directly between Los Angeles and Australia/New Zealand. New westbound services will commence from New Zealand to Australia, and new export services from both New Zealand and Australia to Hong Kong/South China and North America.

USL's new schedule connecting with Australia and New Zealand will be identified as its ANZL service. The Port of Tauranga and its inland port MetroPort, situated in South Auckland, are to be the hub of operations in New Zealand.

USL New Zealand Director of Sales and Commercial, Craig Stapleton, said Tauranga offered an opportunity for strong flows of imports and exports in the Auckland, Waikato and Bay of Plenty markets. "For many export commodities Tauranga is the natural export gateway, including forestry and agricultural products. For import cargoes, particularly those coming southbound from the United States, the final destination is the industrial heartland of South Auckland. With express shuttle rail connections running cargo between Tauranga's Sulphur Point Terminal and MetroPort, USL customers can be assured imports are positioned close to their premises for easy access." Mr Stapleton added "By utilising the rail link, USL will be accessing cargoes feedered to and from Tauranga from points south. We are confident that this initiative will enhance services to New Zealand importers and exporters."



PORT PRODUCTIVITY

World Class



Productivity at the Tauranga Container Terminal involves many factors, including strategic planning and exploration of new ideas and opportunities to increase efficiency.

On average, crane productivity rates at the Tauranga Container Terminal total 35 crane moves per hour, well in excess of the world standard of 25 moves per hour. A recent visit by the vessel *OOCL Acclaim* saw four cranes deployed for the first 10 hours (the first four-crane operation at the port) followed by a three-crane operation for the remaining period. The terminal completed 1,822 crane moves in 17.3 hours, achieving an overall vessel rate of 106 moves per hour and an overall average net crane rate of 36.9 moves per hour. Pieter van Deventer from Tauranga Container Terminal Vessel Operations and Planning said "Maintaining a high sustained crane rate over a prolonged period testifies again, the excellent cooperation and communication between all parties involved."



The planning and monitoring of straddle operations, placement of cranes in comparison to a vessel's cargo, allocating containers in relation to a vessel's berth and maintaining strict health and safety procedures, are all part of the productivity equation. Combined with a total commitment to being a leader in the productivity stakes, the Port of Tauranga's productivity has continued to climb.

Martin McColgan, Terminal Operations Manager said "Achieving world class productivity has only been possible by all personnel being committed to providing a totally outward, customer focused and innovative operation. It is this team approach, including our productivity driven 'third party' partners that have delivered operational initiatives resulting in productivity gains. It should also be noted that these gains are made with a safety without compromise attitude."

Leading through Innovation & Commitment

Vaughan Lewis - CRANE SUPERVISOR

Vaughan has been Port of Tauranga's Crane Supervisor for the last ten years and in March 2007 will have been with the Port for twenty one years (he was only sixteen when he started)! Today his role includes operating and rostering cranes, training, and overseeing the health and safety programme.



During his first four years at the Port, he completed an apprenticeship as a carpenter then, for the next three years he moved to the engineering section as a construction diver, pile frame winch man and general hole digger. It was during this period that he completed his driver training for the container crane. He then moved into the watch office as a linesman and from casual crane driver, to full-time crane driver in 1992.

Vaughan says "Highlights are numerous, although it's amusing to think back to when I helped build the perimeter fence around Sulphur Point to stop local motocross riders gaining access to what was just a pile of sand. Now it is a terminal achieving world class productivity. The other main highlight has been working with hundreds of great people over the last twenty years. It's a unique place to work and I have enjoyed all of it."

CHANGING FACES

Container Liner Services have been the scene of many mergers and acquisitions in recent times, including Maersk Sealand's purchase of P&O Nedlloyd, Hapag Lloyd's purchase of CP Ships and the Hamburg Sud acquisition of FESCO.

With these moves, we have had to farewell a number of people with whom we have had long and close relationships over a number of years. The industry has lost some great talent and experience and we wish all those displaced by these moves all the very best in their new endeavours.

We also recognise the massive change some of these merged organisations have been through and we look forward to building and strengthening relationships with new entities.



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Leading through Innovation & Commitment



MICROSOFT INNOVATIVE Teachers' Scholarship

David Ballard has joined the Port after being awarded a Microsoft Innovative Teachers' Scholarship which allows him to gain experience with the use of IT in industry.

David has been a Science and Chemistry Teacher at Tauranga Boys' College for the last sixteen years, with current areas of responsibility including Head of Chemistry and Teacher in Charge of Digital Learning. The aim of the scholarship is to extend and enhance innovative teachers' knowledge and skills about specific applications of Information Computer Technology (ICT) in leading-edge industries, with the ultimate aim being to expand and improve the learning opportunities available for students back in the classroom.

David will be working on a number of projects in the commercial division with Toni Henderson. Many of the projects involve gaining an overview of current practices and recommending possible refinements if required.



Beth finally gets to board vessel

Bulk Sirius, a bulk carrier owned by Gearbulk, berthed for the first time at Tauranga on Wednesday July 26. The ship was built in Japan in 2002 and launched by Beth Herder, wife of Jack Herder, Supply Manager for Ballance Agri-Nutrients here in Tauranga.

At the launching ceremony there was no opportunity to board the ship, so when it arrived at Tauranga a small function was held on board to which Beth was invited, along with members of her family.



Beth Herder (front) with family and invited guests.

- Efficiency on all levels
- Port hub of operations
- Port productivity
- Pilot boat to the rescue
- Exporters benefit from Secure Exports Scheme
- Protecting our most precious asset
- Hamburg SUD
- Vaughan Lewis - crane supervisor
- Changing faces
- Microsoft innovative teachers' scholarship
- Beth finally gets to board vessel





PILOT BOAT TO THE RESCUE

It was lucky for four fisherman that the Port's pilot boat Tauranga II was not too far away on Friday 23 June. The crew of Lady Luck were forced to abandon their vessel after running into trouble near the Blackrocks, 200m off the southern end of Motiti Island.



Pictured above, the Port's Pilot boat crew. From left: Peter Jackson, Dave Brambley and Phil Crisp.



Protecting our most precious asset - OUR ENVIRONMENT

EFFICIENCY ON ALL LEVELS

Whilst there has been a significant amount of rationalisation in shipping lines over the last six months, we have seen a settling down in the services. Importers and exporters now have an excellent range of options for worldwide imports and exports through the Port of Tauranga.

Over this period we have been working very hard on improving our efficiency to remain competitive into the future. I am especially proud of the productivity we are achieving through our container terminal where we are regularly achieving net crane rates in excess of 35 moves per hour. This is truly world-class productivity and compares favourably with our closest neighbour Australia, where the recently-released Australian Productivity Commission Report reports average net crane rates of 27.7 moves per hour. A special thank you to our staff, contractors and agencies who all work hard to make our port the most efficient in New Zealand.

We were also delighted to hear the recent announcement of funding for the \$254 million Harbourlink project, constructing another two-lane bridge across the harbour and approximately \$100 million on interchanges. Stuart Crosby and Stephen Town, the Mayor and Chief Executive of Tauranga City, have worked really hard to champion this project and it is a credit to them that Tauranga has received priority when considered against the many other demands for limited infrastructure spend in New Zealand.

The project is expected to commence later next year and once completed in 2010, will offer our port the best state highway connections of any port in New Zealand. Coupled with our excellent rail connections, we are well-placed for growth in the future.

Mark Cairns

The pilot boat had just returned from taking a pilot off an outbound ship and the crew and the pilot were in a position to immediately respond to the distress call. They were able to reach the crew of Lady Luck half an hour before the Coastguard. Three of the crew were in a life raft with the fourth still on board the fishing vessel. With some skilful manoeuvring by the launch master, all four

were safely transferred to the Tauranga II and then to port. An ambulance then took them to hospital for observation. "While this is not a common occurrence, it is pleasing to be able to provide assistance in circumstances such as this" said Operations Manager Nigel Drake. "We are very happy with the level of expertise demonstrated by our staff."

Exporters Benefit From Secure Exports Scheme

Exporters who do not complete Customs export delivery orders (CEDO's) accurately or before cargo is received at ports are creating inefficiencies and higher costs in terminals, and for themselves, across the country.

Port of Tauranga's Commercial Manager, Graeme Marshall, says "When CEDO's have been lodged and the containers they relate to require an X-ray, it is usually possible to intercept the box without adding additional moves, and therefore cost. When containers are received without a CEDO, there is a chance that the container will be required to be moved out of a stack within the terminal, at significant cost and often delay. In such cases, containers may be in danger of missing a vessel. Two key ways of avoiding these disruptions and ensuring a smooth export path is to lodge the CEDO early or to join the Secure Exports Scheme (SES)." Being a pre-approved SES partner greatly reduces the likelihood of inspection, improving the flow of cargo throughout the logistics chain.

"The SES is New Zealand's flagship programme for supply chain security", says Theresa Morrissey, New Zealand Customs Service Client Services Manager. "It ensures our supply chains operate securely and trade moves smoothly so exporters are on the front foot at international borders." To date, more than 100 New Zealand exporters have become SES partners.

Customs is due to launch a new brochure in spring this year to explain how the scheme works and the advantages for exporters. To register your interest or for more information, please email: feedback@customs.govt.nz or contact the Customs call centre on 0800 428 786.



The Port of Tauranga has long recognised that as a business we operate in a delicate environment. Because of this, we have always had plans, programmes and procedures in place to ensure that the impact of the Port's business on the environment is minimised.



Six-sided inspection rack used as a base so that all six sides of a container can be checked for "hitch hikers".

A very important aspect of ensuring our environment is unharmed is biosecurity. The more than half a million sea containers arriving in New Zealand ports each year present a significant potential pathway for pests and diseases to cross our borders as "hitch hikers".

The enormity of watching out for "hitch hikers" becomes apparent when considering the volume of containers that cross our wharfs. The Port's Tauranga Container Terminal (TCT) alone was responsible for a total of 342,673 TEUs for 12 months ending June 2006, while the rest of the Port accounted for another 80,465 – a grand total of 423,138 TEU. A total of 171, 921 of these were imports, all subject to MAF auditable procedures to minimise any possibility of unwanted pests gaining entry.

Port of Tauranga's Terminal Operators use advanced technology called SPARCS (Strategic Planning & Real Time Control System).

This software system provides detailed information about every container at TCT and provides the same wealth of information about containers still on board vessels, due to arrive in the port within 2-3 days. As the vessel makes its way to the port, MAF have already targeted problem containers; these are then clearly identified by operators at TCT and are transported directly to the MAF inspection area. Suspect containers may be fumigated or washed at MAF authorised container washing facilities adjacent to the port.

The second line of defence comes from MAF personnel, straddle drivers and stevedores who detect potential contamination of containers as they arrive and are off-loaded from vessels. MAF work closely with the Port of Tauranga to develop systems to help manage and control biosecurity threats in the wharf environment. Alan Kirkpatrick from MAF Quarantine Services says "Many of the Port of Tauranga's staff and its contractors are trained MAF accredited people. They form a vital network of trained eyes in combination with MAF Quarantine Officers directly on the border. If any biosecurity threat is identified, it's taken care of on the port before it has the opportunity to enter greater New Zealand. There are several finds every week, ranging from soil and seed contamination to Crazy Ants, Giant African Snails and venomous spiders; all are dealt with on the port."

Nigel Murray, Port of Tauranga Terminal Operator said "Successfully managing biosecurity at the port is a team effort. We all work together and cooperate to achieve the aim. The more we can help, the smoother the operation goes and the quicker the clients' get their products."

Acknowledgement: Biosecurity Magazine New Zealand.

HAMBURG SUD - a key player at Tauranga



As a result of its purchase of FESCO, Hamburg Sud now operates three services through the Port of Tauranga as part of its shipping network throughout New Zealand.

Their US/Europe Trident service and Asia FANZL service, combined with their partnership in the OVSA Pacific South West string, will see them using Port of Tauranga to service the Bay of Plenty, Waikato and Auckland markets.

Simon Edwards, General Manager, Commercial for Hamburg Sud said "The Port of Tauranga is important for the growing Hamburg Sud portfolio in New Zealand. This year has seen some significant developments in our operations to and from New Zealand. With the establishment in March of the Trident service to the

United States East Coast, Central and South America as well as Europe directly we have increased our capacity by 50% and increased connections to many Latin American markets. Europe is now served directly after many years of restricted capabilities. Transshipping containers between our services, with Brisbane exports to the United States and Pacific Islands moving through the port and South Island imports and exports connecting via our various services, is a key to our offering through Tauranga.

"The recent FESCO purchase, has seen many of the FESCO commercial staff taken on to represent the FANZL brand as part of the Hamburg Sud group. Having David Finlayson our local Hamburg Sud and FANZL representative in the Bay of Plenty reflects our commitment to the region and the Port for future growth."

