

A low-angle, upward-looking shot of a complex blue metal framework, possibly a bridge or industrial structure, against a clear blue sky. The structure features various beams, ladders, and a circular mesh cage in the upper center.

# CHANNEL 19

A stylized logo consisting of a white, flowing, wave-like shape.

Northport

Issue 3 December 2015

# Crane swings into action

Northport Ltd has commissioned its \$5 million GHMK 4406 mobile harbour crane, giving the port the ability for the first time to load dedicated container vessels. The move gives Northland businesses the opportunity to access international container lines without having to ship freight by road to or from other North Island ports.

The company's immediate intention is to make Northport a low-volume 'feeder' port for container traffic destined for export from other North Island ports. It can now load containers onto gearless vessels for shipping either to other New Zealand ports or directly overseas.

Chief executive Jon Moore said Northport was already in discussions with shipping lines about establishing these coastal feeder services.

This would reduce freight and handling costs incurred by a wide variety of Northland exporters and importers. Businesses across the region had expressed solid support for this and were excited by its potential.

## OPTIONS

"We estimate that, until now, Northland businesses have had to transport cargo equivalent to about 45,000 20-foot containers each year southwards down State Highway 1, right past the road leading to our port," Jon said. "We're now able to cater for that business, providing a cost-effective alternative link to international container lines.

"Suddenly Northland businesses have some new options available to them and this has stimulated some really interesting conversations."

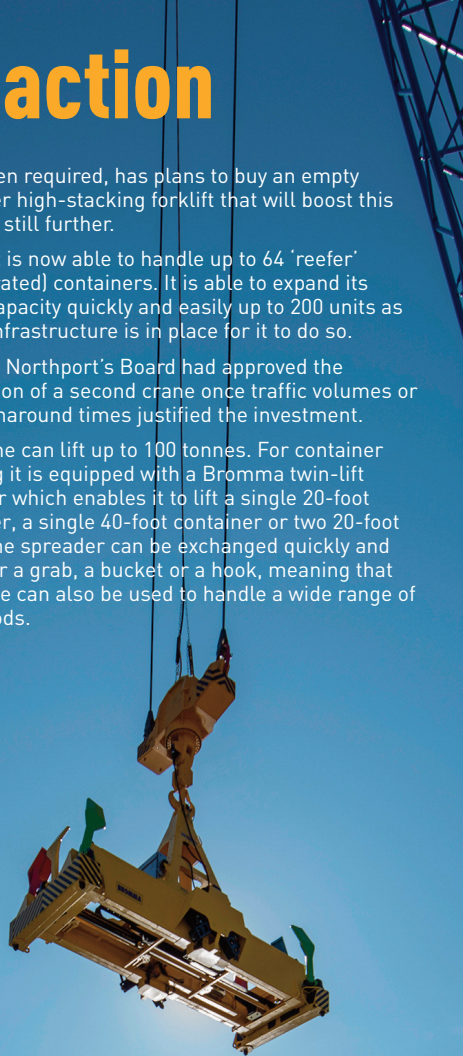
Northport has expanded its hard-storage area by 1.3 hectares to accommodate the anticipated increase in container handling. It can now store 1,000 containers

and, when required, has plans to buy an empty container high-stacking forklift that will boost this capacity still further.

The port is now able to handle up to 64 'reefer' (refrigerated) containers. It is able to expand its reefer capacity quickly and easily up to 200 units as all the infrastructure is in place for it to do so.

Jon said Northport's Board had approved the acquisition of a second crane once traffic volumes or ship turnaround times justified the investment.

The crane can lift up to 100 tonnes. For container handling it is equipped with a Bromma twin-lift spreader which enables it to lift a single 20-foot container, a single 40-foot container or two 20-foot units. The spreader can be exchanged quickly and easily for a grab, a bucket or a hook, meaning that the crane can also be used to handle a wide range of bulk goods.





Being fully-automated, the crane adjusts its maximum reach according to the weight of the load it is lifting. It is built to European quality standards and has also been certified as meeting all NZ quality and safety criteria.

The entire process, from identifying a need and deciding to purchase a crane, through to researching options, placing the order and taking delivery of the locally-assembled product, took just 12 months. The German-built crane arrived at Northport in August this year in a shipment of 30 packages and was assembled by the manufacturers and Whangarei engineering contractor Black Dog Steelworks.

It is a diesel-electric unit. A generator driven by the diesel engine supplies sophisticated electronic systems that control all its functions, including the boom's huge hydraulic lift ram. Northport has the ability to run the crane directly from the port's electricity network so if there was an issue with the diesel engine the crane would still be operational.

The unit weighs 398.5 tonnes with its 7,850-litre fuel-tank full and its 10.7 tonne spreader attached. It moves on six axles and 24 rubber-tyre wheels and can crab sideways up to 25 degrees. It is stabilised by outrigger pads which have been doubled in size from the standard configuration for increased stability and reduced ground pressure.

# FIRST CRANE OPERATOR FOR NORTHPORT

Northport Ltd has appointed its first crane operator. Wayne Anderson has more than 20 years of experience in port operations and will operate the port's new GHMK 4406 mobile harbour crane.

Wayne came to Northport from the Port of Fremantle in Western Australia, where he was a ship manager for WA-based Patrick Stevedores. His role there involved preparing ships for discharge and loading, co-ordinating staff and equipment to meet tight deadlines and turnaround times.

His appointment marks a return to Northport; he started his career here as a general hand for Northland Stevedoring Services (NSS) in 1991. He was made a permanent stevedore in 1996, operating ships' cranes and derricks, and ten years later transferred to Ports of Auckland as a stevedore working for Wallace Investments.

He returned to Northport in 2007 as a cargo supervisor before heading to WA in 2012.

Wayne is currently combining on-the-job training at Northport with crane simulator time at the Port of Napier.

"It's all extremely well automated and the simulator training is great preparation for the real thing", he said "I'm looking forward to playing my part in helping take the company to the next stage in its development."

Wayne is very much a local lad. He was born in Hikurangi and attended Kamo High. He likes nothing more in his spare time than a round of golf.





# Coastal service on the cards?

With a pedigree stretching back nearly 150 years, Swire Shipping has had a long and successful relationship with New Zealand exporters and today services a number of the country's major ports.

Three of its major regional services, or 'trades', work into and out of Northport. The trans-Tasman trade links Northland with Australia; the South-East Asia trade covers Philippines, Thailand, Singapore, Malaysia and Indonesia and the North Asia trade extends the reach of locally-based exporters to markets in China, Taiwan, Korea and as far afield as Japan. Services also connect with markets such as New Caledonia, PNG, Solomon Islands and Guam.

## COMMITMENT

Country manager Chris Blake says the Northland market has been developing well over the past three years. The company currently operates about 50 calls a year into Northport and this looks likely to increase next year.

The company operates a fleet of multi-purpose vessels and is the largest break-bulk liner service calling New Zealand. While most of the cargo loaded onto Swire's ships at Northport is forestry-related - logs and timber products bound for the industry's many export markets - all of its ships are self-gearred, capable of handling break bulk and container cargo and providing shippers with options.

Northport's investment in a crane is a commitment to the region and to shippers, Mr Blake says, and

may well complement the flexibility, capability and capacity that Swire already has at Northport.

"It's important for the region that Northport continues to develop and to create new options for exporters," he said. "Through improved frequency and by working with Northport and the region's shippers, we expect to see a growth in activity here."

It's with the creation of these new options in mind that Swire Shipping, through its Pacifica brand, is considering the establishment of a coastal service between Northport and other export ports like Auckland and Tauranga. This would give shippers to and from Northland the ability to connect to other services, and a range of transport alternatives and options that they simply don't have at the moment.

Although one of the most frequent callers at Northport, Swire's relationship with Northland extends beyond the port. A year from now it will deliver a brand-new, purpose-built ship for Golden Bay Cement. The MV Aotearoa Chief will replace well-known MV Golden Bay on the run from the company's Portland factory to its various domestic distribution and export ports around New Zealand.



# SWIRE SHIPPING



# CEMENTING GROWTH ACROSS THE PACIFIC

Family-owned Pacific Direct Limited (PDL) has been plying the routes between Australia, New Zealand and the islands of the South Pacific for the past 40 years. Its ship MV Southern Trader is a regular visitor to Northport, calling every 18 days to collect cement destined for Tahiti.

Today the company provides a strategic link between 17 countries and 20 ports across the region, and the rest of the world. It does so through its shipping agency network Transam, operating since 1993 and now the largest such network in the South Pacific.

## CEMENT

PDL can move as much as 55,000 tonnes of cement a year through Northport from Golden Bay Cement at nearby Portland, depending on the demand in Papeete. MV Southern Trader is geared and so has been able to load the containers into which the bagged cement is loaded.

The new crane at Northport, if combined with additional plant on the berths, could help speed the loading process to more than 20 containers an hour, says Alan Foote, PDL's commercial manager.

"The current volume of cement being shipped by Golden Bay to Tahiti means it's highly cost effective for us to call at Northport. We've tried trucking the cargo to Auckland but the volumes involved mean that it makes far more sense to load locally.

"Jon and his team are really helpful when it comes to accommodating our container handling needs."

Alan says the new crane at Northport will be a boon for the region.

"It opens up options to shippers that we just haven't had before. I fully expect it to result in real economic benefit to Northland," he said.

PDL is represented at Marsden Point by Lucas Marine Services, which handles ship's husbandry. Vessel planning and stowage is managed by PDL itself from its Auckland office.

The island nations of the Pacific had traditionally looked to New Zealand and Australia for foodstuffs and hardware such as steel, cement and timber, he said. This had changed in the past few years and today Asia was a significant player in these markets.

"We've had to evolve our business accordingly and now, as part of Pacific International Lines (PIL) we ship into the region from ports all over the world, through Singapore and Auckland, so South Pacific importers have a much greater range of ports from which they can ship."

EXITION  
9' HIGH  
2.4m WIDE  
CONTAINER



# New tug christened 'Marsden Bay'

Significant backup tug power has been added to the fleet of service vessels working Whangarei Harbour with the arrival of 'Marsden Bay', a \$4 million, multi-purpose tug specially commissioned by and built for North Tugz Limited, the joint venture between Northport and Ports of Auckland.

The conventional twin-screw vessel, designed by MacDuff Ship Design and built in association with Boustead Penang and Boustead Langkawi, was christened this month. She has been operational since the beginning of October.

At 17m long with a displacement of 188 tonnes, 'Marsden Bay' is equipped with twin Caterpillar diesel engines (1492Kw) that provide a 28 tonne bollard pull (achieved on sea trials). She is a multi-purpose vessel and, in addition to general tug duties, she will act as a back-up pilot vessel and as a work/lines boat, securing tankers to the dolphins at Refining NZ's Marsden Point jetties.

"She performs extremely well and is a strong, flexible and highly manoeuvrable back-up to our ASD (azimuth stern-drive) tugs which, at \$10-14 million a pop, were simply beyond our budget," said Tom Greig, chief executive of North Tugz Ltd.

'Marsden Bay' joins the tugs 'Bream Bay', a Damen ASD 2411 harbour tug, and 'Takahiwi', a locally-built ASD harbour tug. Other vessels in the North Tugz fleet include the 'Kemp', a conventional twin-screw workboat/small tug and back-up pilot vessel; work/lines boat 'Hobson'; and the pilot boat 'Jack Guy'.

North Tugz provides all pilotage and tug services to the oil industry, the dry cargo berths at Marsden Point, Golden Bay Cement at Portland and users of Port Whangarei.





# OPERATIONS TEAM: MAKING THINGS HAPPEN



**With the arrival of Northport's first crane comes a significant shift in focus for the company's operations team. The port is moving from handling fewer than 5,000 containers a year on geared vessels to potentially tens of thousands a year within the next 24 to 36 months.**

It's the operations division that will make this happen and Northport's operations manager David Finchett is relishing the challenge.

"We're well prepared. We've done our homework and we've got some great people, equipment and facilities in place. Now it's a question of making it happen," he said.

The team have been talking to port operators right around New Zealand over the past few months to understand current best practice in container handling. David said the exercise had been useful and would help ensure a smooth start.

Northport operations covers the entire range of the day-to-day activity on site, from port services through to cargo handling and berth planning. It comprises 14 permanent staff as well as a number of casual workers and subcontractors.

The group holds responsibility for Northport's Health and Safety performance as well as site-wide compliance with the relevant legislation such as the Maritime Security Act, Customs and Excise Act and Biosecurity Act. Northport is a common user facility, meaning that third parties are able to conduct their own operations on site, so the team provides coordination between - and oversight of - processes such as log fumigation and marshalling.

The operations division also comprises a successful cargo storage and marshalling service led by Wok Teal and Vince Leonard. They handle the receipt and dispatch of goods and cargo, container storage and

packing and 'pre-tripping' refrigerated (or 'reefer') containers and dry goods storage. They are responsible, too, for stevedoring over a quarter of a million tonnes of woodchip per year.

Part of the team's offering includes the ability to pack containers or 'masterpack' break bulk cargoes to service a wide array of different products, customers, destinations, size and weight requirements. Overall, they support and add value to over 600,000 cubic meters of product each year passing over the Northport wharves; from LVL, triboard and woodchip to coal, molasses, butter, kiwifruit and palletised or break-bulk cement.

It's a small group offering an extremely hands-on service. "There's every chance that the people who bid for the work and sign the contracts with our customers will also be involved in the loading process," said David. "The shipping business doesn't get much more personal than that."

### MIX

"It's this mix of governance, hands-on port operations and great people that makes being part of this team so exciting."

Northport's new container-handling capability has brought an additional facet to the operations team's already crowded remit. The crane is the most visible part of the project but a considerable element of infrastructure development and change management has also been involved. The port's layout has had to be revised to accommodate areas of hard-standing for container storage and this has involved changes in processes and work-flows.

Of course, Northport's reach extends beyond dry land and marine services is another aspect of the business which falls under the operations umbrella. Headed by marine manager Jae Staite, this group is responsible for, among other things, installing Northport's new radar-based vessel information system. Due to be commissioned early next year, this will provide real-time ship positioning

information to the port and enhance navigation in and around the approaches to Whangarei Harbour. It is just one of several navigation improvements and risk mitigation measures taken by Northport in recent years.

### BUMP

Jae, Wok and Vince share the out-of-hours duty-manager function at Northport. If something goes bump in the night they are the first responders, supporting the port services officers, co-ordinating activity on site and if necessary liaising with emergency services and media.

On the subject of bumps, health and safety also falls within the scope of operations at Northport. The company strengthened its capability in this area recently with the appointment of a new health and safety officer. Joe Cowan has more than 10 years of experience in athletic conditioning, exercise rehabilitation, health and safety and is also a registered osteopath. With Joe's appointment, and as a direct result of his extensive experience both in New Zealand and internationally, has come an expanded focus on the 'health' aspect of the portfolio as well as a continued strong focus on ensuring every single person entering the facility goes home safely at the end of their day.

