

Operational Update: COVID-19 - ORANGE

21st January 2022

Normal or nearly normal		Service degraded, some delays		Service severely degraded, major delays	
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Overall status:	
<p>Key points: We have had a reprieve today with Terminal Yard utilisation 84% due to volume loaded to vessels but there is again heavy discharge volume due over the weekend and into next week.</p> <p>Since Sunday to Thursday of this week, our import laden container terminal 'outflow' is 20% down when compared to the same period last week. In discussing with the trucking community, we are hearing that many importer premises are already congested and there remains shortages of staff across the supply chain to help keep goods moving. We all need to play our part to keep freight flowing and appreciate all efforts to ensure the focus remains.</p> <p>A reminder - the annual ASB Auckland Marathon is to take place on Sunday 23rd January 2022. Due to the road closures in place for this event, access to the Container Terminal and Multi-cargo wharves will be restricted however vessel operations will not be affected.</p>	
Marine Services	
All shifts covered. Pilot times may alter but running to schedule.	
Container terminal vessels at anchor	
Nil today	
Shipping	
<p>Most berth windows suspended, vessels berthing on arrival.</p> <p>Vessels scheduled to arrive over the next few days (note: times may change):</p> <ul style="list-style-type: none"> • Currently working: 'NYK FUTAGO 080' (NEASIA) • Berthing 22nd January: 'HANSA OFFENBURG 2127' (ANLTRZ) & • Berthing 23rd January: 'NORTHERN GUILD 369' (CNS) • Berthing 24th January: 'MAERSK NADI 202' (SIRIUS) • Berthing 25th January: 'SEASMILE 042S' (NZS) <p>Please note vessel berthing dates are indicative. We will keep the website updated with the most current information.</p>	
Labour supply – Remains tight. We are still balancing the on-going challenges of staff leave, illness and COVID-19 close contacts as well as back-to-back volume demand. We continue to recruit additional stevedoring labour capacity, but the market remains tight.	
Yard Capacity – The terminal is 84% utilisation today and building.	
Link/On-dock Empty Container Depot – Link facility is at 86% utilisation. We are seeing high number of LINK returns, the result of external depot capacities starting to hit high utilisation levels.	

Road Services – Running well with average turn times of 21 minutes. 1,121 import containers left the terminal via road 270 import containers by rail in the last 48 hours. We have had open VBS slots throughout day and night-time for the last several days which is concerning.

We have just moved into Stage 2 of automation and will soon be using up to five truck lanes for automated operations. We will begin by testing the systems in production with CONLINXX initially from Monday of next week. Stage 2 of automation is designed to troubleshoot and fix any issues before we move to larger and more complex exchanges. We will invite other companies to use the automated system once we are confident in system stability and performance, and once drivers have completed their automation inductions. Please keep an eye out for communications later in the week on how to complete a driver automation induction. This is for drivers who have not yet completed their induction.

Productivity – Still lower because of high yard utilisation.

Rail Services – Rail operations are running as expected.

Other –

Multi-Cargo Operations

Berth and Yard Capacity – Container/Bulk berths continue at 80% utilisation but starting from next week yard utilisation will increase due to the cluster of ships (both bulk and conventional). Captain Cook, Marsden, Bledisloe yards and the Car Handling Facility are now at 90% capacity but will increase to over 100% over the coming days.

Congestion is set to continue with large container volumes being presented @ R&D, and MC will remain under pressure at least for the next few weeks so we encourage carriers to continue to liaise with the shipping lines on receivals and operating hours. Note MC Lines (NPD and GSL) and their Stevedore (Wallace) are providing Sunday R&D for containers. Please use this capacity to help move containers during an off peak period. If this requirement is needed for other Lines then please liaise with them directly.

POAL/MC Ops team request all efforts for key stakeholders to resource for the swift delivery of cargo within its permitted free time. Extensions for free time and any additional storage will not be considered.

Road Services – Container and Breakbulk R&D is steady. The multi cargo truck grid can be congested during busy periods but is being managed accordingly. R&D service issues must be directed to the Shipping Line and their nominated stevedore directly keeping our MC team in copy. Vehicle Transporters are encouraged to communicate with Multi Cargo Ops for staging areas and any subsequent issues.

Other – COVID-19 controls remain in place. Masks **must** be worn on port and all visitors should use N95 masks if available as they are more effective against the Delta variant. Always stay two metres away from all other people. Do not physically approach Ports of Auckland staff or people from other organisations, please respect and maintain safe social distancing. Vaccine Passes will soon be checked for everyone entering the Waitemata seaport according to the ports COVID-19 Policy.

Friendly reminders: A reminder - Customer Services enquiries should continue to be directed to CustomerServiceC@poal.co.nz. The team can be reached via their normal phone number: **09 348 5360**. Hours of work: Monday to Friday 07:00hrs to 19:00hrs and Saturday 07:00hrs to 15:00hrs.

For Container Terminal VBS Bookings please refer to the bookings system in the first instance. For any essential cargo bookings, hazardous, active reefers or please email driverassist@poal.co.nz.

Next update will be on Monday 24th January 2022.