



Supporting the flow of goods through the port



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Manager Multi-Cargo

Our Multi-Cargo team members, alongside the independent stevedores, shipping-line customers and key service providers they work with, have been star performers over the past 12 months. Their understanding of, and ability to manage, the global supply-chain pressures, ensured we could continue to support the local supply chain safely and effectively.

While, initially, they were significantly affected by COVID-19 lockdowns, freight volumes across the multi-cargo wharves have bounced back to higher-than-expected levels.

There has been a steady rise in car import volumes, which means our car-handling

building and surrounding wharves have been well utilised. As a result of COVID-19, MPI removed its Biosecurity NZ officers from Japan, where they previously carried out vehicle inspections before vehicles departed. Inspections must now be completed in New Zealand, which increases the time that ships are in port. However, the average wharf-dwell time for cars remains at 2.07 days, which is a leading figure around the world, thanks to the work of the trucking community.

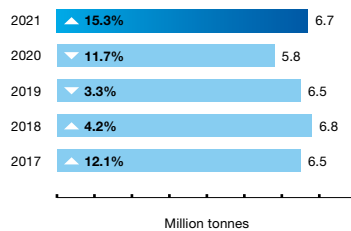
The ability of our Multi-Cargo team, and its associated partners, to work with, and alongside, regulators on biosecurity and



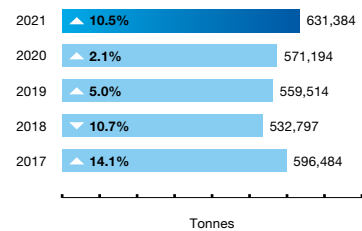
Freight volumes bounce back across Multi-Cargo wharves

Our multi-cargo wharves have seen volumes bounce back to higher-than-expected levels. We have worked with our partners to ensure we keep goods moving. While car volumes are increasing, we are maintaining dwell times at industry leading rates. We have also seen increased volumes of bulk commodities, as we support the economic recovery.

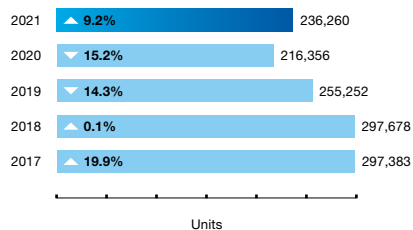
Bulk and breakbulk (including cars)



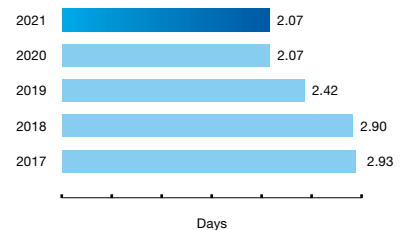
Cement volumes



Cars handled



Car dwell times



2.07

AVERAGE DAYS WHARF-DWELL TIME FOR CARS – AN INDUSTRY-LEADING METRIC

COVID-19 compliance, and to adapt to changing regulations, has ensured goods have continued to flow through the port.

Our multi-cargo wharves have seen a steady stream of supplies from a wide range of sectors. A key focus has been supporting the construction industry; we have seen record volumes of several bulk commodities including 631,384 tonnes of cement, 159,818 tonnes of steel and 232,036 tonnes of gypsum.

The increased volumes across Multi-Cargo have all been handled by a limited labour resource, on the same footprint and in the same timeframes.

We would like to acknowledge the pressure that this increase in flow has had on all parties involved. Without the support we've received from our people and our partners we would not have been able to facilitate this increased trade.



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