



INTERCONNECT

THE MAGAZINE FOR OUR CUSTOMERS



> Cosco NZ > Coastal News > Inland Port Branches Out



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CONTENTS

PAGES



AXIS FOCUS

Jens Madsen outlines how POAL is working hard to be part of the solution – not the problem – in the current economic turmoil.

2 - 3



OPERATIONS REVIEW

Coastal news; VBS Update; VENUS Goes Live.

4 - 6



HAPPY CHRISTMAS FROM POAL

Ports of Auckland celebrated the festive season with over 500 customers, service providers and guests.

7



COSCO NZ: CAUTION PAYS OFF

Steady as she goes at COSCO NZ after 20 years of dedicated service on the NZ trade.

8 - 9



POAL INLAND PORT

Vital link in the efficient supply chain.

10 - 11



WINSTONE WALLBOARDS

Iconic NZ GIB® – the Kiwi Rock of Gibraltar.

12 - 13



MARKET ROUND-UP

Container trade news & moves.

14 - 15

AXIS DIRECTORY

Back Page

AXIS FOCUS:

FROM THE DESK OF
JENS MADSEN
MANAGING DIRECTOR
PORTS OF AUCKLAND



CHRISTMAS GREETINGS!

I would like to thank all our customers and other stakeholders for their loyalty and support during what has been a challenging and exciting 2008.

The year's highlights have included across-the-board improvements in productivity at our container terminals, an eighteen-month volume high in September and Government approval of a \$6m contribution to the construction of rail exchange at our inland port at Wiri, South Auckland.

Overall, we've had a good year and it has been pleasing to see volumes hold up in recent months.



However, we share what is widespread concern among businesspeople all over the country – and world – about the possible impact of the global economic slowdown in 2009.

It seems likely that there are some very significant challenges ahead – not just for Ports of Auckland but for all sectors of the wider business community.

At a time such as this it is more important than ever for businesses such as ours, which have such a pivotal role in the supply chain, to do everything we can – with imagination and speed – to help ensure that Auckland and New Zealand continue to be great places to do business, and to do business from.

As New Zealand's most significant port – we handle the equivalent of 13% of GDP in trade each year – Ports of Auckland has a critical role to play in helping to ensure our country's supply chain is world class.

Our role in the national supply chain extends well beyond our red fence. You can see the physical manifestation of this in our inland port at Wiri, South Auckland. We're also leading a range of logistics initiatives to take waste, cost and red tape out of the supply chain – more information about these projects can be found in this issue of Interconnect.

We are committed to making our Vision – to be the best port in Australasia,

with world class performance – a reality.

However, we can't succeed on our own. Collaboration and cooperation from all players in the industry will be needed if we are to make New Zealand's supply chain as lean and green as the best in the world.

Finally, I would like to thank once again all our customers, the wider freight community and our other stakeholders for their patience and cooperation during the recent industrial action on the waterfront. We regret the delays and service interruptions very much, and have appreciated the support everyone, particularly the trucking community, has shown in helping us get our operations back on track as quickly as possible.

SANDY WINS PRESTIGIOUS AWARD

Congratulations to Sandy Gibson who is The NZ Chartered Institute of Logistics and Transport's 2008 winner of the Norman Spencer Memorial Award for outstanding contributions to the transport sector.



Sandy Gibson

General Manager for Axis Intermodal until his retirement in December 2005, Sandy received this prestigious Award 'for services to container shipping and to the ports industry' including his ongoing work as Mentor to graduates in our Ports of Auckland graduate scheme; his contribution as Warden and Master of the NZ Company of Master Mariners and for his tireless work on behalf of the CILT. Jens Madsen accepted the award on behalf of Sandy as he was overseas at the time.



POAL Managing Director Jens Madsen, accepts the award on Sandy's behalf from (then) Minister of Transport, Annette King.

OPERATIONS REVIEW:

NEW PACIFICA SERVICE BOOST FOR NZ COASTAL SHIPPING

The November launch of Pacifica Shipping's new weekly coastal shipping service into Ports of Auckland's (POAL) Bledisloe Container Terminal has been welcomed by POAL Managing Director Jens Madsen. He said it was great to see Pacifica taking the opportunity to expand its coastal feeder network. The largest New Zealand operated ship to serve the NZ coast for many years, the 700 TEU container ship, *Spirit of Endurance*, will move some 1,000 containers each week between Ports of Auckland, Tauranga, Lyttelton and Otago.

“We hope this will be the first of many new coastal services for New Zealand”.

**Jens Madsen,
POAL Managing Director.**

“POAL is a strong supporter of the Government’s SeaChange Strategy to lift NZ domestic seafreight capacity to move 30% of all freight by coastal ships by 2030.” (Currently only 15% of NZ domestic freight moves by coastal shipping.) Jens Madsen said that coastal shipping creates significant supply chain efficiencies by giving the major shipping lines more options for moving cargo around NZ. “This is good news for NZ’s exporters and importers. Moving goods by sea is more environmentally friendly and efficient than taking them by road or rail. He said that trans-shipping over POAL arising from increased shipping line consolidation, with lines serving fewer NZ ports and choosing to hub over Auckland, has increased over 150% at POAL since 2004/05 and that this increase in trans-shipments drives the demand for more coastal cargo feeder networks and services. “There is a great opportunity here for the coastal shipping sector to meet future growth” he added.



A plaque presentation took place on board the *Spirit of Endurance*.

A long-time POAL customer, Pacifica has traditionally called at POAL’s Port of Onehunga on the Manukau Harbour. The new service however, is calling at POAL’s Bledisloe Container Terminal at POAL Waitemata Harbour where it will interline trans-shipment cargo with POAL’s international shipping line customers and their vessels.

VENUS WELCOMED WITH OPEN ARMS

After working trials, Ports of Auckland’s (POAL) new paperless Vehicle Entry System for used cars, VENUS went live in October when its barcode technology fast-tracked vehicle imports from the full-ship discharge by Kiwi Car Carriers’ *Magic Wave*.

A NZ\$1 Million software development by POAL, VENUS is designed to improve efficiency and speed up the import vehicle import supply chain. It incorporates MAF and Customs clearance as well as bill payments in a web-based system which enables faster information sharing between all parties – POAL, shipping lines, government agencies, transport operators and importers.

In operation at POAL’s General Wharves, VENUS barcode readers are used to identify and track vehicles. POAL Managing Director, Jens Madsen says VENUS will help cut red tape associated with vehicle imports process. “Truck drivers can now turn up at POAL to collect a vehicle with only a Pin Number rather than three pieces of paper. Overall VENUS makes for a much more efficient and faster supply chain for vehicle imports” he said.

VENUS has been welcomed by major customers such as Kiwi Car Carriers and ToyoFuji. Kiwi Car Carriers Commercial Manager Neil Lay Yee commended POAL on the 'innovative application' of the VENUS technology which he says will make life easier for all parties in the chain. ToyoFuji General Manager NZ Blaine Paterson, says VENUS has 'totally modernised' Toyofuji's vehicle release process at POAL. "It's a great system – firstly, it enables us to create the on-wharf vehicle positioning plan on-line and

in advance; it also enables us to start the vehicle release process on-line in advance". Toyofuji also uses VENUS for audit trails on vehicle transactions. And he says VENUS greatly improves security for vehicles arriving and departing the port.

VBS EXPANDS TO AXIS BLEDISLOE CONTAINER TERMINAL

Ports of Auckland's new Vehicle Booking System (VBS) which has been running at Axis Fergusson container terminal for nearly a year, was extended to Axis Bledisloe

in September. The VBS was introduced to improve resource allocation at POAL and to reduce truck turnaround times to within world class standards, in order to ensure reliable and cost-effective service. POAL Transport Manager Jon Ward says that since its introduction at Axis Fergusson Container Terminal, the VBS has been highly successful in achieving its aim of reduced truck queues and consistent turnaround times to deliver benefits to the transport community and supply chain as a whole.



BORDER SAFEGUARD EXERCISE

In September 2008 Ports of Auckland (POAL) hosted the port phase of Exercise Maru (safeguard) which was held to test New Zealand's ability to prevent entry to the country of material used to make weapons of mass destruction.

Led by NZ Customs, the Ministry of Foreign Affairs and Trade and the NZ Defence Force, the NZ Exercise Maru was carried out at POAL where it was co-ordinated by the Port Facility Security Officer, Mike Gladman. The exercise included both desktop and 'live' scenarios involving interception of materials. Other countries participating in the safeguard exercise programme around the world included Australia, Canada, France, Japan, Singapore, UK and the US.

In a joint statement on Exercise Maru, the NZ Government agencies stated that such exercises help Proliferation Security Initiative participating countries to work together in a more co-ordinated manner to stop, search and seize illicit shipments before and after they leave for their destination.



HAPPY CHRISTMAS FROM PORTS OF AUCKLAND!



A record turnout in excess of 500 guests attended Ports of Auckland's 2008 Christmas Function held at the NZ Yacht Squadron on 13 November.

Ports of Auckland Managing Director Jens Madsen welcomed everyone including customers, business partners and suppliers; friends from Ngati Whatua o Orakei; Mike Lee, Chair of Auckland Regional Council; Nikki Kaye, newly elected National MP for Auckland Central; Keith Locke, Auckland-based List MP for the Green Party; and other Auckland City and Regional Councillors present.



COSCO NZ:

CAUTION PAYS OFF

In 2008 COSCO NZ celebrates 20 years of operating a dedicated service on the New Zealand trade and the first fixed day weekly service between NZ and North Asia.

Today COSCO NZ serves six NZ ports including Ports of Auckland (POAL) which it has served since 1988.

Since the end of 2001, COSCO NZ has been the major member of the six vessel ICS service to Japan where it is in a Vessel Sharing Agreement (VSA) with Maersk, MOL and NYK. From its original contribution of three 600 TEU ships, COSCO progressively expanded capacity with the introduction in 2005 of three 1,700 TEU vessels. These remain its current offering in the service in which the other participants offer one vessel each.

The VSA's capacity is likely to undergo a positive change in 2009 when some of the current tonnage operated by one or more of COSCO's partners will be retired and replaced

with more modern vessels including the *MOL Wellington*, which will be replaced with a modern, slightly larger vessel.

"This adjustment is something we at COSCO are preparing for by ensuring we are well equipped and ready for the change which will mean new capacity and improved configuration" observes newly appointed COSCO NZ General Manager Mark Scott.

Formerly Operations Manager for COSCO NZ and with the shipping line in NZ since 1988, Mark Scott has stepped into the shoes of his much respected predecessor Stuart Ferguson, at a very challenging time for the shipping industry in general.

Despite the turmoil of the current economic climate, Mark Scott reports all is very much 'steady as she goes' at COSCO NZ: "Our volumes are steady without the big peaks. Certainly the cargo mix has changed in recent times when we have been taking a long, hard look at what we do, how we do it, what we carry and where. We've been very focused on working smarter especially in the movement of our equipment

to the places of most need. So, we're planning better, looking further ahead, working further out. We're definitely working smarter and we're achieving economies and efficiencies. Overall our analysis of our business and how we handle that business has led to changes for the best for COSCO. We also believe the exercise has ensured we stay focused on providing excellent customer service and it's helped us keep our competitive edge in the market."

A continuing force at COSCO NZ, Director Stuart Ferguson believes the Line in NZ is very well placed to weather the current economic tsunami and its likely fallout. Having to swallow the circumspection of his Shanghai masters when they demurred at NZ's request for capacity expansion a couple of years ago during the boom times, Stuart Ferguson says the COSCO caution has paid off.

"We didn't over-extend on the NZ trade during those good times. On the one hand that did have a negative impact on our ability to satisfy the peak demands of our long-term customers but on the other hand, it allowed COSCO to continue making a solid return on its NZ investment.

COSCo NZ has a long relationship with the Ports of Auckland. The Line's General Manager Mark Scott, attributes POAL 'with a good understanding of our needs'. "Obviously from my previous role as COSCo NZ Operations Manager to my General Manager position today, I have established close working relationships with POAL personnel at all levels and I must say I find them very innovative, very customer focused and responsive to our needs and issues".

"As we've seen, some of our competitors over-stretched themselves during those times, to provide core services to meet the peak season demand for peak service capacity and frequency. As soon as the peak was over, those lines were in strife primarily because most of their extensions were less than sensibly remunerated!

"COSCo did not indulge in that manner; obviously we were hidebound by capacity restraints to a degree. Yes, we had to meet the market and yes that hurt however, the drop in value of the NZ Dollar has definitely helped NZ exports and that continues to do so although we don't want it to drop any further!"

Looking ahead Stuart Ferguson is confident that COSCo NZ will get some capacity increase in the not too distant future although he says he has no idea whether it will be on a seasonal basis or permanent – that's yet to be determined.

Meanwhile COSCO NZ remains active on the NZ Coast where it has traditionally been a key provider.

As Stuart Ferguson explains: "What we carry coastally, is the optimum level of volume required to move our boxes to the right position in NZ, accompanied by other peoples' boxes and cargo which gives us some contribution to the voyage leg. However, if we were to make any significant capacity increase to that coastal offering, it would restrict our ability to look after our core export and import activity and to retain schedule integrity".



COSCo NZ Director, Stuart Ferguson & NZ General Manager Mark Scott.

INLAND PORT BRANCHES OUT

In November Ports of Auckland announced that in partnership with Government, ONTRACK and Kiwirail, it is investing in a rail exchange to link the central Auckland seaport with its Wiri Inland Port (IP) in South Auckland.

Describing this as a project that 'absolutely makes sense on both a regional and national level' Mr Madsen said rail is central to POAL's strategy to 'lift the proportion of port cargo being carried by rail from the currently low 10% to 30% within a few years'. Jens Madsen said he is confident that agreement can be reached quickly to enable work to commence on an upgrade of the rail sidings and the construction of a hard stand adjacent to Wiri IP which borders the North Island Main truck Line. He is optimistic that the rail link will be up and running by mid 2009.

Starting with one rail shunt per day and increasing to twice daily, the rail link would accommodate a large portion of POAL import containers moving by rail from seaport to IP before onward trucking to local businesses in South Auckland – NZ's manufacturing and warehousing heartland. Similarly the Rail Link offers exporters and their trucking contractors a far better deal than having to truck the goods all the way into the CBD and possibly back again – carrying an empty load.

POAL estimates that the Inland Port/ seaport rail link will have capacity to transfer 100,000 TEU pa and that it will save up to 2.5 Million truck kilometres per annum or 100,000 central city truck trips. "These efficiencies will help us work smarter – balancing the flow of full and empty containers – and optimising the truck trips so that when they are on the road they are carrying the goods – not empty air!" said Jens Madsen.

With developed capacity for 100,000 TEU per annum, the Wiri Inland Port has further land for development that would double the its capacity. According to IP Manager Grange Pole, volumes through

the Wiri IP have risen steadily over the past two years to some 2,000 TEU per month. At the end of 2008 POAL is closing its second Inland Port at nearby East Tamaki. Volumes will be transferred to Wiri thereby virtually doubling the Inland Port's monthly throughput.

'Instant Soups need instant turnaround.'

**Geoff Harper
Manager Supply Chain
Nestle**

For its export containers of Maggi Soup and related products, Nestle uses Ports of Auckland Inland Port at Wiri to avoid peak-time congestion on the roads, reduce transit times and cut emission costs.

LOG BOXES

Ports of Auckland's Inland Port customers range from freight forwarders, shipping lines and trucking contractors to major shippers including Nestle, Fisher & Paykel and Panasonic.



Export Logs are containerised at the Inland Port.

At the Inland Port's container freight station, container packing services now being utilised for packing export logs.

For various reasons including a shortage of bulk capacity on the NZ trade and a doubling in bulk rates in 2007, container shipping over the last year or so, has converted a growing volume of NZ export logs into boxes. At Wiri, the specialised job of measuring, sorting and packing the logs into containers, is carried out by NZL Group – a close working partner with POAL. “The logs are trucked in by a couple of different customers; they are unloaded, graded, stacked and loaded into both 20ft and 40ft containers. They are then fumigated

and held at the IP before moving down to the seaport in time for vessel arrival” explains Grange Pole. “Obviously this means that log trucks don't have to enter the city and add to peak congestion. The log containers will move over to the rail link when it's established.” Although rates have more recently dived and bulk capacity may be more readily available, Grange Pole is optimistic that the containerised log trend will continue: “From what we see, this is a growing trend and one that is opening up new markets particularly to Asia and India where it gives importers the opportunity to take a smaller consignment of containerised logs rather than a whole bulk shipment.”



The specialised business of packing logs into containers at the Inland Port is carried out by POAL service partner NZL Group.



A container exchange taking place at the Inland Port.

‘To be the leading TV brand, our products come off the ship and into the living room in time for tonight's news.’

**Hamish Pryce
Shipping Manager
Panasonic NZ**

For its import TVs, Panasonic uses POAL Inland Port at Wiri to ensure reliability and speed to market.

THE KIWI ROCK OF GIBRALTAR



GIB® – 80 years in the making at Winstone Wallboards.

New Zealand's only manufacturer and supplier of the iconic GIB® range of products, Winstone Wallboards is a major importer of Gypsum – the common mineral with its uncommonly varied applications and uses.

A long term customer at Ports of Auckland's General Wharves, Winstone Wallboards imports over 200,000 tonnes of gypsum a year into New Zealand. Shipments of up to 30,000 tonnes of the mineral at a time are imported in bulk handysize class vessels calling Ports of Auckland between six and 11 times a year depending on demand.

On the outbound legs, these vessels carry logs to overseas markets for the NZ forestry export industry.

From being privately owned to moving under the Fletcher Building umbrella, Winstone Wallboards last year celebrated its 80th birthday. The Company has been associated with the manufacture of plasterboard since the 1920s when plasterboard-lined walls replaced construction with scrim. The Company's now iconic GIB® brand owes its origins to those early plasterboard innovations which fuelled rapid growth for the fledgling Winstone company to become one of NZ's major building supply and manufacturing enterprises producing plaster wall boards – a product that earned the name Gibraltar Board after the steadfast Rock of Gibraltar.

Established first in Auckland where it continues to operate from a factory in Penrose, Winstone Wallboards today has a second factory in Christchurch to supply the South Island. 10 years ago the Company began promoting GIB Living Solutions – a total building system approach that has secured Winstone Wallboards' strong market position. It is the only manufacturer of GIB® Board in NZ where its comprehensive distribution system delivers to customers within 24 hours.

Winstone Wallboards also exports finished product GIB® plasterboard through Ports of Auckland. Sold FOB to customers in the Pacific Islands, Australia, Hong Kong, New Guinea and other markets in Asia, the board is packed and stacked into containers or on flat racks.

Commercial quantities of Gypsum are found in many countries although not in New Zealand which is, as yet, too young geologically. At Winstone Wallboards, Marketing Manager Paul Thorn (below) explains that the Company sources its Gypsum from South Australia where it contracts with Gypsum Resources of Australia (GRA) which mines Gypsum some 70kms from Ceduna.



From there it is railed to the port of Thevenard for shipment to NZ by Pacific Basin Shipping.

“As the charter party, GRA manages the shipping contract although we liaise jointly on rates and schedules” says Paul Thorn.

He explains that the self-geared vessels with grabs attached to their cranes, unload directly onto the wharf at POAL where the Gypsum is loaded onto sister company Winstone Aggregate trucks for delivery to Penrose. “During shipment arrival week, we have a mountain of Gypsum to clear. Discharge goes around the clock for 36 to 48 hours. The vessel departs after two days then we continue the load and truck transfer process for two more days until the wharf is cleared.”

Winstone Wallboards also ships full gypsum loads into Lyttelton port for delivery to its Christchurch factory and into Marsden Point at Whangarei for sister company Golden Bay Cement which uses Gypsum in the manufacture of cement.

Once the Gypsum arrives at the factory it passes through a process of drying, grinding and removal of some crystalline water from the rock. This process leads to a chemical change to produce Plaster of Paris. For other applications, that product is further processed by rehydration, into a different form of Gypsum that finally forms the midcore of plasterboard.

Paul Thorn explains that Gypsum is the vital ingredient for the manufacture of various plaster-based products including GIB® plasterboard, casting plaster for a wide range of applications from mouldings to dental work. “We also modify gypsum particles for agricultural and horticultural applications as Gypsum is an excellent source of calcium. It is widely used for example in mushroom growing-bed mix.”

POAL GENERAL WHARVES

Ports of Auckland General Wharves manages Captain Cook, Queens, Wynyard, Freyberg, Jellicoe, Marsden wharves as well as the Port of Onehunga. Combined the multi-user wharves provide some 3,000 metres of berthage. Cargoes most commonly handled at General Wharves include containers, vehicles, and general cargo: bulk product such as gypsum, sand and wheat; liquid bulk products; vegetables, fruit and fish; timber and steel.



Gypsum bulk storage facility.

Uses of Gypsum

Highly commercial Gypsum has a wide variety of uses as:

- Drywall.
- Plaster ingredient.
- A component of Portland cement used to prevent flash setting of concrete.
- Fertiliser & soil conditioner.
- A binder for clay.
- Burnt gypsum – Plaster of Paris, used for surgical splints, casting moulds, modelling.
- Water soluble gypsum is used in foot creams, shampoos and other hair products.
- A tofu coagulant (making it a major source of dietary calcium particularly in Asian cultures).
- A medicinal agent in traditional Chinese medicine called Shi Gao.
- Blackboard chalk.



Wall board manufacture underway.



Paul Thorn discusses the day's production with colleague.

WORLD'S BIGGEST CAR CARRIER COMES TO AUCKLAND

Ports of Auckland was the only NZ port call for the world's biggest and most environmentally friendly car carrier which called Auckland in November on its maiden voyage. The newbuilding *Aniara* is operated by (RoRo) car carrier Wallenius Wilhelmsen Logistics (WWL) – a long time caller at Ports of Auckland since it started services to New Zealand over 80 years ago.

Ports of Auckland Managing Director, **Jens Madsen** welcomed the arrival of the new vessel in the Wallenius Wilhelmsen Round the World service which since 1988 has hubbed exclusively over Auckland as its sole New Zealand port call. "We congratulate WWL on the state of the art environmental design features on the *Aniara* which has been awarded a Green Passport for its environmental technology. Through our location and technological advantages,



The World's biggest car carrier, the *Aniara*, made its first call to Auckland during its maiden voyage in November.

Wallenius Wilhelmsen is hubbing over Auckland rather than calling other ports around the NZ coast which is the path of least carbon emissions" he said.

Painted in the green and white Wallenius colours, the *Aniara* – like all WWL vessels – is named after an opera. As one of the largest ships ever to call New Zealand, the mammoth car carrier is equipped to carry up to 8,000 cars stowed over 13 decks, or a combination of 3,486 cars and 466 heavy vehicles, industrial machinery, trucks, buses, tractors, boats and yachts. WWL specialises in the carriage of premium marques from Europe and the US – Audi, BMW, Citroën, Jaguar, Landrover, Mercedes, Mini, Peugeot, Porsche, Renault, Volvo, VW as well as Ford and Chrysler range of vehicles.

During its first visit to Ports of Auckland, the 231.6m/7,1673 gross tonne *Aniara* discharged a combination cargo of new cars from Europe and the US, RoRo units including trucks, harvesters, tractors, CAT graders and excavators, as well as yachts, rail locomotives, pallets and crates of steel and other machinery. She is fitted with a stern ramp capable of taking loads up to 320 tonnes and with a stern door of 9.5m wide and 6.5m high allowing for heavy-lift and outsize cargoes. The *Aniara*'s first POAL discharge and export loading of trucks, excavators, buses and trailers took less than 16 hours.

WWL NZ Managing Director **Captain John Robinson** says discharge is now a streamlined process at Ports of Auckland where system efficiencies assist with ensuring a smooth supply chain from vessel to wharf and on to importers and dealers. "Our new vehicles move straight under cover at Ports of Auckland into a dedicated secure facility to ensure they remain in pristine condition while awaiting clearance or trans-shipment down country" said Captain Robinson.

Replacing one of the Mk 1 vessels, the *Aniara* joins the WWL 11-vessel Round The World service which calls Auckland every 10 days. With its vast capacity, the new ship is the fourth in the Large Car and Truck Carrier (LCTC) Class to join the WWL 60-strong fleet which moves some two Million vehicles each year.

More vehicles both used and new, are imported through Ports of Auckland each year than any other NZ port. In the year to 30 June 2008, 173,373 vehicles transited through Ports of Auckland accounting for 77% of NZ's total vehicle imports.



Wayne St Clair Newman, MISC General Manager



Andre Alekseev, Operations Supervisor
General Wharves

From agency representation in New Zealand to running its own operation, Malaysia International Shipping Corporation Berhad (MISC) has appointed **Wayne St Claire Newman** as its first NZ General Manager.

The former FESCO NZ General Manager remains based in Christchurch – the Line's previous NZ head office under its representation by Geo. Scales. MISC's own NZ Head Office has been established in Christchurch and the Line will also have a Branch office in Auckland where MISC is a long term Ports of Auckland customer. Earlier in 2008, MISC formed a new four vessel VSA with Maersk on the South East Asia (SEA)/Australia/NZ trade operating Tanjung Pelepas/Singapore/Brisbane/Auckland/Port Chalmers. Also in 2008, MISC was party to the rationalisation of the twin loop SEA service of the NZX/NZX consortium in which the five partners – MISC, MOL, NYK, OOCL and PIL now operate a weekly schedule between Singapore/Port Kelang/Brisbane/Auckland/Lyttelton/Wellington/Napier/Tauranga.

Sharyn Forsyth has been appointed by Maritime New Zealand (MNZ) to the newly created position of General Manager Maritime Safety Systems. Sharyn Forsyth has been with MNZ for 10 years in various roles where her responsibilities have included development of FishSAFE – a safety initiative designed for the fishing industry and safety strategies for recreational boating. As GM Maritime Safety Systems she will continue to have responsibility for development of the Safe Ship Management system.

Ports of Auckland has announced several new appointments including Steven Machado to the newly created role of Dispatch Manager. For the past 15 years Steven Machado has worked for Maersk most recently in New Zealand as Customer Service Manager Imports. At POAL General Wharves, **Andre Alekseev** has taken over as Operations Supervisor replacing Ted Castell who has retired. **Emily Avis** has been appointed Accounts and Administration Manager. She has previously worked in accounting and administration in the UK, Australia and most recently for Bio Strategy in NZ.



Steven Machado, POAL Dispatch Manager

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Despite cargo volume increases, POAL continues to turn ships around more quickly than before. Here, three vessels work alongside Fergusson Container Terminal.

Interconnect is published for customers of Axis Intermodal and Ports of Auckland.

If you would like to receive a copy on a regular basis, please contact Richard Potton, tel 64 9 309 1249 or email pottonr@axis-intermodal.co.nz with mail address details.

Front Cover: Children from Ports of Auckland's chosen charity CURE KIDS, tour Auckland harbour on a POAL tug. At its inaugural Charity Golf Day in 2008, POAL, its customers supporters and guests, raised over NZ\$50,000 for CURE KIDS – the face of the Child Health Research Foundation which carries out research into life threatening child illnesses in NZ. POAL's 2009 Charity Golf Day will take place on 12 March.

www.axis-intermodal.co.nz