

Operational Update:

30th June 2021

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Normal or nearly normal	Service degraded, some delays	Service severely degraded, major delays
Overall status		
<p>Key points: Since the temporary suspension of Automation trials on Thursday 17th June, our CTOPS team have been working through risk assessments and operational plans to return part of the automated terminal yard and some of the truck grids to manual operations. This change is not a quick solution as there are grid markings, training of straddle drivers and temporary yard lighting that have to be put in place to finalise the conversion of this area to manual operations. This work should be completed for full 24/7 use from Monday morning 5th July. Meantime, the manual terminal yard capacity has remained heavily congested with high import volumes as well as high export empty loads. Throughout this week the yard has been at over 100% and as of this morning is sitting at 105% utilisation. This is meaning higher truck turn times as we work through the stacks to reach containers for delivery to trucks but is expected to improve as we open up more areas to manual control from early next week.</p> <p>For your further background information we share a link to an article from <i>gCaptain</i> that overviews six trends to keep an eye on in the second half of this year.</p>		
Marine Services		
All shifts covered. Pilot times may alter, but generally running to schedule.		
Container terminal vessels at anchor -		
'CSL Atlantic 735' (NZS): arrived 27/06 berthing 01/07 'Maine Trader 031' (NZS): arrived 27/06 berthing 08/07		
Container Terminal Operations		
<p>Berth windows and vessel schedules – Berth windows remain suspended with the exception of five services. All other services will be worked in the order of their arrival.</p> <p>For the week ending Sunday 27th June the average berthing delay time between Lines scheduled arrival and 'actual berthing time' (ABT) was 3.4 days and when comparing updated vessel ETA to ABT was 0.5 days. The last 4-week average to 27th June has been 2.5 days and 1.5 days respectively.</p> <p>Please see below the vessels scheduled to arrive over the next few days (note: this is an indication only and may change due to operations):</p> <ul style="list-style-type: none"> • Alongside and working: 'Nordmargherita 027S' (BAE) & 'Seaspan Hannover 121W' (SIRIUS) • Berthing 30 June: 'ANL Warrnambool 118S' (PANZ) & 'Nefeli 2109' (ANL TTZ) • Berthing 01 July: 'CSL Atlantic 735' (NZS) <p>We will keep the website updated with the most current information.</p>		
Labour supply – Training and domestic recruitment is going well. We have made a new application for five crane drivers to come in from overseas.		
Yard Capacity – As of today, the main terminal is approx. 105% utilised and Automation yard at 42%. Please note that the average container dwell times at the terminal for June is currently 2.7 days for Imports and 5.8 days for exports.		

<p>Link/On-dock Empty Container Depot – Link facility is at approx. 64% utilisation. We are balancing Terminal and Link yard capacity to optimise operations. We continue to experience high number of empty containers for evacuation. Carriers, Lines and Depots please continue to monitor separate advisories regarding delivery instructions with updates as space is at critical levels.</p>	
<p>Road Services – on Monday and Tuesday we delivered out a combined total of 1,267 import containers via road and 220 import containers via rail. Average truck turn times over the last two days have been on a higher side due to congestion in the main yard. On Monday average was 47 minutes and on Tuesday increased to 70 minutes.</p> <p>R&D operations are heavy today. There is flexibility around VBS bookings. As usual, we will be assisting with VBS for fully cleared import DG and active reefers. For Late Receival approvals please apply through Customer Service Team.</p>	
<p>Productivity – still lower than normal.</p>	
<p>Rail Services – rail operations with WIRI have been restored. Rail operations are running as expected.</p>	
<p>Other –</p>	
<p>Multi-Cargo Operations</p>	
<p>Berth and Yard Capacity – Container/Bulk berths are at 100% utilisation. We have a number of bulk vessels working at MC, these can be weather dependant which can cause delays to incoming vessels waiting for a berth. Berth operational paddocks are being heavily affected by steel volumes still to be delivered.</p> <p>Berth allocations for vessels are updated and changing on a daily basis. Receivals for all vessels are on a case by case basis, please refer to the shipping line for current receival dates before bringing containers down to Multi Cargo.</p> <p>Captain Cook, Marsden, Bledisloe yard and the CHF are currently at 100%. Container deliveries from B3 are ongoing – Restricted Access.</p>	
<p>Road Services – Container and Breakbulk R&D is still extremely busy, along with bulk transporters continuing steadily this week. Vehicle Transporters are encouraged to communicate with Multi Cargo Ops for staging areas.</p>	
<p>Other - COVID controls, including social distancing and masks (PPE) are expected. Observations will continue by POAL staff, coaching will be undertaken if expectations are not met.</p>	

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 5100 ext.1**. 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 late running export containers please email driverassist@poal.co.nz.

Next update will be Friday 2nd July 2021.