

# Operational Update:

7<sup>th</sup> July 2021

Normal or nearly normal	Service degraded, some delays	Service severely degraded, major delays
<b>Overall status</b>		
<p><b>Key points:</b> Last night R&amp;D operations had delays due to extended shift change over. We have now successfully completed the expansion of the manual terminal operation on Monday, however, we still had a number of stevedores who needed to be familiarised with the new yard layout. This has then affected the length of the shift change over last night and this morning and as a result impacted our service levels. We know this has had a significant impact to road carriers and we apologise for this. At this stage most of the stevedores have been briefed and we do not expect for shift change overs to take longer than usual.</p> <p>Operations at Multi Cargo continue to be under significant pressure due to high (100%) capacity utilisation across all berths. Please refer to <i>Multi Cargo Operations</i> section of this update for more details.</p> <p>Multi Cargo hours of work are changing from 11 July. For further details please refer to <a href="#">this</a> update.</p>		
<b>Marine Services</b>		
All shifts covered. Pilot times may alter, but generally running to schedule.		
<b>Container terminal vessels at anchor -</b>		
'Maine Trader 031' (NZS): arrived 27/06 berthing 10/07		
<b>Container Terminal Operations</b>		
<p><b>Berth windows and vessel schedules</b> – 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 4th July June the average berthing delay time between Lines scheduled arrival and 'actual berthing time' (ABT) was 4.7 days and when comparing updated vessel ETA to ABT was 1.3 days.</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"> <li>• <b>Alongside and working:</b> 'Rotterdam Bridge 391S' (CNS) &amp; 'GH Zonda FC122A' (CAP)</li> <li>• <b>Berthing 08 July:</b> 'Genova KE123A' (KEX) &amp; 'Moana Chief 4309' (PACCOS)</li> <li>• <b>Berthing 10 July:</b> 'Maine Trader 031' (NZS)</li> </ul> <p>We will keep the <a href="#">website</a> updated with the most current information.</p>		
<b>Labour supply</b> – Training and domestic recruitment is going well. We have made a new application for five crane drivers to come in from overseas.		
<b>Yard Capacity</b> – As of today, the main terminal is approx. 90% utilised and Automation yard at 0%. Please note that the <u>average</u> container dwell times at the terminal for June was 2.6 days for Imports and 5.5 days for exports.		
<b>Link/On-dock Empty Container Depot</b> – Link facility is at approx. 55% utilisation. We are balancing Terminal and Link yard capacity to optimise operations by directing more		

export empties into the same yard area that we hold Link containers. This is to manage the main terminal yard capacity but does result in additional yard movements and use of Terminal resource. Carriers, Lines and Depots please continue to monitor separate advisories regarding delivery instructions with updates as space is at critical levels.	
<b>Road Services</b> – on Monday and Tuesday we delivered out a combined total of 1,124 import containers via road and 279 import containers via rail. Average truck turn times over the last two days have been affected by extended shift change overs and varied between 66 and 82 minutes. on a higher side due to congestion in the main yard. 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, active reefers and export cut off. For Late Reveal approvals please apply through Customer Service Team.	
<b>Productivity</b> – still lower than normal.	
<b>Rail Services</b> – rail operations with WIRI have been restored. Rail operations are running as expected.	
<b>Other</b> –	
<b>Multi-Cargo Operations</b>	
<b>Berth and Yard Capacity</b> – Container/Bulk berths are at 100% utilisation today and will be throughout the week. Jellicoe and Freyberg container and breakbulk yards are currently at 100% utilisation. This is further exacerbated by cargo dwelling past their free periods. POAL and MC are not in a position to entertain any additional storage and implore all to resource for the swift delivery of cargo within its permitted free time. Captain Cook, Marsden, Bledisloe yards and the Car Handling Facility are currently at 100% utilisation with a PCC vessel currently discharging and several waiting. We are working closely with the lines which will experience delays and hope to display online what the order of ships working will be. A PCC vessel is currently discharging with others awaiting on berthage possibilities. Typical daily deliveries have increased but are still being hindered by vessel discharge configurations and transporter allocations.	
<b>Road Services</b> – 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. A Transport Management Plan has been sent out to all stake holders regarding the congestion on the port which includes a truck grid overflow area, traffic flow and directions for trucks picking up containers on Freyberg and Bledisloe. The also includes truck staging area's for various locations on Freyberg and Bledisloe wharves.	
<b>Other</b> - 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.	

**Friendly reminders:** A reminder - Customer Services enquiries should continue to be directed to [CustomerServiceC@poal.co.nz](mailto: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 late running export containers please email [driverassist@poal.co.nz](mailto:driverassist@poal.co.nz).

Next update will be Friday 9<sup>th</sup> July 2021.