

RE:PORT

PORT  NELSON

Delivering in a
demanding peak season

Victory Boxing named
charity golf day recipient

Assembly underway
for new boat hoist



**Facilitating Regional
Prosperity**

JULY 2025

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FROM THE CEO



Tēnā koutou,

Welcome to our latest RE:PORT newsletter as we close in on mid-Winter.

I would like to start by acknowledging the impact of the recent weather event on our region. While we were fortunate that the Port did not experience any damage, it is a challenging time for many in our community as well as for primary producers across Te Taihū.

The first few months of 2025 started strong, with most export commodities performing ahead of expectations. However, like many businesses, we've also felt the chilling impact of the uncertainty surrounding trade tariffs. As always, the fruit export season is our busiest time of the year, and our teams have been focused on ensuring we're delivering for our customers.

We've had a number of changes in leadership positions at the port over the first half of 2025, and I'm proud that a number of our port team have been able to take the next step in their careers at Port Nelson. This includes GM Operations Paul Williams, Terminal Operations Manager Hayden Grainger and Maintenance Manager Lionel Visser. We're also excited that Andrew James has joined the port in the GM Environment, Infrastructure & Maintenance role.

As you will read in this issue, highlights for the first half of 2025 include the opening of Honomai, our inland port in Marlborough, the progress made with electrifying our crane fleet, and the redevelopment of the slipway precinct.

The Port has made meaningful improvements to enhance the health, safety, and wellbeing of workers. One notable initiative discussed in this issue is the relocation of our Vehicle Transfer Area (VTA), which has led to improved safety results. Additionally, we are reassessing how we manage critical risks and considering the possibility of realigning the Port's southern boundary as part of our Master Plan developments. This boundary adjustment would facilitate the removal of trucks and light vehicles from the container yard, significantly increasing positive safety outcomes in that area.

We will shortly be sending out a customer survey. This survey is an important tool for hearing our customers' feedback so that we can continue enhancing our service and adding value. As always, our team is here to assist our customers and community with any questions and feedback throughout the year. Contact your main contact at the Port or get in touch with us through the contact form on our website.

I hope you enjoy reading this edition of RE:PORT.

Matt McDonald
Chief Executive Officer
Port Nelson



Honomai, Marlborough Inland Port.

Terminal team delivers in a demanding peak season

Each peak season brings its own unique pressures, but this year has been particularly demanding for the Port's Terminal Team, reaching 87% utilisation in the container yard.

Peak season at the Port runs from March until June with an increase in container volumes due to the apple and pip fruit season. A key challenge for the Terminal Team is navigating the management of inbound empty containers and balancing quantity and timing with shipping lines to ensure local exporters have a steady supply. "It's always easier to manage a steady stream than to receive them all at once," says Hayden Grainger, Terminal Manager.

Hayden says that while 87% utilisation might sound like there's still room to spare, in container logistics, it's anything but simple. "Think of it like your garden shed."

"If it's 87% full and every few days you're swapping out a third of its contents, without double-handling anything and needing everything to go in a specific place, you can imagine the complexity." Behind what may appear to be an empty yard at times is a gridded, pre-allocated system that can change dramatically within hours.

The secret to maintaining flow under pressure? Hayden says it's experience, adaptability, and relentless planning. "The team draws on past seasons but constantly updates the plan as conditions evolve, often several times a day," he explains.

Critical to their success is the support from the Port Nelson workshop team, whose proactive and responsive maintenance schedules keep plant operating safely and efficiently.

This season also brought operational changes, including the relocation of the Vehicle Transfer Area (page 7). While it temporarily reduced container storage capacity, it significantly improved safety, providing separation between transport drivers and container handlers.

Hayden says that the Terminal Team doesn't function without the assistance of every team at Port Nelson, he says that special recognition goes to the Stevedoring team. "They helped fast-track turnarounds by isolating special container requests, loading reefer towers, and responding to customer-specific needs."

This season also saw a strategic shift in the Cargo Services team, who redefined their roles and responsibilities, contributing directly to smoother terminal operations and improved efficiency. The internal appointment of Hayden Grainger as Terminal Operations Manager at Port Nelson was one example of this.



A new chapter in a 20-year Port Nelson story

Introducing Hayden Grainger, Port Nelson's new Terminal Operations Manager.

Hayden's journey with Port Nelson began in 2002, when he joined as a casual staff member working in the quarantine sector. Since then, he has built a strong career across various roles within the Port, including Cargo Receptionist/Yard Planner, Terminal Supervisor, and most recently, part of the vessel planning team. He also spent time in an Operational Management role within our Stevedoring team, helping lead through the challenges of the COVID-19 period.

With over two decades of experience at Port Nelson, Hayden brings a deep understanding of the Port's operations and a strong commitment to the role. He steps into the position as part of a six-month secondment.



When asked what inspired him to take on the role, Hayden shared "Port Nelson has been a fantastic place to grow and challenge myself.

I'm proud to work for a business that continues to invest in its people, and I trust in the future direction of our company. I'm excited to be part of the team shaping what comes next."



Victory Boxing named new charity golf day recipient

Port Nelson is proud to announce Victory Boxing as the new charity partner for the Port Nelson Charity Golf Day, with the organisation set to benefit from the event for the next two years.

Chosen through a two-stage staff voting process, Victory Boxing stood out for its strong connection with many people who work at Port Nelson and the work it does to build confidence, connection, and resilience in young people and the wider community.

The voting process began earlier this year with Port workers submitting their recommendations of charities they felt were deserving of support. From there, a final round of voting was held to determine the recipient, with Victory Boxing receiving the majority vote from across the Port.

"Our People's engagement was key to this selection," said Jessica Ammundsen, Communication and Engagement Manager. "The result reflects what matters to our people, supporting local organisations that are making a real difference in our region for both youth and adults."

Based in Nelson, Victory Boxing is more than just a boxing gym. It offers structured programmes for youth, schools, and adults that focus on physical wellbeing, mental resilience, and building positive life skills. With a strong emphasis on character development, the organisation works closely with schools and families to engage young people who benefit from belonging, encouragement, and consistent support.

"Being selected as the Charity Golf Day recipient means a lot to us," said Paul Hampton, Programme Director at Victory Boxing. "It's not just financial support, it's a message to the young people we work with that the community believes in them. We're grateful to Port Nelson and its staff for getting behind our kaupapa."

The Port Nelson Charity Golf Day is a much-anticipated fixture in the shipping and transport industry calendar, bringing together industry partners, suppliers, and customers for a day of connection and giving back.

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Over the years, the event has raised significant funds for local causes, supporting the likes of Big Brothers Big Sisters, LifeLinc, Nelson Marlborough Rescue Helicopter Trust and most recently New Zealand Riding for Disabled (Whakatū and Richmond branches).

"Our team looks forward to working alongside Victory Boxing over the next two years," said Jessica. "They're an inspiring organisation doing meaningful, hands-on work in our community and we're proud to be part of their journey."



Port Nelson's Jessica Ammundsen (left) with Victory Boxing Programme Director, Paul Hampton (middle) and Trustee Hayden Thompson (right).

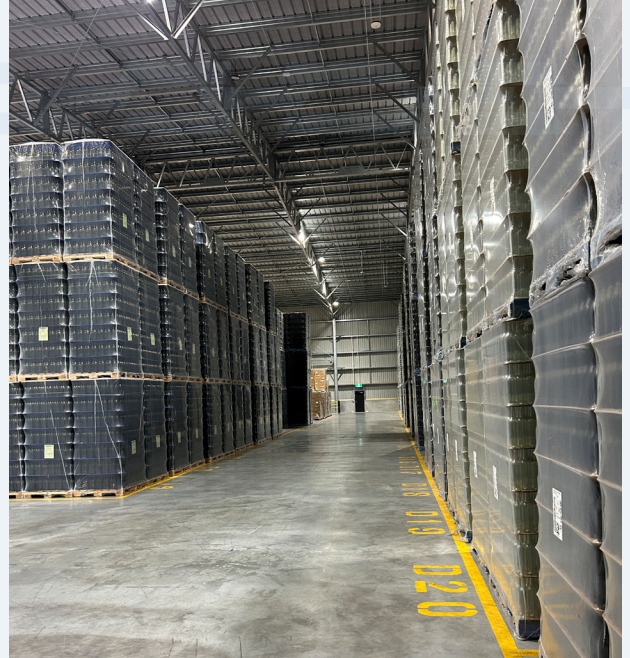
Marlborough Inland Port enters operational phase as product moves in

Honamai, Marlborough Inland Port, has officially transitioned from development to operations, with product now being stored on-site in the warehouse and container operations underway.

While Honamai's opening was marked earlier this year, the arrival of product into the warehouse in April signaled the start of the facility beginning to contribute to freight efficiency and regional logistics performance.

Located in Riverlands, Blenheim, Honamai was developed to ease freight movement between Marlborough exporters and Port Nelson's coastal shipping operations, as well as alternative routes.

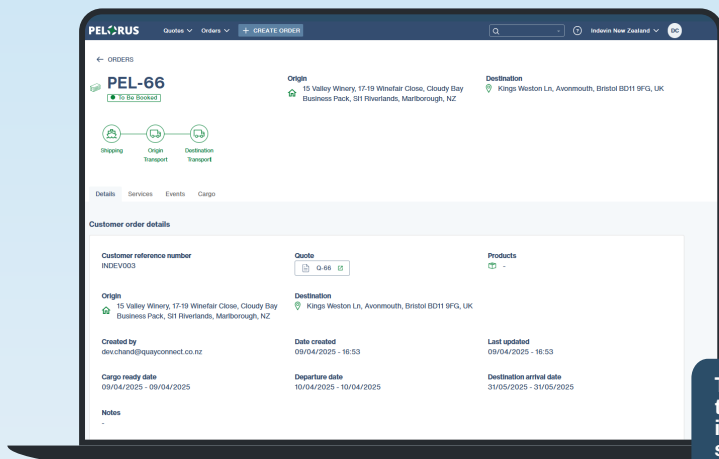
Honamai forms part of a broader long-term strategy by Port Nelson to strengthen connections across Te Taihuhu,



with investments aimed at supporting forecast freight growth while easing congestion at Port Nelson's Patterson Logistics Centre.

QuayConnect also launched its supply chain visibility tool Pelorus in June.

Optimised to enhance customer experience, Pelorus gives customers real-time insights into order status, inventory management, and product tracking across the supply chain.



Pelorus is a unique selling point for customers and adds a lot of value to QuayConnect's service offering

For a demo contact QuayConnect's Client Relationship Manager Dev Chand >> dev.chand@quayconnect.co.nz

Our team can do more valuable activities than hunting for event dates and cargo status.

A system like this will save the team time and simplify part of their supply chain.

There has been nothing like this for industry to date, so get it off the ground. Get it out as soon as possible so customers can realise the benefits.

The ability to tie deliveries to specific orders is tremendous and will eliminate confusion.

On-demand visibility will be excellent. It is like a one-stop, from rate requests to delivery made simple.

Meet our new GM Operations, Paul Williams



Our new General Manager Operations, Paul Williams, started with the port three years ago as our Terminal Manager. He recently moved into the General Manager position after a rigorous recruitment process

Paul's career has taken him across the globe and he brings invaluable experience in ports and shipping to our senior management team.

With a career that began at Blue Star Line in Wellington as a Trade Assistant, Paul quickly progressed through the industry, joining Maersk as a management trainee. This role allowed Paul to travel extensively and eventually led him to a move into port operations with APM Terminals. There, he worked on major projects including new terminal builds in Africa and the Middle East and gained frontline operational experience as a Shift Operations Manager at the company's 2-million TEU terminal in Rotterdam.

Returning to New Zealand, he spent time with Fonterra in Darfield before moving into a leadership role at Lyttelton Port. There, he helped deliver major infrastructure projects such as the Rolleston Inland Port (Midland Port), the Lyttelton marina (Te Ana), and the terminal capacity expansion project.

His project management and operational leadership experience have proven a perfect foundation for his new role at Port Nelson when he joined the team in 2022 as Terminal Operations Manager.

"I've always wanted to live in Nelson for the lifestyle, and when the opportunity came up to join the port team, we jumped at the chance," he says. "For someone who works in ports, Port Nelson is a great operation to be part of." Over the last three years, Paul has led effective change including leading our Port User Management Project, introducing the permit process, and relocating the Vehicle Transfer Area for improved safety.

In his first year, his focus is on getting to know the teams, understanding how they work, and finding the best ways to support them. "Success for me looks like a team that's safe, efficient, service-minded, and collaborative. When we achieve that, great outcomes will follow."

A key project he's excited about is Port Nelson's Master Plan development. "It's a rare and exciting opportunity to help shape the port's future."

Known for his hands-on leadership style, he values honesty, integrity, ownership, and a "make it happen" mindset. Whether joining team toolbox meetings or walking the yard, he believes in being actively involved and building strong relationships across the organisation.

His love for the industry is clear. "I've always loved the port environment, the ships, the weather, the people. It's where I feel at home. I also take great pride in the contribution we make to Te Taihu and our local communities."

Outside of work, he and his wife Angie are settling into life on a lifestyle block in Tasman, where he's learning the ropes of fruit tree growing and enjoying walks by the coast and through the hills.



Relocating the Port's VTA for improved safety

Prioritising safety was the driving factor for the relocation of the Vehicle Transfer Area (VTA) at Port Nelson this year.



Previously, the VTA layout meant truck drivers were required to operate in close proximity to busy lanes of container handler traffic.

This posed an unacceptable risk, prompting an internal review and a commitment to deliver a safer environment for everyone on site.

In response, the Terminal and Safety teams collaborated on a comprehensive redesign of the VTA layout. The goal was simple: to separate truck drivers from high-traffic areas and reduce potential conflicts between people and heavy machinery.

The new layout was developed in consultation with Port Users.

Key changes included better traffic flow, clearer signage, designated pedestrian zones to reduce crossover between vehicles and personnel, and a lighting system, developed by our workshop team, to indicate when the truck driver is safely in their designated hut (see image left).

Since implementing the new design, feedback has been positive. Truck drivers have noted a greater sense of security when operating in the area, and we have seen a reduction in near-miss incidents.

This project reflects Port Nelson's ongoing commitment to continuous improvement and creating a safer working environment for all.

Hydrogen trial delivers fuel savings, drives fleet expansion

With 79% of our emissions coming from fuel, a trial to improve fuel efficiency in Empty Container Handlers (ECH) concluded with 12% in fuel savings and the purchase of seven new HydraGEN systems for the entire ECH fleet.

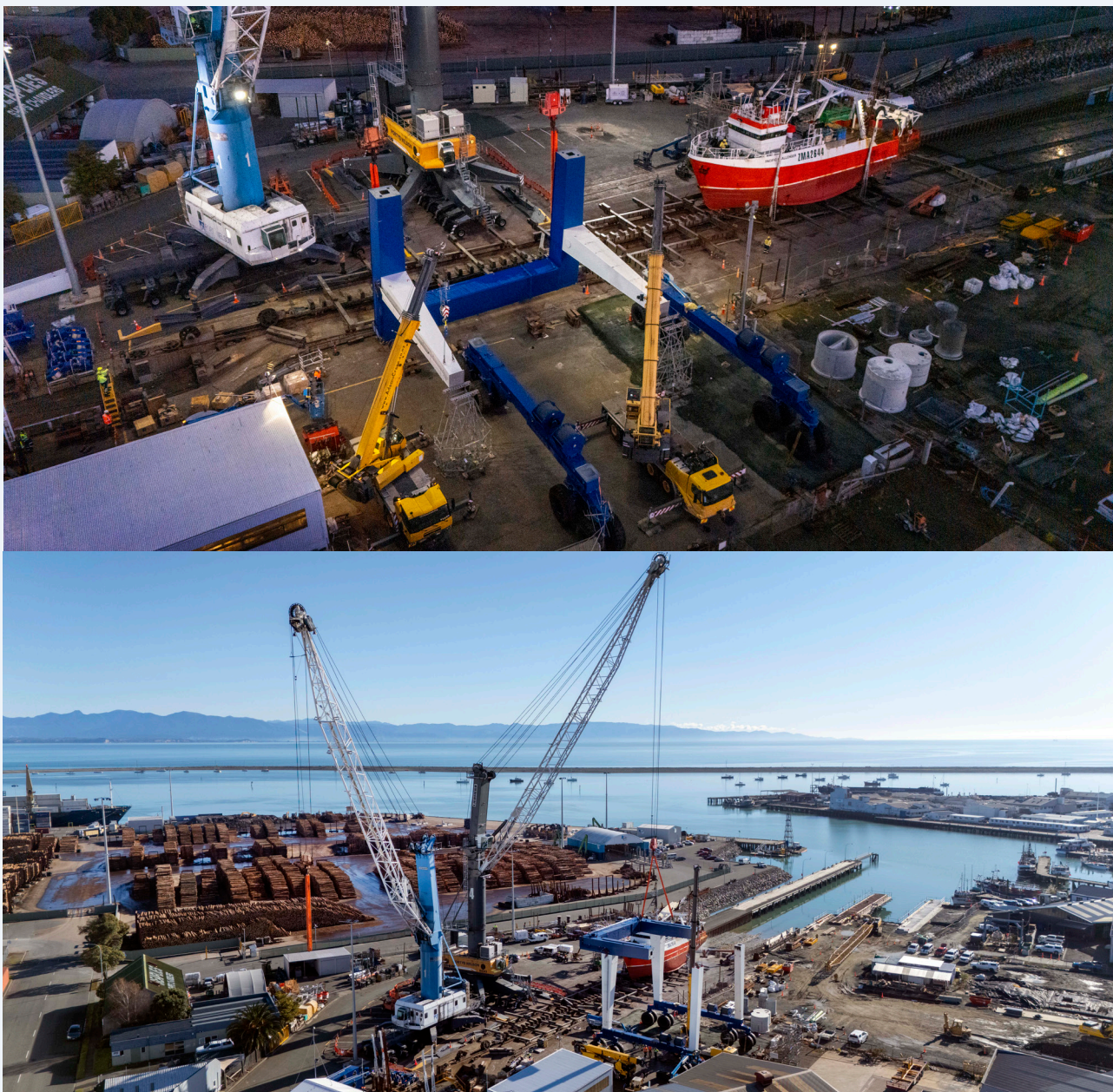
"These results give us confidence that hydrogen-on-demand is a viable, scalable solution for improving fuel efficiency in our heavy machinery," said Andrew James, General Manager Environment, Infrastructure and Maintenance. "The technology integrates well with our existing equipment and supports our wider goals of improving environmental performance, without compromising on operational output."

Unlike conventional hydrogen vehicles, the HydraGEN system doesn't rely on hydrogen storage or refuelling infrastructure. Instead, it produces hydrogen on demand and blends it into the air intake of diesel engines, enhancing combustion and reducing both fuel usage and emissions.

The successful trial is part of Port Nelson's environmental strategy to reduce carbon emissions by exploring technologies that deliver both environmental and operational benefits.

"We see this as another step in our environmental journey," Andrew said. "By taking practical, measurable actions like this, we're showing that small changes at the equipment level can make a difference."





Assembly underway for new boat hoist

The slipway has been a focal point of activity in recent weeks, with the assembly of our new Cimolai travel lift now well underway.

The assembly of the boat hoist is part of a significant infrastructure upgrade to the slipway operation at Port Nelson.

The Boat Hoist will allow the lifting of vessels from 50 to 550 tonnes onto a hardstand, leaving the slipway free to service larger vessels up to 2400 tonnes.

Delivered in several large components, the assembly began with the careful on-site construction of the steel framework, assisted by two heavy cranes.

Given the size and complexity of the lift, the process has required meticulous coordination between our internal teams and external contractors. The next stage will see the installation of the engine and hydraulic systems.

Following assembly, the boat hoist will remain offline until redevelopment works at the slipway are complete. Once operational, the new boat hoist will greatly enhance our lifting capacity and operational flexibility, supporting a wide range of vessels from commercial operators to private boat owners.



Early Railway wharf (ca 1870s)

A brief history: prior to 1901

The rich history of Port Nelson is the foundation that's helped shape the vibrant 'gateway to the world' as we know it today. And it all started from modest beginnings.

With its long, protective boulder bank forming a natural breakwater and haven, what we now know as Nelson had long been home to Māori before the European settlers arrived in the 1840s. Early accounts of Whakatū – meaning 'a standing place or shelter for canoes' - described the trading of fish and produce. An ancient pa site occupied since around 1450 called Matangi Awhio, was located in the Port vicinity at a place now known as Auckland Point.

In the early days of European settlement at Nelson, vessels had to navigate the narrow passage between Haulashore Island and Fifeshire Rock and entry to the calm waters of the Haven was only possible in fine weather at high tide.

As Port Nelson developed, it was awarded official Customs capacity in 1842, and declared a 'Port of Entry' the next year. In 1856, New Zealand's first railway was created to link the Dun Mountain Copper Mining Co, to the wharf, opening in 1862.

By the late 1850s, Nelson's trade was particularly buoyant, significant amounts of sawn timber, wool and apples were exported from the Port.

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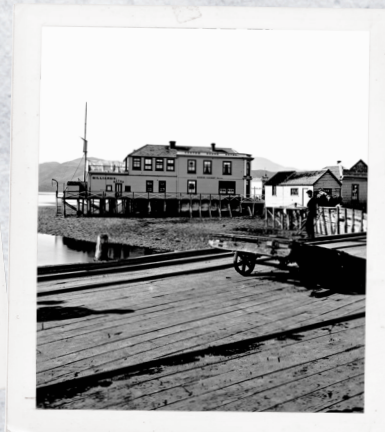
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Work on a new public wharf, Railway Wharf, started in 1875. In 1859, plans for a permanent lighthouse on the Boulder Bank was actioned, lighthouse sections were shipped from England and on 4 August 1862, the lamp was lit for the first time.

However, Nelson's growing reputation began to be threatened as silt from the Waimea River impacted the depth of the harbour entrance, and a number of vessels grounded. This impacted on trade volumes. To tackle this challenge the first Nelson Harbour Board was established in 1901. One of its first major jobs was to make the approach to the port more straightforward.

In 2026, we will celebrate the 125th anniversary of the Port, commemorating the formation of the Nelson Harbour Board. We look forward to sharing more about our history, with our next edition focusing on the early initiatives undertaken by the Nelson Harbour Board starting in 1901.



The Region's Gateway to the World

PORT  NELSON

www.portnelson.co.nz

