

Our man in Napier

Hawkes Bay branch manager Peter Hynes has transport in his blood – he's been in the industry for 26 years since starting with New Zealand Railways when he left school. Peter's specialty is to drive the transport business from behind a desk – he's never got behind the wheel of a truck, he claims.

"It's an infectious industry," Peter says. "Everyday is different, nothing is monotonous which is one of the big attractions of the job."

Now married with two netball and soccer-mad daughters, Peter was a keen volleyball player in his youth – representing New Zealand in its under 21 side from 1981 to 1984. Peter moved to the Hawkes Bay from Dunedin in 1985 to work for New Zealand Railways and then joined Bearsley Express in 1997 and became its sales and marketing manager. When Hooker Pacific bought the Bearsley operation in 2004, Peter took on the role of branch manager.

To take time from looking after 33 staff and 21 trucks ranging from local delivery to line-haul units, Peter likes nothing more than to get out on the golf course as often as he can!



Hawkes Bay Branch Manager Peter Hynes.

Doing our bit for the Duffy Books in Homes project

Hooker Pacific's Managing Director Jim Ramsay and Customer Services Gill Hickey attending Duffy Books in Homes Role Model Assembly at Puketapu School, Bell Block. Hooker Pacific is proud to be a lead sponsor for this well known and respected programme. By contributing substantially enables the school to provide children with books - books they can take home and call their own.



We haul!



L-R Graeme Roberts, Paulette Rae, Michele Dale, Shirley Munn.

Hooker Pacific's South Island Fuel Haulage hub is based in Christchurch and there are depots in Greymouth, Nelson, Timaru, Dunedin and Invercargill. The operation is split into Farm Deliveries for CRT FarmDIRECT and Bulk Deliveries for Chevron. The farm drivers deliver diesel and petrol to countless rural and commercial clients around the South Island. Meanwhile the bulk drivers cover deliveries to 193 Caltex and Challenge service stations throughout the "Mainland" often on a 24/7 basis. Graeme manages the operation and Paulette, Michele and Shirley handle all the administrative work relating to both the South Island and North Island petrol and diesel deliveries.

Our Driveline newsletter is proving very popular with our clients and staff. We welcome your feedback or comments - contact Gill Hickey in our New Plymouth office on 06-755 9990 or email gill.hickey@hookers.co.nz

Check out our website www.hookers.co.nz

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EDITION NO. 8

TURNING A BAD DAY INTO A GOOD DAY



Rig 252 "Carrier" arrives at a well site

Parker Drilling has a world wide reputation for successfully handling the big onshore and offshore drilling jobs - often in difficult and remote locations.

In 10 countries around the world, Parker Drilling operates a fleet of 46 drilling rigs from the Gulf of Mexico to the jungles of Papua New Guinea.

The American-based company came to New Zealand in 1984 where it now has three fully operational rigs. Moving these rigs, and the support camps around them which can house and cater for up to 100 people, has been the role of Hooker Pacific since day one, says Parker's New Zealand Operations Manager, Gordon Bourne.

"Hookers can turn a bad day into a good day - that's why we deal with them," says Gordon.

"Moving one rig can take 14 days and 80 to 90 heavy and often oversized loads. And we have to move rigs every 40 to 60 days."

But recently Hookers faced the added challenge of moving all Parker's three rigs at the same time - described by Gordon as a logistical nightmare!

"But it was commendable to all the Hookers drivers that supported the moves of drilling rigs 252, 246 & 188 in such a safe and efficient manner," says Gordon.

"We have had zero accidents with Hookers drivers in more than 20 years - which is why

Parker Drilling has a long working relationship with Hookers."

Gordon also credits Hooker Pacific's Rig Shift Supervisor Garry Sands for turning such difficult situations into a safe, timely and manageable operation.

"With the amount of equipment we have to move, how they make it all happen amazes me - nothing's a problem."

And as if moving a rig isn't hard enough over 14 days - Hookers first have to move in just 12 hours all the accommodation, catering and ablution units that make up the drilling camp - often right across the country!



Dear Readers

Christmas is on us again! Celebrate, spread heaps of goodwill and enjoy happy times with family and friends. Many of our team remain on duty to service clients who are working through - so a special thanks to all who help keep NZ moving.

And things do keep moving - particularly out in the oilfields. This issue features Parker Drilling, a major participant in NZ Energy Exploration. Parkers have been operating drilling rigs for 70 years, and have a fleet of 50 rigs available worldwide. Our experience in transporting oilfield equipment is also impressive - we have been moving rigs since the Kapuni discovery 50 years ago. Relocating a large rig is a big job, and a good move requires a real team effort - we're proud to be part of the team for this interesting and satisfying work. Thanks Parker Drilling.

Talk of energy soon turns to global warming and especially emissions. So it should. To ignore the concerns and fail to respond would be foolish. Our industry has been

criticised for its impact on the environment, but while others have been talking we have been acting.

Since 1993 improvements in engine design, efficiency, fuel burn and exhaust gas cleaning have dramatically reduced heavy truck emissions. These improvements (generally called EURO or EPA Standards) have resulted in a 55% less nitrous oxide emissions, and a massive 70% reduction in particulates emissions. That's good news! EURO IV Standards coming in 2008 will be even better. The industry is proud of these achievements. All modes of transport create emissions, and increased demand for transport will mean more activity - but ongoing investment in newer trucks with cleaner engines will bring closer the goal of eliminating noxious emissions.

We could do even better if Government allowed the larger/heavier vehicles common in other developed countries. The case for increased weights is compelling - an increase from 44 tonne gross to 50 tonne could further reduce fuel usage and emissions by another 20%.

We are committed to improvement - it's our world too!!

All the best for Xmas and the New Year - Jim