



## Driver wins Shell safety award

Every year Shell Todd Oil Services holds a "Safety Day" with the theme of the 2008 event being "small changes, big difference". As part of the day, at a regional Asia Pacific level, each Shell operating unit including STOS, is asked to submit staff for a Safety Day award.

Dozens of entries are received and are judged by regional safety experts. This year there were two STOS winners, Kevin Blundell and Greg Lester, and one STOS contractor winner, Terry Wilson from Hooker Pacific's New Plymouth branch. STOS General Manager Rob Jager praised the efforts of all three local winners for their safety passion and leadership. He says Terry has had a long history of providing transport services for STOS and always goes that extra mile to ensure that no harm comes to people and the environment.

Rob Jager presenting Terry Wilson with his Safety Day Award

## Congratulations to Brian Scanlan

At a special morning tea at the New Plymouth office recently Brian Scanlan was awarded a certificate in recognition of his outstanding performance and dedication to Health, Safety and Environmental matters at Hooker Pacific.

Brian as chairman of our Health & Safety committee has spent many hours ensuring that we all have a safe environment to work in.

As a reflection of our HS&E policies and procedures, Hooker Pacific has achieved and continued to maintain the Workplace Safety Management Practice Certification at the "Tertiary" level.



Brian Scanlan receiving his award from Hooker Pacific General Manager Jim Ramsay

### DOING OUR BIT...

We have a policy of being open to requests for sponsorship and support from the community. It's our way of saying thanks to the communities who support us as a business. Here's a selection of who we've helped along the way over the last several months.

- Homelink Road Safety Workbooks
- Rescue Helicopter Trust
- Taranaki Safer Family Centre
- Round The Mountain Cycle Challenge
- International Triathlon
- Womad 2008
- NZ Family Et Foster Care
- TSB Super screen movements
- Epilepsy Foundation of NZ
- Starship Foundation
- Centre of Applied Engineering NZ
- Wanganui Provincial Rugby

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](mailto:gill.hickey@hookers.co.nz)

## Check out our website [www.hookers.co.nz](http://www.hookers.co.nz)

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## "YOU GUYS ARE AS GOOD AS IT GETS" .... Bill Gibson, Gibson Logistics



Hooker Pacific trucks loaded with their V8 cargo

In mid-April nearly 180,000 people flocked to Hamilton to see the Australian V8 Supercars race for 400kms over three days - while not all cars made it - all the cars made another race to the track and back thanks to the timely haulage of Hooker Pacific.

But before this race even began - another race had to be run involving a chartered 747 and a fleet of Hooker Pacific trucks.

Race car freight forward specialists Gibson Freight in Sydney handled the charter of an Atlas 747 to bring all the teams from their home bases in Melbourne and Brisbane.

According to event director, Steve Vuleta of CSM Ltd, it was a time critical exercise.

"We needed a transport operator who had a fleet of trucks to handle the job - and could be flexible as charter aircraft don't always fly to timetables," says Steve.

To rendezvous with the car-laden 747's at Auckland airport, Hooker Pacific's Steve Runciman and Brian Jacobs co-coordinated 10 trucks from its New Plymouth, Wanganui, Napier and Hawera branches. The fleet was a mixture of 46 foot quads, 43 foot flat decks, truck and trailer units and a couple of B-Trains.

"There were 32 cars in total including the safety car and the course car along with all their accessories," explains Brian.

"Time became a critical factor as there was only an estimated 11 hours between the arrival of the first

747 from Melbourne and the next from Brisbane." In addition to the time factor - safe and careful handling of the race cars - each valued at approximately A\$1million was also of paramount importance.

"With Hookers we had zero damage to the vehicles," says Steve Vuleta.

For loading the flat bed trucks, two cars are stacked one on top of each other in a metal rack. Each car is accompanied by a 23 cubic metre accessories box containing tools and spare parts for the car.

The logistics were ultimately the responsibility of Bill Gibson of Gibson Freight in Sydney who conveyed to Jim Ramsay "It's a pleasure to work with pro's - you guy are as good as it gets."



Dear Readers

It's been a long hard winter! And it's not over yet!

Fuel costs bit deep, other costs continue to rise, but work reduces as the country struggles with what has been officially termed an "economic depression".

Bad enough - but then the Government ambushed us (and all road users) by hiking Road User Tax some 10%, overnight, without notice or consultation.

The resulting protest actions by 4500 trucks throughout NZ received overwhelming public support - and clearly demonstrated that Kiwis have had a gutsful of arrogant and dictatorial government imposts.

Consider this:

- Australian heavy trucks pay 15% of the Roading Budget and the Aussie government says "That's fair".
- NZ heavy trucks are only 3% of vehicles on the road, but they contribute over 85% of the roading budget!

Despite this our politicians keep bleating that "NZ trucks are not paying their share!! Our mob are lying. Again.

And another thing - it was no coincidence that Road User Tax was hiked the very same day our government chucked about \$800 million at a smiling Toll Australia to buy back NZ Rail. You just gotta wonder about them!

OK - enough gloom. Let's just get rid of them and get on with taking care of business!

For top end excitement you couldn't beat the V8 Supercars at Hamilton. What a show - the massive crowds had a ball at this new age chariot racing spectacle. Hooker Pacific transported the cars to and from Hamilton, and our team thoroughly enjoyed being part of the whole fantastic circus.

I know - burning up all that gas might be considered wasteful, even environmentally unsound, at least by a few - but you need some fun to get you through a long hard winter!

Keep on trucking! Jim

# Welcome to Concrete City

Hooker Pacific's newest branch is located in the historic coastal settlement of Otaki – on the Kapiti Coast an hour north of Wellington.

While Otaki is nestled between majestic green hills and the expansive Tasman Sea, Hooker's Otaki branch is nestled between Stresscrete and Stahlton Engineered Concrete and has developed an expertise in transporting the wide range of concrete products both firms produce to building sites around the lower North Island. Otaki became famous for its concrete products due to a plentiful supply of grey wacky stone in the Otaki river and in local seams which are the raw material for making concrete.

The expertise for transporting concrete has developed over the last 27 years when the transport firm was originally known as Cooksley Transport Limited – which Hookers acquired in October of 2007. It has a fleet of seven semi-trailers, and two transporters, one step-deck and two trombones. The fleet is mainly made up of Scania's – but its "showtruck" is a 2000 Western Star 600 Signature series, says the branch's manager, Roman Murray.

"While we cater for most transport needs – we really are the concrete transport specialists," says Roman.

"The loads can be up to 24 tonnes, and a minimum of 18 tonnes – so loading them correctly is critical for their safe transport."

And safe they are with an accident-free, and damage-free record whether moving concrete to Wellington or Palmerston North construction sites – or on their "steel runs" picking up the reinforcing steel from steel stores in the Lower Hutt area delivering to engineering shops on the Kapiti Coast.



Otaki Staff: (Left to right) Jeff Mua, Martin Harris, Roman Murray (Branch Manager), Ian Greene and Brent Fulford Absent: Tony Kells

Hooker's Otaki branch has its own large workshop on site meaning the drivers service their own trucks, prepare them for COF certification including servicing, welding and painting.

Roman has just taken on the role of branch manager from Fiona Carson who is relocating to Hooker's New Plymouth branch to work alongside Les Magrath on general logistics and the company's Westpack service.

## Stahlton – a new division of Fulton Hogan



Stahlton Engineered Concrete Manager Alun Hughes with Hooker Pacific's Jeff Mua.

When trans-Tasman civil contracting company Fulton Hogan Limited acquired Pre Cast Components in Otaki in March of 2007, (now trading under the name of Stahlton Engineered Concrete), it inherited a transport relationship dating back around 30 years.

The Stahlton Otaki and Bulls branches are two of 10 the company operates right around the country. With some 250 staff nationwide, including 24 in Otaki and

7 in Bulls, Stahlton makes just about any precast concrete product available, says Otaki Branch Manager, Alun Hughes.

"The Hookers' drivers are very experienced and have always achieved what we've asked them in terms of deliveries" says Alun.

"We try to give them as much warning as possible of our clients needs – with a minimum of 72 hours, more where possible. Most loads into Wellington average 20 tonnes and generally are required by 7.30am or earlier."

"It's a very good relationship as they understand that safety and quality are our top priorities. And they have a very good track record of safety and delivering our products undamaged."

Stahlton's Otaki branch manufactures many precast concrete products and supplies them to sites mainly in the lower North Island. It specialises in pre-stressed flooring systems including Hollowcore, Flat Slab, Rib & Infill, Shell Beams and Bridge Beams.

It also manufactures a variety of precast product ranging from panels, stairs, beams and the like. Stahlton Engineered Concrete plants service the construction industry with precast product from Auckland all the way down to Balclutha in the South Island. Otaki and Bulls form a part of the of the Stahlton Engineered Concrete setup within Fulton Hogan Limited.

## Concrete that can handle the stress



Stresscrete Production Manager Stacey Thomas with Hooker Pacific's Ian Greene

Apart from the ability to safely move 24 tonne concrete products, Stresscrete values the friendship and loyalty that Hookers' Otaki drivers provide to them says its Otaki production manager, Stacey Thomas.

"I've worked with these drivers for 14 years and they're really good guys – we all know each other personally," says Stacey.

The Stresscrete operation at Otaki was established in the early 1970's and is renowned throughout the construction industry for its ability to manufacture specialised pre-stressed and precast elements including everything from GRC (glass reinforced concrete) through to 40 tonne plus bridge beams.

The branch employs nearly 50 people and has its own design and development team, as well as highly experienced manufacturing staff.

Over the years the company has supplied concrete products to a number of high profile New Zealand construction projects such as Auckland's Sky Tower and Wellington's Te Papa museum and Westpac Stadium – also known affectionately as the "cake tin."

"Stresscrete is New Zealand's longest serving supplier of precast and prestressed concrete," says Stacey. "We pride ourselves on our professional approach and our uncompromising principle of delivering the specified product on time. This sometimes means delivering our product outside normal working hours to meet customer needs – and Hookers will do this for us."

Being on time means Hookers load concrete products destined for Wellington from the Stresscrete yard the afternoon before. This allows the drivers to be on the road by early the next morning to get to Wellington on time for unloading.

Once the pre-stressed concrete is unloaded – the drivers head straight back up to Otaki to pick up another load – often picking up reinforced steel for Stresscrete along the way.

"Hookers' drivers have a real understanding of our types of products as they are often over-size and very heavy," says Stacey. "But over all the years they have worked for us they have a really good safety record."

## A driver for all seasons – mostly in one truck

Ian Greene has been driving trucks for 40 years – and in that time he's driven in all conditions – and "just about all types of trucks."

Otaki born and bred, Ian admits that back in 1968, he was lured away from his plumbing apprenticeship by the money truck drivers were earning at the original Cooksley Transport company – and now he wouldn't want to do anything else.

For 18 of these years Ian has the unique record of driving the same truck everyday. He got his first Scania truck in 1990 and has traversed many roads in New Zealand clocking up well in excess of one million kilometres.

"I've really enjoyed driving because you move about so much and get to meet so many people," says Ian. "I like the Scania's by far – they can't be faulted out on the highway, and the new 4 Series Scania drives like a car, it's very comfortable and just floats along."



Ian Greene with old faithful on the left and his new truck on the right