

What's happening at LPC

Progress of the Recovery Plan for Lyttelton Port has been a major focus for LPC over the last few months – read the update in this issue.

Other news outlines some major projects underway at the Port and we feature a timeline of significant future developments.

Most visible for those living in Lyttelton has been the resealing of the logging yard storage area in front of Norwich Quay. Less visible from the town is the huge rebuilding of Cashin Quay 2 wharf.

At Rolleston, our new Inland Port is underway and scheduled to be fully operational with a rail service by early next year. It will help service the increasing productivity from the Canterbury plains, reduce the need for trucks on roads and improve connectivity, with direct rail connection to the west, south and Lyttelton Port.

This is all part of our 30 year vision to ensure Lyttelton can meet increasing freight demands. With container volumes expected to double in a decade and double again by 2041, it is vital the Port is planning and building to support the future needs of the region.

An important part of the long-term plan is to relocate significant Port services east onto the reclamation in Te Awaparahi Bay. This would allow the re-opening of parts of the Inner Harbour in the west to the public. This is part of the unique opportunity to reconfigure facilities to deliver a modern, thriving port well connected to the community, with vibrant areas to be enjoyed by everyone.



Cashin Quay 2 wharf nearing completion

The rebuild of the Cashin Quay 2 wharf at Lyttelton Port's Container Terminal is scheduled to be finished this November, with the storage area behind it for more than 700 containers set for completion in early 2016.

The new 230 metre long wharf is a significant milestone in LPC's plan for future growth and quality customer service. It will provide for a second container vessel berth, increase the capacity for the Container Terminal and allow better operational efficiency.

At the peak of the wharf project, 180 construction personnel were working on the site of what is one of Canterbury's most significant earthquake rebuilds to date.

Piling and concreting of the wharf have been major projects in themselves. 7,000 cubic metres of concrete have been poured to form the wharf deck, much of it up to one metre thick, and being delivered by up to 60 trucks a day.

261 piles have been driven into the sea bed and the completed structure has been designed to be stronger and more resilient. The main pile driving of 65 metre piles was finished in March, while the placement of the smaller 12 metre long piles is almost complete.

LPC is grateful to the local harbour communities for their patience during the project.

The new Cashin Quay 2 wharf is an important part of the plan to ensure Lyttelton has a Port that supports the Canterbury economy and the region's freight needs now and in the future.

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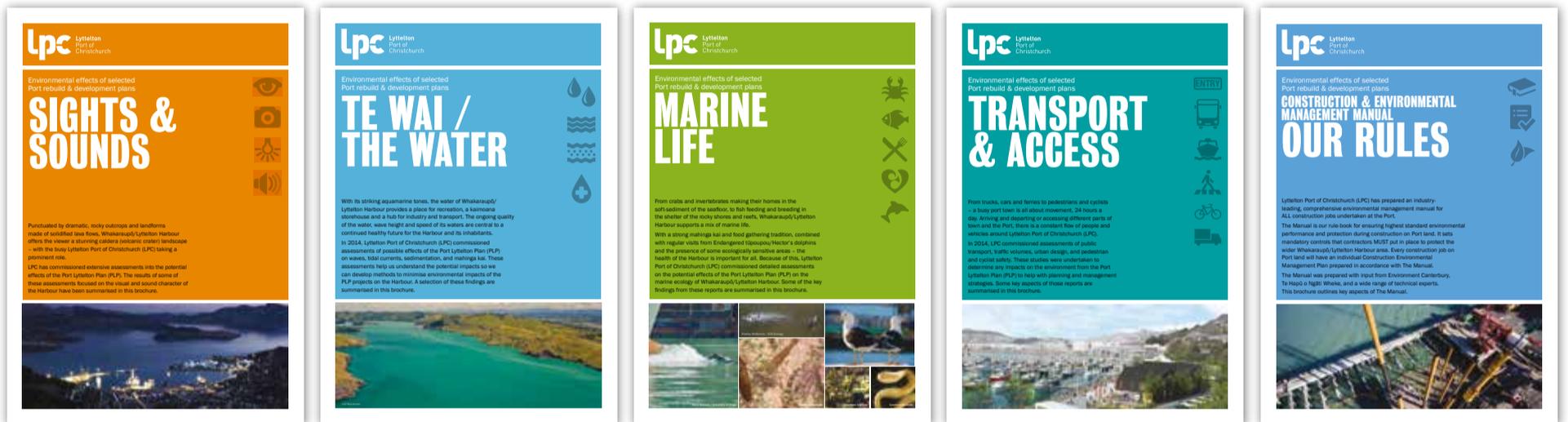
Healthy Harbour and Environmental Assessments

We have prepared a Port-wide Construction Environmental Management Plan to be used to set environmental standards and ensure our staff and contractors know how to achieve them. To help us understand and assess the

potential effects of the Port Lyttelton Plan, we brought together a team of technical specialists.

They produced reports which we have summarised.

Easy to read summaries of our Environmental Assessment of Effects information are available at www.lpc.co.nz:



The above summaries cover:

- Sights & Sounds – assessments of potential effects on the visual and sound character of the Harbour.
- Water Quality - the environmental effects on Lyttelton Harbour water quality, including tidal currents, waves, and sedimentation.
- Marine Life – assessments of any potential environmental effects of the Port Lyttelton Plan (PLP) on marine life habitat and ecosystems with reference to food gathering and mahinga kai.
- Transport & Access – waterfront public access, public transport, traffic volumes, urban design, pedestrian and cycle safety.

The summaries are available in local libraries, the Lyttelton Information Centre and at the LPC Port Talk site on the corner of London and Oxford Streets in Lyttelton, open Fridays 11am-1pm. They are also on the LPC website: <http://www.lpc.co.nz/Major-Projects/Major-Projects.jasc>

Port Recovery Plan progress



Right now the Port is facing the largest development in its history, and one of the largest recovery projects ever faced in New Zealand. We have a unique opportunity to reconfigure our facilities to deliver a modern, thriving port that is well connected to its community and supports a healthy harbour environment for future generations. We are looking forward to continued community involvement as we work towards developing the Port for the future.

You may be aware that late last year LPC produced the Port Lyttelton Plan (PLP), our 30 year vision. The PLP was the starting point for an extensive community communications and engagement process and a large series of effects assessments, along with the preparation of proposed changes to regulatory documents. These formed the basis of the information LPC provided to Environment Canterbury (ECan) last December.

Following this, ECan released its preliminary draft Port Lyttelton Recovery Plan and invited submissions. More than 270 submissions were received and 60 submitters chose to present and talk to their submission at a public hearing held in June. This process was to inform the preparation of the draft Lyttelton Port Recovery Plan (LPRP).

ECan will provide the final draft LPRP in mid-August to the Minister for Canterbury Earthquake Recovery.

This whole process follows the Minister last year directing LPC and ECan to prepare a draft Lyttelton Port Recovery Plan.



New Inland Port at Rolleston supports Canterbury's growth

LPC's new Inland Port at Rolleston is under development and will be fully operational with a rail service early next year.

It is part of the Company's 30 year development plan, with the Inland Port being set up to help service the increasing productivity from the Canterbury plains, primarily the export growth driven by increased irrigation.

The new Rolleston facility will provide better supply chain efficiency, particularly for central Canterbury importers and exporters.

The purpose built Inland Port in Jones Road will be able to receive and deliver import and export containers, provide container storage and repairs, and transfer containers between trucks and trains.

It will also reduce the need for container trucks moving through Christchurch city to Lyttelton and help those needing to move containers to avoid road traffic congestion and delays.

The facility's direct rail connection to the west, south and Lyttelton Port, will support connectivity and significantly contribute to Canterbury's growing economy. The Inland Port is strategically placed at the intersection of Canterbury's

major freight arteries - the South Island Main Trunk Railway line, the Midland Railway line and State Highway 1. It will provide a direct link to the 14 shipping lines and nine shipping services that call at the Port.

Container vessel sizes and volumes are increasing while the time to move these volumes to and from the Port is becoming shorter. Lyttelton Port needs to be ready for the arrival of larger vessels and the Rolleston development is a crucial part of this. Already, Lyttelton Port handles well over half of the total movement of containers through South Island ports.

LPC is working closely with the Carter Group to develop the Inland Port facility so it is completely integrated with warehousing and distribution facilities.

The LPC Inland Port has a shared boundary with the \$500 million industrial and logistics park being developed by the Carter Group. Stage 1 of Carter's South Island Industrial Port (I PORT), began with the sale of 27 hectares to LPC last year to develop the Inland Port.



I PORT launch - Philip Carter, Tim Carter, Hon Amy Adams, and LPC Chairman Trevor Burt viewing plans for I PORT at Rolleston to be built on the land behind them.

Carter Group's Industrial Port Director, Tim Carter, said the shared boundary with LPC provides access to the efficiencies and convenience of being located next to an Inland Port.

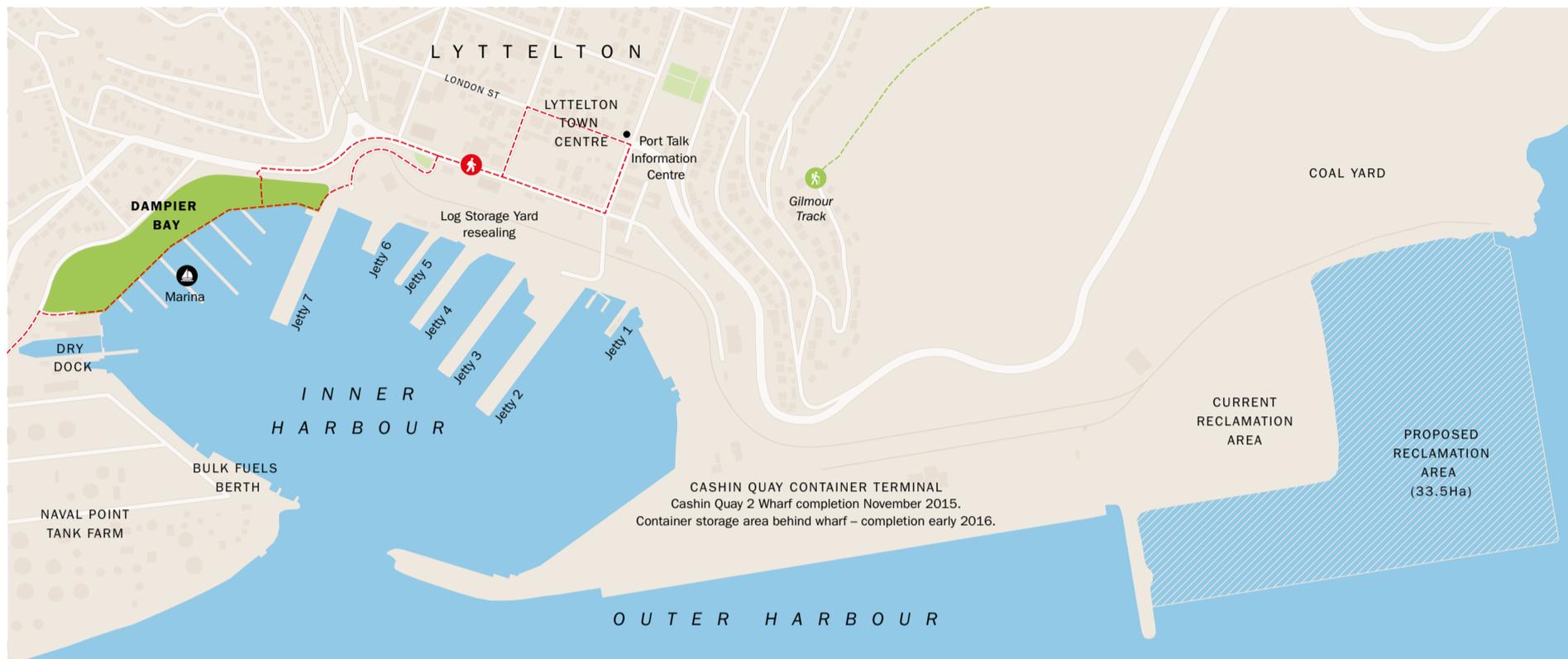
“Most of the large sites that share the common boundary with LPC are for lease, with a small number for sale. These sites can be customised for particular needs.

“Containers can be delivered and received directly to our I PORT, resulting

in a reduction in transportation costs. Companies will be able to link their supply chain with LPC's storage and handling facilities. With 92 per cent of all Lyttelton Port exports currently going through Rolleston, that signals a huge saving to many organisations.

“We cannot see large importers or exporters establishing anywhere other than Rolleston in the next five years.”

Lyttelton Port – gearing up for growth



Lyttelton Port is gearing up for growth as it needs more capacity to serve the region's freight demands and economy.

The current Container Terminal is almost at the limit of its capacity. In 2014 it handled 376,566 20-foot equivalent containers (TEUs). This is expected to rise to between 782,000-1,500,000 TEU a year by 2041 and the

Port needs to grow to provide for this freight increase.

The current Container Terminal cannot handle these future volumes. A second Container Terminal needs to be created and be operating by 2022 to ensure the region's freight requirements are met.

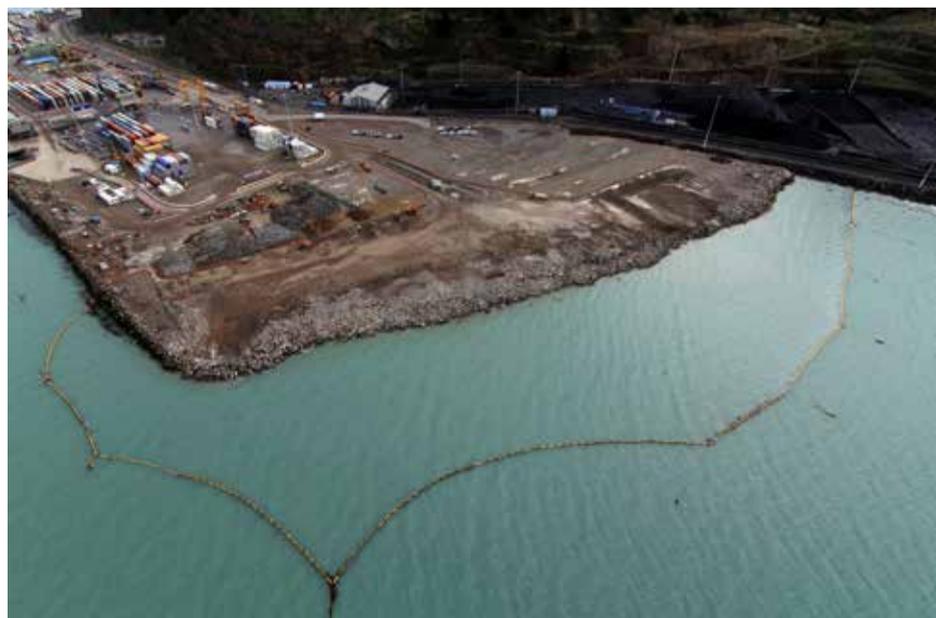
The second Container Terminal will need to provide at least two new container vessel berths, and enough land for handling and storing containers and support infrastructure. The first new berth needs to be completed within seven years. The construction of the second berth would then begin immediately, aiming for completion in 2029.

This new Container Terminal helps unlock the vision for Lyttelton Port development for the next three decades. It allows for the eastward shift of the Port so many of the operational activities currently in the Inner Harbour can move out. The western Inner Harbour can then be redeveloped with a new 200 berth marina, an associated landside development and increased public access.

If certainty for the development is delivered through the Lyttelton Port Recovery Plan, a 200 berth marina should be available at Dampier Bay and a vibrant waterfront area for the community created by the end of 2017. The Dampier Bay development

is the best opportunity to provide a waterfront development that delivers high quality public access to the area and enhanced marina facilities.

Our long-term plan also includes making No 7 wharf available to the public when more operational capacity is available. Wharves 4, 5 and 6 are at the end of their lives and to make them safe would cost tens of millions of dollars. This is not economically viable so they'll eventually be removed and the intention is to build a second marina in the area, delivering additional berths, bringing the total number up to about 400-500.



Reclamation progress

The reclamation in Te Awaparahi Bay has now reached nine hectares with completion of the 10 hectare area, for which LPC has resource consent, expected early 2016.

This is part of the long-term plan to create greater capacity by building a second Container Terminal on 33.5 hectares of reclaimed land to support the region's forecast freight increase.

Latest reclamation photo:
June 2015



“We all contribute to this – we’re all part of a team.”

Logistics Shift Manager, Chris Holt.

In the hot seat

Imagine this – you’re responsible for a container ship berthed at Lyttelton Port. It needs to discharge 600 containers then have 700 containers loaded onto it. You have 20 hours to do it. There is another vessel waiting at the heads for its berthing window. Time is money and the clock is ticking.

That’s the kind of challenge that can face Chris Holt, one of the four Logistics Shift Managers (LSM) at Lyttelton Port, when he comes to work. He’s been in the role for over two years and says while Port operations are simple, the reality of making it all work well can be very complex.

Shipping works round the clock which means Lyttelton Port does too.

“The weather changes, shipping schedules change - so does what’s

coming at you from other Ports, but expectations don’t,” says Chris. The Logistics Shift Managers are in the hot seat at the coal face, piecing it all together, keeping all the balls in the air so operations run well 24 hours a day.

“There are constant changes with shipping schedules, staff availability and customer needs. First of all you need to accept that things happen that are out of your control. Your role as LSM is to make a plan to deal with, and make the most of, the situation at

hand. You’re managing up to 80 people at a time and they look to you for leadership and the solution they need. The LSM needs to be able to make good strategic decisions, quickly and under pressure – and be sure everyone is on the same page.”

Achieving that comes with experience, which Chris has. After growing up on a farm in Hawkes Bay, Chris and his family made the move south to Canterbury and that was the launch of his career in logistics and shipping.

“I started out at the airport, on the ground with the boys - transferring bags, customer service, guiding planes – the lot. After that I worked for a log scaling company that was based in Lyttelton. Seeing the ships that visited the Port inspired me to take things a step further and get involved in a shipping agency. I was able to soak up the knowledge from a lot of ex sea-captains and learn from them how sea

logistics work. That insight has proved invaluable. I became National Operations Manager for another shipping line and after seven years working for that company, I started at LPC.”

Being in the hot seat demands the ability to problem solve, multi-task, act decisively and keep cool under pressure but, as Chris says, it’s mainly about the people.

“We all contribute to this game - we’re all part of the team. Whether it be the troops driving the straddles, up in the cranes, the Timekeepers coordinating the staff that plan the ship - we all work together to make it happen. With changing, challenging situations, it’s important the LSM keeps a sense of humour and always remains approachable.

“I enjoy it. The challenges are different and unique each shift. It’s a bit like playing a game of chess, but with wind blowing in all directions.”

Supporting the healthy future of Quail Island



Every year LPC transports over 3,000 plants from the mainland to Quail Island

An island within Lyttelton Harbour, just three kilometres from the mainland, Quail Island is a place rich in history with supporters dedicated to ensuring it has a healthy future.

The Otamahua/Quail Island Ecological Restoration Trust was set up in 1998 to develop and implement the restoration of the ecology of the island, in consultation with the Department of Conservation.

LPC has been involved with the Otamahua/Quail Island Ecological Restoration Trust since shortly after it began, providing both financial and in-kind assistance to support the exceptional work the Trust undertakes.

LPC's boat, 'LPC Rescue,' is used to transport plants from the mainland to the island for the main planting in August each year.

What the trust does

A group of dedicated and experienced conservationists and well known academics formed the Trust, to develop a plan to restore indigenous vegetation and fauna that would provide a safe refuge for local, rare or endangered species.

With the help of hundreds of volunteers, the Trust has planted more than 75,000 indigenous plants and has seen an increase in native birds and invertebrates.

The Trust spends \$100,000 on eco-restoration on the island each year. This includes pest monitoring, weed control, planting and new projects.

Animals that live on Quail Island

Fantail (piwakawaka) grey warbler (riroriro), bellbird (korimako) and wood pigeon (keruru) are thriving on the island now that the plantings are maturing. The endangered white-flipped penguin, or korora, (a sub-species of the little blue penguin) also nests on the island. The white-flipped penguin is found only around Banks Peninsula (including Quail Island) and Motunau Island (off the South Island coast, near Amberley).

Quail Island is also home to some of Banks Peninsula's unique invertebrates following the release of native ground beetles, leaf vein slugs and the Akaroa tree weta. Artificial refuges, such as hollow wooden blocks, simulate tree cavities while wooden disks take the place of fallen logs found in mature native forests to provide a safe haven for them to flourish.

It's important to eradicate pests to allow these animals to survive. To date the Trust has removed all pests, except mice, from the island. The Trust's staff and volunteers monitor strategically placed traps that protect the island from re-invasion.



Volunteers lending a hand during planting season at Quail Island

You can help

Adopt a penguin nesting box

You can help by sponsoring a penguin nesting box, to provide the white-flipped penguin with a safe haven and encourage more breeding pairs on Quail Island.

- \$500 to adopt a box.
- Each box will be named after the sponsor and the sponsor will receive updates about the penguin project and a certificate with a photo of the box showing its location on the island.

To adopt a nesting box contact the Trust's administrator, Barbara Price, on administrator@quailisland.org.nz or 03 357 9339.

Planting days – August 2015

August is the height of planting season on Quail Island. More than 3,000 plants will be planted and your help is needed!

- Planting happens every Saturday and Sunday over the first four weekends of August.
- 9am to 3:30pm.
- Ferry transportation provided free of charge by Black Cat Cruises.
- Come for one, or all of the planting days.

Bookings are essential; please register your interest at volunteers@quailisland.org.nz



Compacting before sealing part of the log storage yard at Lyttelton Port in front of Norwich Quay.

Improving the Port's Log Storage area

A project to reseal the 15,000 square metre log storage area in front of Norwich Quay in Lyttelton is progressing well.

The first stage, involving about a third of the area, was asphalted and completed at the end of May and logging operations in this area have resumed.

Work on the remaining two-thirds of the log storage area is now

underway, with the aim of finishing the entire project in the last quarter of this year.

The resealing will provide a fit for purpose all-weather log yard, reduce dust effects and ensure a high quality of storm water treatment.



LPC & Lyttelton Rugby Club

Lyttelton Rugby Club's Under 10 Dolphins in action this season against Suburbs. The Lyttelton lads won 50-40. LPC has been sponsoring the junior team for more than six years.



Iona (4yrs) and Saskia (6yrs) Wild

Festival of Lights fireworks and fun

For the last nine years LPC has enjoyed being part of the mid-winter celebration that is the Lyttelton Harbour Festival of Lights and again this year the company was delighted to sponsor the fireworks display during the street party night on 19 June.

The show lasted 13 minutes and featured more than 200 individual fireworks.

"The fireworks display is always a highlight of the Festival, enjoyed by around 10,000 people both from the Lyttelton Harbour community and visitors from Christchurch," said Project Lyttelton Events and Marketing Coordinator Lucette Hindin. "This event is for everyone to enjoy and it's great that LPC is backing it."

TACTIX coach young Lyttelton netballers



Mainland Tactix players Gemma Hazeldine, Mwai Kumwenda and team Captain Anna Thompson took the Lyttelton Netball Club junior team for a training session at Lyttelton West Primary School this season.

The session included drills, shooting practice and time for questions and answers, as well as autographs from the young netball players' role models.

The training session was organised by Lyttelton Port of Christchurch, a sponsor of both teams.

More information

LPC's 'Port Talk' information centre is open 11am – 1pm Fridays and is located on the corner of Oxford and London Street, Lyttelton.

LPC Update enquires:
allanah.james@lpc.co.nz
www.lpc.co.nz

Fast facts

1st

Lyttelton is the largest port and Container Terminal in the South Island.

2nd

Lyttelton is New Zealand's second largest export port.

3rd

376,000 20-foot equivalent units of containerised cargo went through the Port in the financial year ending 30 June 2014.

x2

Container volumes are expected to double in a decade and double again by 2041.

500+

Permanent staff are employed by LPC.

24/7

The Port operates 24/7, 365 days a year.

23.9%

Last year the Port exported by value, 23.9% of New Zealand's dairy products.