

MidlandPort – step change in container freight efficiency and future proofing Lyttelton Port servicing Canterbury's growth



Lyttelton Port of Christchurch's (LPC) new Inland Port at Rolleston, MidlandPort, is a step change in container freight efficiency for the South Island and future proofing the Port's service for Canterbury's long term trade growth.

It began operating in June and was officially opened mid-October by the Honourable Amy Adams, Minister of Justice and MP for Selwyn.

"For the first time, container freight has a rail route between Rolleston and Lyttelton Port," said LPC Chairman Trevor Burt.

"MidlandPort is providing unprecedented connectivity throughout the South Island for shippers in our region, giving access to the eight shipping services and 14 shipping lines that come to Lyttelton. MidlandPort saves a journey to Lyttelton for customers. Import containers can be picked up there and export containers dropped off. It reduces empty container movements to save time and money. It's a new era in efficient container transport for importers and exporters.

"MidlandPort's name reflects how it is at the heart of Canterbury's trade, transport and productivity. It's strategically positioned at the intersection of major transport routes, with rail access to all points west and south of Rolleston. It also services the increasing productivity from the Canterbury plains.

"MidlandPort improves travel time for freight transport and is helping reduce road congestion. Each round trip rail service takes up to 80 truck trips off our roads. This is a positive step as Christchurch focuses on improving transport efficiency. After the earthquakes, transport planning recognised the need for a hub like MidlandPort in Rolleston connecting to Lyttelton Port. We developed the facility as part of our commitment to Canterbury and supporting the South Island's long term trade growth.

"Already we have welcomed major customers such Westland Milk Products and The Warehouse on board. We are managing hundreds of containers at MidlandPort every week and volumes have tripled since we opened. MidlandPort's rail siding handles 30 wagon trains.

"It is a vital part of our planning to be ready for the forecast increase in exports and imports. This growth will make Canterbury stronger, provide more jobs and make Christchurch an even better place to live.

"We export billions of dollars of goods annually through our Port – that's overseas earnings that are crucial for Canterbury. MidlandPort provides exporters and importers with a new, more efficient gateway to the world.

Take a look at a short video of the official opening:
www.vimeo.com/187934192

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What's happening at LPC

Many of the developments in the Lyttelton Port Recovery Plan (LPRP), our blueprint for the future, are now well underway and you can read about them here.

The LPRP provides the framework for developing the Port as the South Island's major international trade gateway. We want to thank the community for the feedback you gave us about the plan. Much of the comment was very positive. We will continue to give you updates on progress.

We have a big challenge ahead of us – making ready for a forecast 50 percent increase in imports and exports in the next nine years.

That means bigger vessels, carrying more cargo. We need to enlarge the harbour's navigation channel so they have access. LPC has submitted a consent application to Environment Canterbury to deepen the shipping channel and we have asked that the public have the opportunity to have a say about it.

The Port is thriving. We have had a 50 percent increase in container volumes in the last five years. Already Lyttelton handles more than half the total movement of containers through South Island ports, including more than 70 percent of imports.

We are future proofing Lyttelton Port. That will make Canterbury stronger, provide more jobs and make our city an even better place to be.

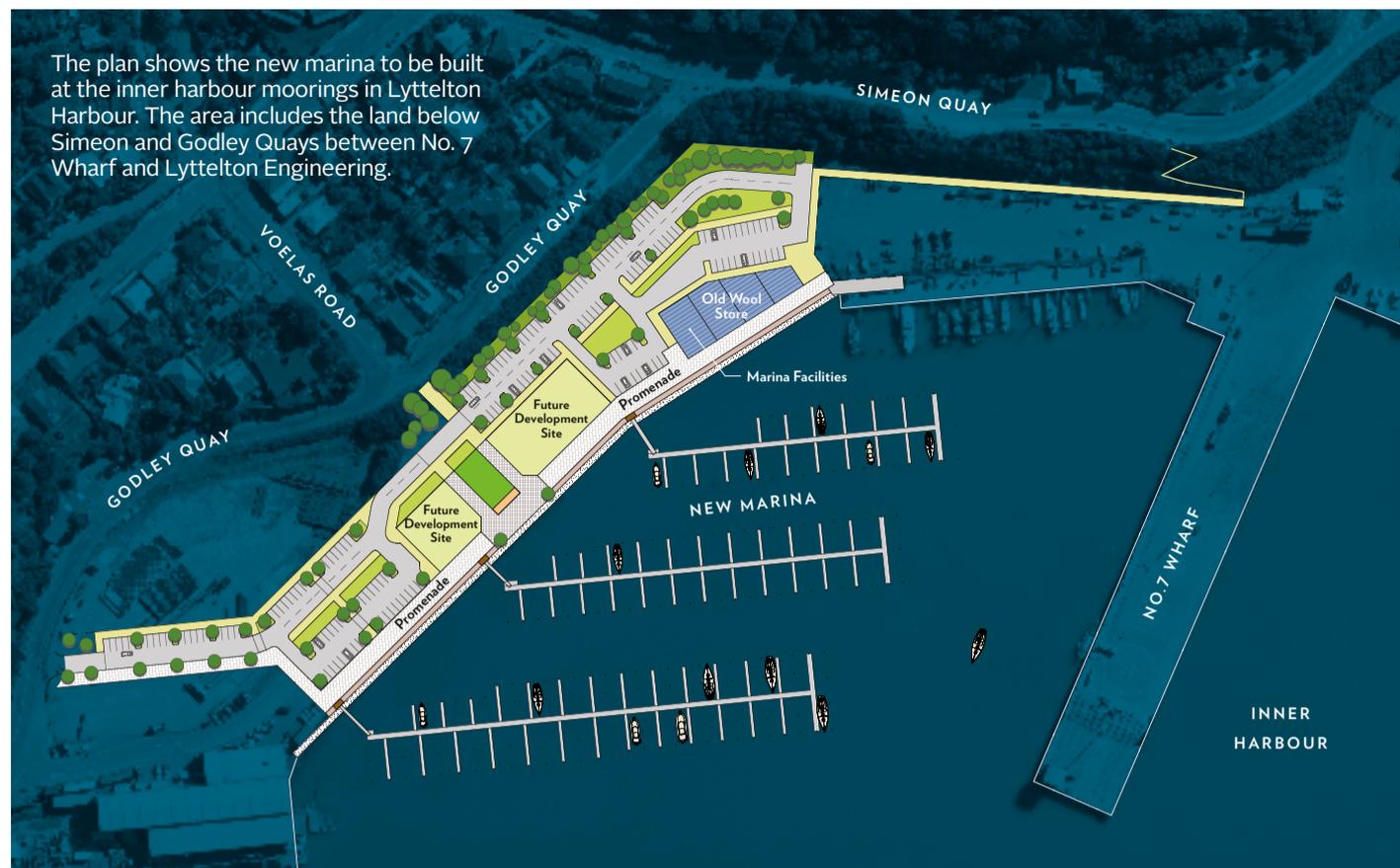
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The plan shows the new marina to be built at the inner harbour moorings in Lyttelton Harbour. The area includes the land below Simeon and Godley Quays between No. 7 Wharf and Lyttelton Engineering.

New marina to be built at Lyttelton

LPC is building a new marina in the sheltered site of the inner harbour pile moorings in Lyttelton Harbour.

The new marina will be Canterbury's only walk-on floating marina and on completion of stages 1 and 2 it will feature up to 200 berths for yachts and powerboats. A waterfront promenade will link the marina to Lyttelton's town centre. Building will commence the first half of 2017.

The new marina will be called Te Ana Lyttelton Marina and its development will incorporate mana whenua cultural landscape values and history.

"This project is a significant milestone for the Port and wider community," says LPC Chief Executive Peter Davie.

"A modern marina capable of accommodating more of Canterbury's recreational boating community is well overdue. Public feedback gained during consultation for the Lyttelton Port Recovery Plan indicated a strong desire for a more attractive and accessible waterfront. Te Ana Lyttelton Marina is LPC's first step towards regenerating the inner harbour as a vibrant community-focused destination, with direct connections to the Lyttelton township."

LPC used the name Dampier Bay when referring to the existing inner harbour pile moorings and landside area. Working closely with Te Hapū o Ngāti Wheke Rūnanga, LPC had the

opportunity to rename the area to reflect iwi cultural values.

A private ceremony was held on September 30 to bless and formally rename the area Te Ana, reflecting the significance of Te Ana o Huikai, a cultural site closely associated with Dampier Bay. Te Ana o Huikai was traditionally known as a sheltered rest area for safe anchorage, with bountiful fish and shell fisheries.

Project overview

In the first stage of Te Ana's redevelopment, the existing inner harbour pile moorings will be removed and a new modern floating marina will be built. Stage 1 of the development will provide in excess of 130 berths that will be subject to demand.

A promenade linking the marina to the Lyttelton town centre, via existing access ways, will be developed, along with a walk way to the marina from Voelas Road. Associated landside infrastructure such as parking, a marina office, washrooms and other facilities will be progressively completed through 2017 and early 2018.

Stage 2 will see the marina expanded and development of the landside area to provide an accessible and attractive commercial precinct. This

subsequent development will be subject to commercial demand and port operations.

LPC has specific obligations relating to communicating project information with its neighbours when there is going to be noise generated from construction. We will carefully manage noise and ensure strict environmental control measures are enforced.

How will berths be allocated?

A Registration of Interest (ROI) document, containing indicative prices, terms and conditions, is available at www.teanamarina.co.nz. Anyone wanting to secure a berth in the new marina must register interest by 18 November 2016.

Te Ana Design Guide released

The Te Ana Design Guide provides an overview of the type of development that will occur. It's been prepared in collaboration with Te Hapū o Ngāti Wheke, the Lyttelton community and Christchurch City Council.

You can download a copy at: www.teanamarina.co.nz

Lyttelton channel deepening resource consent lodged

Environment Canterbury has commenced processing LPC's resource consent application to extend the existing shipping channel in Lyttelton Harbour/Whakaraupō.



Images: LPC has installed 14 real-time monitoring buoys throughout Lyttelton Harbour, Port Levy and offshore marine areas to give continuous information on water quality.



LPC has requested that the resource consent application be publicly notified to allow any person to lodge a submission. Environment Canterbury will publicly notify LPC's application and will call for submissions from the general public on the project in the coming months.

Dredging to create and maintain a shipping navigation channel has occurred in Lyttelton Harbour/Whakaraupō since 1880. The harbour adjacent to the Port has a natural depth of five to seven metres, but successive dredging over the years has created a shipping channel with a depth of 12.5 metres. To accommodate larger vessels LPC is proposing to lengthen the navigation channel by approximately 6.5 kilometres, widen it by 20 metres and increase its depth by five to six metres.

LPC Chief Executive Peter Davie says the proposed dredging project represents an investment of up to \$120 million by LPC in the future viability of the Port, its ability to continue to attract major international shipping lines and accommodate larger cargo ships.

"LPC handles billions of dollars of exports annually through the Port – that's overseas earnings that are crucial for Canterbury. We have had a 50 percent increase in container

volumes in the last five years. We handle more than half the South Island's container volume and over 70 percent of imports," he said.

"With a significant forecast in trade growth through Lyttelton, it's important that this dredging project occurs – not just for the Port but for the Canterbury and wider New Zealand economy."

While LPC is committed to future-proofing the Port to secure Lyttelton's future as the South Island's major international trade gateway, it won't be at the expense of its environmental responsibilities, adds Davie.

The proposed dredging will see approximately 18 million cubic metres of spoil removed from the harbour floor and deposited over a 2.5 x 5 kilometre disposal site 6 km offshore from Godley Head. Future maintenance dredging will be mostly disposed of at a second offshore ground for maintenance disposal being established 2.25km off Godley Head. Both sites have been selected for their suitability and low environmental impact and to avoid sediment plumes drifting back to the rocky shore.

Davie says the environmental monitoring programme implemented will be the most extensive ever undertaken on a dredge project in New Zealand.

"We have invested more than \$3 million engaging a range of expert scientists to investigate any effects the proposed dredging and ongoing maintenance might have. This includes specialists in marine ecology, sea birds and marine mammals, sediment, wave and tidal modelling, and water quality monitoring."

Investigative and environmental management activity will continue prior to the dredging work commencing, during and for an extended period following its completion.

Special consideration has been given to the presence of a population of the endangered Hector's Dolphin in Lyttelton Harbour and Pegasus Bay. The Cawthron Institute, New Zealand's largest independent science organisation, has been commissioned to undertake studies on the impact of the dredging on dolphins. This work is continuing, but at this early stage the science indicates that it is unlikely there will be any significant impact on dolphins or their food sources.

LPC continues to work closely with representatives from the community, regional and city councils, iwi, environmental and commercial groups to consult on the proposed project. To date more than 20 meetings have been held to update groups and seek their

feedback on the dredging plans.

The proposed plans, expert reports and videos of the channel deepening project can be viewed at: www.lpc.co.nz/port-development/projects/dredging/

Community feedback can be sent to: feedback@lpc.co.nz

Timeline

- Expert consultation and engagement with key stakeholders such as iwi, industry, environmental and commercial groups: Commenced 2008 and is ongoing.
- Submission of resource consent application to Environment Canterbury: Wednesday, 28 September 2016.
- Application decision expected by mid-late 2017.
- Assuming consent is granted with conditions acceptable to all parties, work is expected to commence early 2018 and be completed by end 2018.

Community connections: New LPC Sponsorships

LPC is committed to supporting the Harbour Basin community in which it operates and the wider Christchurch-Canterbury region. Each year the Company awards sponsorships in July and January.

More than 10 local sporting clubs and community groups have successfully applied for sponsorship in LPC's most recent funding round in July. Sponsorships range from financial to in-kind support for activities, projects and initiatives that deliver ongoing benefits to Lyttelton, Rolleston and the wider Canterbury community.

Many of the sponsorships help support the two-way relationship between the Port and those that live, work and play near its operations.

LPC is a long-term cornerstone supporter of the annual Champion Canterbury Business Awards which celebrate the success of businesses and charities of all sizes and from all sectors.

The Lyttelton Seafarers' Centre will be using its funding to cover operational costs of the Centre in Norwich Quay – an important base for crew members of ships calling into the Port.

Lyttelton Netball Club's Flora McGregor says the funding will provide 65 sports bags for its young club members. LPC has been a major sponsor of the Lyttelton Netball Club since 2012.

Whangaraupo Netball Club will use the funds to purchase new uniforms that will be used at the South Island Maori Netball Tournament.

Three junior teams (aged between six and 12) in the Diamond Harbour Cricket Club will get new playing shirts and hoodies as a result of the sponsorship.

The under-13s Lyttelton Rugby Club team will make its annual trip to Titahi Bay, Wellington, with the help of LPC's sponsorship.

The Lyttelton Football Club recently purchased new sporting equipment to cater for the junior club's growing



Top: Lyttelton Football Club players Tane Gunn, Isaac Warren, Connor Buckley and Sayyad Mille are looking forward to trading in their old soccer gear for the new equipment sponsored by LPC.

Left: LPC has always had a strong presence at the Champion Canterbury Business Awards. (From left): LPC Chief Executive Peter Davie with Scott Jennings of Foot Science International, David Boyd of Foot Science International and Ali Adams of New Zealand Trade and Enterprise at this year's Champion Canterbury Business Awards.

numbers. The Club's 'Introduction to Football' programme is held three times a week at the Lyttelton Primary School and Lyttelton Recreation Centre.

The Lyttelton Stories Audio Tours Project was granted sponsorship to fund a new initiative that will use a smartphone app to tell stories of Lyttelton residents in their own voices. The funding will enable the initial stages of the project to get underway. Content will be created in collaboration with Lyttelton Primary School, Lyttelton Museum and others in the community.

The Blue Star Line Reunion received funding for an event in March 2017. The reunion is held every two years

and provides an opportunity for around 90 former employees of the Blue Star Line shipping company to reconnect.

The Diamond Harbour Scouts received funding to go towards a rescue boat to support a cutter vessel they bought earlier in the year.

LPC's commitment to the Rolleston community follows the establishment of the new Inland Port, MidlandPort, in June.

Weedons Primary School will use funds to help promote the Weedons Twilight Christmas Fair and celebrate the school's 145th birthday in December.

The Rolleston Scout Group was granted financial support to transport

a shipping container of equipment to the 21st New Zealand Scout Jamboree, a national scouting event, in Blenheim.

LPC is a cornerstone sponsor for St John Selwyn Central's fundraising initiative to build a new ambulance centre in Rolleston.

To find out more about LPC's annual sponsorships, go to: www.lpc.co.nz/community/sponsorship/

New partnership focuses on Lyttelton Harbour

LPC understands the ecological health of the harbour is important to all who live, work and play within this part of the coast. In August a joint initiative was announced to restore the health of Lyttelton Harbour/Whakaraupō.

The initiative will see five major organisations – Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu, Environment Canterbury, Christchurch City Council, and LPC – create an action plan for managing and restoring the cultural and ecological health of Lyttelton Harbour.

Representatives from the organisations signed a Memorandum of Understanding at Rāpaki Marae on August 23. The need for a catchment scale management plan was discussed during the Lyttelton Port Recovery Plan process last year.

LPC is committed to actively engaging others to understand the harbour environment and using that knowledge to manage Port operations and developments.

Each organisation will identify actions to improve the health of the harbour and new research will be conducted, where required. LPC is developing an understanding of the ecological health of Lyttelton Harbour through its baseline water quality monitoring programme and geotechnical works.

The wider community is also being consulted. There was a strong



turnout for community workshops held in September. Those in attendance expressed interest in improving the harbour's biodiversity and access to natural reserves, as well as protecting endangered species and ensuring the harbour is safe to swim in and gather food.

The Whakaraupō Catchment Management Plan will outline initiatives designed to bring about long-term improvements to the harbour. For more information, go to: www.healthyharbour.org.nz

Photo (L-R): LPC Chief Executive Peter Davie, Te Ao Tūroa General Manager Kara Edwards (representing Te Rūnanga o Ngāi Tahu), Environment Canterbury Commissioner Elizabeth Cunningham, Te Hapū o Ngāti Wheke (Rāpaki) Chairperson June Swindells and Christchurch City Councillor Andrew Turner signed a new initiative to restore the health of Lyttelton Harbour/Whakaraupō.



Photo (L-R): NZ Transport Agency Southern Regional Director Jim Harland and Christchurch Mayor Lianne Dalziel begin the planting of some 35,000 plants that form part of the project.

A blessing and planting in late September marked the start of geotechnical risk mitigation works to reopen Sumner Road.

Sumner Road from Evans Pass to Lyttelton has been closed since February 2011, due to earthquake damage. It is one of four projects within the Sumner-Lyttelton Corridor programme, which aims to mitigate geohazard risks such as rock fall and landslides, and return the road corridor to its pre-quake level of service.

Sumner Road is a lifeline route for Christchurch and an economically important link between Lyttelton Port and the city.

The work to mitigate the geohazard risks around Crater Rim Bluffs at the top of Sumner Road is the first stage to be completed. The next stage of work will focus on investigating the extent of the damage to retaining walls along the road. Sumner Road is expected to reopen in 2018.

New drone footage showing the extent of earthquake damage to Sumner Road is available at: www.ccc.govt.nz/the-council/newsline/show/1064

LPC supports Council's work to reopen Sumner Road



Log storage consolidation benefits customers, community and environment

A project to consolidate two log storage areas at a new location on the Te Awaparahi Bay reclamation, east of Lyttelton Port, has improved operations for customers while benefiting the community and environment.

The new log storage area on the Te Awaparahi Bay reclamation has improved operations for one of LPC's customers, Laurie Forestry Ltd.

The company has used the Port's log storage facilities for more than 10

years and previously worked from two storage areas – one located at Lyttelton Port and one at the western entrance to the Inner Harbour.

Consolidation of Laurie Forestry's two storage sites to the new reclamation

area was to allow for LPC's Operations and Administration Building to be constructed at the former Inner Harbour log reclaim area.

The project is part of LPC's ongoing commitment to its customers, community and environment.

The consolidated area has an increased storage capability of up to 10,000 logs. This significantly improved Laurie Forestry's land utilisation, and log transport operation.

The community benefits from improved traffic flow by reducing the number of logging trucks travelling through Te Ana. The operation is also better suited to the reclamation,

away from the Inner Harbour and recreational sporting fields.

The location of the new yard offers significant environmental benefits by reducing noise and dust in the community.

Laurie Forestry was consulted during the development to ensure it was safe, workable and provided efficient use of the land. Logs are exported through Lyttelton Port every four to six weeks. This is a 24-hour operation over two to three days.

Laurie Forestry will export in excess of 100,000 logs through Lyttelton's wharves during the next 12 months.

Reclamation hits 9.91 hectares

The reclamation at Te Awaparahi Bay provides space to allow the Port to service the South Island's growing freight requirements.

The reclamation is an important part of LPC's long term plan to ensure a thriving Port that can meet the increasing needs of South Island trade.

Moving Port operations east, away from Lyttelton's residential area, is a priority. It also allows us to free up the Inner Harbour for community access. As with any expansion project, LPC's priority is to ensure we achieve

a balance of what is best for the environment, our community and regional economy.

In September, the reclamation reached 9.91 hectares. It is expected to reach 10 hectares in December. The next stage of the project will involve surcharging the reclamation and stock piling material. Surcharging will see the reclamation grow higher with the additional weight of material causing the natural ground underneath to compact and settle.



Big machinery a big attraction to working at MidlandPort



MidlandPort Yardman and Operator Ray Blennerhassett.

It was a love of big machinery that led MidlandPort's Yardman and Operator Ray Blennerhassett to build a 15-year career in transport logistics.

Ray joined LPC's CityDepot team four years ago but jumped at the opportunity to apply for a position at our new Inland Port in Rolleston.

The Inland Port's triple rail siding (capable of handling two 30-wagon trains), along with the site's capacity for future growth and direct interface with the neighbouring I PORT development, were major drawcards for Ray.

"Every day is different working at a new site. We're constantly encountering new challenges and we're working through any issues by problem-solving efficiently and safely," he said.

On a day-to-day basis, Ray operates one of two 70 tonne reach stackers and a 35 tonne empty handler. A reach stacker is a vehicle used for handling cargo containers in small terminals or medium-sized ports. Empty handlers are used to transport empty containers.

MidlandPort's strategic location at the intersection of Christchurch's major arterial transport routes minimises supply chain costs and provides increased efficiency for customers. The site's current truck turnaround time is about ten minutes.

"I love working outdoors and I love operating big machinery – with precision," said Ray.

"A lot of containers that pass through my hands go to all corners of the South Island or are exported around the world."

"It's really satisfying to know that I'm playing a key role in helping Canterbury's economy grow."

Ray's passion for big machinery also extends to his personal life, completing his private helicopter licence in 2007.

Looking to the future, Ray plans to continue developing his career at LPC focusing on his key interest areas, which include health and safety, and staff training.

"In the short term my goals are to help MidlandPort become a huge success," he said. "You couldn't ask for a better location to work every day with snow covered mountains just on the horizon."

Piling underway for Operations/ Administration Building



Work has started in the Port's Container Terminal to create a purpose designed high quality building to accommodate LPC's operations and administration teams for the first time in one facility. It is due for completion late in 2017.

This will also be LPC's new head office, following the demolition of the former administration building in Norwich Quay which suffered earthquake damage.

Piling is underway and if you are in the vicinity you may experience associated noise and vibration. It is expected to continue for another few weeks during the following hours:

- Monday-Friday: 7.30am to 6pm
- Saturday: 8.30am up to 6pm

LPC's construction plan aims to minimise these effects and the piling duration. Before the piling started the contractor drilled holes for the piles to be placed in. Most of the piling is being completed using a vibro-hammer, which is significantly less intrusive than driving piles with a drop hammer. The building will have over 80 piles approximately 20-30 metres deep.

A construction environmental management plan is in place and this

includes noise management.

The project also operates under the Marine Mammal Piling Procedure so if a marine mammal comes within 300 metres of the site, piling stops until it leaves.

The new building is part of LPC's presence in Lyttelton, improving amenities for all staff, and delivering quality service for customers and Port uses for the future.

We appreciate the patience of everyone in the vicinity during construction.

We will continue to operate our Information Centre in the town, 'Port Talk', as part of our committed presence in Lyttelton, after the building opens.

A live webcam was installed so you can watch the construction. Check it out online at: www.lpc.co.nz/lpc/harbour-webcam/timelapse-cam/

LPC supports restoration of Port Saddle

LPC recently released a Lyttelton 'Port Saddle' Masterplan in partnership with the Banks Peninsula Conservation Trust (BPCT), and is seeking community feedback on proposed ecological enhancement work.

Erpetologist Marieke Lettink spoke to a group of students and volunteers about lizards that live in the area and their habitat.



The Lyttelton 'Port Saddle' Masterplan covers an area of 17 hectares of LPC-owned land, located above the eastern edge of Lyttelton township. This land has been identified for community recreational use, ecological protection and enhancement of the indigenous flora and fauna.

Access to the site has been improved with new tracks and staged ecological enhancement (weed clearing, planting appropriate natives) underway.

About 20 local school children, volunteers and LPC staff recently joined together to help restore the Port Saddle area. The restoration day was facilitated by BPCT and Enviro

Schools as part of Conservation Week in September.

LPC Chief Executive Peter Davie was pleased to see staff working side-by-side with other community members and students from Heathcote and Lyttelton.

"The Port Saddle project is a key component of our commitment to enhance the ecology and environment of the harbour area for future generations," Peter said. "We think that investing in the biodiversity enhancement and improved access to the land will provide the community with a unique opportunity to enjoy, learn about and better connect with the natural environment, flora and fauna. This is something that the community clearly told us they wanted as a part of the Lyttelton Port Recovery Plan process and it is great that we are now underway."

The Masterplan outlines proposed recreation linkages to the Urumau Reserve, the Crater Rim Walkway and Lyttelton township.

The Lyttelton 'Port Saddle' Masterplan is available for download at www.lpc.co.nz

Community input and involvement is welcomed. Feedback or enquiries can be submitted by emailing: communications@lpc.co.nz.

Take a look at a planting day video from the Restoration Day at: <https://vimeo.com/187271090>

Inner Harbour jetty repairs

LPC is restoring Jetties 2 and 3, located in the Inner Harbour. Both sustained structural damage after the earthquake and in some areas require full replacement.

Recently 40 piles were driven into Jetty 3 as part of the repair works.

Due to the engineering challenges, each time a section of the deck is poured with concrete, both jetties are closed to traffic and vessels cannot moor there.

There are also changes to the flow of traffic when a bulk vessel is being worked on either jetty, which includes the Oxford Street overbridge becoming an exit only to ease congestion in the area.

Signage has been erected to provide the latest traffic flow information.

The repair works are on target to be completed before Christmas.

Take a look at the video of the new Pilot Launch

The arrival of LPC's state-of-the-art Pilot Launch, Awaroa, is part of a plan to improve services provided to vessels visiting Lyttelton. The new launch commenced service in February, offering a greater level of safety for crew and improved operational efficiency. It is designed for the harbour conditions.

To learn more about the Awaroa, watch: <https://vimeo.com/185731701>

Free Port Tours

LPC runs free 90 minute tours of the Port by boat on the last Sunday of every month. Tours depart from the Lyttelton Ferry Terminal at 1.30pm and include the Inner Harbour, Te Ana, Container Terminal operations and Te Awaparahi Bay reclamation.

If you'd like to take a trip, please call LPC reception on (03) 328 8198.

Pop into Port Talk

Our Information Centre 'Port Talk' on the corner of London and Oxford Streets in Lyttelton is open from 11am to 1pm every Friday.

Port Talk community event

We are inviting the community to come and talk about two of our developments – the new Te Ana Marina and the proposed channel deepening project in Lyttelton Harbour/Whakaraupō at a public event on Saturday, 29 October.

The event will be held at LPC's Information Centre 'Port Talk' in Lyttelton from 10.30am to 1pm.

For the latest information about what's happening at our Port, go to: www.lpc.co.nz

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