

## Port developments benefiting our region and community



### LPC's redevelopment of the Port is well underway, ensuring Lyttelton thrives as the South Island's major international trade gateway and brings benefits to the region.

In this issue we outline how we are delivering on the projects in the Lyttelton Port Recovery Plan, our long-term vision for the Port, so we cater for Canterbury's freight demands now and in the future and have a good connection with the community.

Some of the most significant projects underway this year include:

- The development of Te Ana Marina. This is LPC's commitment to regenerating the Inner Harbour as a vibrant community-focused destination with connections to the Lyttelton township and Naval Point. More over the page.
- Progressing our application to deepen, widen and lengthen Lyttelton Harbour's shipping navigation channel so the larger vessels being used by the shipping industry can get access to our Port – and we can meet the region's long-term trade growth. More on pages four and five.
- Lodging a Resource Consent Application for a further expansion of the reclamation at Te Awaparahi Bay to 32 hectares. We have an existing consent for 10 hectares and the reclamation has almost reached this distance. The reclamation is needed to provide space for the Port to meet the South Island's growing freight requirements. It will ensure we can move our operations east, away from Lyttelton's residential area and help free up the Inner Harbour for community access.
- Working with users to develop solutions for the Oil Berth facility at Naval Point which was damaged during the earthquakes to provide a more resilient operation.
- Constructing a new purpose-designed high quality Operations/ Administration building in the Container Terminal on the waterfront beside Gladstone Pier. It will bring

together our operations and administration teams for the first time under one roof and be our new Headquarters. It's part of our focus on providing all staff with high quality amenities.

- Wharf repairs and an upgrade on Jetties 2, 3 and 7 in the Inner Harbour. These are currently underway and are expected to be completed this year.

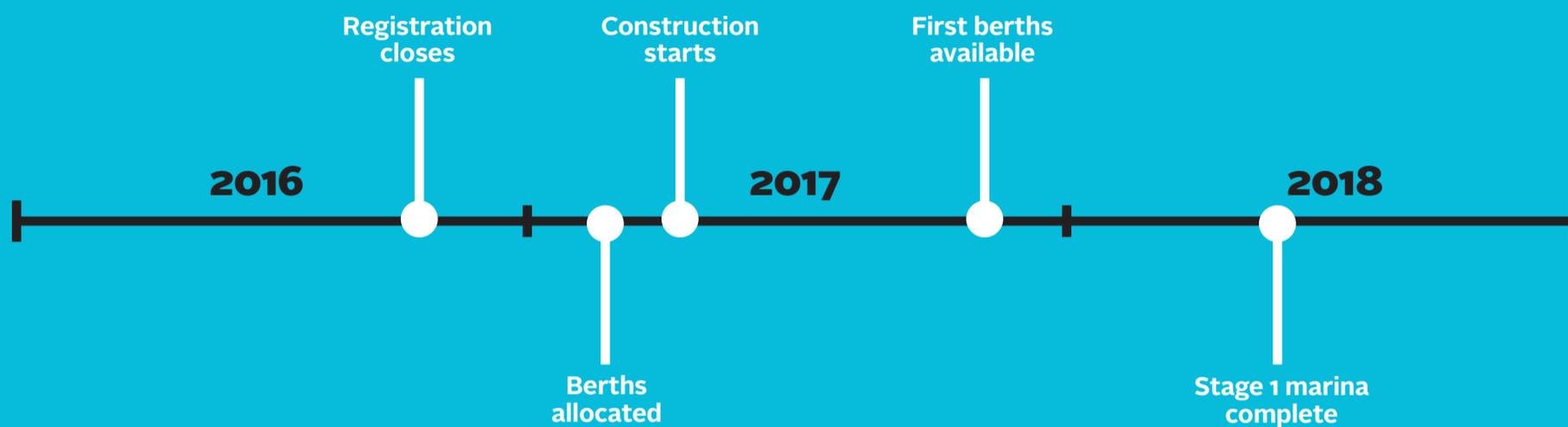
We are very aware of the community's interest in the return of a cruise berth to the Port. We support the development of a new cruise ship berth in Lyttelton and the return of large cruise vessels. The key issue is developing the funding solution. An adequate funding model must be found to ensure the best outcome for Christchurch. We are currently working with the Christchurch City Council, Christchurch City Holdings Limited and central Government to review different options.

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# Marina construction

We are committed to having berths available by the end of 2017. The initial Registration of Interest will influence the final marina design of available berth sizes.



## Record submissions to secure berths at new marina



**LPC is revising the design of Te Ana Marina to accommodate more berths within the Port's Inner Harbour.**

New and existing berth holders were invited to complete a Registration of Interest (ROI) document for a berth in the proposed Te Ana Marina late last year. The ROI submission period closed on 18 November. A high number of registrations were received and, based on the response, the marina is oversubscribed.

"We are delighted with the boating community's response to the ROI," LPC Chief Executive Peter Davie said. "We are now working through the submissions and revising the marina's design to accommodate as many berths as possible prior to allocating."

Te Ana Marina and the associated land development is LPC's commitment

to regenerating the Inner Harbour as a vibrant, community-focused destination with connections to the Lyttelton township and Naval Point. Construction will commence by mid-year.

Te Ana Marina will be Canterbury's only walk-on floating marina. Berth holders will enjoy the convenience of water and power services available directly to their vessels as well as nearby parking, rubbish removal, security, lighting, washroom facilities and internet access.

The Te Ana Marina development has been approved by the LPC Board.

### Project overview

In the first stage of Te Ana's development, the existing Inner Harbour pile moorings will be removed and a new modern floating marina will be built providing in excess of 130 berths.

A promenade linking the marina to the Lyttelton town centre will be developed, along with a walkway to the marina from Voelas Road. Associated landside infrastructure such as parking, a marina office, washrooms and other facilities will be progressively completed throughout 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 to communicate project information with its neighbours when noise may be generated from construction. Noise will be carefully managed and strict environmental control measures will be enforced throughout the project. We will keep the community updated as we commence development.

Find out more at: [www.teanamarina.co.nz](http://www.teanamarina.co.nz).



# MidlandPort continues to grow

Since beginning operations in June 2016, LPC's new Inland Port in Rolleston – MidlandPort – continues to provide unprecedented connectivity for freight throughout the South Island.

As volumes increase and container servicing functions also grow, planning is underway to commence a second rail service and afternoon shift, cementing the Rolleston location as vital in meeting the forecasted increase for Canterbury's exports and imports.

Welcoming a new major customer, Talley's Group, in December 2016 MidlandPort is for the first time moving refrigerated cargo and making optimal use of the refrigerated container (reefer) points located in the facility. Another first was the shipment of 20

Jucy rental cars in December. The vehicles were delivered to Rolleston and packed onsite into containers for movement to Auckland. Volumes of both these new commodities are expected to grow in coming months.

MidlandPort continues to deliver a high level of service to its customers, with truck turn around times averaging 12 minutes from gate to gate. Staff are enjoying the increasing pace in MidlandPort as volumes climb. However, they remain vigilant about workplace health and safety. The team recently

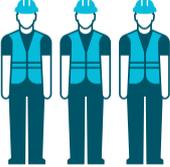
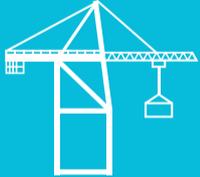
achieved 225 days injury-free and has set its sights on achieving a full year.

Originally developed as part of LPC's commitment to Canterbury and supporting the South Island's long term trade growth, MidlandPort has been 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, while continuing to improve travel time for freight transport and helping to reduce road congestion.

## LPC now

We are making ready for a 50% increase in exports and imports in the next nine years that will make Canterbury stronger, provide more jobs and make Christchurch an even better place to live.

We export billions of dollars of goods through our Port – that's overseas earnings that are crucial for Canterbury.

 <p><b>WE ARE THE SOUTH ISLAND'S LARGEST PORT AND CONTAINER TERMINAL</b></p>	 <p><b>WE MANAGE MORE THAN HALF THE SOUTH ISLAND'S CONTAINER VOLUME INCLUDING 70% OF IMPORTS</b></p>	 <p><b>WE HAVE 520 STAFF, RESILIENT AND COMMITTED 24/7</b></p>	 <p><b>WE LOAD AND UNLOAD MORE THAN 360,000 TEUs (TWENTY FOOT EQUIVALENT UNITS) OF CONTAINER CARGO EACH YEAR</b></p>	 <p><b>WE SERVICE SHIPS FROM 94 INTERNATIONAL PORTS AND 39 COUNTRIES</b></p>	 <p><b>WE ARE CONNECTED TO 14 CONTAINER SHIPPING LINES AND 9 SHIPPING SERVICES</b></p>
 <p><b>WE HAVE 2 INLAND PORTS – MIDLANDPORT (ROLLESTON) AND CITYDEPOT (WOOLSTON)</b></p>	 <p><b>WE PROVIDE SERVICES FOR THE FISHING INDUSTRY, FERTILISER, GYPSUM, CEMENT, NON-CONTAINERISED CARGO, PETROLEUM, IMPORTED VEHICLES</b></p>	 <p><b>WE ARE NEW ZEALAND'S LARGEST COAL FACILITY</b></p>	 <p><b>WE PROVIDE CARGO HANDLING AND STEVEDORING SERVICES FOR REFRIGERATED CONTAINERS (REEFERS)</b></p>	 <p><b>WE PROVIDE TUGBOATS TO MANOEUVRE VESSELS IN AND OUT OF BERTHS</b></p>	 <p><b>WE PROVIDE PILOTS TO GUIDE SHIPS. EMPLOYEES TO ASSIST WITH BERTHING, CASTING OFF AND SECURITY</b></p>

# Public provides input on resource consent for Lyttelton Channel Deepening Project

About 50 submissions were received after Environment Canterbury publicly notified LPC's resource consent application to extend the existing shipping channel in Lyttelton Harbour/Whakaraupō.

LPC's resource consent application for the Channel Deepening Project was submitted in late September 2016. The regional council, Environment Canterbury, publicly notified the consent to allow any person to lodge a submission.

The submission period has now closed and approximately 50 submissions were received, both from organisations

and individuals. A number of these were supportive, but some raised concerns about broad environmental impacts and specific effects on the community or their businesses.

LPC will continue working with the submitters and Environment Canterbury until the resource consent hearing which is likely to be scheduled early in the second quarter of 2017.

## Project overview

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 capable of accommodating 12.5 metre draught vessels.

Over the past 10 years, the average size of international container ships has virtually doubled. To ensure LPC can accommodate these larger ships, it is proposing to lengthen the navigation channel by approximately 6.5 kilometres, widen it by 20 metres, and increase its depth to accommodate 14.5 metre draught vessels.

The additional channel depth will support LPC as the South Island's major international trade gateway and develop a thriving and competitive Port for the future that is able to service the region's long-term trade growth. Without deepening the Lyttelton Harbour channel, exporters and importers may face increased transport costs or a reduction in choice of shipping lines. Both would negatively impact the region's economy.

"With 99 percent of New Zealand's freight carried by sea, it is important that this dredging project occurs so LPC can continue to provide efficient transport services for the region," LPC Chief Executive Peter Davie said.

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 six kilometres offshore from Godley Head. Future maintenance dredging will be mostly disposed of at a second offshore site for maintenance disposal being established 2.25 kilometres off Godley Head.

Both disposal sites were selected for their suitability and low environmental impact, and to avoid sediment plumes drifting back to the rocky shoreline.

The proposed dredging project is a \$120 million investment by LPC to ensure the future viability of the Port through the continued attraction of major international shipping lines and ability to accommodate larger cargo ships.

The Port has experienced a 50 percent increase in container volumes within the last five years, accounting for more than half of the South Island's container volumes, and over 70 percent of imports into the region.

"We handle billions of dollars in exports annually through the Port – that's overseas earnings that are crucial for Canterbury and the wider New Zealand economy," Davie said.

## Environmental monitoring

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

LPC has spent more than \$3 million to engage a range of expert scientists to investigate any adverse effects the proposed dredging and ongoing maintenance could have. This includes specialists in marine ecology, sea birds and marine mammals, sediment, wave and tidal modelling and water quality monitoring.

In September, LPC installed 14 real-time monitoring stations across Lyttelton Harbour/Te Whakaraupō, Port Levy/Koukourārata and offshore marine areas to provide continuous information on water quality. In addition, regular manual monitoring of the condition of the shorelines, ecological health, sediment quality and seafloor changes will be undertaken.

Special consideration has been given to the presence 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 investigate

if there will be any impact of the dredging on dolphins and their food sources.

Environmental monitoring will continue prior to dredging work commencing, during and a period after the project's completion. A cultural impact assessment to identify and mitigate potential effects of the project on mana whenua values and interests was also undertaken.

"LPC is committed to protecting the health and mahinga kai values of Whakaraupō and Koukourārata throughout the project," Davie said.

## Available resources

The proposed plans, expert reports and videos of the Channel Deepening Project can be viewed at:

[www.lpc.co.nz/port-development/projects/dredging/](http://www.lpc.co.nz/port-development/projects/dredging/)

LPC's resource consent application is available on Environment Canterbury's website:

<https://ecan.govt.nz/do-it-online/resource-consents/notifications-and-submissions/current-consent-projects/lyttelton-port-company/>

Community feedback can be sent to: [feedback@lpc.co.nz](mailto: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.
- Resource consent application submitted to Environment Canterbury on Wednesday, 28 September 2016.
- The resource consent hearing will occur early in the second quarter of 2017.
- A decision on the consent will be made around mid-2017.
- Assuming consent is granted with conditions acceptable to all parties, the first stage of work is expected to commence early 2018 and be completed by the end of that year.



1. DRY DOCK NEW PUMP HOUSE COMPLETED SEP 2016
2. MARINA STAGE 1 COMPLETION 2017
3. OIL BERTH CONSTRUCTION STARTS 2017
4. JETTY 7 SCOPING & DESIGNING REPAIRS STARTED 2015
5. JETTY 4,5,6 EVENTUAL DEMOLITION
6. DEMOLISH OLD LPC HEADQUARTERS COMPLETED JAN 2016
7. CIVIL MAINTENANCE SHIFT TO FORMER LPC HQ SITE COMPLETED AUG 2016
8. JETTY 3 BREASTWORK COMPLETED DEC 2016
9. JETTY 2 UPGRADE STARTED 2017
10. LOG YARD RESEAL COMPLETED JUL 2016
11. PORT TALK INFORMATION CABINS OPEN FRIDAYS
12. 11KV ELECTRICAL UPGRADE PORT WIDE STARTED 2015
13. NEW LPC HEADQUARTERS STARTED 2016
14. LCT PAVEMENT UPGRADE COMPLETED AUG 2016
15. CASHIN QUAY 2 WHARF COMPLETION COMPLETED NOV 2015
16. CASHIN QUAY 2 CONTAINER AREA HANDBACK COMPLETED NOV 2015
17. CONTAINER TERMINAL EXPANSION STARTS 2017
18. HILLSIDE STORM WATER DIVERSION SYSTEM STARTED 2016
19. RECLAMATION AT 10 HECTARES COMPLETION 2017
20. HAUL ROAD CONSTRUCTION TO TAKE QUARRY ROCK TO RECLAMATION STARTS 2017
21. CHANNEL DEEPENING STARTS 2018

# Seabird survey of Lyttelton Harbour

**In 2016 LPC commissioned a seabird survey of Lyttelton Harbour to ensure our development activities, especially proposed channel deepening projects, are managed well and don't harm our feathered friends. The study is part of LPC's commitment to the health of the harbour, including its bird and marine life.**

We found 17 marine avifauna (bird) species in the Lyttelton Harbour/Whakaraupō area which have a local

breeding or wintering population within the harbour or Banks Peninsula. These 17 species comprise penguins, fairy prion and sooty shearwater, tern, shag, gull and waders. They inhabit two major ecosystems – the coastal and intertidal areas within Lyttelton Harbour (Boffa Miskell 2016).

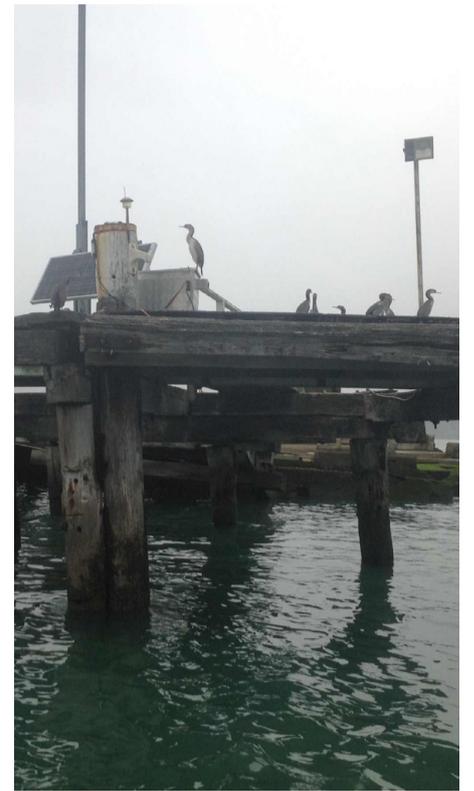
Seabirds get nearly all of their food at sea. There are just 360 species of seabird out of a total of 9,000 bird species worldwide. Of this 360, 86 breed in the New Zealand region, including 38 (10 percent of the world total) which breed nowhere else.

A further nine migratory species breed elsewhere but visit New Zealand

each year, and a number of others are recorded in New Zealand waters from time to time. With greater diversity of seabirds than anywhere else, New Zealand can rightfully claim to be the world's seabird capital. New Zealand's seabirds include penguins, albatrosses, petrels, shags, gannets, terns and skuas. (Source: [www.teara.govt.nz/en/birds-of-sea-and-shore](http://www.teara.govt.nz/en/birds-of-sea-and-shore))

If you would like a copy of the report, please get in touch with LPC Environment Manager, Kim Kelleher or you can find it on our LPC website under publications.

Email: [kim.kelleher@lpc.co.nz](mailto:kim.kelleher@lpc.co.nz) or [www.lpc.co.nz/about-us/publications/](http://www.lpc.co.nz/about-us/publications/)



Tracey Mounce, CityDepot Container Controller Team Leader.

"I'm always busy" Tracey said. "No two days are the same, but what I love most are the interactions that I have everyday, whether it's in the office, with the truck or the forklift drivers - that's what gets me excited about going to work and the reason I've loved coming in every morning for the past 15 years."

After six months of completing general administration and data tasks, Tracey was employed full time in maintenance and repairs. She quickly moved into Container Control and worked in tandem with her sister Abbie for almost 10 years on CityDepot's entry gate, then took up the role of Container Controller Team Leader two years ago.

On a day-to-day basis Tracey, along with her team of five, starts the morning at the CityDepot gate managing containers entering and leaving the depot. She monitors container maintenance and repair as well as assisting the customer service team and helping out with shifts as the need arises. Driver communications plays a major part in her role, ensuring container availability and processes are able to run as smoothly as possible.

Tracey plans to continue to develop her career at LPC's CityDepot which she says allows her a "fantastic work/life balance." Her passion for social interactions also extends to her personal life and her love of team sports including netball and tennis.

"There's nothing better than having a good run around on the court after work, and the work/life balance that LPC's CityDepot allows gives me the opportunity to be able to continue doing the things I love outside of work."

Check out CityDepot's great range of services and meet more of the team in this short video: <https://vimeo.com/149916508>

# Working in the heart of LPC's CityDepot Inland Port

**Fifteen years ago Tracey Mounce joined an operation called NZ Express Transport Ltd as a casual employee. Three years later it was bought by LPC and became CityDepot in Woolston. She is now CityDepot's Container Controller Team Leader and one of its longest standing employees.**

Tracey loves meeting new people and says her role provides the perfect opportunity. Tracey works in the busy heart of CityDepot which is the South Island's largest container repair and storage operation. Just five minutes from Lyttelton, it provides container services, reduces port congestion and attracts cargo to a centralised location. The 17-hectare container depot runs 24 hours, five and a half days a week.

# LPC preserving Port's history in archaeological study

As part of LPC's commitment to preserve the history of the Port, archaeologists have been commissioned to undertake an on-going study into Lyttelton's maritime history. The study is assessing the heritage value of structures on the Port.



Boot fragments, believed to be 19th century, uncovered in the upgrade of LPC's log storage area in front of Norwich Quay.

The study and archaeologists are managed by LPC's environmental team. The study identifies structures and areas with significant heritage values while enabling the recovery and future development of the Port. The latest projects and archaeological reports include the Dry Dock and Yard 66 which is the logging area in front of Norwich Quay.

The rebuild of the pumphouse on the Dry Dock allowed archaeologists to uncover its history, what it was used for and how it has been modified over the last 130 years. Although excavation was only to a 400 mm depth, several layers of asphalt and concrete along with three layers of fill and clay were uncovered. As a result of this work, more has been learnt about the Dry Dock pumphouse and it is possible that archaeological materials remain elsewhere deeper in the site.

During the paving and upgrade of the existing storm water treatment system in the log storage area along Norwich Quay, 89 artefacts, both European and Māori, were discovered. These included domestic and commercial artefacts, building foundations, rail, drainage and Port infrastructure. They were recorded with material still remaining in situ, including significant features such as the railway turntable.

All uncovered artefacts are currently being analysed and stored and will be released to LPC upon report approval from Heritage New Zealand.

To learn more about LPC's completed archaeological projects and those that follow, all reports are able to be downloaded at [www.lpc.co.nz/about-us/history/](http://www.lpc.co.nz/about-us/history/)



The Lyttelton Signal Box

## Preservation of Lyttelton Signal Box building

If you've ever wondered how the Lyttelton Signal Box building on the corner of Gladstone Quay and Donald Street in Lyttelton came to be there, it's thanks to the effort of locals and LPC working together.

It started with an approach to Lyttelton Port by Norwich Quay Historic Precinct Society (NQHPS) members Ian (Ned) Knewstubb and his partner Jenny Betts. A request was made to lease some land so the Signal Box could be relocated and preserved by NQHPS when it was closed down and replaced with an automated system.

In 1991 LPC leased the land the Signal Box is now on to the Banks Peninsula Council, now the Christchurch City Council (CCC), so the Signal Box could be relocated from its former site close at the portal of the Lyttelton rail tunnel.

In 1994 the Lyttelton Signal Box was relocated and restored on its present site in Gladstone Quay by the Norwich Quay Historical Precinct Society.

The Signal Box was constructed to accommodate new signals that were bought into operation on 29th July

1906. It ensured that trains ran safely, over the correct route and to a proper timetable. By 1986, Lyttelton Port's Signal Box was one of just 11 still in use and was officially closed on the 15th September 1991.

Representing the important role that railways have played in the operation of the Port, the Lyttelton Signal Box is one of a small number of remaining boxes throughout the country and is a reminder of a former way of life when rail was the dominant land transport mode to and from the Port. Lyttelton rail services commenced with the opening of the Lyttelton Rail Tunnel in December 1867.

The Lyttelton Signal Box is still cared for by the NQHPS and CCC, the interior retaining the original railway machinery, floors and surface lining, as an historical and social reminder of the past and Lyttelton's proud history.



**The Port of Lyttelton has a long, strong connection with Antarctic exploration and research, being visited by many vessels on their voyages to and from the ice.**

The Port has been the jumping-off point for many Antarctic expeditions since the early 1900s. Both Robert Scott and Sir Ernest Shackleton embarked from here, as did Sir Edmund Hillary in 1957 – the International Geophysical Year – on his way to set

up New Zealand's Scott Base and complete the first overland trip to the pole by tractor since Scott in 1912.

Recently, Lyttelton has had about four to five Antarctic research vessels visit each year.

This year is no exception with the visit planned for early March of the *Araon*. The ice breaker is a research vessel operated by Korea's Polar Research Institute and makes multiple calls into Lyttelton every season on her way to and from the Ross Sea.

She provides supplies to the Korean Antarctic Station, Jang Bogo, and conducts scientific surveys in the

Southern Ocean and the Ross Sea. She is equipped with cutting edge instruments and laboratories.

The *Araon* is this season monitoring the movement of the David glacier, one of the largest glaciers in the Antarctic. Monitoring is conducted in the sea, on the ice surface, by ice drill and by the ship's helicopter. This is an international project and many scientists from New Zealand, Germany, China, Italy and America are participating in the research.

Watch out for the *Araon* in Port the first week of March when invited guests will be visiting her.

## Take a quick look at LPC's Dry Dock

It's one of only two Dry Docks in New Zealand. A huge variety of vessels from fishing boats to Super Yachts come into our Dry Dock for maintenance and repairs. Take a look at these two short videos:

<http://www.lpc.co.nz/take-a-quick-look-at-lpcs-dry-dock/>



## LPC Supports TEDxScottbase

**With an ongoing commitment to environmental awareness and a long, proud association with Antarctic exploration vessels, LPC is delighted to announce its latest sponsorship of TEDxScottBase.**

In a first-of-its-kind event, Antarctica New Zealand celebrated the 60th anniversary of Scott Base, one of the oldest research facilities in the international territory of Antarctica, by hosting and broadcasting TEDxScottBase around the world.

TEDx events are independently organised around the globe, and represent a diversity of views on a variety of issues. TEDxScottBase hosted those already in Antarctica undertaking or supporting scientific research missions along with special guests, collaborators and guest speakers from around the world, including astronauts, international researchers, photographers, business leaders and film makers.

### LPC's existing sponsorships

LPC provides support for the communities in which it operates – the Harbour Basin and Rolleston – and the Christchurch and wider Canterbury area.

- We are committed to encouraging sporting development, especially of youngsters, and provide sponsorship to the Lyttelton Rugby Club, the Lyttelton Football Club, the Lyttelton Netball Club, the Diamond Harbour Cricket Club and the Whangaraupo Netball Club.
- LPC helps support the work of The Banks Peninsula Conservation Trust and the Quail Island Ecological Restoration Trust.

- Annually, LPC supports the Champion Canterbury Business Awards and sponsors the fireworks display in Lyttelton's Festival of Lights.
- LPC also provides support for the Lyttelton Community House Trust, the Lyttelton Seafarers' Centre, and the Lyttelton Stories Audio Tour Project. We contributed \$20,000 worth of recycled wharf timber to the rebuild of Albion Square.
- Scout groups, including the Diamond Harbour Scouts and the Rolleston Scout Group, have funding support.
- LPC has sponsored a vehicle for the Canterbury Youth Development Programme and provided sponsorship assistance to Weedons Primary School for its 145th birthday activities.
- A supporter of the Ronald McDonald House South Island since 2008, LPC helps fund the Family Dinner Programme and recently became a sponsor for the St John Selwyn Area Central Committee's fundraising initiative to build a new ambulance centre in Rolleston.

## Free Port Tours

LPC runs a free 90 minute tour of the Port by boat on the last Sunday of each 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 book by calling 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 11am to 1pm every Friday.

## Have LPC Update emailed

If you'd like future issues of LPC Update emailed to you please let us know. There's a new edition every four months. Just email us at [communications@lpc.co.nz](mailto:communications@lpc.co.nz) and we'll add you to our subscriber list to receive your free copy by email.

For more information about LPC see our website:

[www.lpc.co.nz](http://www.lpc.co.nz)

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