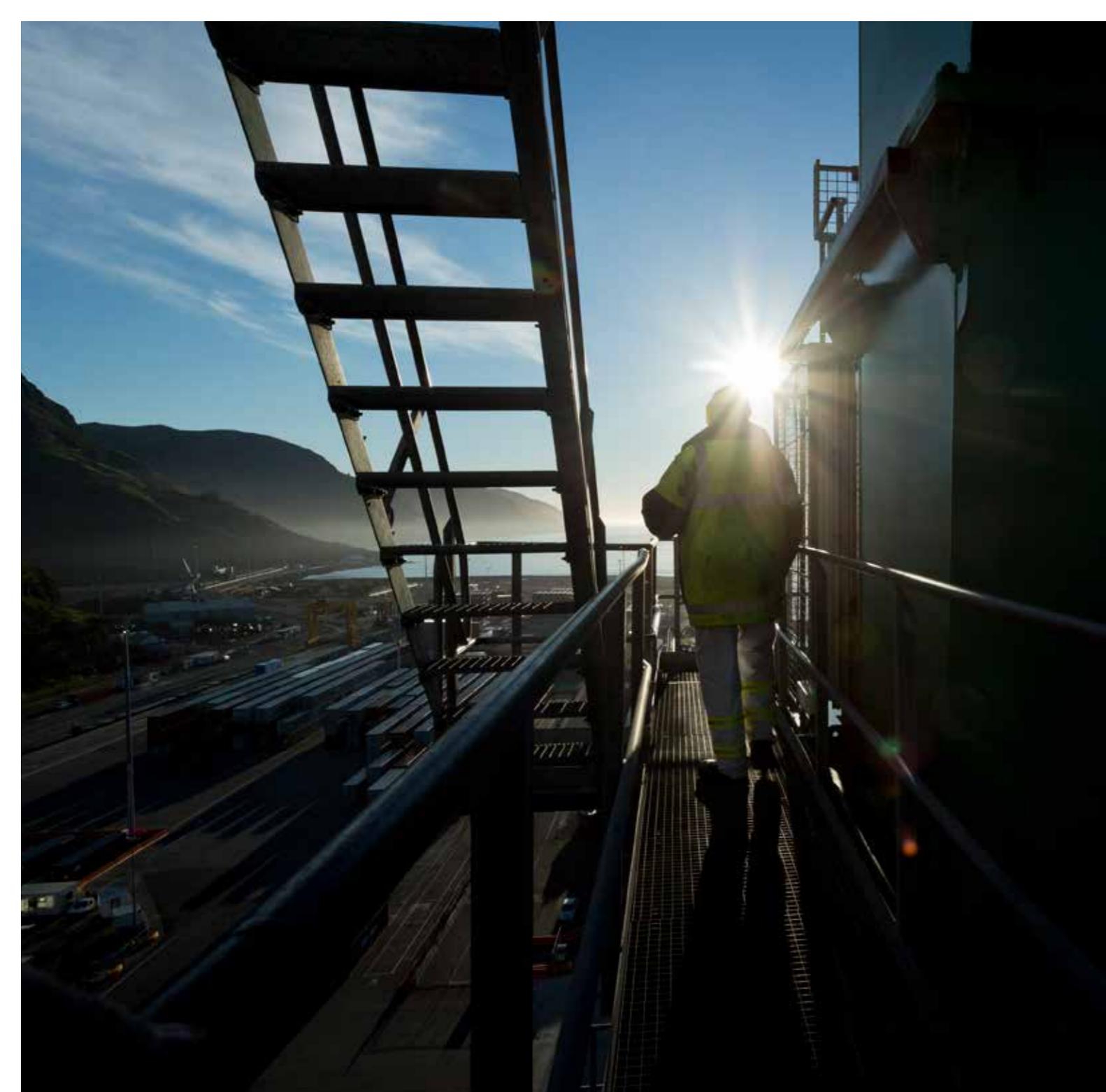


GATEWAY TO THE WORLD

NOVEMBER 2016



Lpc Lyttelton
Port of
Christchurch



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www.lpc.co.nz

**COMMITTED
TO A THRIVING
FUTURE**

**LYTTELTON PORT OF CHRISTCHURCH IS
A PIVOTAL TRADE GATEWAY, LINKING
THE SOUTH ISLAND WITH THE WORLD.
ALMOST ALL THE GOODS OUR ECONOMY
THRIVES ON ENTER OUR LIVES THROUGH
THE PORT – FROM THE CARS WE DRIVE TO
THE COFFEE WE DRINK. LPC EXISTS TO
FACILITATE GROWTH IN CHRISTCHURCH
AND CANTERBURY BY PROVIDING
EVER-INCREASING TRADE ACCESS AND
CUSTOMER SERVICE.**

**WE'RE IN IT FOR
THE LONG HAUL**

We have in place a 30-year plan to ensure that LPC's services, operations and infrastructure grow in pace with the increasing

requirements of our customers. We have our eyes fixed firmly on the future and are taking steps now to ensure that we can continue to provide world-class facilities and worldwide connections.

GET TO KNOW US

In 2016 we focused our efforts on improving our customer service, our operations and our infrastructure. **Read on to discover the progress we've made in each of these core areas or watch our video overview:** www.vimeo.com/189871959

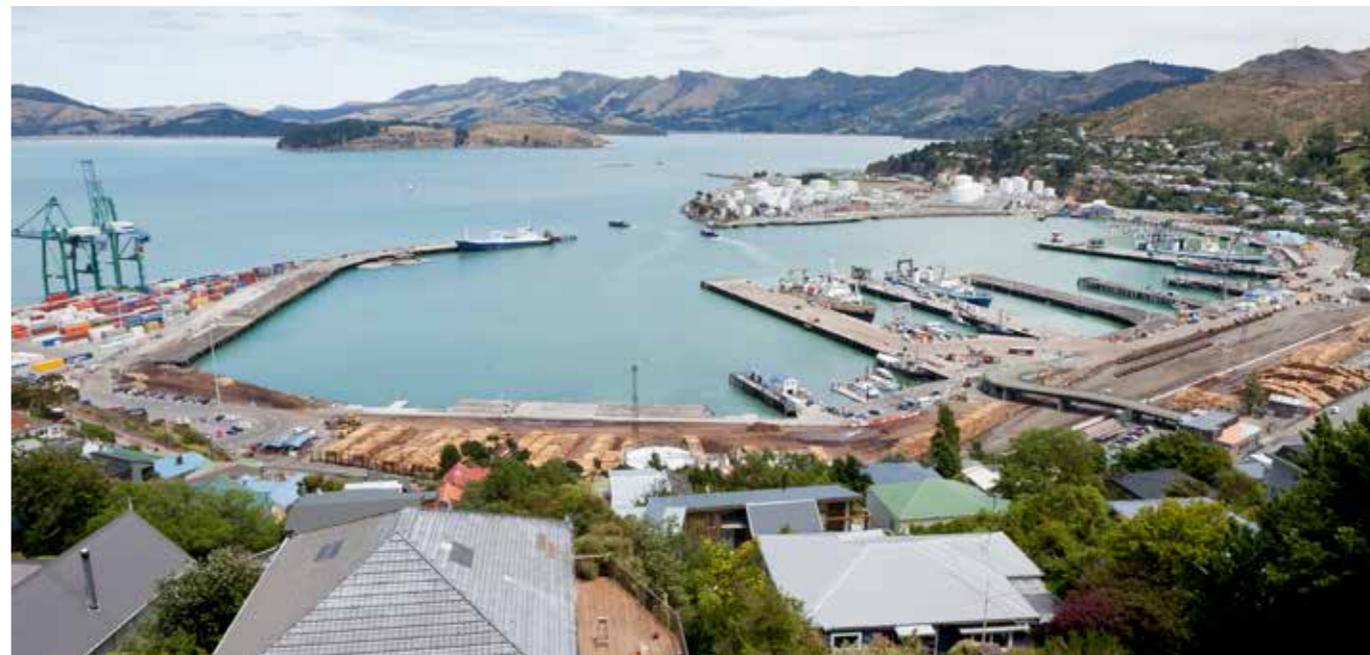


LPC: FIT FOR THE FUTURE

LPC Board
Chairman
Trevor Burt
at CityDepot.



FROM LPC CHAIRMAN TREVOR BURT



LYTTELTON PORT NEEDS TO BE READY FOR WHAT THE FUTURE BRINGS. WE NEED TO THRIVE ON THE HUGE PREDICTED INCREASE IN IMPORTS AND EXPORTS.

That means being ready for bigger vessels carrying more containers by deepening our harbour so they have access – and creating more space for freight.

LAST YEAR WAS A GAME CHANGER FOR LPC

The Lyttelton Port Recovery Plan (LPRP) achieved Ministerial approval. This is now the blueprint for our Port which is the South Island's major international trade gateway. The LPRP is underway and has had positive community feedback.

We provide the most comprehensive shipping service in the South Island. We sit in one of the world's top-quality food bowls, boosted by the increase in Canterbury plains irrigation. With growing global food demand and container volumes set to double in a decade, we have one end game – to be fit to service the growth and prosperity of the region and our customers.

WE PROVIDE THE MOST COMPREHENSIVE SHIPPING SERVICE IN THE SOUTH ISLAND.

A STEP CHANGE IN PORT SERVICE



LPC Chief Executive
Peter Davie with Deputy
Prime Minister Bill English
at the opening of Cashin
Quay 2.

**FROM LPC
CHIEF EXECUTIVE
PETER DAVIE**

**IN THE LAST YEAR, LYTTELTON PORT
ACHIEVED RECORD OPERATIONAL EFFICIENCY.
WE MADE A 16% IMPROVEMENT IN CRANE RATES
FOR LOADING AND UNLOADING VESSELS, AND
DECREASED OUR TOTAL RECORDABLE INJURY
FREQUENCY RATE BY 45%.**



Our Port's unmatched access to worldwide markets for South Island exporters continues to draw new customers including McCain Foods who now exports their South Island product through Lyttelton.

To strengthen our strategic relationships, we have already invested \$200 million in new facilities over the last five years. We are future-proofing the Port and these are some of the steps we have taken on the journey.

CASHIN QUAY 2

Our new \$85-million container wharf doubles our berth capability, boosts trade capacity and provides new more efficient service options.

Take a look: <https://vimeo.com/140386708>

MIDLANDPORT

This is the first container rail route between Lyttelton and Canterbury's heartland, with key customers already on board. It's a new era in freight service for the region.

Take a look: <https://vimeo.com/187934192>

**TO STRENGTHEN
OUR STRATEGIC
RELATIONSHIPS WE
HAVE ALREADY INVESTED
\$200 MILLION IN NEW
FACILITIES OVER THE
LAST FIVE YEARS.**

**TE AWAPARAHI BAY
RECLAMATION**

It's reached almost 10 hectares, providing increased capacity for an extra 42,000 20-foot containers (TEUs), more cars and a new log storage area.

**INNER-HARBOUR
JETTIES**

We are rebuilding a number of these to provide better service for the future.

**LOG STORAGE
NORWICH QUAY**

We have upgraded this area to deliver more efficient operations and a better environment.

WAY TO GO

This is not just about better facilities though. We are focused on future-proofing our Port and delivering exceptional service. We are constantly seeking continuous improvement. Everything we do across all our operations,

in all our planning, is to ensure our customers and region prosper and thrive.

For more about the step change in service at Lyttelton Port, go to – <http://www.lpc.co.nz/step-change-in-service-at-lyttelton-port-of-christchurch/>



OUR YEAR IN REVIEW

MARKED BY STRONG GROWTH IN THE SECOND HALF

IN THE SECOND HALF OF THE FINANCIAL YEAR, WE ACHIEVED STRONG GROWTH IN CONTAINER VOLUME COMPARED TO THE SAME PERIOD LAST YEAR. THIS WAS DESPITE THE DOWNTURN IN DAIRY VOLUMES.

Our operating result was in line with budget but a number of one-off costs impacted our profit after tax, the main one being an impairment of \$99.5 million.

At 30 June 2016, the Directors assessed the Company's value

was lower than its equity value for accounting. The Company's accounting value increased significantly when insurance proceeds relating to earthquake damage were received. At 30 June 2013, the Company's equity value was \$190 million. At the end of June 2014 this increased to \$533 million, primarily as a result of booking insurance income of \$358 million.

Throughout the earthquake period, the Company maintained strong earnings with many assets that were significantly damaged or destroyed. The impairment has arisen because

the return generated by replacing destroyed assets, which do not in isolation increase operating earnings; and some of the capital projects that are necessary for the future of the Port, do not meet the immediate investment return established by the Directors.

For full financial information see the LPC 2016 Annual Report: <http://www.lpc.co.nz/> publications

Revenue	105,714
EBITDA	23,444
Depreciation	(14,393)
Interest Income	8,236
Impairment	(99,519)
Tax (including effect of impairment)	22,427
Final Result	(59,805)



361,812
TOTAL CONTAINER
VOLUMES (TEU)



1,078,887
COAL EXPORTS
(TONNES)



477,697
LOG EXPORTS
(TONNES)



1,099,577
BULK FUEL
(TONNES)



43,533
MOTOR VEHICLES
(UNITS)



678,871
DRY BULK IMPORTS
(TONNES)



963 SHIP VISITS

OUR JOURNEY IS UNDERWAY

A 30-YEAR PLAN TO FUTURE PROOF OUR PORT

LPC FACES A HUGE FORECASTED INCREASE IN FREIGHT AND BIGGER SHIPS ARRIVING OVER COMING DECADES. TO ENSURE OUR PORT WILL BE FIT FOR THE FUTURE, WE HAVE A 30-YEAR DEVELOPMENT PLAN THAT WILL SEE US DELIVER WORLD-CLASS SERVICE AND SUPPORT OUR REGION'S GROWTH.

PORT TO THE EAST

The overarching plan is to move the Port towards the east. We will expand the Container Terminal onto 34 hectares of land to be reclaimed in Te Awaparahi Bay. We will also deepen the harbour for larger vessel access, develop our facilities and streamline the way we operate.

Current projects include a new, larger berth for oil vessels (which deliver the fuel that keeps our city running), and inner-harbour jetty and Container Terminal developments.

Take a look at these and more on our Developments page:

www.lpc.co.nz/port-development/projects/

TE ANA MARINA AND LANDSIDE

The community is deeply involved in some of the plan's key projects. To the west, the redevelopment of the Te Ana Marina and adjacent landside in Dampier Bay is close to locals' hearts.

LPC has 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, we had the opportunity to rename the area to reflect iwi cultural values. The area is to be formally renamed 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.

Te Ana offers a true step up for mooring options in Christchurch. On completion it will feature up to 200 floating berths for vessels with length of 10 metres or more, modern amenities and walk on access. The associated landside will also be rejuvenated for everyone to enjoy.

Construction of the marina is due to be completed in 2018.

For more information visit the Te Ana website:

www.teanamarina.co.nz

PROPOSED SHIPPING CHANNEL DEEPENING

We are aware how deeply people care about Lyttelton Harbour. We are engaged with the community to get feedback on our proposed shipping channel deepening project.

Environment Canterbury is processing our resource consent application to extend the existing shipping channel in Lyttelton Harbour/Whakaraupo. We have requested that our resource consent application be publicly notified to allow any person to lodge a submission. Environment Canterbury has publicly notified our application and will then call for submissions from the general public on the project.

As trade grows, so does the size of the cargo vessels. That means our Port must be able to accommodate bigger ships that can carry more cargo. To do that we need a deeper shipping channel to give them access, so the Port continues to attract major international shipping lines. We need to be ready for the forecast 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.

Find out more – <http://www.lpc.co.nz/port-development/dredging/>

In these videos we explain how we can enlarge the channel while protecting the health of the harbour and marine life.

Part 1 – <https://vimeo.com/171642503>

Part 2 – <https://vimeo.com/171642501>

Part 3 – <https://vimeo.com/171642502>

OUR UNDERPINNING COMMITMENTS

HEALTH
&
SAFETY

HEALTH & SAFETY, ENVIRONMENTAL RESPONSIBILITY AND COMMUNITY ENGAGEMENT

AT LPC, WE ARE SERIOUSLY COMMITTED TO THE HEALTH AND SAFETY OF OUR STAFF, THE STATE OF OUR ENVIRONMENT AND ENGAGING WITH THE COMMUNITY IN WHICH WE OPERATE.

HEALTH AND SAFETY

Health and Safety is a top priority and we are all focused on making sure everyone goes home safe. We all take responsibility for identifying and reporting any risk and suggesting continuous improvement in our operations. Our maintenance processes are robust and all machinery is regularly checked.

ENHANCING ECOLOGY

We have a partnership with Banks Peninsula Conservation Trust for the ecological enhancement of 17 hectares of LPC land above Lyttelton. We are working with the Trust, local communities and schools to enhance native biodiversity and build recreational tracks, so that we can add to the wonderful areas everyone can enjoy in the Port Hills.

ENVIRONMENTAL RESPONSIBILITY

We care for the environment in which we operate so that future generations can enjoy it. We have joined forces with other organisations who are committed to improving our environment – Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu, Environment Canterbury and the Christchurch City Council – to create an action plan for managing and restoring the cultural and ecological health of Whakaraupō / Lyttelton Harbour.

ENGAGING WITH OUR COMMUNITY

Between June 2014 and November 2015, the Lyttelton Port Recovery Plan (LPRP) was developed and the community

was engaged in extensive consultation. Feedback was robust and positive about most of what was proposed. Developments are now starting in consultation with the community.

View the LPRP here – <http://www.lpc.co.nz/port-development/lprp/>

PORT LIAISON COMMITTEE

The Port Liaison Committee meets quarterly to discuss community issues. It will become increasingly important as the Port continues to grow. The Committee includes representatives from the local community, LPC, Port stevedores, the Lyttelton Primary School, Environment Canterbury and the Christchurch City Council.

MANAWHENUA ADVISORY GROUP

LPC strongly values our relationship with Te Hapū o Ngāti Wheke. We meet monthly through the Manawhenua Advisory Group. This provides us with the opportunity to ensure manawhenua values, rights and interests are considered in our operations and development.

See how we have partnered with the Banks Peninsula Conservation Trust in this video https://www.youtube.com/watch?v=pqocnF_A6hl

WE BELIEVE IN GIVING BACK

The LPC Rescue boat this year transported 3300 trees to Quail Island to support the environmental regeneration efforts of the Otamahua/Quail Island Ecological Restoration Trust

SPONSORSHIPS AND COMMUNITY INFORMATION



LPC IS COMMITTED TO SUPPORTING THE HARBOUR BASIN COMMUNITY AND THE WIDER CHRISTCHURCH-CANTERBURY REGION.

SPONSORSHIPS AND SUPPORT

We are supporting organisations and initiatives that encourage youngsters' sporting development, the ecological and environmental health of the harbour and popular local community events.

- In the last year our sponsorships included:
- Lyttelton junior netball, rugby and football
 - Banks Peninsula Conservation Trust
 - Quail Island Ecological Restoration Trust

- Champion Canterbury Business Awards
- Project Lyttelton – Festival of Lights
- Lyttelton Community House Trust
- Canterbury Youth Development Programme
- Ronald McDonald House South Island
- Diamond Harbour Scouts
- Whangaraupo Netball Club
- St John Selwyn Central
- Weedons Primary School

PORT TOURS

Our most popular community initiative in the last year has been our Port Tours by boat. These free 90-minute tours have been running monthly since September 2015.

The tour covers the Inner Harbour, Container Terminal

and reclamation area, showing the Port developments underway and explaining our plans for the future. These tours have been booked out and feedback has consistently rated them as 'excellent'. Join us to find out more about what's happening in our Port – call to book your trip: 03 328 8198.

Watch the video for tour highlights – <https://vimeo.com/144433278>

PORT TALK

In Lyttelton's main street we have the LPC Information Centre, known as 'Port Talk'. This provides a spot where locals and visitors can drop in to ask questions and get updates on what's happening.

Port Talk is open Fridays from 11:00am to 1:00pm.

LPC UPDATE

Our community publication provides an update on developments, community engagement and sponsorships as well as an insight into what it is like to work at the Port.

LPC SNAPSHOT

FAST FACTS ABOUT OUR PORT

**LPC IS A MAJOR TRADING HUB,
SET TO SUPPORT THE FUTURE
GROWTH OF OUR REGION. SEE
HOW OUR NUMBERS STACK UP!**



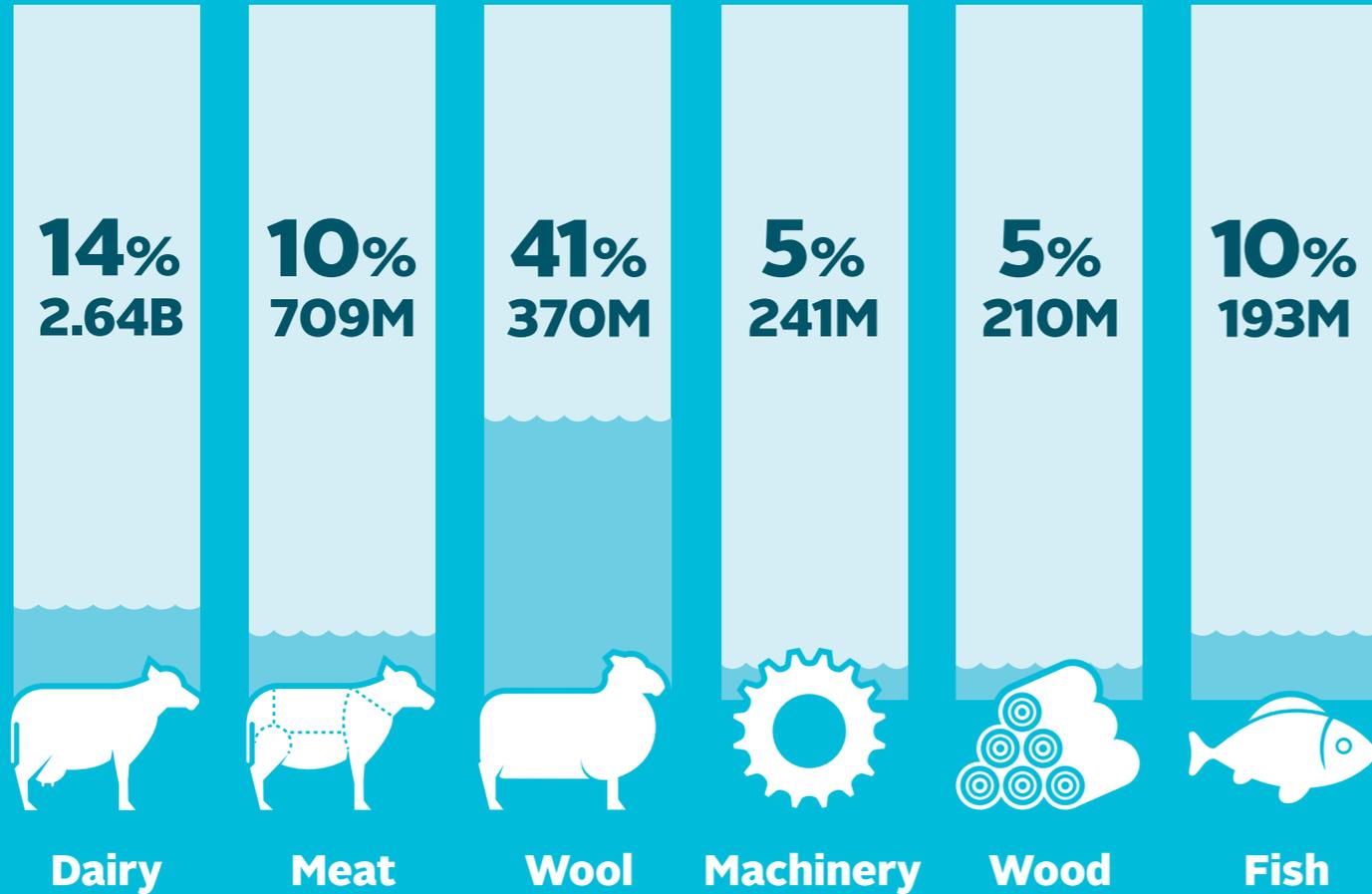
\$4.5 BILLION IN EXPORTS



\$4 BILLION IN IMPORTS

Our new Pilot Launch:
take a look - [https://
vimeo.com/185731701](https://vimeo.com/185731701)

LYTTELTON PORT CONTAINER EXPORTS



Percentage of total national base

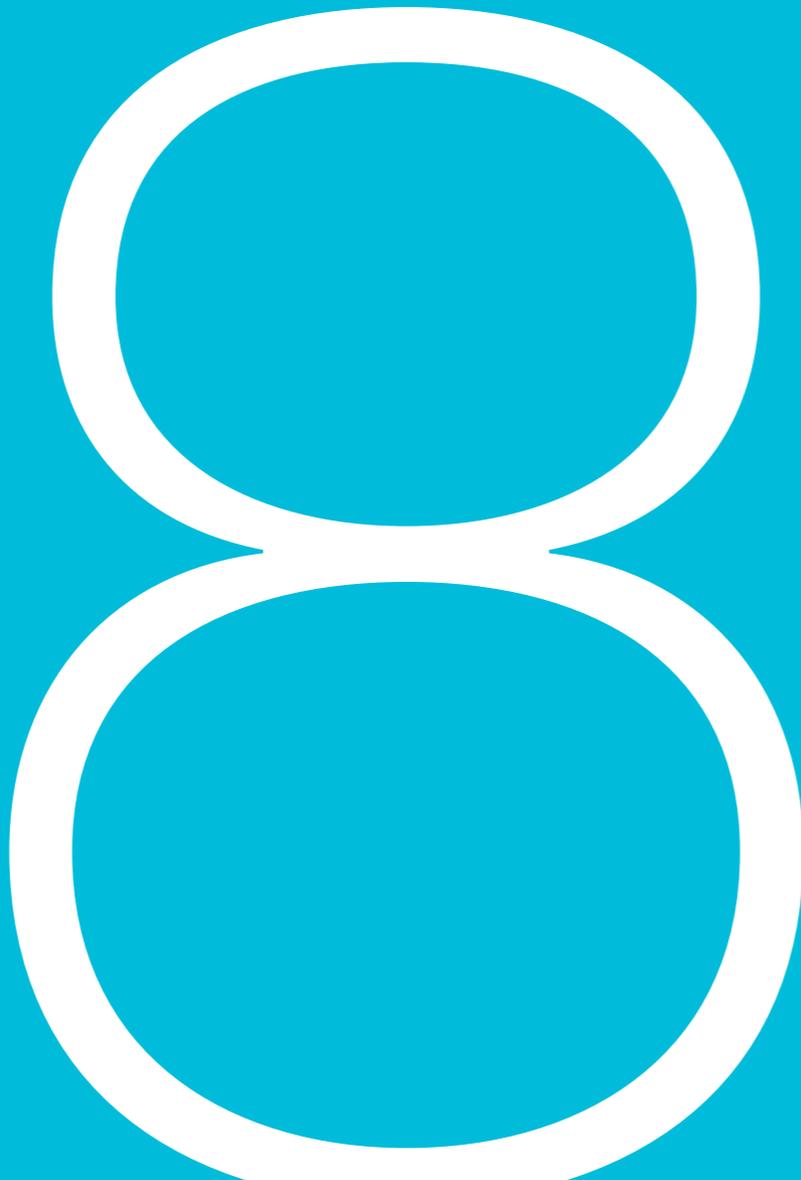
- WE ARE THE SOUTH ISLAND'S LARGEST PORT AND CONTAINER TERMINAL**
- WE MANAGE MORE THAN HALF THE SOUTH ISLAND'S CONTAINER VOLUME INCLUDING 70% OF IMPORTS**
- WE HAVE 500 STAFF, RESILIENT AND COMMITTED 24/7**
- WE LOAD AND UNLOAD MORE THAN 360,000 TEUs OF CONTAINER CARGO EACH YEAR**
- WE SERVICE SHIPS FROM 94 INTERNATIONAL PORTS AND 39 COUNTRIES**
- WE ARE CONNECTED TO 14 CONTAINER SHIPPING LINES AND 8 SHIPPING SERVICES**
- WE HAVE 2 INLAND PORTS – MIDLANDPORT (ROLLESTON) AND CITYDEPOT (WOOLSTON) TAKE A LOOK AT OUR VIDEOS. SEE BELOW**
- WE PROVIDE SERVICES FOR THE FISHING INDUSTRY, FERTILISER, GYPSUM, CEMENT, NON-CONTAINERISED CARGO, PETROLEUM, IMPORTED VEHICLES**
- WE ARE NEW ZEALAND'S LARGEST COAL FACILITY**
- WE PROVIDE CARGO HANDLING AND STEVEDORING SERVICES FOR REFRIGERATED CONTAINERS (REEFERS)**
- WE PROVIDE TUGBOATS TO MANOEUVRE VESSELS IN AND OUT OF BERTHS**
- WE PROVIDE PILOTS TO GUIDE SHIPS. STAFF TO ASSIST WITH BERTHING, CASTING OFF AND SECURITY**

Our CityDepot & MidlandPort videos:

CITYDEPOT – <https://vimeo.com/149916508>

MIDLANDPORT – <https://vimeo.com/171820412>

OUR PEOPLE, OUR PRIDE



Pictured (from left to right): George Philips (LPC Marine Manager), Alec McWhinnie (LPC Civil Structural Engineer), Peter Davie (LPC Chief Executive) and Paul Monk (LPC Operations Manager) – at the naming ceremony for LPC's new Pilot Launch Awaroa

MEET THE TEAM AT LPC



WE ARE IMMENSELY PROUD OF THE DEDICATED, EXPERIENCED AND CAPABLE TEAM AT LPC. HERE, WE'VE COLLECTED A FEW STORIES FROM OUR STAFF TO GIVE YOU AN INSIGHT INTO WHAT IT'S LIKE TO WORK 'AT THE COALFACE'.

JOANNE LAING – NEW ZEALAND'S ONLY WOMAN MARINE PILOT

Joanne Laing has always loved the sea. She grew up in Lyttelton and at 18 she and two mates in the Lyttelton Sea Venturers were accepted as apprentices in the Union Steam Ship Company.

She was one of the very few female apprentices taken on. Seventeen years later, after maritime experience around the world, the three friends came back to Lyttelton to work as Marine Pilots in the harbour they grew up in.

It had taken ten years of study and experience to obtain the Master Foreign Going Certificate which allowed Joanne to become a Pilot at Lyttelton.

"You go through three major exams over that time," Joanne says. "There are written and oral exams. You have to get 80% to pass. If you fail one you have to go back and do the whole lot again."

"I was away at sea for 17 years. My first command was a container ship owned by the Colombian Coffee Federation and she was on a service between the UK, Europe and Central America. I also had commands on bulk carriers carrying forest products from British Columbia to Japan, Korea, the UK and Europe.

"That experience helps here because different ships have different manoeuvrability and characteristics – so when you board a ship to guide her into the harbour you know the ship operation and the lingo."

A major part of her role as a Marine Pilot is going out in one of LPC's two Pilot boats to meet a vessel, climbing up the rope ladder on the side of the ship, meeting the Captain and discussing the manoeuvre into Port. This includes the number of tugs involved, any traffic in the channel, how much under keel clearance the vessel needs and the number of lines to the berth.

"The biggest challenge is the weather. You're always watching the weather. It's a dynamic situation. Things are changing all the time."

Being the only woman Marine Pilot in New Zealand and having worked all her career in a largely male dominated occupation has never phased Joanne.

"It's not something I've really thought much about. I'm bigger than a lot of people so that's always helped. When I first went to sea as an apprentice they carried a lot of wives on board and when I worked out of Hong Kong for ten years we had wives and children on the ships. It's just that in New Zealand there have been a lot of women who've gone through maritime careers but no one's actually had a position as a Marine Pilot before."

It can be a demanding job, not least the shift work.

"We have three different shifts. There's the 'am' shift

from 1am to midday – then the midday to 1am shift – and then there's 24 hour coverage. That means if we have two jobs with vessels at the same time then the second Pilot, who is on 24 hour coverage, comes out to do the second job. We get two weekends off out of five."

Joanne says there's real satisfaction in the work.

"It's a great job. Great people. Every day is different."

Joanne is standing on the deck of the vessel she's bringing in. She's watching the ink black night change into a golden dawn. She smiles: "It's just a great environment to work in."

Watch this video of Joanne guiding a vessel into Lyttelton Harbour.
<https://vimeo.com/143076853>



“WE’RE VERY PROUD OF OUR NEW PILOT LAUNCH. SHE’S THE ROLLS-ROYCE OF PILOT LAUNCHES – THERE’S NOTHING QUITE LIKE HER IN NEW ZEALAND.”

BRYAN SHANKLAND
– LAUNCH MASTER

For LPC’s Launch Master, Bryan Shankland, waiting for the arrival of the new Pilot Launch was like waiting for Christmas morning – and it was worth the wait.

“We’re very proud of our new Pilot Launch. She’s the Rolls-Royce of Pilot Launches – there’s nothing quite like her in New Zealand,” says Bryan, who has over 50 years’ experience at sea.

A Pilot Launch is a purpose-built boat used to transfer Marine Pilots to and from ships that are arriving or departing Port. The Launch pulls up alongside a ship at the harbour entrance and provides a moving yet stable platform for a Marine Pilot to climb a ladder to board a ship.

Bryan was part of the project team that defined what LPC needed in a Pilot Launch in order to prepare for the bigger ships that will visit, and the features the Marine team required – future-proofing the Port safely and efficiently.

“We visited several Ports across New Zealand and Australia to see a range of Pilot Launches. This helped define exactly what we required for Lyttelton Port and, after a rigorous selection process, we purchased a Pilot Launch designed by the French Naval architects Pantocarene. It was constructed by Hart Marine in Mornington, Australia who specialise in these vessels. We’re very happy with the end result.”

The Pilot Launch, named ‘Awaroa’, motored across the Tasman in January. ‘Awaroa’

is the name Māori gave the entrance to Lyttelton Harbour, known as ‘Godley Head’ to Europeans.

“She hums along the water brilliantly. Her fender and hull are so cleverly designed, that it is much easier to come alongside and pull away from a ship after a Pilot transfer is complete. She has the latest navigational technology and the best safety equipment. Overall she’s a much better and cleaner piece of kit in every aspect. If in an extremely unlikely situation where the Launch capsizes, ‘Awaroa’ has self-righting capabilities.”

At 16 metres long, the ‘Awaroa’ has all the comfort, space and low sound levels you’d expect of a new state of the art Pilot Launch.

“It makes our jobs so much more of a pleasure to do. There’s even a stereo system and toilet on board.”

Bryan started his career of handling vessels at age 17 by joining the Royal New Zealand Navy, an involvement he is proud of to this day.

“I joined in 1965 and was full time for 20 years. I started as a Junior Seaman and finished my service as a Commander. I was on active service during the Indonesian Confrontation and was on the last Royal New Zealand vessel to fire shots in anger.

“When it came time to settle down, I took up the position of Manager and Skipper for the Diamond Harbour Ferry. I was there for ten years before starting at the Port Company in 1996 as Launch Master – a role I’ve held for 20 years.

“It doesn’t get boring – not at all. Everyday when you come to work it’s different. Different vessels require a different approach; different weather conditions, different swells, different crew – every day and every job is different. It keeps you thinking.”

The Launch crew, made up of six experienced Launch Masters, work around the clock to support the Port’s 24 hour, seven day a week operation.

“We’re a tight crew – we’re all seafarers so we have that in common. The shift work is a lifestyle – and I just love being out on the water.”

Check out this video of the Pilot Launch – <https://vimeo.com/185731701>



“SOME DAYS I’M UNDER THE WHARF WITH AN UNDERWATER CHAINSAW TO REMOVE PILES AWAY FROM A JETTY. IT SOUNDS ODD, BUT AT THE PORT IT JUST SEEMS LIKE A NATURAL TASK THAT NEEDS DOING.”

ROB AUSTIN
– LPC DIVER

The Port is a dynamic and ever-changing scene but for Rob Austin it’s what happens under the water that he finds the most interesting.

“It’s a different world down there, you feel different,” says Rob. “Your instincts need to adjust. It’s easier diving at night when there’s no visibility because you learn to feel your way around. Daytime dives can be disorientating because you don’t know which way is up and which way is down – it can make you feel quite vulnerable.”

Rob is one of two divers at Lyttelton Port, who work in a pair to ensure the safety of one another.

“When you’re on a dive job, you dive with another person, for

me that is my diving partner Tony Wornall, the other diver at LPC. Tony has a wealth of experience and together we can do almost any job at the Port. We rely on each other to complete all jobs underwater. Communication and trust are crucial and knowing we have each other’s back.

“Over the years we’ve done some challenging jobs, including search and recovery, wharf inspection and repairs, the use of underwater pneumatic (inflatable) and hydraulic power tools, underwater water blasting, vessel surveying, vessel salvaging, pile cutting and diving at the reclamation site. As well, every vessel in the Dry Dock requires a diver to place blocks underneath it to secure it – so we’re always pretty busy there.”

The father of two has completed over 1,000 dives at Lyttelton Port since he started over five years ago. A carpenter by trade, Rob is able to combine his diving and building skills.

“Some days I’m under the wharf with an underwater chainsaw to remove piles away from a jetty. It sounds odd, but at the Port it just seems like a natural task that needs doing. Sometimes I get asked by yachties to recover something they’ve dropped in the water, like a watch or a cellphone. I don’t mind helping people out.”

Helping people is something that comes naturally to Rob. At six foot six, Rob puts his skills to good use. He served in the New Zealand Army for six years and is currently a volunteer Rescue Diver at Garden City Helicopters.

“The diving itself is not recreational, it’s a job and I get the information that I need to do it. But if I haven’t put the wetsuit on for a couple of days, I start to miss it, even in winter.

“My gear keeps me warm and dry – even when I’m in the water. My wetsuit is an ‘exposure suit’ which means I can wear a tuxedo under my wetsuit and I don’t get a drop of water on my skin – just like James Bond.”

OUR BOARD

TREVOR BURT
CHAIRMAN

BILL DWYER

DON ELDER

GRANT GILFILLA

JIM QUINN

BRIAN WOOD

More about the LPC
Board of Directors:
[http://www.lpc.co.nz/
about-us/board-of-
directors/](http://www.lpc.co.nz/about-us/board-of-directors/)

OUR SENIOR TEAM

PETER DAVIE
CHIEF EXECUTIVE

MATT DOLAN
GENERAL MANAGER
HUMAN RESOURCES

JONATHAN GARDINER
CHIEF FINANCIAL OFFICER

ALLANAH JAMES
COMMUNICATIONS
MANAGER

GLEN JOHNSON
SAFETY MANAGER

PAUL MONK
OPERATIONS MANAGER

SIMON MUNT
MARKETING MANAGER

JOHN O'DEA
DEVELOPMENT MANAGER

More about the LPC Senior
Team: [http://www.lpc.co.nz/
about-us/our-team/](http://www.lpc.co.nz/about-us/our-team/)

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