What’s happening at LPC

The Lyttelton Port Recovery Plan will help the Port meet predicted growth. This is vital as container volumes are forecast to double in a decade and double again by 2041.

Part of our focus to meet the demand is the completion of the Cashin Quay 2 wharf at the Container Terminal to have it totally operational by early next year. This doubles our container vessel berth capacity, increasing productivity and efficiency for customers.

Meanwhile our MidlandPort at Rolleston is under construction and will provide a rail link for container freight to the Port early next year. It will service the increasing freight requirements of mid-Canterbury.

Many locals are keen to know what’s happening at the Port and have joined our new monthly Port tours to see first hand from the water the latest developments. The LPC Port tours have proved so popular they are booked out to the end of the year.

However, anyone wanting to know more about what is happening at the Port can call in to our Port Talk information centre in Lyttelton. As well, our redeveloped website will launch in December, providing more information and functionality.

This is our last update for 2015. We wish you a happy and safe holiday season and great New Year.

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Lyttelton Port Recovery Plan is development milestone

The Lyttelton Port Recovery Plan (LPRP), released 19 November 2015 by the Canterbury Earthquake Recovery Minister Gerry Brownlee, is a milestone in the Port’s development.

LPC Chief Executive Peter Davie says it provides the framework for the future. “The LPRP is critical for planning how we meet the forecast increase in customer exports and imports. Lyttelton Port is a vital strategic asset with an essential role in Canterbury’s growth and the recovery of Christchurch. The LPRP provides certainty on how our infrastructure repairs, rebuild and development will provide a Port to service the region over the next 30 years.”

“We want to thank those who have made significant contributions to the LPRP. This includes Environment Canterbury (ECan), Te Rūnanga o Ngāi Tahu, the New Zealand Transport Agency, the Canterbury Earthquake Recovery Authority (CERA) and the Christchurch City Council (CCC), Selwyn and Waimakariri District Councils.

“It is also important to acknowledge the valuable contribution made by the community. Many residents were highly engaged in the process and their feedback was thoughtful and overwhelmingly positive. We appreciate the time and effort they put into it.

“The robust public consultation process undertaken by ECan also deserves special acknowledgment, as does its delivery of the draft LPRP to the Minister.

“The journey ahead is exciting as we start the largest development in the Port’s history. The LPRP provides a unique opportunity to deliver a modern, thriving Port that is well connected to the community and supports a healthy harbour environment for future generations.”
91 people enjoyed the October tour and the trips are now booked out to the end of this year. The 90 minute trip leaves at 1.30pm from Jetty A at Lyttelton on the Canterbury Cat. It provides an opportunity for the community to see developments underway at the Port and hear what is planned.

The tours are on the last Sunday of the month and some of LPC’s most experienced staff provide information about the Port’s operations, projects and future developments. A highlight on the first tour in September was a pod of Hector’s dolphins playing around the boat for twenty minutes.

Taking a tour by boat is the safest and most effective way of viewing the developments in progress and understanding the long term plan for the Port.

Free tours of Lyttelton Port started in September.

At the end of the trip, passengers are invited to make a donation to the Cholmondeley Children’s Centre located in nearby Governor’s Bay. Since opening in 1926 Cholmondeley has cared for over 26,000 children, aged three to twelve, and continues to provide short-term emergency and planned respite care for Canterbury children.

LPC Norwich Quay building demolition

The former LPC administration building on the corner of Norwich Quay and Dublin Street in Lyttelton is being demolished.

The building was structurally damaged during the earthquakes and demolition should be finished early next year.

The area will be resurfaced and LPC maintenance facilities may move to the site. Planning is underway for LPC’s new administration building to be built inside the Port. This will bring operational and administrative staff together in one building for the first time.
New wharf increases container capacity, providing greater efficiency and better service

The new Cashin Quay 2 wharf in the Container Terminal is an important part of planning effectively for future growth and customer service. It doubles container vessel berth capacity and increases Container Terminal operational efficiency for customers.

The $85 million project is the largest development at the Port since the 1970s when the Cashin Quay 3 wharf and Container Terminal were completed. Cashin Quay 2 is part of the plan to ensure a thriving Port that supports the Canterbury economy and the city's recovery.

The new wharf will be fully operational early 2016. A large part of the wharf is already in use.

Bigger ships on the horizon

The largest container vessels now visiting Lyttelton Port carry more than 4,500 twenty-foot containers (TEUs). In future, larger vessels visiting will have up to 8,000 containers. Planning for this is underway, with container growth forecast to increase to 1.5 million TEUs a year by 2041.”

Container vessels are growing larger and Lyttelton Port needs to ensure it has facilities and capability ready for their arrival. Container ships have doubled in size in the last ten years and are continuing to grow bigger as shipping lines develop larger vessels that can carry more cargo. That means deeper, longer berths with more capacity will be needed for the Port to remain competitive.

Currently the largest container vessels coming into Lyttelton carry more than 4,500 TEUs (20 foot containers). This is expected to increase up to 8,000 TEUs – requiring more Container Terminal space, enhanced infrastructure and a deeper navigation channel for the bigger ships. The Port can currently accommodate container vessels up to a 12.4 metre draught. Staged development to increase this to a 14.5 metre draught is being considered.

The navigation channel will also need to be wider and provide an adequate vessel turning area. Port infrastructure support will need to include ship-to-shore gantry cranes that reach right across a vessel. In addition, the Container Terminal will need enough space, particularly during cargo peaks, to maintain efficient service flow. Planning is underway to ensure the Port can meet the requirements of the bigger vessels that will come to Lyttelton in the future.

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<td><strong>First (1956–1970)</strong></td>
<td>Converted Cargo Vessel</td>
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MidlandPort at Rolleston will improve container freight efficiency

Development of LPC’s new Inland Port, MidlandPort on Jones Road at Rolleston, is well underway.

MidlandPort will provide a rail link for containers with the Port early next year. This will service the increasing freight requirements of mid-Canterbury largely resulting from irrigation of the Canterbury plains. In Central Canterbury alone 60,000 hectares of mostly dryland farms will be transformed by the Central Plains Water irrigation scheme, increasing agricultural output by an estimated $264 million per year.

MidlandPort will cater for this growth. It will act as a hub for receiving, storing and consolidating containers and as a distribution point where containers are transferred between trucks and trains.

MidlandPort’s rail connection with the Port will improve container freight efficiency, and decrease travel time and freight costs for customers. It will also reduce road congestion by removing a significant number of trucks on the Port route.

The facility is located on the boundary of the Carter Group’s warehouse and distribution development called I PORT – a new $500 million industrial and Logistics Park on 122 hectares of industrial-zoned land.

MidlandPort and I PORT are at the gateway of the South Island’s primary production area. Located at the intersection of the major freight arteries, these new facilities will support the forecast increase in commodity exports such as dry and refrigerated dairy, frozen meats and vegetables.

See the video of MidlandPort under construction: https://vimeo.com/145091358

Our worldwide connections

In the last year LPC serviced 406 container ships from 94 international ports from 39 countries.
LPC Annual Review and Annual Report 2015

It has been another good year for Lyttelton Port of Christchurch. Our Annual Review features the highlights and our future focus, while the Annual Report for the year ended June 2015 contains the financial statements and information.

The outlook for LPC remains strong, with our future linked to global trade predictions for continuing growth in India, China and Africa and increasing food demand.

The demand for high quality food is predicted to more than double. This is the key economic niche for our region, with forecasts for strong export growth in Canterbury.

Globally we can expect an increase in shipping in response to population growth and the demand for quality food. LPC is committed to providing a Port fit for the future and the Annual Review outlines our plans and progress.

The Annual Review and Annual Report are available on the home page of our website: www.lpc.co.nz

If you would like these emailed to you, or a printed copy, please contact us: communications@lpc.co.nz

The direct connections shown here link these hubs to ports all over the world.
Rob Austin

Underwater world

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, 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 yachts 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.”
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 7am to midday – then the midday to 7am 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 the video of Joanne guiding a vessel into Lyttelton Harbour: https://vimeo.com/143076853

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Darren Brown

Behind the wheel of a $1.25 million machine

Darren Brown has been driving straddles at Lyttelton Port for eight years. He makes it look easy but when he began he felt the challenge of mastering the $1.25 million machine.

“When I first hopped into a straddle I thought this is totally out of my comfort zone. But after a week in the straddle – time in the seat – you start to get your confidence up.”

Straddles pick up and deliver the containers in Lyttelton Port’s Container Terminal. Drivers receive instructions on the screen in their cab about what container to pick up and where to deliver it in the Container Terminal. When trucks come in loaded with a container, a straddle will pick up the container from it and deliver it to where it is to be stored in the yard. They take containers to and from the ships as they are being loaded and unloaded.

There are 24 straddles and when a number of them are manoeuvring between the container stacks, to and from the trucks and past the cranes it’s like a dance of huge multi-million dollar machinery - and riveting to watch.

“You know when you get a good flow going. The straddles are flowing well – the crane drivers are emptying and loading the ship quickly. You can feel the flow.”

LPC Straddle Drivers are part of the Port’s 24/7 operations. The drivers work shifts and get to know each other pretty well.

“The best thing is the people. Great people here. The camaraderie between us all makes it a good job,” Darren grins. “And I get to play with the big toys.”

Watch Darren at work straddle driving: https://vimeo.com/140386717
LPC is helping sponsor the Banks Peninsula Conservation Trust which aims to promote sustainable land management on Banks Peninsula.

LPC Environmental Manager Kim Kelleher was on board the Trust’s recent supporters’ trip in the harbour during which key projects were explained.

View Kim’s video on our Instagram @Lytteltonport.

LPC also recently started sponsorship support for the Lyttelton Seafarers’ Centre and the Canterbury Youth Development Programme.

The Centre in Norwich Quay, Lyttelton, is a safe place for visiting seafarers to go when they are in Port. It provides free internet so seafarers can contact home, and purchase foreign exchange, food and drink. LPC has provided funds towards the Centre’s operational costs.

LPC’s other new sponsorship, the Canterbury Youth Development Programme (CYDP), focuses on providing life skills, motivation, opportunities and ongoing support for young people to successfully take their place within, and contribute to, society. LPC has funded the purchase of a vehicle so CYDP coordinators can visit young people and their families, transport them to vocational and educational opportunities and provide support.

New $3 million container storage area at CityDepot

The project involved laying 5,500 square metres of concrete for storage and also creating a 3,000 square metre asphalted area for truck turning and access. Trucks access the area from Foundry Drive, off Curries Road, where there is a new automated entry/exit gate.

The development increases capacity, providing storage for an additional 416 containers. The area will be used by LPC customer, Golden Bay Cement.

View the final concrete pour on our Instagram @Lytteltonport.

Reclamation progress

The reclamation in Te Awaparahi Bay reached 9.01 hectares by the end of November.

Latest reclamation photo: November 2015

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