



The Fairway leaves our shores after spending 12 weeks on our Channel Deepening Project.

Farewell to the *Fairway* after a job well done

Lyttelton Port has been a hive of activity over the past year with projects varying from dredging Lyttelton Harbour, commencing construction of the cruise berth, to the official opening of Te Ana Marina, and the planting of native bushes at the Port Saddle. We have plenty going on, and you can read about our projects and what we've been up to in this issue of *LPC Update*.

One of our bigger projects is the deepening of the navigation channel, which started in August when one of the world's largest dredges, the *Fairway*, arrived in Lyttelton Harbour. The *Fairway* was a fixture in Lyttelton Harbour for 12 weeks, as she worked around the clock to widen, lengthen and deepen the navigation channel. She has dredged more

than five million cubic metres of mud and silt off the sea floor.

The dredging programme means larger container ships, which have virtually doubled in size during the last 10 years, will now be able to call at Lyttelton. Prior to the Channel Deepening Project some vessels had to wait for high tide before they could arrive or depart our Port – now larger vessels can access the Port at all times.

Inside this issue:

- Creating a sustainable future for the Port
- Construction on the new cruise berth gets underway
- Community survey gives insight into residents' view of the Port
- Helping bring tuis back to Lyttelton

We recently released our Annual Review, if you're interested you can read it at <http://www.lpc.co.nz/wp-content/uploads/2018/09/Annual-Review-2018.pdf>



Creating a sustainable future for the Port



Te Ana Marina is providing water front access for the community to enjoy.

For many years we have worked carefully to ensure our operations do not adversely impact our environment. We have invested in significant research and monitoring programmes that help us better understand water quality and marine ecology. At the same time we are upgrading our infrastructure and continuing with major development projects including the reclamation expansion, the Channel Deepening Project and building a new cruise ship berth. This growing knowledge of the Harbour helps us minimise the effects of our operations.

We are focused on ensuring that we apply a corporate social responsibility model to all of our business. This means continuing to work in a socially

responsible way with respect for people and environmental issues. We are embarking on a journey to achieve a balance across our

business. We know we have a long way to go, but we are committed to this approach. For us there are three areas we are concentrating on:

ECONOMIC PROSPERITY
THROUGH TRADE

CONNECTING WITH COMMUNITIES

HEALTHY ENVIRONMENT

In this issue of *LPC Update* you can read stories on our three key areas.

ECONOMIC PROSPERITY
THROUGH TRADE

Make way for the Rio de Janeiro



The Rio de Janeiro at Lyttelton Port – she is nearly as long as three rugby fields.



The largest container ship ever to call at Lyttelton Port arrived last month, which was made possible due to the progress of the Channel Deepening Project at the time.

The Rio de Janeiro arrived on October 27, and is a new class of ship to call at Lyttelton. She can carry 5,905 twenty-foot equivalent containers (TEUs), while container vessels currently visiting Lyttelton commonly carry 4,500 TEUs.

We were able to accommodate the Rio de Janeiro at the end of our Channel Deepening Project, due to the ship not carrying its full TEU capacity on arrival. However, now that the channel deepening is nearly complete, larger ships like the Rio de Janeiro will have no problem calling at Lyttelton at full TEU capacity.

ECONOMIC
PROSPERITY
THROUGH TRADE

Construction on the new cruise berth gets underway

Work has started on the Port's new cruise berth. Land piling is well underway and initial marine piling, to enable the main wharf to be built, will commence in mid-December.

From February next year further marine piling will commence for the main cruise ship berth and is likely to last for 12 months. We understand the noise from pile driving will be an inconvenience to local residents. While the level of noise cannot be effectively mitigated, residents will be able to view regular updates to the planned piling times on LPC's harbour watch website www.lpchbourwatch.co.nz.

This will be New Zealand's first ever custom-built cruise ship facility, and is set to open for the 2020/2021 summer cruise season. The new berth will accommodate all sizes of liners from around the world, including the world's largest cruise ship which is 362 metres long and carries more than 8,000 passengers and crew.

The welfare of Hector's dolphins, present in Lyttelton Harbour, has been a key priority when



An artist's impression of a cruise ship at the new cruise berth.

considering the construction methods for the new cruise berth. We have worked with designers, engineers and marine mammal experts to develop a cruise facility that reduces effects on marine mammals. The cruise berth was redesigned to reduce underwater noise levels during piling.

To manage any other effects, we are also implementing New Zealand's most comprehensive marine piling

management and monitoring programme.

Deputy Mayor and Councillor for Banks Peninsula Andrew Turner says he is very pleased that construction on the cruise berth is underway.

"This is a key piece of infrastructure which will support not only tourism in our region, but will ultimately also contribute to the local, regional, and national economy," Mr Turner said.

ECONOMIC
PROSPERITY
THROUGH TRADE

Upgrade of navigation aids keeps Port users safe



This graphic shows the construction areas where the navigation aids will be upgraded.

We've started to upgrade and install new navigation aids to a modern and international standard to make the navigation of vessels in and out of the Harbour safer.

The upgrade includes nine new navigation aids installed along the sides of the channel, while eight current existing marine and six land based navigation aids will be upgraded in the Harbour. Two sector lights

will also be relocated from land at Governors Bay and Purau Bay to marine locations.

The replacement and installation is the largest upgrade to navigation aids at the Port in 35 years.

CONNECTING
WITH
COMMUNITIES

Community survey gives insight into residents' view of the Port

We wanted to better understand the community's view of the Port and the work we do. We teamed up with Research First who surveyed 500 people in the community. Three-quarters of people spoken to have lived in the Banks Peninsula for more than 10 years.

Community survey overview

Residents and stakeholders surveyed appreciate the importance of the Port to the community, and to greater Christchurch. They see the Port and its operations as integral to the prosperity of the region, bringing in freight and tourists, and thus jobs and economic benefits. The survey found that 24% of residents thought that the Port is important for job creation. The visual impact of the Port is seen as overwhelmingly positive with many residents commenting that they enjoy the ever-changing view of different boats and general activity.

96%

AGREE THAT THE PORT IS OF
KEY IMPORTANCE

73%

AGREE THAT THE PORT
HAS AN IMPACT ON THEIR
EVERYDAY LIVES

45%

OF RESIDENTS ARE PROUD
OF THE PORT, WITH VERY
FEW EXPRESSING ANY
NEGATIVE SENTIMENT

Local impression of the Port

Positive impacts of the Port

24%

THE VIEW

10%

ECONOMIC IMPACT

10%

WORKING PORT

6%

THE FERRY

Negative impacts of the Port

27%

NOISE

13%

POLLUTION –
LIGHT, VISUAL, WASTE

12%

TRAFFIC

11%

POOR ACCESS

Overall, Lyttelton residents surveyed feel that the Port is a positive force for the area, bringing vibrancy, variety and vitality, and supporting the region financially. This feeling of pride and community spirit increases the closer residents live to the centre of the township. Levels of familiarity with LPC vary considerably across the community. Residents see the primary role of LPC being the day-to-day operation of the Port, but only 42% are familiar with our work, and no one aspect stands out as top of mind when asked to think about LPC.

Residents acknowledged the economic benefits of having the Port on their doorstep, but at the same time point to noise, light, and waste pollution, along with traffic, as major negative impacts.

We were quite surprised to find that 58% of those surveyed were unsure of what LPC does. Our job is simple - we exist to facilitate trade in Canterbury and the South Island and in doing so we help the region to enjoy the benefits of great trade connections to the rest of the world. We are the largest port in the South Island and the country's second largest export port. As the region's international trade gateway, Lyttelton Port facilitates \$4.67 billion of exports and \$4.84 billion

of imports each year. The cargo that comes through our Port is diverse. Our customers include people from the fishing, grain, fertiliser, gypsum, dairy, cement, logs, imported vehicles and coal export sectors.

Environmental initiatives are a priority for us, and we're proud to be part of the Whaka-Ora Healthy Harbour initiative. Whaka-Ora is an aspirational plan that provides guidance and actions to restore the ecological and cultural health of Whakaraupō/Lyttelton Harbour as mahinga kai. Mahinga kai refers to Ngāi Tahu interests in traditional food and other natural resources and the places where those resources are obtained.

The plan was launched in March 2018, and we are working alongside local iwi to focus on key areas where action needs to be taken so we can restore our environment. Whaka-Ora has a strong focus on erosion, sedimentation, pollution, terrestrial indigenous biodiversity, and marine indigenous biodiversity. Whaka-Ora has already developed a programme supporting Lyttelton Primary School and Diamond Harbour School students to learn about biodiversity in the Harbour.

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...Community survey gives insight into residents' view of the Port cont'd

Lyttelton Port Company and the Community

Residents surveyed want LPC to be a part of the community, and to see LPC striving to establish a stronger relationship with them.

80% see it as important that LPC is involved with funding or supporting community initiatives. It was pleasing to see that 57% agree that LPC keeps the community up-to-date with what is happening at the Port, but only 36% think that LPC is good at engaging with the community.

In terms of specific sponsorship initiatives undertaken by LPC, 53% say they are aware of any, led by the Festival of Lights.

It's essential for LPC to understand the best ways to communicate with the community, and the survey found that residents would like to get their information via flyers in the mailbox (32%), newspapers (20%), newsletters (18%) and emailed notices (16%). The good news is that those are our top ways to communicate important information with residents.

Making sure the community is informed is important to us, and being a good neighbour means finding ways to understand and respond to community interests and issues. Some of the ways we inform the community about what we do include our free monthly Port Tours on the Black Cat, and through our Port Talk Lyttelton Information Centre which is part of our committed presence in Lyttelton. We also place flyers in mailboxes and *LPC Update* is inserted into the Bay Harbour News four times a year.

Lyttelton Port Company and the Environment

Only 30% of residents believe that LPC works hard to protect the environment. Environmental issues are important to the community, particularly water quality and pollution. It's important to those surveyed that the Port co-exists with nature. 'Healthy Harbour' initiatives were the key areas of focus listed by stakeholders, for LPC to maintain in the future.

Residents want to see more action taken by LPC in terms of monitoring



The handover of the Whaka-Ora Healthy Harbour Plan from Te Hapū o Ngāti Wheke to LPC in July. (L-R) Deputy Mayor Andrew Turner is pictured with Yvette Couch Lewis and LPC Chief Executive Peter Davie.

environmental impacts, and more active communication from LPC about its environmental initiatives, to increase transparency. We will be doing this.

LPC has recently completed a baseline assessment of our environmental footprint across energy, waste and water. This information will enable us to set relevant sustainability targets and strategies. We are investing time into ensuring we have a good understanding of our emissions, waste streams and water use across all of the Port's business, and we look forward to using this as a foundation to minimise our footprint.

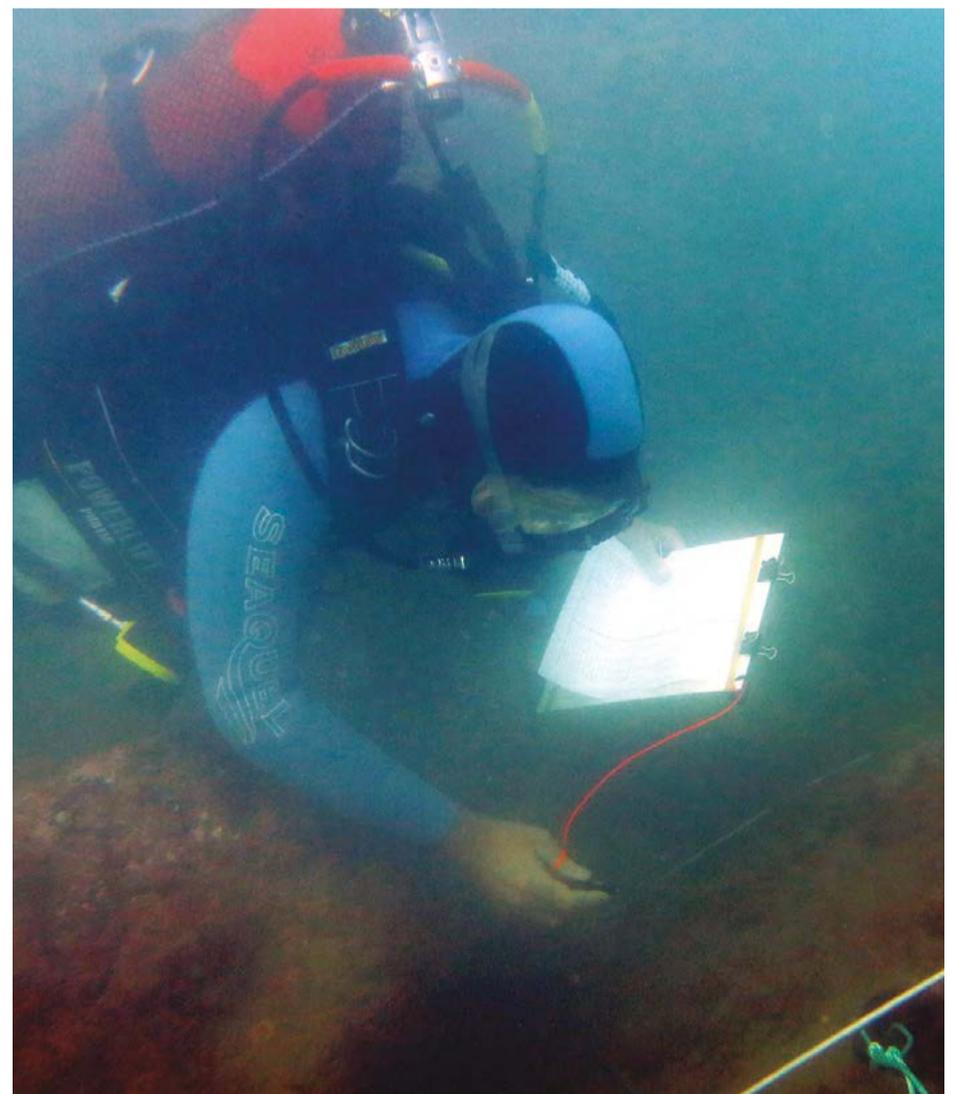
A comprehensive Port Noise Management Plan, which controls and monitors noise levels within the Port, has been developed. We are moving more of our operation to the east away from the Lyttelton Township. Over time operational activities within the inner harbour will reduce, so noise exposure from the Port into the residential areas on the western side of the inner harbour will also reduce.

Over the past few years the environmental management of Port and Harbour operations has received greater focus, as we work proactively to ensure our operations do not adversely impact our environment. We are investing in scientific research and monitoring programmes that help us better understand water quality, marine ecology and particularly the endangered Hector's dolphins that live in our waters. By growing our knowledge of the Harbour we can work to minimise the effects of our operations.

We know we have more work ahead of us and we are up for the challenge.

“We are working with the best scientists and researchers to help us better understand this environment. The environmental surveys commissioned by LPC will be the most comprehensive sub-tidal ecological study along this stretch of coastline.”

– Cawthron Institute of Environmental Scientist, Ross Snedden.



Cawthron Institute marine ecologists have spent countless hours underwater, recording data on the Harbour's sea life.

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...Community survey gives insight into residents' view of the Port cont'd



Locals are enjoying learning about the Port on our free tours each month.

The Future

Moving forward, residents would like to see more community (41%) and environmental initiatives (25%). We're happy to say that we have a lot of projects already underway.

Our environmental team works hard to ensure the community is involved in projects, and in September organised a planting day at the Port Saddle, which is an ecological project aiming to transition 17 hectares of Port Land above Lyttelton into thriving native bush. You can read all about the planting day on page 7.

We have several community-initiatives and sponsorships underway with the Lyttelton community, and more recently with Rolleston, with the opening of MidlandPort. We support the areas in which we operate with a wide range of sponsorships including the Maia Health Foundation which is fundraising for facilities to enhance children's stay in Christchurch Hospital. We also provide support for youth netball and rugby teams in both Lyttelton and Rolleston, the Lyttelton Seafarers' Centre, and the annual fireworks display in Lyttelton's Festival of Lights.

It's important for us to be in touch with the Lyttelton community and that was a key reason why we undertook this survey. This is a step in the right direction and we realise we've still got work to do and we look forward to keeping you informed.

If you have any suggestions on improved ways we can communicate our information to the community, please let us know at questions@lpc.co.nz

Community survey snapshot

Communication is key:

94%

OF RESIDENTS AGREE IT IS IMPORTANT THAT LPC COMMUNICATES WITH THE COMMUNITY

69%

AGREE THAT CURRENT TOPICS OF COMMUNICATION ARE RELEVANT

58%

ARE UNSURE ABOUT WHAT LPC DOES

48%

WERE UNFAMILIAR WITH LPC'S SPONSORSHIPS

Why the Port is important:

57%

SHIPPING/FREIGHT

27%

BRINGS IN REVENUE FOR CHRISTCHURCH/REGION

24%

CREATES JOBS/EMPLOYMENT

20%

BRINGS IN CRUISE SHIPS/TOURISM

Top 5 environmental/sustainability issues most important for LPC over the next 5 years:

31%

HARBOUR ECOLOGY/ HEALTH

24%

GENERAL ENVIRONMENTAL IMPACT

19%

WATER/ HARBOUR QUALITY

13%

DREDGING THE HARBOUR

10%

POLLUTION

Helping bring tuis back to Lyttelton



Banks Peninsula Conservation Trust Board member Kate Whyte, at the Port Saddle community planting day.

Botanist Kate Whyte was walking her dog near the Lyttelton Port Saddle this winter, when she was stopped in her tracks by the sound of a tui.

"It didn't take long to spot it in a gum tree with lots of bellbirds all busy drinking nectar from the flowers," says Kate who is a Banks Peninsula Conservation Trust (BPCT) Board member.

The trust has an extensive community monitoring tui project, meanwhile Kate has helped design plantings for the Port Saddle restoration project which will help bring tui and other native fauna to the area.

The project is a partnership between the BPCT and LPC, and for the third year, locals and enviroschool students have helped plant native trees on the 17 hectares of LPC owned land.

LPC Environmental Manager Kim Kelleher says the aim is for the area to be used for ecological restoration, recreation and environmental education.

"We want people to feel like this is part of their town," she says.

More than 95 people helped plant 750 trees over three days in September.

Kate says the plants were chosen to create a food resource or habitat for all native birds and animals.

"It has been particularly designed to help build linkages between the existing bush and nearby plantings. There is no doubt that with the increasing bush and plantings, there are more keruru and bellbirds being seen in Lyttelton and how exciting if we can have tui staying and nesting here too one day! Locals are trapping possums too and this all helps!"

The trees help bring back more tui and then the tui help the trees, as Kate explains.

"Tui are significant ecologically because they are important pollinators of many of our nectar producing flowering plant species, such as kowhai, flax, rata and fuchsia."

In 2009 and 2010, BPCT released 72 tui on the Banks Peninsula. Monitoring suggests the population is growing and spreading. Tui can travel up to 30km in a day.

"It's great to know that the birds are moving from the Akaroa Harbour Basin over to the Port Hills side of the Peninsula. Hopefully with time the population will grow to the point that they move in to the city," says Kate.



Volunteers at the Port Saddle community planting day.

Penguin spying keeps at-risk birds safe



Ecologist Annabelle Coates.

Ecologist Annabelle Coates has been on the hunt for little white flipped penguins, living amongst the rocks at the western end of Cashin Quay.

Annabelle's search for penguins is to make sure they aren't around while construction of the new cruise berth gets underway. To do this, she's installed a series of infrared cameras along the seawall to watch overnight activity.

Annabelle reviewed thousands of photos, and a photo timed at 1.26am, sees a penguin appear. He (most likely a male out scouting for a spot to nest) moves in and out of frame, looks directly at the camera and then disappears.

"I was really surprised to see a penguin there in an area with so much disturbance. It's not a perfect habitat but it's pretty cool that they are potentially nesting in such a man-made, human influenced area," Annabelle says.

Once Annabelle declared the cruise berth site to be free of penguins, the rocky holes were filled in to prevent and discourage any nesting during construction.

LPC Environmental Manager Kim Kelleher says, "When the cruise berth is completed, there will be more sea wall above the high water mark so there will be more habitat than when we started."

ECONOMIC
PROSPERITY
THROUGH TRADE

Fourth generation captain's love of the sea life

We profile two crew members from the dredge *Fairway*, who spent three months in Lyttelton dredging the channel. We thank all the crew for a job well done.

Working at sea is in Captain Ton van Oosten's blood. He is the Captain of the dredge *Fairway*. Not only is he proud to be a fourth generation captain in his family, he's spent more of his life on the water than on land. From the small fishing village of IJmuiden in the Netherlands, Captain van Oosten says he knew at a young age he wanted to sail and by the age of 16 he was off on his first tugboat.

Captain van Oosten worked his way to the top over the years, but explains that he started out as a galley boy cleaning dishes. It was his passion for life on the water that saw him work his way through school to obtain the required ranks and diplomas needed to get to the top job.

"I worked my way up, I became a third mate, second mate, then first mate, and by the time I was 31 I became captain, which was quite young at the time."

– Ton van Oosten, *Fairway* Captain.

Captain van Oosten, 55, has been with the *Fairway* for the past five years, and was a part of the Channel Deepening Project.

While it was his first time working in New Zealand, he's travelled across the globe on various projects. Captain van Oosten says one of his most memorable projects to date involved working on the extension of the Port of Rotterdam in the Netherlands, which is Europe's largest port.

He and his crew recently wrapped up their six-week shift on the *Fairway*, with another captain and crew taking over for the final weeks of dredging.

Captain Marco de Bruin returned to the *Fairway* for his second shift on



Fairway Captain Ton van Oosten has been working on the seas since he was a teenager, and has been working on the dredge for the past five years.

this project, after first arriving with the dredge in August.

He's worked for 29 years with Boskalis, which is the Netherlands-based contractor that completed the dredging programme.

Captain van Oosten says while he's worked across the globe, this was his

first time in New Zealand and it's been an amazing experience.

"The scenery is outstanding, it's as if we've been looking out at a postcard it's so beautiful here," he says.

"And the New Zealand crew members we've had on board are great – the guys are very friendly and hard working."



Crane operator Ihaia Hascha.

ECONOMIC
PROSPERITY
THROUGH TRADE

Lyttelton local thrilled to work on *Fairway*

Ihaia Hascha could sail the world forever, and that's what he's been doing for nearly his whole life.

Lyttelton local, Ihaia is a pipe and crane operator on the *Fairway*, and couldn't be happier to have had the opportunity to work so close to home, after spending large parts of his life at sea.

"The longest I spent at sea was 10 months on a fully refrigerated ship that picked up cargo from ports around the

world including Japan, Korea, America and Scandinavia," says Ihaia.

Being out at sea is all about the camaraderie for Ihaia, and his love of the water which runs in the family.

"My dad was a seaman and so were his brothers. My mum also had two brothers who went to sea as well, so

I guess being out at sea is really in my veins," he says.

Ihaia says being part of the dredging project in his home port is a career highlight, as well as having the opportunity to work on one of the largest dredges in the world.

Just another day

Our staff often have breath taking views of Lyttelton Harbour throughout their work day, and they love to share their snaps!



LPC Marine Pilot Chris Coleman, piloting Pamina, grabbed this amazing shot as he passed fellow LPC Marine Pilot John Rendle, on the Schubert, near Camp Bay.



It was a calm day on Lyttelton Harbour, as LPC Reefer Care Officer Keith McMecking took this stunning snap.

Te Ana Marina breathes life back into Canterbury boating and opens up waterfront

We officially opened Te Ana Marina in October marking the Port's first step towards regenerating the Inner Harbour as a vibrant community-focused destination, with direct connections to Lyttelton township.



(L-R) Oborn's Nautical owner Matt Oborn, Te Ana Marina Business Manager Matt Blythe, live-on boat owner Mark Johnson and La Diva launch owner Jack Gallagher, enjoy the newly opened marina.

The Marina boasts 170 berths for yachts and powerboats, and we're excited to see that there's already more than 140 leased. The Marina also includes a safe, waterfront promenade and The Woolstore, which accommodates the marina's administration offices, berth-holder amenities and public washroom facilities.

The Woolstore, which has been beautifully refurbished, also has 720 square metres of ground floor space available for retail and commercial development.

Speaking at the Marina opening in October, LPC Chief Executive Peter Davie said he was pleased to announce that an outline for the proposed lease and sale of The Woolstore is progressing with an experienced and innovative local developer. He said the Port would be making an announcement soon that would further enhance the marina area.

Lyttelton Harbour Business Association Chairman Rob De Their said, "Te Ana Marina will have a positive impact on Lyttelton's economy. It's a great resource that beautifies the whole area.

"We want to ensure there is a strong connection between the business community in Lyttelton and Te Ana Marina. The Port has always been very supportive of this vision and we look forward to continuing our work with LPC to ensure this eventuates."

– Mr De Their says.

Boaties are giving credit to Te Ana Marina for creating a new energy in the Harbour, which is bringing a lot of boaties back to Canterbury.

Yachtie and live-on boat owner Mark Johnson can see first-hand how the atmosphere of Lyttelton has changed since the Marina was built.

Mark has lived on his boat, Samovar, in Lyttelton Harbour for the past 16 years – and while he'd never change his life on a boat – he says he might find it hard to go back to life before Te Ana Marina was built.

"Rowing to work in the morning, especially on cold, wet, damp and dark days, was a big effort, particularly with no power on board," says Mark.

That seems to be a world away for Mark now who's enjoying not only the amenities Te Ana has - including power – but a new energy that is encompassing the Marina.

Te Ana Marina Business Manager Matt Blythe says, "What is really pleasing is the amount of people who are popping down to the Marina to look at the boats and just walk around. Once The Woolstore is tenanted the area will become even more vibrant and will be a fantastic place with public access to the waterfront," says Matt.

Meanwhile, Matt Oborn, owner of Oborn's Nautical, says LPC deserves a pat on the back for pushing this project and delivering an incredible outcome.

Cantabrian Jack Gallagher, who owns the launch La Diva, says he's been looking forward to a marina in the Inner Harbour for years after mooring his boat in the Marlborough Sounds.

"Boaties in Christchurch have been waiting a long time for Te Ana Marina," says Jack.

Iwi cultural values reflected in Te Ana Marina name

The history and cultural values of the Dampier Bay area was an important aspect when naming the new marina, Te Ana.

The area, which is formerly known as Dampier Bay, has historical significance to both Ngāti Wheke, as well as the wider community, and has been a place of settlement, fishing and maritime endeavour for many generations.

When the development of the new marina began, LPC and Ngāti Wheke took the opportunity for the name of the marina to reflect the area's cultural values.

A cultural landscape assessment of the Dampier Bay area was undertaken in 2016, with the help of Ngāti Wheke who shared their knowledge on the area, their history, heritage and values.

"The name Te Ana, reflects the significance of Te Ana o Huikai, a cultural site closely associated with Dampier Bay."

– Manaia Rehu, Chair, Te Hapū o Ngāti Wheke says.

"Te Ana o Huikai was traditionally known as a sheltered rest area for safe anchorage, with bountiful fish and shell fisheries, and is a key reason Ngāti Wheke chose to settle the area, why they remain today, and why it continues to be a great place for everyone who resides there and enjoys it today."

CONNECTING
WITH
COMMUNITIES

Blessing of Māori carvings at Te Ana Marina

A dawn blessing ceremony at Te Ana Marina honoured the area's ancestors, acknowledging the values, customs and traditions of Te Hapū o Ngāti Wheke and Ngāti Huikai.

More than 40 people came together on 9 September, to take part in the blessing which centred around two carvings and a sculpture.

Caine Tauwhare – who is based at the Whakaraupo Carving Centre - had the honour of creating the carvings, and said it was a privilege to be part of the design process.

Caine said the experience was humbling, and the focus was “to bring our ancestors back on the land, and acknowledge the values of our customs and traditions that our ancestors left behind for us.”

Caine explained that Huikai was an important ancestor in the area. Huikai lived in Koukourarata/Port Levy and would often stay at Te ana o Huikai/Dampier Bay.

Te Ana Marina was also known as a site that was a mahinga kai – which refers to Ngāi Tahu interests in traditional food and other natural resources and the places where those resources are obtained.

“The Whakaraupo Carving Centre is grateful we had the opportunity to create the carvings, and we'd like to

thank LPC and the Te Ana project staff,” Caine said.

LPC Chief Executive Peter Davie said, “It's a privilege for LPC to be able to commission these carvings, it has come out of the relationship we have with mana whenua and the importance we both place on an enduring relationship.”

The designs are based upon ancient rock and cave drawings and reflect traditional activities in the harbour. Whakaraupo Carving Centre created the designs, while the metal sculpture was fabricated by local Bobbie Botha.



Huikai carving – Huikai was an important ancestor in the area, and lived in Koukourarata/Port Levy, often staying at Te ana o Huikai/Dampier Bay. Huikai was the father of Tautahi. Tautahi lived in Christchurch/Otautahi.



Taurapa carving – This carving is based upon the stern carving of a waka/canoe and represents the past, including recognition, learning and remembrance.



Residents attending the Māori blessing of Tuihu, Huikai and Taurapa carvings, which was held at dawn on 9 September.



Tuihu carving – This carving is based upon the traditional carving of the bow of a waka/canoe, and represents determination, courage and the ability to take on challengers.

ECONOMIC PROSPERITY
THROUGH TRADE

Crew from five countries will set off to Antarctica via Lyttelton Port

Crew from five different countries eager to explore the Antarctic will sail into Lyttelton Port in the coming months, as the exploration season gets underway. Vessels from Korea, the United States, Italy, China and Germany are expected to visit the Port before heading off on their various expeditions during the five month long Austral summer season, which began in October.



CREDIT: BIRDIE BOWERS PHOTOGRAPH CANTERBURY MUSEUM

Captain Robert Falcon Scott's polar party at the South Pole January 1912.

Since the early 1900s, the Port has been the departure point for many expeditions to Antarctica, with both Captain Robert Falcon Scott and Sir Ernest Shackleton leaving from Lyttelton.

Sir Edmund Hillary followed suit in 1957 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.

ChristchurchNZ General Manager Strategy, Insights and Policy, Anna Elphick, says they are very proud that Ōtautahi Christchurch is one of just five Antarctic gateway cities in the world.

"This history of exploration as a city and people continues today, with

Christchurch the leaping off point to the ice," she said.

"Research in Antarctica, the associated support industries, and the demand for innovation to support this work provide great opportunities for Christchurch's tech and manufacturing sectors.

"We see great potential for Christchurch to develop even greater economic, community, cultural, scientific and environmental value from its connections with Antarctica."

Antarctica Gateway Cities

- CAPE TOWN** South Africa
- CHRISTCHURCH** New Zealand
- HOBART** Australia
- PUNTA ARENAS** Chile
- USHUAIA** Argentina

Antarctica Facts

72 flights from Christchurch to Antarctica

3675 jobs in Canterbury depend on Antarctic-related activities

3822 kilometres from Christchurch to Scott Base



Xmas Message

On behalf of LPC we'd like to wish the community a safe holiday season. Merry Christmas and Happy New Year!

Pop into Port Talk

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

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 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
Follow us on:



Come and visit us every Friday at Port Talk, where we can answer any questions you have about the Port and our projects.

CONNECTING WITH COMMUNITIES

New Port Talk open

The redevelopment of Port Talk is complete and the new bigger and better facility is now open.

The fully insulated single structure replaces the two container cabins previously on the site.

The new space provides much more room, is warmer and has a huge aerial photo of the Port dominating the main interior wall.

On its first day open it attracted more than twice the usual number of visitors, with crew from a visiting ship spending more than half an hour taking shots of the Port photo with each other in front of it.