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LPC Update

Lyttelton Port Company Community Newsletter

Issue 16 June 2020

Keeping Canterbury moving through COVID-19

Essential, proud, respected: That's how we describe the Lyttelton Port Company team who ensured the region was supplied with the food, fuel, medicine and essential goods we needed every day during the COVID-19 outbreak.

As LPC is a critical link for Canterbury and the South Island, our team knew the Port needed to continue operating as the country reached Alert Level 4.

With the health, safety and wellbeing of our people at the heart of everything we do, our COVID-19 response team worked tirelessly to keep the port operating during the lockdown.

From the Cargo Handlers who worked on the wharf to the Marine Pilots who welcomed vessels to our waters, the teams working at our Inland Ports to our staff diligently working from home, the LPC team banded together.

Despite the challenging circumstances, our team adapted to the rapidly evolving situation. Change in shift patterns, increased hygiene measures and physical distancing requirements were taken in their stride.



◀ Cargo Handler Vaughan Robinson was one of the many members of the LPC team who worked through lockdown.

An 'Essential Worker selfie' competition saw many of our team proudly sharing snaps of their daily work.

As we have moved through the Alert Levels, our team has continued to adapt to a 'new normal'.

As border restrictions remain in place, our Marine Pilots continue to operate in isolation

from other staff, and we are working closely with the Canterbury District Health Board to understand the health status of all crew visiting Lyttelton.

Shore leave for vessel crews is permitted under Level 1, provided vessels are more than 14 days from their last foreign port and have had no new crew join the vessel.



International Day of the Seafarer

June 25 marks the International Day of the Seafarer, a day which Lyttelton Seafarers Centre Chairperson Rev John McLister hopes will shine a light on the vital role these key workers play in keeping our region moving.

On any given day, there can be up to 400 foreign seafarers on vessels visiting Lyttelton Harbour, far away from home, often with limited English and performing challenging and isolating tasks at sea.

This year's International Day of the Seafarer aims to recognise that seafarers are key workers. They are on the frontline of the COVID-19 pandemic, playing an essential role in maintaining the flow of vital goods, such as food, medicines and medical supplies.

However, the crisis has led to difficult working conditions for seafarers, including uncertainties and difficulties about port access, re-supply, crew changeovers and repatriation.

These are challenges Mr McLister is familiar with. As the Lyttelton Seafarers Centre Chairperson and Chaplain, Mr McLister welcomed more than 4,000 seafarers visits last year and expects this year's visit numbers to be significantly higher.

Seafarers from all corners of the globe congregate at the Seafarers Centre on Norwich Quay in Lyttelton. The Centre is place of refuge where seafarers are greeted with a warm kiwi welcome and a reprieve from the often harsh conditions of life at sea.

The Seafarers Centre is part of the global Mission to Seafarers, an Anglican welfare charity serving merchant crews around the world.

The Catholic seafarers' welfare charity Stella Maris also contributes to the running of the Centre.

"We offer seafarers foreign currency exchange, tea and coffee, snacks, internet, mobile SIM cards, and a comfortable space to relax and unwind on shore and make contact with their loved ones at home," says Mr McLister.

"On average seafarers are spending 9 months of the year at sea, so the Centre is about providing a connection to home, human contact, and ensuring they have a safe space on shore, rather than congregating on street corners."

Mr McLister and the Centre's volunteers can also arrange for crews to attend church services – Some seafarers are catholic, while others are Muslim and wish to visit the Al Noor Mosque, which has become a place of pilgrimage since the terror attacks last year.

The COVID-19 pandemic has created another set of challenges, with seafarers unable to gain shore leave in some circumstances and unable to be repatriated home.

In March, LPC supported Mr McLister to start chaplaincy visits to vessels, which he says has ensured crews were cared for during COVID-19.

"The vessel visits mean we can deliver WiFi units and groceries to crews who cannot come ashore, we can also let them know about the various welfare services the Centre can provide."

A key role of the centre is advocacy, says Mr McLister.

"The Seafarers Centre is seen as a non-confrontational organisation that crews can use to talk about issues they may be facing. We can then speak directly to shipping agents or Maritime New Zealand to resolve issues. The Lyttelton centre is a strong advocate for seafarers nationally."

LPC Strategic Engagement Manager Phil de Joux says Lyttelton Port is proud to support the Seafarers Centre and the important work Mr McLister undertakes.

"LPC provides the Lyttelton Seafarers Centre with financial support, safe transportation to vessels and donated WiFi units to keep crews connected."

In recent times, LPC has also ensured our Marine Pilots provide vessel masters with information on accessing the centre.

"As the South Island's largest Port, we have an obligation to ensure everyone who visits and works in our Port are safe and cared for. This is something we will continue to do well into the future."

▼ The Centre is place of refuge where seafarers are greeted with a warm kiwi welcome. Pictured is Rev John McLister with visiting seafarers.



Whakaraupō Mātaitai bylaws

The new Whakaraupō Mātaitai bylaws are supported by the Whaka-Ora Healthy Harbour partnership, aiming to restore and protect the health of Lyttelton Harbour. LPC is proud to work with Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu, Environment Canterbury and the Christchurch City Council on this important kaupapa.

For more information, visit healthyharbour.org.nz

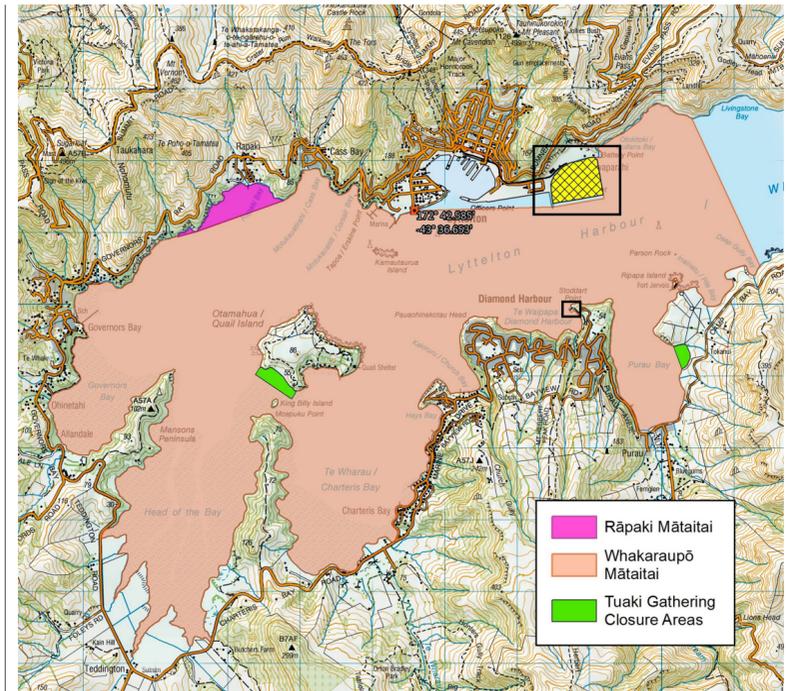
| Shellfish | Bag Limit |
|-----------------|------------------------|
| Pāua | 5 |
| Tuaki (cockle) | 30 |
| Pipi | 30 |
| Kutai (mussels) | 30 |
| Pāpaka (crabs) | 10 |
| Tio (oysters) | 10 |
| Other shellfish | Harvesting prohibition |

| Finfish | Bag Limit |
|------------------------|------------------------|
| Pātiki (flounder) | 20 |
| Rāwaru (blue cod) | 2 |
| Hoka (red cod) | 5 |
| Marari (butterfish) | 10 |
| Moki | 10 |
| Kōiro (conger eel) | 2 |
| Whairepo (skate/ray) | Harvesting prohibition |
| Other finfish combined | 10 |

| Seaweeds | Bylaw Details |
|---|------------------------|
| All seaweed (except karengo, undaria) <i>Note beachcast seaweed is outside of the mātaimai area.</i> | Harvesting prohibition |

| Area Closures | Bylaw Details |
|--|-----------------------------|
| Walkers Beach (Otamahua/ Quail Island) | Tuaki harvesting prohibited |
| Rec Bay (Purau) | Tuaki harvesting prohibited |

► This map shows the area of the new Mātaitai Bylaws, in place to protect and enhance harbour fish stocks.



New Mātaitai Bylaws to protect and enhance harbour fishstocks

The Minister of Fisheries has approved new bylaws that will limit fishing within the Whakaraupō Mātaitai.

The bylaws are the result of a proposal put together by Te Hapū o Ngāti Wheke, with support from local recreational fishers, science advisors and Te Rūnanga o Ngāi Tahu.

Te Hapū o Ngāti Wheke Chair Manaia Rehu says the decision is crucial to safeguard the local fisheries.

"These new rules will help to rejuvenate mahinga kai and ensure our mātaimai is protected and enhanced not just for us now, but for future generations of Ngāi Tahu whānui and the wider Lyttelton Harbour community."

The bylaws are reinforced by surveys conducted by Te Tiaki Mahinga Kai, a University of Otago research and monitoring support team for Customary Protection Area managers.

The surveys found only 10 per cent of pāua in the Whakaraupō Mātaitai were at or above the minimum legal size for recreational fishing. It also found other mahinga kai species were present in low densities, and habitat-forming kelps in the upper harbour have been severely depleted.

Lead Mātaitai Tangata Tiaki Henry Couch says the proposal is a proactive step.

"This is about preventing any further reduction in important mahinga kai stocks and the habitats they need to thrive. Ultimately, we want to rebuild these populations to the point where they are once again abundant."

"Current recreational bag limits are too high and are inconsistent with the underlying philosophy of a mahinga mātaimai, which is focused on 'catching a feed'. These catch limits mean the mātaimai will be fished more sustainably."

The new bag limits apply to shellfish stocks in the Whakaraupō Mātaitai, including pāua, pipi, mussels, crabs, oysters, and cockles, as well as several finfish species, including flounder, blue cod, red cod, butterfish, moki and conger eel.

In addition to the new bag limits, the taking of some species including seaweed, skates, and rays, from within the Whakaraupō Mātaitai is prohibited as well as the harvesting of tuaki (cockles) at Rec Bay at Purau and at Walkers Beach at Otamahua (Quail Island).

Mr Rehu believes the bylaws will be an important measure in rejuvenating the health of Whakaraupō.

"We want to see our species replenished so that we and future generations can have the same health in our mahinga kai and our reserves that were enjoyed by our tūpuna."

The new bylaws took effect on April 24. Community consultation is also set to begin on revised bylaws for the Rāpaki Mātaitai.



◀ New land taking shape: To date, over 4.3 ha of land has been reclaimed in stage of the project at Te Awaparahi Bay.

Moving east: Te Awaparahi Bay reclamation update

New land is taking shape at Te Awaparahi Bay, building new capacity to extend LPC's container terminal and meet future shipping demands.

The first 10 hectares of the reclamation is complete, and great progress has been made on this second stage, creating an additional 6 hectares.

Here's the latest from our project team:

- The second stage of Te Awaparahi Bay land reclamation project remains on track with approximately 4.3 hectares of new land created to date.

- Over 1,583,000 tonnes of fill from our Gollan's Bay quarry has been transported to the reclamation. Over 440,000m³ of dredged material has been removed, reducing the land settlement time significantly. The dredging was completed on March 25.
 - The first area of land on the new reclamation is now being used for car storage. This area is the first of six staged handovers, which will eventually add a total of around 3.3 hectares of usable land. The next area is due to be handed over at the end of June.
- This stage of the reclamation will be completed by January 2021.

For regular updates on the project, visit lpcharbourwatch.co.nz or email lpcommunications@lpc.co.nz

Community Update: Rio Class vessel generator noise

We wanted to take this opportunity to update the local community about the issue of low frequency noise from the Maersk Rio Class Vessels regularly calling at Lyttelton Port.

We know that keeping our noise levels at a minimum is important to the community we are a part of, which is why we have been working closely with the shipping line to resolve this issue.

Each of the standard Rio Class vessels has now had a silencer fitted to one of the four generators. The ships are required to use the silenced generator while at the wharf, which substantially reduces noise. We have however had occasional ship visit where they have used other generators, and that has continued to be an issue.

We've given Maersk further feedback and they have investigated and have found some options for further improving their performance. We're confident they're focused on minimising noise while in port and we're meeting with them regularly to review performance.

If you have any further concerns or questions please get in touch with our Environment Team: environment@lpc.co.nz



Sweet success
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Cruise berth progress continues

Lyttelton Port is one step closer to welcoming the world's largest cruise ships to Canterbury with the final wharf deck concrete pour completed on New Zealand's first purpose-built cruise berth.

Since late 2018, over 2500m³ of concrete has been placed to form the main wharf deck, ensuring the structure is ready to open in November and welcome the 80 cruise ships booked for the summer season.

From Designers BECA, to HEB Construction, Genesis Projects and LPC engineers, many teams have ensured construction is on time and minimised any potential risks to the marine environment in Whakaraupō / Lyttelton Harbour.

LPC Infrastructure Manager Mike Simmers says it is exciting to reach this milestone in the project, and attention is now

turning to the remaining work needed to ready the berth for November.

Construction is progressing well and over 2000 rock bags have been successfully placed underwater to provide scour protection to the seawall slope.

"The focus for the construction teams on site will now shift to the infrastructure on land behind the wharf, which includes a new electrical sub-station, lighting masts and underground services such as stormwater treatment systems and water reticulation pipework," says Mike.

"There will also be a passenger shelter and small amenities building constructed."

LPC Strategic Engagement Manager Phil de Joux wished to thank the Harbour community for their support during the piling stage of the project.

"We know this has been a noisy process, and we acknowledge that it could at times be disruptive to Lyttelton residents and business owners."

"By providing regular updates on when piling was expected to occur, we hope we have helped people to plan around the anticipated noise and minimise its impact."

Phil says LPC continues to work closely with the Christchurch City Council, ChristchurchNZ, the Lyttelton Information Centre and independent tour operators to plan the most effective logistics around the cruise berth.

"We want everyone to be prepared and well-informed about the process surrounding cruise ship visits, so we will keep the community updated in the coming months as plans become finalised.

COVID-19 impact on cruise at LPC

Construction on the cruise berth paused under COVID-19 Alert Level 4, however great progress has been made since work was restarted at Alert Level 3. LPC Marketing Manager Simon Munt says the COVID-19 outbreak will have an effect on the next cruise season, but this impact is not yet clear.

"We continue to watch the situation as it develops, and work with relevant industry interests and agencies to remain informed. However, there are numerous factors that affect the situation, not least of which is how long border restrictions remain in place."

The berth remains on track to be complete in time for the 2020/2021 cruise ship season.



◀ With the last concrete pour on the cruise berth's wharf deck complete, construction crews are on the home stretch.

"I understand that the Port is part of a thriving local community. We will continue to work closely with our neighbours, and aim to operate in a way that respects the needs of those who live and work around us."



◀ Roger with his wife Caroline and three children, twins Jacqueline and Emily (15) and son Sebastian (13). Roger's children live in Sydney with their mother, and Roger and Caroline make regular visits to Sydney a top priority.

At the helm: Meet Lyttelton Port's new Chief Executive Officer Roger Gray

Since February, Roger Gray has been at the helm of the South Island's largest Port, proudly leading a team of over 600 Cantabrians to keep our region moving.

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The first few months of Roger's tenure at Lyttelton Port have not been without challenge. In March the COVID-19 pandemic hit New Zealand, which saw the need to drastically change the way the Port operated to ensure the team could safely work.

As the Port slowly returns to a 'new normal' way of working, Roger says he has been impressed with the team's approach to the challenges COVID-19 created.

"I know our team is resilient – they proved this during the earthquakes and they have proven this again during COVID-19.

All our people continued working, despite the uncertainty, to support the South Island's economy."

Before joining LPC, Roger was Group General Manager Airports at Air New Zealand. In this role he managed all ground handling and lounge operations at 55 airports around the globe, covering 2,700 staff who handle 18 million passengers annually. Prior to this, Roger was Group General Manager Business Performance at Air New Zealand.

Roger also has experience as Managing Director – Australia for the Blue Star Print Group. He has also held several senior leadership roles with Goodman Fielder, including Managing Director of Quality Bakers – New Zealand and Supply Chain Director for Goodman Fielder Baking – Australia.

Born and raised in Australia, Roger has worked as a Logistician at the Sydney Organising Committee for the Olympics Games, and was also an officer in the Australian Army.

While the first three months of Roger's time at LPC has been disrupted by COVID-19, he says through engagement with staff and unions, it has become clear LPC needs to focus improving workplace culture.

He says work has begun on developing a set of values and behaviours collaboratively with all staff at LPC, which will set the way forward as to how people are expected to act and behave, and what it means to be an employee of LPC.

Firmly focused on the future of the country's third-largest Port, Roger is confident the team is up for the challenge.

"I've been spending a lot of time with our teams across the business – from the Container Terminal to Maintenance, CityDepot and MidlandPort in Rolleston. The LPC whānau is proud, committed, and ready for the future.

"We must ensure the Port is sustainable, remains the preferred choice for importers and exporters and delivers fit-for-purpose infrastructure for our people and customers."

Strong engagement with the harbour community is also a focus for LPC, says Roger.

"I understand that the Port is part of a thriving local community. We will continue to work closely with our neighbours, and aim to operate in a way that respects the needs of those who live and work around us."

Reefer towers taking shape



◀ LPC Reefer Care Officer Ron Crosby has worked on the wharf for over 10 years, tasked with ensuring the reefer containers filled with the South Island's frozen vegetables, frozen meat and fish and chilled dairy and meat are kept at the perfect temperature. He's pictured with our new purpose-built reefer towers.

Last year, LPC exported 31,447 twenty-foot equivalent (TEU) reefer containers – including a fair few donuts from Original Foods Baking Co.

We also imported 10,927 TEUs containing bananas, frozen dairy products and other chilled goods enjoyed by South Islanders every day.

Ensuring these products get to supermarket chiller is a dedicated Reefer Team, who are experts in handling refrigerated containers.

LPC Reefer Care Officer Ron Crosby has worked on the wharf for over 10 years, tasked with ensuring the reefer containers filled with the South Island's frozen vegetables, frozen meat and fish and chilled dairy and meat are kept at the perfect temperature.

Ron is also pretty excited about the progress on our four purpose-built reefer

towers in the Lyttelton Container Terminal (LCT), improving our capacity to export local produce to the world and meet future shipping demands.

Each reefer tower will be 60 metres long and 10 metres high. The towers will also deliver substantial benefits in health and safety by introducing hard-engineered separation between our team working on the reefers, and the straddles operating in the LCT.

Brightwater Engineering is the main contractor working on the project, and Higgins is subcontracted to Brightwater to complete the civil construction works.

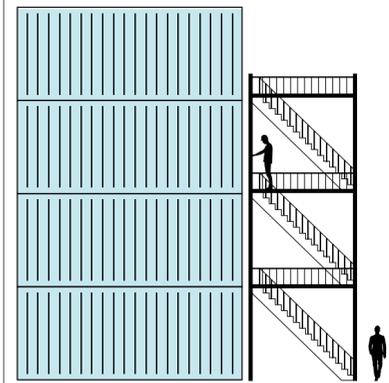
Ron has been involved in giving feedback on the towers to the project team, ensuring the towers tick all the boxes.

"It's great to see all the measurements we'd given for the towers in action – it's going to be really good to have these modern facilities."

The towers will be completed by August 2020. If you would like to take a look at the towers taking shape, you get a great view from the Sumner Road lookout.

Reefer towers in numbers

All reefer containers need power to keep foodstuffs chilled, reefer towers provide access to the power units.



10m

The reefer towers are 10m by 60m long

31,447

TEUs with chilled goods exported in 2019

10,927

TEUs with chilled goods imported in 2019

08/2020

Towers due to be completed by August this year



Sweet success: Original Foods Baking Co.

If you grew up in Christchurch in the '90s, chances are you've tasted a delicious donut baked by Original Foods Baking Co.

From supplying donuts to the majority of the city's fish and chip shops, to exporting brownies, slices and muffins through Lyttelton Port, success has been sweet for this New Zealand family-owned business.

Original Foods Baking Co. National Sales Manager Will Jones says since 1991, the business has steadily expanded from its initial small operation to the multi-million-dollar success story it is today. The company's range now includes over 90 delicious baked goods including cakes, donuts, muffins, brownies, slices and bites sold under the Original Foods Baking Co™, Goofy™, Bite Me™ and supermarket brands.

"In 2016, we marked our 25th year in business and decided to do a major brand refresh to better reflect our company's

personality and commitment to quality, freshly baked goods and moved into our \$10m purpose built factory at Wigram, said Will.

"Our new Original Foods Baking Co brand was born, complete with our cheeky, smiling monkey logo.

"Our brand defines the culture of our company being a fun, open and inclusive workplace based on mutual respect and shared vision."

Today, Original Foods Baking Co's treats are big business in New Zealand and abroad, with the company's products found in leading supermarkets, cafés, catering companies, airlines, restaurants and tourism businesses.

"We pride ourselves on the real, home-baked taste of our products, said Will.

"The not-so-secret-secret to their taste is that they are made from real recipes, with real NZ fresh ingredients wherever possible and minimal preservatives and additives.

"When it comes to our export products, they are baked fresh, then frozen and loaded straight into refrigerated containers for delivery to Lyttelton Port.

"In order for our products to maintain their freshness and deliciousness it's critical

that they get from A to B quickly and Lyttelton Port plays a major role in that process."

Asked what makes their approach to baking so successful, Will says it is simple.

"Our home baked taste. The long list of awards our goods have received proves that our products are light years away from the mass-produced, preservative-laden, cardboard-tasting goods that can be found elsewhere.

"We are also conscious of being as sustainable as possible and giving back to our community.

"Our Wigram production facility is an exemplar of energy and resource efficiency.

"We have a sophisticated recycling process, we are an associate member of RSPO (Roundtable on Sustainable Palm Oil), we provide support to various charity organisations and value our staff as part of our Original Foods Baking Co family.

"This all combines to be the recipe of our success," said Will.

As for the future of their baking? It's looking pretty sweet, with a firm focus on continuing to create indulgent, quality treats.

◀ "In order for our products to maintain their freshness and deliciousness it's critical that they get from A to B quickly and Lyttelton Port plays a major role in that process".

"It's getting harder to find drivers, so encouraging women and young people is one way to make sure we don't have a shortage. Some women just have a lack of confidence, so the organisation is about women raising each other up..."

Receival and Delivery Manager Abbey Clapp

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She came back to LPC 2 years ago to take on the task of implementing a vehicle booking system that has dramatically reduced waiting and turnaround times for trucks at the Port.

"When I was at NZ Express, it was common for drivers to be queuing for 1-3 hours. That made it hard to schedule the day or to predict the workload. We couldn't give customers an accurate delivery time. As a dispatch manager, I would often start work feeling defeated," Abbey says.

The vehicle booking system allows transport vehicles to book times to deliver and collect cargo from the Port. In the past, trucks would turn up without a schedule and often faced long waits. The system has brought the average truck turn time down to around 30 minutes. Multiply that time savings by the 1,200-1,600 trucks coming through the depot and Port each week, and you have a lot of efficiencies saved.

The vehicle booking system also benefits the wider community, with fewer trucks travelling along Brougham Street during peak morning and evening commute times.

Abbey says the challenges of her job are different every day - and she likes it that

way. She says it has been very satisfying to oversee the implementation of a system that she knows makes a difference to transport companies all around the city.

Abbey manages eight people in her role and says the people make her job great. "There are a lot of people involved in making the vehicle booking system work - from the office staff to operations. Everyone is very friendly and positive. They just get in and get it done."

Abbey says transport is still a male-dominated industry, but she joined Women in Road Transport NZ to help change that. The organisation helped introduce flexible work options like shift sharing to make it easier for women with families to work in the industry.

"It's getting harder to find drivers, so encouraging women and young people is one way to make sure we don't have a shortage. Some women just have a lack of confidence, so the organisation is about women raising each other up," Abbey says.



◀ Abbey Clapp first came to work at LPC when she was 18 years old. She came back to LPC 2 years ago to take on the task of implementing a vehicle booking system that has dramatically reduced waiting and turnaround times for trucks at the Port.



◀ LPC Environmental Advisor Dr Crystal Lenky (left) and ESR scientist Dr Olga Pantos hold the structures used to test the impact of microplastics on our ocean.

Understanding ocean plastics

Scientists predict that, by 2050, there will be more plastic in the ocean than fish, but what impact that will have on New Zealand's marine environment is unclear.

LPC is hosting a study led by ESR to learn more. In a trial last year, two types of plastics were attached to the pontoon outside Waterfront House. In March this year, the second phase of the study will have five types of common plastics – new samples that are artificially aged – which will be kept in the sea for 12 months.

The researchers will be looking at how the plastics change over time. What chemicals do they absorb, and what chemicals do they release? How quickly do they degrade, and what types of organisms grow on them.

ESR scientist Olga Pantos says, "In this part of the study, we're looking at whether plastics can act as rafts for marine organisms that could threaten New Zealand's marine biosecurity by bringing in pathogens and other marine pests that wouldn't otherwise be able to reach us."

The project team will also look at the microbes that interact with the plastics to see if any have the ability to use the plastics as an energy source and therefore degrade it.

"If we're finding microbes that are able to degrade plastic, then we may be able to find a solution for the huge amount of plastic waste that we have. It's a huge way down the track,

but we have to start somewhere. We may be able to develop new plastics with a structure that can be broken down by microbes."

One of the five plastics being tested in the March study is PLA, which is sold as a compostable plastic – but to compost, the plastic needs very specific conditions, which are not found in the ocean.

"Very little is known about potential risks of PLA. It doesn't go away in the sea. Animals could eat it and be affected in the same way as eating any other plastic," Olga says.

This is the first study of its kind in New Zealand, and Olga hopes it will be a step towards addressing what she calls a "huge knowledge gap" in this area.

"My background is marine biology, and I've always had a massive love of the ocean and concern for the impact of plastics. The solution is easy – we just stop putting plastic in the sea – but we've gone a bit beyond that now. This study will help us understand the risk that plastic poses for the coastal ecosystem. If you can understand the risk, then you can make changes to mitigate that risk," she says.

LPC Environment Manager Kim Kelleher says, "We're really focused on being part of the solution and aiming to improve by doing things like reducing the plastic we use, looking for alternative products, managing our waste effectively and doing coastal clean-ups."

"Some of our team are so committed, they're adopting areas and doing their own shoreline clean-ups," says Kim. "We have also sponsored Te Puna Auaha Trust to establish a community-based plastics remaking initiative here at the Port."

Supporting our community

LPC is committed to engaging with and supporting the Harbour Basin and other communities in which it operates. We are proud of our community, and we want to support it.

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In our latest sponsorship round, LPC has renewed its sponsorship for Lyttelton Rugby Club junior teams, Lyttelton Netball Club, Whangaraupo Netball Club, Lyttelton Seafarer's Centre, Quail Island Ecological Restoration Trust and Banks Peninsula Conservation Trust.

We agreed to support the Diamond Harbour School 75th anniversary dinner and their upcoming enviro-camp at Living Springs.

We have also sponsored groups in the area surrounding MidlandPort in Rolleston with support for West Rolleston Primary School to purchase school jackets and the Rolleston Scout Group with support for an upcoming jamboree.

We have also continued our commitment to take part of the Ronald McDonald House South Island Family Dinner Programme.

Each month a different team from LPC volunteers to cook dinner for families with a child in Christchurch Hospital.

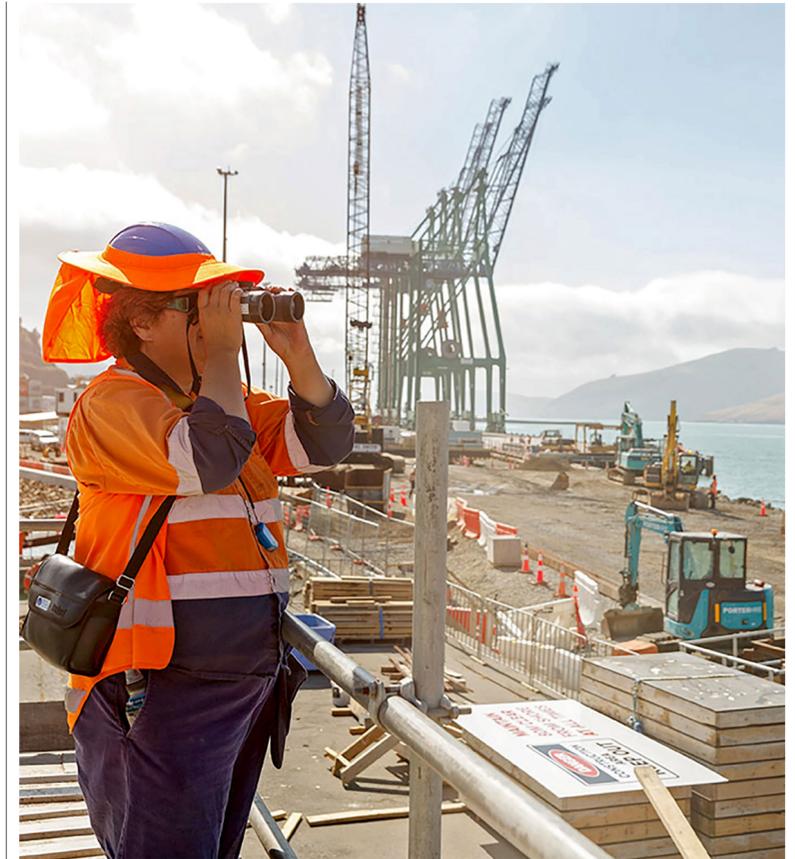
For more information about LPC sponsorships, visit lpc.co.nz/community/sponsorship



Raising the bar in construction: protecting marine mammals

At LPC, we're really privileged to work in an environment where daily sightings of dolphins are pretty common, and we want to keep it that way. That is why, when constructing our cruise berth, we worked with New Zealand's leading marine mammal experts to design the system for protecting marine mammals.

LPC Environment and Planning Manager Kim Kelleher says the wharf has been specifically designed with our special marine wildlife in mind using the smallest and least number of piles we could, which minimised the underwater noise during construction. "We came up with a design that reduced the underwater noise levels during construction by over 90%," says Kim.



◀ Blue Planet Marine Mammal Observer Maryjane Waru watches out for Hector's Dolphins at our cruise berth construction site.

"It's a great example of designing with nature in mind. The LPC team also worked with leading scientific experts from Cawthron Institute and Blue Planet Marine and consulted with the Department of Conservation to develop the Marine Mammal Management Plan.

"The plan focuses on ways to minimise the potential impacts and manage the risks to Hector's dolphins, particularly around underwater noise," says Kim.

Since then, similar measures have been adopted at a number of other marine construction sites in New Zealand, including the America's Cup project. "We're incredibly proud of raising the bar in New Zealand for the standard of ensuring marine mammals are protected on construction jobs," says Kim.

A key part of keeping dolphins safe on the cruise berth project has been the use of highly trained marine mammal observers from Blue Planet Marine to constantly monitor a zone around the construction works called the Marine Mammal Observation Zone. If dolphins are seen in this zone, the observer calls a shutdown and piling stops immediately until the animal has left the zone.

In the first year of the project, the job was halted 100 times because dolphins were in

the 450 metre observation zone.

"The really great thing has been the culture around this on the construction site. The HEB Construction team was really happy to halt for a dolphin. They really genuinely wanted to make sure the dolphins were protected, which was a pleasure to work with," says Kim.

The location and extent of the zone is based on Hector's dolphins' sensitivity to noise and modelled underwater noise levels caused by piling. Modelling and measuring noise levels showed a separation zone of 450 metres would ensure the dolphins were protected from pile-driving noise at the cruise berth.

There is also a large amount of observation data on Hector's dolphins that has been collected throughout the project, including extensive underwater acoustic data collected by Styles Group, who have been using underwater devices to monitor the sounds Hector's dolphins make at eight monitoring sites in Lyttelton Harbour since January 2017. Four sites also monitor the total underwater noise.

"We will be working with those experts to publish the results and findings of the extensive monitoring programme and research, which is really exciting," says Kim.

Marine mammals in numbers:

90%

Underwater noise levels reduced

x100

Work was halted one hundred times in the first year from dolphins in the observation zone

450m

Separation zone to ensure the protection of marine mammals



Protecting Lyttelton Harbour

Lyttelton local and Te Ana Marina berth holder Ietje van Stolk is passionate about doing her bit to ensure the health of Whakaraupō/ Lyttelton Harbour for future generations by being conscious of her waste disposal habits.

The busy central-city physio and her husband Rom love spending weekends on their launch, La Paz, which is berthed in the heart of Te Ana Marina. Ietje enjoys paddle boarding around the harbour or simply relaxing in the hammock of the launch's deck.

"I grew up in Holland, and we were always on boats on the water – on the canals, on lakes – so when we came here 30 years ago, I fell in love with the place. Lyttelton is just beautiful."

When the van Stolk's Lyttelton home underwent earthquake repairs last year, they spent 6 months living in Te Ana Marina on La Paz.

Despite living and spending time in the confined space of a boat, Ietje says it hasn't been hard to keep up with good recycling and waste disposal habits.

"We have a recycling bag and a general waste bag on board. When we pass the bins to leave the marina each day, we just take our time to make sure everything goes in the correct bins – it takes less than a minute."

Ietje is also conscious to avoid plastic where she can, opting for more eco-friendly reusable bags, which she also uses for rubbish.

"I think we all have a responsibility to look after the harbour. We use it, so we need to take care of it," she says.

"If the sea is not healthy, the fish and the marine mammals will disappear – I don't want that for my children and grandchildren."

Ietje encourages all boaties to do their bit by using the waste and recycling bins available on all entries to berths. These bins are clearly labelled with what can and can't be recycled.

Te Ana Marina Business Manager Matt Blythe says, like Ietje, the marina team has a firm focus on recycling and reducing waste to landfill.

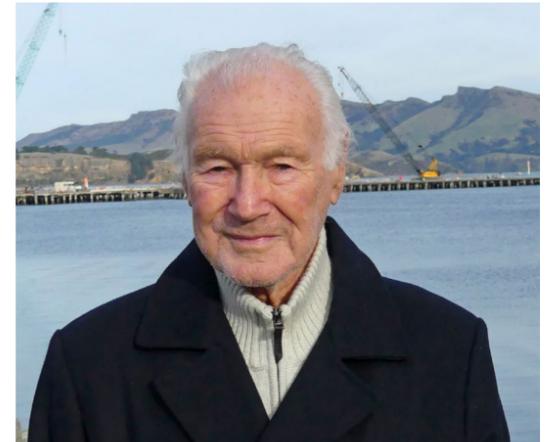
Matt says Te Ana Marina has signed up to the Marina Industries Association pledge to reduce and eventually eliminate the use of single-use plastics by 2025.

"Initially, we pledged to reduce and eventually eliminate the use of single-use plastics through monitoring and recycling."

"Te Ana Marina relies on having clean waterways and a pristine marine environment for our customers and community to enjoy. That's why we're committed to making the change."

◀ Te Ana Marina berth holder Ietje van Stolk is passionate about reducing her environmental impact.

John Lewis' contribution acknowledged



LPC would like to acknowledge the contribution of John Lewis and express our thanks as he steps down as a representative of Te Hapū ō Ngāti Wheke on the Manawhenua Advisory Group.

In 2014, a Joint Statement was signed between Lyttelton Port Company and Te Hapū ō Ngāti Wheke, who share a long term interest in the future of Whakaraupō as both a working port and a thriving mahinga kai.

John, who lives with his whanau in Rāpaki, has contributed to the Manawhenua Advisory Group since its inception in 2014, ensuring the Port and the Hapū work together to fulfil our common responsibility as custodians and kaitiaki of Lyttelton harbour.

In particular, as part of the Manawhenua Advisory Group, John's contribution was significant in ensuring Manawhenua's cultural values were recognised in the Port's recovery and developments after the Canterbury Earthquakes

We thank John for his expertise, knowledge and guidance, which have been an asset to the Advisory Group.

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