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LPCUpdate

Issue 20 June 2021

Lyttelton Port Company Community Newsletter

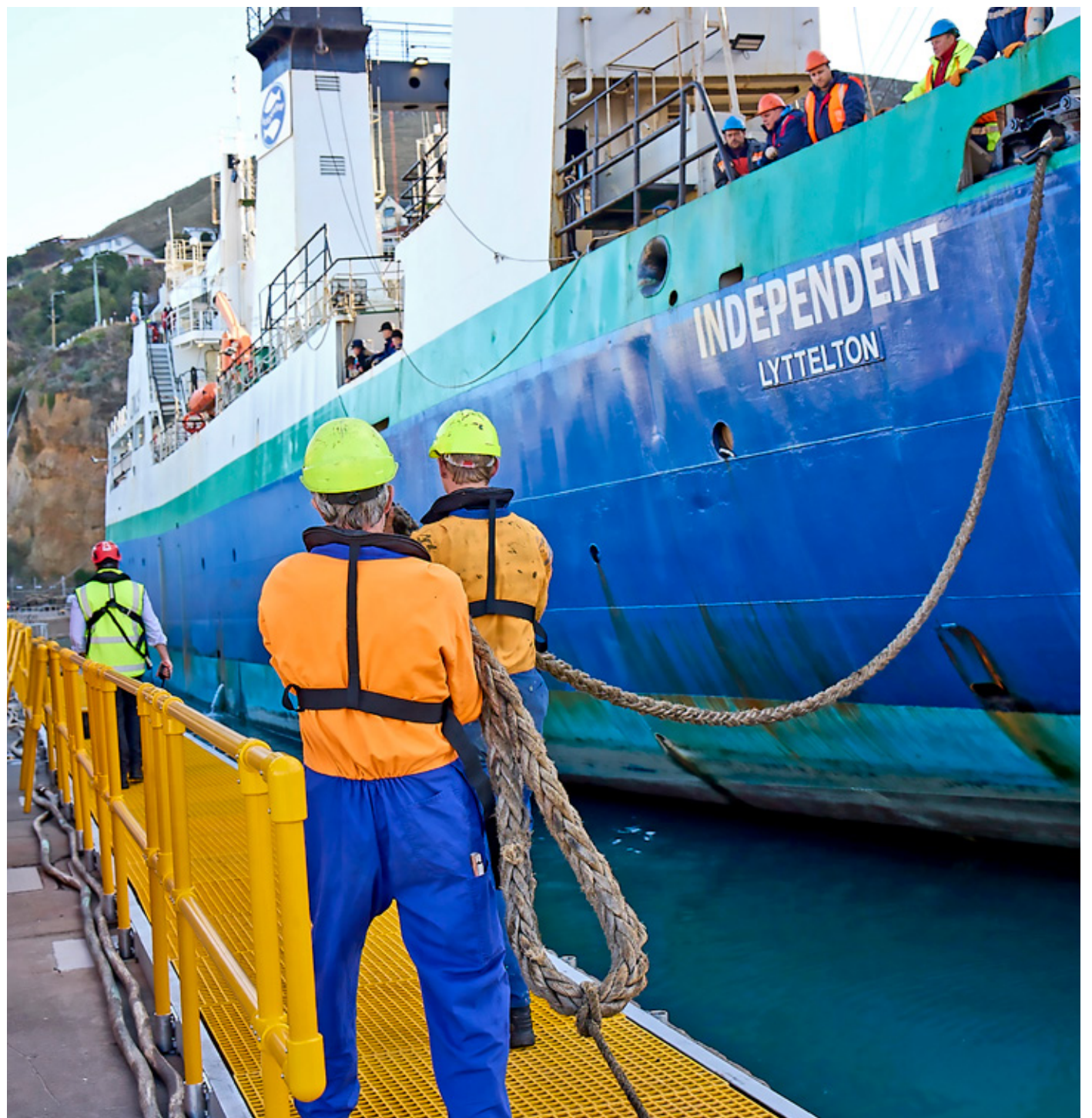
Rich legacy, bright future

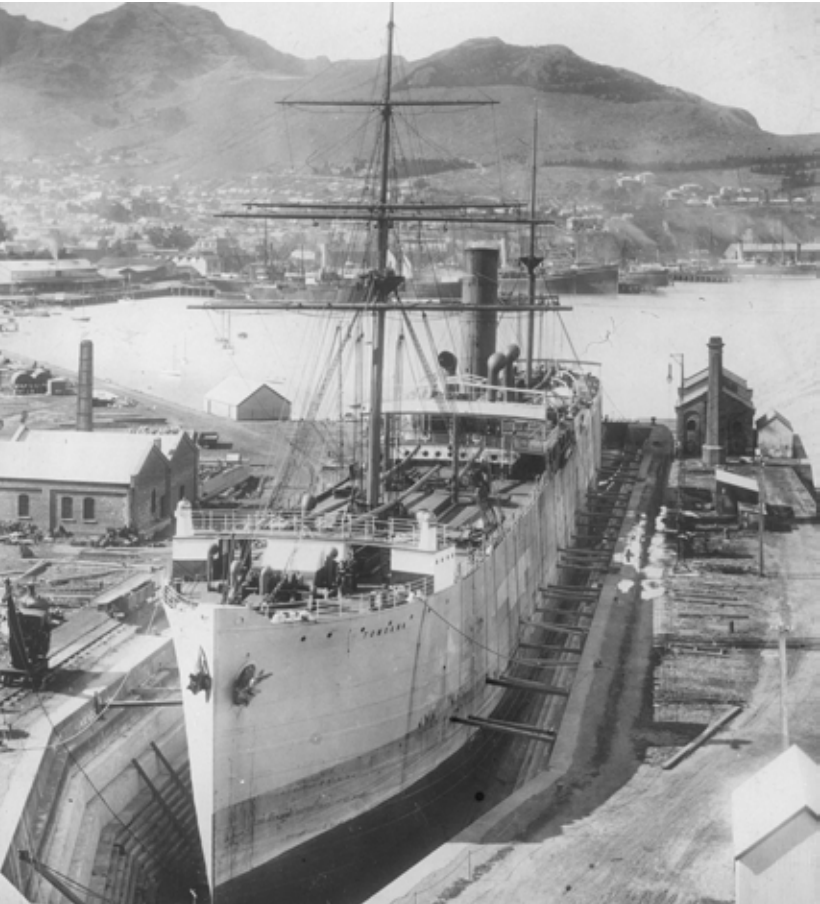
Opened in 1883, the dry dock is listed as a Category 1 heritage site. Today, the dock remains an essential piece of Port infrastructure.

Just one of two permanent dry docks in New Zealand, it's in continual use, housing both national and international vessels as they undergo maintenance and repair.

Of course, expectations around safety and amenities have evolved significantly over the last 138 years, and a programme of improvements is now under way.

First up has been the development of new edge protection to keep people safe as they work beside the 8-metre deep volcanic stone chasm. *Continued on page 2*





◀ Left: The vessel *Tomoana* in the dry dock for repairs in August 1901.

Right: Two people working on a vessel in the dry dock in 1900.

Following collaboration between dock users, a solution to replace the existing edge protection has been devised and fabricated with help from Lyttelton Engineering.

The solution sees 3-metre long removable sections of railing installed around the edge.

This allows machines to access ships without compromising the integrity of the entire protection structure.

The railings are housed in bespoke steel frames, which add strength and protect the historic capping stones beneath.

With improved edge protection in place,

the next elements in the dockside safety upgrade can be tackled.

Project Manager Hannah Fyffe says the process is a bit like doing a giant puzzle.

“Because of the dock’s heritage nature plus its busy schedule, we have to be thoughtful in how we tackle our improvements. Now that we’ve installed new railings, we can move to upgrading the stairs.”

Further improvements are wide ranging and include a solution to replace the original stairs into the dock (which are steep and lacking handrails), a new ship crew amenity

building, a complete overhaul of the electrical infrastructure and a new sluice gate.

Hannah is excited to have recently taken the helm in this highly collaborative programme of works.

“The dry dock is a unique place that demands unique solutions. I love the challenge of honouring the dock’s heritage while ensuring operational safety for the people who work here.

“With the right measures in place, we can modernise this historic structure, keeping it functional for many years to come.”

Beginning our culture transformation journey

Five months on from the release of the independent review into workplace culture, progress is continuing on LPC’s transformation journey.

In December last year, the results of the investigation were released, which highlighted a serious need for a cultural change within the organisation of over 600 employees.

We have recently released our action plan, highlighting the path of work over the next

two years in each of the five focus areas from the report.

These include initiatives such as implementing diversity training, investing in and developing our people, empowering staff to hold social events and reflecting on and updating the bullying and harassment policy.

This work will be led by newly appointed Head of Culture and Transformation Rachel Wells, who joined the LPC team in May.

Rachel says she is excited to be at LPC and is looking forward to the challenge ahead.

“It took 170 years to get to where we are, so nothing is going to happen overnight, but the review is a great starting point, and I am already planning on how we deliver on those key focus areas.

“My first priority is to get out into the business and really understand first-hand what it takes to keep the Port moving across the wide range of roles.”

To support this work, LPC is building a team that will include business partners who will work alongside different areas of the business.

“It’s great to see LPC put the resources into this, and I can’t wait for the new team to get stuck in.”

To learn more about the action plan and future work, visit the dedicated workplace culture hub on our website: www.lpc.co.nz/about-us/workplaceculture

“It took 170 years to get to where we are, so nothing is going to happen overnight, but the review is a great starting point.”

Game-changing sweeper cleans up log yard

LPC has recently added a sweeper brush to the list of tools we are using to manage the environmental impact of our operations.

The sweeper attachment for our tractor arrived in March and allows the Port Services Team to sweep dust and fine bark from the log yard.

The aim is to use this almost daily to minimise the dust that is produced from log operations.

Senior Manager Bulk Cargo Tony Simpson says he is thrilled to get to this point, as the sweeper has a number of environmental benefits.

“Reducing the dust means that we can also reduce the use of the water cart and greatly lower our overall water consumption in this area.

“Minimising dust from the yard also decreases the amount of discharge into the stormwater system, which is fantastic.”

As well as the log yard, the sweeper can be used around LPC, especially on the cruise berth and the wharves in the inner harbour.

“It’s amazing the small pieces of rubbish and debris that get left behind on a wharf, so it’s great to have this tool to help pick up pieces we may miss, like small pieces of plastic.

“We have already had a lot of great feedback with people noticing a real difference. It’s a wonderful and easy improvement.”

▼ LPC’s new sweeper attachment on the tractor being used in the log yard.



COVID-19 vaccine rollout

In February, LPC’s frontline staff were some of the first groups of people in New Zealand to receive the COVID-19 Pfizer vaccine.

LPC frontline workers continue to work in a high-risk environment at New Zealand’s border, and the vaccine provides the next layer of protection against the virus.

The vaccine rollout continues for our 280 border workers including cargo handlers, marine pilots and the security team.

Even after the vaccine, the regular testing programme continues, with over 100 nasal COVID-19 tests happening a week at LPC.

Health Wellness and Injury Management Senior Business Partner Alisa Twells applauds border workers for taking this next step to protect themselves, workmates, whānau and the wider community.

“LPC teams were very keen to part of the first in New Zealand to be vaccinated, and it’s great to see them get that extra level of protection.”

LPC continues to work with the Ministry of Health on initiatives to ensure we are doing our part to protect against the virus.

“We are part of the Border Worker Testing Register and look forward to other innovations from the Ministry of Health to continue the fight against COVID-19.”

26 FEBRUARY

Started vaccinating our frontline workers

280

Border workers

2

Doses of the vaccine

100

Nasal test every week at LPC

Lighthouse shines after restoration

After installing the lighthouse back to the inner harbour earlier this year, having been removed from the earthquake damaged foundation in 2011, it was time to give the 140-year-old structure a makeover.

The lighthouse was first wrapped in plastic to ensure the harbour was protected from any debris before work began on repairs and a paint job.

We're glad to have this iconic piece of infrastructure looking spick and span back in the heart of the harbour.



◀ The Lyttelton lighthouse in the inner harbour after repairs and a fresh coat of paint.

▼ Peter Lauryssens and Craig Smith at the Sky Tower before they climb the 51 flights of stairs.

Fire fighters take on Sky Tower Stair Challenge

It seems all that time climbing up straddle ladders has paid off for two of LPC's cargo handlers who were part of the Lyttelton Harbour's volunteer fire brigade team who raised almost \$20,000 for the Leukaemia and Blood Cancer Foundation.

The Sky Tower Stair Challenge is an annual event that sees firefighters from across New Zealand climb 51 flights of stairs, in full gear and breathing apparatus to raise money for the Leukaemia and Blood Cancer Foundation.

Cargo handlers and volunteer firefighters Peter Lauryssens and Craig Smith competed in the Lyttelton Team last month, who raised almost \$20,000, the ninth best fundraising team overall.

Craig, who has worked at LPC for over 20 years and as a fire fighter for over 25 years, says he is proud to help out such a worthy cause.

Craig has competed in the challenge for the past 10 years and said this year his training included tackling the steep Bridle Path walkway with Peter and training on stairs.

"It is great that LPC supports us to do this and also with our volunteer fire fighting – it is a rewarding thing to do for the community."

LPC is also a proud employer of Fire and Emergency Volunteers. We want to thank all LPC staff that are currently or have been a volunteer for their commitment and the great work they do in supporting local communities in times of need.



 leukaemia & blood cancer
NEW ZEALAND
Vision to Cure. Mission to Care.

 Firefighter
Sky Tower Stair Challenge

1,300 tonnes
of coffee
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Kapa Manaaki: starting the wellbeing conversation

“Talking about mental health and wellbeing can be difficult so we are here for people to reach out to and take that first step”.

These words come from Stevedore Foreman Steve Thompson, one of the 13 people at LPC that are part of our peer support programme, Kapa Manaaki.

An initiative designed and led by LPC employees passionate about wellbeing, Kapa Manaaki helps connect our staff who need support with a friendly face.

“We are there for a time and moment, providing a set of ears to listen. That’s our main objective – just to listen,” says Steve.

LPC’s Kapa Manaaki have been trained by EAPWorks as frontline support for mental health and wellbeing in a 24/7 environment.

After assessing previous services provided, we decided wellbeing support needed to come from those who worked at LPC as they had the best understanding of what it was like to work at the Port.

“We talk to people about a diverse range of issues, from everyday work and life stress

to more serious issues where we can refer people to counselling.”

Last year, nominations were opened across the business for anyone who wanted to step up and take part, with members representing a range of departments from cargo handlers and forkhoist drivers to mechanics and logistics officers.

“I stuck my hand up straight away because wellbeing has always been close to my heart. It’s a real privilege to be involved in this,” says Steve.

The peer support group have become an integral part of the wellbeing support options available to all LPC staff, as well as getting the important conversation around mental health started.

“I think a programme like this was long overdue here, I think it’s important that it stays around as you can already see the difference it has made,” says Steve.



◀ Foreman and cargo handlers during a toolbox talk before boarding a vessel.

From cadet to captain

With a career that started when he was 17 in Lyttelton, Clint Willemssen is back to start his next chapter.

Joining LPC in January as a casual lines supervisor, Clint Willemssen has recently received his Master Foreign-going ticket.

The master's is the most senior command certificate available, which means Clint can serve as the master of a vessel of any size travelling anywhere in the world.

"I have always had a true passion for the water and started my training at 17 on a cadet ship. Obtaining my master's has been a huge focus for many years, and to finally have it all come together is an unbelievable feeling."

Before joining LPC, Clint has had a variety of roles travelling around the world, including multiple transits through the Suez Canal and overseeing the construction of the world's largest self-propelled drilling rig *Ocean GreatWhite*.

"After 10 years in the oil and gas industry working 'fly in, fly out', I'm excited to be back in Lyttelton with a shore-based focus so I can spend time with my wife and two young kids."

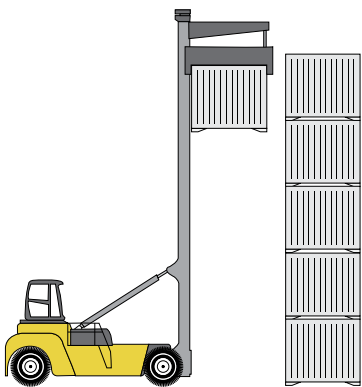
With this qualification under his belt, Clint is looking forward to the new opportunities at LPC.

"My goal is to train up to become a tug master or a pilot so I'm looking forward to working with the marine team."

"I have always had a true passion for the water and started my training at 17 on a cadet ship. Obtaining my master's has been a huge focus for many years, and to finally have it all come together is an unbelievable feeling."



◀ Clint Willemssen with one of LPC's tug boats, *Blackadder*.



◀ At LPC's CityDepot and MidlandPort containers are stacked up to six high.



◀ Training and Safety Advisor John Healy standing in front of a fork hoist.

Training advisor John Healy shares his perspective

Teaching people how to drive an over 30 tonne forkhoist is all in a days work for John Healy. We talked to him to see how he keeps health and safety at the forefront of his work.

What do you do in your role?
I'm the inland ports training and safety advisor. I train drivers, I train trainers and I manage the training too. My favourite aspect is the interactions I have with people. I enjoy knowing what's going on and being involved.

What inspired you to go into training?
I joined LPC 12 years ago as a driver. Back then, I could see a number of risks that we needed to do something about. I was passionate about voicing my thoughts and putting my ideas forward, so they asked if I would step into a training and safety role and I agreed.

How does health and safety factor in to your training?
It's paramount. We have some pretty unusual equipment that can actually be quite daunting to drive. We need to make sure new drivers understand our safety practices inside out.

How else do you manage health and safety on site?
We run toolbox talks before every shift. We go through health and safety messages and

discuss what's on for the day. Everybody has a chance to raise concerns. Keeping our machines safe is also really important. We have daily checks and train the staff up so they can identify when something's wrong.

You have some pretty unusual plant to drive. How long does training take?
We start with a six week programme but that can be extended as long as needed. The things we drive can actually be quite daunting. A lot of people come in thinking it'll be just like a forklift. Then they get in and go, "Oh, this is nothing like a forklift." When you're in the driver's seat stacking containers six high, it's quite a different story!

What's your number one health and safety tip?
I'm all about communication. That's my thing. If something isn't right, speak up. If someone's talking to you, try to understand their perspective. Communication is fundamental to health and safety. You can have a hundred controls out there, but if things aren't communicated properly, it all goes out the window.

Piloting a new seasick remedy

The latest device onboard LPC's pilot boat is a See-LEVEL headset, a remarkable local invention that has the ability to relieve seasickness in minutes. Pilot Chris Coleman shares his experience with the device and explains why it's become an essential part of the kit.

Tell us about See-LEVEL – what exactly is it?

It's a virtual reality headset that helps relieve seasickness. If you start to feel sick, you put it on and it gives the wearer a 3D image of a lake scene with a fixed horizon to focus on. That helps your brain sort out all the mixed messages it's getting from the motions of the boat and stops you from getting seasick.

Is seasickness a problem in your role as a pilot?

It certainly can be, especially if we have to wait off the heads in rough seas. I don't get nauseous but I get headachy and start overheating in all the heavy PPE gear. But there's no time for a lie down in my job! As soon as I climb the ladder and step into the bridge, it's showtime. I've got to be in top form, take control and drive the ship down the channel meet the tug boats and berth safely alongside.

How does the headset help in that situation?

If I start feeling unwell, I put the headset on and after a few minutes I feel absolutely fine again. Everyone on the pilot boat has had a go. It's especially helpful for relieving crew. If the weather's not particularly nice, they're the ones who are most likely to get seasick.

Sounds pretty extraordinary! Where did you first encounter it?

I was invited to take part in a product trial. They took us out past the heads in a small runabout with a smelly outboard, on a particularly nasty day. After making us feel as sick as possible they gave us a headset to put on and I started to feel better immediately. I was genuinely amazed! I asked LPC to purchase one and was very pleased when they did.

See-LEVEL was developed by a Lyttelton local, how does it feel to support homegrown innovation?

It's great. The inventor, Dudley Jackson, who lives in Lyttelton, can easily upgrade our set and seek opinions before sending new software to his clients worldwide.

Any words of advice for others dealing with seasickness?

Get a See-LEVEL! I think it's a brilliant invention and removes the need to take seasick tablets. It should seriously be considered for all sorts of seafarers, from boaties to engineers servicing offshore windfarms to fishing fleets and cruise ships. Whether it's for yourself, or your crew, it can make a massive difference to productivity, safety and confidence.



◀ Launch crew John Thompson tries on a See-Level device on board the Awaroa.



◀ LPC's pilot vessel the Awaroa, transporting pilots ready to board incoming vessels.





◀ Trade Aid coffee beans from around the world, ready to be distributed.

1,300 tonnes of coffee, a world of good

Founded in Christchurch in 1973, Trade Aid works with small food and craft producers around the world. Its vision is to help Kiwis support a world where trade is fair for all.

Coffee entered the Trade Aid picture in 1985 when the social enterprise began importing coffee for sale in Trade Aid stores and other retailers nationwide.

Michelia Miles, Trade Aid development and education manager, says purchasing fair trade coffee provides critical income support to small-scale coffee farmers.

“We currently provide farmers with more than \$3 million per year in extra income above market prices. This helps them meet

the nutritional, health, educational and other basic needs of their families.”

Trade Aid coffee is purchased directly from co-operatives in ten countries – Ethiopia, Democratic Republic of the Congo, Tanzania, Colombia, Brazil, Peru, Guatemala, Nicaragua, Mexico and Honduras. After six to eight weeks in transit, it all percolates into Lyttelton Port.

Volumes are impressive, with seventy 20ft containers (over 1,300 tonnes of coffee) expected in 2021.

After being unloaded, the coffee is trucked to Trade Aid’s Dallington warehouse for MPI clearance before being dispatched around the country.

Trade Aid Logistics Coordinator Ian Collis says LPC’s website and tracking tools help him keep tabs on the coffee as it reaches New Zealand shores.

“As our containers move closer to Lyttelton, we switch from track and trace functions on shipping websites to using the LPC site

itself. The LPC shipping schedule tells us when vessels are due to arrive, and we can use container tracking to find out when each container is discharged.”

To keep up with Kiwi demand for short blacks and flat whites, Trade Aid’s imports continue to grow each year.

In addition to Trade Aid branded coffee, it also imports green beans for more than 80 coffee roasters nationwide.

Another thing to feel good about over your next cup of Trade Aid coffee is knowing that it’s all certified organic.

“Because our coffee is certified organic, customers can be confident that they’re supporting good environmental stewardship,” says Michelia.

“It’s exciting to be able to support fairer incomes and good farming practices for a growing number of coffee producers each year.”

That’s a lot to feel good about with every sip.



Coffee in numbers:

1985

Trade Aid began producing coffee

\$3 MILLION

per year in extra income above market prices for coffee farmers

10

Different counties of origin

70

20ft containers of coffee expected in 2021

“Native conservation and restoration are things that don’t take place overnight, which is why LPC has chosen to donate over a 10-year period.”



Securing Te Ahu Pātiki’s future as a native haven

Native trees, birds and wildlife are all on the cards for Banks Peninsula’s Te Ahu Pātiki.

The 500ha block of land, which includes Mt Herbert and Mt Bradley, is being purchased by the Rod Donald Banks Peninsula Trust with the goal of restoring the area to a native haven and securing public access for future generations.

To support the project, LPC has committed to a long-term plan, contributing towards ongoing maintenance and development costs over the first 10 years of the project.

LPC GM Engagement and Sustainability Phil de Joux says protecting the biodiversity of Banks Peninsula is hugely important to LPC staff and the wider community.

“We are privileged to work in this beautiful harbour, and it’s important that we look after our surrounding environment.

“Supporting this project is about more than a donation, it helps LPC deliver on our long term commitment to having a positive impact on the biodiversity of Whakaraupō.”

A groundswell of support from the people of Christchurch and across New Zealand got the project across the line, with the Trust successfully crowd funding the last \$600,000 needed to make the purchase.

Once the deal has been settled, the Trust plans to begin with removing grazing stock, setting up good fencing, starting pest control and monitoring track maintenance.

“Native conservation and restoration are things that don’t take place overnight, which is why LPC has chosen to donate over a 10-year period,” says Phil.

“This will help get the project established, covering initial costs in setting up the land and beginning the regeneration process.”

▲ Te Ahu Pātiki is 500ha of land which includes the summits of Mt Herbert and Mt Bradley.

If you want to learn more about the project, check out the Trust’s website: roddonaldtrust.co.nz/projects/te-ahu-patiki/

A protected landscape

Transforming to native forest, visible from Ōtautahi / Christchurch and Whakaraupō / Lyttelton.

A biodiversity hotspot

Completing a 1700ha network of continuous protection from summit to sea.

A recreational asset

For walking, biking and climbing to magnificent summits.

Public access

On Te Ara Pātiki, the Ōtautahi / Christchurch to Akaroa tramping network will be secured.

Cooking up a storm for families in need

LPC has spent another night cooking up a storm in the Ronald McDonald House kitchen.

Ronald McDonald House South Island invites businesses across Christchurch to cook dinner for the families in the house, something LPC has been doing since 2006.

The organisation supports families who have children under 18 needing healthcare, providing a home away from home for those going through very difficult situations.

Ronald McDonald House South Island CEO Mandy Kennedy says the dinner programme is vital to what they offer as it's so much more than a home-cooked meal made with love.

"For the families, it gives them something to look forward to and a sense of routine and normality after spending their time going backwards and forwards from the hospital."

Once a month, a team from LPC puts their culinary skills to the test to create a home-cooked meal for the families, and last month, six people from the bulk cargo and marine team took to the kitchen.

Cooking up roast lamb and maritime-themed desert complete with chocolate fish, Senior Manager Bulk Cargo Tony Simpson says the experience was rewarding, moving and memorable.

"Everyone from the Ronald McDonald House staff to the families staying were so grateful and appreciative that we were taking the time to cook for them.

"Some of these families have long journeys ahead, so a night out of our time is really simple."

Michelle Osgood, who stayed at the house for 10 months while her 14-year-old daughter went through cancer treatment, says it really is invaluable.

"It just shows you the generosity of people. To see friendly faces in the kitchen each night is great, and to sit down and enjoy the meal with them is even better."

LPC looks forward to many more nights in the kitchen at Ronald McDonald House, as supporting the families and creating a fantastic team-building exercise is a win-win.

Tony says that, for any other business thinking about it, he can't recommend it enough.

"After spending an evening with these families, it gives you some perspective on the challenges you have in your own life, making it an experience I will never forget."



◀ Belinda Baird and Chris Woods from the bulk cargo and marine team in the Ronald McDonald House kitchen.



Supporting creativity and connection in the Harbour Basin

For over 60 years, the Christchurch Symphony Orchestra has proudly played an important role in Ōtautahi.

Celebrated for its dynamic concert season, the orchestra also provides an extensive community engagement programme, which includes school residencies, collaborations and a range of public performances in community spaces.

This year, LPC is delighted to join the CSO's esteemed whānau of sponsors. CSO Chief Executive Gretchen La Roche, says that this partnership will help the CSO to activate a range of initiatives throughout the Harbour Basin in 2021.

These include school visits to Diamond Harbour School and Governors Bay School, community recitals and Karawhiua! Let's Play – a week-long residency at Lyttelton Primary School in which CSO players will take students through a range of creative music-based projects.

"Live music can play a vital role in bringing communities together because it connects people from all of walks of life.

"There are always amazing moments when musicians interact with people. From a toddler dancing around a library to a lost memory reignited through a piece of music, all of these programmes will be unique to each person involved – and that's magic!"

Gretchen says that, as well as helping to bring an exciting range of initiatives into fruition, LPC's sponsorship is also a fantastic validation of the important community work that the CSO does.

"Live music can play a vital role in bringing communities together because it connects people from all of walks of life."

▲ The Christchurch Symphony Orchestra at Diamond Harbour School providing a hands on musical experience.

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