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LPC Update

Issue 32 June 2025

Lyttelton Port Company Community Newsletter

PORT NEWS

Terra Nova joins LPC Marine Fleet

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A new state-of-the-art pilot launch has arrived in Lyttelton, boasting advanced safety features, increased fuel efficiency, and environmental sustainability. Named Terra Nova, the pilot transfer boosts Lyttelton's pilot fleet to two modern launches.

Henry Bastion, LPC Marine Fleet Manager, says Terra Nova is one of the industry's safest and most efficient pilot vessels.

"Terra Nova is crucial for the consistent and safe transfer of pilots, especially in challenging conditions with swells up to three or four meters," said Henry Bastion.

Design and Safety

Terra Nova, with her distinctive beak bow hull form, reduces slamming and vertical acceleration, improving the boat's wave-piercing ability. It has also proven to be

efficient, reducing drag, improving fuel economy, and enhancing the launch's operation.

Advanced Technology

Terra Nova is equipped with infrared and FLIR thermal imaging cameras that can track objects in the water, enhancing safety during operations.

The vessel has the latest version of Hart Marine's Man Overboard Recovery platform and a fully self-righting function, ensuring maximum safety for the crew.

"The addition of Terra Nova to our fleet is part of our strategy to maintain a high level of service, safety, and ensure continuity of our operations," said Bastion.

Terra Nova Lyttelton history

The name Terra Nova holds historical significance dating back to the early 1900s when the original 'Terra Nova' regularly used the Lyttelton Dry Dock to overhaul and refit the vessel for expeditions to Antarctica.

Andrew Van der Bent, Head of Marine Operations, says the LPC Pilot Launch Team suggested the name Terra Nova, which means 'new land' in Latin.

"It's fitting for modern-day vessels visiting Lyttelton from around the world to be greeted by a pilot vessel with such a distinguished name," said Andrew Van der Bent.

Terra Nova Blessing

The Terra Nova will be commissioned at an official naming ceremony on June 19.

▲ The Terra Nova pilot vessel

Te Awaparahi Bay reclamation next phase

The Te Awaparahi Bay reclamation project is a critical initiative for the future of Lyttelton Port and the wider Canterbury and South Island economy.

As we approach our container berth capacity, expanding our infrastructure is essential to meet the growing demands of the New Zealand supply chain.

Our current modelling indicates that by 2029-30, we will no longer be able to berth enough vessels of sufficient capacity to keep up with these demands.

The initial 10ha of the Te Awaparahi Bay reclamation project was completed in 2019. The next stage, totalling six hectares, was completed in December 2020. This current stage, totalling seven hectares, is expected to take two years to complete.

This project will enable Lyttelton to handle up to 850,000 TEU per year and accommodate the largest vessels that visit New Zealand, solidifying our position as the South Island's main hub port.

The reclamation work is a continuation of the Port Lyttelton Recovery Plan, a statutory document under the Canterbury

Earthquake Recovery Act 2011, and has been fully consented since January 2018.

Environmental Management

The reclamation is being carried out under a comprehensive construction environmental plan and a sustainability framework based on international best practices developed specifically for the Te Awaparahi Bay project. We understand the community's environmental concerns.

LPC undertook a partner-led programme for kaimoana and other species relocation before the commencement of the physical construction work.

Over 7000 organisms have been relocated under the Kaimoana Management Plan developed for the resource consent.

Additionally, LPC has become the first company in New Zealand to release a disclosure report under the Taskforce on Nature-related Financial Disclosures Framework. This report focuses on LPC's impacts, dependencies, risks, and opportunities. It identifies where Port activities have contributed to land and marine habitat change since the beginnings of a commercial Port in 1875.

Our goal is to become net biodiversity positive, measured against a baseline of 1875, and this report is a crucial step in establishing the pathway to achieve this aim.

Economic Benefits

The reclamation work is vital to ensure that the Port can handle the volume demands of the Canterbury and South Island economies and to enable the Port's resilience in the event of another major seismic event.

If the next stage of this work is not completed soon, we will be unable to meet the timetable required to deliver the new Te Awaparahi Bay Wharf by the early 2030s, which will be crucial to delivering the forecast container vessel berth requirements.

The risk is berth congestion; currently, LPC can only berth a single large container vessel at a time. The new berth will allow two large vessels to berth simultaneously.

Long-term sustainability

The Te Awaparahi Bay reclamation project is not just about expanding our port facilities; it is about ensuring the long-term sustainability and resilience of our region's economy and environment.

We are committed to working with all stakeholders, including the local community and iwi, to address concerns and ensure this project benefits everyone involved.

If you have any questions about work you see in the harbour or at any of our sites, don't hesitate to contact our team.

850,000

Number of TEU this project will enable Lyttelton to handle

7ha

This current stage, totalling seven hectares, is expected to take two years to complete

7,000

Organisms have been relocated under the Kaimoana Management Plan

▼ The Te Awaparahi Bay reclamation



A seamless solution for Golden Bay Cement

Golden Bay is one of New Zealand's largest cement businesses and the only one to still produce cement in Aotearoa.

Now a subsidiary of Fletcher Building, Golden Bay has been in operation for over 100 years. By the numbers, it operates with 900 ISO tanks, 231 staff, 15 service and distribution centres, two marine vessels and one cement plant.

For the last 10 years, Golden Bay has had a close relationship with LPC as we help it get its product out to customers across the South Island.

The process follows an ISO tank model in which cement is transported via coastal shipping from the plant in Portland (near Whangārei) down to Lyttelton. The product is shipped in ISO tanks ('tanktainers'), which are offloaded and transported to LPC's landside facilities, CityDepot and MidlandPort.

From there, tanks are sent out to customers as required. Empty tanks are returned and eventually shipped back to Portland where the process begins again.

Chris Strong, Fletcher Category Manager for Road and Rail, says the ISO solution works perfectly for the business.

"It's been a fantastic operational relationship. As soon as the tanks arrive at Lyttelton, the Port takes over. It's a very efficient process and having two storage

locations means we can save our customers time and money."

Coastal shipping is ideal for moving large volumes of heavy product. Not only is it more sustainable than road or rail from the North Island, it makes clear financial sense too.

"Coastal shipping is by far the most efficient way to move the volumes we deal with," says Chris. "We currently move up to 120 tanks per week to the South Island. That's just short of 3,000 tonnes. The ability to move that quantity of product on a constant, locked-in schedule can't be underestimated. The impact is phenomenal."

LPC Chief Customer and Supply Chain Officer Simon Munt says that being able to provide an end-to-end solution for Golden Bay is testament to LPC's focus on nurturing strong relationships.

"Road, rail and shipping are all involved in the solution. We must be able to facilitate the different parts of the chain to make it work seamlessly."

He also says that LPC's ability to provide landside solutions is key to adding value for our customers.

"As we continue to grow the Port, we've also got to be able to get the cargo in and out. Investing in and promoting our landslide solutions, like CityDepot and MidlandPort, is key to keeping pace with increased volumes. This is definitely a focus for our long-term strategy," concludes Simon.

"It's been a fantastic operational relationship. As soon as the tanks arrive at Lyttelton, the Port takes over. It's a very efficient process and having two storage locations means we can save our customers time and money."

LPC Masterplan: Shaping the Future of Lyttelton Port

The Lyttelton Port Company (LPC) is embarking on a journey to guide the future of Lyttelton Port through a 30-year Masterplan.

In collaboration with GHD, LPC aims to outline the strategic direction for the port's infrastructure and operations, addressing key economic, social, environmental, and climate considerations.

It sits alongside the comprehensive work undertaken as part of the Port Lyttelton Plan and the Port Lyttelton Recovery Plan following the earthquakes, which established the spatial planning framework to enable the Port to develop to meet the needs of the region into the 2040s.

The principles established by the Port Lyttelton Recovery Plan remain, in particular the move of Port operations eastward; the Masterplan is a separate document and tool that will lay out the vision for the development of operations and activities within that existing framework and footprint.

This initiative is crucial for the sustainable development of the port and the surrounding community.

Public Feedback

To ensure that the Masterplan reflects the needs and concerns of the local community, LPC is launching a public consultation process.

The community will be able to participate in an online survey to provide feedback, rank key issues, comment on important topics, and suggest one change they would make at the Port of Lyttelton and its networks.

This survey will be available in June/ July. LPC will set up a drop-in centre at the Lyttelton Market during this period to answer any questions and gather additional feedback.



From forkhoist driver to site foreman at CityDepot

Paki Tamehana has worked at CityDepot since November 2012 and started as a forklift and empty container handler driver.

The best thing I love here is the variety of work you do," says Paki.

"You are picking up containers all day, every day, but not always the same one," he laughs.

Paki is the face of CityDepot and has been a dedicated presence rising through the ranks to the role of operations foreman.

"I ensure people are in the right places and that we have enough staff. This includes managing the wash pads, workshops and survey pads and ensuring containers are stacked safely."

CityDepot is the largest empty container depot in the South Island. Operating 24 hours a day, Monday through Friday, it plays a crucial role in supporting the wider supply chain by ensuring sufficient containers are made available for customers to pack and export through Lyttelton to the world.

It is equipped with a rail siding capable of handling up to 24 wagons at a time.

The site is an MPI-accredited facility that provides various services, including surveying, repairing, washing and storing empty containers.

"Fonterra Darfield is one of our biggest customers at the moment – we supply 48 containers a day out to Fonterra for milk powder."

Maintaining a stable workforce has been a challenge at CityDepot.

Paki was involved in the hiring of six Filipino employees to bolster his team and provide a stable roster of forkhoist reach stacker drivers.

"We travelled to the Philippines to interview six potential staff. I was involved in the selection process and ensured that, when the recruits arrived in New Zealand, they were supported with their integration into LPC, receiving comprehensive onsite training in operations and health and safety."

Paki says he now has a team he can rely on, and it certainly helps that the team is able to carry out a variety of different tasks across our operation.

"I value the freedom to make decisions and ensure the team is ready to react to customer requirements and maintain a safe operation within CityDepot."

Paki's smooth operation of CityDepot



has had a positive impact and rubbed off on staff who treat him like a father figure.

"I am a mother, father, to a brother, to a mate, to a doctor, which is good," he laughs.

"I think my personality helps and takes everyone for who they are."

Paki says CityDepot is a great place to work and is proud of his team.

"I ensure people are in the right places and that we have enough staff. This includes managing the wash pads, workshops and survey pads and ensuring containers are stacked safely."

ENVIRONMENT

Turning port log bark waste into compost

Local companies have found a way to turn bark waste from sawmill residues and forest operations into potting mix, soil conditioner and garden chips.



The bark from the Log Yards at the Port has become part of the raw material mix. The initiative was the result of collaboration between forest companies, Port operators and Intelligro, a leading manufacturer of landscaping products.

Rodney Ryder from Laurie Forestry says that Intelligro and several other companies have been using clean bark for a long time but the challenge was using less quality material.

The system has been refined into a very large operation and now gets raw material

from as far away as Picton. The bark is screened and mixed with other materials, including clean bark from the sawmills, to make highly sought-after nursery blends.

As trucks are unloaded at the Port, bark falls off and stevedores C3 sweep it into a storage area.

Intelligro collects the accumulated bark at regular intervals, which is used as a byproduct to produce compost.

Waste Management's sweeping programme comes twice a week to collect remaining dust.

After each shipment, C3 sweeps the residue bark into storage and Intelligro collects it. C3 loads out the bark during quiet periods in its operation.

"The bark has gone from being a problem residue to a sought-after commodity and helps to cover some of the cost of maintaining the yards," says Rodney.

"This is a fine example of what can happen when you get a team of people working together so that all parties benefit from the relationship."

LPC Update emailed

Want to stay up to date with the latest port news? Sign up to our monthly Harbourwatch emails at www.lpc.co.nz. For more information about LPC, visit or follow us on:

