

Frequently Asked Questions

Te Awaparahi Bay

Expansion and Resilience Project

17 August 2026

Lyttelton Port Company and Christchurch City Holdings Limited will invest \$821 million to build a new wharf and container terminal at Te Awaparahi Bay, securing the long-term resilience and capacity of the South Island's key international trade gateway.

Project at a glance

Investment	\$821 million
Project	Te Awaparahi Bay Expansion and Resilience Project
Partners	Lyttelton Port Company (LPC) and Christchurch City Holdings Limited (CCHL)
New wharf	388 metre deepwater wharf, plus future berth capacity
Container terminal	New 5 hectare container terminal
Cranes	4 new ship to shore cranes and semi automated gantry yard cranes
Vessel capacity	Capable of servicing vessels up to 15,000 TEU
Annual berth capacity	Around 850,000 TEU when complete
Completion	Expected by 2031
Funding	Debt funded by LPC, with around \$300 million equity from CCHL.

Will the new Te Awaparahi Bay Wharf and Container Terminal require land reclamation?

There is no land reclamation required for the construction of this project. Once the current reclamation that is underway is completed early next year, there is no further reclamation required.

LPC still holds consent to reclaim more land. When will that be done?

On current modelling, we do not believe the extra land or the next stage of wharf will be required for many years. We do not envisage this occurring before the 2040s, if at all.

How confident is LPC that the automation will work?

The proposed automated gantry yard crane system is a well-proven, widely used global technology. LPC will not be developing a bespoke, unique solution. It is similar to the option being proposed by Port of Tauranga.

It is being constructed in a green field environment, well separated from the existing terminal operations that will continue completely independent from this project.

How can you be confident in the projected container volume growth figures that support this business case?

Three independent reviews of volumes were undertaken for the business case and all showed that over the long-term volume growth will track with GDP. Christchurch is the import hub for the South Island and much of the volume growth will come into the South Island via Lyttelton. This development supports larger vessels

and higher levels of export cargo aggregation from across the South Island, and is supported by significant investment in rail capacity.

What if the volume growth in the business case doesn't eventuate?

The business case has a few off ramps and mitigations. For example, the project can be staged to slow the capital spend. The business case still makes sense even with combined downside modelling. We are confident based on market indications and on the economic modelling.

Why can't the existing wharves be repaired to current seismic standards?

Cashin Quay 3 and Cashin Quay 4 between them provide one berth for container vessels. Both wharves were damaged in the 2010/11 earthquakes and subsequently repaired. They are safe and fully operationally usable, but their age, design and their previous exposure to seismic events mean they would probably not remain usable after another large event.

Rebuilding CQ3 and 4 would take at least three years, severely reducing container berth capacity for the duration of construction. This would have a dramatic effect on the region's supply chain.

The expansion removes the need to do the rebuild at all, as enough resilient capacity for containers will exist between CQ2 and Te Awaparahi Bay.

Does LPC need consent for the Project?

LPC was granted all the required resource consents in 2017 and 2018.

What process has CCHL/Council undertaken in consideration of this project?

This project and the investment required is a major transaction under the Companies Act and required shareholder consideration and consultation by CCHL as it is an investment of a value greater than 50% of LPC's total assets. CCHL has conducted that review and consideration of LPC's decision to approve the business case over the last seven months, and LPC and CCHL have then presented their final decision to Christchurch City Council.

How will CCHL fund its equity injection to fund the project?

CCHL has a range of options for funding its equity contribution. Consideration is being given to borrowing by CCHL, capital sourced from the wider portfolio, and equity support from Christchurch City Council. CCHL is currently working through those options with Christchurch City Council.

How can the Port afford the debt required?

The project build is over five years, so the debt is drawn down gradually. Increased pricing over time combined with volume growth over the longer term means that debt is affordable. This has been modelled independently and shows the Port has a good deal of headroom to raise the debt.

What impact will the new terminal have on jobs at the Port?

The new terminal is a positive long-term development for the Port and for our people. It will create a safer, more resilient and more competitive operating environment, while opening up new career pathways as port work evolves. The project is not about making sudden changes to staffing levels. It is about preparing LPC for the future by building the capacity, technology and skills needed to remain the South Island's main import and export hub.

Automation will change the nature of some work over time, particularly in container handling and yard operations, but it also creates opportunities for new and higher-skilled roles in areas such as terminal operations control, automation oversight, systems support, engineering and maintenance, data analysis, planning, safety, and customer interface activities. The wider technology roadmap for Te Awaparahi Bay includes new digital infrastructure, gate and yard automation, customer interface improvements and a 24/7 Terminal Operations Centre, with additional technical and monitoring capability required to support the new operating model.

The key benefit for staff is that Te Awaparahi Bay gives LPC a stronger future. By improving safety, reducing exposure to higher-risk people-and-plant interactions, increasing capacity, and supporting long-term cargo growth, the project helps protect the Port's competitiveness and creates a platform for better jobs, new skills and future career development. In short, the terminal will change some roles, but it is also an opportunity to grow capability, modernise work, and position LPC and its workforce for long-term success.

What role will the workforce at the Port have in the project?

LPC's approach will be people-centred and staged. Existing operations will continue for some time alongside the new terminal, so the transition will be carefully planned. That gives us time to work with staff and unions on future skills, training, redeployment pathways, role design and safe ways of working across both manual and automated environments. We will continue to engage with our people as the project develops, including involving staff and union representatives in relevant project work groups.

What community involvement was there in the decision to expand the port and reclaim the land required for the new terminal?

The plan to move Port operations eastward and create a new deepwater terminal and berth in Te Awaparahi Bay was a key part of the Lyttelton Port Recovery Plan, which was a statutory document approved by the Government after extensive hearings and consultation in 2015. Subsequently, LPC gained consents for the terminal, the wharf, the reclamation and the new channel between 2017 and 2020. Construction of the reclamation this project will be built on has been conducted in stages since 2011, with the final stages currently underway and due for completion in early 2027.

The move of the Port to the east and construction of the new berth will allow greater public use and access to Lyttelton's inner harbour, and facilitate moving bulk cargo operations to Cashin Quay 3 and 4.

Why has it taken so long to deliver the Lyttelton Port Recovery Plan?

The plan has been delivered as the infrastructure has been required, as well as taking into account funding and demand. It has also been important to stage the development of the infrastructure, as each piece is complex and often takes time to develop and in the case of reclamation, geotechnical settlement needs to occur before moving to the next stage.

So why now? The reality is that conditions needed to approve the development have occurred:

- the financial performance of the Port can now support the financing path required for the wharf development;
- volume growth projections are supportive, and the expansion derisks congestion;
- shipping lines indicate a desire to bring larger vessels; and
- we need to ensure the container wharf infrastructure at Lyttelton is resilient.

Is ratepayer funding being used to expand the Port?

No. The Te Awaparahi Bay Expansion and Resilience Project will be funded off the balance sheet of LPC (through debt) and through equity from CCHL.

Will customers pay more to use the Port?

Yes, customers will pay more to use the Lyttelton Container Terminal, in order to support the development of the more efficient and more productive infrastructure. This project will deliver increased productivity, capacity, and greater supply chain resilience. This is all required to keep our customer connected to the world.

What is LPC doing to ensure Hector's dolphins are safe during construction?

LPC will implement a Marine Piling Management Plan for the marine piling works. This will include marine mammal observer(s), establishment of a marine mammal observation zone so if dolphins are observed within this zone, all piling activities must cease immediately, or not start up, until the mammals have vacated the zone, and requirements for soft starts to provide a warning to dolphins of elevated noise levels.

Marine mammal observers must have passed a Department of Conservation approved observer course. Observers were utilised on LPC's Cruise Berth which was the first marine construction project in New Zealand to use such highly trained observers.

What research has been done to ensure there is minimal impact on dolphins?

LPC has funded long-term acoustic monitoring in Whakaraupō / Lyttelton Harbour to better understand how Hector's dolphins respond to underwater noise from marine construction activities. Monitoring undertaken for our Cruise Berth project generated the longest continuously operating acoustic monitoring dataset collected in a New Zealand port environment and one of the most significant datasets of its kind internationally. The findings, published in the peer-reviewed journal *Frontiers in Marine Science*, have improved our understanding of dolphin presence and behaviour in the harbour and are helping to inform a robust Marine Piling Management Plan.

How will other wildlife be protected?

As the breakwater has been in place for several decades, it has provided habitat for a range of species, including several types of seabirds such as *white-flipped penguins* / *Kororā* as well as marine species such as *crayfish* / *kōura*. Before removal of the breakwater begins, a Department of Conservation certified penguin detection dog will check for penguins. If penguins are identified, a suitably qualified and experienced ecologist will provide advice on the appropriate action to take. An important mahinga kai species for mana whenua, *koura*, are also being relocated to suitable habitat elsewhere within the harbour.

How will sediment plumes during dredging be managed?

LPC has a good understanding of how dredging related sediment is transported in the harbour, developed through extensive monitoring over many decades and most recently for the 2018 Channel Deepening Project and subsequent maintenance dredging campaigns. The berth pocket dredging is a relatively small volume and is comparable to a typical annual maintenance dredging campaign. Any temporary, localised sediment plumes will be managed through an adaptive management framework as required under LPC's Capital Dredging Consent including real-time turbidity monitoring.

How much noise will pile driving and other construction related activities make?

The level of noise will be similar to that heard when Cashin Quay 2 was rebuilt in 2014/15 and the Cruise Berth in 2019/20. Noise will travel differently depending on weather conditions and construction activity. As the project is located to the east of the existing port operations and away from residential areas, we do not expect construction activities to impact on Lyttelton residents or residents across the harbour.

How will environmental impacts be managed?

Construction Environmental Management Plans will be developed in accordance with LPC's Construction Environmental Management System and consent requirements. These plans will set out how environmental effects, such as dust, noise, lighting, water quality and visual impacts, will be monitored and managed throughout the project.

How is sustainability being built into the project?

LPC has developed a Sustainability Framework for the Te Awaparahi Bay Terminal Expansion based on international frameworks, which identifies opportunities to deliver positive outcomes in areas such as biodiversity, climate resilience, resource efficiency and waste minimisation.

How will greenhouse gas emissions be reduced?

Carbon reduction opportunities are being investigated through design and construction. We will track and report the project's actual material, fuel and energy use during construction so that reduction opportunities can be measured. Whilst LPC does not offset carbon emissions, native planting will be undertaken across suitable areas of port land, building on the approach used for the reclamation project and supporting LPC's wider biodiversity and land restoration goals.

How is climate resilience built into the project?

The expansion is being designed for long term operation in a coastal environment, informed by LPC's climate scenario analysis. The design considers risks including sea level rise, coastal inundation, storms, extreme rainfall and flooding, so infrastructure and services remain resilient as conditions may change over time.

What will happen to construction waste?

Minimising waste is a key objective, and the project has targets for 50% reuse of temporary works materials from site and 80% diversion of construction waste from landfill. Waste Minimisation and Management Plans will ensure opportunities to reuse and recycle materials are considered wherever practicable.

How will the community be kept informed?

LPC will provide updates at key stages of the project, including information on upcoming works, environmental management and relevant monitoring results. We will maintain a dedicated project page on LPC's website where current information and contact details are easy to find.