Earthquake Recovery
Maritime Law Association
Lyttelton Port Company

- GDP regional growth forecast 2.4% p.a.
- LPC growth forecast 4.7% p.a.

NZ Market Share all volume

<table>
<thead>
<tr>
<th>Port</th>
<th>Market Share</th>
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<tbody>
<tr>
<td>Lyttelton</td>
<td>14%</td>
</tr>
<tr>
<td>Ports of Auckland</td>
<td>33%</td>
</tr>
<tr>
<td>Tauranga</td>
<td>29%</td>
</tr>
<tr>
<td>PrimePort Timaru</td>
<td>2%</td>
</tr>
<tr>
<td>Port Nelson</td>
<td>3%</td>
</tr>
<tr>
<td>South Port</td>
<td>1%</td>
</tr>
<tr>
<td>Port Otago</td>
<td>6%</td>
</tr>
<tr>
<td>Centreport</td>
<td>4%</td>
</tr>
<tr>
<td>Port of Napier</td>
<td>8%</td>
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</tbody>
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SI Market Share all volume

<table>
<thead>
<tr>
<th>Port</th>
<th>Market Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lyttelton</td>
<td>54%</td>
</tr>
<tr>
<td>PrimePort Timaru</td>
<td>6%</td>
</tr>
<tr>
<td>South Port</td>
<td>5%</td>
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<tr>
<td>Port Nelson</td>
<td>11%</td>
</tr>
<tr>
<td>Port Otago</td>
<td>24%</td>
</tr>
<tr>
<td>Port of Napier</td>
<td>8%</td>
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Earthquakes – Our Experience
Resilience

An ability to recover from or adjust easily to misfortune or change
Industry Trends

- Bigger Ships
- Industry consolidation
Misfortune and Change

- Unprecedented damage from natural disaster
- Bigger ships and industry consolidation
The Port Lyttelton Plan

- Road map for the repair, rebuild and development of the port
- Commenced as soon as insurance settlement was complete
The Port Lyttelton Plan

Our Long Term Vision

1. Dampier Bay
   Development of Dampier Bay will create an engaging and vibrant waterfront with public access and connectivity between Lyttelton, the Inner Harbour and the recreational areas at Naval Point.

2. Inner Harbour
   The Inner Harbour is an important part of the port's operations and will remain so in the future. However, the Port Lyttelton Plan will allow us to move some operational activities out of the Inner Harbour.

3. Container terminal
   Our long-term plan for a modern container terminal at Te Awaparahi Bay is key to the Port Lyttelton Plan as it enables the port to move Inner Harbour general cargo onto Cashin Quay. The new terminal will require approximately 30ha of reclaimed land at Te Awaparahi Bay.

4. General cargo
   The movement east of the container terminal will allow some general cargo operations to move onto the current container terminal. This will mean the storage and loading of general cargo will predominantly occur on Cashin Quay.

5. Cruise ships
   Cruise ships are part of a growing tourism sector for Canterbury. We are considering how to cater for cruise ships in a commercially sustainable way. Part of this involves looking at Inner and Outer Harbour development options.

6. Recreational land
   We are already working to identify opportunities for safe recreational links. For example, we are keen to see our land between the Urumau and Buckleys Bay Reserves be used for tramping and mountain bike trails.

7. Bulk fuel berth
   The bulk fuel berth is a critical part of the energy infrastructure of Canterbury. A number of options are being considered, including Inner and Outer Harbour options. We are also considering options for new wharves between the existing bulk fuel berth and the Dry Dock.

8. Cruise ship terminal
   Our long-term plan involves developing a modern cruise ship terminal at Te Awaparahi Bay to cater for the growing tourism sector. This will require significant capital dredging and disposal of spoil.

Key

- Project type: Thriving Port, Connecting with the community
- Land type: Land to be reclaimed, Non-operational Port land, Recreational land, Potential public access

The Port Lyttelton Plan

The Inner Harbour is a key part of the port's operations and will remain so in the future. However, the Port Lyttelton Plan will allow us to move some operational activities out of the Inner Harbour. The Inner Harbour will still be an important part of the port's operations, but the plan will enable us to improve connectivity and public access between Lyttelton, the Inner Harbour, and the recreational areas at Naval Point.

The Port Lyttelton Plan involves developing a modern container terminal at Te Awaparahi Bay to enable the port to move Inner Harbour general cargo onto Cashin Quay. This new terminal will require approximately 30ha of reclaimed land at Te Awaparahi Bay.

Recreational links are a key part of the Port Lyttelton Plan. We are already working to identify opportunities for safe recreational links, such as using our land between the Urumau and Buckleys Bay Reserves for tramping and mountain bike trails.

General cargo operations will move to the current container terminal as part of the Port Lyttelton Plan. This will allow for the storage and loading of general cargo to predominantly occur on Cashin Quay.

International trends are towards larger ships, and to be competitive we need to deepen and lengthen the navigation channel. We have prepared a resource consent application and are focused on progressing this important development project. Capital dredging and disposal of spoil will also be required for this project.

Cruise ships are part of a growing tourism sector for Canterbury, and the Port Lyttelton Plan involves considering how to cater for these ships in a commercially sustainable way. This includes looking at Inner and Outer Harbour development options.

The Port Lyttelton Plan is a long-term vision that aims to create a thriving port that connects with the community, improves connectivity, and enhances recreational opportunities. It involves significant infrastructure developments and focuses on maximising the port's potential for growth and sustainability.
The Lyttelton Port Recovery Plan

- Not ‘The Port Lyttelton Plan’
- A legislative tool focused on facilitating recovery
- Critical that recovery is not just about rebuilding what we had
- Provided a planning framework that contemplated full recovery for the port
Recovery Plan Process

**Assessment of Effects**
LPC Prepares Environmental Assessment of Effects & Planning Reports (re. write Coastal Plan & amend District Plan)

**LPC Information Submission to Ecan**
LPC submit our information (application) to Ecan

**ECAN Evaluation**
Ecan evaluates LPC’s information

**Minister Notifies Draft**
Recovery Plan. Calls for Public comments

**Stakeholder Engagement**
LPC runs Stakeholder engagement Process
- Port Talk
- Web Site
- PLP
- Stakeholder Workshops

**ECAN Consultation**
Ecan consults on Draft Recovery Plan. Receives submissions

**Ecan Lodges with Minister**
Ecan lodges draft Port Recovery Plan with Minister

**ECAN HEARINGS**
Ecan holds hearings

**Lpc Consenting Ongoing**
LPC applies for any consents under new rules. Everything else permitted

**Direction**
Minister Directs Ecan & LPC to prepare Recovery Plan

June 2014

4 months

9 months

Nov 2015
Managing the Affects of Major Rebuild

Construction effects
Occur for a short period of time, only during construction

LPC CEMP
Contractor
- Site environmental risks
- Construction methodology
Site Specific CEMP
Recovery Plan – Key Benefits

– Allows holistic view of port development
– Provides a level of certainty that facilitates decision making
– Expedites repair work
– Improves our resilience
What’s Next

– Continue to repair critical infrastructure
– Advance major consents
  (Land Reclamation, Capital Dredging)
– Focus on operational improvement
– Stay connected to community and key stakeholders