

Statement of Intent

For the period from 1 July 2017 to 30 June 2020



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Introduction

The Statement of Intent (SOI) specifies for Lyttelton Port Company Ltd (LPC) and its subsidiaries the objectives, nature and scope of the activities to be undertaken. It also specifies performance targets and other measures by which the performance of LPC may be judged in relation to its objectives, amongst other requirements.

The process of negotiation and determination of an acceptable SOI is a public expression of the accountability relationship between the Company and its Shareholder.

This draft SOI covers the three year period from 1 July 2017 to 30 June 2020.

LPC is a Port Company governed by the Port Companies Act 1988, and this SOI is prepared in accordance with LPC's obligations under that Act. LPC incorporates the Port at Lyttelton, as well as CityDepot in Woolston and MidlandPort at Rolleston.

Our Purpose

Our purpose is simple: we exist to facilitate trade in Canterbury and the South Island.

We are the gateway for international trade to and from the South Island. We are making certain that for the good of Christchurch, Canterbury and the wider South Island, we have a facility that helps support the lifestyle of everyone who lives here.

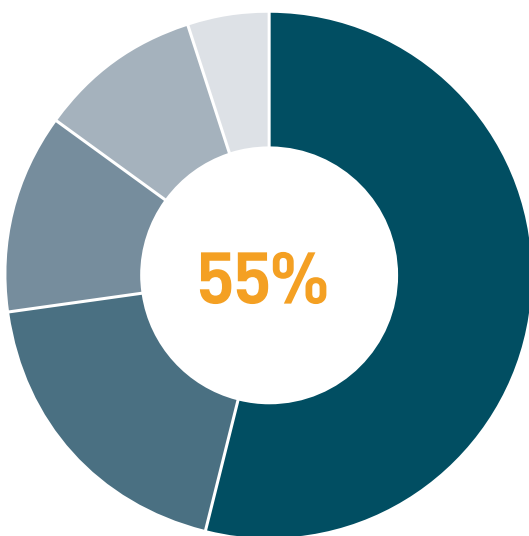
We ensure \$4.5 billion of exports and \$4 billion of imports flow across the South Island each year. Our facilities support the diverse range of exporters in the South Island ranging from Dairy, Meat, Fish, Seed, Wine and various other food exporters to manufacturers, Coal, Logs

and many others. We also support most of the imports into the region from cars to coffee and almost everything in between.

The Port is critical for trade in the South Island, supporting thousands of jobs and creating billions of dollars in wealth.

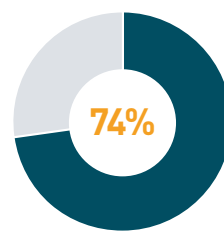
The significance of the Port to the region and New Zealand is represented in the graphics below.

Total South Island Market Share – Containers

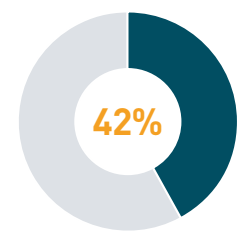


- Lyttelton 55%
- Otago 19%
- Nelson 12%
- Timaru 10%
- Southport 4%

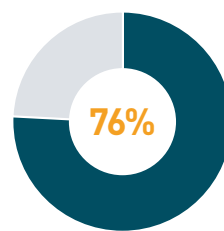
Imports



Exports



Domestic



South Island Port TEU volumes

TEU Apr 2016 – Mar 2017



Key Facts

We provide services for the fishing industry, fertiliser, gypsum, cement, non-containerised cargo and imported vehicles



We manage more than half the South Island's container volume including 70% of imports



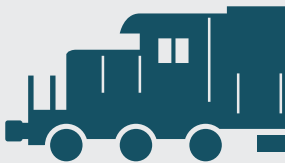
We have over

500 staff

Resilient and committed

24/7

We have two Inland Ports – MidlandPort (Rolleston) and CityDepot (Woolston)



We keep businesses running with supply of aviation fuel, diesel and other petroleum products

We service ships from 94 international ports and 39 countries and are connected to 14 container shipping lines and 9 shipping services



We are New Zealand's largest coal facility



We load and unload more than

400,000

TEUs of container cargo each year

We provide tugboats to manoeuvre vessels in and out of berths



We provide pilots to guide ships, staff to assist with berthing, casting off and security



We provide cargo handling and stevedoring services for refrigerated containers (reefers)



Scope of Activities

LPC is the fully integrated Port operator of Lyttelton Port, MidlandPort and CityDepot. Its activities include:

- Container Terminal handling services – receipt, delivery, transit storage and shipment of a wide range of import and export cargoes.
- Breakbulk and bulk cargo handling services.
- Marine services – pilotage, towage and bunkering services.
- Providing land, facilities, plant and labour for the receiving, delivery, stockpiling, stacking and shipment of a wide range of products.
- The ownership of land and facilities necessary to maintain LPC’s commercial assets.
- The provision of Dry Dock facilities associated with the repair and servicing of vessels.

Vision

“To be the South Island’s Major International Trade Gateway”

In practice this means being the Port of choice for the majority of the South Island’s international seaborne freight customers. This vision will be achieved through the achievement of our objectives.

Objectives

LPC’s core business is to service freight movement. This means providing appropriate facilities and services to meet the needs of our customers, both now and in the future. In order to deliver on this primary objective, LPC will:

- Work cooperatively to ensure a safe Port.
- Deliver profitable growth by providing commercial solutions for our customers.
- Provide high performing and efficient operations to service customer demand.
- Provide infrastructure to meet customer demand.
- Employ a team of highly capable employees.
- Ensure we have a social licence to operate.

We will operate the Port at Lyttelton, CityDepot and MidlandPort in accordance with the Port Companies Act 1988 and all other applicable laws and regulations.

Key Initiatives

Ensuring our people are safe through having safe systems and providing a safe environment

We want all our people, including our suppliers, customers, Port users and contractors, to go home safe. To lead in safety, we have identified the three overarching goals that are appropriate to our current level of performance: Safe People, Safe Systems and Safe Environment.



Deliver profitable growth by providing commercial solutions for our customers

To deliver profitable growth, LPC is focusing on the following key areas:

- Aggregation of South Island cargo through commercial relationships with key partners in the South Island and beyond.
- Enhancement and development of services to all major markets.
- Investment in cargo facilities that deliver real investment returns.
- Developing strategic relationships and alliances in Canterbury and beyond to ensure the best possible outcome for our customers, the harbour's future and the communities in which we operate.

Provide high performing and efficient operations to service customer demand

Our customers care most about their cargo moving through our Port and Inland Ports in the most efficient way possible. We are focused on constantly improving the performance of our operations whilst ensuring:

- All operations are focused on meeting customer need.
- Continuous performance improvement.
- Efficient labour utilisation.
- Efficient asset management.
- General cargo and Port users' development.

Provide infrastructure to meet customer demand

The Port has the responsibility to provide infrastructure that supports our customers and operations both now and in the future. In order to do this, LPC is focused on:

- **Development**
 - Reinstating earthquake damaged assets as quickly as practically possible.
 - Developing new facilities at the Port as demand requires in a commercially sensible way.
- **Planning**

Ensuring the Port has the ability to develop and expand as commercially required, through the implementation of the Lyttelton Port Recovery Plan, and ensuring we have the consents we need, when we need them.
- **Maintenance**

Maintaining our damaged assets to optimise whole life costs.

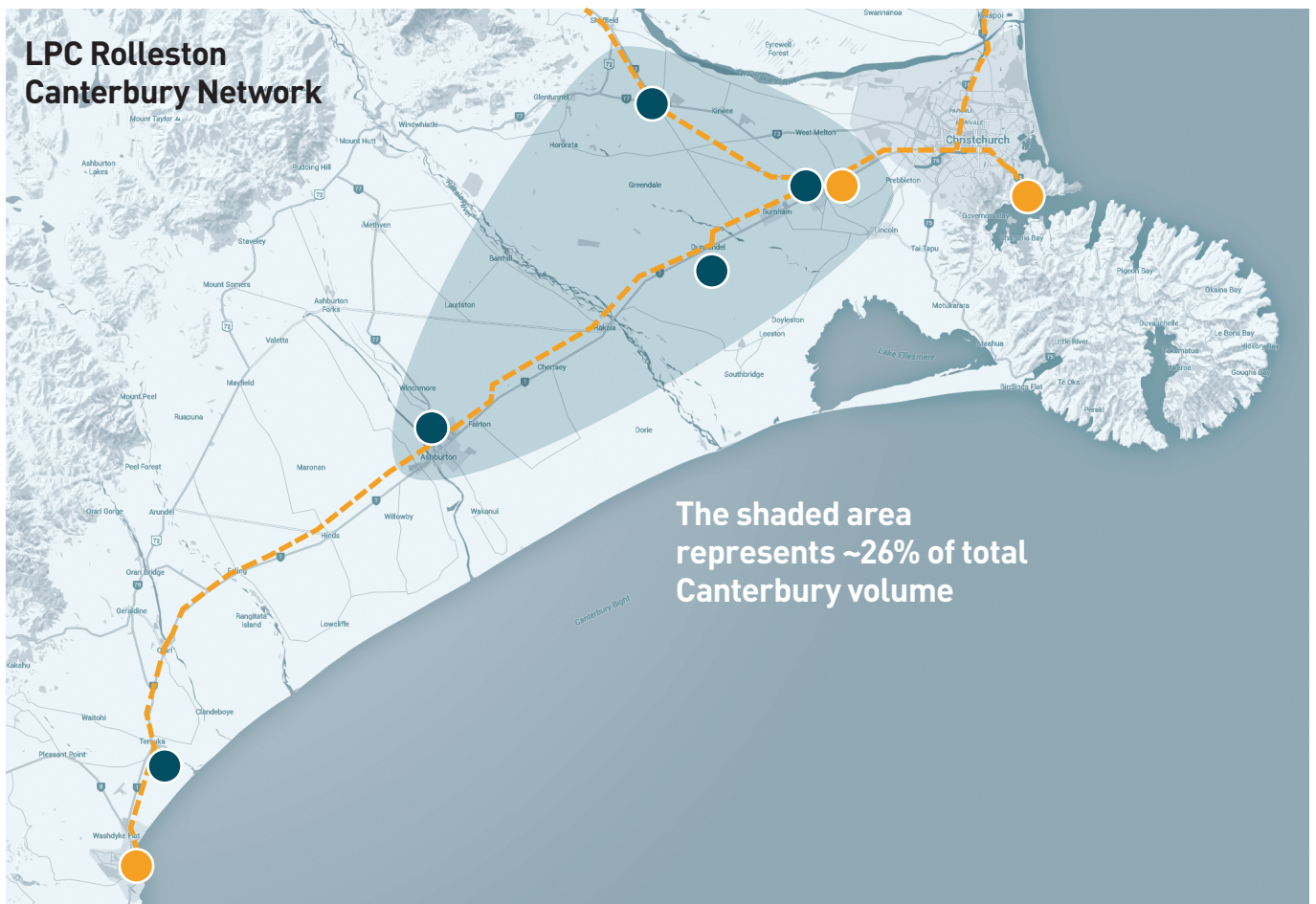
MidlandPort

A key part of our strategy is the establishment of MidlandPort at Rolleston. Rolleston is a key transport hub for the South Island. MidlandPort allows LPC to aggregate a significant amount of mid-Canterbury freight and is therefore a very attractive proposition to our customers in that location. Key strategic advantages for our customers include:

- Dedicated rail connection between MidlandPort and LPC.

- Custom controlled and MPI Transitional Facility.
- Capacity for 3,300 TEU and 168 power outlets for refrigerated containers (reefers).
- Integrated customer services and IT systems with CityDepot.
- Adjacent to I-Port and I-Zone.

The map below shows the target area for MidlandPort and its transport links to Lyttelton. These will be further enhanced when the \$180m stage 2 of Christchurch’s Southern Motorway is complete in 2018/19.



The shaded area represents ~26% of total Canterbury volume

- Major Importer/Exporter Site
- Port / Inland Port

LPC Development Programme

LPC is part way through a major development programme spanning the next 10 years and beyond.

The programme is broadly split in two parts:

1. Reinstatement of earthquake damaged infrastructure, and
2. Development of infrastructure to meet future freight growth demand in Canterbury and the South Island.

The programme is driven by the needs of our customers and fully aligned to our goals.

Cashin Quay 2 (CQ2) has been fully rebuilt following the earthquake. It has been constructed to the internationally recognised POLA (Port of Los Angeles) earthquake code, meaning it has a high level of earthquake resilience and is now a world class facility for the region.

CQ2 represents about half the length of the container berth. CQ3 and 4 have been temporarily repaired following the earthquakes but require further strengthening work to ensure future operations can continue.

Reinstatement of Earthquake Infrastructure

Container Terminal

Cashin Quay 2, 3 and 4 are our Container Terminal berths. Everything that is exported or imported into the Port in a container passes over one of the Cashin Quay wharves. In 2017 this will be 400,000 TEU (twenty foot equivalent) containers. The wharves are vital pieces of infrastructure for Canterbury.

Inner Harbour Jetties

We have three jetties in our Inner Harbour which incurred damage in the 2010 and 2011 earthquakes. Various strengthening works are being undertaken on those jetties to ensure they continue to support the bulk Log, Fishing, Fertiliser, Gypsum and other bulk trades. They also support the significant car import trade.



Oil Berth

Most of the diesel, aviation fuel, petrol and bitumen that is used in the South Island comes through the LPC oil wharf. Most industries and people in Canterbury and the South Island have a reliance in some form on the products that the wharf supports. The wharf also supports the bunkering (refuelling) of small and medium sized vessels.

The oil wharf was substantially damaged in the earthquakes. If it was not for strengthening work that took place prior to the earthquakes, we would not be able to use the current oil wharf.

Development Infrastructure

Given the projected growth of the Canterbury economy, the volumes at the Port are forecast to grow to well beyond its current capacity. This growth will be particularly significant in the Container Terminal.

In order to meet this demand we will need to create more land, more wharves and ensure larger ships will be able to access the Port. We also need to ensure that the public supports us to maintain our social licence to operate.

Land Reclamation

We have so far reclaimed 10 hectares of land since the earthquakes. This has the dual benefits of providing a clean fill dumping facility at no cost to demolition contractors and giving the Port useable land for relatively little cost. This land is already utilised for vehicle and log storage and has allowed our empty container yard to expand.

We intend to extensively reclaim further land over the next 30 years and turn this area into our primary Container Terminal facility.

New Container Wharves

Our long term plan is to build new Container Terminal wharves on the reclaimed land, once customer demand outstrips the capacity of the existing Container Terminal. Doing this work has a number of benefits:

- It increases container capacity which will be vital for the growth of Canterbury and the South Island.
- It moves operations further away from Lyttelton township.
- It enables the Port to move containers as efficiently as possible.
- It enables part of Cashin Quay to be used for non-container trades which are also forecast to outgrow the Inner Harbour jetties over time.

Given the cost of new wharf structures, the objective is to maximise the existing Container Terminal and reclaimed land before building any new wharves.

Social Licence to Operate

It is critical that the Port maintains the support of the community in which it operates. There are a number of ways that we do this. Throughout the Lyttelton Port Recovery Plan process, our community was very clear that it wanted access to the waterfront. We are providing access to the waterfront as part of the redevelopment of our Marina called Te Ana, in accordance with our Lyttelton Port Recovery Plan.

Te Ana Marina

The new marina will be Canterbury's only walk-on floating marina and on completion of Stage 1 it will feature up to 170 berths for yachts and powerboats. Building has commenced in the first half of 2017. The project is a significant milestone for the Port and the wider Lyttelton community. A modern marina capable of accommodating more of Canterbury's recreational boating community is well overdue.

Public feedback gained during consultation for the Port Lyttelton Recovery Plan indicated a strong desire for a more attractive and accessible waterfront. Te Ana Marina is LPC's first step towards regenerating the Inner Harbour as a vibrant community-focused destination, with direct connections to the Lyttelton township.

Dredging

The current channel at Lyttelton can accommodate ships which are 12.5 metres deep and carry up to 5,000 TEU.

Our customers are telling us they want to bring larger ships to Lyttelton so that they can move cargo more efficiently. These larger ships are up to 14.5 metres deep and carry up to 8,000 TEU. They cannot currently access the Port due to the limited depth of our shipping channel.

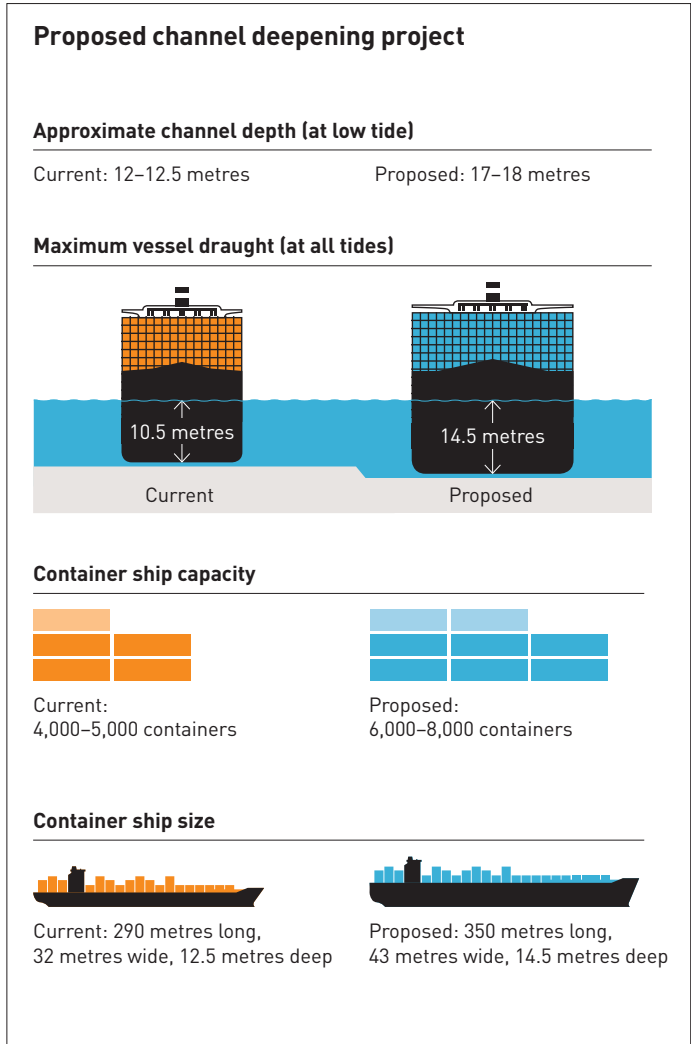
Some of the other Ports around New Zealand are already capable of accommodating these bigger ships and it is only a matter of time before Lyttelton will have to accept them.

We have started the process for obtaining consent to deepen our channel and we plan to start dredging in the next three years.

Cruise Berth

A new \$56 million custom built cruise ship facility will be built in Lyttelton. The berth, to be constructed as an extension to Cashin Quay, will be able to accommodate some of the largest cruise liners from around the world. We expect the cruise berth to be completed in time for the 2019-2020 cruise season.

The cruise ship industry was worth \$484 million to the New Zealand economy in the 2015-2016 year and is forecast to grow to \$490 million in the 2016-2017 season. The berth is accordingly a significant project for Christchurch and the wider region.



Other Key Information

Performance Measures and Targets

Objectives	Key Performance Measures	Final Targets		
		2018	2019	2020
Health & Safety	Total recordable injury frequency rate (per 200,000 hours)	6.0	5.4	4.8
	Notifiable Events	0	0	0
Operational	Net Crane Rate (as measured by Ministry of Transport)	32.9	33.5	34
	Ship Rate (as measured by Ministry of Transport)	64.8	68.0	70.0
	Coal load out rate (tonnes per day)	25,000	25,000	25,000
Financial	Revenue (\$m)	118	126	136
	Net Profit After Tax (\$m)	9	9	11
	Shareholder Funds to Total Assets	89%	73%	68%
	Interest cover ratio	45	5	3
	Dividend Proposed (\$m)	5	5	5
Environmental	Number of fully compliant independent consent audits	85%	90%	95%

Note:

The TRIFR targets above are set off the 12 month rolling average as at 31 May 2017 reducing by 10% each year.

LPC operates in a dynamic commercial environment and is currently developing its long term plans with an international port consultant (Hamburg Port Consulting). Whilst LPC makes every attempt to provide accurate forecasts, volatility at this stage of the process is unavoidable.

Operational Targets

We have used 'Net Crane Rate' and 'Ship Rate' as operational metrics for this SOI. These indicators are benchmarked within the industry and reported through the Ministry of Transport's Freight Information Gathering System (FIGS), allowing for easy comparison between all NZ Ports.

Net Crane Rate shows the speed of the cranes (number of containers moved per hour) when they are actively moving containers, with all delays removed. LCT is working to maximise this rate for all vessel visits.

Ship Rate combines the Net Crane Rate with the number of cranes used on a vessel and the time labour is active on the vessel. This indicates how many containers are moved per hour over the whole vessel, rather than a particular crane. It is a key customer measure of the length of time it takes us to unload and load the vessel in Port.

Shareholder Returns

LPC is committed to working with CCHL as it further develops its medium and long term business plans.

In discussion with CCHL, LPC intends to:

- Reinstate earthquake damaged assets.
- Protect our strategic position within the competitive South Island market.
- Seek feedback from CCHL on major capital development spend.
- LPC is contributing to the Antarctic Strategy being developed with the City Council.

LPC continues to focus on creating long term shareholder value by:

- Ensuring all business investment decisions are subject to rigorous commercial scrutiny, and
- Keeping a continuing focus on improvement in underlying business performance.

At the request of its shareholder, the Company may undertake activities that are not consistent with normal commercial objectives. For example, the Company's shareholder has acknowledged that the development of a dedicated Cruise Berth at the Port is expected to reduce the dividends which might otherwise have been paid.

Dividend Policy

LPC is seeking to maximise shareholder value through investing LPC's cash resources at the highest and best use, whilst balancing the needs of its shareholder for cash dividends.

A key consideration of the dividend policy is the timing and scale of funding required for the Development Plan.

The Board will continue to assess distributions on the following basis, subject to meeting the solvency requirements of the Companies Act 1993:

- The interests of shareholders.
- Working capital.
- Capital expenditure.
- The timing of reinstatement and development projects.
- Free cash flow available for distribution.

Estimate of Commercial Value of Shareholder's Investment

An independent assessment of the value of the Company was conducted as at 30 June 2015 by Ernst Young (EY), on behalf of the shareholder. This assessed the commercial value of the company at \$459m. The Company has paid out \$51m in dividends over the last 10 years. When this amount is combined with the EY valuation, the average growth rate of the value of the Council's investment in LPC over the 10 year period is 8.3% after tax.

Communication

LPC aims to develop positive and proactive relationships with CCHL.

The Board endeavours to ensure CCHL is informed of all major developments affecting the Company's state of affairs, while at the same time recognising commercial sensitivity may preclude certain information from being made public. Information is communicated to CCHL through a "no surprise" policy on issues of importance as they may arise, as well as through formal communications discussed further below.

Formal communication with CCHL includes:

Annual Report

The Annual Report will include audited financial statements and other such details as are necessary to permit an informed assessment of LPC's performance and financial position during the reporting period provided to the shareholder.

Half Year and Quarterly Reporting

The half year and quarterly reporting will contain unaudited information and comply with NZ IAS 34.

Statement of Intent

The SOI will be prepared based on the requirements within the Port Companies Act 1988. The Directors will include any other information they consider appropriate.

Briefings

The Company will provide briefings to CCHL and its Board, and any others as required.

Corporate Governance and Policies

Ethical Standards

Company Directors and employees are expected to act honestly, in good faith and in the best interests of the Company as required by law at all times. Directors observe and foster high ethical standards throughout the Company. To that end, the Board has adopted a Code of Conduct for employees and a fraud prevention policy which addresses:

- Conflicts of interest.
- Protection of Company information.
- Protection of Company assets and property.
- Acceptance of gifts or benefits (and the prohibition of bribes and facilitation payments).
- Relationships with customers, suppliers and employees.
- Compliance with laws and policies.

Mechanisms are in place for the reporting of unethical behaviour and breaches of the Code of Conduct and other Company policies, which may lead to disciplinary action. A Directors' interests register is maintained and reviewed at each Board meeting. Directors' interests are disclosed in the Company's Annual Report.

Role of Board

The Board is responsible for corporate governance and the direction and supervision of the Company's business. Day to day management of the Company is delegated to the Chief Executive appointed by the Board. The Board agrees targets and objectives with the Chief Executive and monitors and reviews Management's performance. The Board must make decisions in accordance with the Company's Statement of Corporate Intent.

Board Composition

The Company's Constitution provides that the Board will consist of between six and eight Directors, and not more than two Directors can be members or employees of a local authority that owns voting securities in the Company. One third of the Directors must retire by rotation at each annual meeting. In addition to the Constitution requirements, the Board's policy is that Directors should possess a balance of skills, knowledge, experience and perspectives so that the Board works effectively.

Continuous Improvement

The Company provides induction training for new appointees to the Board and Directors, and they are encouraged to undertake ongoing training to remain current on how to best perform their duties as Directors. The Board has a formal procedure for regular evaluation of the effectiveness and performance of the Board and its individual members.

Committees of the Board

The Board has the following Committees:

- Audit and Finance Committee.
- Remuneration Committee.

The Committees make recommendations to the Board and exercise the Board's decision making powers when they have been delegated authority to do so. The composition, terms of reference and performance of each of the Committees are reviewed regularly by the Board. The Board also has a representation on the Management Health and Safety Governance Committee.

Remuneration

The Board is committed to a policy that the remuneration of Directors and Senior Management be transparent, fair and reasonable. The company is especially conscious of its public responsibilities in the setting of remuneration for senior executives, which is closely managed by the Board and made publically available via the annual report.

The Shareholder by ordinary resolution from time to time sets a total maximum annual amount payable to the Directors in their capacity as Directors. That aggregate sum is divided among the Directors as they consider appropriate. The fees paid to each of the Directors in the previous financial year are detailed in the Directors' interests section of the Company's Annual Report.

Our policy ensures remuneration levels for all staff are set fairly and responsibly. We aim to provide an approach to monetary and non-monetary remuneration and benefits that enable us to attract and retain the people we need to manage and operate the business.

Our remuneration framework encompasses:

- Delegated financial authorities for hiring of new employees and remuneration setting.
- An annual staff appraisal and pay review process.
- Subscription to, and participation in, market remuneration surveys.

A proportion of the remuneration of a number of staff, including the Chief Executive and Senior Management, comprises a performance related payment, which is dependent on both the performance of the Company and attainment of agreed objectives. All such payments are approved by the Board prior to payment.

Accounting Policies

LPC has adopted accounting policies that are consistent with New Zealand International Financial Reporting Standards, generally accepted accounting practice and in accordance with the Companies Act 1993 and the Financial Reporting Act 1993 and any amendments thereto.

A full statement of LPC's accounting policies is included in LPC's Annual Report for 30 June 2016 (available at LPC's website www.lpc.co.nz).

Acquisition and Divestment Policy

The subscription or acquisition of securities in any company or organisation, or a divestment of part of the existing business, will only be considered where it is consistent with the long-term commercial objectives of LPC.

When the subscription, acquisition or divestment is considered by Directors to be significant to the Company's business operations, where possible it will be subject to consultation with the shareholders. Major transactions as defined in the Companies Act 1993, s129 (2), will be subject to shareholders' approval by special resolution. Notwithstanding the above, if LPC is considering a significant acquisition or disposal of assets or securities, the shareholders will be consulted with as much lead-time as is commercially practicable in the prevailing circumstances.

Engagement with Stakeholders

Intra-group Co-operation and Procurement

LPC recognises the importance CCHL places on intra-group cooperation. LPC continues to utilise “All of Government” contracts.

LPC has commercial relationships within the following CCC group entities:

- Orion – electricity suppliers to the Port and Maintenance Contractors on High Voltage systems.
- City Care – facilities management, and civil construction works.

Role in the Growth of the Regional Economy

The substantial investment resulting from the Development Plan will deliver Christchurch world class Port facilities. There are significant and substantial opportunities for Cantabrians to participate in these projects.

LPC has responsibilities under the Civil Defence Act to build and maintain resilient infrastructure. This has been demonstrated by the performance of the assets after the seismic events. LPC will rebuild the Port to appropriate standards to ensure its assets are resilient to possible future events.

Environmental

LPC is committed to minimising any adverse effects of its operations and developments on the environment. LPC will:

- Implement environmentally sustainable principles in Port operations.
- Avoid, remedy or mitigate the adverse effects of its operations on the environment.
- Pro-actively consult with the community on environmental issues.
- Identify priorities for environmental improvement.
- Implement and maintain systems and procedures for continually improving environmental performance.
- Monitor, document and report on environmental performance to the Board, Senior Management and staff.

LPC’s Environmental Policy is a commitment to address all the priority environmental issues in the Port, such as operational noise and discharge of contaminants to air, land and water. The Resource Management Act 1991, provides the legal framework, together with statutory policy statements, plans and regulations prepared under the Act.

LPC accepts clean fill from building demolitions in Christchurch to reclaim land at Te Awaparahi Bay. This clean fill must meet strict environmental standards and diverts construction waste from landfill.

LPC continues to inspect and monitor harbour beaches for material that may have breached the screening and containment systems.

Innovative and Disruptive Technologies

The port sector globally is developing advanced technologies that are fundamentally changing the way they do business. LPC is developing a medium term technology plan to take advantage of proven technological innovations in the port sector.

We have already begun a significant project to fundamentally change the way we receive cargo at our gates. This will make use of proven best practice innovations and significantly improve our customer experience.

We actively engage with ports in New Zealand and overseas to keep abreast of technologies which we can adopt at Lyttelton.

Community Engagement

LPC has significant ongoing engagement with the communities in which it operates and the wider Christchurch area, reflecting the value the Company places on these relationships. There is a particular focus on ensuring stakeholders are well informed and have the opportunity to provide feedback about major development plans and projects. This includes the proposed shipping channel deepening and the Te Ana marina development.

Opportunities for Regular Engagement

LPC conducts monthly 90-minute Port tours by boat. These re-started in August 2015 and are LPC's most popular community initiative, being booked out three months in advance and consistently rated excellent by passengers. As well, LPC's Information Centre, 'Port Talk', in Lyttelton is open every week for locals to drop in and ask questions, obtain information or give feedback.

Over the last 15 months LPC has also created a video suite - 'Our Port Our People' - which is featured on the website and LinkedIn, providing a visual window into the Port operations, many frontline roles and projects.

LPC's redeveloped website also provides the community with a live camera which they can operate to view whatever area of the Port they wish to focus on. This is one of the most popular features of the new website.

The Company produces a regular community newspaper, 'LPC Update', provided to all residents in the Bay Harbour area and most recently to those in Selwyn, following the opening of LPC's new Inland Port at Rolleston.

LPC's Annual Review is now produced as an e-document and emailed to hundreds of stakeholders and residents in the communities in which the Company operates to ensure they are up to date with what is happening.

The Port aims to be a good neighbour and the Port Liaison Committee supports that, meeting regularly with LPC to discuss community issues. It includes representatives from the local community, Port stevedores, ECan and the CCC.

Healthy Harbour engagement

LPC takes part in the community workshops organised for consultation about the health of the harbour. This follows the signing of a Memorandum of Understanding for the development of a Whakaraupō catchment management plan as referenced by the Lyttelton Port Recovery Plan.

LPC has released the Lyttelton "Port Saddle" Masterplan in partnership with the Banks Peninsula Conservation Trust (BPCT). The Company and BPCT are together seeking community feedback on proposed ecological enhancement work in the 17 hectares of LPC-owned land above the Lyttelton township.

Local Iwi

LPC and local Runanga, Te Hapū o Ngāti Wheke, have established the Manawhenua Advisory Group which meets monthly to support implementing a shared vision for a healthy Lyttelton Harbour/Whakaraupō. The joint statement developed by the Manawhenua Advisory Group demonstrates this shared long term interest in the future of the harbour and LPC's commitment to working together to fulfil common responsibilities as custodians and kaitiaki of the harbour.

LPC continues to work to broaden and deepen its links with local Iwi.

Sponsorship

LPC sponsorships primarily support the communities in which it operates – the Harbour Basin and Rolleston. Every six months LPC reviews sponsorship applications received and provides funding for local organisations and initiatives.

Local Government Relationships

LPC continues to work closely with Christchurch City Council and Environment Canterbury. LPC is working collaboratively with the different organisations on a range of significant projects including:

- The new Cruise Berth at Lyttelton.
- Sumner Road reopening and Port reclamation expansion.
- Greater Christchurch Transport Strategy.
- Lyttelton Port Recovery Plan Actions.

Contact Details

Lyttelton Port Company Ltd registered office's are at:

41 Chapmans Road
Woolston 8022
Christchurch

Contact details for both the Chairperson and Chief Executive are:

Address

Private Bag 501, Lyttelton, 8841

Telephone

(03) 328 8198

Website

www.lpc.co.nz