



Port of Tauranga

Connecting New Zealand and the World

Annual Meeting of Shareholders

25 October 2024

Julia Hoare
Chair





Board of Directors



Julia Hoare



Alison Andrew



Dean Bracewell



Fraser Whineray



Doug Leeder



Sir Robert McLeod



Brodie Stevens



Scott Campbell
(Future Director)

Senior management team



Leonard Sampson
Chief Executive



Simon Kebell
Chief Financial Officer



Rochelle Lockley
GM Communications



Melanie Dyer
GM Corporate Services



Pat Kirk
GM Health and Safety



Dan Kneebone
GM Property and Infrastructure



Blair Hamill
GM Commercial



Total trade down 4.2% (- 8.5% half year)

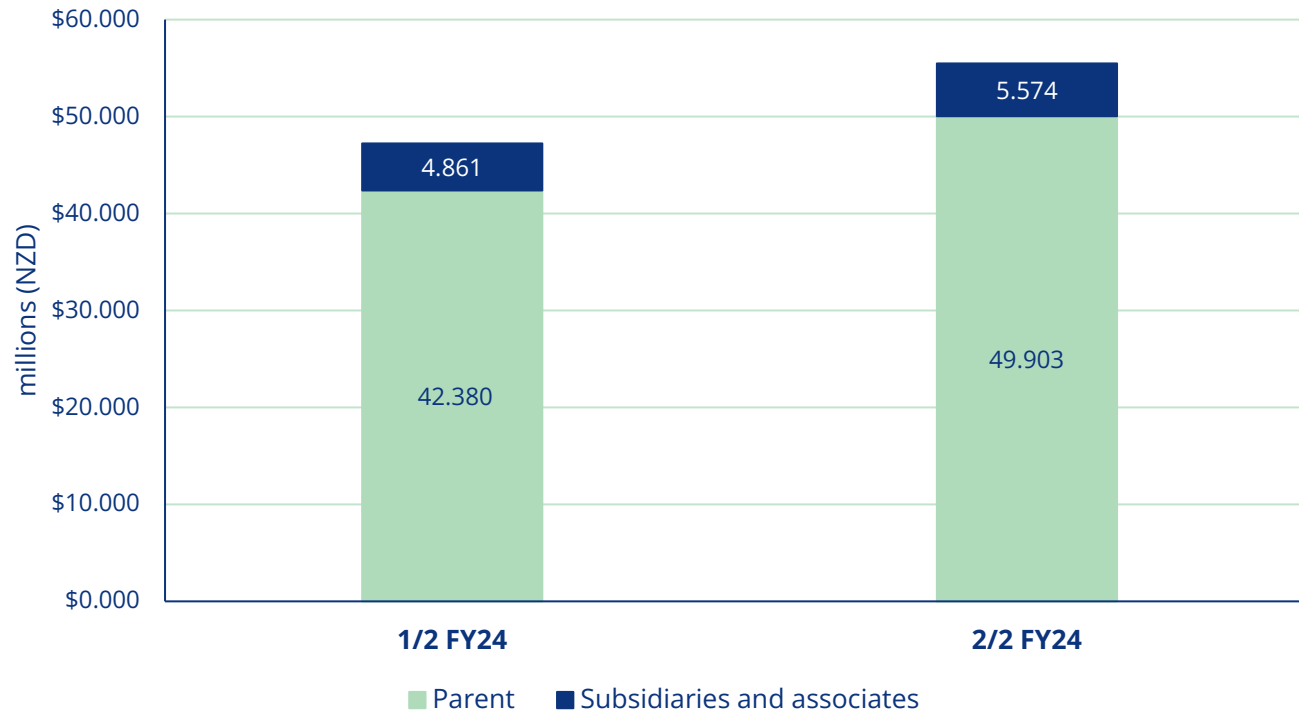
For the year ended 30 June 2024



A much improved second half performance

For the year ended 30 June 2024

Group underlying earnings up 17.4% to \$55.477 million in the second half



	1/2 FY24	2/2 FY24	Movement
Trade volumes tonnes	11,634,279	12,014,535	3.3%
Total containers (TEUs)	536,928	610,422	13.7%
Vessel Visits	674	753	11.7%

Group underlying earnings down 12.8%

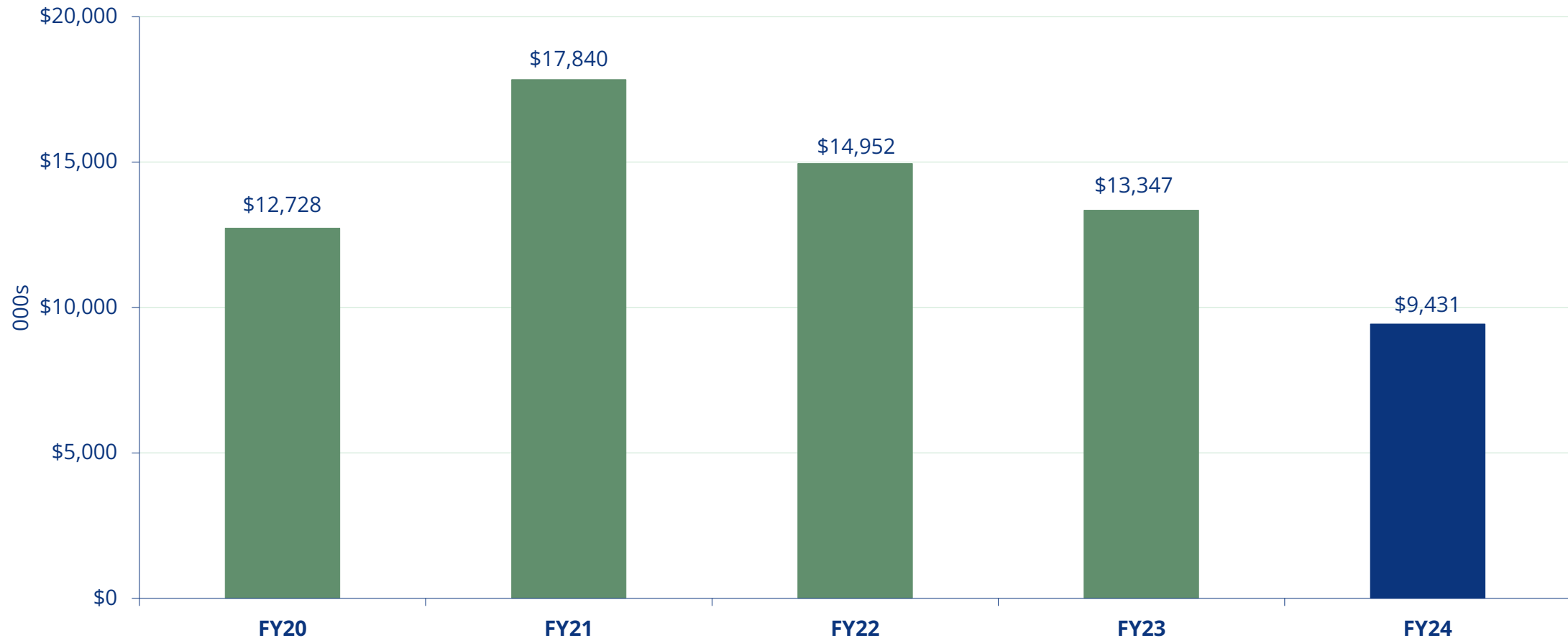
For the year ended 30 June 2024

Group underlying earnings



Subsidiaries and associates net profit after tax down 29.3%

For the year ended 30 June 2024



Ordinary dividends 14.7 cents per share

For the year ended 30 June 2024







*Stella Passage Project -
Proposed berth extensions
at Sulphur Point and Mount
Maunganui wharves*



*CGI of future berth extension and automation,
Sulphur Point*





CGI of automated stacking crane and truck exchange



PORT OF
TAURANGA

RESCUE CENTRE



SURF LIFE SAVER
NEW ZEALAND

Leonard Sampson

Chief Executive

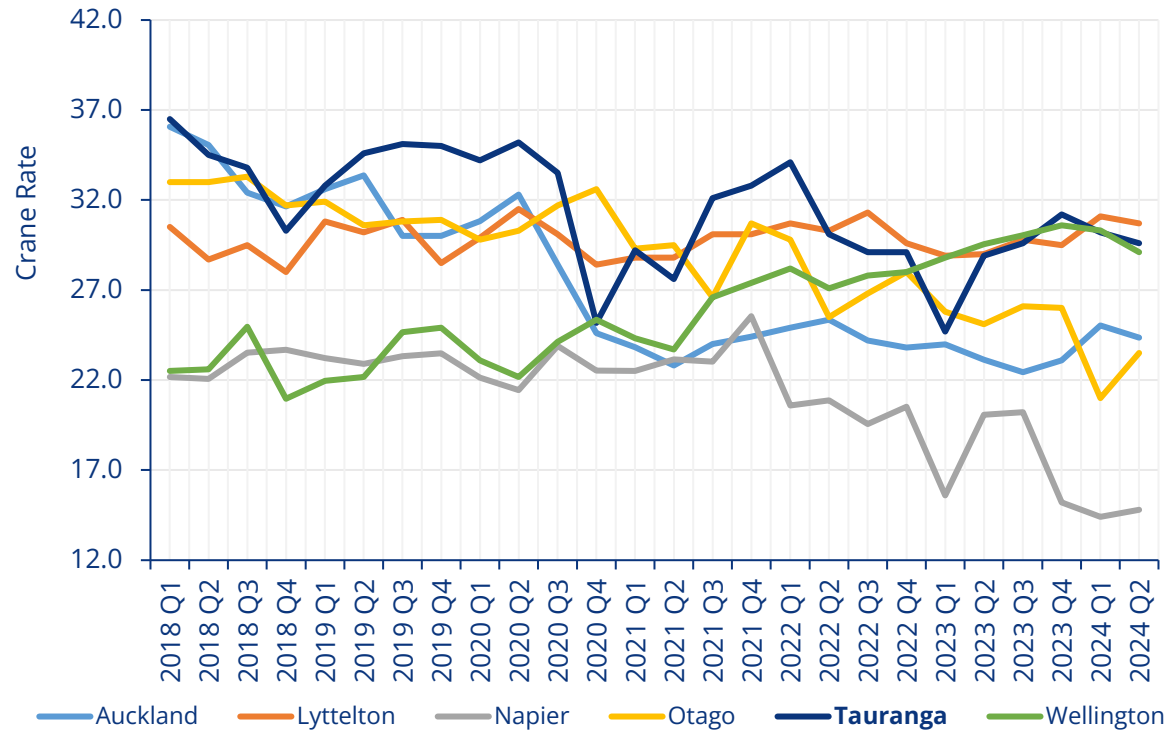


New Zealand port productivity

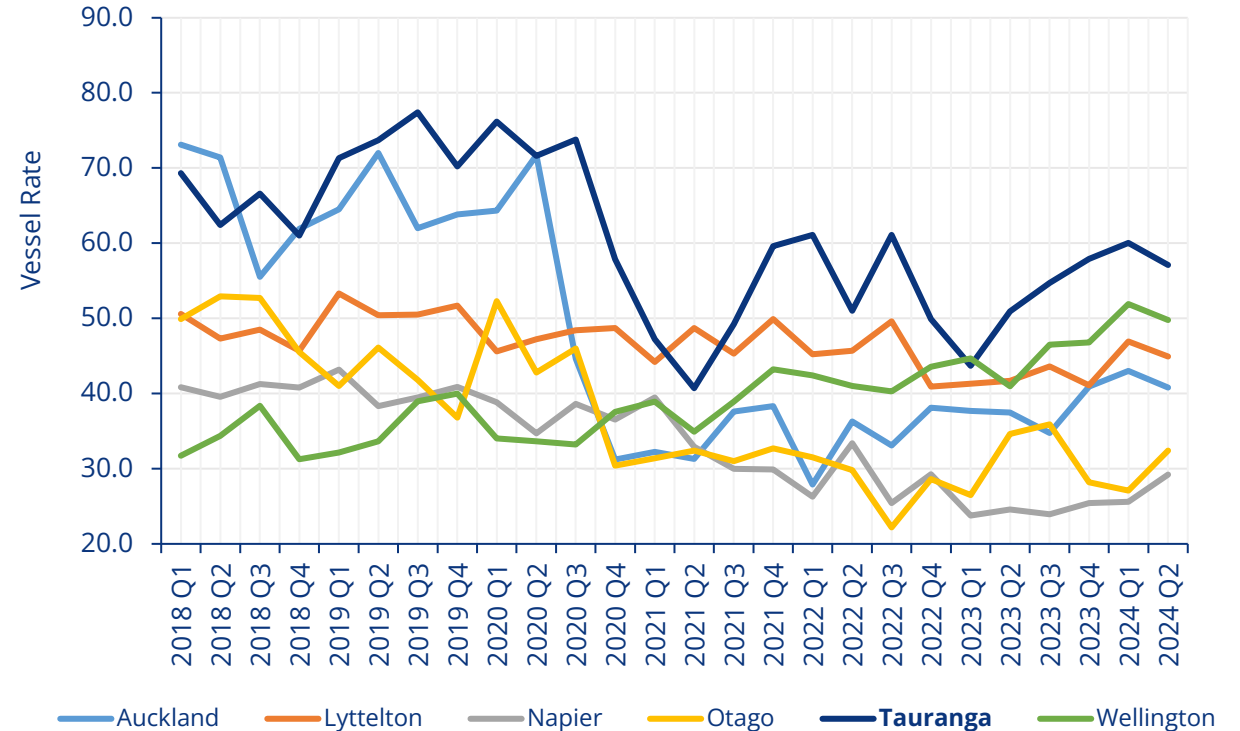
New Zealand ports - crane rate 2018 - 2024

National average: 25.7, down 0.5% on previous year

Port of Tauranga FY24 average: 30.1, up 8% PCP



New Zealand ports - vessel rate 2018 - 2024



Source: FIGS, Ministry of Transport

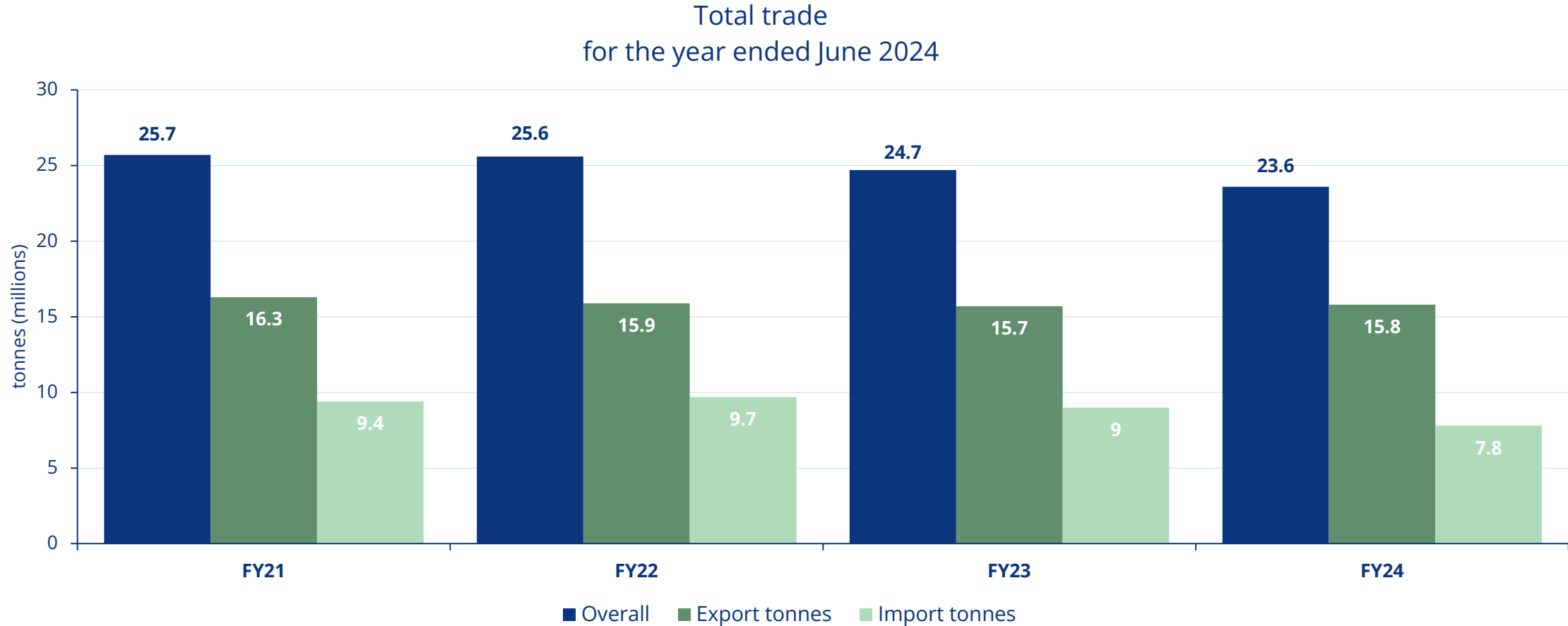


Safety starts with me

TeamSafe Award

Total trade down 4.2% (- 8.5% half year)

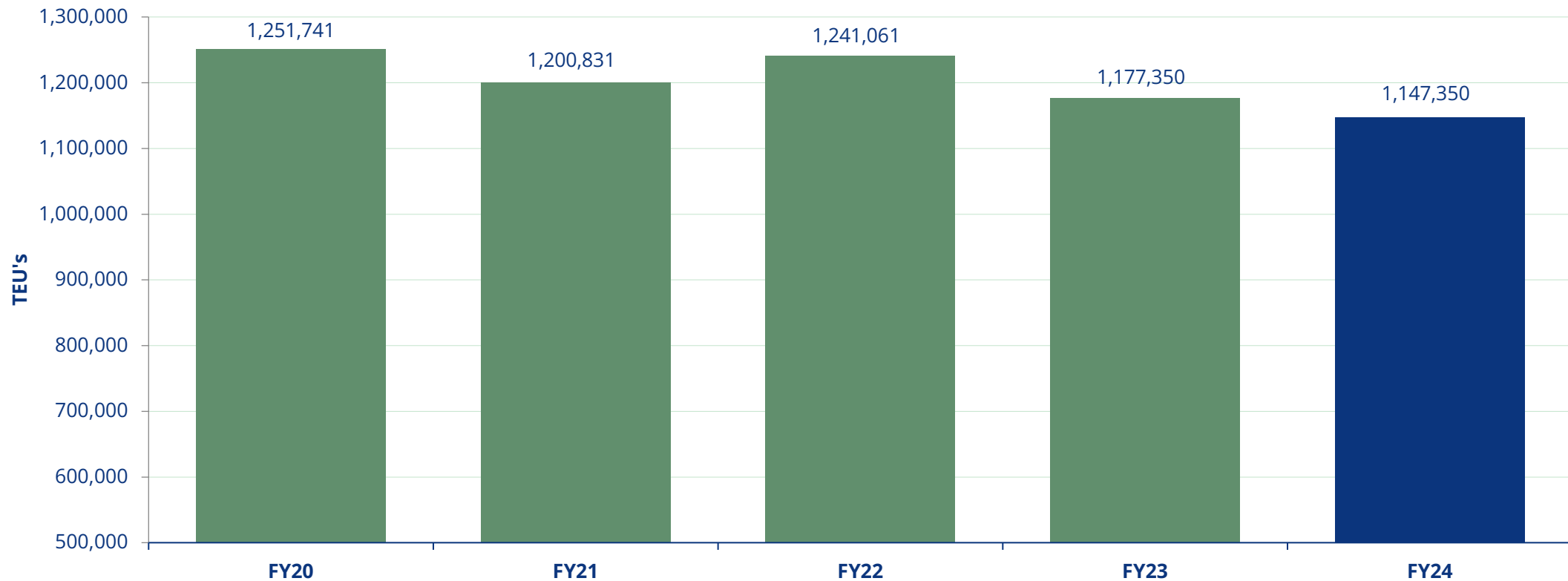
For the year ended 30 June 2024



Total container volumes down 2.5% (-15% at half year)

For the year ended 30 June 2024

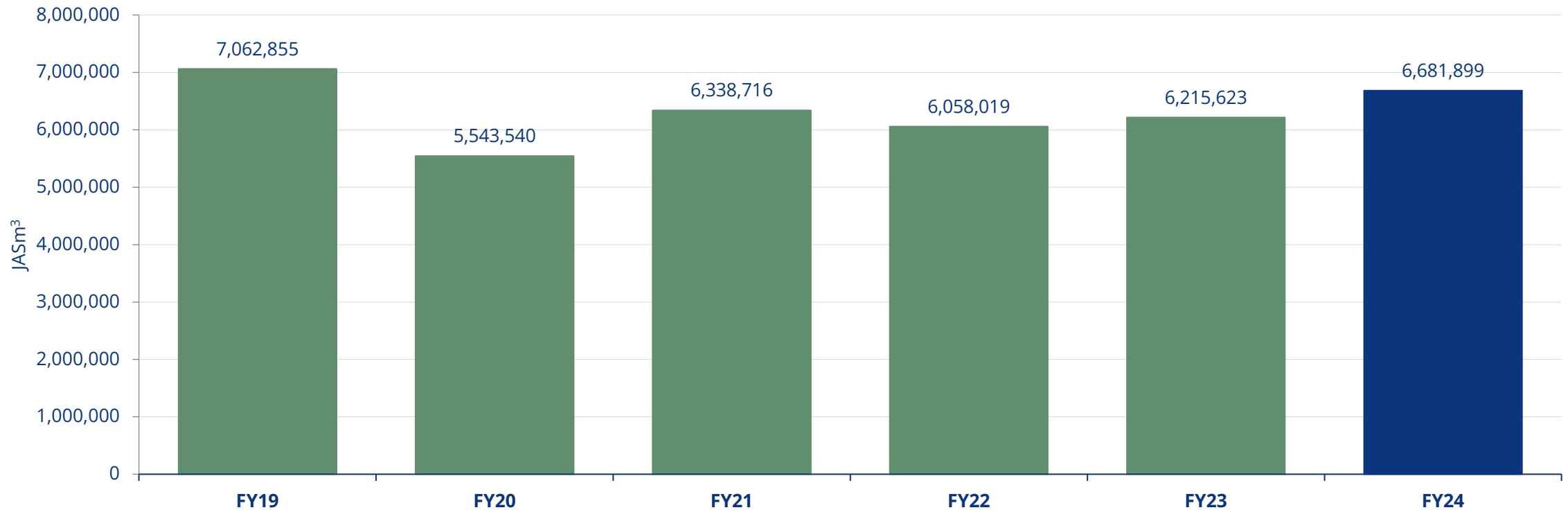
Container volumes down 2.5%
Year ended June 2024



Log exports up 7.5%

For the year ended 30 June 2024

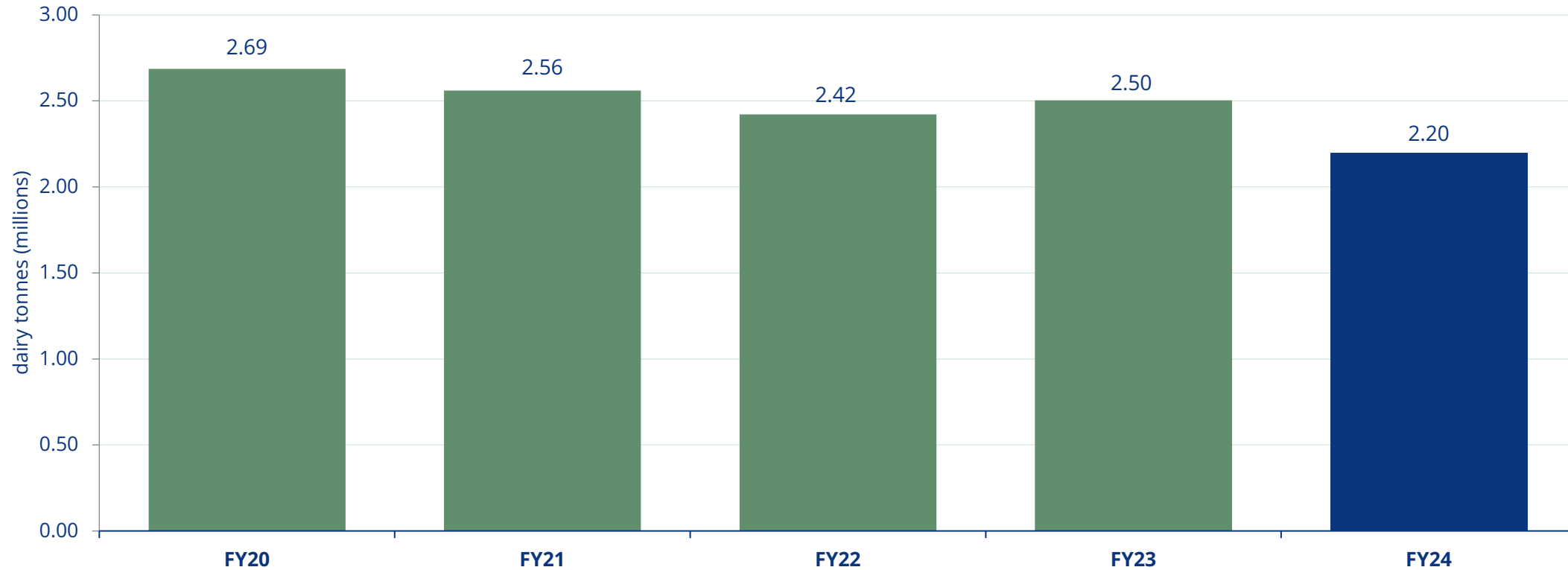
Log exports
For the year ended June 2024



Total direct dairy volume down 3.4%

For the year ended 30 June 2024

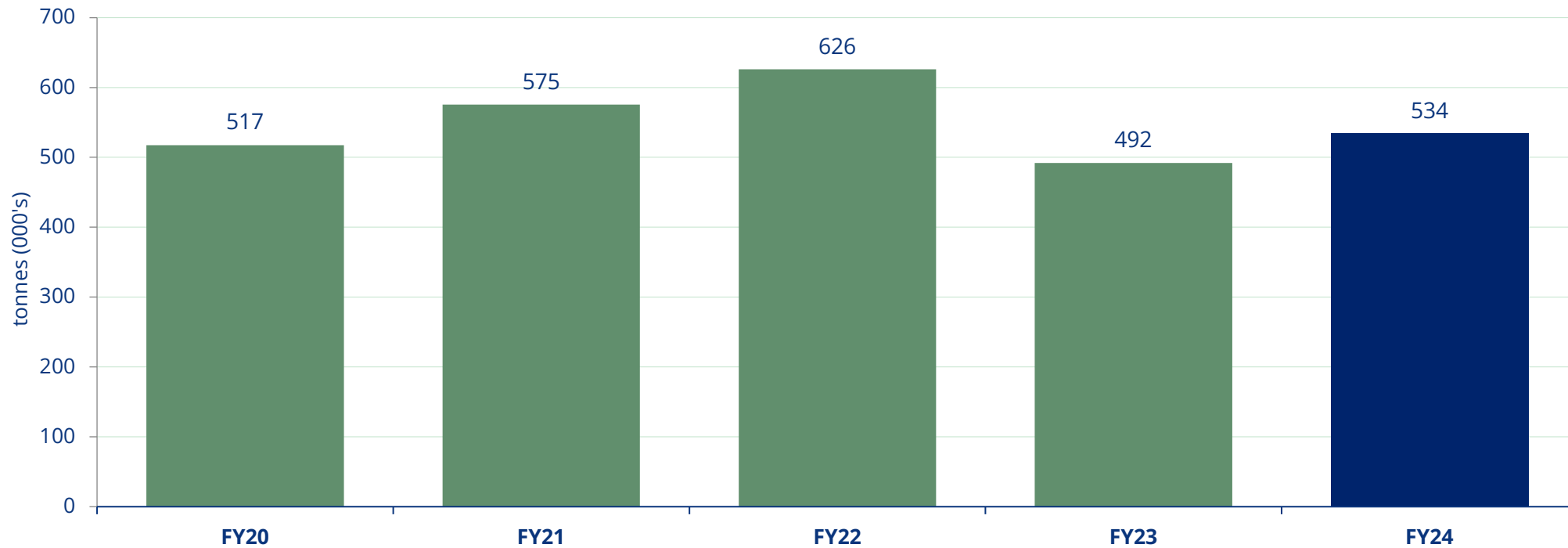
Direct dairy exports
For the year ended June 2024



Direct kiwifruit volume up 8.5%

For the year ended 30 June 2024

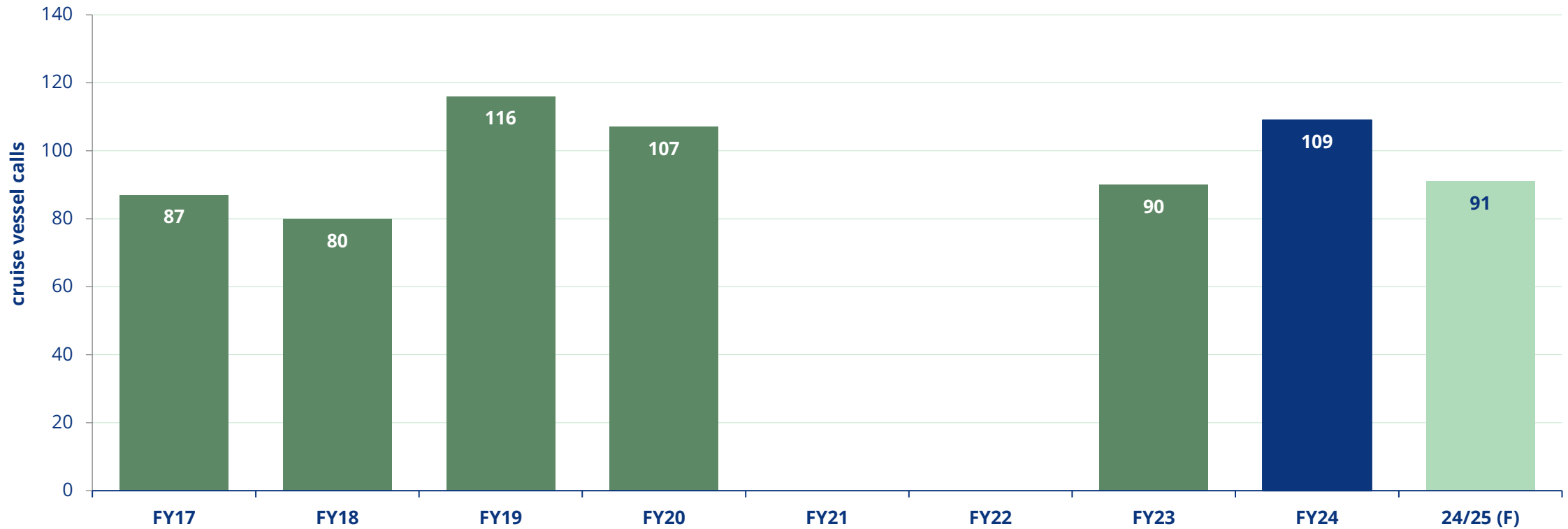
Direct kiwifruit exports
For the year ended June 2024



Cruise vessels

Cruise season total vessel visits to Mount Maunganui

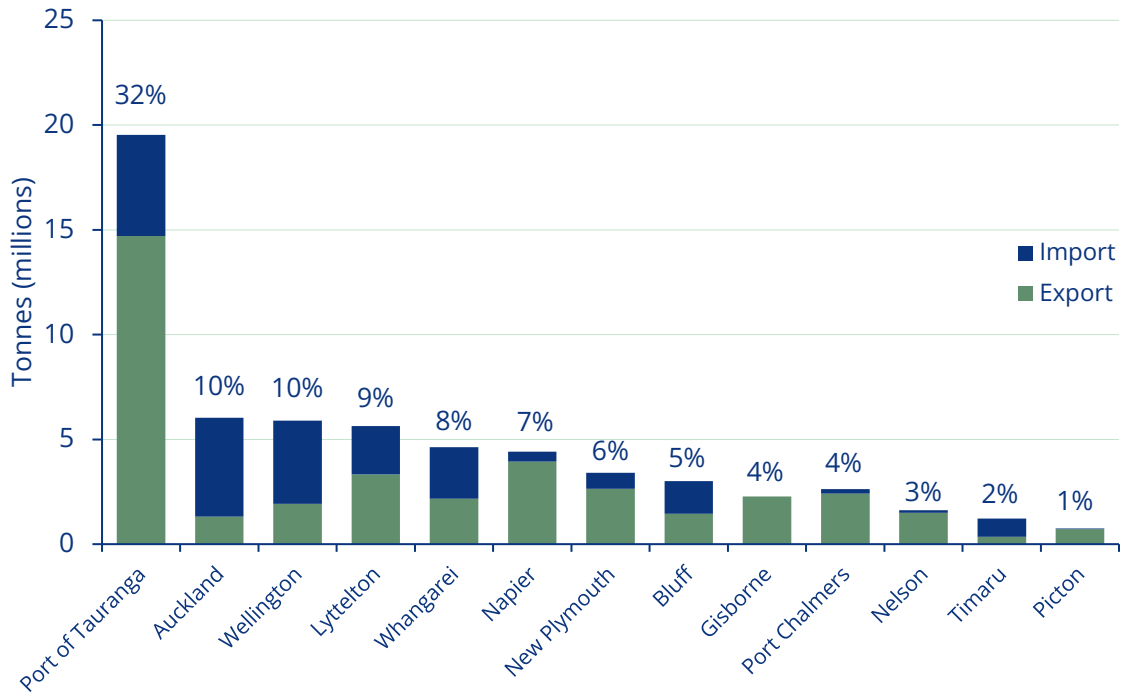
For the year ended 30 June 2024



New Zealand's largest port

Connecting New Zealand and the World

Total New Zealand tonnes by port FY2024

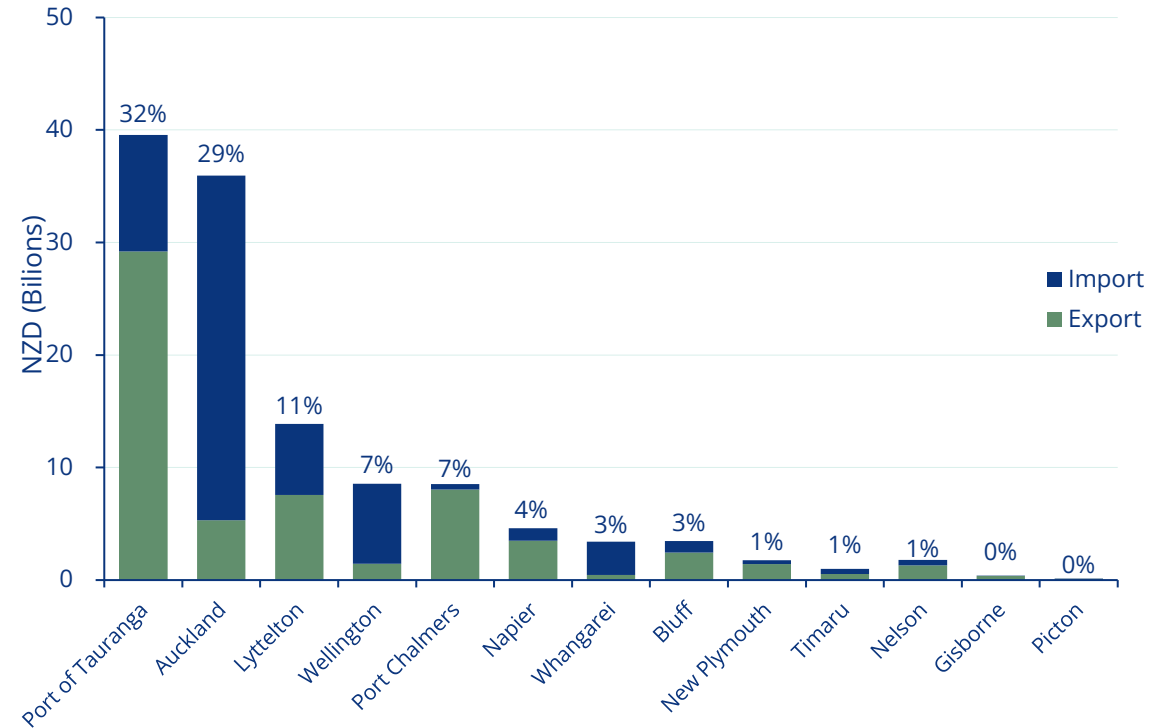


38% of New Zealand exports (tonnes)

22% of New Zealand imports (tonnes)

32% of New Zealand's total trade

Total New Zealand sea port cargo value FY2024



47% of New Zealand exports by value

17% of New Zealand imports by value

32% New Zealand's total trade by value

Source: StatsNZ: Overseas Cargo Statistics
12 months to June 2024

Ruakura Inland Port

Container depot under construction



CGI of Stella Passage Project zones



CGI of future automated stacking cranes and hybrid straddle





LIEBHERR
Rental and Leasing Division
Rental Capacity
Under Maximum Lifting Operation 14.5
Under Maximum Heavy Lift 13.81 (4.2)
Maximum Lifting Capacity

MAXIMUM CLEARANCE 14.5 METERS



PORT OF
TAURANGA

108

MAERSK

MAERSK

HAMBURG SÜD

3

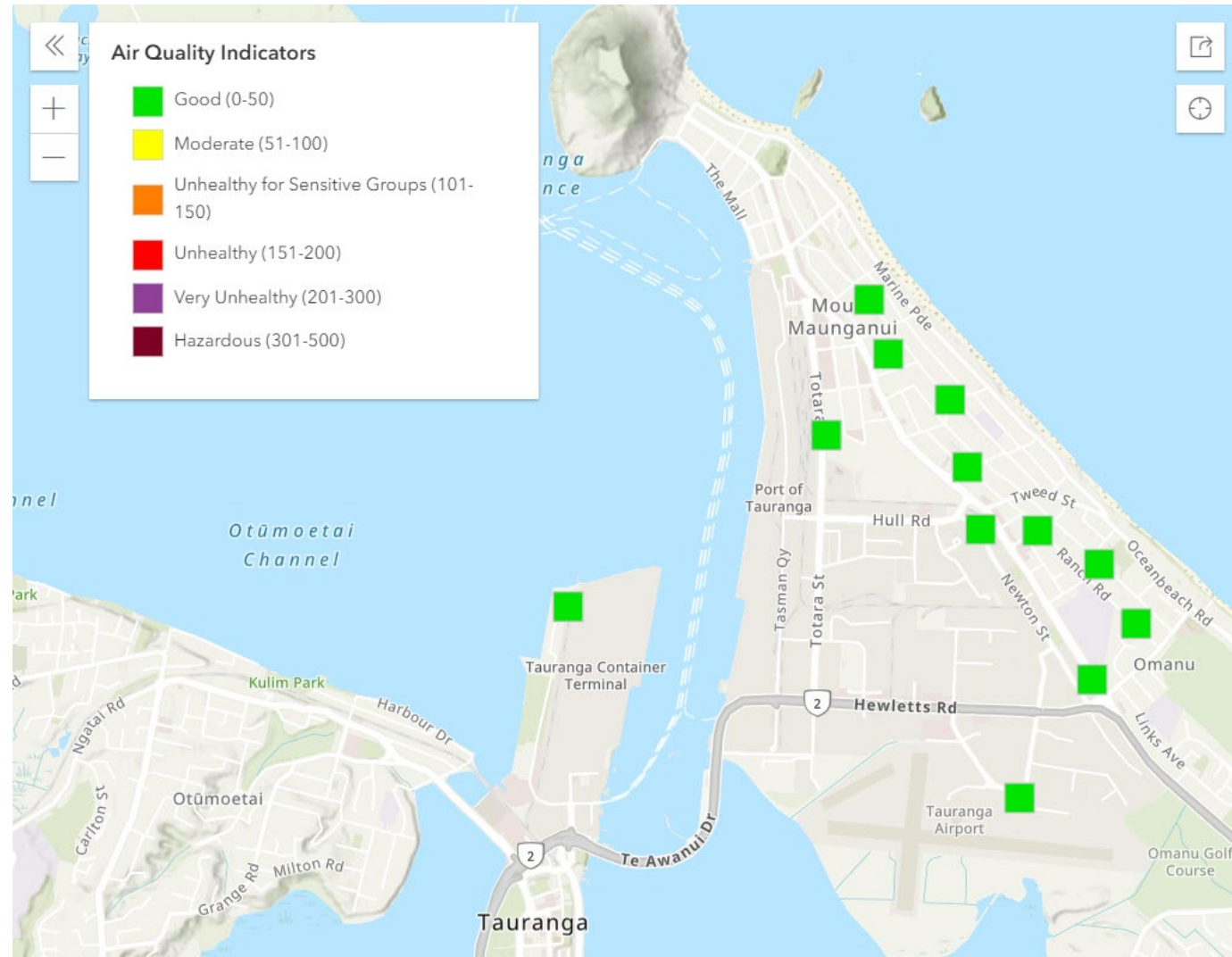
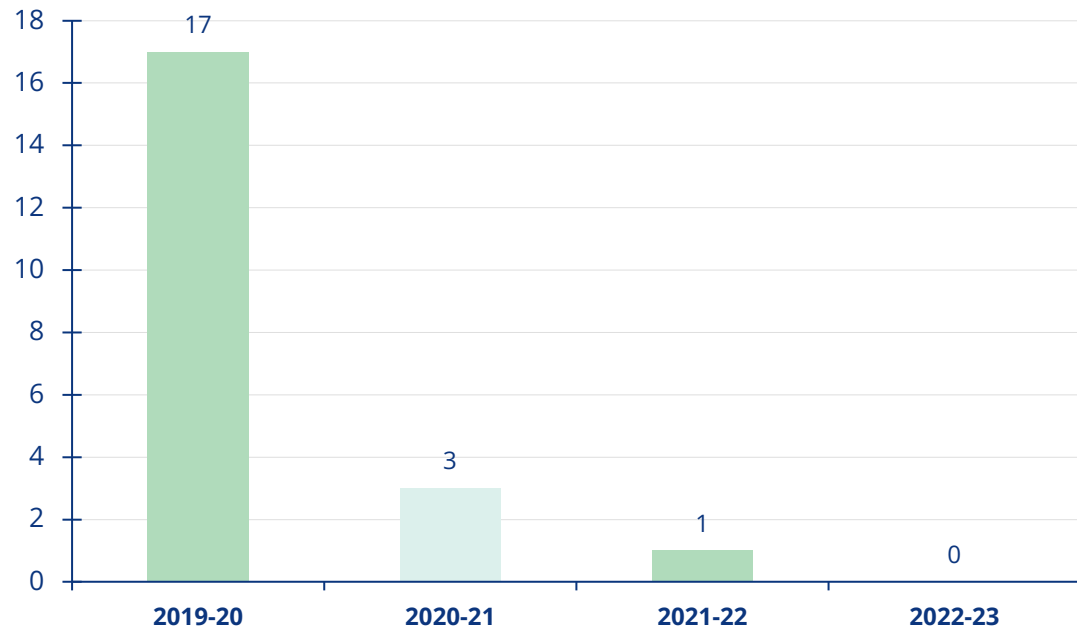
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Air quality monitoring

Number of PM₁₀ exceedances immediately adjacent to the Port

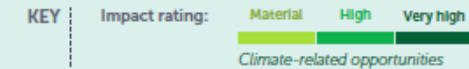




ANGER - ROCK OUTFALL EXTENDS 20m

Climate-related Disclosures Report 2024

Snapshot of key climate-related risks and opportunities for Port of Tauranga



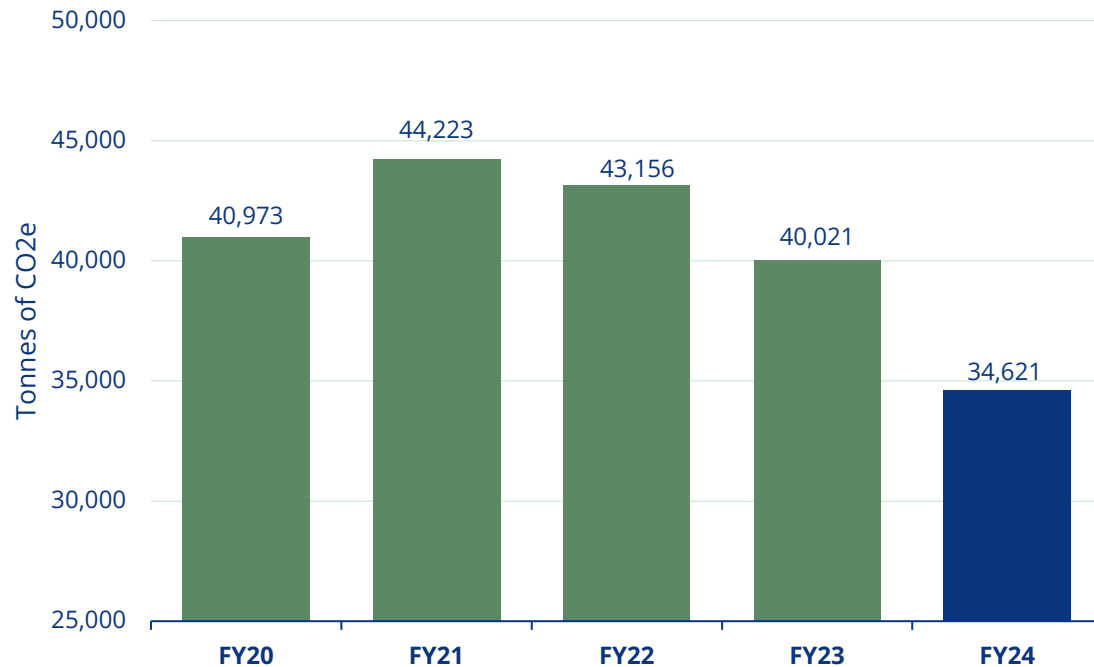
Risk/opportunity summary	Time horizon	Orderly	Disorderly	Hothouse
Direct Risks ("DR") – Physical				
DR1: Increased wear and tear and risk of acute damage to Port sites and assets, caused by exposure to increased rainfall, wind and storm events.	Medium – Long-term <i>(Long-term impact ratings depicted only)</i>	●	●	●
DR2: Increasing instances of disruption to Port operations, caused by exposure to increased rainfall, wind and storm events.	Medium – Long-term <i>(Long-term impact ratings depicted only)</i>	●	●	●
DR3: Heightened risk of flood related damage and disruption, due to sea level rise and increased extreme weather (rain, wind and storm) events.	Long-term	●	●	●
DR4: Increasing risk of disruption to road and rail access due to sea level rise and increased extreme weather (rain, wind and storm) events.	Long-term	●	●	●
DR5: Risk to Port of Tauranga wharves, harbour access, and loading/unloading capability, due to sea level rise and increased coastal inundation.	Long-term	●	●	●
Indirect Risks ("IDR") – Physical				
IDR1A: Compromised dairy seasonal production and gradual loss of productive capacity over time, due to multiple acute, chronic climate hazards.	Medium – Long-term <i>(Long-term impact ratings depicted only)</i>	●	●	●
IDR1B: Compromised forestry seasonal production and gradual loss of productive capacity over time, due to multiple acute, chronic climate hazards.	Medium – Long-term <i>(Long-term impact ratings depicted only)</i>	●	●	●
IDR1C: Compromised kiwifruit seasonal production and gradual loss of productive capacity over time, due to multiple acute, chronic climate hazards.	Medium – Long-term <i>(Long-term impact ratings depicted only)</i>	●	●	●
IDR2: Reduced availability and/or increased cost of stock feed due to multiple acute, chronic climate hazards and rising biofuel sector demand.	Medium – Long-term <i>(Long-term impact ratings depicted only)</i>	●	●	●

Risk/opportunity summary	Time horizon	Orderly	Disorderly	Hothouse
Direct Opportunities ("DO") – Transition				
DO1: Structural changes to New Zealand's national freight system (road to multi-modal) due to various heavy transport decarbonisation transition drivers.	Medium – Long-term <i>(Long-term impact ratings depicted only)</i>	●	●	●
DO2: Introduction of larger low carbon shipping vessels due to policy, market, and sentiment decarbonisation pressure and technology advances.	Short – Medium-term <i>(Medium-term impact ratings depicted only)</i>	●	●	●
Indirect Risks and Opportunities ("IDR/IDO") – Transition				
IDR3: Reduced demand for dairy export commodities due to changing preferences and the emergence of new low-emission alternatives.	Medium – Long-term <i>(Long-term risk ratings depicted only)</i>	●	●	●
IDO1: Increased demand for logs and other forestry export commodities due to changing preferences and the emergence of new low-emission alternatives.	Medium – Long-term <i>(Long-term impact ratings depicted only)</i>	●	●	●
IDR4: Impact of changing market access rules and other climate-related regulations on key export commodity volumes (dairy and kiwifruit in particular).	Short – Medium-term <i>(Medium-term risk ratings depicted only)</i>	●	●	●
IDR5: Decarbonisation of New Zealand's transport system, due to various transition drivers, is expected to fundamentally alter demand for liquid fuel imports.	Medium – Long-term <i>(Long-term risk ratings depicted only)</i>	●	●	●
IDO2: Effect of climate migration and transition to a low carbon and climate resilient future on demand for imported goods (containerised and bulkbreak).	Short – Long-term <i>(Medium-term impact ratings depicted only)</i>	●	●	●

Total greenhouse gas emissions down 13.5%

For year ended June 2024

Total greenhouse gas emissions
For the year ended 30 June 2024



21% reduction since base year (2018)

Kilograms of CO2e per tonne of cargo
For the year ended 30 June 2024



Decrease of 9.1% from previous year



Certified under Toitū *carbonreduce* program, scope 1, 2 and some 3 emissions.







Port of Tauranga

Port of Tauranga

MOUNT MAUNGANUI LIFEGUARD SERVICE



WELCOME Haere Mai

Public Toilets and Showers



CAUTION VEHICLES PROCEED



Port of Tauranga
Connecting New Zealand and the World



Northport

- Bulk and containerised imports for Auckland (e.g. cars)
- Bulk exports ex Northland and Auckland

Ports of Auckland

- Containerised imports for Auckland
- Cruise
- Specialised

Port of Tauranga

- Big ship services
- Containerised exports (all NZ)
- Bulk exports ex Waikato/BOP/Central NI (e.g. kiwifruit, logs)
- Bulk and containerised imports for Waikato/BOP (e.g. fertiliser, gypsum).

Build rail spur to Northport
Berth extension at Northport

Future inland port
North West Auckland

Move empties via rail
Auckland-Hamilton

Future manufacturing
growth

Berth extension at Port of Tauranga.

First quarter performance

For three months ended September 2024

- Total trade up 7.6% to 6.2 million tonnes
- Total container volumes up 17.0% to 292,860 TEU.



Outlook 2025

- FY2025 underlying earnings expected in the range of \$110 million to \$120 million
- Port of Tauranga remains well placed for cargo volume recovery with improved productivity and plans to grow capacity.



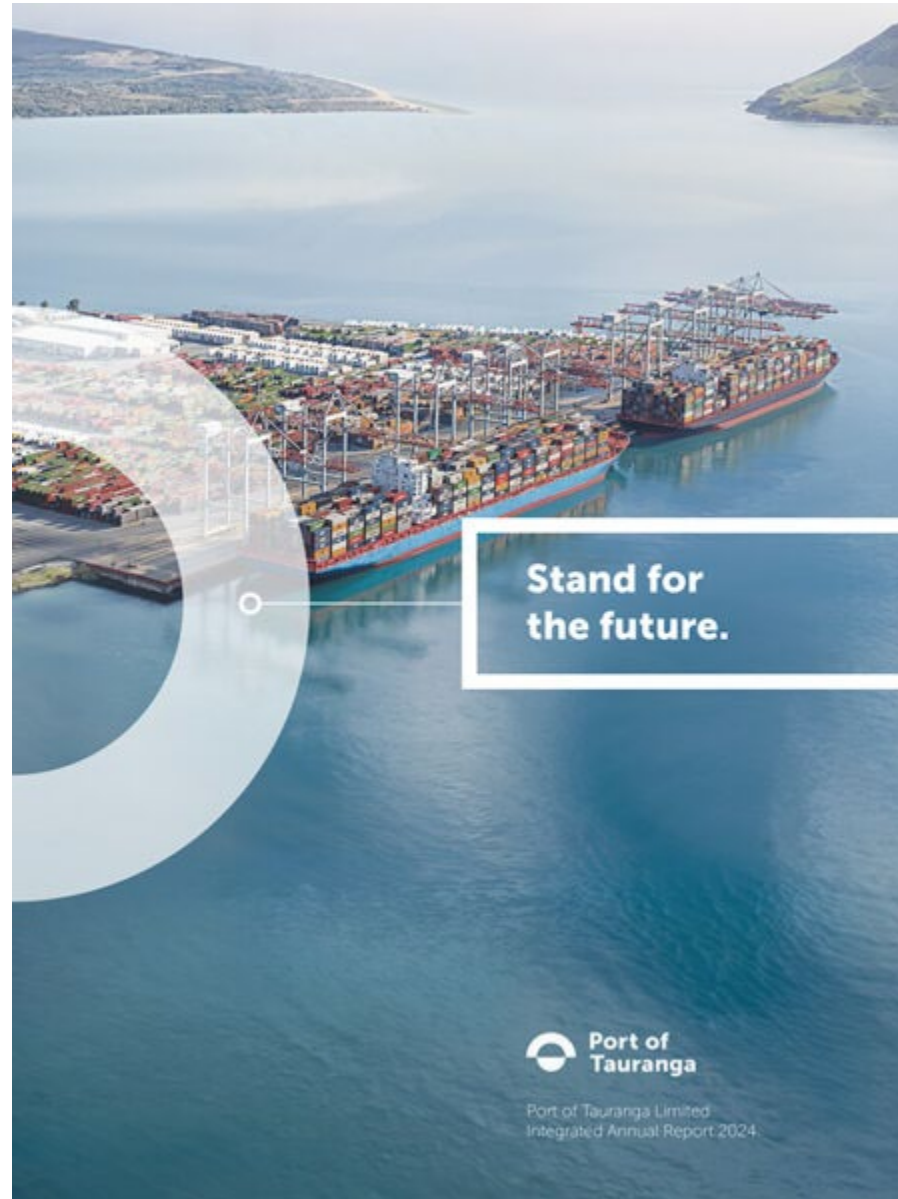
Thank you



Port of Tauranga

Connecting New Zealand and the World

Integrated Annual Report 2024



Port of Tauranga Limited
Integrated Annual Report 2024





Port of Tauranga

Connecting New Zealand and the World

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Resolution 1

Re-election of Ms Julia Hoare



Resolution 2

Re-election of Ms Alison Andrew



Resolution 3 Election of Mr Fraser Whineray

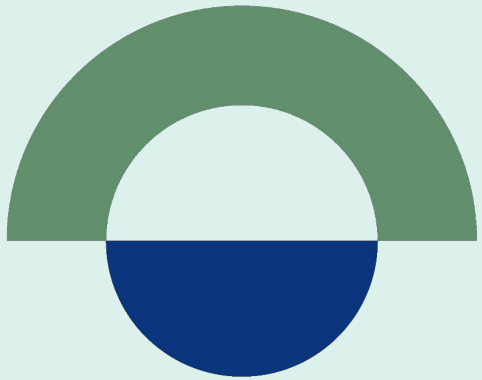


Resolution 4 Election of Sir Robert McLeod



Resolution 5 Remuneration of Auditor





Port of Tauranga

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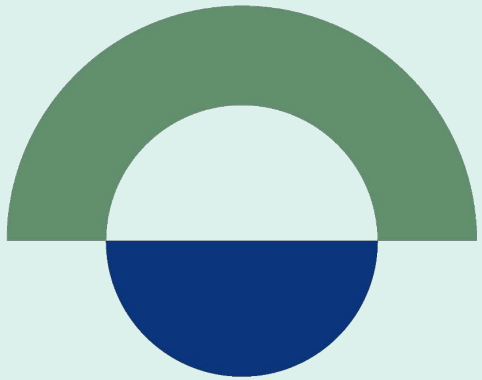


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