



PORTS OF AUCKLAND

TĀMAKI HERENGA WAKA



OUR STRATEGY

Regaining Our Mana



Vision

Ports of Auckland Limited will be a port that is sustainably profitable, delivering a fair return to Auckland Council, whilst remaining the preferred port of our customers and our people.

Purpose

Facilitate the sustainable growth of trade for Auckland and the North Island.

Focus Areas



CUSTOMER AT THE CORE

Only focus on what our customers value.
Increase our Revenue.
Deliver seamless customer experiences.
Instituting strong capital discipline and fiscal prudence.

EXECUTE THE PLAN

Plan and optimise the use of our sites.
Upgrade our core systems.
Build our reputation (social licence) with others.
Maintain operational integrity.
Simplify our business operations and structures.

WHANAUNGATANGA

Operate safely and sustainably.
Develop a safe high-performance focused culture.
Attract and retain great people.
Leverage the power of our people working together through High Performance High Engagement.
Don't pass on poor work.

Kaitiakitanga/Sustainability Pillars



CARING FOR AUCKLANDERS

GENUINE HARBOUR HEALTH

MEANINGFUL CLIMATE ACTION

DRIVING TOWARDS A CIRCULAR ECONOMY

SUSTAINABLE BUSINESS IN AUCKLAND

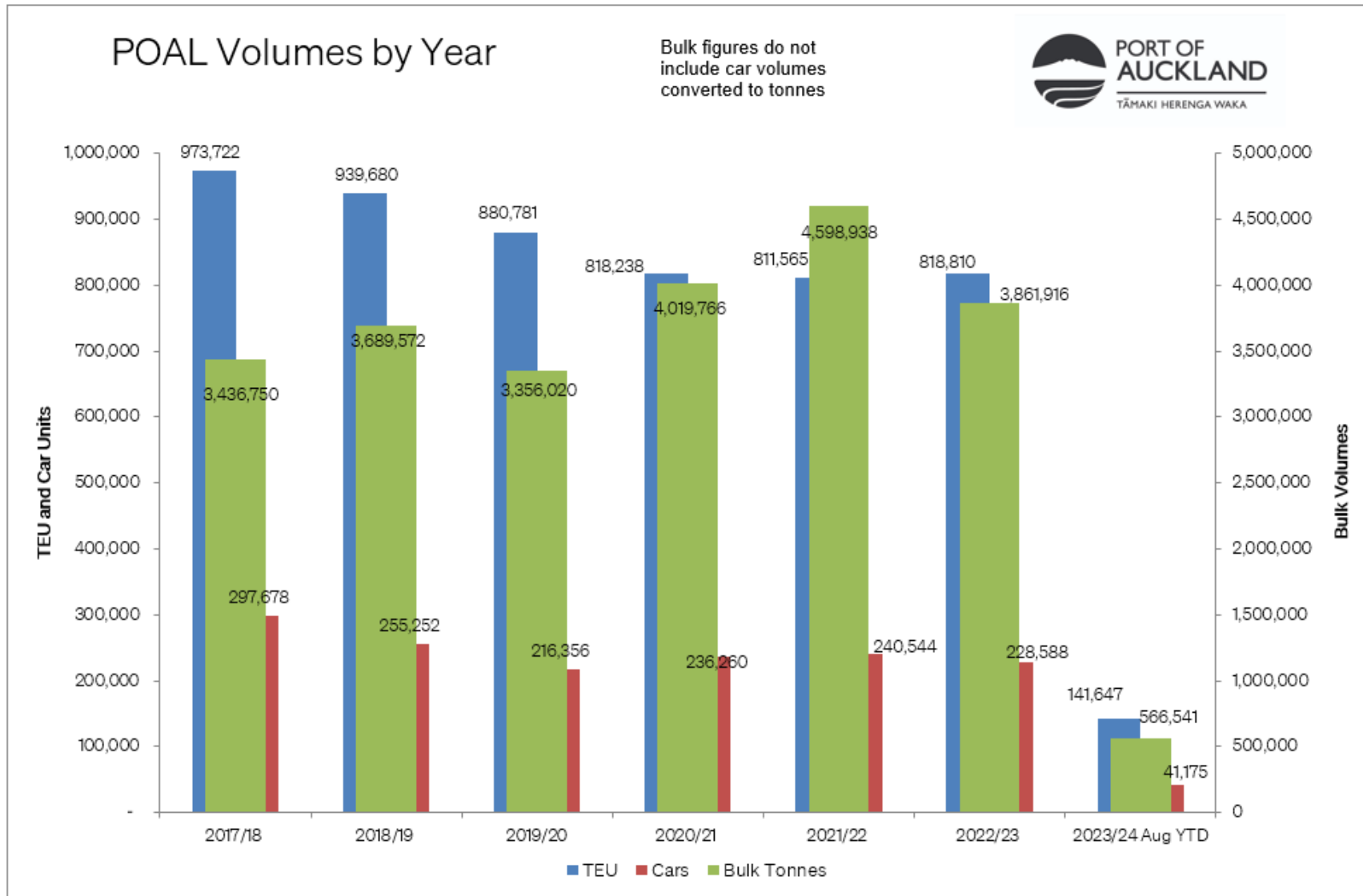
Financial Milestones

FY24
\$52m NPAT \$35m Dividend

FY25
\$60m NPAT \$42m Dividend

FY26
\$70m NPAT \$50m Dividend

POAL Volumes – Containers / Cars / Bulk (YTD August 2023)



YOY Change	TEU'S	Vehicles	Bulk
17/18 - 18/19	-3.5%	-14.3%	7.4%
18/19 - 19/20	-6.3%	-15.2%	-9.0%
19/20 - 20/21	-7.1%	9.2%	19.8%
20/21 - 21/22	-0.8%	1.8%	14.4%
21/22 - 22/23	0.9%	-5.0%	-16.0%
22/23YTD-23/24YTD	8.8%	8.3%	-29.6%

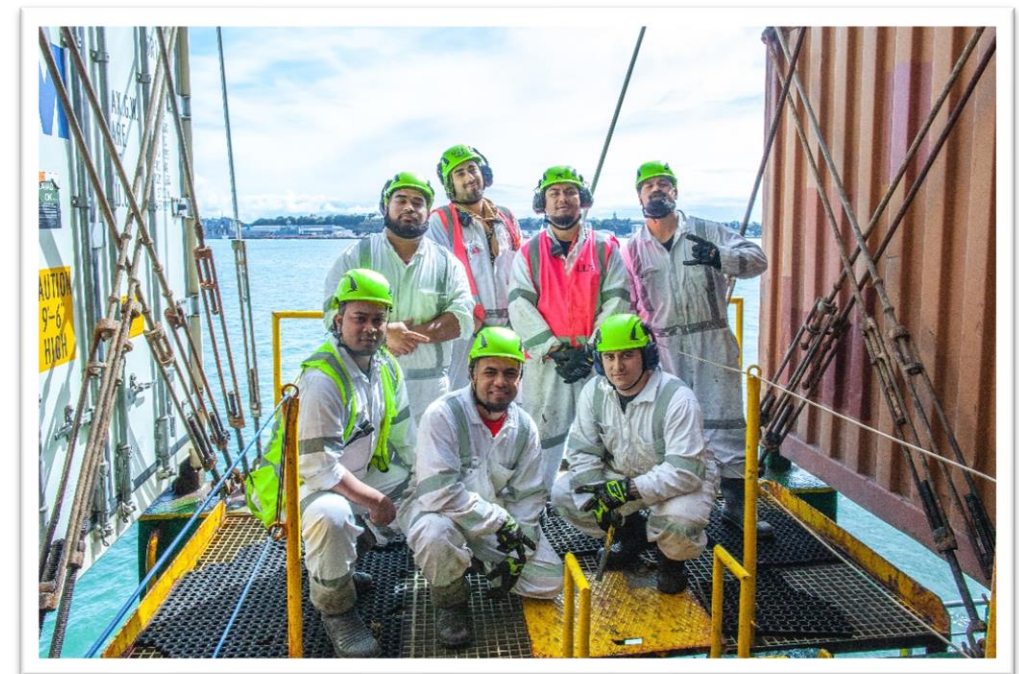
POAL Market Update – September 2023

- Overall market volumes have been down with many forwarders and importers indicating 10-30% decline. Difficult to ascertain actual market decline as POAL volumes per week up on previous year (+13% in container terms for last 3 months (May-July)).
- Some services from Asia registering higher import discharge numbers over the last few weeks – uncertain how long this will last.
- Winter illnesses having an impact this year across the supply chain. Unexpected POAL unplanned absenteeism at terminal.
- Council Studies – land use and potential OPCO/PROPCO have been presented to Council, pending further decision on next steps and whether will make initial draft Long Term Plan for Councilors approval and then public consultation.
- POAL Infrastructure Levy effective from 1st January 2024 - \$50/TEU Laden Import/Export
- Ongoing review of access fees, road and rail to Port
 - Rail \$20/container handled
 - VBS – Peak \$95.00 (\$65.00) / Off Peak \$40.00 (\$20.00) per booking

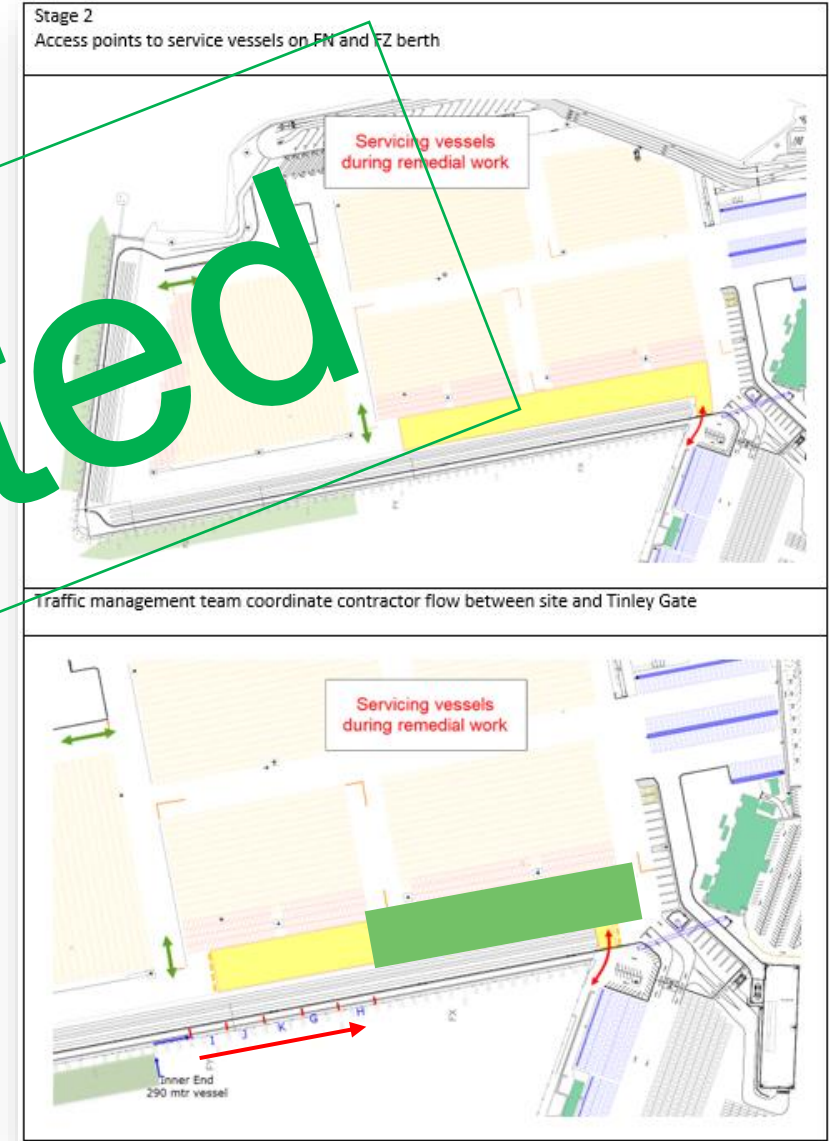
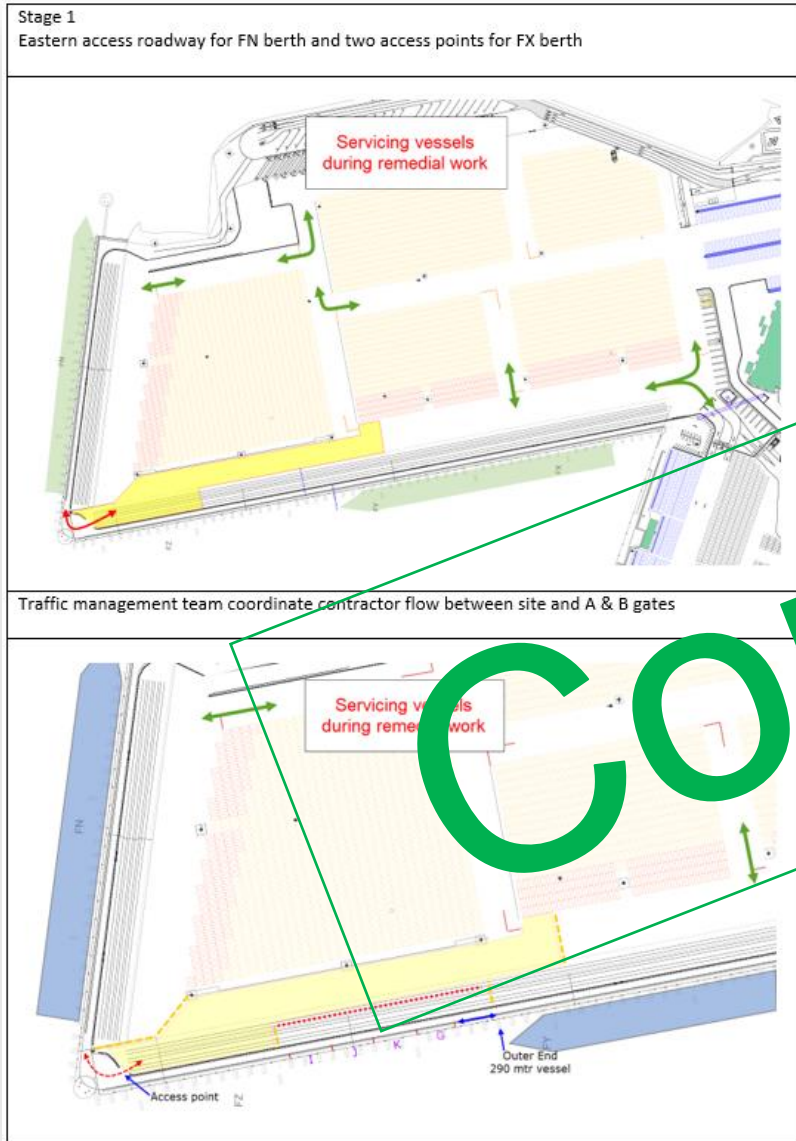


POAL Operational update – September 2023

- Terminal performance for the month affected by reduction of operating berths / staff absenteeism (illness) and weather events
- Window performance poor (OTD) - focus remains on berth window departure performance, then exchange sizes to meet the windows.
- Four manual 1/3 M-Strads now in operation but only as 1/2 operations.
- A-Strad conversion project ongoing, Straddle #28 in Germany undergoing conversion now for sign off Oct/Nov. Total project target completion end 2024/early 2025.
- Remedial work to Terminal hardstand FX – FZ Berths for 16 weeks – Completed 25 Sept 2023.
- Challenges to operations were:-
 - Restriction to 2 working berths
 - Lack of flexibility with crane deployment (esp. vessels at FZ & FN berths with cranes working in close proximity)
 - Approx 4 hours lost between crane off and crane on
 - Inflexible vessel size to berth (FN large cranes on small ships)
 - Straddle roadway changes – pressure on main roadways
- Discovery work for upgrade of N4 Terminal Operating System ongoing - project timeline 18 months
- Operational Performance Improvement Working Group (HPHE)
 - Shift changeovers and briefings
 - Vessel inspections



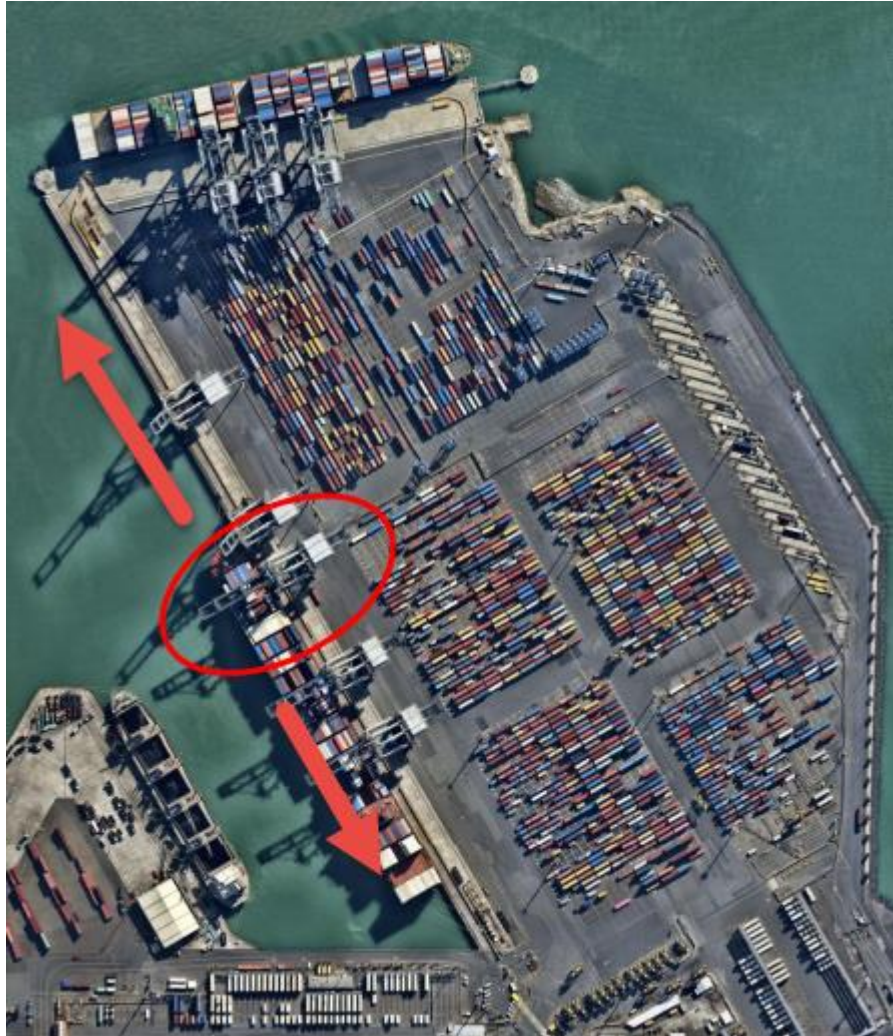
Infrastructure - Terminal berth pavement upgrade



- Essential remedial work needed to upgrade hardstand behind berth concrete apron
- Unearth, compact and stabilize base
- Work to commence 2nd May 2023 – estimate 7 weeks work each berth with 2 weeks contingency = 16 weeks
- Completion late September – weather dependent
- Targeted period due to volume decline and schedule variability – works brought forward from planned FY24/25

Completed

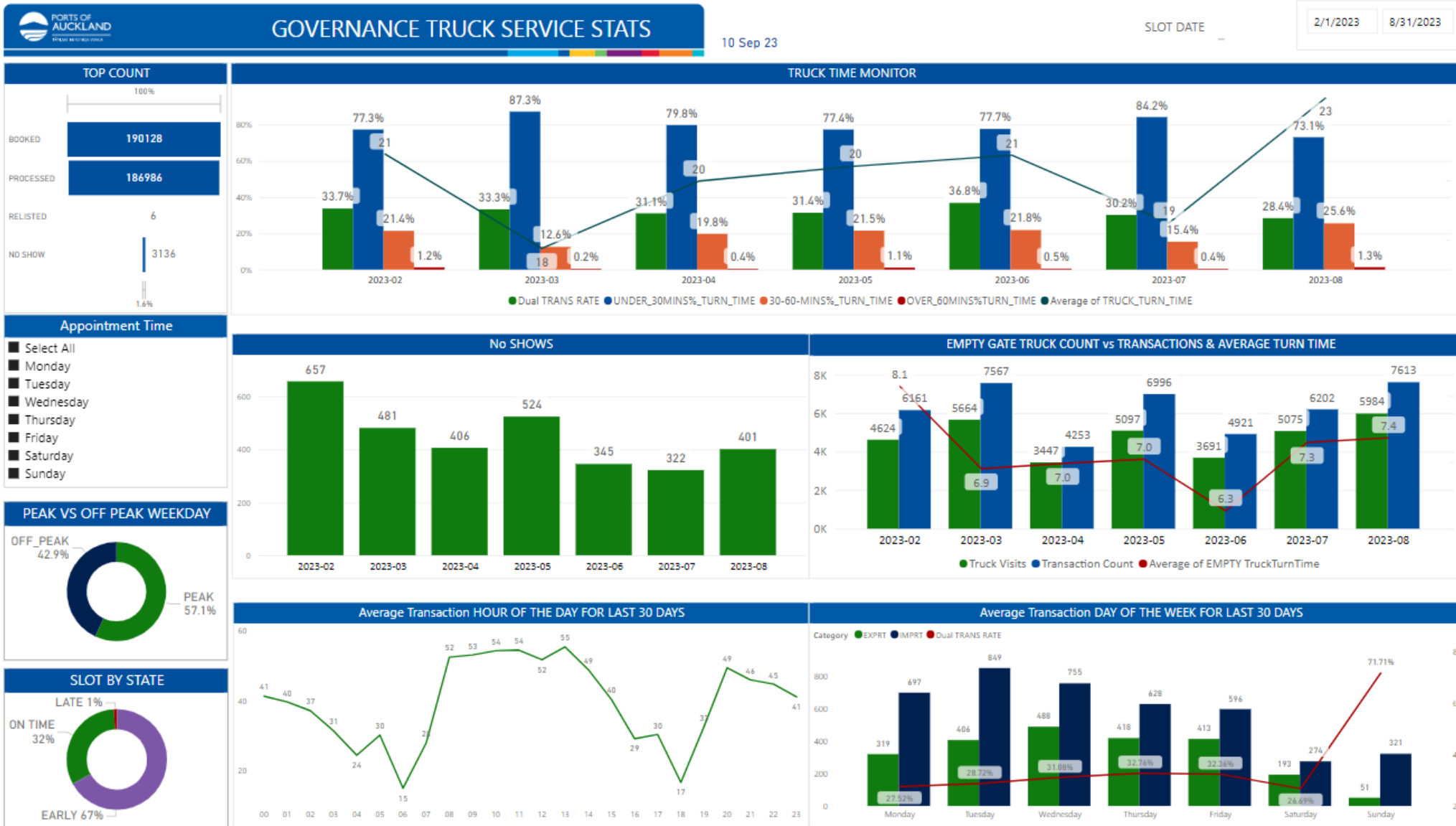
'K' Crane – Major Repair – Collapsed Hoist Bearing



- Crane can travel up and down berth
- Projected repair time min 5 weeks from this week – mid October
- On larger ships may be able to hide the crane and still access vessel with 3 cranes
- Smaller vessels limited to 2 cranes on either FX or FZ



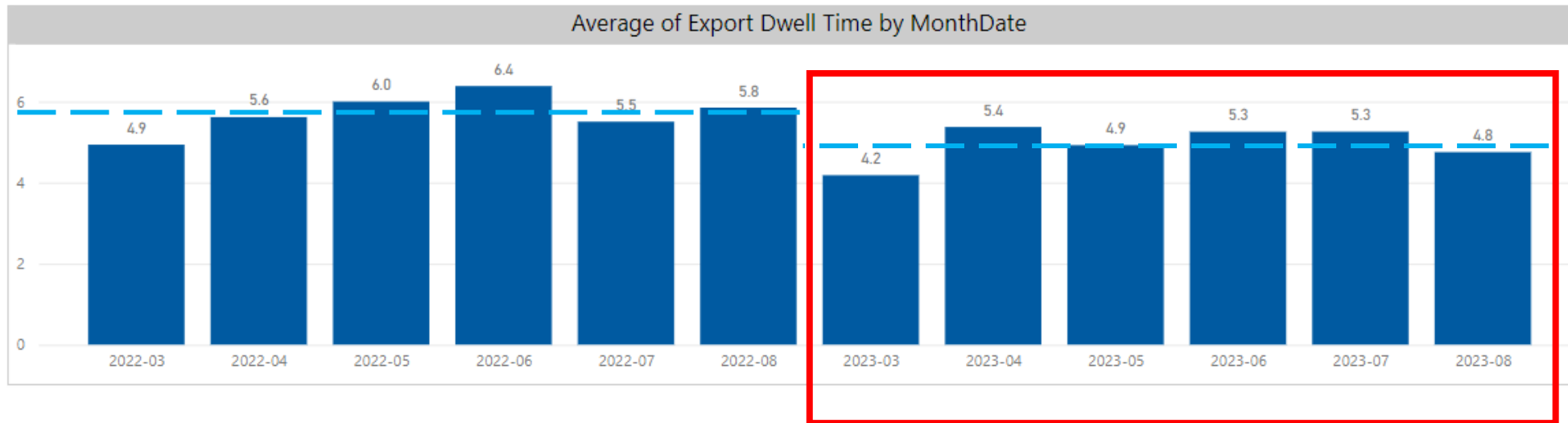
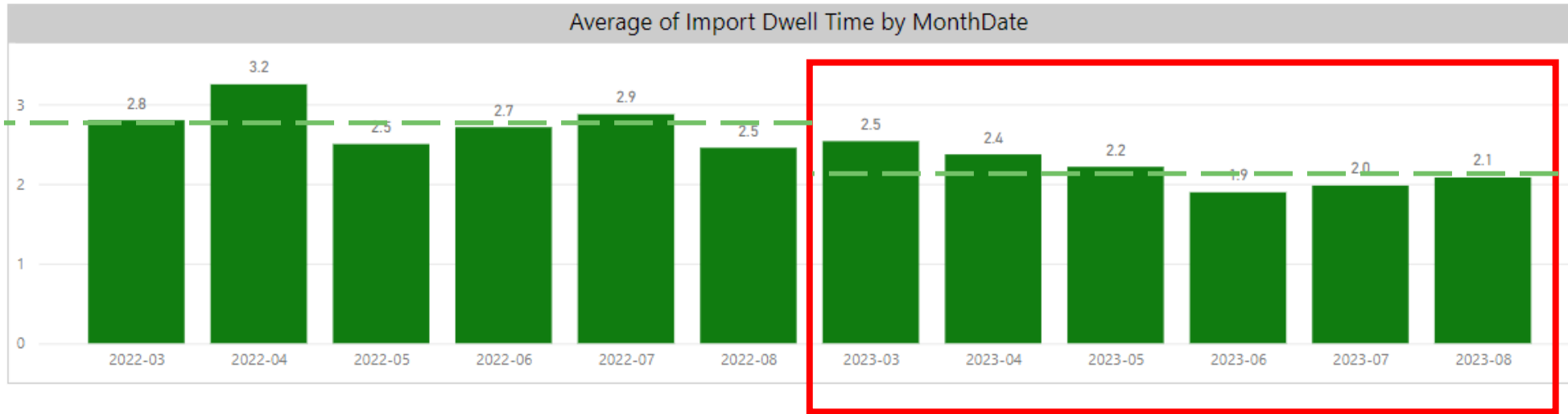
Truck Service Stats – Container Terminal – (Feb - Aug 23)



POAL Statement of Corporate Intent:

80% trucks turned in under 30 mins

Terminal Operations – Container Dwell



- Dwell time comparison 6MTD 2023 vs same period 2022
- Imports reducing overall 0.6-day average reduction on last year – pre COVID average 2.3 days
- Exports reducing overall 0.8-day average reduction on last year – pre COVID 4.5 days
- Improving trend with reinstatement of windows, especially on Imports. Berth time slightly longer last few months which is negatively impacting export dwell!

Working for Auckland Kia Kaha, Kia Maia