



PORTS OF
AUCKLAND
TĀMAKI HERENGA WAKA

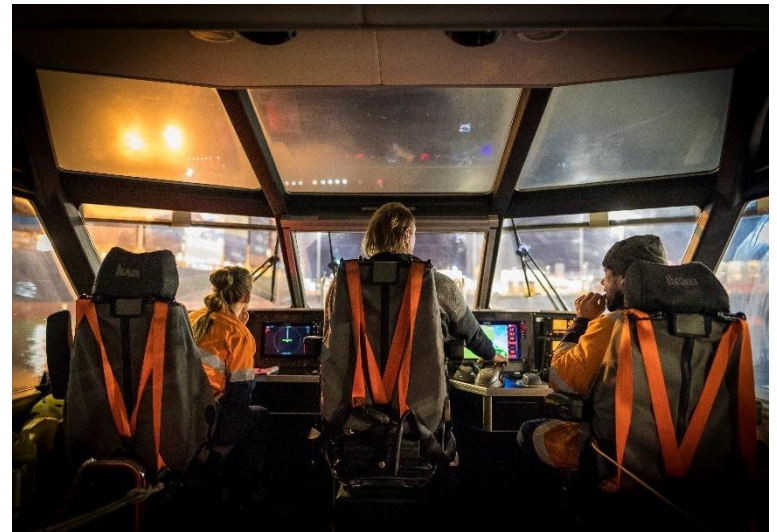


Community Reference Group

POAL | 20th March 2019

Introduction

- **Interim Results**
- **30 Year Master Plan Update**
 - > Car Handling Building
 - > Channel Deepening
 - > Hydrogen
- **Port Updates**
 - > Air Quality Monitoring
 - > Billboard Proposal
 - > SeePort Festival
- **Port Tour**
 - > Fergusson Northern Berth
 - > Car Handling Building site

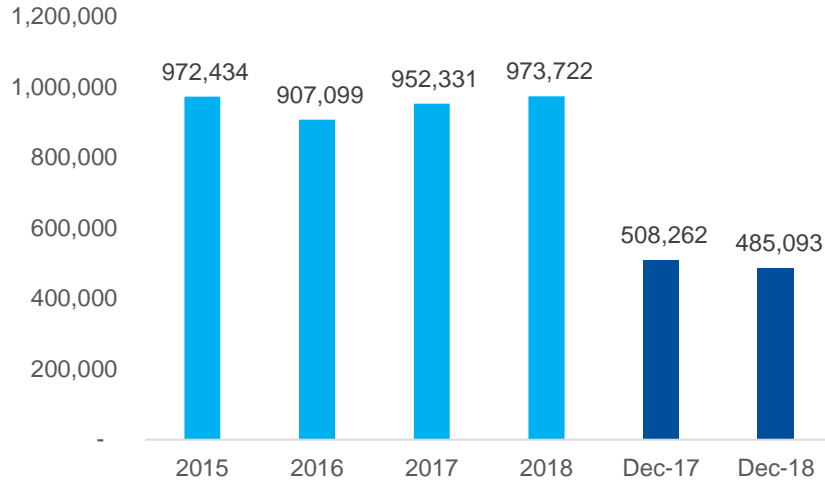


Interim Results



Volumes

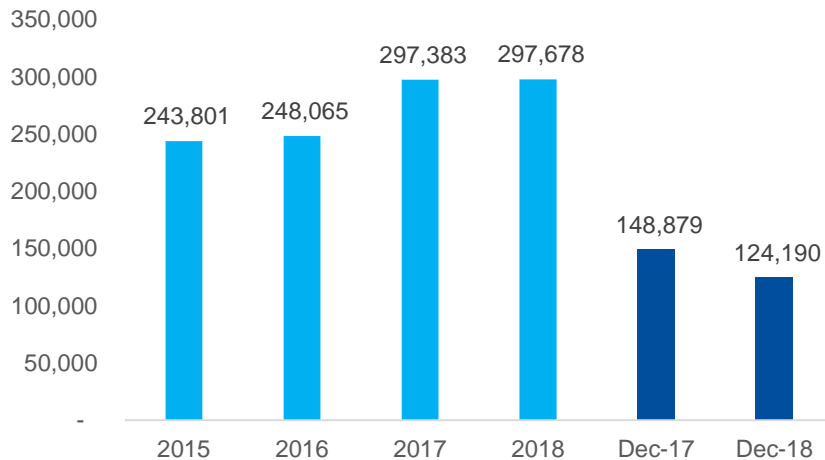
Total Containers (TEU)



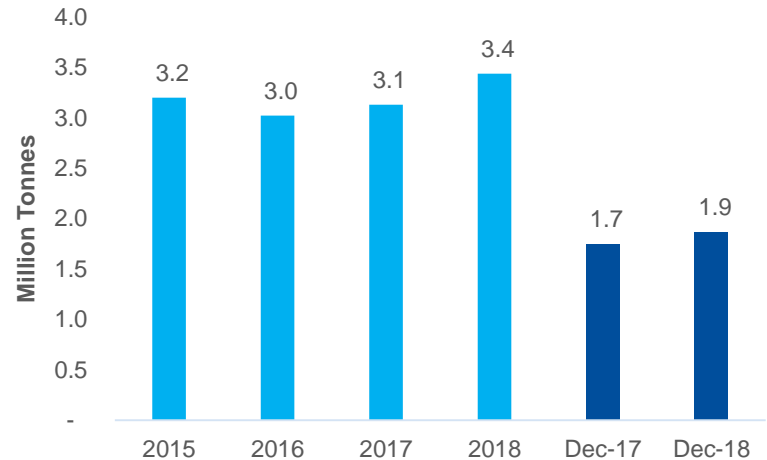
Dec 18 half year volumes

- Containers and cars down
- Bulk and breakbulk up

Cars

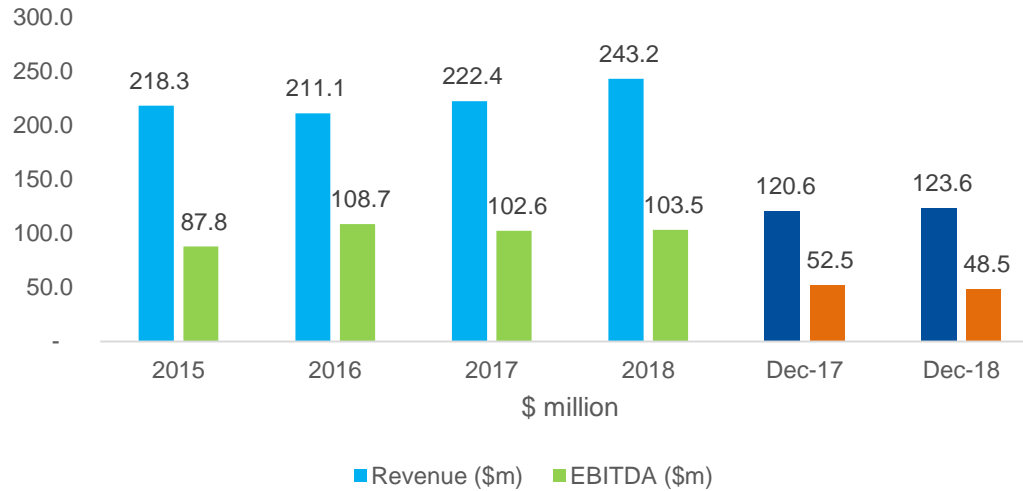


Bulk and Breakbulk (excl Cars)



Financials

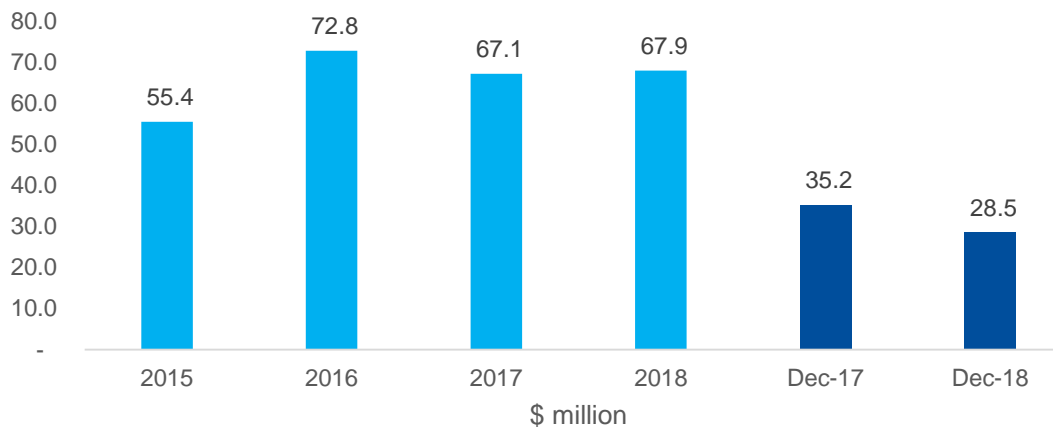
Revenue & EBITDA



Dec 18 half year financials

- Revenue up
- Profit down

Underlying Profit before Tax



June full year result will be down on last year

Factors Impacting Financial Results

- Automation project affecting capacity, productivity and costs
- Terminal at capacity – no growth until after automation
- High CAPEX spend = Higher debt level and interest cost
- Overall economic conditions – World, NZ and Auckland growth
- International container lines financial position = Consolidation + Pricing pressure

30 Year Master Plan Update



Masterplan Timeline

July 2018 – removal of Bledisloe container cranes

Mid 2018 – seek consent for car handling building

Oct 2018 – deliver new Fergusson cranes

Nov 2018 – seek consent to dispose of dredged material

Feb 2019 – start construction of car handling building

Mid 2019 – seek consent to deepen channel

Early 2020 – automation goes live

Late 2020 – car handling building complete

2020 – apply for consent for Bledisloe North Berth

Car Handling Building

Construction begun in mid-Feb

Currently piling

Commissioning work for the rooftop park concept design



Car Handling Building

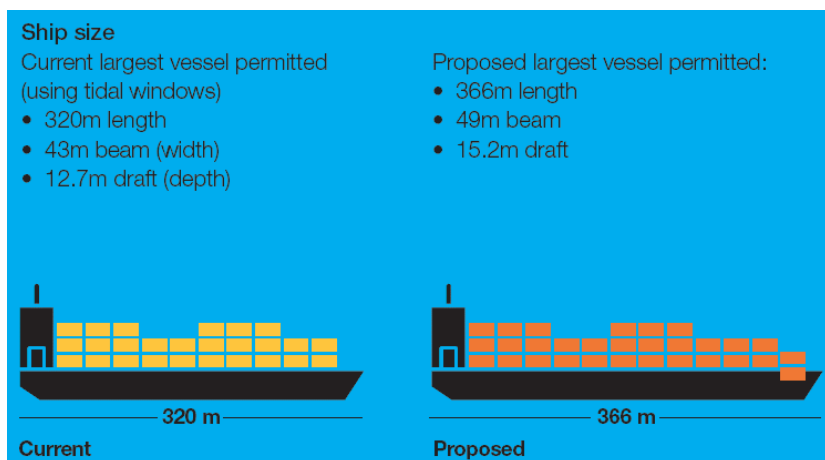
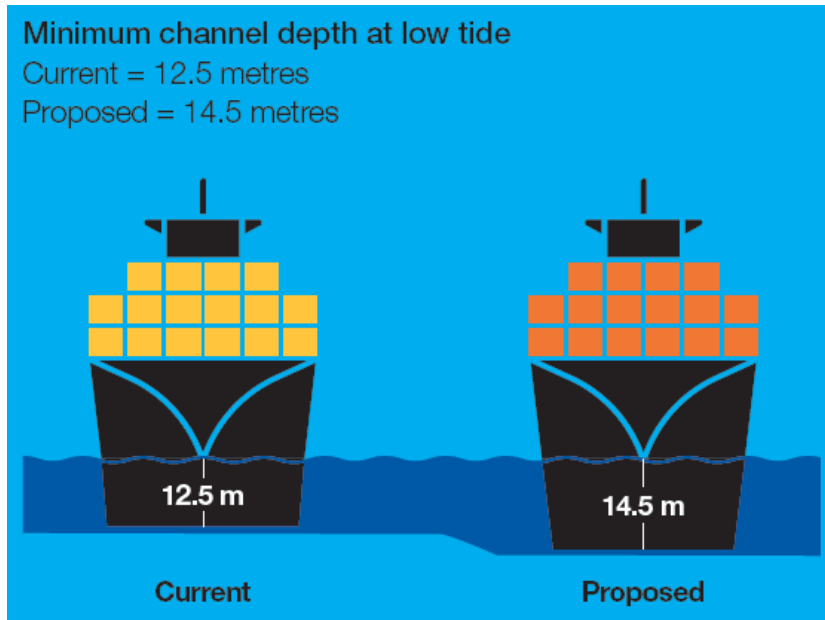


Channel Deepening

Auckland growth =
more people =
more freight

More freight =
bigger ships as lines try
to reduce cost

Bigger ships =
deeper channel



Install a hydrogen generation and refuelling station on site at the Port of Auckland

Demonstrate safety and success

of New Zealand's first green hydrogen transport fuel production plant

Demonstrate the versatility

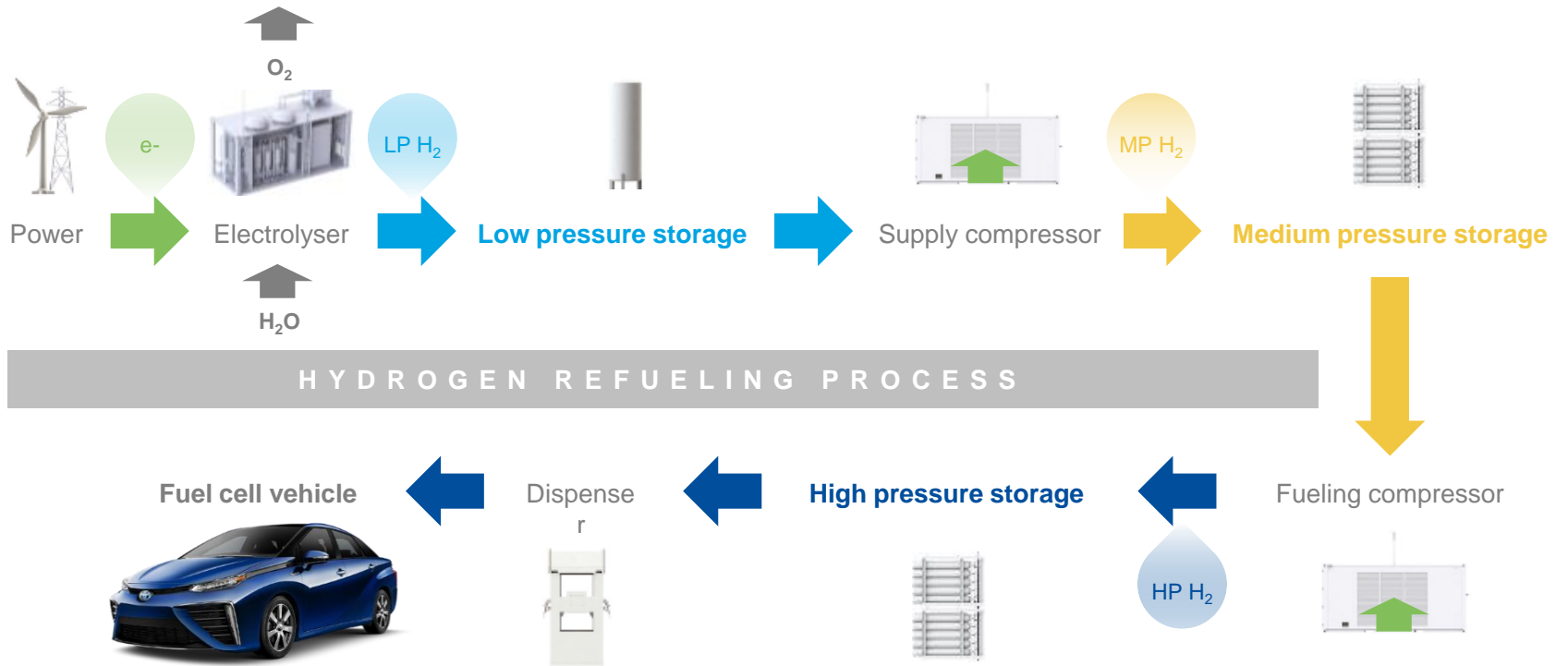
of hydrogen fuel within the port (e.g. cars, straddles and forklifts) and showcase wider community applications



Show how we're taking action

to meet our zero emissions targets by 2040

Hydrogen – How Our Plant Will Work



Port Updates



Air Quality Monitoring

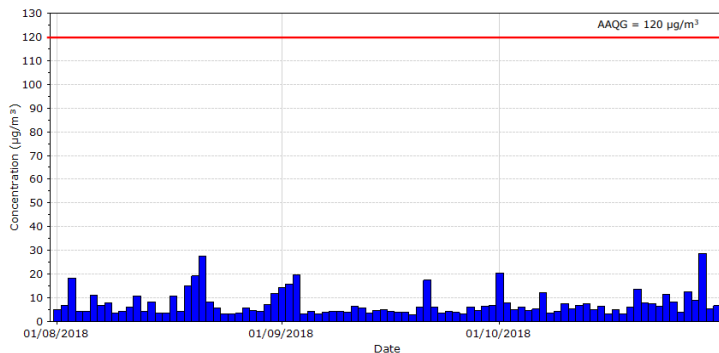
- Auckland Council (AC) compiled emissions inventory based on 2016 data
- POAL designed monitoring program to try and measure impact of shipping on ambient air quality over 12 months
- 2 sites – Parnell and Devonport
- Undertaken in conjunction with AC

Summary of emission contributions by vessel category for 2016 (percentage of total)

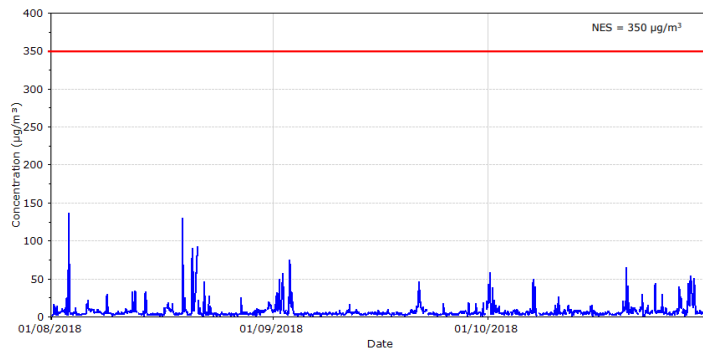
Source	NO _x	PM ₁₀	PM _{2.5}	VOCs	CO	SO ₂	CO ₂
OGVs at-sea	55%	65%	65%	37%	18%	66%	43%
OGVs at-berth	21%	27%	27%	9%	5%	34%	25%
Harbour vessels	2%	0%	1%	3%	22%	0%	3%
Ferries	19%	4%	5%	9%	16%	0%	24%
Fishing boats	3%	2%	3%	42%	39%	0%	5%
Total	100%	100%	100%	100%	100%	100%	100%

Air Quality Monitoring – Preliminary Results and Next Steps

POAL, Gladstone Park
SO₂ – 24-hour Averages
August to October 2018



POAL, Gladstone Park
SO₂ – 1-hour Averages
August to October 2018



Parnell

- Full analysis of data underway.
- Summary report to be finalised shortly
- Report will be available on POAL website.
- Based on frequency of wind recommend finding a more representative site

Devonport

- Monitoring continuing till September 2019

Billboard Proposal



SeePort Festival



