Annual Meeting of Shareholders

31 October 2025


Julia Hoare
Chair
Port of
Tauranga


Port of
Tauranga

Board of Directors

Julia Hoare

Alison Andrew

Dean Bracewell

Fraser Whineray

Doug Leeder

Sir Robert McLeod

Brodie Stevens

Scott Campbell
(Future Director)

Port of Tauranga

Senior management team

Leonard Sampson
Chief Executive

Simon Kebbell
Chief Financial Officer

Rochelle Lockley
GM Communications

Melanie Dyer
GM Corporate Services

Pat Kirk
GM Health and Safety

Dan Kneebone
GM Property and Infrastructure

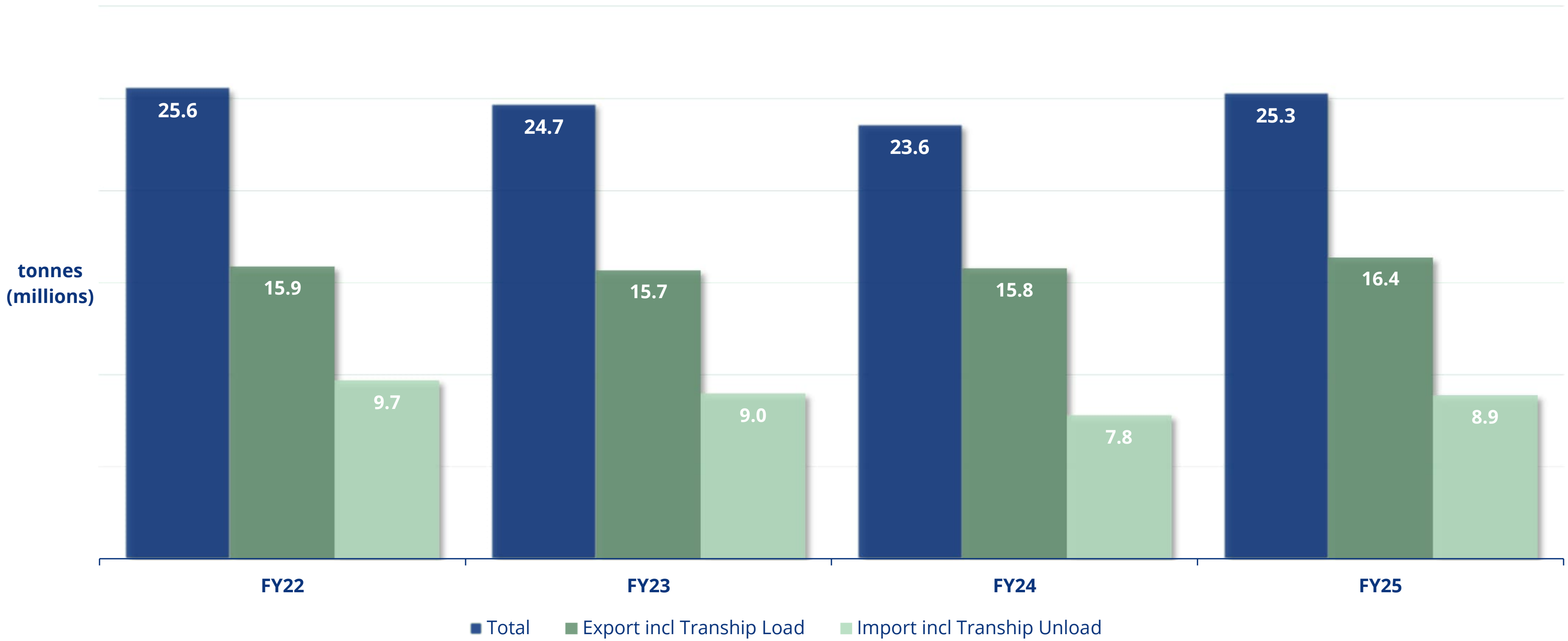
Blair Hamill
GM Commercial

Port of Tauranga


Port of
Tauranga

Total trade increased 7%

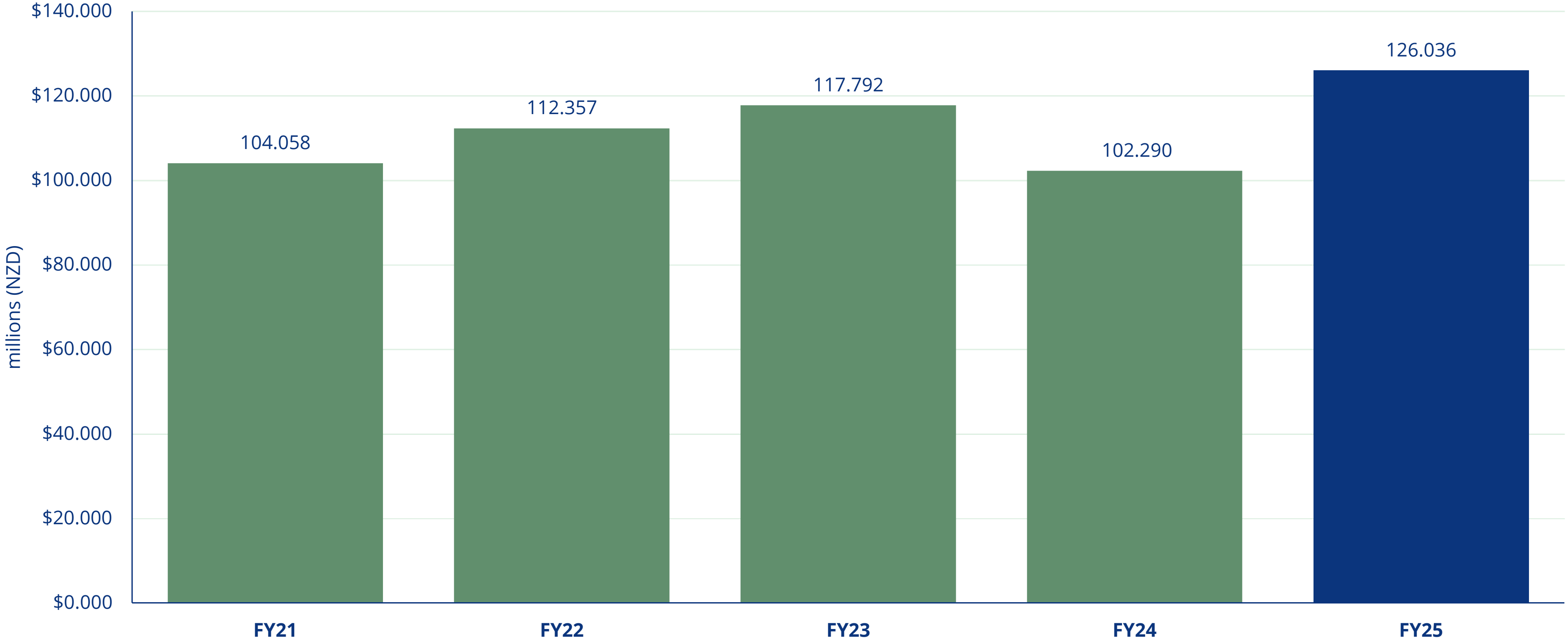
For the year ended 30 June 2025



Port of Tauranga

Group underlying earnings up 23.2%

For the year ended 30 June 2025



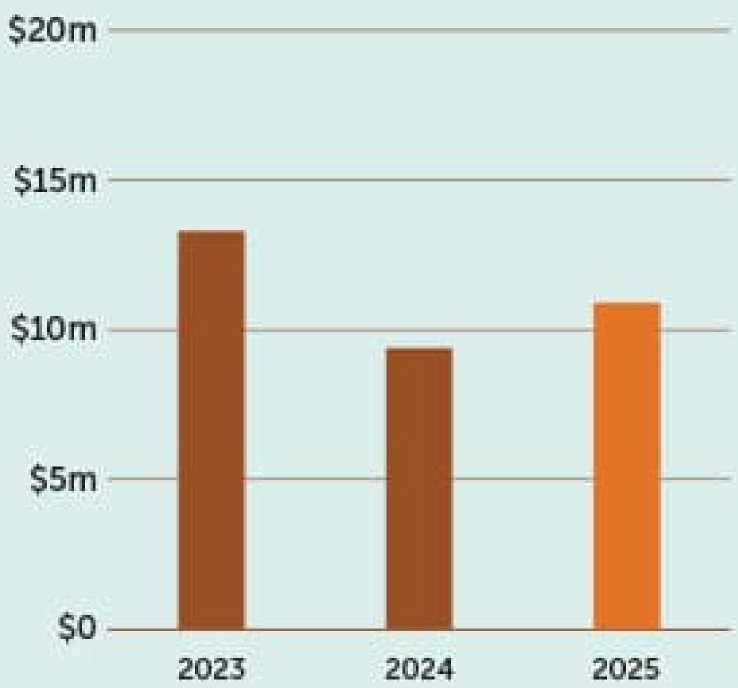
Port of Tauranga

A hub-and-spoke model with big ship-capable ports serviced by an efficient coastal shipping network.

Inland port network:
- MetroPort Auckland
- Ruakura
- Rolleston

Integrated network connecting sea and inland ports via rail, road and coastal shipping.

Subsidiary and associate earnings (NZD$M)



Port of Tauranga

Ordinary dividends increased 13.6%

For the year ended 30 June 2025

Port of Tauranga

CGI of Stella Passage Project zones


Stella Passage Project -
Proposed berth extensions
at Sulphur Point and Mount
Maunganui wharves
Port of
Tauranga

CGI of future berth extension and automation, Sulphur Point

CGI of automated stacking crane and truck exchange

Port of Tauranga

Climate-related Disclosures Report 2025

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

KEY | **Impact rating:** Climate-related risks
Low | Moderate | High | Extreme

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.	**Medium – Long-term** *(Long-term impact ratings depicted only)*	Low	High	Extreme
DR2: Increasing instances of disruption to Port operations (non-flood related).	**Medium – Long-term** *(Long-term impact ratings depicted only)*	Low	Moderate	High
DR3: Heightened risk of flood related damage and disruption.	**Long-term**	Low	Moderate	Moderate
DR4: Increasing risk of disruption to road and rail access.	**Long-term**	Moderate	Moderate	High
DR5: Risk to harbour access, wharves and loading/unloading capability.	**Long-term**	Moderate	Moderate	High
Indirect Risks ("IDR") – Physical				
IDR1.A: Increasing seasonal variability and gradual decline in dairy export commodity supply.	**Medium – Long-term** *(Long-term impact ratings depicted only)*	Moderate	High	Extreme
IDR1.B: Increasing seasonal variability and gradual decline in forestry and related forest product export commodity supply.	**Medium – Long-term** *(Long-term impact ratings depicted only)*	Moderate	High	Extreme
IDR1.C: Increasing seasonal variability and gradual decline in kiwifruit export commodity supply.	**Medium – Long-term** *(Long-term impact ratings depicted only)*	Moderate	High	Extreme
IDR2: Reduced availability and/or increased cost of imported stock feed.	**Medium – Long-term** *(Long-term impact ratings depicted only)*	Moderate	High	Extreme

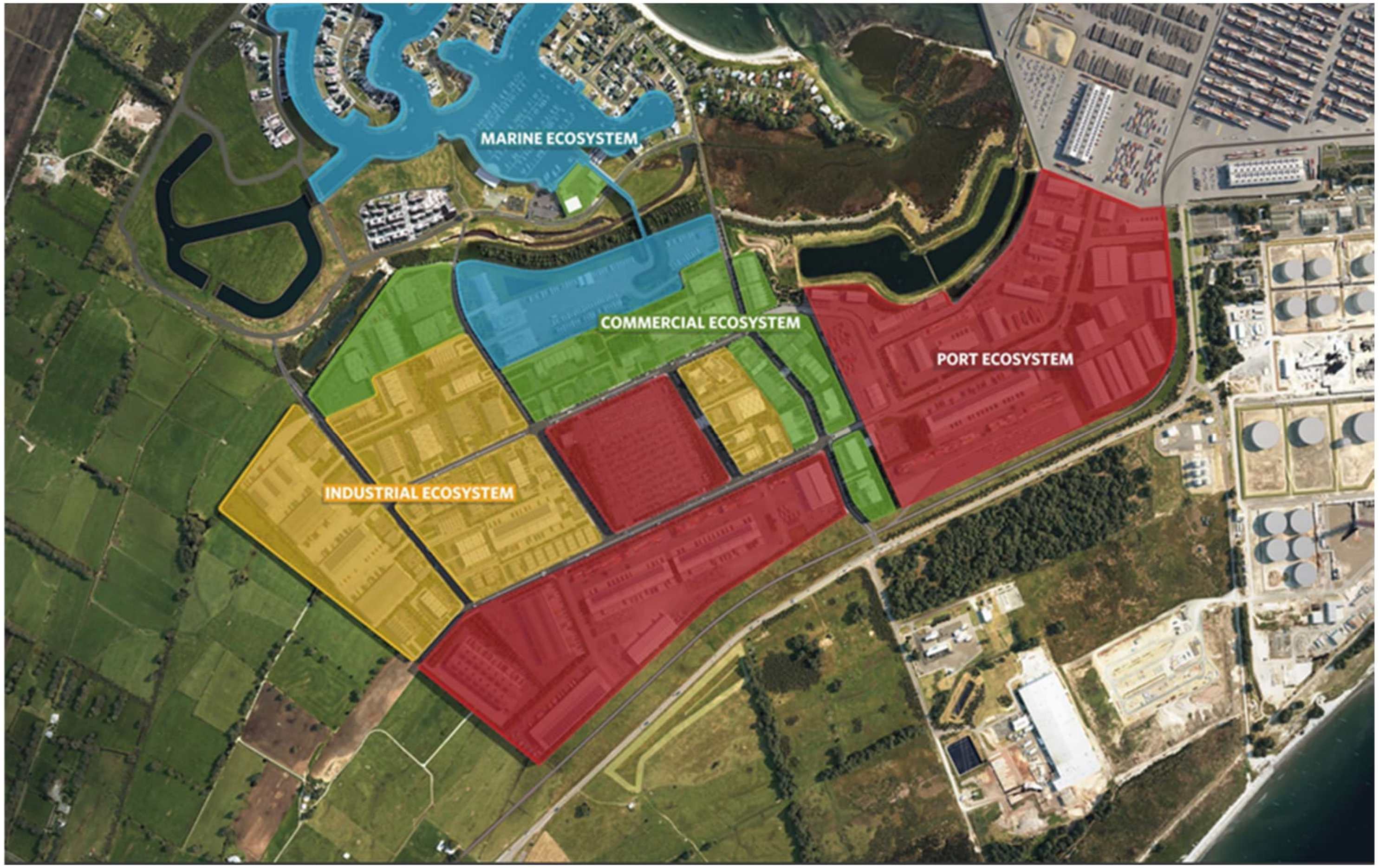
KEY | **Impact rating:** Climate-related opportunities
Material | High | Very high

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).	**Medium – Long-term** *(Long-term impact ratings depicted only)*	High	High	High
DO2: Introduction of larger low carbon shipping vessels.	**Short – Medium-term** *(Medium-term impact ratings depicted only)*	High	High	High
Indirect Risks and Opportunities ("IDR/IDO") – Transition				
IDR3: Reduced demand for dairy export commodities.	**Medium – Long-term** *(Long-term risk ratings depicted only)*	High	Moderate	Low
IDR4: CBAM and climate regulation impacts on commodity exports.	**Short – Medium-term** *(Medium-term risk ratings depicted only)*	High	High	Low
IDR5: Decarbonisation of New Zealand's transport system and broader energy systems.	**Medium – Long-term** *(Long-term risk ratings depicted only)*	Extreme	High	High
IDO1: Increased demand for logs and other forestry export commodities.	**Medium – Long-term** *(Long-term impact ratings depicted only)*	Very high	Very high	High
IDO2: Impacts of climate migration and transition on demand for imported goods.	**Short – Long-term** *(Medium-term impact ratings depicted only)*	Very high	Very high	Material

Port of Tauranga

Northport Group Limited

150 hectares of commercial land adjacent to Northport



Port of Tauranga

Northport Group Limited

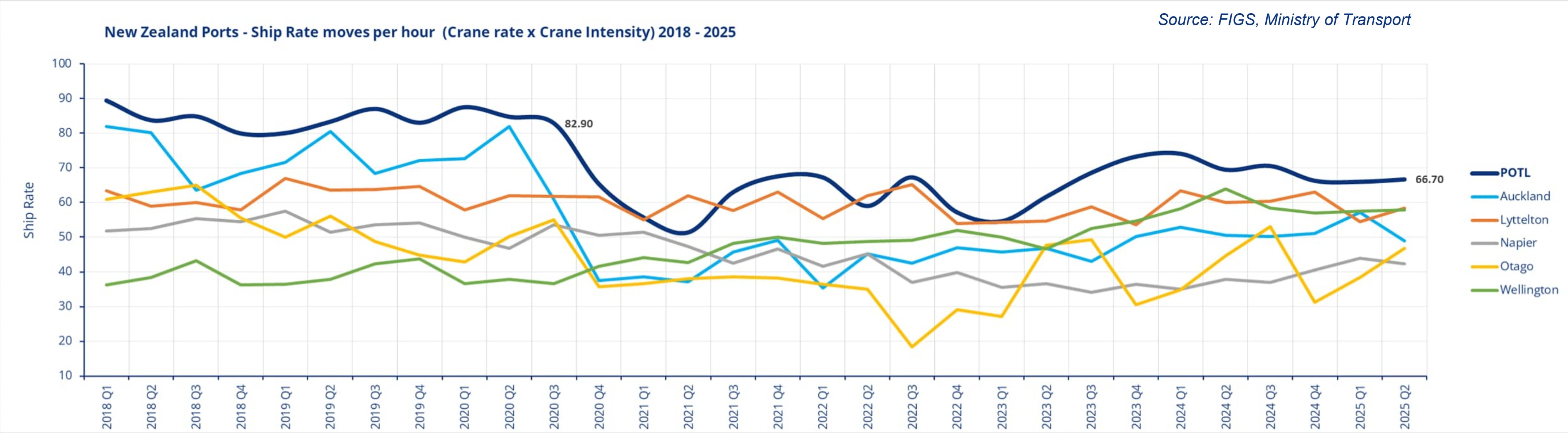
Resource consent granted for Eastern development

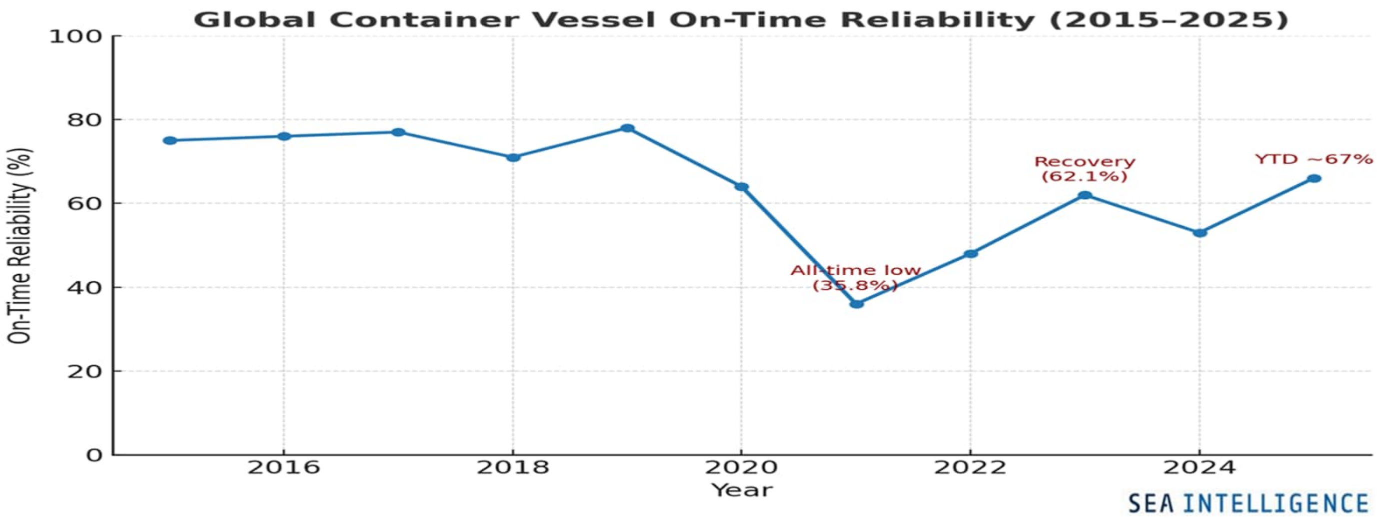
Port of Tauranga


Port of
Tauranga


Leonard Sampson
Chief Executive
Port of Tauranga

New Zealand port productivity





- Direct correlation between vessel on time performance and port productivity.
- Last NZ port call impact exacerbates impact to Tauranga.
- Project team looking at all areas to improve productivity while we await berth extension.

Port of Tauranga

Port of Tauranga – key performance metrics

Date Range

7/1/2025 – 10/18/2025

Service

All

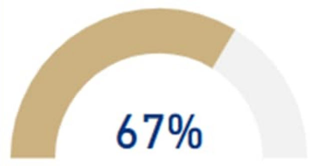
No. of Vessels	Avg. Vessel Exchange (TEU)
229	1,619

Rehandles	Rehandles - Exports
40,737	17,499

Rolled/Rerouted	Moves per Container
3,747	2.22

Arrived On Time

Notified OPA < 6hrs after window open



Completed On Time

Includes weather delays

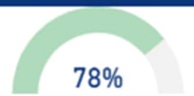
Straddle MPH
7.60

Rehandle % of Strad Moves
9.6%

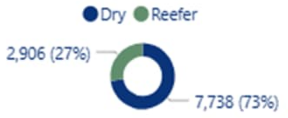
Rehandle % of Ctrs
21.2%

Yard Utilisation

vs Max Efficient



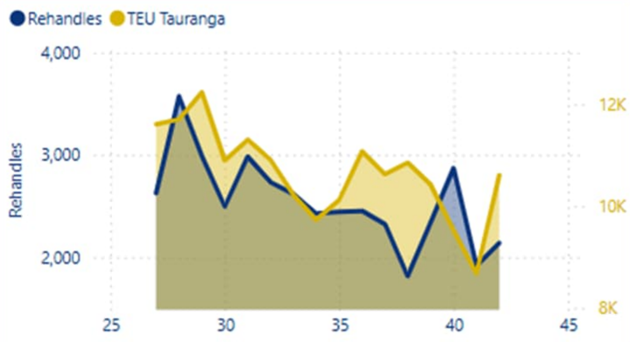
Yard Use by Type



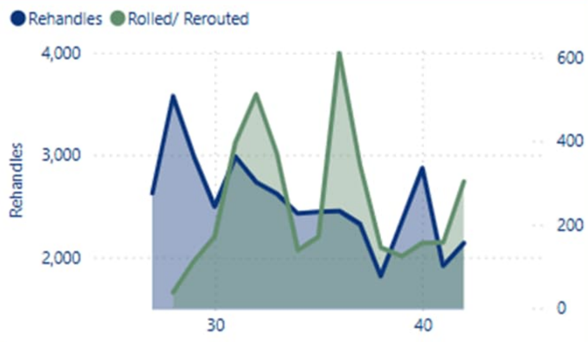
Container and Productivity Stats

Month-Year	Crane Moves	Crane TEU	Crane Reefers	Crane Reefer TEU	Straddle Moves	Moves per Ctr	Straddle MPH	Rolled/ Rerouted	Rehandles	Rehandle % of Ctrs	Rehandle % of Exports	Rehandle % of Moves	Weather Delays (hrs / vessel)	GCR	WNCR	Vessel Rate	Ship Rate	Avg. TEU in Yard
Jul-25	64,868	107,692	11,852	21,691	122,879	2.25	7.65	621	13,312	24.4%	24.1%	10.8%	75.35	22.21	28.87	51.96	70.45	11,506
Aug-25	65,467	107,591	10,677	19,615	122,668	2.20	7.63	1,288	11,573	20.7%	19.2%	9.4%	28.25	24.23	31.10	57.26	73.95	10,400
Sep-25	62,702	102,649	10,093	18,306	115,970	2.17	7.51	1,297	9,616	18.0%	17.2%	8.3%	123.95	21.81	30.21	58.81	88.42	10,582
Oct-25	32,286	52,870	4,285	7,645	63,749	2.26	7.61	541	6,236	22.1%	22.9%	9.8%	15.85	24.24	31.01	55.57	73.67	9,680
Total	**225,323**	**370,802**	**36,907**	**67,257**	**425,266**	**2.22**	**7.60**	**3,747**	**40,737**	**21.2%**	**20.5%**	**9.6%**	**243.40**	**22.91**	**30.16**	**55.77**	**76.66**	**10,643**

Rehandles vs TEU in Yard



Rehandles vs Rolled Containers



GCR
22.91

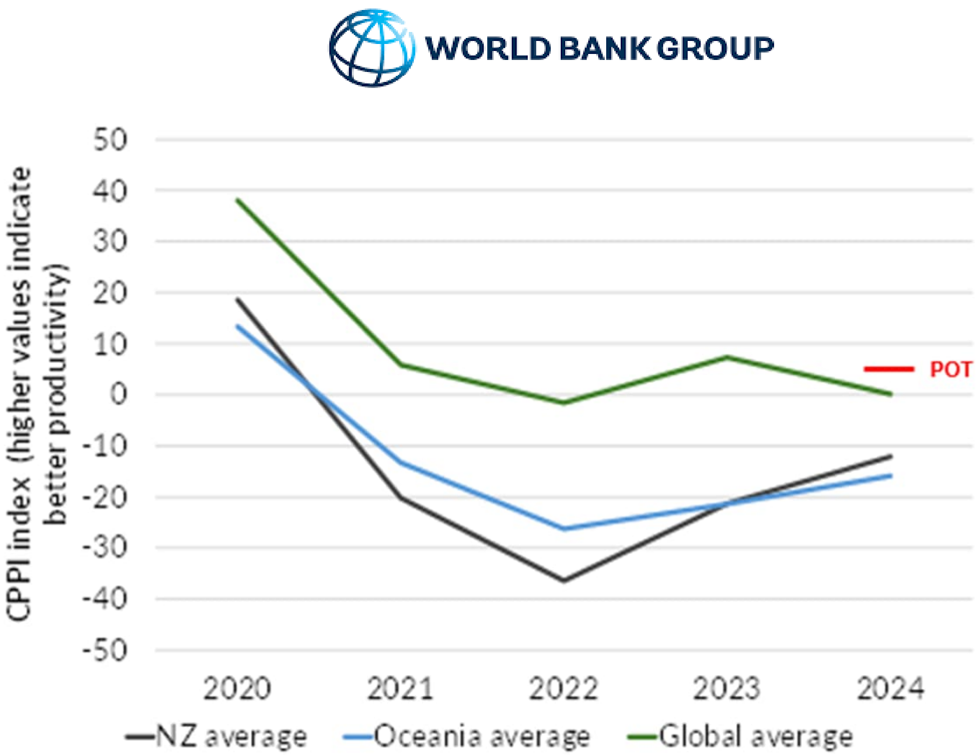
WNCR

Ship Rate
76.66

Moves / Container by Category

category	Straddle Moves	Moves per Container
Domestic	3,686	2.00
Export	188,933	2.21
Import	153,849	2.24
Through	4,868	2.06
Tranship	73,930	2.20
Total	**425,266**	**2.22**

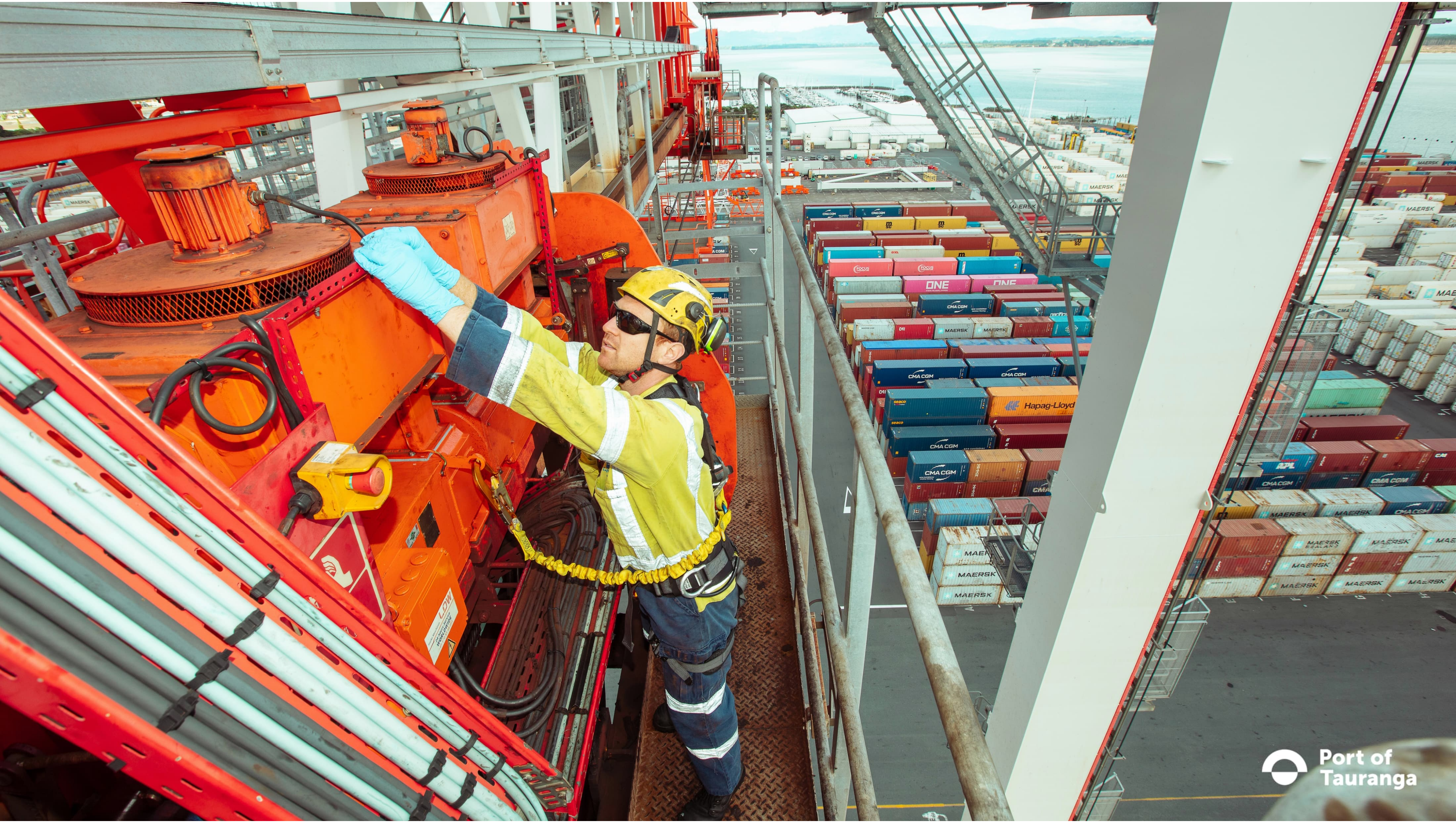
Global Container Port Performance Index - 2024



S&P Global

Port	Maritime services region	CPPI Score 2024	Regional ranking
Tauranga	Australasia & Oceania	**5**	**1**
Bell Bay	Australasia & Oceania	**4**	**2**
Nelson	Australasia & Oceania	**0**	**3**
Timaru	Australasia & Oceania	**-4**	**4**
Wellington	Australasia & Oceania	**-5**	**5**
Adelaide	Australasia & Oceania	**-8**	**6**
Melbourne	Australasia & Oceania	**-8**	**7**
Lyttelton	Australasia & Oceania	**-9**	**8**
Auckland	Australasia & Oceania	**-12**	**9**
Bluff	Australasia & Oceania	**-21**	**10**
Napier	Australasia & Oceania	**-27**	**11**
Otago Harbour	Australasia & Oceania	**-36**	**12**
Port Botany	Australasia & Oceania	**-48**	**13**
Brisbane	Australasia & Oceania	**-93**	**14**
Fremantle	Australasia & Oceania	**-95**	**15**

Port of Tauranga


Port of
Tauranga


NO 4 CRANE
Port of
Tauranga

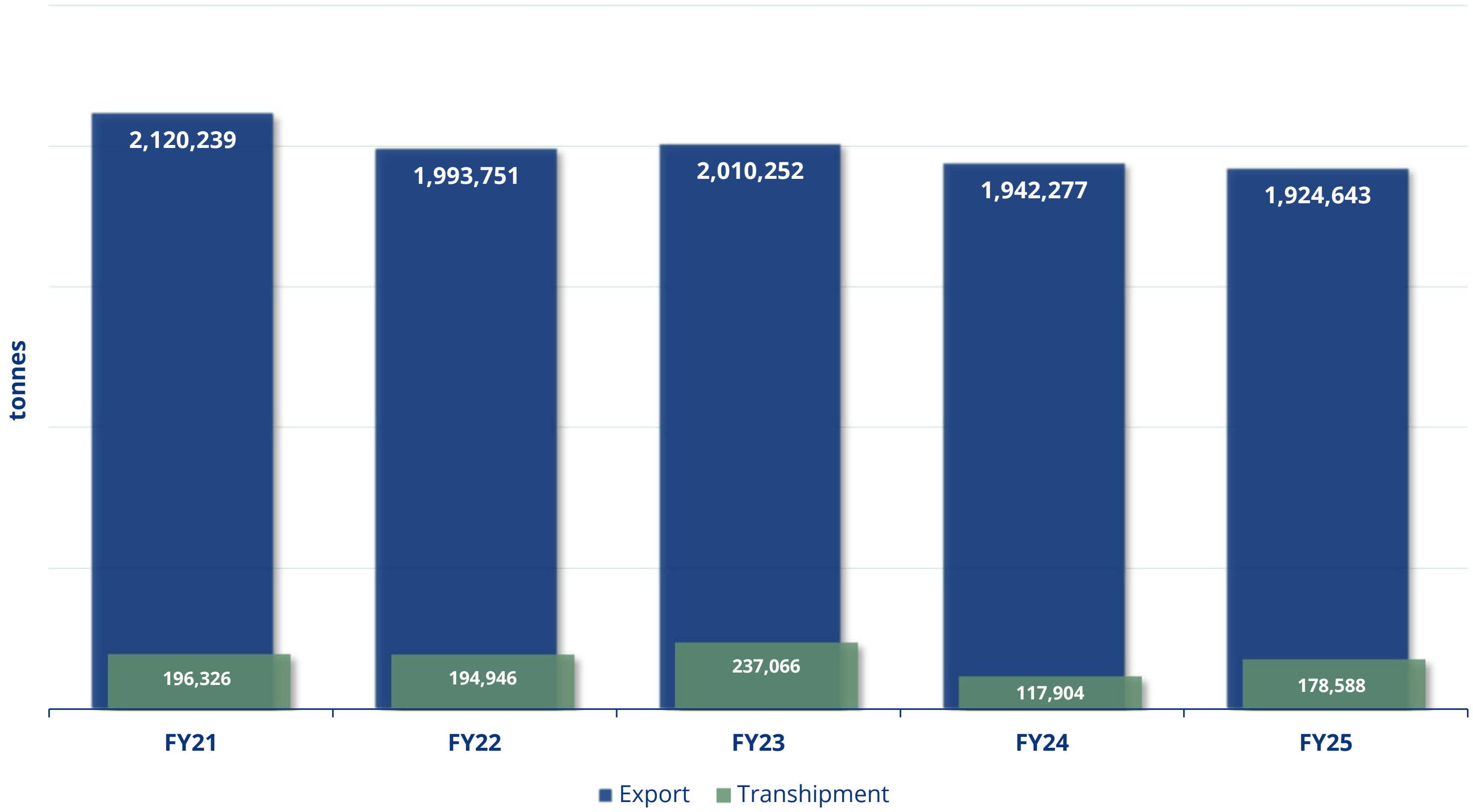
Log exports decreased 5.9%

For the year ended 30 June 2025

Port of Tauranga

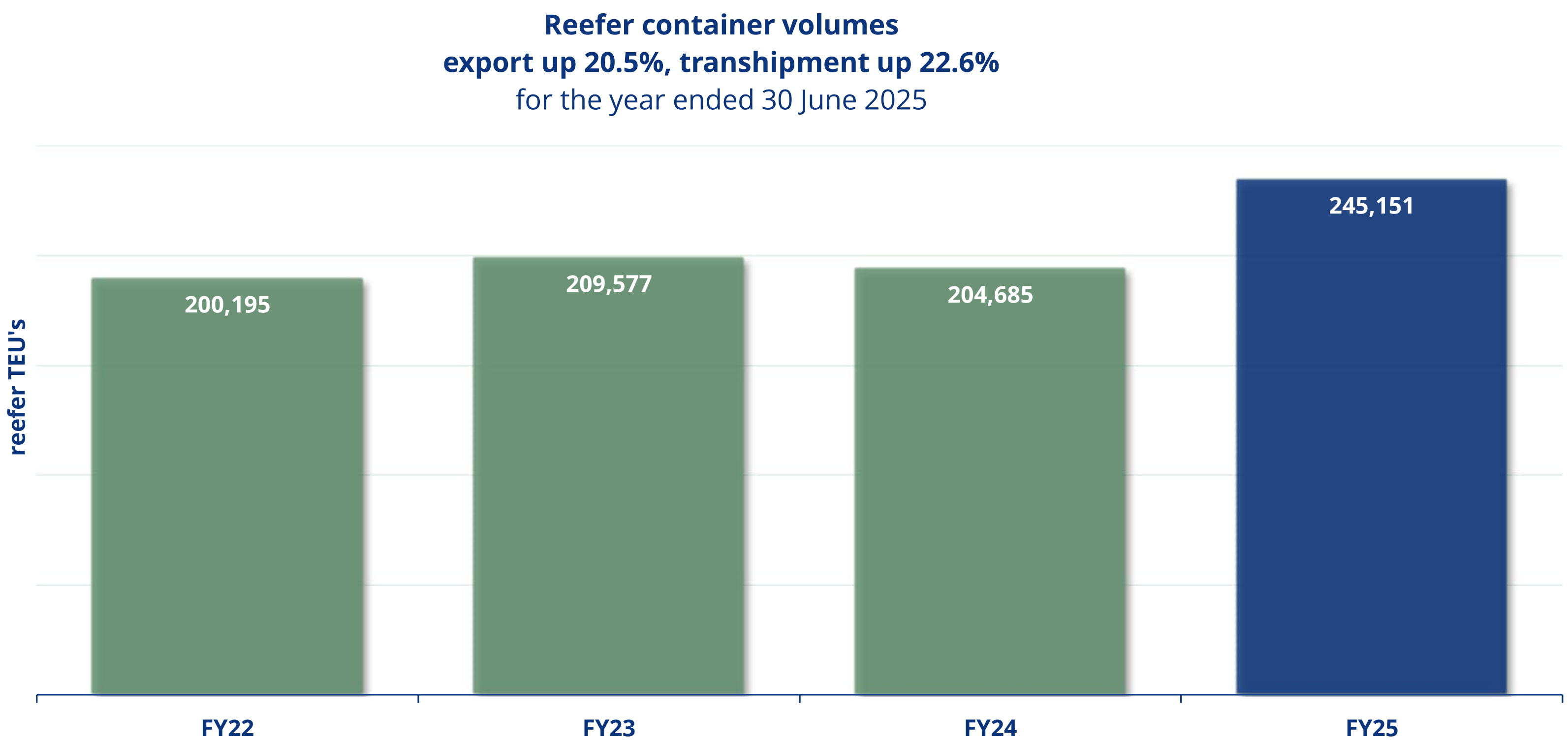
Total dairy volume increased 2.1%

For the year ended 30 June 2025



Refrigerated containers increased 19.8%

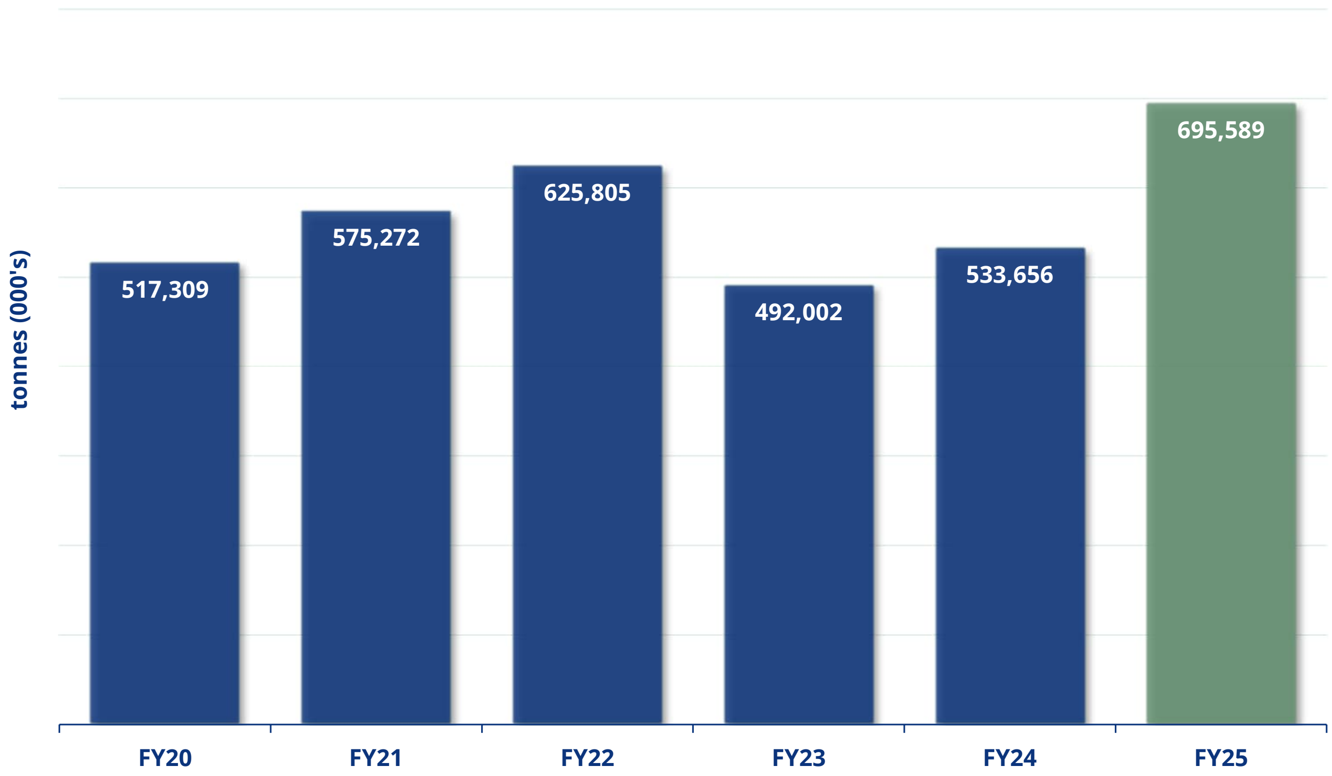
Record refrigerated volumes - with strong dairy, kiwifruit and meat



Port of Tauranga

Kiwifruit volume up 30.9%

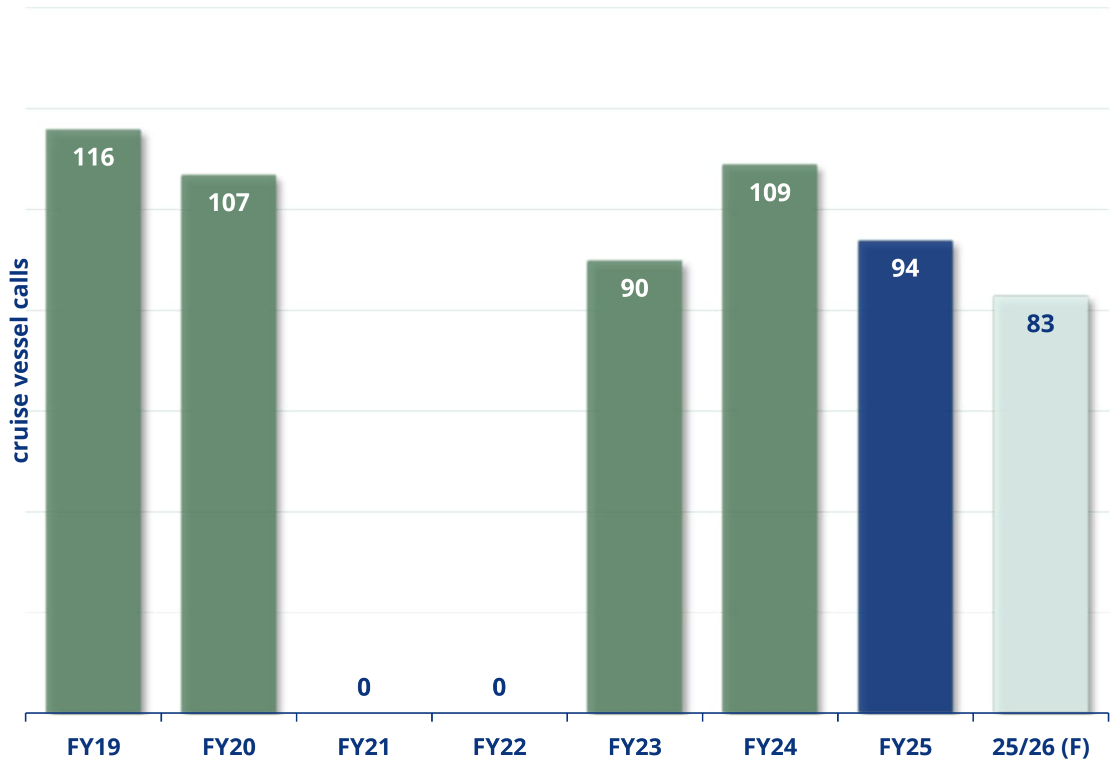
For the year ended 30 June 2025



Port of Tauranga

Cruise

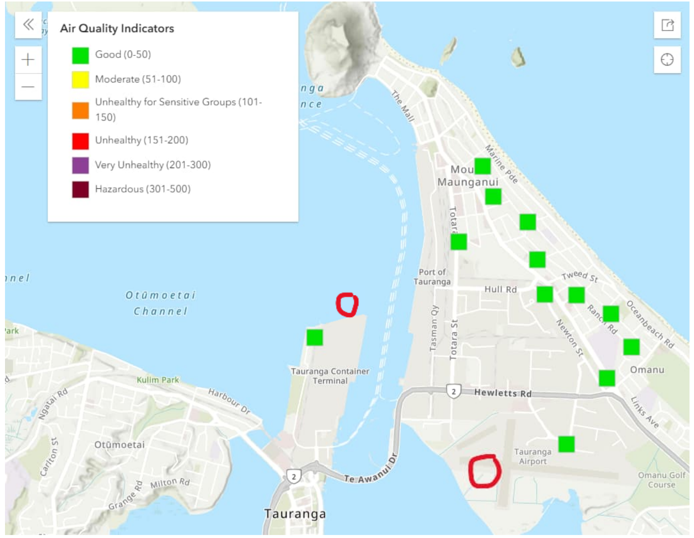
Cruise vessel visits to Mount Maunganui



- MPI constraints, increased regulatory costs and vessel repositioning costs impacting 2026/2027 seasons.

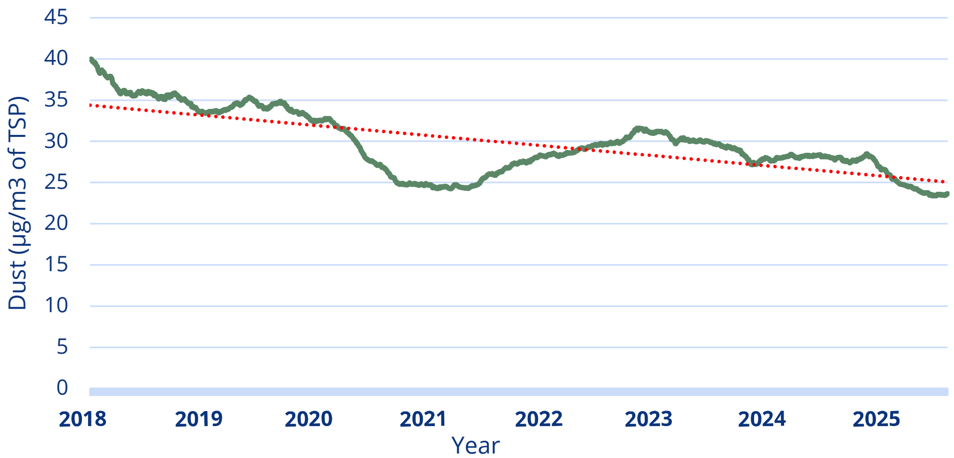
Port of Tauranga

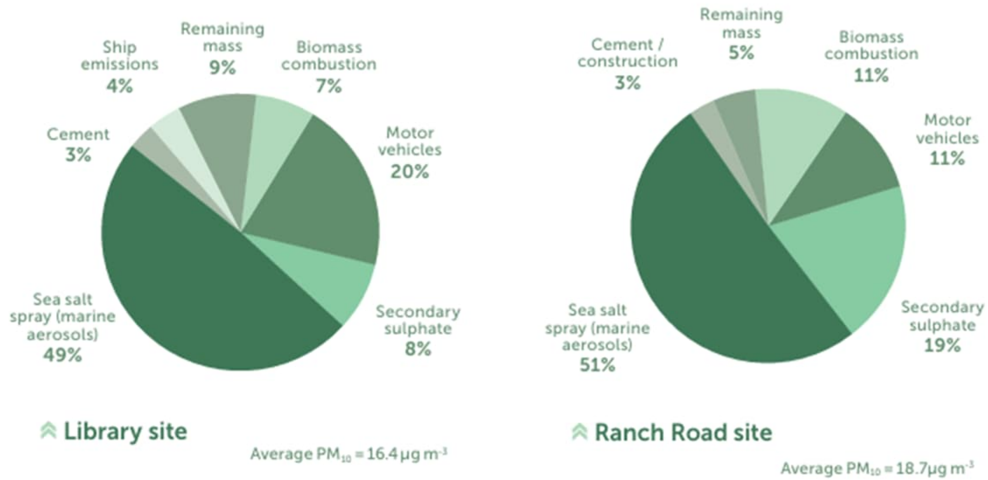
Air quality initiatives and improvements



- Airborne dust source apportionment study has been completed. Further monitoring is ongoing.
- Dust concentrations in the industrial area adjacent the Port activities continue to show improvement.
- Dust levels for FY2025 at levels during Covid lockdown.

Rolling 12-month average dust - Totara Street





Average source mass contributions to PM_{10} at Mount Maunganui - December 2023 to February 2025. Source: Davy PK, Trompetter WJ. 2025 (Earth Sciences New Zealand)

Port of Tauranga


LIEBHERR
PORT OF TAURANGA
108
MAERSK
HAMBURG SÜD
KALMAR
Port of Tauranga


LIEBHERR
MAXIMUM CLEARANCE 14.5 METERS
SMITH
Port of
Tauranga


CROWN PRINCESS
CROWN PRINCESS
PRINCESS CRUISES
IMO 9727766
Port of Tauranga

First quarter performance and outlook

For the three months ended 30 September 2025

- Total trade up 5.9% to 6.6 million tonnes.
- Total container volumes up 9% to 319,649 TEUs.
- Full year underlying earnings expected to be in the range of $137 million to $147 million.

Port of Tauranga


Port of
Tauranga

Thank you

Port of Tauranga
Connecting New Zealand and the World

Integrated Annual Report 2025

Port of Tauranga

Annual Meeting of Shareholders
31 October 2025

Resolution 1

Re-election of Dean Bracewell

Resolution 2
Re-election of Brodie Stevens

Port of Tauranga

Resolution 3
Remuneration of Directors

Resolution 5
Remuneration of Auditor

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Connecting New Zealand and the World

Annual Meeting of Shareholders

31 October 2025

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