



Port of Tauranga

Connecting New Zealand and the World

Company Profile

August 2025

Company Directorate

Directors

Ms J C Hoare (Chair)
Ms A M Andrew
Mr S A Campbell*
Mr D J Bracewell
Sir R McLeod KNZM
Mr D W Leeder
Mr J B Stevens
Mr F S Whineray

*Mr S A Campbell was appointed to the Board as part of the Institute of Directors' Future Director Programme for 12 months commencing 1 October 2024.

Solicitors

Holland Beckett Law
Tauranga

Bankers

ANZ Bank New Zealand Limited
Bank of New Zealand
Commonwealth Bank of Australia
China Construction Bank (New Zealand) Limited

Auditors

KPMG
Tauranga (On behalf of the Auditor-General)

Share Registry

MUFG Corporate Markets (formerly Link Market Services Limited)
PO Box 91976
Victoria Street West
Auckland 1142
New Zealand
Telephone +64 9 375 5998
Facsimile +64 9 375 5990
Email enquiries.nz@cm.mpms.mufg.com



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Registered Office

Port of Tauranga Limited
Salisbury Avenue
Mount Maunganui
Tauranga
New Zealand

Postal Address

Port of Tauranga Limited
Private Bag 12504
Tauranga Mail Centre
Tauranga 3143
New Zealand

E-mail Address

marketing@port-tauranga.co.nz

Website

www.port-tauranga.co.nz

Telephone Numbers

All Divisions	+64 7 572 8899
Port Control	+64 7 572 7544
Supervisor – Security	+64 7 572 8832
Workshop	+64 7 572 8692
Tauranga Container Terminal	+64 7 572 8761
MetroPort Auckland	+64 9 583 9688
Timaru Container Terminal	+64 0800 828 784



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Management Structure

Leonard Sampson

Chief Executive

Leonard was appointed to role of Chief Executive on 1 July 2021, having previously been the Chief Operating Officer since September 2019.

He joined the Company as Port of Tauranga's Commercial Manager in 2013 from the role of General Manager – Sales at KiwiRail where he was responsible for the management and development of KiwiRail's freight markets, with revenues of ~\$500 million. Prior to KiwiRail / Toll Rail, Mr Sampson worked for Carter Holt Harvey Limited and also Mainfreight Limited in sales and marketing roles.



Simon Kebbell

Chief Financial Officer and Company Secretary

Simon was appointed Chief Financial Officer of Port of Tauranga Limited in 2020. He has been with the Company since 2003 and was previously IT / Finance Manager. He is a Chartered Accountant and has a First Class Honours Degree in a Bachelor of Management Studies.

Simon is responsible for the financial management of the Port. He continually monitors the financial performance of the business and part of his role includes providing forecasts and advice on the financial implications of specific programmes or projects planned for the future.



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Simon is also responsible for briefing analysts, stockbrokers and the New Zealand Exchange and oversees the development of information systems within the Company. As Company Secretary, he works closely with the Board of Directors and also takes care of the Port's legal matters.

Dan Kneebone

GM Property and Infrastructure

Dan joined the Port of Tauranga Senior Management Team in January 2013 and plays an important role in the Port's strategic planning. He is a Bachelor of Commerce (Valuation and Property Management).

He was previously National Property and Development Manager for Bunnings Limited and held senior roles at Trans Tasman Properties Limited, Fletcher Property Limited and Simes Limited.

Dan has overall responsibility for both the property portfolio and engineering interests of the Port. His role is to ensure that developments at the port meet the needs of existing and potential customers. This involves the planning and construction of new projects and maintaining the assets of the Port



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Pat Kirk

GM Health and Safety

Pat Kirk joined the Company in 2013 and the Senior Management Team in March 2020, reflecting the importance of health and safety to our ongoing success.

Pat has three decades of extensive strategic and applied industry health and safety experience across a wide range of sectors. Pat is Chair of the Port Industry Health & Safety Committee and a member of various national health and safety organisations, including the WorkSafe/ACC National Industry Prevention Working Group, the WorkSafe/Maritime NZ Industry Advisory Group (Port Sector) and the Business Leaders' Health & Safety Forum.



Blair Hamill

GM Commercial

Blair oversees port operations, marketing and new business opportunities.

He joined the Company in July 2020 after 20 years at Zespri International, the world's largest kiwifruit marketer. Blair held a variety of senior roles at Zespri, including Global Commercial Manager and, most recently, Chief Global Supply Officer. Blair is a Bachelor of Business Studies, majoring in Accountancy, and is a former Chartered Accountant.



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Melanie Dyer

GM Corporate Services

Melanie joined the Port of Tauranga's Senior Management Team in August 2020 from Trustpower Limited, where she was General Manager, People and Culture. Prior to joining Trustpower in 2014, Melanie spent 11 years at Hydro Tasmania.

Melanie has a Master's Degree in organisational development and leadership studies.

Her role in human resources includes overseeing the personal development and training of staff, the Company's health and safety policy, industrial relations and ensuring the Port continues to attract top calibre staff. Sara also assists the port in representations to various regulatory authorities on issues likely to affect the business and its operating environment.



Rochelle Lockley

GM Communications

Rochelle joined the Port of Tauranga Senior Management Team in September 2020.

Rochelle, a former journalist, held senior communications roles in tourism and telecommunications in New Zealand and overseas before establishing a communications consultancy in 2005.



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Port of Tauranga

No longer known as a regional port, Port of Tauranga is now New Zealand's largest port by total volume, the largest export port and second largest container port. We have the location, the strategic partnerships with our customers and suppliers, the capacity to expand our infrastructure, and unrivalled sea, road and rail connections. Port of Tauranga is New Zealand's Port for the Future.

Hub Port

Port of Tauranga has proved itself as the port of choice for many customers as a hub port. Strong partnerships with key customers have been a feature in the growing trend toward Tauranga becoming a major distribution hub, particularly serving the Auckland market. Both coastal and international trades are serviced well out of this port and are supported strongly with road and rail connections.

Competitive Port Environment

Unlike other ports, Tauranga promotes on wharf competition in stevedoring and marshalling activities. Because of the labour structures in other ports, industrial disruption could be port wide. However, in Tauranga, there is no monopoly by any single union or workforce.

Strategic Land Holding

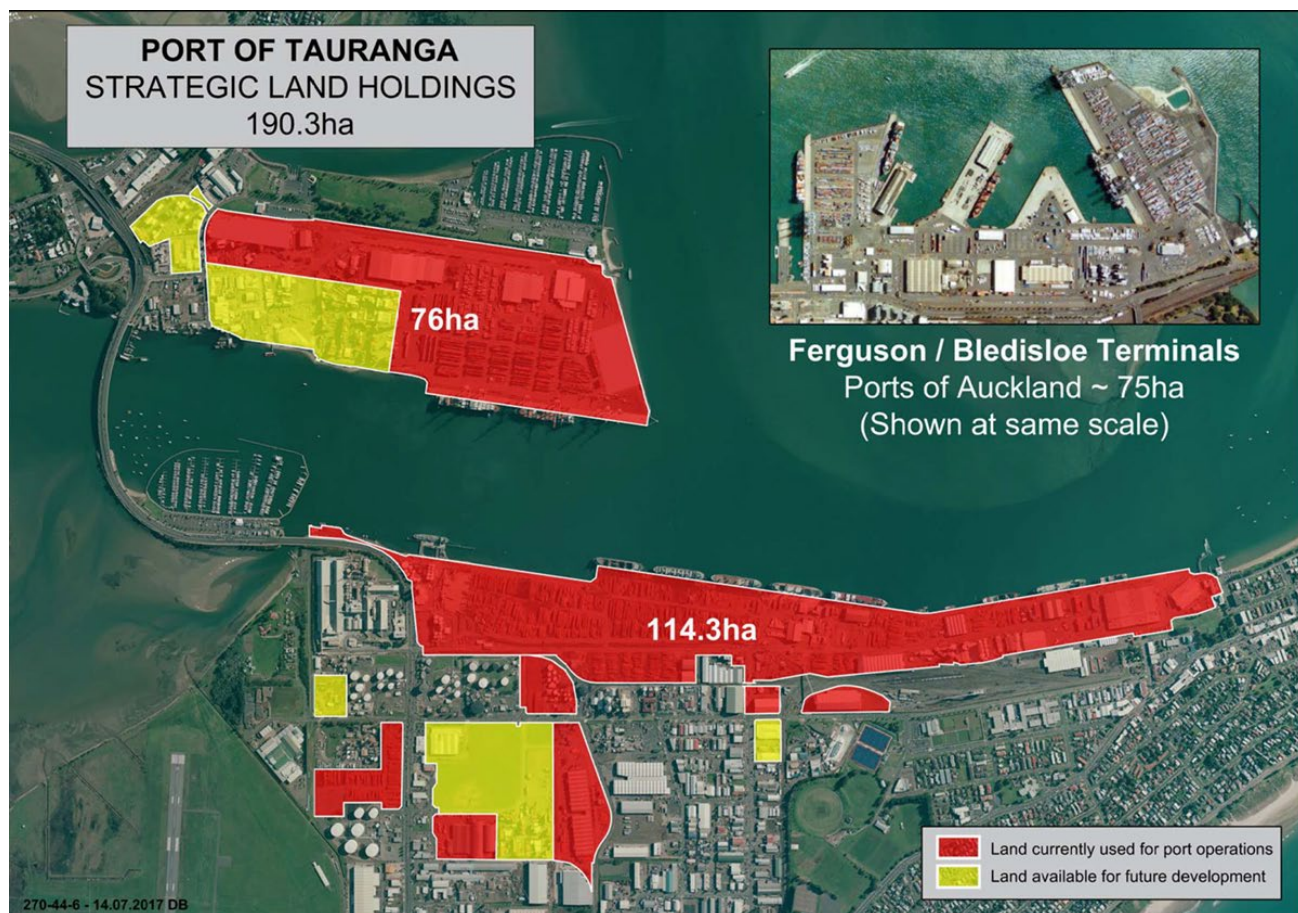
The port has the ability to meet future demand through the development of the land already under port ownership with our total land holdings of 190.3 hectares. This resource can be developed within a relatively short time with minimum capital requirement.

A 170 metre northern extension to the Sulphur Point wharf was completed in March 2013. Long-term plans provide for further extension of 385 metres to the South at Sulphur Point and for an additional two berths at Mount Maunganui.



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Terminal Capacity


The Tauranga Container Terminal (TCT), at Sulphur Point Tauranga, comprises 74.6 hectares, of which 49 hectares is currently developed for Terminal activities. Significant additional area is available for expansion to take place. The present throughput of around 1.2 million TEUs (Twenty Foot Equivalent Units) per annum, could potentially be doubled within the available land area. Looking ahead, the Port has ample space available for future expansion to accommodate growth in business without the need for reclamation.

Larger Vessels

Our Harbour dredging programme was completed in September 2016. This project marked a turning point for the Port, with the subsequent introduction of large vessels on Tauranga-



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only port calls, and with it an inevitable paradigm shift toward a hub and feeder port network in New Zealand.

Larger vessels with nominal capacities of between 7,500 and 11,294 TEUs now regularly call on a weekly basis, compared to our pre-dredging peak of 4,500 TEU vessels.

MetroPort Auckland

MetroPort Auckland is the rail linked inland Terminal in the centre of Auckland's manufacturing and distribution centres, through which Port of Tauranga moves import and export containers destined for, or originating from, the greater Auckland area.

This inland terminal is a proven success, handling in excess of 180,000 TEUs per annum. Significant additional capacity is available on the rail link and KiwiRail has committed to make further investment, as volumes require.

Ruakura Inland Port

The Ruakura inland port is located a few kilometres from downtown Hamilton. Through the inland port, Waikato-based shippers will get rail-connected access to the big ship services calling only at Tauranga. This is a strategic partnership with Tainui Group Holdings.



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Company Structure



Operational Five Year Summary

As at 30 June 2024

OPERATIONAL	Year 2024	Year 2023	Year 2022	Year 2021	Year 2020
Cargo throughput (000 tonnes)	23,649	24,698	25,615	25,738	24,808
Containers (TEU)*	1,147,350	1,177,350	1,241,061	1,200,831	1,251,741
Net crane rate (container moves per hour)**	30.1	27.92	32.1	29.7	35.8
Ship departures	1,427	1,432	1,369	1,307	1,515
Berth occupancy (%)	57	61	56	53	45
Total cargo ship days in port	2,930	3,112	3,078	3,072	2,441
Turn-around time per cargo ship (days)	2.05	2.17	2.26	2.05	1.61
Cargo tonnes per ship	16,573	17,247	18,711	19,693	16,291
Average cargo ship gross tonnage (GT)	32,580	31,480	28,172	29,036	33,408
Average cargo ship length overall (metres)	203	201	197	201	207
Number of employees – Port of Tauranga Limited	279	289	256	243	238
Lost time injuries (LTI – frequency)***	2.2	2.2	0	0	2.5
Total injury (frequency rate)	2.2	4.5	0	0	2.5

*TEU = Twenty Foot Equivalent Unit.

**As measured by the Australian Productivity Commission.

***Number of lost time claims per million hours worked.

Operational data relates to the Parent Company as opposed to the Group.



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