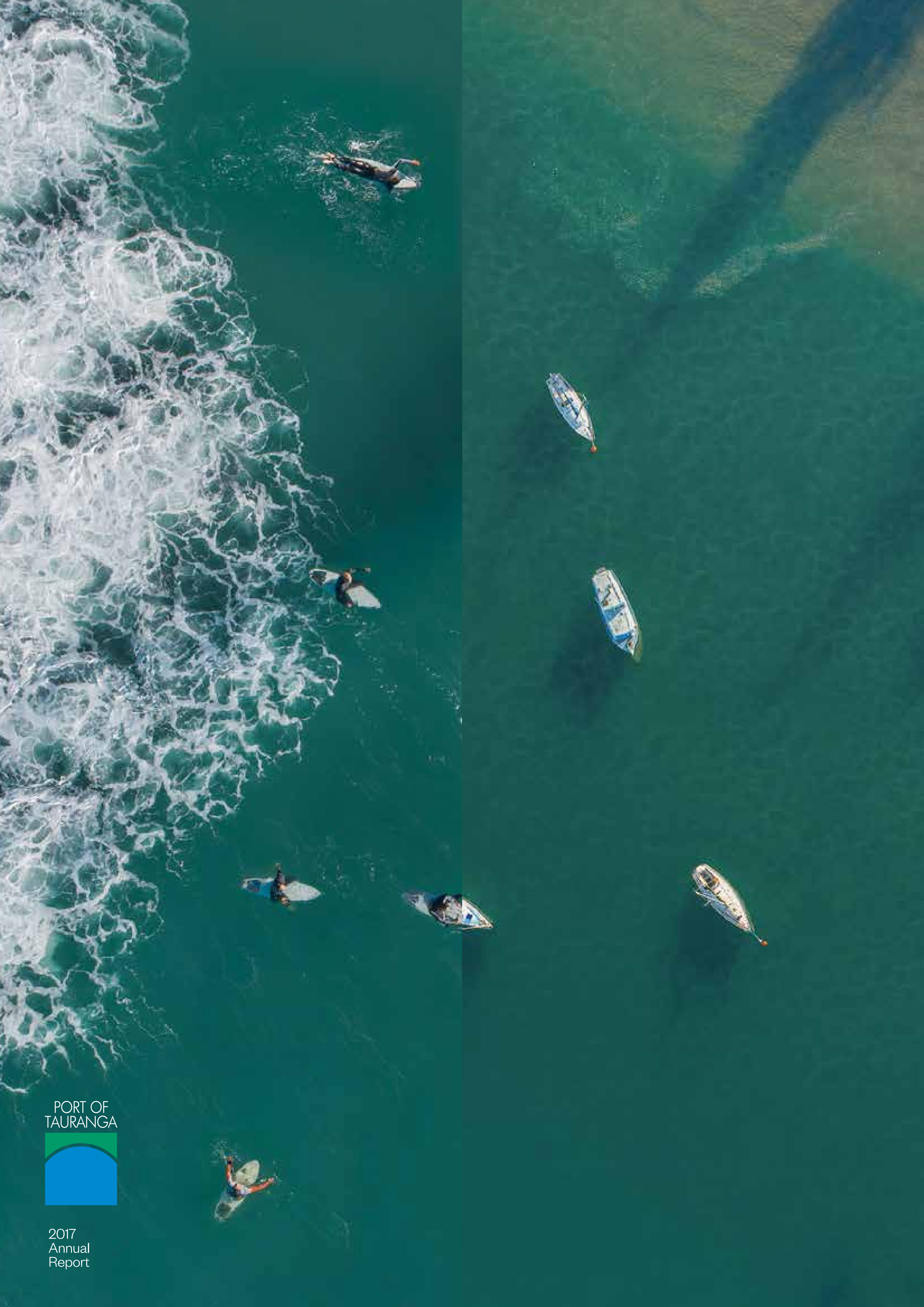
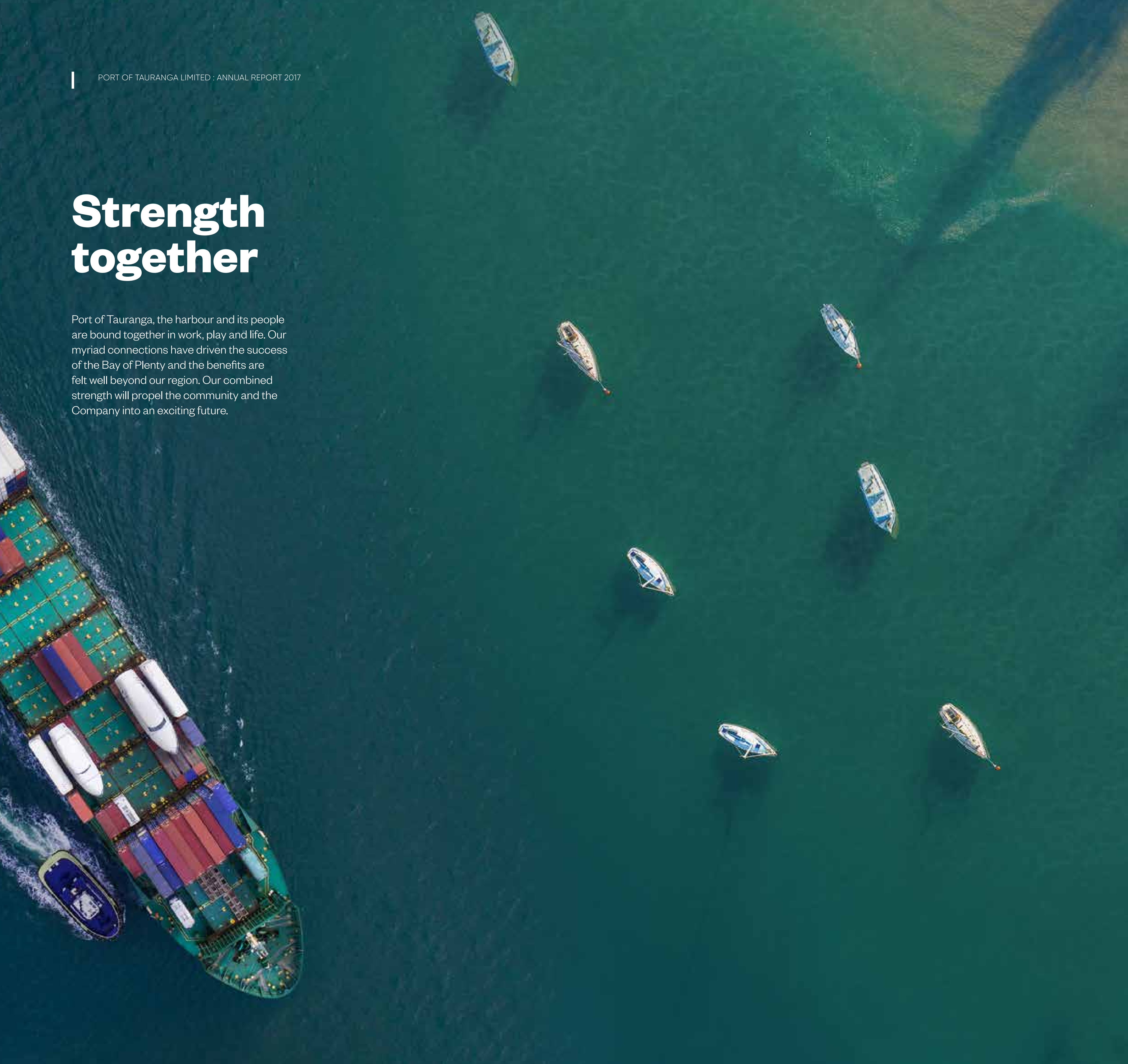


PORT OF TAURANGA

2017 Annual Report

Strength together

Port of Tauranga, the harbour and its people are bound together in work, play and life. Our myriad connections have driven the success of the Bay of Plenty and the benefits are felt well beyond our region. Our combined strength will propel the community and the Company into an exciting future.



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Results in Brief

For the Year Ended 30 June 2017	Year 2017 $000	Year 2016 $000
Operating income	255,882	245,521
Surplus after taxation	83,441	77,314
Total assets	1,422,600	1,322,367
Total equity	931,943	885,684
Dividends paid/proposed (per share)*	16.2 cents	78 cents
Gearing ratio (%)**	28.7	25.8
Net asset backing per share ($)*	1.36	6.51
Return on average equity (%)	9.3	8.7
Cargo throughput (000 tonnes)	22,194	20,120
Containers (TEU)***	1,085,987	954,006

**On 17 October 2016, the Parent Company completed a 5:1 share split.*
***Net interest bearing debt to net interest bearing debt + equity.*
****TEU = Twenty Foot Equivalent Units*

The Board approved a final dividend of 6.2 cents per share ($42.2 million) and a special dividend of 5.0 cents per share ($34.0 million) after year end payable on 6 October 2017.

Company Structure

PORT OF TAURANGA

54% Bay of Plenty Regional Council (BOPRC)
46% Public

QUALITY MARSHALLING
100% POTL

PRIMEPORT TIMARU
50% POTL
50% Timaru District Holdings

CODA
50% POTL
50% Kotahi Logistics

TIMARU CONTAINER TERMINAL
50.1% POTL
49.9% Kotahi Logistics

Northport
50% POTL
50% Marsden Maritime Holdings

PORTCONNECT
50% POTL
50% Ports of Auckland

Year of Records

The completion of our $350 million, five year strategy, to become "big ship capable" has resulted in a year of records:

Trade volumes up 10.3%

22,194,014 tonnes

MetroPort rail volumes up 15.2%

287,238 TEUs

Big container ships up 151%

11,294 TEU capacity

NPAT = NET PROFIT AFTER TAX
TEU = TWENTY FOOT EQUIVALENT UNITS

Dairy volumes up 4.9%

2,222,624 tonnes

Group NPAT up 7.9%

$83.4 million

Container throughput up 13.8%

1,085,987 TEUs

Tranship containers up 31.0%

245,896 TEUs

Breaking the Records

The country's busiest freight gateway reached a million-strong milestone this financial year, setting new records for any port in New Zealand.

Port of Tauranga's container terminal handled more than a million TEUs (twenty foot equivalent units) in a year, cementing its critical role in the New Zealand supply chain.

On 6 June 2017, the 133rd container loaded onto the Hamburg Sud vessel *Santa Isabel* was the millionth TEU. It was a refrigerated container of Zespri kiwifruit, bound for Taiwan, in a year when kiwifruit exports through Tauranga reached almost one million cubic metres for the first time.

Making the million TEU mark is the realisation of a dream that began a decade ago and required the participation and passion of multiple partners.

Our inland freight hubs in Auckland and Christchurch, and our South Island container terminal in Timaru, ensure timely and cost-effective services are within easy reach of all New Zealand's biggest importers and exporters. Our cargo consolidation points have unrivalled connectivity to international shipping services via road, rail and sea.

The flow-on benefits reach throughout the Bay of Plenty and beyond, with the Port's activities providing direct and indirect employment to tens of thousands of New Zealanders.

Another Strong Result

Chair's and Chief Executive's Report

DAVID PILKINGTON - Chair, **MARK CAIRNS** - Chief Executive

We are pleased to report on a monumental year in the growth of Port of Tauranga, New Zealand's largest, fastest growing and most productive port.

2017 IN REVIEW

The Port broke all previous records and handled nearly 1.1 million TEUs for the first time, leading Australasia in container crane productivity and producing a record Net Profit After Tax of $83.4 million, up 7.9% on the previous year.

Our harbour dredging programme was completed in September 2016, ahead of schedule, under budget and without any adverse environmental issues. This project marked a turning point for the Port, with the subsequent introduction of large vessels on Tauranga-only port calls, and with it an inevitable paradigm shift toward a hub and feeder port network in New Zealand.

In October 2016, the 9,500 TEU-capacity *Aotea Maersk* made its maiden visit and in March 2017 we hosted the 11,294 TEU capacity *Maersk Antares*, the largest ever container ship to visit New Zealand.

In January and February 2017 respectively, Seatrade launched its Meridian service and Maersk launched its Tasman Star service. In March 2017, Hamburg Sud introduced a seasonal 7,500 TEU service.

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

Tauranga is their only Australasian port of call, linking New Zealand with very fast, direct and economical services to North Asia and providing efficient trans-shipping options for Australian exporters.

Reaching the millionth TEU milestone was the culmination of a huge amount of work over a long time. The Board, management and indeed every member of staff at Port of Tauranga contributed to the achievement.

The preparations for handling this record volume began a decade ago. Over the past six years, we spent $350 million to prepare our port for the inevitable arrival of larger, more efficient ships.

The capital spending programme included the harbour dredging, extending the container wharf, purchasing new tug boats, cranes and straddles.

We have developed strategic partnerships with major shippers such as Kotahi, Oji Fibre Solutions and, more recently, Zespri and Tauranga Kiwifruit Logistics. Formalising these relationships has given us the assurances required to commit to our expansion programme on a rational economic basis.

The efficiencies that larger vessels bring are significant, with the associated savings in both fuel usage and carbon emissions critical to ensuring shipping

Highlights

Payment of special dividend of 25 cents per share (pre-share split)

25
CENTS

Average Net Crane Rate increased to 36.2 moves/hour

36.2
MOVES/HOUR

Completion of capital dredging under budget and on time without any environmental issues

Commission of two new gantry cranes

2
GANTRY CRANES

Completed sealing container yards at Timaru Container Terminal Limited to improve stormwater runoff

Largest passenger vessel *Ovation of the Seas* to visit Port of Tauranga, LOA 347 metres

347
METRES (LOA)

Average Ship Rate increased to 89.1 moves/hour

89.1
MOVES/HOUR

Seatrade Meridian service commenced calling in January 2017

Maersk Tasman Star service commenced calling in February 2017

Largest container ship to visit Port of Tauranga *Maersk Antares* 11,294 TEU

11,294
TEU

Hamburg Sud Santa Class 7,500 TEU vessel commenced calling in March 2017

Completion of 22,000m² storage shed for Oji Fibre Solutions resulting in the creation of an additional 820 container slots from the demolition of Shed 12

22,000
M²

LOA = LENGTH OVERALL
TEU = TWENTY FOOT EQUIVALENT UNITS

services are sustainable, both commercially and environmentally.

As well as larger container vessels, we are also seeing larger bulk cargo and passenger ships.

The giant cruise ship *Ovation of the Seas* – at 347 metres long and 50 metres high – made its first visit on Boxing Day 2016 and made two further calls, bringing nearly 4,900 tourists to the Bay of Plenty each time.

All this contributes to the Bay of Plenty's strong economic growth, which currently leads the country at 7.7%. Port of Tauranga is estimated to be associated with 43% of the region's Gross Domestic Product (GDP).

FINANCIAL PERFORMANCE

Group Net Profit After Tax was $83.4 million for the year to 30 June 2017, up 7.9% on the previous year. Revenue was up 4.2% to $255.9 million while EBITDa improved by 6.4% to $152.4 million.

TRADE TRENDS

The new services and bigger ships have had a significant impact on the cargo volumes we handle, with total trade increasing nearly 10.3% in volume over the year, to 22.2 million tonnes, making us by far New Zealand's busiest port.

Exports grew 8.0% in volume to 14.2 million tonnes and imports increased 13.7% in volume to 8.0 million tonnes.

Much of the increase can be attributed to the large increase in total TEUs handled, from 954,006 in 2016 to 1,085,987 in the 2017 financial year.

The trend to larger ships calling only in Tauranga is reflected in the amount of cargo which was trans-shipped (transferred from one ship to another), an increase of 22.4% to 3.5 million tonnes.

We saw strong growth in all of our largest cargo categories.

Export log volumes increased 20.1% to 5.5 million tonnes.

Dairy product exports increased 4.9% overall. Other fresh produce cargoes also performed well, with our partners Zespri International shipping record volumes of kiwifruit across our wharves.

Imported oil products increased 10.5% to 1.4 million tonnes. Dry chemical imports and bulk liquid imports increased 22.7% and 6.3% respectively.

Fertiliser imports were up 0.5% and stock feed supplement imports increased 12.6%, reflecting improved economic conditions in the dairy industry.

Ovation of the Seas entering the Tauranga Harbour.

TAURANGA OPERATIONS

We have commissioned two new Liebherr ship-to-shore gantry cranes and retired the number one crane after 37 years of reliable service.

Our eight crane fleet and three berth operation gives us unrivalled berth window flexibility and crane intensity options that provide flexibility for our customers.

We have reconfigured the container terminal to expand the container storage and handling space available.

In April 2017, Oji Fibre Solutions moved into our new, purpose-built 22,000 m^2 warehouse near the container terminal gate and adjacent to the rail sidings. Removing Oji's old shed has opened up a further 820 container ground slots right next to the berths.

We have increased the total container terminal capacity to more than 6,500 ground slots, with refrigerated container connections now at more than 2,300.

Our *'net crane rate'*[1] for the year increased to 36.2 moves/hour and our *'ship rate'* increased to 89.1 moves/hour cementing our place as New Zealand's most productive port having an average '*ship rate*' 59% ahead of the Australian average of their five container terminals.[2]

Aotea Maersk's first visit to the Port of Tauranga.

SOUTH ISLAND OPERATIONS

We saw an impressive rate of cargo growth when we took over the Timaru Container Terminal in 2014. While this has steadied as expected, the terminal managed to handle another new record of 84,946 TEUs for the year, more than quadrupling the 2014 volumes.

We have completed sealing of the container yards to improve stormwater management and efficient cargo handling.

AUCKLAND OPERATIONS

KiwiRail has been an invaluable business partner of Port of Tauranga in our ability to handle increased cargo volumes. Over the last two years, the number of trains running between Auckland and Tauranga has increased from 54 per week to 78 per week, with the number of containers being transferred by rail increasing 64%.

Over the year, moving containers, bulk cargoes and forestry products via rail, has kept the equivalent of 463,930 truck movements off the road, saving 21.3 million litres of diesel and providing an equivalent reduction of 57,994 tonnes of carbon dioxide emissions.

KiwiRail has invested $15 million in upgrading its facilities at our inland freight hub MetroPort Auckland, including purchasing additional container reach-stackers and installing a new gatehouse. We have also worked with KiwiRail to implement a vehicle booking system to improve truck turnaround times.

ASSOCIATES

Coda Group has had an excellent year following its opening of one of the country's largest intermodal freight hubs at Savill Drive in Auckland to consolidate export, import and domestic cargo.

Our South Island investments in PrimePort Timaru and Timaru Container Terminal had another solid year, and at Northport, cargo volumes increased 9%.

Our refocused company Quality Marshalling continued to secure new contracts in niche cargo handling and container services.

[1] *Ministry of Transport Quarterly Container Handling Statistics. http://www.transport.govt.nz/ourwork/tmif/freighttransportindustry/ft022/*
[2] *Australian Department of Infrastructure and Regional Development. https://bitre.gov.au/publications/2017/water_059.aspx*

We expect cargo and earnings growth to continue and we still have headroom to handle increasing volumes.

Operations Serviceman tying up vessel.

CAPITAL STRUCTURE

Port of Tauranga successfully completed a five-for-one share split in October 2016 following feedback from our retail shareholders and the analyst community. As anticipated, the share split enhanced our liquidity with daily share trades increasing by 45% and total shareholders increasing by 14% to 12,162.

We also paid a special dividend of $34 million, or 25 cents per share, as part of a capital restructure aiming to return up to $140 million to shareholders over four years. We are pleased to report that we are on track to deliver these returns given our requirement to maintain a conservatively geared balance sheet.

DIRECTORS

At the 2017 Annual Meeting, Directors Alastair Lawrence and David Pilkington will retire by rotation and seek re-election. Both have the unanimous support of the Board.

OUR PEOPLE

Our employees across our locations work all hours in all weather and continue to exemplify genuine customer care and great teamwork in spite of the challenges presented by our growth. Teams at both the Tauranga Container Terminal and the Mount Maunganui wharves managed record cargo volumes while construction continued around them.

OUR ENVIRONMENT

We continue to invest in equipment that provide significant environment benefits, such as new straddle carriers that use 40% less fuel and LED lights that use 40% less electricity. Our modern fleet of eight ship-to-shore gantry cranes now all have sophisticated DC electric motors that re-generate up to 700kw of electricity when lowering a container onto the vessel or terminal, which can then be made available to any adjacent cranes lifting containers or fed into the reefer blocks, greatly reducing our electricity consumption.

We have stepped up our efforts to improve air quality and stormwater management, and have doubled sweeping operations to ensure dust and debris are contained.

INDUSTRY STRUCTURE

There continues to be rumoured and real merger and acquisition activity in the shipping line sector. We strongly believe that the move to larger vessels will only be accelerated, rather than be hindered, by any restructuring.

As indicated earlier, a hierarchy of fewer hub ports, supported by second-tier feeder ports connected by coastal shipping, is unquestionably the way of the future for New Zealand.

The sums of capital required for bigger ships and the aggregation of sufficient cargo – as well as transport infrastructure to move it – is clearly not affordable across all of New Zealand's current container ports.

Unfortunately, there are ample signs that this reality is not yet fully understood. As many of these ports are dominated by local government ownership, there are often parochial and emotional reasons for investing in them. We continue to see plans to pour ratepayers' funds into ports that have little chance of returning the cost of that capital.

In contrast, the success of Port of Tauranga's public/private ownership ensures strong free market disciplines are backed by cornerstone regional council ownership that delivers substantial benefits for ratepayers and the region.

THE FUTURE

We expect cargo and earnings growth to continue and we still have ample headroom to handle increasing volumes.

The millionth TEU was a fantastic milestone. While it is impressive, we are far from reaching capacity and still have considerable scope to expand within our existing footprint. We have approximately 40 hectares of undeveloped port zoned land available for future growth. Eventually, we can invest in technology and equipment to significantly increase capacity within our current footprint.

We will continue to sustainably manage future growth, utilising rail in preference to road connections, while ensuring the whole community benefits from our success. Sustainability is not an idea that we pay lip service to. It is a core responsibility under our licence to operate.

Our focus now is to continue to optimise productivity, remove waste from the supply chain and work with our partners to plan ahead, to ensure Port of Tauranga remains New Zealand's Port for the Future.

DAVID PILKINGTON
Chair

MARK CAIRNS
Chief Executive

Laden logging vessel getting set for departure.

Hunting for Efficiencies

Port of Tauranga endeavours to strip waste wherever it lurks in the supply chain. We are supported in this pursuit by the service providers, customers and workers within the port community.

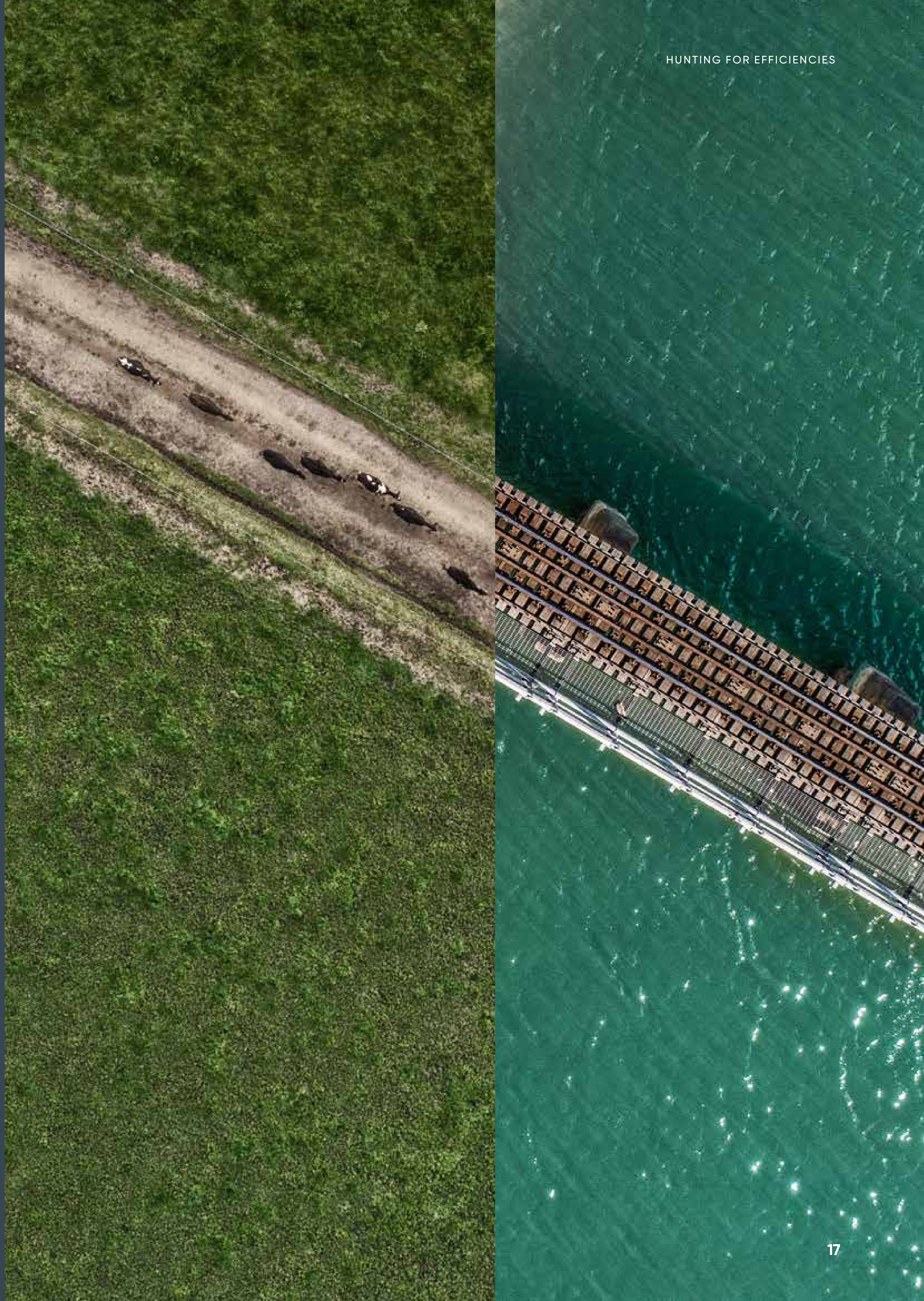
Port of Tauranga invests in highly efficient resources – people, plant and property – and utilises them to achieve world-leading productivity rates.

We still have room to grow. Of the 190 hectare land holdings in Tauranga, approximately 40 hectares is still available for expansion, and the present throughput of TEUs could potentially be trebled through land configuration and stacking cranes.

Our long-term freight agreements with major exporters such as Oji Fibre Solutions, Kotahi and Zespri International give us the certainty to make rational investments for the future.

Our joint ventures, such as Coda Group, give us the platform to integrate the Port with all other parts of the supply chain, utilising rail, road transport and inland freight consolidation hubs to remove cost, empty capacity and delays from the cargo network.

Taking a holistic view of New Zealand's supply chain has given Port of Tauranga and its customers the opportunity to become much more efficient, and commit to infrastructure expansion on a rational economic basis.



Board of Directors

D A PILKINGTON
BSc, BE, GradDip Dairy Science & Technology, Chair

INDEPENDENT DIRECTOR

David Pilkington was a member of Fonterra's senior executive team. He holds directorships in Northport Limited, Port of Tauranga Trustee Company Limited and PrimePort Timaru Limited and chairs Douglas Pharmaceuticals Limited, Hellers Limited and Rangatira Limited. He has a strong background in marketing, international business and supply chain logistics. David joined the Board in July 2005.

A W BAYLIS
MCom 1st Class Honours, FCA, FNZIM, AFInstD

INDEPENDENT DIRECTOR

Bill Baylis is a Director of PrimePort Timaru Limited. He has broad governance experience over a wide range of industries. Bill joined the Board in February 2006.

K R ELLIS
BCA Economics 1st Class Honours, BE Chemical 1st Class Honours

INDEPENDENT DIRECTOR

Kim Ellis is Chair of Metlifecare Limited and NZ Social Infrastructure Fund Limited, and a Director of Ballance Agri-Nutrients Limited, Fonterra Shareholders Fund (FSF) Management Company Limited and Freightways Limited. Kim chairs the Remuneration Committee and joined the Board in May 2013.

J C HOARE
BCom, FCA, MInstD

INDEPENDENT DIRECTOR

Julia has a comprehensive range of commercial, financial, tax, regulatory and sustainability expertise which she developed over the course of 20 years as a partner with PwC. She retired from the PwC partnership on 31 December 2012 to pursue a full time corporate governance career. Julia is a Fellow of the New Zealand Institute of Chartered Accountants and a Member of the Institute of Directors.

Other directorships include: Director of AWF Madison Group Limited, New Zealand Post Limited, The A2 Milk Company Limited and subsidiary The A2 Milk Company (New Zealand) Limited and Watercare Services Limited, and Member of Auckland Committee, Institute of Directors, Advisory Panel to External Reporting Board and the Institute of Directors Council.

Julia chairs the Audit Committee and joined the Board in August 2015.

A R LAWRENCE
BCA Business Admin

INDEPENDENT DIRECTOR

Alastair Lawrence is a very experienced corporate advisor, specialising in commercial evaluation and strategy development. He was a director of private investment bank, Antipodes, from 1998-2014.

Governance roles have included Takeovers Panel, Landcare Research Limited, Coda GP and a number of mid market private companies.

Alastair joined the Board in February 2014.

D W LEEDER

Doug Leeder is Chair of Bay of Plenty Regional Council. He is a dairy farmer, and has considerable experience in governance and management. Doug has held positions of governance in Federated Farmers, was a Director and Chair of Bay Milk Products, Director of the East Bay Health Board, Chair of Subsidiaries East Bay Energy Trust, Chair of NZ Dairy Group and Dairy Insight and Director of DEXCEL. Doug joined the Board in October 2015.

M J SMITH
LLB

Tauranga lawyer Michael Smith is Chair of Quayside Group of Companies, Craigs Investment Partners Superannuation Management Limited and Quay Street Asset Management Limited, and a Director of Custodial Services Limited and First Mortgage Managers Limited. He has an extensive corporate and commercial legal background. Micheal joined the Board in August 2001.

Senior Management Team

From left to right:
LEONARD SAMPSON - Commercial Manager, **SARA LUNAM** - Corporate Services Manager,
DAN KNEEBONE - Property & Infrastructure Manager, **MARK CAIRNS** - Chief Executive, **STEVEN GRAY** - Chief Financial Officer.

Turning Waste into Opportunity

Port of Tauranga's relationships with its suppliers are typical of its long-term focus and investment.

Port of Tauranga has a lengthy connection with Daltons, which has cleared the Mount Maunganui wharves of bark waste for the last 40 years or so.

The arrangement ensures no bark residue is washed into the harbour, and provides Daltons with raw material for its high-quality horticultural mixes, some of which pass back over the wharf in bags for export to Asia and beyond.

The cleaning operation is a small part of Port of Tauranga's activities in support of its kaitiakitanga, or guardianship, of the harbour. Independent air and water quality monitoring ensure no adverse effects from port operations.

Through its support of research, Port of Tauranga is a contributor to Tauranga Harbour's reputation of being one of the most researched and best understood harbours in Australasia.

Port of Tauranga has a long-standing relationship with the University of Waikato and sponsors research into the impacts of dredging, the health of kaimoana and the potential effects of future development.

We embrace the responsibilities, opportunities and challenges that accompany our operations and are proud of our positive contribution to our employees, communities, cities, region and the country.

The Landscape of Success

Daltons has a long history of transforming Port of Tauranga's log operations waste into a valuable export product and sought-after potting mix.

Daltons

The landscape supplies business collects bark and cleans the wharves, processing the byproduct into rich, high quality horticultural products that are shipped around New Zealand and across the world.

Owner Neil Dalton, whose parents John and Francie established the company in 1947, started collecting bark from the Mount Maunganui wharves nearly 40 years ago.

"It was a big problem for the port as big piles of the dirt and bark bumped off logs were sometimes bursting into flames," he says.

As log exports and the bark waste grew in volume, Daltons secured an exclusive contract to collect bark and sweep the wharves. Neil later imported snow ploughs from the United States and modified them to more efficiently manage the growing detritus, and shifted processing to Daltons' larger premises in Matamata.

Now a team of two, headed by Daltons staffer Ian Dalziel, who has been in the job for 25 years, ensure the wharves are scraped clean every day. Six to 10 truckloads of bark are transported to Daltons' processing and packing plant seven days a week.

"We make sure that no debris enters the harbour or is blown across the neighbourhood," says Neil.

Specialist crushing equipment breaks the bark down into different grades before it is aged for several months and bagged for distribution. The Daltons' high grade orchid potting mix is famous for its quality amongst fussy flower growers in New Zealand, Asia and the United States.

"It's a great example of creating something useful out of what used to be a big problem," says Neil.

NEIL DALTON - Owner/Manager

A History of Success

Shipping industry veteran Noel Coom has been a first-hand witness at many critical junctures in Port of Tauranga's high-growth history.

ANL (New Zealand) Limited

The head of container shipping line ANL New Zealand for the last decade, Noel first started in the shipping business in 1969. After stints around the country, he took up the helm of the New Zealand office of ANZDL in 1988.

In the mid-1990s, Port of Tauranga consulted with Noel on the establishment of the Tauranga Container Terminal.

"It involved some new and creative ideas being tossed about, much thinking outside the box and many commercial arm wrestles before the right solutions emerged and MetroPort Auckland had its very beginnings," he says.

Noel was working for ANZDL in Sydney when the company's ship made the inaugural call into Sulphur Point in 1999.

"I recall the excitement and sense of shared accomplishment for all of us involved. The move was bold and not without considerable commercial risk for both the Port and the line."

Since then, Noel has worked in a number of industry roles, including a short time as consultant to Port of Tauranga. Noel became Group General Manager at TranzRail in 2001 and MetroPort Auckland subsequently extended to a seven-day service, with rail volumes growing from 30,000 to 75,000 containers a year.

In 2006, Noel led the establishment of US Lines in Australasia, which was acquired by ANL, part of the world's third largest container line, CMA CGM Group. All four key ANL international services visit Tauranga as their final New Zealand port of call.

Noel, who plans to retire later this year, says present day Port of Tauranga is a testimony and tribute to the enterprise of past and present management.

"I believe the Port has been successful because it has been active and very disciplined in its ongoing commitment to invest and reinvest in its core infrastructure."

NOEL COOM - General Manager

New Services Meet Demand

Seatrade New Zealand has recently celebrated its long association with Port of Tauranga with a new service and the christening of a new ship.

Seatrade New Zealand

In January 2017, Seatrade launched its Meridian service, a fully containerised reefer service to the United States east coast, Europe and the United Kingdom, departing Tauranga every 10 days.

The newest vessel on the service, the *Seatrade White*, was christened at Port of Tauranga in April. The *Seatrade White* is one of eight vessels on the new service, all being larger than the Seatrade ships previously calling at Tauranga.

Seatrade New Zealand General Manager, Tim Evans, says it was fitting to celebrate the launch of both the ship and the service at Tauranga, which has been the company's home port since 2007.

"We moved our office to Tauranga 10 years ago and we've never looked back. We have seen constant growth over that period and our staff numbers have doubled to support the growth," says Tim.

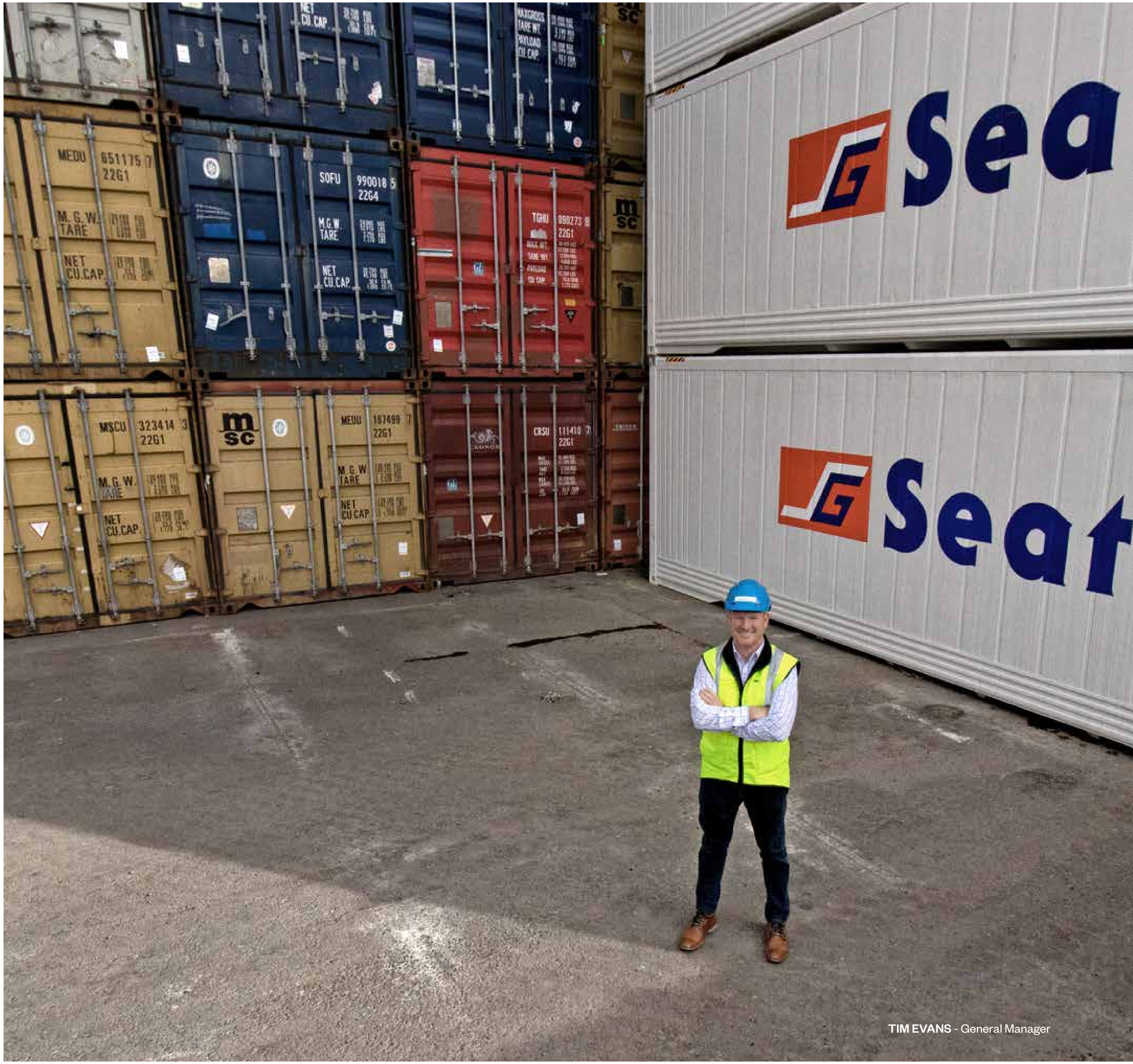
"Both launches signal our expansion from solely charter vessels to a regular liner service, made possible by the increasing volumes of export cargo we carry from New Zealand."

Seatrade is the largest operator of refrigerated cargo vessels in the world and serves a number of New Zealand producers exporting temperature-sensitive, perishable cargoes.

Seatrade New Zealand operates the fastest direct service to the United States and Europe carrying chilled fruits, vegetables, meat, wine and breakbulk cargo.

Seatrade also specialises in general cargo that might need specialist handling or stowage, such as yacht masts and boats.

Tim says the Port's approach to investing for the long-term matches Seatrade's thinking. "New Zealand importers and exporters will benefit from that strategy for decades to come."



TIM EVANS - General Manager

Log Volumes Rise Again

Port of Tauranga's largest log exporter says volumes are growing again after a double digit decrease last financial year due to high inventories, downward pressure on prices and reduced demand for export logs in China.

TPT Forests Limited

TPT Forests Director Mark Procter says the dip followed rapidly increasing export log volumes from 2008 to 2014, before an imbalance in supply and demand quickly took the heat out of the market.

Mark says construction activity, led by China, has recently normalised after an extended period of intense development. However, domestic log harvesting in China has slowed and so logs and lumber from New Zealand have been filling the shortfall.

"These conditions are expected to continue to underpin what looks like a steady period ahead for exporters," says Mark.

"As the Chinese market in particular has matured, a more stable customer base has been established and some of the volatility and speculative buying and selling has reduced," he says.

Nearly two thirds of logs leaving Tauranga are bound for China, 22% to Korea, 9% to India, 7% to Japan and a small volume to other markets.

TPT Forests, based at Mount Maunganui and an exporter since 1998, handles around 40% of the logs exported from Port of Tauranga.

Port of Tauranga's proximity and rail connections to the country's plantation forestry powerhouse, the central North Island, makes it an efficient choice for log exporters. TPT works with Port of Tauranga to help plan for growth and avoid congestion.

"We minimise influences outside our control by ensuring we have a solid market mix, long-term customer relationships and an efficient cost structure."

MARK PROCTER - Director - Log Supply & Logistics

Welcoming a World of Opportunity

Port of Tauranga has spent more than $350 million over the past six years to increase capacity in preparation for bigger ships.

The investment included dredging to widen and deepen the shipping lanes in and outside Tauranga Harbour.

The dredging has also allowed larger cruise ships and bulk cargo carriers to visit. Overall, the average length of ships visiting Tauranga has grown from 177 metres in 2011 to 199 metres this year.

Larger vessels, with their lower operating costs and greater fuel efficiency, will enhance New Zealand's global competitiveness.

The first Maersk ships of 9,500 TEU capacity, 347 metres in length, started calling October 2016 soon after the dredging was completed. Ships of between 7,500 and 11,500 TEU capacity are now calling on a weekly basis, including a new seasonal service from Hamburg Sud that was launched in March 2017.

Port of Tauranga has stepped up productivity to manage the larger cargo transfers per shipment, achieving 59% higher productivity rates than the Australian average and well above other New Zealand ports.

Port of Tauranga handles more than 22 million tonnes of cargo annually, including 41% of the country's exports.

Expanding into New Cargoes

Northport's first scheduled container service has started calling.

Northport Limited

The fortnightly Swire Shipping/Pacifica coastal feeder service to Tauranga kicked off in May 2017 with a shipment of containerised bulk cement from Golden Bay Cement, which operates New Zealand's largest cement works at Portland, west of Northport.

The plant has just had a $30 million upgrade and up to 5,000 containers of cement are expected to be shipped on the new service each year.

It is the first scheduled service to utilise Northport's multi-purpose crane, purchased in 2015 to give the port container-handling capability.

"The more diverse the cargoes we can handle, the better for our business and for Northland businesses," says Jon Moore, Northport's Chief Executive.

The introduction of the new service tops another successful year for Northport. Overall cargo volumes increased to 3.7 million tonnes, up 9% on the previous year.

Export log volumes increased 6.7% to 2.85 million tonnes.

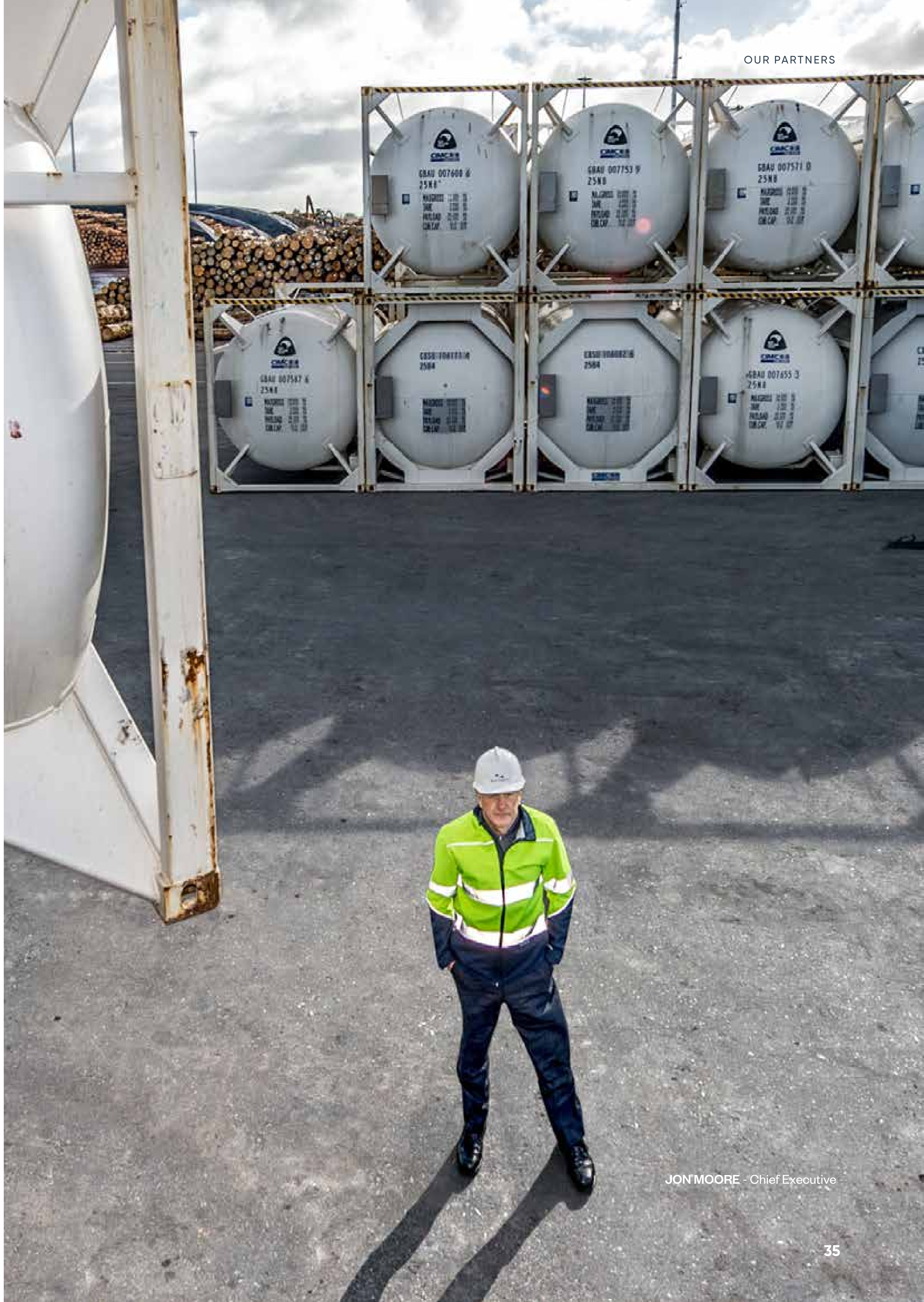
While Northport itself has just 24 employees, more than 300 people work at the port and many more off site in related businesses.

Jon says the combined facilities of Northport, the adjacent Marsden Point Oil Refinery, the nearby cement works and local shipyards form a crucial anchor for the local economy.

"Depending on the season, we can have up to 600 trucks arriving at Northport each day," says Jon. "That's a lot of work for local drivers."

Northport has a close working relationship with the oil refinery next door, and provides a range of marine services for both ports including navigation aids, radar and hydrographic surveys. Pilotage and towage services are also shared.

Refining New Zealand has proposed channel deepening at the Whangarei Harbour entrance to accommodate fully laden crude oil tankers and improve safety at the port. The company is consulting stakeholders about the planned project.



JON MOORE - Chief Executive

South Success Continues

PrimePort Timaru has had another successful year with continued strong performance in most cargoes.

PrimePort Timaru Limited

Chief Executive Phil Melhopt says the new cement facility at PrimePort, dairy-related exports through the Timaru Container Terminal, and log exports all performed well. The port also hosted three cruise ships during the summer cruise season.

Holcim opened its new cement facility at PrimePort in December 2015 and volumes have steadily increased in the past year.

PrimePort leases the container terminal to Timaru Container Terminal, a joint venture between Port of Tauranga and Kotahi, the country's largest export supply chain collaboration.

Phil says the terminal's growth is good news for South Canterbury importers and exporters, which have won access to new and expanded container shipping services introduced over the last year.

It's also good news for PrimePort, which receives lease income as well as providing marine services – including tug and pilot boats – for all port users.

PrimePort will take delivery of a new pilot boat in July to replace the 38-year-old *Ohau*. The new vessel is being built in Melbourne and will be named *Kiwa*, after a divine guardian of the Pacific Ocean. The name was chosen by local schoolchildren in a competition.

PrimePort has also installed a new, state-of-the-art LED navigation light at the harbour entrance.

"It's all part of our investment in our assets to prepare for future growth," says Phil.

As well as purchasing new assets when required, the company has launched a wide-ranging repairs and maintenance programme to improve the reliability and longevity of its existing infrastructure.

In response to community support of PrimePort, the company has taken on sponsorship of the annual Timaru Christmas parade.

PHIL MELHOPT - Chief Executive

New Services Call at Timaru

Timaru Container Terminal handled record cargo volumes in the 2016/2017 financial year, underpinned by a solid performance in dairy product exports and increased meat exports.

Timaru Container Terminal Limited

New cargoes were also shipped through Timaru with the February introduction of a new weekly Maersk service between New Zealand and Australia, the Tasman Star, and increased frequency of Swire Shipping services.

The two new services join the longstanding Capricorn service operated by Mediterranean Shipping Company, as well as Maersk's Northern Star service linking Timaru to Australia, Singapore and Malaysia.

Timaru Container Terminal Manager John Bromley says the new and expanded services have increased flexibility for importers and exporters, as well as domestic shippers moving cargo between New Zealand ports.

"It's relieved some of the space constraints, especially at peak times, which gives our smaller volume customers more options," says John.

Regular rail services to MetroPort Christchurch have also increased choice, shortened timeframes and ensured port resilience for Christchurch-based importers and exporters.

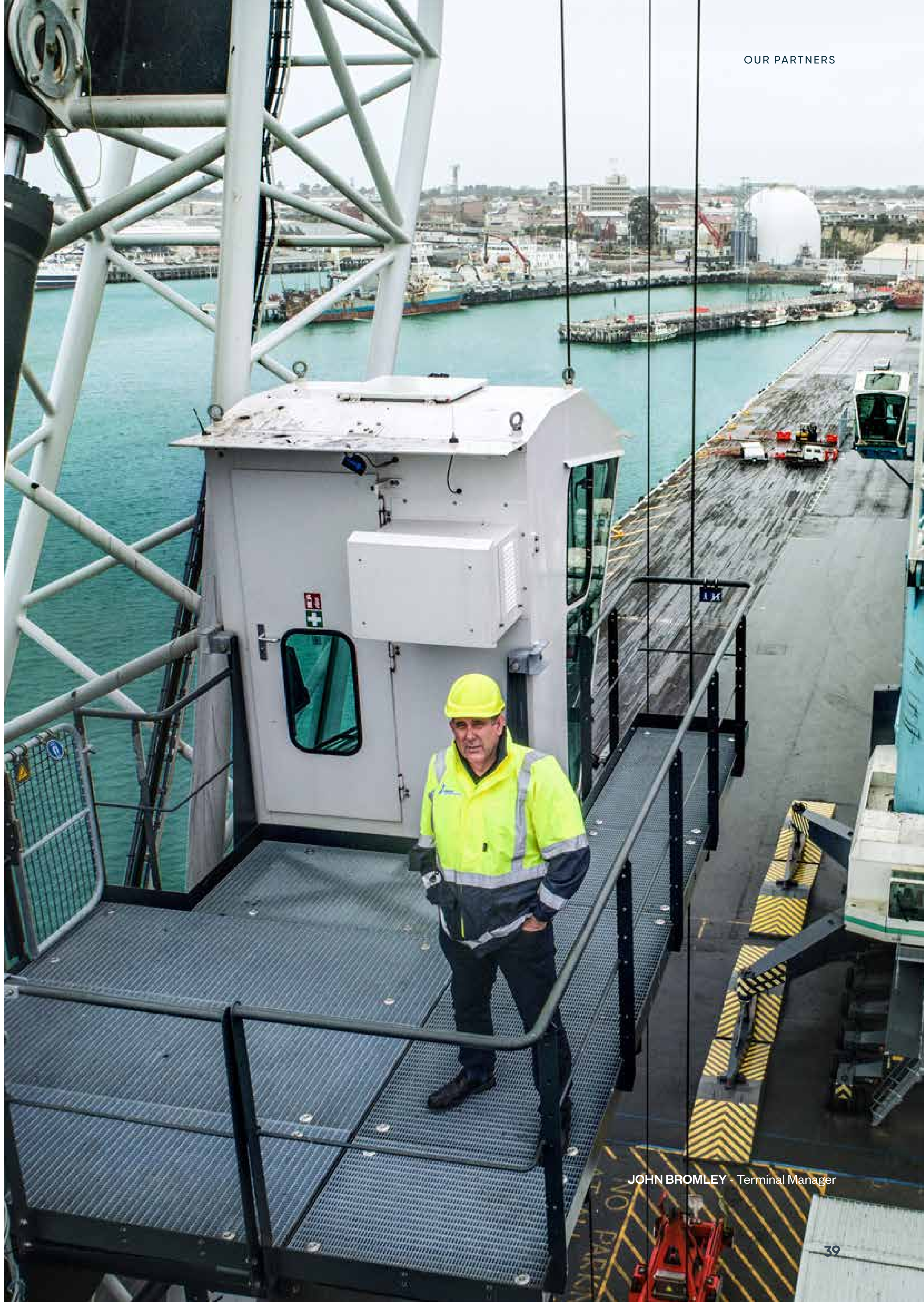
John says dairy product volumes are about to increase further, with the construction of a new $240 million mozzarella cheese factory by Fonterra at Clandeboye, south of Timaru. Production is expected to begin in May 2018.

"We're going to need considerable investment in our landside facilities as those volumes ramp up," says John.

John says other cargoes will also grow, with many businesses in South Canterbury enjoying buoyant growth and investing in facilities to increase production.

The company hosts regular forums with its partners to review current operations and plan for future growth, with the key focus on how all parties can work together.

"Our relationships are based on openness and honesty as we work together to ensure the best outcomes for the wider region," says John.



JOHN BROMLEY - Terminal Manager

Smoothing the Supply Chain

Expansion plans are under way at one of New Zealand's largest intermodal freight hubs, just a year after opening.

Coda Group LP

Coda Group's Savill Drive facility, covering 40,000 square metres in South Auckland, consolidates import, export and domestic cargo, using rail to more efficiently move freight around the country.

Coda Group Chief Executive says the 24-hour hub now handles the equivalent of 300 TEUs a day and will soon build a new warehouse to further improve freight flows.

Scott says Coda is close to removing the equivalent of 8,000 heavy truck trips off the road each year, saving more than 1.5 million litres of fuel and 4,000 tonnes of carbon emissions.

Coda was created two years ago to co-ordinate the landside movement, storage and flow of bulk, palletised and containerised products. The group already moves more than 6.5 million tonnes of product and more than 350,000 TEUs around the country each year, including all of Fonterra's finished goods for export.

"Our goal is to bring together the many parts of the supply chain and then problem-solve, reduce waste, deliver results and ultimately create value," says Scott.

Coda has established a rail link between Auckland and Palmerston North. Consumer goods are sent south from Auckland on specially-designed curtain-sided train wagons. At Palmerston North, the wagons are filled with pallets of milk powder for the return journey to Savill Drive, where the dairy products are loaded into containers to be transferred by rail to Port of Tauranga for export.

"The aim is to fill trucks, trains and ships both ways, to reduce waste, increase utilisation of assets, and lower costs," says Scott.

SCOTT BROWNLEE - Chief Executive

Finding a New Niche

Quality Marshalling has not looked back since divesting its forestry operations 15 months ago.

Quality Marshalling Limited

General Manager Shayne Jenkins says the company has continued to grow with a new focus on niche operations within the port sector.

Quality Marshalling will commence operation of Tauranga Container Terminal's straddle carrier mechanical workshop at Sulphur Point in August 2017. It will handle maintenance and repairs of the Terminal's 46 straddle carriers, as well as Quality Marshalling's own fleet of container handling equipment, mafi trucks and trailers.

The company's current staff of 65 will increase to close to 80.

Shayne says the new contract adds to a growing portfolio of specialist operations.

"We continue to diversify by bringing our expertise and knowledge to new areas of business. We are being selective and targeting operations that use our skill set and importantly add value to our customers."

Quality Marshalling also operates at the Timaru Container Terminal and the Holcim cement plant at PrimePort, Timaru. It manages Port of Tauranga, Fonterra and KiwiRail's rail container transfer site at the Tauranga Container Terminal, and recently commenced container transfers from the adjacent new purpose-built Shed 16, which has been leased to Oji Fibre Solutions.

Shayne says the company's strength is its port logistics knowledge and relationship management skills.

"We've got a small, agile team that can be responsive to our customers' needs and be highly efficient," he says.

SHAYNE JENKINS - General Manager

Walking the Extra Mile

Port of Tauranga's impact and influence extends deep into the economies of its communities.

Port of Tauranga invests directly in infrastructure projects that benefit the wider community, such as the Pilot Bay boardwalk in Mount Maunganui.

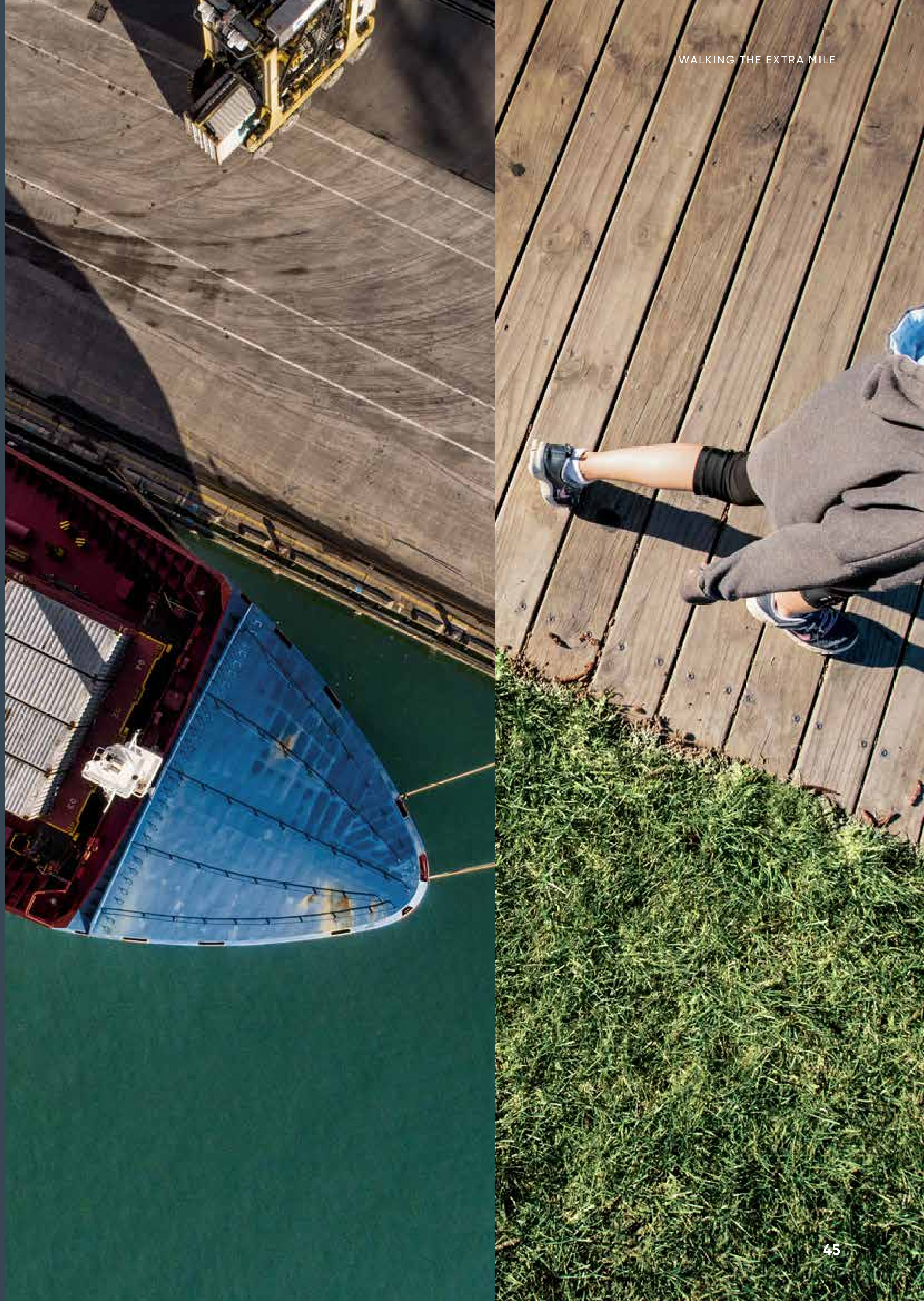
The timber walkway was built in 2013 to protect the popular bay's grass-covered foreshore and improve access for walkers.

The Company also invests indirectly in many iconic Bay of Plenty assets, through the $200 million infrastructure fund at the disposal of the Bay of Plenty Regional Council. The fund was established in 2008 through a share issue by the Council's investment arm Quayside Holdings Limited, which owns 54.14% of Port of Tauranga's shares.

The fund has been used to kickstart projects such as a tertiary education campus in Tauranga city, redevelopment of Opotiki Harbour and the Scion Science Innovation Park in Rotorua.

Since 1992, Port of Tauranga has also paid in excess of $650 million in dividends to Bay of Plenty Regional Council through the majority shareholding.

Specific projects, events and equipment are supported through long-term sponsorships, such as the Port's funding of a specialist winch on the locally-based rescue helicopter. For the past 25 years, the Company has been principal sponsor of one of the country's most popular annual triathlons, the Port of Tauranga Half.



Liam Fitzgerald

Liam Fitzgerald, Port of Tauranga's first student cadet, is still working for the Company four years later.

The one-year cadetship programme, offered in partnership with Toi Ohomai Institute of Technology (formerly Bay of Plenty Polytechnic), offers business students the chance to gain valuable work experience while helping the Port attract young talent.

"It was a great vehicle for me," says 23-year-old Liam. "I've graduated with a business qualification but I've also got excellent work experience for someone my age."

Following his cadetship, Liam stayed at the Company in casual roles in container receival and despatch and in the Terminal's train planning office. He is currently working in the vessel planning office, relieving in the other departments when required.

He graduated earlier this year and now aims to secure a full-time position when a rare vacancy arises.

Liam was the first student to take up the cadetship for second year students with an interest in supply chain logistics. It enabled him to work part-time at the Tauranga Container Terminal, be introduced to other parts of the Port's operations, and to fit it all around his studies.

"It gave me a regular income, good industry experience, plus the opportunity to work at one of the fastest growing businesses in the Bay of Plenty," says Liam.

"I had a head start on a lot of our assignments because I was able to use real world knowledge."

LIAM FITZGERALD - Cadet

Sheree Horsburgh

Property Management Administrator Sheree Horsburgh makes the most of Port of Tauranga's handy location.

The keen sportswoman can squeeze in either a run around Mauao, a quick swim or stand up paddle in Pilot Bay, or a game of squash during her lunch break.

"There's nowhere better," says Sheree, who competed in this year's Port of Tauranga Half as part of a company team.

She joined the Company after 11 years with Tauranga City Council. She arranges leases, sorts out any issues with tenants, assists port users with space needs, works with government agencies, engages with solicitors to draft legal documents and handles general enquiries.

It is a busy job, as Port of Tauranga is one of the city's biggest landowners with approximately 208 hectares of land and buildings in its property portfolio.

Sheree has taken over from retired staff member Maurice Hume, who says she is the perfect fit for the role. "Sheree has the right combination of personality and drive for such a varied job," he says.

Sheree is proud to work for a company that gives back to the community. She recently assisted the local Lions Club, which needed parking space for its annual book sale.

"It was a small gesture but we were able to isolate a Port area for the carpark and they were able to raise money for other community groups."

SHEREE HORSBURGH - Property Management Administrator

David Hone

Port of Tauranga's David Hone loves to see visitors' faces when they realise what goes on behind the security gate.

"It's great seeing their surprise when first time visitors discover what a really big operation it is," says David, one of two Security Supervisors at the Port.

His role is to maintain security and ensure safety rules are observed. He also escorts visitors to the Port, including students, suppliers and community groups.

David joined Port of Tauranga as a part-time security officer nine years ago. He had been managing a motel in Mount Maunganui, but had previously worked in the industry as the Manager Operations for Quality Marshalling following a 20 year career in the Royal New Zealand Navy.

His family ties to the Port extend to his father's employment on the wharves and his sons' and brothers' involvement in present-day port operations.

"It's great to be part of the busiest port in New Zealand, and the way that it just keeps growing," he says.

"The only constant is the wharf itself. Everything else is always changing."

Outside work, David makes wooden toys to order, including replicas of the logging trucks he sees on a day-to-day basis.

"I might have been a carpenter if I hadn't joined the Navy," he says.

"I really enjoy coming to work because of who we are and where we are. The Port has a family atmosphere and it's a good family to work for," says David.

DAVID HONE - Security Supervisor

Peter Frewin

Some might say Port of Tauranga Tug Engineer Peter Frewin, the son of a long-serving seafarer, has salt water in his veins. It's likely there's a dollop of diesel in his blood too.

Waihi-born Peter served his engineering apprenticeship at Tauranga company Page & Macrae, developing a passion for marine diesel engines, and in the early 1980s he set sail for work in the South Pacific Ocean, the South China Sea and the Irish Sea.

On his return to New Zealand a decade later, Peter began his 26-year career at Port of Tauranga, working on board the tug *Mount Maunganui.*

The arrival of larger ships soon created the need for a higher horsepower tug and Peter supervised the building of the 22-metre *Sir Robert*, named after the late master mariner, businessman and mayor Sir Robert Owens, who was instrumental in the Port's growth.

Chief Executive Mark Cairns says Peter has a well-earned reputation for an immaculately-kept vessel. Peter still looks after *Sir Robert* with great care and pride.

"People call it my baby. I take great pride in looking after it, making sure that it is well maintained," says the father of three.

"I love going to work at the beginning of the day with a challenge and coming home having found a solution – or at least an idea of how I'm going to fix it."

"I get lot of satisfaction from that and I like to think I contribute to the quality of our marine operations here at Port of Tauranga."

PETER FREWIN - Tug Engineer

Kaimoana for Our Future

Tauranga Moana's kaimoana reserves are being enhanced through a joint project involving Port of Tauranga, local iwi and University of Waikato researchers.

The pipi bed relocation project is funded by Ngā Mātarae Charitable Trust, which was established to balance the impact on the cultural and spiritual values of iwi resulting from the harbour dredging work.

The Trust is comprised of representatives of Tauranga Moana iwi (Ngāti Ranginui, Ngāi Te Rangi and Ngāti Pūkenga), Mauāo Trust, Tauranga Moana Iwi Customary Fisheries Trust and Port of Tauranga. The Trust has contracted Manaaki Te Awanui to deliver the pipi enhancement project.

It involves local primary and secondary school children in relocating at-risk pipi to shellfish beds elsewhere in the harbour, while undertaking biological research, recording oral histories and establishing baseline environmental monitoring.

It's an example of stronger links being forged between the many people and organisations connected to the harbour, as well as the bringing together of traditional and scientific values.

It's also an opportunity to build relationships and safeguard the harbour into the future.

A clean and healthy Tauranga Moana is vital to our business. The concept of kaitiakitanga or guardianship is the foundation of our relationships with our many community partners.

Our Kaupapa

Port of Tauranga has a responsibility as kaitiaki of our harbour and our people.

Our aim is to manage growth in a way that benefits all our stakeholders – including our shareholders, customers, community and staff – both in the short and long term.

Our community support initiatives reflect this goal. With an eye to the future, we invest in community assets, visitor-attracting events and education programmes. We also strive to improve our own performance every single day, and are committed to avoiding harm to our workers and our environment.

Highlights

Total recordable injury frequency rate remained steady at 5.6 per million hours worked

5.6 per

MILLION HOURS

Four major construction and demolition projects completed without a single safety incident and while container terminal operations continued at record volumes

4

MAJOR PROJECTS INCIDENT FREE

Six million m^3 dredging project completed on time and under budget, meeting all our environmental, social and cultural obligations

6 million m^3

DREDGING COMPLETED

Ten tertiary education scholarships awarded under two programmes

10

SCHOLARSHIPS AWARDED

Funding of wide range of research projects

6

RESEARCH PROJECTS FUNDED

People

Safety

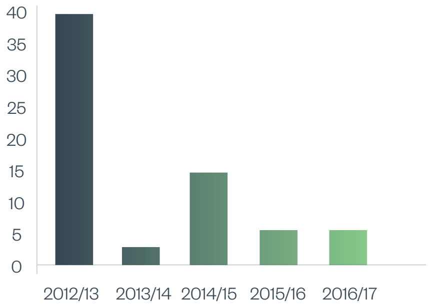
Our Port Users' Health & Safety Forum brings together all the organisations that work on site, reinforcing a mindset of shared risk management for adjacent or integrated port activities.

We had a busy year of capital works and are pleased to report the incident-free construction of the new 22,000 m^3 Shed 16, involving 20 different on-site contractors. The decommissioning of Crane 1, the construction of two new cranes and the demolition of Shed 12 were all also incident-free.

In the past two years, our focus has shifted from one-dimensional hazard management to dynamic and proactive critical risk identification, mitigation and monitoring.

Our Total Recordable Injury Frequency Rate (TRIFR) was the same as the previous year at 5.6 per million hours worked. There was one Lost Time Injury and one Medical Treatment Incident.

TRIFR



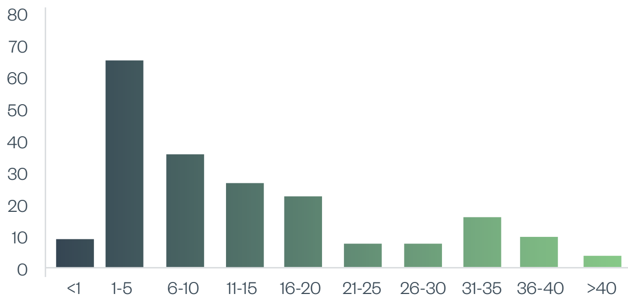
Staff

Port of Tauranga directly employs around 200 people, but ten times that number work on the wharves or at associated businesses.

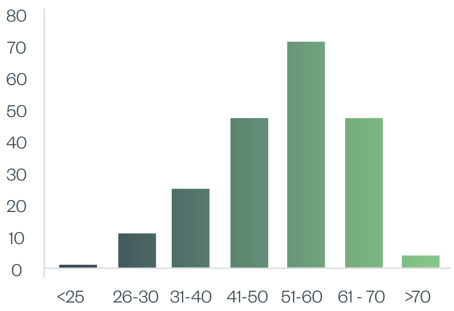
We aim to make Port of Tauranga a great place to work. Our remuneration, work hours flexibility, learning and development opportunities, location and business success ensure we are a sought-after employer, and we strive to preserve this reputation.

Staff turnover is consistently low and is normally less than 5% however this year, in line with our age and retention profile, we had a turnover of slightly more than 6%. Of those who left, more than 60% retired, with an average length of service of 30 years. Nearly half of our people have been with us more than 10 years, and more than 20% have been employed for 20 years or more.

Length of Service (Years)

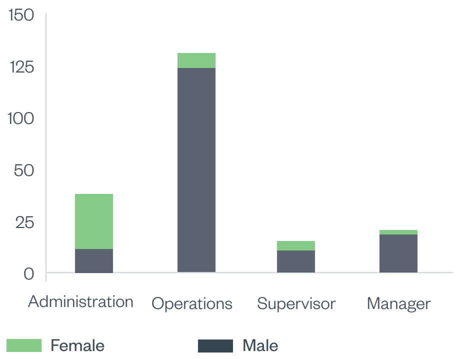


Age Profile (Permanent and Permanent Part Time)



This depth of experience is balanced with the fresh approach and new ideas of a younger cohort of employees. More than 35% of all staff joined in the last five years, bringing with them a greater diversity of gender and age.

Diversity



Overall, 18% of the workforce is female. Close to a third are in key operations, supervisory or management roles.

Port of Tauranga staff volunteer testing new life jackets

Health and safety representatives from across the business get involved in user testing to select the best new equipment.

The Port's focus on further improving worker participation has resulted in a positive change in workplace culture.

In another example, operations teams were involved in the concept and design stage of the new mooring winch assembly for Berth 11. Their input ensured operational effectiveness and change acceptance to increase overall safety.

Partnerships

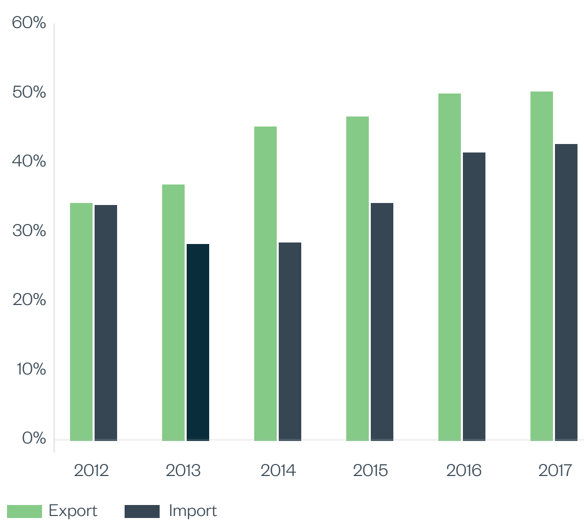
Port of Tauranga's partnership with KiwiRail removed the equivalent of 463,930 truck movements from the road over the year, saving at least 21.3 million litres of diesel and 57,994 tonnes of carbon emissions.

This relationship with rail is typical of the Port's desire to find long-term solutions to environmental challenges, working with our partners to minimise our impact on our surroundings.

Port of Tauranga has taken an industry leadership role in the introduction of national qualifications. The Port's representative on the Port Industry Association is involved in the development and launch of the new National Certificate in Port Operations.

Membership of organisations such as the association, Port CEOs' Forum, and Business Leaders' Health and Safety Forum helps Port of Tauranga share best practice, learn from others and consolidate incident data and industry wide trends.

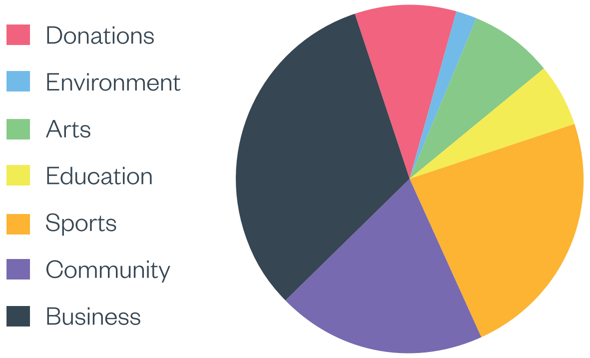
Rail share of land movements in and out of the container terminal



Port of Tauranga's pursuit of operational biosecurity excellence was recognised in the inaugural New Zealand Biosecurity Awards announced in August 2017. The Port partnered with Kiwifruit Vine Health, the Ministry for Primary Industries and other agencies on the initiative, which included an awareness programme for all Port staff.

Awards Judge Dr John Hellstrom, MPI Director-General Martyn Dunne, Port of Tauranga Chief Executive Mark Cairns and Minister for Primary Industries Nathan Guy.

Community Investment:



Our community sponsorship portfolio reflects our wish to be a good neighbour and play an active role in building strong and vibrant local, regional and national communities. We favour long-term partnerships, such as our multi-year sponsorship of the Port of Tauranga Rescue Winch on the Trustpower TECT Rescue Helicopter. The winch was used 19 times in rescues during the financial year, and another 50 times in training sessions.

Port of Tauranga rescue winch on the Trustpower TECT Rescue Helicopter.

We took on the naming rights for the Port of Tauranga Half Ironman in 1991 and also sponsor the Tauranga Arts Festival. Both events bring visitors to the region and add to the richness of life in the Bay of Plenty.

Braden Currie crosses the finish line in a time of 03:45:38.

During the year, Port of Tauranga donated to Tauranga Foodbank, Red Cross' Kaikoura Earthquake Appeal, The Waipuna Hospice and Cure Kids, as well as to a number of local schools, sports groups and individual athletes.

Alex Hart, 2016 national champion windsurfer from Mount Maunganui, who was supported by Port of Tauranga in his bid for international titles.

Port of Tauranga and Bay Oval Trust are delighted to announce a five-year partnership

Artists' impression of Bay Oval, Blake Park.

Bay Oval Trust operates the international sportsground at Blake Park, adjacent to the Port at Mount Maunganui. The Port's sponsorship will help fund new floodlighting and other amenities, elevating the stadium to one of the country's best international cricket facilities and enabling the hosting of more prestigious matches.

Tauranga will be one of four host cities for the U19 Cricket World Cup in 2018, involving teams from 16 countries. Seven games will be held at the Bay Oval in January 2018.

The new partnership is another example of Port of Tauranga's direct and indirect investment in community infrastructure and assets, ensuring the Bay of Plenty shares the benefits of our success.

Partnerships (Continued)

Education has long been a priority sector for Port of Tauranga. In addition to our partnership with University of Waikato's coastal research unit, we support individual tertiary students to reach their educational goals.

Otumoetai College students on a recent visit.

For the past 27 years, we have awarded tertiary study scholarships from the Turirangi Te Kani Memorial Scholarship established in honour of one of Tauranga's leading community figures.

Students interested in an area of expertise that could benefit the future wellbeing of the harbour are also eligible for Port-sponsored scholarships from the Ngā Mātarae Charitable Trust.

Tertiary students interested in a career in the industry can work for the Port through one of our cadetship, internship or apprenticeship programmes, many of which are delivered in partnership with our regional tertiary provider, Toi Ohomai Institute of Technology.

Kids' start of the Mount Joggers & Walkers Half Marathon.

Secondary school students have the opportunity to glimpse behind the port gates through Instep, a programme run by the Bay of Plenty's economic development agency, Priority One. This year, 60 Year 11 economics students toured the Port's facilities.

Cruise ship passengers contributed an estimated $40 million of GDP to the Bay of Plenty economy over the 2016/2017 season.

Following the dredging, we were able to host the mega cruise ship *Ovation of the Seas*. It made three visits over the season, bringing around 4,900 passengers and 1,500 crew members to Tauranga each visit and providing a spectacle for local residents.

A total of 86 cruise ships visited between October 2016 and May 2017.

Ovation of the Seas leaving Tauranga Harbour. (Photo courtesy of Bryan Clinch)

Three iwi have mana whenua status in the Bay of Plenty region – Ngāti Ranginui, Ngāi Te Rangi and Ngāti Pūkenga. Port of Tauranga works with iwi and other Maori organisations in a number of formal and informal forums, including the Ngā Mātarae CharitableTrust.

The Trust was established by the Port and iwi to balance the impact on the cultural and spiritual values of local Maori from the recently-completed harbour dredging work.

It has a scholarship programme, funds a pipi relocation programme within the harbour involving local schoolchildren, and is seeking to sponsor other initiatives to improve the wellbeing of Te Awanui Tauranga Harbour.

Places

Tauranga Moana is at the heart of our business and its health is foremost in our approach to our operations.

Port of Tauranga's long-standing relationship with the University of Waikato contributes to the harbour's reputation as one of the most-researched and well-understood in Australasia.

Over several decades, the Port has sponsored research and in return received in-depth, robust scientific data and analysis.

Current supported projects include monitoring any impacts of the dredging programme, simulating the effects of future development proposals, kaimoana monitoring and surf profile analysis.

Professor Chris Battershill, Coastal Chair and Director of the University of Waikato's Field Station at Sulphur Point, says the Port's research support has ensured any impacts are closely monitored.

Port of Tauranga was a founding supporter of the INTERCOAST programme, a collaboration between Waikato University and Germany's Bremen University launched eight years ago, involving more than 50 PhD students and Post-Doctorate Fellows since.

"INTERCOAST involves research into coastal marine ecology, economics, physics, law and culture. Examining the interaction among these elements is novel and we have an ideal opportunity here every day, to study a vibrant port in a large urbanised estuarine setting," says Professor Battershill.

The university has monitored the maintenance dredging of the harbour as well as the significant capital dredging programme completed in September 2016.

The programme, a six million cubic metres underwater earthmoving project, was completed on time, under budget and met all of the Port's environmental, cultural and social obligations.

Stormwater management is a current priority for improvement.

In the past year, infrastructure has been upgraded, sweeping of the log yards has been increased and sealing has been extended at the Tauranga Container Terminal. All these works help ensure dust and debris is prevented from entering the harbour.

The Balder R, Gungner R, Brage R, Skinfaxe R, Rind R and Bjarke R dredging the entrance channel.

Measuring Our Progress

	2017	2016	2015
Electricity Use			
Total electricity used by port operations (kWh)	**27,780,702**	27,134,489	26,592,230
Electricity used by terminal operations (kWh/TEU)	**25.58**	28.44	31.24
Electricity used by terminal reefer operations (kWh/TEU)	**228.59**	244.58	280.47
Electricity used by bulk operations (kWh/Tonne)	**1.25**	1.35	1.32
Diesel Use			
Total diesel use by port operations (Litres)	**3,944,777**	3,494,666	3,178,645
Diesel used by terminal operations (Litres/TEU)	**2.91**	2.96	2.81
Diesel used by port operations per straddle (Litres/Hour)	**18.67**	19.48	18.74
Diesel used by marine operations (Litres/Vessel)	**530.89**	529.18	570.62
Transport			
Total truck movements onto port	**605,595**	559,602	580,455
Containers moved by rail - Imports (% TEUs)	**42.8%**	41.6%	34.3%
Containers moved by rail - Exports (% TEUs)	**50.4%**	50.1%	46.8%
Rail (NTKs Billion)	**1.600**	1.500	
Savings - reduced heavy vehicle impact (# Trucks)	**463,930**	458,388	
Savings - fuel (Million Litres)	**21.30**	21.30	
Savings - CO_2 emission (Tonnes)	**57,994**	57,923	

TEU = TWENTY-FOOT EQUIVALENT UNIT
NTK = NET TONNE KILOMETRES

Port of Tauranga Steel Wheels

KiwiRail: Your partner in sustainable freight

1.6b = 463,930 + 21.3m + 57,994

Net Tonne Kilometres (NTKs) | Reduced heavy vehicle road impact | Fuel savings (L) | CO_2 emission savings (T)

Financial Statements

For the Year Ended 30 June 2017
Port of Tauranga Limited and Subsidiaries

Directors' Responsibility Statement

For the Year Ended 30 June 2017

The Directors are responsible for ensuring that the financial statements give a true and fair view of Port of Tauranga Limited (the Group) as at 30 June 2017.

The Directors consider that the financial statements of the Group have been prepared using appropriate accounting policies, consistently applied and supported by reasonable judgements and estimates, and that all relevant financial reporting and accounting standards have been followed.

The Directors are pleased to present the financial statements of the Group for the year ended 30 June 2017.

The financial statements were authorised for issue for and on behalf of the Directors on 24 August 2017.

Chair

Director

Independent Auditor's Report

To the Shareholders of Port of Tauranga Limited

The Auditor-General is the auditor of Port of Tauranga Limited and its subsidiaries (the Group). The Auditor-General has appointed me, Glenn Keaney, using the staff and resources of KPMG, to carry out the audit of the consolidated financial statements of the Group on his behalf.

Opinion

We have audited the consolidated financial statements of the Group on pages 70 to 100, that comprise the consolidated statement of financial position as at 30 June 2017, and the consolidated income statement, consolidated statement of comprehensive income, consolidated statement of changes in equity and consolidated statement of cash flows for the year then ended, and the notes to the consolidated financial statements, including significant accounting policies.

In our opinion, the consolidated financial statements present fairly, in all material respects, the consolidated financial position of the Group as at 30 June 2017, and its consolidated financial performance and its consolidated cash flows for the year then ended in accordance with New Zealand equivalents to International Financial Reporting Standards and International Financial Reporting Standards.

Basis for Opinion

We conducted our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the consolidated financial statements* section of our report. We are independent of the Group in accordance with the Auditor-General's Auditing Standards, which incorporate Professional and Ethical Standard 1 (Revised) *Code of Ethics for Assurance Practitioners* issued by the New Zealand Auditing and Assurance Standards Board, and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

When carrying out the audit of the Group we followed the independence requirements of the Auditor-General, which incorporate the independence requirements of the External Reporting Board.

In addition to the audit we have carried out an assignment in the area of payment data analysis which is compatible with those independence requirements. Other than the audit and this assignment, we have no relationship with or interests in the Group.

Key Audit Matters

Key audit matters are those matters that, in our professional judgement, were of most significance in our audit of the consolidated financial statements of the current period. These matters were addressed in the context of our audit of the consolidated financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

The key audit matter	How the matter was addressed in our audit
Carrying value of investment in Coda Group Limited Partnership	
Refer to note 14 of the financial statements. Late in the 2015 financial year the Group expanded its activities establishing a new joint venture, Coda Group Limited Partnership (Coda), with Kotahi. The purpose of the joint venture is to create a platform to centralise supply chain logistics. The carrying value of the Group's equity accounted investment in Coda is $48.4 million, of which $29.4 million relates to goodwill. This is a key audit matter because of the subjectivity involved in assessing the value of the investment, to support the carrying value of Coda. The carrying value of the investment required an impairment test, which included a number of key sensitive judgements, being: • growth in the future cash flows; • the discount rate applied to the projected future cash flows; and • terminal growth.	Our procedures to assess the carrying value of the Coda investment included evaluating whether the methodology adopted by the Group is consistent with accepted valuation approaches. We analysed the projected cash flows used in the impairment model to determine whether they were consistent with the strategic plan. We challenged management on the future cash flows used, specifically around the strategy and how the cash flows would be achieved. This included comparison to Board approved forecasts and the historic achievement of these, as well as analysis of growth rates. We used our in-house specialists to assess the discount rate used by comparing it to market data and industry research. We assessed terminal growth by benchmarking against both historic and forecast inflation. Additionally, we subjected those key assumptions to sensitivity analysis under a range of scenarios.

Independent Auditor's Report (Continued)

To the Shareholders of Port of Tauranga Limited

The key audit matter	How the matter was addressed in our audit
Fair value of property, plant and equipment, including revaluation of land	
Refer note 10 of the financial statements. The Group has property, plant and equipment of $1,227 million. The Group has a policy of recording certain assets (land, buildings, wharves and hardstanding and harbour improvements) at fair value. Independent valuations are undertaken at least every three years, or more frequently if there is an indicator that the fair value has changed significantly. Prior to this financial year the last independent valuation was carried out on these assets at 30 June 2015. Land values have risen significantly in the last year in the regions that the Group have significant land holdings. As such, management determined it was appropriate to have land independently revalued at 30 June 2017. Valuation of land is a key audit matter due to its financial magnitude and judgement involved in the assessment of the fair value of these assets. The judgment relates to the valuation methodologies used and the assumptions included in each of those methodologies. Management have applied judgement in determining there has been no substantial change to the key assumptions used in the valuation methodology of the remaining assets and these assumptions remain appropriate as at 30 June 2017.	As part of our audit procedures, we assessed the competence, objectivity and independence of the valuer(s) used. We reviewed the valuation reports and assessed whether the valuation approach was in accordance with professional valuation standards and suitable for determining the fair value of land. We compared the land holdings in the fixed asset register to those valued to ensure all land had been revalued. The major judgemental assumption made in the valuations was the rate applied per square metre of land. We reviewed the recent sales data applied by the valuer when estimating this rate and compared the rate assigned to each land parcel with the rates indicated by recent sales. We assessed whether the increase in valuation was correctly accounted for within the revaluation reserve and statement of comprehensive income. We challenged management's assessment of the fair value in each asset class for those assets that were not revalued in the current financial year. We compared the key assumptions within each assessment to market evidence and applicable industry data.

Other Information

The Directors are responsible on behalf of the Group for the other information. The other information comprises the information included on pages 2 to 66 and pages 101 to 111, but does not include the consolidated financial statements and our auditor's report thereon.

Our opinion on the consolidated financial statements does not cover the other information and we do not express any form of audit opinion or assurance conclusion thereon.

In connection with our audit of the consolidated financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the consolidated financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Directors' Responsibilities for the Consolidated Financial Statements

The Directors are responsible on behalf of the Group for the preparation and fair presentation of the consolidated financial statements in accordance with New Zealand equivalents to International Financial Reporting Standards and International Financial Reporting Standards, and for such internal control as the Directors determine is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated financial statements, the Directors are responsible on behalf of the Group for assessing the Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Directors either intend to liquidate the Group or to cease operations, or have no realistic alternative but to do so.

The Directors' responsibilities arise from the Financial Markets Conduct Act 2013.

Auditor's Responsibilities for the Audit of the Consolidated Financial Statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of shareholders taken on the basis of these consolidated financial statements.

As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of the use of the going concern basis of accounting by the Directors and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated financial statements. We are responsible for the direction, supervision and performance of the Group audit. We remain solely responsible for our audit opinion.

We communicate with the Directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide the Directors with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with the Directors, we determine those matters that were of most significance in the audit of the consolidated financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

Our responsibilities arise from the Public Audit Act 2001.

L G Keaney

Glenn Keaney
KPMG

On behalf of the Auditor-General
Tauranga, New Zealand
24 August 2017

Consolidated Income Statement

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

	Note	2017 NZ$000	2016 NZ$000
Total operating revenue	4	**255,882**	245,521
Contracted services for port operations		**(54,985)**	(52,700)
Employee benefit expenses	5	**(33,958)**	(32,101)
Direct fuel and power expenses		**(7,175)**	(6,995)
Maintenance of property, plant and equipment		**(8,759)**	(10,021)
Other expenses		**(12,615)**	(13,961)
Operating expenses		**(117,492)**	(115,778)
Results from operating activities		**138,390**	129,743
Depreciation and amortisation	10, 12	**(24,460)**	(23,722)
Impairment of property, plant and equipment		**0**	(30)
Reversal of previous revaluation deficit		**193**	0
		(24,267)	(23,752)
Operating profit before finance costs and taxation		**114,123**	105,991
Finance income	7	**434**	666
Finance expenses	7	**(17,205)**	(17,006)
Net finance costs	7	**(16,771)**	(16,340)
Share of profit from Equity Accounted Investees	14	**13,995**	13,437
Profit before income tax		**111,347**	103,088
Income tax expense	8	**(27,906)**	(25,774)
Profit for the period		**83,441**	77,314
Basic earnings per share (cents)	17	**12.4***	11.5**
Diluted earnings per share (cents)	17	**12.3***	11.4**

**On 17 October 2016, the Parent Company completed a 5:1 share split.*
***Share and per share amounts have been retroactively restated for the prior period to reflect the 5:1 share split completed on 17 October 2016.*

These statements are to be read in conjunction with the notes on pages 76 to 100.

Consolidated Statement of Comprehensive Income

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

	2017 NZ$000	2016 NZ$000
Profit for the period	**83,441**	77,314
Other comprehensive income		
Items that may be reclassified to profit or loss:		
Cash flow hedge – changes in fair value*	**2,956**	(9,198)
Cash flow hedge – reclassified to profit or loss*	**2,538**	2,126
Changes in cash flow hedges transferred to property, plant and equipment, net of tax*	**708**	(452)
Share of net change in cash flow hedge reserves of Equity Accounted Investees	**182**	(395)
Items that will never be reclassified to profit or loss:		
Impairment of property, plant and equipment taken to revaluation reserve, net of tax	**0**	(459)
Asset revaluation, net of tax*	**63,267**	0
Share of net change in revaluation reserve of Equity Accounted Investees	**621**	(57)
Total other comprehensive income	**70,272**	(8,435)
Total comprehensive income	**153,713**	68,879

**Net of tax effect as disclosed in notes 8 and 9.*

These statements are to be read in conjunction with the notes on pages 76 to 100.

Consolidated Statement of Changes In Equity

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

	Share Capital NZ$000	Share Based Payment Reserve NZ$000	Hedging Reserve NZ$000	Revaluation Reserve NZ$000	Retained Earnings NZ$000	Total Equity NZ$000
Balance at 30 June 2015	**68,267**	**1,041**	**(6,454)**	**666,156**	**158,540**	**887,550**
Profit for the period	0	0	0	0	77,314	77,314
Other comprehensive income	0	0	(7,919)	(516)	0	(8,435)
Total comprehensive income	**0**	**0**	**(7,919)**	**(516)**	**77,314**	**68,879**
Increase/(decrease) in share capital	(5)	0	0	0	0	(5)
Dividends paid during the period (refer to note 16)	0	0	0	0	(72,142)	(72,142)
Equity settled share based payment accrual	0	1,402	0	0	0	1,402
Total transactions with owners in their capacity as owners	**(5)**	**1,402**	**0**	**0**	**(72,142)**	**(70,745)**
Balance at 30 June 2016	**68,262**	**2,443**	**(14,373)**	**665,640**	**163,712**	**885,684**
Profit for the period	0	0	0	0	83,441	83,441
Other comprehensive income	0	0	6,384	63,888	0	70,272
Total comprehensive income	**0**	**0**	**6,384**	**63,888**	**83,441**	**153,713**
Increase/(decrease) in share capital	14	0	0	0	0	14
Dividends paid during the period (refer to note 16)	0	0	0	0	(108,893)	(108,893)
Equity settled share based payment accrual	0	1,425	0	0	0	1,425
Revaluation surplus transferred to retained earnings on asset disposal	0	0	0	(463)	463	0
Total transactions with owners in their capacity as owners	**14**	**1,425**	**0**	**(463)**	**(108,430)**	**(107,454)**
Balance at 30 June 2017	**68,276**	**3,868**	**(7,989)**	**729,065**	**138,723**	**931,943**

These statements are to be read in conjunction with the notes on pages 76 to 100.

Consolidated Statement of Financial Position

As at 30 June 2017: Port of Tauranga Limited and Subsidiaries

	Note	2017 NZ$000	2016 NZ$000
Assets			
Property, plant and equipment	10	**1,227,223**	1,127,386
Intangible assets	12	**18,019**	18,426
Investments in Equity Accounted Investees	14	**127,583**	123,290
Receivables		**36**	46
Total non current assets		**1,372,861**	1,269,148
Cash and cash equivalents		**5,184**	11,580
Receivables and prepayments	15	**44,513**	41,546
Inventories		**42**	93
Total current assets		**49,739**	53,219
Total assets		**1,422,600**	1,322,367
Equity	16		
Share capital		**68,276**	68,262
Share based payment reserve		**3,868**	2,443
Hedging reserve		**(7,989)**	(14,373)
Revaluation reserve		**729,065**	665,640
Retained earnings		**138,723**	163,712
Total equity attributable to owners of the Parent Company		**931,943**	885,684
Total equity		**931,943**	885,684
Liabilities			
Loans and borrowings	18	**125,223**	130,200
Derivative financial instruments	19	**8,887**	17,063
Provisions	22	**1,888**	1,627
Deferred tax liabilities	9	**56,426**	55,408
Total non current liabilities		**192,424**	204,298
Loans and borrowings	18	**255,140**	190,000
Derivative financial instruments	19	**1,013**	1,438
Trade and other payables	21	**31,027**	30,107
Revenue received in advance		**316**	0
Provisions	22	**2,334**	2,293
Income tax payable		**8,403**	8,547
Total current liabilities		**298,233**	232,385
Total liabilities		**490,657**	436,683
Total equity and liabilities		**1,422,600**	1,322,367
Net tangible assets per share (dollars per share)		**1.36***	1.29**

**On 17 October 2016, the Parent Company completed a 5:1 share split.*
***Share and per share amounts have been retroactively restated for the prior period to reflect the 5:1 share split completed on 17 October 2016.*

For and on behalf of the Board of Directors who authorised these financial statements for issue on 24 August 2017.

Chair

Director

These statements are to be read in conjunction with the notes on pages 76 to 100.

Consolidated Statement of Cash Flows

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

	Note	2017 NZ$000	2016 NZ$000
Cash flows from operating activities			
Receipts from customers		262,215	248,342
Interest received		368	666
Payments to suppliers and employees		(117,640)	(115,737)
Taxes paid		(29,444)	(28,991)
Interest paid		(17,314)	(16,211)
Net cash inflow from operating activities		98,185	88,069
Cash flows from investing activities			
Proceeds from sale of property, plant and equipment		146	11,040
Proceeds from sale of marshalling operations (excluding property, plant and equipment)		0	3,120
Finance lease payments received, including interest		13	6
Repayment of advances from Equity Accounted Investees		250	600
Dividends from Equity Accounted Investees	14	10,507	8,667
Purchase of property, plant and equipment		(65,269)	(58,863)
Purchase of computer software assets		(116)	(434)
Interest capitalised on property, plant and equipment	7	(1,225)	(933)
Payment of deferred and contingent consideration		0	(500)
Total net cash used in investing activities		(55,694)	(37,297)
Cash flows from financing activities			
Proceeds from borrowings		60,189	15,157
(Payments)/proceeds from close out of foreign exchange derivative		(183)	222
Dividends paid	16	(108,893)	(72,142)
Repurchase of shares		0	(347)
Net cash used in financing activities		(48,887)	(57,110)
Net (decrease)/increase in cash held		(6,396)	(6,338)
Add opening cash brought forward		11,580	17,918
Ending cash and cash equivalents		5,184	11,580

These statements are to be read in conjunction with the notes on pages 76 to 100.

Reconciliation of Profit After Taxation to Cash Flows from Operating Activities

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

	Note	2017 NZ$000	2016 NZ$000
Profit after taxation		83,441	77,314
Items classified as investing/financing activities:			
Finance lease interest revenue	7	(4)	(2)
Loss/(gain) on sale of property, plant and equipment	4	605	(495)
		601	(497)
Add/(less) non cash items and non operating items:			
Depreciation	10	23,931	23,175
Amortisation expense	12	529	547
Decrease in deferred taxation expense	9	(1,394)	(1,845)
Ineffective portion of change in fair value of cash flow hedge		(60)	180
Amortisation of interest rate collar premium		75	0
Reversal of previous revaluation deficit		(193)	0
Share of surpluses retained by Equity Accounted Investees	14	(13,995)	(13,437)
Impairment of property, plant and equipment		0	30
Share based payment reserve		1,425	1,402
		10,318	10,052
Add/(less) movements in working capital:			
Change in trade receivables and prepayments		(2,967)	(2,813)
Change in inventories		51	444
Change in income tax payable		(144)	(1,375)
Change in trade, other payables and revenue received in advance		6,885	4,944
		3,825	1,200
Net cash flows from operating activities		98,185	88,069

These statements are to be read in conjunction with the notes on pages 76 to 100.

Notes to the Consolidated Financial Statements

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

1 COMPANY INFORMATION

Reporting Entity

Port of Tauranga Limited (referred to as the Parent Company), is New Zealand's largest port and natural freight gateway to and from international markets for many of New Zealand's businesses. The Parent Company carries out business through the provision of wharf facilities, land and buildings, for the storage and transit of import and export cargo, berthage, cranes, tugs and pilot services for customers.

Port of Tauranga Limited is the most integrated port in the country, as it holds investments in other New Zealand ports and logistic companies.

The Parent Company is a company domiciled in New Zealand, and registered under the Companies Act 1993 and listed on the New Zealand Stock Exchange (NZX). The Parent Company is a Financial Markets Conduct (FMC) reporting entity for the purposes of the Financial Reporting Act 2013 and Financial Markets Conduct Act 2013. The financial statements comply with these Acts.

The financial statements of the Group for the year ended 30 June 2017 comprise the Parent Company and its Subsidiaries (together referred to as the Group) and the Group's interest in Equity Accounted Investees.

In accordance with the Financial Markets Conduct Act 2013, where a reporting entity prepares consolidated financial statements, parent company disclosures are not required.

2 BASIS OF PREPARATION

Statement of Compliance and Basis of Preparation

These financial statements comply with New Zealand Equivalents to International Financial Reporting Standards (NZ IFRS), and other applicable Financial Reporting Standards, as appropriate for Tier 1 for-profit entities. They also comply with International Financial Reporting Standards.

The financial statements are prepared on the historical cost basis except for the following assets and liabilities which are stated at their fair value: derivative financial instruments, land, buildings, harbour improvements, and wharves and hardstanding.

These financial statements are presented in New Zealand Dollars (NZ$), which is the Group's functional currency. All financial information presented in New Zealand Dollars has been rounded to the nearest thousand.

Significant accounting policies that are relevant to an understanding of the financial statements are provided throughout the notes to the financial statements.

Accounting Estimates and Judgements

The preparation of financial statements requires management to make judgements, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates.

Estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised and in any future periods affected.

In particular, information about significant areas of estimation uncertainty and critical judgements in applying accounting policies that have a significant effect on the amount recognised in the financial statements, are detailed below:

- valuation of land, buildings, harbour improvements, and wharves and hardstanding (refer to note 10);
- assessment of control in relation to Equity Accounted Investees (refer to note 14);
- valuation of financial derivative instruments (refer to note 19);
- impairment assessment of intangible assets (refer to note 12); and
- valuation of provisions (refer to note 22).

Fair Value Hierarchy

Assets and liabilities measured at fair value are classified according to the following levels:

- *Level 1*: quoted prices (unadjusted) in active markets for identical assets or liabilities.
- *Level 2*: inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly (prices) or indirectly (derived from prices).
- *Level 3*: inputs for the asset or liability that are not based on observable market data (unobservable inputs).

New and Amended Accounting Standards Adopted

No new standards have been applied in preparing these financial statements.

New Accounting Standards and Interpretations Not Yet Adopted

The following standards and interpretations which are considered relevant to the Group but not yet effective for the year ended 30 June 2017 have not been applied in preparing these financial statements:

- **NZ IFRS 9 Financial Instruments**

  This standard becomes mandatory for the Group's 2019 consolidated financial statements. The main changes under NZ IFRS 9 are:
  - New financial assets classification requirements for determining whether an asset is measured at fair value or amortised cost;
  - A new impairment model for financial assets based on expected losses, which may result in the earlier recognition of impairment losses; and
  - Revised hedge accounting requirements to better reflect the management of risks.

  Management is currently in the process of evaluating the potential effect of the adoption of NZ IFRS 9, however it is expected that the impact will not be material.

- **NZ IFRS 16 Leases**

  This standard becomes mandatory for the Group's 2020 consolidated financial statements. NZ IFRS 16 requires a lessee to recognise a lease liability reflecting future lease payments and a "right-of-use asset" for virtually all lease contracts. Included is an optional exemption for certain short-term leases and leases of low value assets, however this exemption can only be applied by lessees. Management is currently in the process of evaluating the potential effect of the adoption of NZ IFRS 16, however it is expected that the impact will not be material.

3 SEGMENTAL REPORTING

Operating Segments

The Group determines and presents operating segments based on the information that is internally provided to the Chief Executive, who is the Group's Chief Operating Decision Maker (CODM).

The Group operates in three primary reportable segments, being:

- *Port Operations:* This consists of providing and managing port services, and cargo handling facilities through the Port of Tauranga and MetroPort. The Port's terminal and bulk operations have been aggregated together within the Port Operations Segment, due to the similarities in economic characteristics, customers, nature of products and processes, and risks.
- *Property Services:* This consists of managing and maintaining the Port's property assets.
- *Marshalling Services:* This consists of the contracted terminal operations, stevedoring, marshalling and scaling activities of Quality Marshalling (Mount Maunganui) Limited (Quality Marshalling).

The three primary business segments are managed separately as they provide different services to customers and have their own operational and marketing requirements.

The remaining activities of the Group are not allocated to individual business segments. Due to the significant shared cost base of the Port, operating costs, measures of profitability, assets and liabilities are aggregated and are not reported to the CODM at a segmental level, but rather at a port level, as all business decisions are made at a "whole port level".

The Group operates in one geographical area, that being New Zealand.

The Group segment results are as follows:

2017	Port Operations NZ$000	Property Services NZ$000	Marshalling Services NZ$000	Unallocated [1] NZ$000	Group NZ$000
Total segment revenue (external)	**227,222**	**24,632**	**4,633**	**0**	**256,487**
Share of profit from Equity Accounted Investees	0	0	0	13,995	13,995
Interest income	0	0	1	371	372
Other income	0	0	0	62	62
Interest expense	0	0	0	(17,128)	(17,128)
Depreciation and amortisation expense	0	0	(767)	(23,693)	(24,460)
Other unallocated expenditure	0	0	(6,200)	(111,781)	(117,981)
Income tax expense	0	0	(596)	(27,310)	(27,906)
Total segment result	**227,222**	**24,632**	**(2,929)***	**(165,484)**	**83,441**

[1] Operating costs are not allocated to individual business segments within the Parent Company. Unallocated includes results for Equity Accounted Investees.

** Segment result excludes inter Group revenue.*

2016	Port Operations NZ$000	Property Services NZ$000	Marshalling Services NZ$000	Unallocated [1] NZ$000	Group NZ$000
Total segment revenue (external)	**207,948**	**24,679**	**12,399**	**0**	**245,026**
Share of profit from Equity Accounted Investees	0	0	0	13,437	13,437
Interest income	0	0	6	660	666
Other income	0	0	407	88	495
Interest expense	0	0	0	(17,006)	(17,006)
Depreciation and amortisation expense	0	0	(2,163)	(21,559)	(23,722)
Other unallocated expenditure	0	0	(12,307)	(103,501)	(115,808)
Income tax expense	0	0	(499)	(25,275)	(25,774)
Total segment result	**207,948**	**24,679**	**(2,157)***	**(153,156)**	**77,314**

[1] Operating costs are not allocated to individual business segments within the Parent Company. Unallocated includes results for Equity Accounted Investees.

** Segment result excludes inter Group revenue.*

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

4 OPERATING REVENUE

	2017 NZ$000	2016 NZ$000
Revenue		
Port services revenue	227,222	207,948
Rental revenue	24,632	24,679
Marshalling services revenue	4,633	12,399
Total revenue	256,487	245,026
Other income	(605)	495
Total operating revenue	255,882	245,521

Policies

Revenue comprises the fair value of the consideration received or receivable for the sale of goods and services in the ordinary course of the Group's activities. Revenue is shown, net of GST, rebates and discounts. Revenue is recognised as follows:

- *Port services and marshalling services revenues*: are recognised when the related service is performed. If at reporting date, the service is in progress, then the portion performed, determined using the percentage completion method, is recognised in the current year.
- *Rental revenue*: from property leased under operating leases is recognised in the income statement on a straight line basis over the term of the lease. Lease incentives provided are recognised as an integral part of the total lease income, over the term of the lease.

5 EMPLOYEE BENEFIT EXPENSES

	2017 NZ$000	2016 NZ$000
Wages and salaries	32,430	30,738
ACC levy	78	20
KiwiSaver contribution	1,165	1,027
Medical subsidy	285	316
Total employee benefit expenses	33,958	32,101

6 OTHER EXPENSES

The following items of expenditure are included in other expenses:

	2017 NZ$000	2016 NZ$000
Operating lease payments	1,323	1,496
Directors' fees	628	514
Auditors fees:		
Audit fees paid to principal auditor	143	133
Review of half year financial statements	12	12
Fees paid for other services provided by the principal auditor:		
Payments data analysis review	17	0
Security assessment and awareness	0	23

7 FINANCIAL INCOME AND EXPENSE

	2017 NZ$000	2016 NZ$000
Interest on finance lease	4	2
Interest income on bank deposits	368	664
Ineffective portion of changes in fair value of cash flow hedges	62	0
Finance income	434	666
Interest expense on borrowings	(18,353)	(17,730)
Less:		
Interest capitalised to property, plant and equipment	1,225	933
	(17,128)	(16,797)
Interest on deferred consideration	0	(29)
Ineffective portion of changes in fair value of cash flow hedges	(2)	(180)
Amortisation of interest rate collar premium	(75)	0
Finance expenses	(17,205)	(17,006)
Total net finance costs	(16,771)	(16,340)

Policies

Finance income comprises interest income on bank deposits, finance lease interest and gains on hedging instruments that are recognised in the income statement. Interest income is recognised as it accrues, using the effective interest method. Finance lease interest is recognised over the term of the lease using the net investment method, which reflects a constant periodic rate of return.

Finance expenses comprise interest expense on borrowings, finance lease interest expense, unwinding of the discount of provisions and losses on hedging instruments that are recognised in the income statement. Except for interest capitalised directly attributable to the purchase or construction of qualifying assets, all borrowing costs are recognised in the income statement using the effective interest method.

Capitalised Interest

The average weighted interest rate for interest capitalised to property, plant and equipment, was 5.06% for the current period (2016: 5.35%).

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

8 INCOME TAX

Components of Tax Expense

	2017 NZ$000	2016 NZ$000
Profit before income tax for the period	111,347	103,088
Income tax on the surplus for the period at 28.0 cents	31,177	28,865
Tax effect of amounts which are non deductible/(taxable) in calculating taxable income:		
Share of Equity Accounted Investees after tax income, excluding Coda Group	(3,049)	(2,918)
Other	(222)	(173)
Total income tax expense	27,906	25,774
The income tax expense is represented by:		
Current tax expense		
Tax payable in respect of the current period	29,350	27,477
Adjustment for prior period	(50)	142
Total current tax expense	29,300	27,619
Deferred tax expense		
Adjustment for prior period	(58)	43
Origination/reversal of temporary differences	(1,336)	(1,888)
Total deferred tax expense (refer to note 9)	(1,394)	(1,845)
Total income tax expense	27,906	25,774

Income tax recognised in other comprehensive income:

	2017 NZ$000	2016 NZ$000
Impairment of property, plant and equipment	0	(178)
Cash flow hedges	2,412	(2,926)
Total income tax recognised in other comprehensive income (refer to note 9)	2,412	(3,104)

Policies

Income tax expense comprises current and deferred tax, calculated using the rate enacted or substantively enacted at balance date and any adjustments to tax payable in respect to prior years. Income tax expense is recognised in the income statement except to the extent that it relates to items recognised in other comprehensive income or equity.

Imputation Credits

Total imputation credits available for use in subsequent reporting periods are $47.166 million at 30 June 2017 (2016: $59.094 million).

9 DEFERRED TAXATION

	Assets		Liabilities		Net	
	2017 NZ$000	2016 NZ$000	2017 NZ$000	2016 NZ$000	2017 NZ$000	2016 NZ$000
Deferred tax (asset)/liability						
Property, plant and equipment	0	0	60,748	61,788	60,748	61,788
Intangible assets	0	0	424	422	424	422
Finance lease receivables	0	0	13	2	13	2
Derivatives	(2,898)	(5,310)	0	0	(2,898)	(5,310)
Provisions and accruals	(1,861)	(1,494)	0	0	(1,861)	(1,494)
Total	(4,759)	(6,804)	61,185	62,212	56,426	55,408

	Recognised in the Income Statement		Recognised in Other Comprehensive Income	
	2017 NZ$000	2016 NZ$000	2017 NZ$000	2016 NZ$000
Property, plant and equipment	(1,040)	(1,709)	0	(178)
Intangible assets	2	68	0	0
Finance lease receivables	11	2	0	0
Derivatives	0	0	2,412	(2,926)
Provisions and accruals	(367)	(206)	0	0
Total	(1,394)	(1,845)	2,412	(3,104)

Policies

Deferred tax is recognised on temporary differences that arise between the carrying amount of assets and liabilities for financial reporting purposes and the amounts used for taxation purposes.

Deferred tax is not recognised for the initial recognition of goodwill.

Deferred tax is measured at the tax rates that are expected to be applied to the temporary differences when they reverse.

A deferred tax asset is recognised only to the extent it is probable it will be utilised.

Deferred income tax assets and liabilities are offset when there is a legally enforceable right to offset and when the deferred income taxes assets and liabilities relate to income taxes levied by the same taxation authority on either the same taxable entity or different taxable entities where there is an intention to settle the balances on a net basis.

Unrecognised Tax Losses or Temporary Differences

There are no material unrecognised income tax losses or temporary differences carried forward. There are no material unrecognised temporary differences associated with the Group's investments in Subsidiaries or Equity Accounted Investees.

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

10 PROPERTY, PLANT AND EQUIPMENT

	Freehold Land NZ$000	Freehold Buildings NZ$000	Wharves and Hardstanding NZ$000	Harbour Improvements NZ$000	Plant and Equipment NZ$000	Work in Progress NZ$000	**Total NZ$000**
Gross carrying amount:							
Balance at 1 July 2015	516,815	82,157	251,791	120,006	182,914	21,420	**1,175,103**
Additions	43	12	117	16	1,734	62,737	**64,659**
Disposals	0	(246)	0	0	(21,222)	0	**(21,468)**
Transfers from work in progress	0	624	9,746	1,074	18,983	(30,427)	**0**
Transferred to intangible assets (refer to note 12)	0	0	0	0	0	(349)	**(349)**
Balance at 30 June 2016	**516,858**	**82,547**	**261,654**	**121,096**	**182,409**	**53,381**	**1,217,945**
Balance at 1 July 2016	516,858	82,547	261,654	121,096	182,409	53,381	**1,217,945**
Additions	0	167	104	4	1,125	59,248	**60,648**
Disposals	0	(1,273)	0	0	(8,677)	0	**(9,950)**
Transfers from work in progress	0	15,433	11,178	36,738	39,147	(102,496)	**0**
Revaluation	63,460	0	0	0	0	0	**63,460**
Balance at 30 June 2017	**580,318**	**96,874**	**272,936**	**157,838**	**214,004**	**10,133**	**1,332,103**
Accumulated depreciation and impairment:							
Balance at 1 July 2015	0	(55)	0	0	(77,647)	0	**(77,702)**
Depreciation expense	0	(3,283)	(8,757)	(1,519)	(9,616)	0	**(23,175)**
Impairment	0	(637)	0	0	(30)	0	**(667)**
Disposals	0	53	0	0	10,932	0	**10,985**
Balance at 30 June 2016	**0**	**(3,922)**	**(8,757)**	**(1,519)**	**(76,361)**	**0**	**(90,559)**
Balance at 1 July 2016	0	(3,922)	(8,757)	(1,519)	(76,361)	0	**(90,559)**
Depreciation expense	0	(3,392)	(9,456)	(1,160)	(9,923)	0	**(23,931)**
Disposals	0	1,023	0	0	8,587	0	**9,610**
Balance at 30 June 2017	**0**	**(6,291)**	**(18,213)**	**(2,679)**	**(77,697)**	**0**	**(104,880)**
Carrying amounts:							
Total net book value as at 30 June 2016	**516,858**	**78,625**	**252,897**	**119,577**	**106,048**	**53,381**	**1,127,386**
Total net book value as at 30 June 2017	**580,318**	**90,583**	**254,723**	**155,159**	**136,307**	**10,133**	**1,227,223**

For each revalued class of property, plant and equipment, the notional carrying amount that would have been recognised, had the assets been carried under the cost model, would be:

	2017 Notional Carrying Amount NZ$000	2016 Notional Carrying Amount NZ$000
Freehold land	**117,748**	117,748
Freehold buildings	**61,944**	54,324
Wharves and hardstanding	**98,299**	92,958
Harbour improvements	**64,696**	28,534
Total notional carrying amount	**342,687**	293,564

10 PROPERTY, PLANT AND EQUIPMENT (CONTINUED)

Policies

Property, plant and equipment is initially measured at cost, and subsequently stated at either fair value or cost, less depreciation and any impairment losses.

Subsequent expenditure that increases the economic benefits derived from the asset is capitalised.

Land, buildings, harbour improvements, and wharves and hardstanding are measured at fair value, based upon periodic valuations by external independent valuers. The Group undertakes a three yearly revaluation cycle to ensure the carrying value of these assets does not differ materially from their fair value. If during the three year revaluation cycle there are indicators that the fair value of a particular asset class may differ materially from its carrying value, an interim revaluation of that asset class is undertaken.

Depreciation of property, plant and equipment, other than freehold land and capital dredging (included within harbour improvements), is calculated on a straight line basis and expensed over their estimated useful lives.

Major useful lives are:

Freehold buildings	33 to 85 years
Maintenance dredging	3 years
Wharves	10 to 60 years
Wharf rocks	150 to 200 years
Wharf piles	60 to 130 years
Basecourse	50 years
Asphalt	15 years
Gantry cranes	10 to 40 years
Floating plant	10 to 25 years
Other plant and equipment	5 to 25 years
Electronic equipment	3 to 5 years

Capital and maintenance dredging are held as harbour improvements. Capital dredging has an indefinite useful life and is not depreciated as the channel is maintained via maintenance dredging to its original depth and contours. Maintenance dredging is depreciated over three years.

Work in progress relates to self constructed assets or assets that are being acquired which are under construction at balance date. Once the asset is fit for intended service, it is transferred to the appropriate asset class and depreciation commences. Software developed undertaken as part of a project is transferred to intangibles on completion.

An item of property, plant and equipment is derecognised when it is sold or otherwise disposed of, or when its use is expected to bring no future economic benefit. Upon disposal or derecognition, any revaluation reserve relating to the particular asset being disposed or derecognised is transferred to retained earnings.

Restriction on Title

An area of 8,000 square metres of land located between the Sulphur Point wharves and the Parliamentary approved reclamation does not have formal title. Actions are being taken to resolve the issue and obtain title. The resolution lies with the Government.

Security

Certain items of property, plant and equipment have been pledged as security against certain loans and borrowings of the Group (refer to note 18).

Occupation of Foreshore

The Parent Company holds consent to occupy areas of the Coastal Marine Area to enable the management and operation of port related commercial undertakings that it acquired under the Port Companies Act 1988. The consented area includes a 10 metre radius around navigation aids and a strip from 30 to 60 metres wide along the extent of the wharf areas at both Sulphur Point and Mount Maunganui.

Capital Commitments

The estimated capital expenditure for property, plant and equipment contracted for at balance date but not provided for is $4.780 million (2016: $40.150 million).

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

10 PROPERTY, PLANT AND EQUIPMENT (CONTINUED)

Judgements

Fair Values

The fair value measurement has been categorised as a Level 3 fair value based on the inputs for the assets which are not based on observable market data (unobservable inputs), (refer to note 2 for fair value measurement hierarchy).

Land

In the current financial year a revaluation was undertaken for the land asset class, due to indicators of a potential material movement in the fair value of this asset class since the previous revaluation undertaken at 30 June 2015.

This valuation of land was carried out at 30 June 2017 by Preston Rowe Paterson Tauranga Pty Limited, CBRE Limited and Colliers International New Zealand Limited.

The significant assumptions applied in the valuation of these assets are:

- *Highest and best use of land*: Subject to relevant local authority's zoning regulations.
  - *Tauranga and Mount Maunganui*: The majority of land is zoned "Port Industry" under the Tauranga City Plan and a small portion of land at both Sulphur Point and Mount Maunganui has "Industry" zoning.
  - *Auckland*: The land is zoned "Heavy Industry Zone" under the Auckland Unitary Plan.
  - *Rolleston*: The land is zoned "Business 2A" under the Selwyn District Plan.
- *Current market expectations*: This is based on yield and recent local sales.

Description	Valuation Approach	Hectares	Key Valuation Assumption (Rates per Square Metre)
Tauranga (Sulphur Point)/Mount Maunganui - wharf and industrial land	Available market evidence	181.7	$270-569
Auckland land	Available market evidence	6.8	$475-525
Rolleston land	Available market evidence	15.0	$95-105

A +/- 5% movement in the square metre rates applied to land valuations would have a $29 million impact on "Other Comprehensive Income".

- *No restriction of title*: Valuation is made on the assumption that having no legal title to the Tauranga harbour foreshore does not impact on the value of the Parent Company's assets.

Other Assets Subject to Revaluation

All buildings, harbour improvements, and wharves and hardstanding, have been revalued to fair value, being market value, for non specialised assets and depreciated replacement cost (DRC) for specialised assets. The last valuation was carried out as at 30 June 2015 by Opus International Consultants Limited (harbour improvements and wharves and hardstanding), Preston Rowe Paterson Tauranga Pty Limited, CBRE Limited and Colliers International New Zealand Limited (buildings).

The fair value measurement has been categorised as a level 3 fair value based on the inputs for the assets which are not based on observable market data (unobservable inputs), (refer to note 2 for fair value measurement hierarchy).

Wharves and Hardstanding, and Harbour Improvements

Wharves and hardstanding, and harbour improvements assets owned by the Parent Company are classified as specialised assets and have accordingly been valued on a depreciated replacement cost basis.

The significant assumptions applied in the valuation of these assets are:

- *Replacement unit cost – replacement unit costs were calculated taking into account:*
  - Port of Tauranga Limited's historic cost data including any recent competitively tendered construction works.
  - Published cost information.
  - The Opus construction cost database.
  - Long run price trends.
  - Historic costs adjusted for changes in price levels.
  - An allowance which has been included for costs directly attributable to bringing assets into working condition, management costs and the financing cost of capital held over construction period.

10 PROPERTY, PLANT AND EQUIPMENT (CONTINUED)

Judgements

- *Depreciation – the calculated remaining lives of assets were reviewed, taking into account:*
  - Observed and reported condition, performance and utilisation of the asset.
  - Expected changes in technology.
  - Consideration of current use, age and operational demand.
  - Discussions with the Parent Company's operational officers.
  - Opus Consultants in-house experience from other infrastructure valuations.
  - Residual values.

Buildings

The significant assumptions applied in the valuation of these assets are:

- *Current market expectations:* This is based on yield and recent local sales.
- *Current occupancy rates of premises.*
- *Market value of buildings:* This is made on a depreciated replacement cost basis with that assessment compared against actual or likely market rental capitalised at an appropriate rate of return between 5% and 10%.
- *Future Port plans:* The impact of major building relocation and demolition planned by the Parent Company to facilitate better utilisation of the wharf areas, including the prospect of increased berthage at Sulphur Point.

11 OPERATING LEASES

Operating Leases Where the Group is the Lessor

Included in the financial statements are land and buildings, leased to customers under operating leases.

	2017 Valuation NZ$000	2017 Accumulated Depreciation NZ$000	2016 Valuation NZ$000	2016 Accumulated Depreciation NZ$000
Land	304,919	0	267,109	0
Buildings	64,749	3,419	47,904	2,123
Total	369,668	3,419	315,013	2,123

Future minimum lease receivables from non cancellable operating leases where the Group is the lessor are as follows:

	2017 NZ$000	2016 NZ$000
Within one year	22,378	13,673
One year to two years	10,453	12,779
Two years to five years	12,520	14,120
Greater than five years	15,629	13,800
Total	60,980	54,372

Policies

Where the Group is the Lessor, assets leased under operating leases are included in property, plant and equipment, in the statements of financial position, as appropriate.

Payments and receivables made under operating leases are recognised in the income statement on a straight line basis over the term of the lease.

Lease incentives are recognised as an integral part of the total lease expense/revenue, over the term of the lease.

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

12 INTANGIBLE ASSETS

	Goodwill NZ$000	Computer Software NZ$000	Rail Services Agreement NZ$000	**Total NZ$000**
Cost:				
Balance at 1 July 2015	18,610	6,962	10,000	**35,572**
Additions	0	434	0	**434**
Disposals	(3,120)	(108)	0	**(3,228)**
Transfers from work in progress (refer to note 10)	0	349	0	**349**
Balance at 30 June 2016	**15,490**	**7,637**	**10,000**	33,127
Balance at 1 July 2016	15,490	7,637	10,000	**33,127**
Additions	0	180	0	**180**
Disposals	0	(4,650)	0	**(4,650)**
Balance at 30 June 2017	**15,490**	**3,167**	**10,000**	**28,657**
Accumulated amortisation:				
Balance at 1 July 2015	0	(5,196)	(9,019)	**(14,215)**
Amortisation expense	0	(424)	(123)	**(547)**
Disposals	0	61	0	**61**
Balance at 30 June 2016	**0**	**(5,559)**	**(9,142)**	(14,701)
Balance at 1 July 2016	0	(5,559)	(9,142)	**(14,701)**
Amortisation expense	0	(407)	(122)	**(529)**
Disposals	0	4,592	0	**4,592**
Balance at 30 June 2017	**0**	**(1,374)**	**(9,264)**	**(10,638)**
Carrying amounts:				
Total net book value 30 June 2016	**15,490**	**2,078**	**858**	18,426
Total net book value 30 June 2017	**15,490**	**1,793**	**736**	**18,019**

Policies

Goodwill that arises upon the acquisition of Subsidiaries is included in intangible assets. The Group measures goodwill as the fair value of consideration transferred, less the fair value of the net identifiable assets and liabilities assumed at acquisition date.

Goodwill is measured at cost less accumulated impairment losses.

Other intangible assets acquired by the Group, which have finite useful lives, are measured at cost less accumulated amortisation and accumulated impairment losses.

The estimated useful lives for the current and comparative periods are as follows:

Rail services agreement	10 to 15 years
Computer software	1 to 10 years

The carrying amounts of the Group's intangibles other than goodwill are reviewed at each reporting date to determine whether there is any objective evidence of impairment.

Goodwill is tested for impairment annually, based upon the value in use of the cash generating unit to which the goodwill relates. Value in use was determined by discounting five year future cash flows, generated from the continuing use of the units.

Judgements

Goodwill relates to goodwill arising on the acquisition of Quality Marshalling.

Goodwill was tested for impairment at 30 June 2017 and confirmed that no adjustment was required.

For impairment testing the calculation of value in use was based upon the following key assumptions:

- Cash flows were projected using management forecasts over the five year period.
- Terminal cash flows were estimated using a constant growth rate of 2% after year five.
- A pre-tax discount rate of 12% was used.

13 INVESTMENTS IN SUBSIDIARIES

Investments in Subsidiaries Comprises:

Name of Entity	Principal Activity	**2017 %**	2016 %	Balance Date
Port of Tauranga Trustee Company Limited	Holding company for employee share scheme	**100.00**	100.00	30 June
Quality Marshalling (Mount Maunganui) Limited	Marshalling and terminal operations services	**100.00**	100.00	30 June

Policies

Subsidiaries are entities controlled by the Group. Control exists when the Group is exposed, or has rights, to variable returns from its involvement with the investee and has the ability to affect those returns through its power over the investee. In assessing control, potential voting rights that presently are exercisable, are taken into account. The financial statements of Subsidiaries are included in the consolidated financial statements from the date that control commences until the date that control ceases.

Intra-group balances, and any unrealised income and expenses arising from intra-group transactions, are eliminated in preparing the consolidated financial statements.

14 INVESTMENTS IN EQUITY ACCOUNTED INVESTEES

Investments in Equity Accounted Investees Comprises:

Name of Entity	Principal Activity	**2017 %**	2016 %	Balance Date
Coda Group Limited Partnership	Freight logistics and warehousing	**50.00**	50.00	30 June
Northport Limited	Sea port	**50.00**	50.00	30 June
PortConnect Limited	On line cargo management	**50.00**	50.00	30 June
PrimePort Timaru Limited	Sea port	**50.00**	50.00	30 June
Timaru Container Terminal Limited	Sea port	**50.10**	50.10	30 June

	2017 NZ$000	2016 NZ$000
Carrying value of investments in Equity Accounted Investees		
Balance at 1 July 2016	**123,290**	118,972
Group's share of net profit after tax	**13,995**	13,437
Group's share of hedging reserve	**182**	(395)
Group's share of revaluation reserve	**623**	(57)
Group's share of total comprehensive income	**14,800**	12,985
Dividends received	**(10,507)**	(8,667)
Balance at 30 June 2017	**127,583**	123,290

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

14 INVESTMENTS IN EQUITY ACCOUNTED INVESTEES (CONTINUED)

The following table summarises the financial information of individually material Equity Accounted Investees, Northport Limited and Coda Group Limited Partnership, and the combined value of individually immaterial Equity Accounted Investees as included in their own financial statements, adjusted for fair value adjustments at acquisition and differences in accounting policies.

Summarised Financial Information of Equity Accounted Investees:

2017	Northport Limited NZ$000	Coda Group Limited Partnership NZ$000	Individually Immaterial Equity Accounted Investees NZ$000	**Total NZ$000**
Cash and cash equivalents	206	3,963	3,710	**7,879**
Total current assets	**3,759**	**28,329**	**8,854**	**40,942**
Total non current assets	**131,152**	**30,000**	**83,628**	**244,780**
Total assets	**134,911**	**58,329**	**92,482**	**285,722**
Current financial liabilities excluding trade and other payables and provisions	2,220	1,039	8,595	**11,854**
Total current liabilities	**4,553**	**19,490**	**11,767**	**35,810**
Non current financial liabilities excluding trade and other payables and provisions	35,188	802	27,318	**63,308**
Total non current liabilities	**35,188**	**802**	**27,318**	**63,308**
Total liabilities	**39,741**	**20,292**	**39,085**	**99,118**
Net assets	**95,170**	**38,037**	**53,397**	**186,604**
Group's share of net assets	**47,585**	**19,020**	**26,702**	**93,307**
Goodwill acquired on acquisition of Equity Accounted Investees	**0**	**29,414**	**4,862**	**34,276**
Carrying amount of Equity Accounted Investees	**47,585**	**48,434**	**31,564**	**127,583**
Revenues	40,894	200,703	31,513	**273,110**
Depreciation and amortisation	(4,186)	(1,512)	(2,035)	**(7,733)**
Interest expense	(1,771)	0	(1,307)	**(3,078)**
Net profit before tax	**24,307**	**6,208**	**5,011**	**35,526**
Tax expense	(6,143)	0	(1,394)	**(7,537)**
Net profit after tax	**18,164**	**6,208**	**3,617**	**27,989**
Other comprehensive income	1,610	0	0	**1,610**
Total comprehensive income	**19,774**	**6,208**	**3,617**	**29,599**
Group's share of net profit after tax	**9,082**	**3,104**	**1,809**	**13,995**
Group's share of total comprehensive income	**9,887**	**3,104**	**1,809**	**14,800**

14 INVESTMENTS IN EQUITY ACCOUNTED INVESTEES (CONTINUED)

2016	Northport Limited NZ$000	Coda Group Limited Partnership NZ$000	Individually Immaterial Equity Accounted Investees NZ$000	**Total NZ$000**
Cash and cash equivalents	321	2,875	2,692	**5,888**
Total current assets	**4,612**	**24,894**	**6,989**	**36,495**
Total non current assets	**131,548**	**25,694**	**84,256**	**241,498**
Total assets	**136,160**	**50,588**	**91,245**	**277,993**
Current financial liabilities excluding trade and other payables and provisions	1,994	1,588	8,319	**11,901**
Total current liabilities	**6,651**	**16,758**	**12,727**	**36,136**
Non current financial liabilities excluding trade and other payables and provisions	36,450	0	27,391	**63,841**
Total non current liabilities	**36,450**	**0**	**27,391**	**63,841**
Total liabilities	**43,101**	**16,758**	**40,118**	**99,977**
Net assets	**93,059**	**33,830**	**51,127**	**178,016**
Group's share of net assets	**46,530**	**16,915**	**25,569**	**89,014**
Goodwill acquired on acquisition of Equity Accounted Investees	**0**	**29,414**	**4,862**	**34,276**
Carrying amount of Equity Accounted Investees	**46,530**	**46,329**	**30,431**	**123,290**
Revenues	38,829	204,761	29,140	**272,730**
Depreciation and amortisation	(4,186)	(1,477)	(1,731)	**(7,394)**
Interest expense	(1,858)	0	(809)	**(2,667)**
Net profit before tax	**22,590**	**6,026**	**5,565**	**34,181**
Tax expense	(5,730)	0	(1,525)	**(7,255)**
Net profit after tax	**16,860**	**6,026**	**4,040**	**26,926**
Other comprehensive income	(1,464)	0	560	**(904)**
Total comprehensive income	**15,396**	**6,026**	**4,600**	**26,022**
Group's share of net profit after tax	**8,430**	**3,013**	**1,994**	**13,437**
Group's share of total comprehensive income	**7,698**	**3,013**	**2,274**	**12,985**

Policies

The Group's interests in Equity Accounted Investees comprise interests in Joint Ventures.

A Joint Venture is an arrangement in which the Group has joint control, whereby the Group has rights to the net assets of the arrangement, rather than rights to its assets and obligations for its liabilities.

Equity Accounted Investees are accounted for using the equity method.

In respect of Equity Accounted Investees, the carrying amount of goodwill is included in the carrying amount of the investment and not tested for impairment separately.

Tax Treatment of Coda Group

Coda Group is treated as a partnership for tax purposes and is not taxed at the partnership level. Fifty percent of the income and expense flow through the limited partnership to the Parent Company who is then taxed.

Judgements

It has been determined that the Group has joint control over its investees, due to the existence of contractual agreements which require the unanimous consent of the parties sharing control over relevant business activities.

The investment in Coda Group was tested for impairment at 30 June 2017 and confirmed that no adjustment was required.

For impairment testing the calculation of value in use was based upon the following key assumptions:

- Cash flows were projected using management forecasts over the five year period.
- Terminal cash flows were estimated using a constant growth rate of 2% after year five.
- A pre-tax discount rate of 12% was used.

Management has performed sensitivity analysis on its impairment testing. A change in isolation of either of the two key assumptions (pre-tax discount rate and anticipated growth rates over the five year period) by over 40% would not result in impairment.

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

15 RECEIVABLES AND PREPAYMENTS

	2017 NZ$000	2016 NZ$000
Trade receivables	**34,343**	30,640
Trade receivables from Equity Accounted Investees and related parties	**623**	434
	34,966	31,074
Advances to Equity Accounted Investees (refer to note 23)	**6,669**	6,919
Prepayments and sundry receivables	**2,878**	3,553
Total receivables and prepayments	**44,513**	41,546

The ageing of trade receivables at reporting date was:

	2017 NZ$000	2016 NZ$000
Not past due	**29,577**	25,841
Past due 0 – 30 days	**4,208**	3,002
Past due 30 – 60 days	**517**	795
Past due 60 – 90 days	**37**	454
More than 90 days	**4**	548
Total of ageing of trade receivables	**34,343**	30,640

Polices	Receivables and prepayments are initially recognised at fair value. They are subsequently measured at amortised cost, and adjusted for impairment losses. Receivables with a short duration are not discounted.
Fair Values	The nominal value less impairment provision of trade receivables are assumed to approximate their fair values due to their short term nature.
Judgements	A provision for impairment is recognised when there is objective evidence that the Group will be unable to collect amounts due. The amount provided for is the difference between the expected recoverable amount and the receivable's carrying value.
Advances to Equity Accounted Investees	The Parent Company makes advances to Equity Accounted Investees for short term funding purposes. These advances are repayable on demand and interest rates charged on these advances are varied.

16 EQUITY

Share Capital

	2017	2016
Ordinary shares issued		
Balance as at 1 July	**136,077,196**	136,068,776
Parent Company completed a 5:1 share split	**544,308,784**	0
Shares issued during year	**4,600**	30,640
Shares repurchased by the Group during the year	**0**	(22,220)
Balance as at 30 June	680,390,580	136,077,196

Dividends

The following dividends were declared and paid during the period:

	2017 NZ$000	2016 NZ$000
Final 2016 dividend paid 6.0* cents per share (2015: 6.0** cps)	**40,835**	40,835
Final 2016 special dividend paid 5.0* cents per share (2015: 0.0** cps)	**34,029**	0
Interim 2017 dividend paid 5.0* cents per share (2016: 4.6** cps)	**34,029**	31,307
Total dividends	**108,893**	72,142

**On 17 October 2016, the Parent Company completed a 5:1 share split.*
***Share and per share amounts have been retroactively restated for the prior periods to reflect the 5:1 share split completed on 17 October 2016.*

Policies	*Capital Management* The Parent Company's policy is to maintain a strong capital base, which the Group defines as total shareholders' equity, so as to maintain investor, creditor and market confidence, and to sustain the future business development of the Group. The Group has established policies in capital management, including the specific requirements that interest cover is to be maintained at a minimum of three times and that the [debt/(debt + equity)] ratio is to be maintained at a 40% maximum. It is also Group policy that the ordinary dividend payout is maintained between a level of between 70% and 100% of net profit after tax for the period. The Group has complied with all capital management policies during the reporting periods.
Share Capital	All shares are fully paid and have no par value. All shares rank equally with one vote attached to each fully paid ordinary share. On 17 October 2016, the Parent Company completed a 5:1 share split. During the year 4,600 shares at $3.03 per share were issued to employees from the Port of Tauranga Trustee Company Limited as part of the Employee Share Ownership Plan (2016: 30,640 shares at $11.17 per share). During the year nil shares were repurchased on market and transferred to the Port of Tauranga Trustee Company Limited as part of the Employee Share Ownership Plan (2016: 22,220 shares).
Dividends	The dividends are fully imputed. Supplementary dividends of $471,689 (2016: $374,868) were paid to shareholders that are not tax residents in New Zealand, for which the Group received a foreign tax credit entitlement.
Share Based Payment Reserve	On 1 August 2014 the Parent Company issued 2,000,000 shares as a volume rebate to Kotahi as part of a 10 year freight alliance. Due to the Parent Company completing a 5:1 share split on 17 October 2016, Kotahi now have 10,000,000 shares on issue. The shares are subject to a call option allowing the Parent Company to "call" shares back at zero cost if Kotahi fails to meet the volume commitments specified in the 10 year Container Volume Commitment Agreement. The increase in the reserve recognises the shares earned based on containers delivered during the period. *Equity Settled Share Based Payments* The grant-date fair value of equity settled share based payments is recognised as a rebate against revenue, with a corresponding increase in equity, over the vesting period. The amount recognised as a rebate is adjusted to reflect the number of awards for which the related service is expected to be met, such that the amount ultimately recognised is based on the number of awards that meet the related service conditions at the vesting date.
Hedging Reserve	The hedging reserve comprises the effective portion of the cumulative net change in fair value of cash flow hedging instruments, related to hedged transactions that have not yet occurred.
Revaluation Reserve	The revaluation reserve relates to the revaluation of land, buildings, wharves and hardstanding, and harbour improvements.

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

17 EARNINGS PER SHARE

	2017	2016
Earnings per share		
Net profit attributable to ordinary shareholders (NZ$000)	83,441	77,314
Weighted average number of ordinary shares for basic earnings per share	670,581,230*	670,581,230**
Effect of dilutive ordinary shares:		
- Shares subject to call option (refer note 16)	10,000,000*	10,000,000**
Weighted average number of ordinary shares for diluted earnings per share	680,581,230*	680,581,230**
Basic earnings per share (cents)	12.4*	11.5**
Diluted earnings per share (cents)	12.3*	11.4**

**On 17 October 2016, the Parent Company completed a 5:1 share split.*
***Share and per share amounts have been retroactively restated for the prior period to reflect the 5:1 share split completed on 17 October 2016.*

Policies	The Group presents basic earnings per share (EPS) data for its ordinary shares. Basic EPS is calculated by dividing the profit or loss attributable to ordinary shareholders of the Parent Company by the weighted average number of ordinary shares outstanding for the Parent Company during the period.

18 LOANS AND BORROWINGS

This note provides information about the contractual terms of the Group's interest bearing loans and borrowings.

2017	Maturity	Coupon	Committed Facilities NZ$000	Undrawn Facilities NZ$000	Carrying Value NZ$000
Non current					
Standby revolving cash advance	2022	Floating	100,000	100,000	0
Fixed rate bond – 2nd issue	2021	4.792%	75,000	0	75,000
Standby revolving cash advance facility	2021	Floating	100,000	100,000	0
Standby revolving cash advance facility	2020	Floating	80,000	80,000	0
Fixed rate bond – 1st issue	2019	5.865%	50,000	0	50,000
Advances from employees	Various	0%	0	0	223
Total non current			**405,000**	**280,000**	**125,223**
Current					
Standby revolving cash advance	2018	Floating	100,000	70,000	30,000
Multi option facility	2017	Floating	5,000	5,000	0
Commercial papers	<3 months	Floating	0	0	225,000
Advances from employees	Various	0%	0	0	140
Total current			**105,000**	**75,000**	**255,140**
Total			**510,000**	**355,000**	**380,363**

18 LOANS AND BORROWINGS (CONTINUED)

2016	Maturity	Coupon	Committed Facilities NZ$000	Undrawn Facilities NZ$000	Carrying Value NZ$000
Non current					
Fixed rate bond – 2nd issue	2021	4.792%	75,000	0	75,000
Standby revolving cash advance facility	2020	Floating	80,000	80,000	0
Fixed rate bond – 1st issue	2019	5.865%	50,000	0	50,000
Standby revolving cash advance facility	2019	Floating	100,000	100,000	0
Standby revolving cash advance facility	2018	Floating	100,000	95,000	5,000
Revolving cash advance facility	2017	Floating	30,000	30,000	0
Advances from employees	Various	0%	0	0	200
Total non current			**435,000**	**305,000**	**130,200**
Current					
Multi option facility	2016	Floating	5,000	5,000	0
Commercial papers	<3 months	Floating	0	0	190,000
Total current			**5,000**	**5,000**	**190,000**
Total			**440,000**	**310,000**	**320,200**

Policies	Loans and borrowings are recognised at fair value, plus any directly attributable transaction costs, if the Group becomes a party to the contractual provisions of the instrument. Loans and borrowings are derecognised if the Group's obligations as specified in the contract expire or are discharged or cancelled. Subsequent to initial recognition, loans and borrowings are measured at amortised cost using the effective interest method, less any impairment losses.
Fixed Rate Bonds	The Parent Company has issued two six-year fixed rate bonds, a $50 million fixed rate bond with a final maturity on 29 October 2019 and a $75 million fixed rate bond with final maturity on 29 January 2021. The Parent Company incurred costs of $0.244 million in connection with the issuance of bonds which is being amortised over the term of the bonds.
Commercial Papers	Commercial papers are secured, short term discounted debt instruments issued by the Parent Company for funding requirements as a component of its banking arrangements. The commercial paper programme is fully backed by committed term bank facilities. At 30 June 2017 the Group had $225.000 million of commercial paper debt that is classified within current liabilities (2016: $190.000 million). Due to this classification, the Group's current liabilities exceed the Group's current assets. Despite this fact, the Group does not have any liquidity or working capital concerns as a result of the commercial paper debt being interchangeable with direct borrowings within the standby revolving cash advance facility which is a term facility.
Standby Revolving Cash Advance Facility Agreement	The Parent Company has a $380.000 million financing arrangement with ANZ Bank New Zealand Limited, Bank of New Zealand Limited, Commonwealth Bank of Australia, New Zealand Branch and The Bank of Tokyo-Mitsubishi UFJ Limited, Auckland Branch (2016: $280.000 million financing arrangement with ANZ Bank New Zealand Limited, Bank of New Zealand Limited and the Commonwealth Bank of Australia, New Zealand branch). The facility, which is secured, provides for both direct borrowings and support for issuance of commercial papers.
Revolving Cash Advance Facility	In 2016 the Parent Company had a $30.000 million revolving cash advance facility with ANZ Bank New Zealand Limited, used for headroom purposes.
Security	Bank facilities and fixed rate bonds are secured by way of a ships' mortgage over certain floating plant assets ($18.617 million, 2016: $19.271 million), mortgages over the land and building assets ($670.765 million, 2016: $595.341 million), and by a general security agreement over the assets of the Parent Company ($1,383.660 million, 2016: $1,286.675 million).
Covenants	The Parent Company has complied with all covenants during the reporting periods.
Fair Values	The fair value of fixed rate loans and borrowings is calculated by discounting the future contractual cash flows at current market interest rates that are available for similar financial instruments. The amortised cost of variable rate loans and borrowings is assumed to closely approximate fair value as debt facilities mature every 90 days.
Interest Rates	The average weighted interest rate of interest bearing loans was 3.292% at 30 June 2017 (2016: 3.616%).

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

19 DERIVATIVE FINANCIAL INSTRUMENTS

	2017 NZ$000	2016 NZ$000
Current liabilities		
Foreign currency derivatives – cash flow hedges	0	(983)
Interest rate derivatives – cash flow hedges	(1,013)	(455)
Total current liabilities	(1,013)	(1,438)
Non current liabilities		
Interest rate derivatives – cash flow hedges	(8,887)	(17,063)
Total non current liabilities	(8,887)	(17,063)
Total liabilities	(9,900)	(18,501)

Policies

The Group uses derivative financial instruments to hedge its exposure to foreign exchange, commodity and interest rate risks arising from operational, financing and investment activities. In accordance with its Treasury Policy, the Group does not hold or issue derivative financial instruments for trading purposes. However, derivatives that do not qualify for hedge accounting are accounted for as trading instruments.

Derivative financial instruments qualifying for hedge accounting are classified as non current if the maturity of the instrument is greater than 12 months from reporting date and current if the instrument matures within 12 months from reporting date. Derivatives accounted for as trading instruments are classified as current.

Derivative financial instruments are recognised initially at fair value and transaction costs are expensed immediately. Subsequent to initial recognition, derivative financial instruments are stated at fair value. The gain or loss on remeasurement to fair value is recognised immediately in the income statement. However, where derivatives qualify for hedge accounting, recognition of any resultant gain or loss depends on the nature of the hedging relationship.

Cash Flow Hedges

Changes in the fair value of the derivative hedging instrument designated as a cash flow hedge are recognised directly in the cash flow hedge reserve to the extent that the hedge is effective. To the extent that the hedge is ineffective, changes in fair value are recognised in the income statement.

If the hedging instrument no longer meets the criteria for hedge accounting, expires, or is sold, terminated or exercised, then hedge accounting is discontinued prospectively. The cumulative gain or loss previously recognised in the hedging reserve remains there until the highly probable forecast transaction, upon which the hedging was based, occurs. When the hedged item is a non financial asset, the amount recognised in the hedging reserve is transferred to the carrying amount of the asset when it is recognised. In other cases the amount recognised in the hedging reserve is transferred to the income statement in the same period that the hedged item affects the income statement.

Fair Values

The fair value of derivatives traded in active markets is based on quoted market prices at the reporting date. The fair value of derivatives that are not traded in active markets (for example over-the-counter derivatives), are determined by using market accepted valuation techniques incorporating observable market data about conditions existing at each reporting date.

The fair value of interest rate swaps is calculated as the present value of the estimated future cash flows. The fair value of forward exchange contracts is determined using quoted forward exchange rates at the reporting date.

Valuation inputs for valuing derivatives are as follows:

Valuation Input	Source
Interest rate forward price curve	Published market swap rates
Foreign exchange forward prices	Published spot foreign exchange rates and interest rate differentials
Discount rate for valuing interest rate and foreign exchange derivatives	Published market interest rates as applicable to the remaining life of the instrument adjusted for the credit risk of the counterparty for assets and the credit risk of the Group for liabilities

All financial instruments held by the Group and designated fair value are classified as level 2 under the fair value measurement hierarchy (refer to note 2).

20 FINANCIAL INSTRUMENTS

The following tables show the classification, fair value and carrying amount of financial instruments held by the Group at reporting date:

2017	Designated at Fair Value NZ$000	Loans and Receivables NZ$000	Other Amortised Cost NZ$000	Total Carrying Amount NZ$000	Fair Value NZ$000
Assets					
Receivables	0	36	0	36	36
Total non current assets	0	36	0	36	36
Cash and cash equivalents	0	5,184	0	5,184	5,184
Receivables	0	41,635	0	41,635	41,635
Total current assets	0	46,819	0	46,819	46,819
Total assets	0	46,855	0	46,855	46,855
Liabilities					
Loans and borrowings	0	0	125,223	125,223	130,295
Derivative financial instruments	8,887	0	0	8,887	8,887
Total non current liabilities	8,887	0	125,223	134,110	139,182
Loans and borrowings	0	0	255,140	255,140	255,140
Derivative financial instruments	1,013	0	0	1,013	1,013
Trade and other payables	0	0	11,887	11,887	11,887
Total current liabilities	1,013	0	267,027	268,040	268,040
Total liabilities	9,900	0	392,250	402,150	407,222

2016	Designated at Fair Value NZ$000	Loans and Receivables NZ$000	Other Amortised Cost NZ$000	Total Carrying Amount NZ$000	Fair Value NZ$000
Assets					
Receivables	0	46	0	46	46
Total non current assets	0	46	0	46	46
Cash and cash equivalents	0	11,580	0	11,580	11,580
Receivables	0	37,993	0	37,993	37,993
Total current assets	0	49,573	0	49,573	49,573
Total assets	0	49,619	0	49,619	49,619
Liabilities					
Loans and borrowings	0	0	130,200	130,200	139,269
Derivative financial instruments	17,063	0	0	17,063	17,063
Total non current liabilities	17,063	0	130,200	147,263	156,332
Loans and borrowings	0	0	190,000	190,000	190,000
Derivative financial instruments	1,438	0	0	1,438	1,438
Trade and other payables	0	0	10,874	10,874	10,874
Total current liabilities	1,438	0	200,874	202,312	202,312
Total liabilities	18,501	0	331,074	349,575	358,644

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

20 FINANCIAL INSTRUMENTS (CONTINUED)

Financial Risk Management

The Group's overall financial risk management programme focuses on the unpredictability of financial markets and seeks to minimise potential adverse effects on the financial performance of the Group.

The Board of Directors has overall responsibility for the establishment and oversight of the Group's financial risk management framework. The Audit Committee is responsible for developing and monitoring the Group's financial risk management policies, and reports regularly to the Board of Directors on its activities.

The Group's financial risk management policies are established to identify and analyse the risks faced by the Group, to set appropriate risk limits and controls, and to monitor risks and adherence to limits. Financial risk management policies and systems are reviewed regularly to reflect changes in market conditions and the Group's activities.

The Board of Directors oversees how management monitors compliance with the Group's financial risk management policies and procedures and reviews the adequacy of the financial risk management framework in relation to the risks faced by the Group.

(a) Credit Risk

Exposure to Credit Risk

The carrying amount of financial assets represents the maximum credit exposure. The Group's maximum exposure to credit risk at reporting date was:

	2017 NZ$000	2016 NZ$000
Receivables	41,635	38,039
Cash and cash equivalents	5,184	11,580
Total	46,855	49,619

Credit Risk Management Policies

Counterparty credit risk is the risk of losses (realised or unrealised) arising from a counterparty failing to meet its contractual obligations. Financial instruments which potentially subject the Group to credit risk, principally consist of bank balances, trade receivables, advances to Equity Accounted Investees and derivative financial instruments.

The Group only transacts in treasury activity (including investment, borrowing and derivative transactions) with Board approved counterparties. Unless otherwise approved by the Board, counterparties are required to be New Zealand registered banks with a Standard & Poor's credit rating of A+ or above. The Group continuously monitors the credit quality of the financial institutions that are counterparties and does not anticipate any non performance.

The Group adheres to a credit policy that requires each new customer to be analysed individually for credit worthiness before the Group's standard payment terms and conditions are offered. Customer payment performance is constantly monitored with customers not meeting creditworthiness being required to transact with the Group on cash terms. The Group generally does not require collateral.

Concentration of Credit Risk

The only significant concentration of credit risk at reporting date relates to bank balances and advances to Equity Accounted Investees. The nature of the Group's business means that the top ten customers account for 61.5% of total Group revenue (2016: 56.5%). The Group is satisfied with the credit quality of these debtors and does not anticipate any non performance.

20 FINANCIAL INSTRUMENTS (CONTINUED)

(b) Liquidity Risk

The following table sets out the contractual cash outflows for all financial liabilities (including estimated interest payments) and derivatives:

2017	Statement of Financial Position NZ$000	Contractual Cash Flows NZ$000	6 Months or Less NZ$000	6 – 12 Months NZ$000	1 – 2 Years NZ$000	2 – 5 Years NZ$000	More Than 5 Years NZ$000
Non derivative financial liabilities							
Loans and borrowings	(380,363)	(406,813)	(259,623)	(3,801)	(7,603)	(135,786)	0
Trade and other payables	(11,887)	(11,887)	(11,887)	0	0	0	0
Total non derivative financial liabilities	**(392,250)**	**(418,700)**	**(271,510)**	**(3,801)**	**(7,603)**	**(135,786)**	**0**
Derivatives							
Interest rate derivatives							
Cash flow hedges – outflow	(9,900)	(11,261)	(2,062)	(1,678)	(2,163)	(4,716)	(642)
Total derivatives	**(9,900)**	**(11,261)**	**(2,062)**	**(1,678)**	**(2,163)**	**(4,716)**	**(642)**
Total	**(402,150)**	**(429,961)**	**(273,572)**	**(5,479)**	**(9,766)**	**(140,502)**	**(642)**

2016	Statement of Financial Position NZ$000	Contractual Cash Flows NZ$000	6 Months or Less NZ$000	6 – 12 Months NZ$000	1 – 2 Years NZ$000	2 – 5 Years NZ$000	More Than 5 Years NZ$000
Non derivative financial liabilities							
Loans and borrowings	(320,200)	(351,364)	(199,092)	(3,737)	(7,398)	(141,137)	0
Trade and other payables	(10,874)	(10,874)	(10,874)	0	0	0	0
Total non derivative financial liabilities	**(331,074)**	**(362,238)**	**(209,966)**	**(3,737)**	**(7,398)**	**(141,137)**	**0**
Derivatives							
Interest rate derivatives							
Cash flow hedges – outflow	(17,518)	(20,426)	(2,279)	(1,988)	(3,527)	(7,618)	(5,014)
Foreign currency derivatives							
Cash flow hedges – outflow	(983)	(17,232)	(16,669)	(563)	0	0	0
Cash flow hedges – inflow	0	16,244	15,726	518	0	0	0
Total derivatives	**(18,501)**	**(21,414)**	**(3,222)**	**(2,033)**	**(3,527)**	**(7,618)**	**(5,014)**
Total	**(349,575)**	**(383,652)**	**(213,188)**	**(5,770)**	**(10,925)**	**(148,755)**	**(5,014)**

Liquidity and Funding Risk Management Policies

Liquidity risk is the risk that the Group will not be able to meet its financial obligations as and when they fall due. The Group's approach to managing liquidity risk is to ensure, as far as possible, that it will always have sufficient cash and borrowing facilities available to meet its liabilities when due, under both normal and adverse conditions. The Group's cash flow requirements and the utilisation of borrowing facilities are continuously monitored, and it is required that committed bank facilities are maintained at a minimum of 10% above maximum forecast usage.

Funding risk is the risk that arises when either the size of borrowing facilities or the pricing thereof is not able to be replaced on similar terms, at the time of review with the Group's banks. To minimise funding risk it is Board policy to spread the facilities' renewal dates and the maturity of individual loans. Where this is not possible, extensions to, or the replacement of, borrowing facilities are required to be arranged at least six months prior to each facility's expiry.

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

20 FINANCIAL INSTRUMENTS (CONTINUED)

(c) Market Risk

Interest Rate Risk

At reporting date, the interest rate profile of the Group's interest bearing financial assets/(liabilities) were:

	Carrying Amount	
	2017 NZ$000	2016 NZ$000
Fixed rate instruments		
Fixed rate bonds	**(125,000)**	(125,000)
Interest rate derivatives	**(9,900)**	(17,519)
Total	**(134,900)**	(142,519)
Variable rate instruments		
Commercial papers	**(225,000)**	(190,000)
Standby revolving cash advance facility	**(30,000)**	(5,000)
Cash balances	**5,184**	11,580
Total	**(249,816)**	(183,420)

Sensitivity Analysis

If, at reporting date, bank interest rates had been 100 basis points higher/lower, with all other variables held constant, the result would increase/(decrease) post tax profit or loss and the hedging reserve by the amounts shown below. The analysis was performed on the same basis for 2016.

	Profit or Loss		Cash Flow Hedge Reserve	
	100 bp Increase NZ$000	100 bp Decrease NZ$000	100 bp Increase NZ$000	100 bp Decrease NZ$000
Variable rate instruments	(1,749)	1,779	0	0
Interest rate derivatives	973	(973)	5,984	(6,636)
Total as at 30 June 2017	**(776)**	**806**	**5,984**	**(6,636)**
Variable rate instruments	(1,284)	1,309	0	0
Interest rate derivatives	1,570	(1,570)	6,716	(7,430)
Total as at 30 June 2016	**286**	**(261)**	**6,716**	**(7,430)**

Market Risk Management Policies

Market risk is the risk that changes in market prices, such as foreign exchange rates, interest rates and commodity prices, will affect the Group's income or the value of its holdings of financial instruments. The objective of market risk management is to manage and control market risk exposures within acceptable parameters, while optimising the return on risk.

The Group uses derivative financial instruments such as interest rate swaps and foreign currency options to hedge certain risk exposures. All derivative transactions are carried out within the guidelines set out in the Group's Treasury Policy which has been approved by the Board of Directors. Generally the Group seeks to apply hedge accounting in order to manage volatility in the income statement.

Interest Rate Risk

Interest rate risk is the risk of financial loss, or impairment to cash flows in current or future periods, due to adverse movements in interest rates on borrowings or investments. The Group uses interest rate derivatives to manage its exposure to variable interest rate risk by converting variable rate debt to fixed rate debt.

21 TRADE AND OTHER PAYABLES

	2017 NZ$000	2016 NZ$000
Accounts payable	**11,851**	10,823
Accrued employee benefit liabilities	**3,913**	3,530
Accruals	**15,227**	15,720
Payables due to Equity Accounted Investees and related parties	**36**	34
Total trade and other payables	**31,027**	30,107

Fair Values

The nominal value of trade and other payables are assumed to approximate their fair values due to their short term nature.

22 PROVISIONS

	Long Service Leave NZ$000	Management Long Term Incentive Scheme NZ$000	Profit Sharing and Bonuses NZ$000	**Total NZ$000**
Balance at 30 June 2016	1,378	502	2,040	**3,920**
Additional provision	219	584	2,798	**3,601**
Unused amounts reversed	(91)	0	0	**(91)**
Utilised during the period	(50)	(253)	(2,905)	**(3,208)**
Balance at 30 June 2017	**1,456**	**833**	**1,933**	**4,222**
Total current provisions	**0**	**401**	**1,933**	**2,334**
Total non current provisions	**1,456**	**432**	**0**	**1,888**

Policies

A provision is recognised if, as a result of a past event, the Group has a present legal or constructive obligation that can be estimated reliably, and it is probable that an outflow of economic benefits will be required to settle the obligation. Provisions are determined by discounting the expected future cash flows at a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the liability.

Employee Benefits – Long Service Leave

Underlying assumptions for provisions relate to the probabilities of employees reaching the required vesting period to qualify for long service leave. Probability factors for reaching long service leave entitlements are based on historic employee retention information.

Employee Benefits – Management Long Term Incentive Scheme

Members of the Parent Company's Executive Management Team are eligible to receive payment under the Management Long Term Incentive Scheme. The scheme is classified as a cash settled share based payment scheme and is based upon a combination of total shareholder return versus an index and earnings per share growth, both over a three year period.

The amount recognised in the income statement during the period is $0.584 million, (2016: $0.107 million).

Employee Benefits – Profit Sharing and Bonuses

The Profit Sharing and Bonus Scheme rewards eligible employees based on a combination of Company performance against budget and personal performance. The incentive is generally paid biannually.

Notes to the Consolidated Financial Statements (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited and Subsidiaries

23 RELATED PARTY TRANSACTIONS

Related party transactions with related parties:

	2017 NZ$000	2016 NZ$000
Transactions with Equity Accounted Investees		
Services provided to Port of Tauranga Limited	545	386
Services provided by Port of Tauranga Limited	2,734	2,126
Accounts receivable by Port of Tauranga Limited	213	138
Accounts payable by Port of Tauranga Limited	36	34
Advances by Port of Tauranga Limited	6,669	6,919
Services provided to Quality Marshalling (Mount Maunganui) Limited	1	45
Services provided by Quality Marshalling (Mount Maunganui) Limited	3,694	3,210
Accounts receivable by Quality Marshalling (Mount Maunganui) Limited	396	292
Accounts receivable by Port of Tauranga Trustee Company Limited	14	4
Transactions with key management personnel		
Directors' fees recognised during the period	628	513
Executive officers' salaries and short term employee benefits recognised during the period	3,458	2,654
Executive officers' share based payments recognised in the income statement during the period	584	107

Related Parties	Related parties of the Group include the joint ventures disclosed in note 14 and the Controlling Entity (Quayside Securities Limited) or Ultimate Controlling Party (Bay of Plenty Regional Council). Quayside Securities Limited owns 54.14% (2016: 54.14%) of the ordinary shares in Port of Tauranga Limited. Quayside Securities Limited is beneficially owned by Bay of Plenty Regional Council. Transactions with the Ultimate Controlling Party during the period include services provided to Port of Tauranga Limited, \$0.013 million (2016: \$0.018 million). No related party debts have been written off, forgiven or provided for as doubtful during the year.
Transactions With Key Management Personnel	During the year, the Group entered into transactions with companies in which Group Directors hold directorships. These directorships have not resulted in the Group having a significant influence over the operations, policies, or key decisions of these companies. The Group does not provide any non cash benefits to Directors and Executive Officers in addition to their Directors' fees or salaries. All Executive Officers participate in a cash settled share based incentive scheme.

24 CONTINGENT LIABILITIES

Disclosures	No material contingent liabilities or assets have been identified.

25 SUBSEQUENT EVENTS

Approval of Financial Statements	The financial statements were approved by the Board of Directors on 24 August 2017.
Final and Special Dividend	A final dividend of 6.2 cents per share to a total of \$42,196,036 and a special dividend of 5.0 cents per share to a total of \$34,029,061, has been approved subsequent to reporting date. The final and special dividends were not approved until after year end, therefore they have not been accrued in the current year financial statements.

Corporate Governance Statement

For the Year Ended 30 June 2017: Port of Tauranga Limited

The Board and the Senior Management Team of Port of Tauranga Limited recognise the importance of good corporate governance and consider it is core to ensuring the creation, protection and enhancement of shareholder value. Together they are committed to ensuring that the Company applies and adheres to practices and principles that ensure good governance and the highest ethical standards are maintained to protect the interests of shareholders and all stakeholders.

The Board has the ultimate responsibility for all decision making within the Company.

For the reporting period to 30 June 2017, the Board considers Port of Tauranga's corporate governance practices reflect and satisfy the NZX (New Zealand Exchange) Corporate Governance Code 2017 and the Financial Markets Authority Corporate Governance Principles. The Board of Port of Tauranga chooses to also comply (except where noted) with the ASX Corporate Governance Council's Corporate Governance Principles and Recommendations as it considers these standards to be relevant to any large New Zealand listed company whether ASX listed or not.

Port of Tauranga's corporate governance documents are located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

These documents should be read in conjunction with this Statement:

- Constitution
- Audit Committee Charter
- Board Charter
- Nomination Committee Charter
- Remuneration Committee Charter
- Code of Ethics
- Continuous Disclosure and Communication Policy
- Director Tenure and Re-appointment Policy
- Discretionary Expenditure – Standard Operating Procedure Policy
- Diversity Policy
- Health and Safety Policy
- Insider Trading Policy and Guidelines
- Whistleblowing Policy (Protected Disclosures Act 2000)

Port of Tauranga Limited and its operating divisions are referred to in this Statement as the Company. References to the Group are to Port of Tauranga Limited, its operating divisions and its Subsidiaries and Associates.

PRINCIPLE 1 – LAY SOLID FOUNDATIONS FOR MANAGEMENT AND OVERSIGHT BY THE BOARD

The Board: The primary role of the Board is the protection and enhancement of shareholder value while respecting the rights of other stakeholders.

The Board oversees the business and affairs of the Company, establishes the strategies and financial objectives with management and monitors the performance of management directly and through Board Committees. It monitors compliance and risk management, ensuring the Company has the appropriate controls and policies. Comprehensive reporting on the Company's health and safety programmes is a priority within the Board's risk reporting framework.

The practices adopted by the Board are prescribed in the Board Charter, which sets out the protocols for operation of the Board, Board Committee Charters and the Constitution. Certain laws, regulations, codes and guidelines are also relevant to the Board's practices.

The Board delegates the day-to-day affairs and responsibilities to the Chief Executive to deliver the strategic direction and goals determined by the Board. A Delegation of Authority Policy sets out the decision making authority limits on the Chief Executive and other employees, and achieves individual accountability which is strictly monitored in the audit programme.

The Board Charter sets out a list of specific responsibilities that are reserved for the Board.

Board Committees: The Board has established an Audit Committee, a Nomination Committee and a Remuneration Committee. The role, responsibilities and decision making authority of each committee is set out in its Charter. The Charters are located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

All Directors are able to attend any Committee Meeting.

Induction: Each new Director is inducted to enable them to gain an understanding of the port industry and the Group's operations; the Company's financial, strategic, operational and risk management position; Directors' rights, duties and responsibilities; and the role of the Board, Board Committees and the Senior Management Team.

New executives will receive an induction programme based on similar elements and include health and safety training but without financial documents or other sensitive information that is not relevant to their role.

Senior Management Team Evaluation: Role descriptions and any agreed key performance metrics are included in employment agreements and provide a framework against which to evaluate executive performance. Written employment agreements setting out the terms of appointment are provided to all Group staff. Formal performance reviews are conducted for all staff at least on an annual basis. The Senior Management Team's performance reviews for the financial year ended 30 June 2017 were conducted in August 2017.

The Board through the Remuneration Committee reviews the performance, remuneration and terms of employment of the Chief Executive and makes recommendations to the Board of any changes required in those matters.

The Chief Executive reviews the performance of those staff who report directly to him.

The framework for senior executive performance evaluation is based on specific personal criteria, together with the Group's financial and operational performance and achievement of strategic objectives.

PRINCIPLE 2 – STRUCTURE THE BOARD TO ADD VALUE

Composition of the Board: The Constitution states that there shall be between six and nine Directors of whom no more than two shall be members or employees of the shareholding authority.

The Board currently comprises of seven non executive Directors of whom five are independent. All are elected by shareholders.

As at 30 June 2017 the Board comprised seven Directors:

- David Pilkington (Chair of Board and Nomination Committee)
- Bill Baylis
- Kim Ellis (Chair of Remuneration Committee)
- Julia Hoare (Chair of Audit Committee)
- Alastair Lawrence
- Doug Leeder
- Michael Smith

The Directors bring a wide range of skills to the Board including governance, senior executive management experience, marketing, international business, corporate and commercial law and supply chain logistics. Collectively, the Directors have professional qualifications in law, accounting, engineering, finance, business, economics, agriculture and management. The Board considers that individually and collectively, the Directors have an appropriate mix of skills, qualifications and experience to enable them to appropriately discharge their duties effectively. Biographies of the current Board members are set out on pages 18 to19 and are located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/board-directors.

Audit Committee: Details about the Audit Committee, its membership and its responsibilities are included under Principle 4.

The Audit Committee's Charter is approved by the Board and reviewed by external auditors each year. The Charter is located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

The Audit Committee has five members of whom four are independent Directors. The Chair of Port of Tauranga Limited is an ex-officio member of the Audit Committee and an independent Director.

Nomination Committee: The Nomination Committee operates under a Charter which requires it to review the composition of the Board, to ensure that the Board has the appropriate mix of expertise and experience. The Charter is located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

All Directors are members of the Nomination Committee. The Committee is chaired by David Pilkington and has five independent Directors and two non-independent Directors.

Corporate Governance Statement (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited

Remuneration Committee: Details about the Remuneration Committee and its responsibilities are included under Principle 8.

The Committee has four members of whom two are independent Directors.

Selection and Role of Chair and Deputy Chair: The Chair must be a Director who is independent and not the Chief Executive of the Company. The Chair is selected by the full Board at the Board Meeting following the Annual Meeting. David Pilkington, an independent Director, has been appointed Chair.

The Chair has a key role in leading the Board and overseeing relations with shareholders and other stakeholders. He maintains a close professional relationship with the Chief Executive and the Senior Management Team.

A Deputy Chair may be appointed, however no appointment has been made.

Director Independence: Independence is defined in the Board Charter. The Board has set a 10% materiality threshold in line with NZX guidelines in determining independence. In addition to the quantitative case-by-case assessment, the Board will consider whether there are any factors or considerations which may mean that the Director's interest, business or relationship could, or could be reasonably perceived to, materially interfere with the Director's ability to act in the best interests of the Company.

Directors are required to ensure that they immediately advise the Board of any relevant new or changed relationships to enable the Board to consider and determine the materiality of the relationships. The Board determines annually on a case-by-case basis, who in its view, are independent Directors following a review by each Director of their declared interests.

As at 30 June 2017 David Pilkington (Chair), Bill Baylis, Kim Ellis, Julia Hoare and Alastair Lawrence were considered by the Board to be independent Directors in accordance with the Constitution, NZX Listing Rules and ASX Corporate Governance Guidelines.

The Board considers that Kim Ellis's role as Director of Ballance Agri-Nutrients Limited, a major customer of the Port, does not preclude him from being considered an independent Director. Mr Ellis has no involvement in matters regarding tariffs and has no ability to influence decisions on such matters. The Port of Tauranga is not a material supplier of services to Ballance.

Doug Leeder, Chair of Bay of Plenty Regional Council, and Michael Smith, the Chair of Quayside Group of Companies, are not considered by the Board to be independent Directors, given their relationship with Quayside Securities Limited, which holds over 54% of the shares in Port of Tauranga Limited.

Conflicts of Interest: The Board Charter outlines the Board's policy on conflicts of interest. Where any Director has a conflict of interest or is otherwise interested in any transaction, that Director is required to disclose his or her conflict of interest to the Company, and thereafter will normally not be able to participate in the discussion, nor vote in relation to the relevant matter. The Company maintains a register of disclosed interests.

Attendance: The individual attendances of Directors at Board and Committee Meetings for the 2017 financial year are as follows:

	Board	Audit	Nomination	Remuneration
A W Baylis	7	2	1	
K R Ellis	8	2	1	4
J C Hoare	8	2	1	
A R Lawrence	8	2	1	
D W Leeder	8		1	4
D A Pilkington	8	2	1	4
M J Smith	8	1	1	4
Total meetings held	**8**	**2**	**1**	**4**

All Directors are members of the Nomination Committee. The Nomination Committee met in February 2017 to address those matters for which it has responsibility.

Director Appointments: The provisions regarding the election and retirement of Directors are contained in the Constitution, the Board Charter and in the Director Tenure and Re-appointment Policy, a policy which applies only to Directors of Port of Tauranga Limited not appointed by Quayside Holdings or Bay of Plenty Regional Council.

The Board has determined that good governance requires regular renewal of the Board to ensure that, over time, new Directors are appointed to challenge existing approaches and to incorporate new ideas and energy. Subject to continued Board and shareholder support, the normal tenure for non executive Directors will be nine years or three terms from the first date of election by the shareholders. Three current Directors have served more than nine years on the Board.

When a vacancy arises or additional skills are determined to be needed, the Nomination Committee will identify and evaluate Board candidates and recommend to the Board, individuals for Board appointment. In selecting and recommending the appointment of a new Director, the Committee will ensure that the candidate has the appropriate range of skills, experience and expertise that will best complement Board effectiveness and that the candidate is able to commit the necessary time to the appointment. Background checks will be conducted.

An individual being appointed as an independent must be independent according to the NZX Listing Rules and not have any disqualifying relationships as defined in the Board Charter.

The Company's Constitution and NZX Listing Rules require a newly appointed Director to stand for election at the next Annual Meeting. Thereafter, appointments will be undertaken in accordance with the Constitution and NZX Listing Rules. All material information in the Board's possession relevant to a Director is disclosed in the Notice of Meeting.

New Directors will receive a Letter of Appointment that sets out the terms and conditions of appointment and associated remuneration. It also sets out the expectations of the Company, the Director's duties and powers, insurance and indemnity arrangements, and rights of access to information.

Retirement and Re-election: Alastair Lawrence and David Pilkington are eligible for re-election at the 2017 Annual Meeting and will be seeking re-election. Profiles are contained in the Notice of Meeting which will be sent to shareholders.

Board, Committee and Director Evaluation: The Board annually reviews its performance, policies and practices, and reviews the performance of its Committees.

The Audit, Nomination and Remuneration Committees each review their Charters and evaluate their performance on an annual basis with feedback reported to the Board. The Audit, Nomination and Remuneration Committees' reviews of their Charters and performance were undertaken during the year. The results of the reviews were discussed at the subsequent Board Meeting.

The Chair meets with each Director on an annual basis to discuss and assess individual performance, contribution and ongoing professional development in order to maintain each Director's skills and knowledge. Ad hoc discussions are also held.

Board Secretariat: The Company Secretary is appointed by and reports directly to the Board, through the Chair, on all matters relating to the proper functioning of the Board. All Directors have access to the Company Secretary to discuss issues or to obtain information on specific areas in relation to items to be considered at Board Meetings or other areas as they consider appropriate. Directors also have unrestricted access to Group records and information. Steve Gray, Chief Financial Officer, has been appointed as the Company Secretary.

External Advice: With the approval of the Chair, a Director or a Committee is entitled to seek independent professional advice on any aspect of the Director's or the Committee's duties, at the Company's expense.

Director Share Ownership: There is no requirement for Directors to own shares in the Company or to reinvest a portion of Director remuneration in Company shares, however non executive Directors are encouraged to own shares. All Directors and employees must comply with the Company's Insider Trading Policy and seek the approval of the Chief Financial Officer before any trading is undertaken. The table of Directors' shareholdings is shown on page 110.

Indemnities and Insurance: In accordance with Section 162 of the Companies Act 1993 and the Company's Constitution, the Group has arranged policies of Directors' Liability Insurance, which together with a Deed of Indemnity, ensures that generally Directors will incur no monetary loss as a result of actions undertaken by them as Directors. Certain actions are specifically excluded, for example the incurring of penalties and fines, which may be imposed in respect of breaches of the law.

PRINCIPLE 3 – PROMOTE ETHICAL AND RESPONSIBLE DECISION MAKING

Code of Ethics: The Company requires the highest standards of honesty and integrity from its Directors, Senior Management Team and employees. The Code of Ethics has been developed and approved by the Board which sets out the ethical and behavioural standards expected by the Company's Directors, Senior Management Team and employees. The policy guides and facilitates decision making that is consistent with the Company's values, business goals, and legal and policy obligations. The Code of Ethics is located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

Discretionary Expenditure – Standard Operating Procedure Policy: The policy sets out the Company's expectations on discretionary or sensitive expenditure incurred by Directors or employees. The Discretionary Expenditure – Standard Operating Procedure Policy is located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

Diversity Policy: The Company and its Board are committed to providing a workplace that recognises and values different skills, abilities, genders, ethnicity and experiences. They are also committed to providing equal employment opportunities with all appointments being merit-based. A copy of the Diversity Policy is located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

The Board has not set measurable objectives for achieving gender diversity because the Board considers that merit based appointments are the appropriate approach for selection of employees and Directors. The Company does not therefore comply with ASX Corporate Governance Recommendation 1.5.

As at 30 June 2017, the gender balance of the Company's Directors, Executives and all permanent employees was as follows:

	Female		Male	
	Number	%	Number	%
Directors	1	14	6	86
Executives	1	20	4	80
All permanent employees	36	18	169	82
Total	**38**	**18**	**179**	**82**

"Executives" has the meaning under the Securities Markets Act 1988. As at 30 June 2017, the Executives were the Chief Executive and his four direct reports.

Insider Trading Policy: The Company's Insider Trading Policy governs trading in the Company's securities by:

- all Directors;
- all Executives;
- all members of the Senior Management Team; and
- any employee who the Chief Executive deems this policy should apply to.

A copy of the Insider Trading Policy is located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

Whistleblowing Policy (Protected Disclosure Act 2000): The Board is committed to ensuring the Company's practices and procedures are safe and the behaviour of all employees is of the highest ethical standard. The Company's Whistleblowing Policy provides an internal procedure for staff to report any serious wrongdoing. Staff will be protected from any retaliatory action by the Company if the report of serious wrongdoing is made in accordance with this policy and the Protected Disclosures Act. The Whistleblowing Policy (Protected Disclosure Act 2000) is located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

PRINCIPLE 4 – SAFEGUARD INTEGRITY IN FINANCIAL REPORTING

Audit Committee: The Audit Committee operates under a Charter which requires it to assist the Board in fulfilling its responsibilities regarding management's accounting practices, policies and controls, relative to the Group's financial position, and to review and make appropriate inquiry into the audit of the Group's financial statements by external auditors. The Charter is approved by the Board and reviewed by the external auditor each year.

Membership: The Audit Committee comprises five Directors, all of them are non executive Directors and four are independent. The independent Directors are Bill Baylis, Kim Ellis, Julia Hoare and Alastair Lawrence. Michael Smith is Chair of Quayside Securities Limited and is not independent. David Pilkington, Chair of the Board, is an ex-officio member of the Committee and independent. Julia Hoare, the Chair of the Audit Committee, is a qualified accountant and is not the Chair of the Board. Details of the relevant qualifications and experience of all Audit Committee members are disclosed in their biographies which are located on pages 18 to 19 and on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/board-directors.

The external auditors, Chief Executive and Chief Financial Officer attend Audit Committee meetings.

Meetings: The Audit Committee meets at least twice a year and has direct access to the Company's auditors and Senior Management Team. The Committee meets with the auditors without management being present. In the 2017 financial year, the Audit Committee met two times.

The individual attendances of the members at those meetings are set out on page 102.

Certified Accounts: ASX Recommendation 4.2 is not applicable as the provisions of Chapter 2M of the Corporations Act do not apply to the Company, which is a New Zealand registered entity. Accordingly, the Company will not seek or obtain the assurance from management ordinarily required by section 295A of the Corporations Act relating to certifications of the accounts. The Company will not comply with Recommendation 7.3 on an ongoing basis. The Chief Executive and Chief Financial Officer have, however, confirmed in writing to the Audit Committee that the Company's financial statements are in accordance with the accounting standards.

External Auditor: The Company's external auditors will attend the Company's Annual Meeting and will be available to answer questions from shareholders in relation to the conduct of the audit, the preparation and content of the independent audit report and the accounting policies adopted by the Company.

PRINCIPLE 5 – MAKE TIMELY AND BALANCED DISCLOSURE

The Company is subject to the disclosure and reporting obligations imposed under the NZX Listing Rules and legislation including the Companies Act and the Port Companies Act. The disclosure framework through which the Company will communicate its goals, strategies and performance and comply with its reporting obligations including continuous disclosure is outlined in its Continuous Disclosure and Communication Policy. This policy is located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

The Board is committed to ensuring that shareholders are informed of the Company's major developments and announcements affecting the Company and that:

- all investors will have equal and timely access to material information concerning the Company, including its financial situation, performance, ownership and governance;
- announcements will be factual and comprehensive; and
- any material information will be announced first to the market through NZX.

At each Board Meeting Directors discuss whether there is an obligation under the Continuous Disclosure and Communication Policy that needs to be released to the NZX.

Corporate Governance Statement (Continued)

For the Year Ended 30 June 2017: Port of Tauranga Limited

The Board has appointed the Chief Financial Officer as its Market Disclosure Officer with responsibility for ensuring the timely release of information to NZX.

Authorised Spokespersons: Communications with shareholders and financial analysts are conducted by the Chair, Chief Executive and Chief Financial Officer.

Website: Operational and financial results announcements are available on the website together with Interim and Annual Reports and analyst presentations.

PRINCIPLE 6 – RESPECT THE RIGHTS OF SHAREHOLDERS

The Board is committed to engaging with shareholders and market participants in order that timely and accurate information is provided and two way communication is facilitated. Corporate information is made available through periodic market announcements, investor briefings, shareholder reports, the Annual Meeting and associated documents, and the Company's website.

Investor Communications: The protocols that apply to communications with analysts, investors and the media are set out in the Continuous Disclosure and Communication Policy which is located on the Company's website http://www.port-tauranga.co.nz/about-port-of-tauranga/corporate-structure.

Annual Meeting: The Annual Meeting provides shareholders with the opportunity to ask questions of the Board and of the external auditors, who attend the Annual Meeting.

Electronic Communications: Shareholders have the option to receive communications from, and send communications to, the Company and its security registry electronically.

PRINCIPLE 7 – RECOGNISE AND MANAGE RISK

Management of risk is a high priority to ensure the protection of the Group's staff, the environment, Company assets and reputation. The Company has a comprehensive risk management system in place which is used to identify and manage all business risks. The system identifies the key risks facing the Company and the status of initiatives employed to reduce them.

One of the key responsibilities of the Board is to ensure that proper risk management systems and internal controls are in place, including the review of material risk exposures and the steps management has taken to monitor, control and report all such exposures including health and safety practices. Management reports to the Board annually on the effectiveness of the Company's management of material risks. The independent reviewer's and management's recommendations were accepted and agreed at the October 2016 meeting of the Board. The whole Board has the responsibility for risk management.

The Board has made the Chief Executive accountable for all operational and compliance risk across the Group. The Chief Financial Officer has management accountability for the effective implementation of the risk framework across all of the Company's businesses.

Each year the Audit Committee reviews the internal audit programme and identifies what areas need to be subject to an internal audit.

Areas subject to internal audit include:

- IT systems;
- payroll;
- IT disaster recovery;
- security;
- data analysis;
- procurement; and
- cyber risk.

The Company is also exposed to financial market risks. These may arise from interest rate, foreign currency, liquidity and credit risk. These risks are managed in accordance with the Company's Treasury Policy that sets out procedures to minimise financial market risk. The Audit Committee reviews the Treasury Policy annually with the review including taking advice from an external adviser.

The Board does not believe that the Company has any material exposure to economic, environmental or social sustainability risks that are not appropriately managed. The material risks which may impact the Company's ability to achieve its strategic objectives and secure its future financial prospects, are managed through the strategic planning process.

PRINCIPLE 8 – REMUNERATE FAIRLY AND RESPONSIBLY

The Board, through the Remuneration Committee, establishes remuneration policies and practices for executives of the Company. The Committee's objectives and responsibilities are set out in the Committee's Charter and relate to setting and reviewing the remuneration package for the Chief Executive and having oversight of senior executive remuneration packages and terms of employment, incentive plans and Director remuneration. The members of the Remuneration Committee are Kim Ellis (Chair), Doug Leeder, David Pilkington and Michael Smith.

The Company's Remuneration Policy has been set to ensure that the remuneration of Directors and all staff properly reflects each person's accountabilities, duties and their level of performance and will attract, motivate and retain staff of the highest quality. All remuneration packages are reviewed at least annually, taking into account individual and Company performance, market movements and expert advice.

ASX Recommendation 8.2 is not applicable as the provisions of Chapter 2M of the Corporations Act do not apply to the Company which is a New Zealand registered entity. Accordingly, the Company has not provided a separate remuneration report. The Company may not fully comply with Recommendation 8.2 on an ongoing basis.

Director Remuneration: Non executive Directors are paid a fixed fee in accordance with the determination of the Board and are entitled to reimbursement of reasonable travel and other expenses incurred by them in connection with their attendance at Board or Annual Meetings, or otherwise in connection with the Group's business. There is no entitlement to retirement or superannuation benefits. The Director fee pool has been set at $630,000 per annum (and to increase by $120,000 to $750,000 per annum the following year). This increase was approved at the Annual Meeting held on 20 October 2016. Increases in the Director fee pool must be approved by shareholders at an Annual Meeting. The Remuneration Committee considers Directors' fees annually and makes a recommendation to the Board.

The non executive Directors receive $72,045 per annum (commencing 1 July 2017: $85,000) and the Chair receives $140,339 per annum (1 July 2017: $162,000). The Chair of the Audit Committee, receives an additional $12,000 per annum (1 July 2017: $15,000). Other members of the Audit Committee receive an additional $6,100 per annum (1 July 2017: $7,500). The Chair of the Remuneration Committee, receives an additional $7,100 per annum (1 July 2017: $10,000). Other Members of the Remuneration Committee receive an additional $3,500 per annum (1 July 2017: $5,000). Director remuneration was adjusted for the FY2017 period following an external review by PricewaterhouseCoopers and subsequent consultation with major shareholders, including the New Zealand Shareholders' Association.

Disclosure of each Director's remuneration is included in this report at page 107.

Senior Management Team: The Company's Senior Management Team's total remuneration is made up of a mix of fixed remuneration (FR), short term incentive (STI) and long term incentive (LTI). An independent adviser reviews the remuneration framework.

Chief Executive Remuneration

The FR is determined in relation to the market for comparable sized and performing companies, and includes all benefits, allowances and deductions. The position in the market will normally be comparable to the median. Adjustments are not automatic and are determined by performance which is reviewed annually by the Remuneration Committee.

Short Term Incentive Plan

The STI is set at 60% of FR for the Chief Executive. Seventy percent of the STI is linked to the Company's financial performance with the actual opportunity in the range of 0% to 110%. Thirty percent is based on achieving strategic objectives with the actual opportunity in the range of 0% to 100%. Objectives are set each year by the Remuneration Committee and for the 2017 year included financial and Group targets for the Company overall, as well as personal objectives and targets, appropriate for each individual's role.

Long Term Incentive Plan

The LTI is a three year overlapping synthetic (phantom) share scheme which commenced on 1 July 2010, where, subject to performance, cash earned must be committed to acquiring Company shares. The LTI is set at 40% of FR. Fifty percent of the opportunity will be earned by achieving Total Shareholder Return (TSR) targets measured by the ranking of Port of Tauranga Limited against the NZX50 less Australian listed stocks. The second 50% will be earned by achieving target earnings per share growth. The LTI targets are detailed as follows:

TSR Percentile Ranking	Earned
Below 40	Nil
At 50	50%
Above 50 to below 75	50 – 99%
At 75 or above	100%

EPS* 3 Year CAGR**	Earned
0%	Nil
3.5%	50%
7.0%	100%
8.0%	110%
9.0%	120%

**Earnings per share*
***Compounded annual growth rate*

As at 30 June 2017 $0.833 million has been accrued for LTI for the Chief Executive and direct reports (30 June 2016: $0.502 million).

The Chief Executive's remuneration for the year ended 30 June 2017 was made up as follows:

	$000
Fixed Remuneration (FY2017)	750,849
Short Term Incentive (FY2016)	361,604
Long Term Incentive (2013 Vesting)	129,761
Total	$1,242,214

Statutory Information

As at 30 June 2017: Port of Tauranga Limited

INTERESTS REGISTER

The Company is required to maintain an Interests Register in which particulars of certain transactions and matters involving the Directors must be recorded.

The matters set out below were recorded in the Interests Register of the Company during the financial year.

GENERAL NOTICE OF INTEREST BY DIRECTORS

The Directors of the Company have declared interests in the following identified entities as at 30 June 2017:

Director	Interest	Entity
Arthur William Baylis	Director / Shareholder	Edincorp Equities Limited
	Director	Edincorp Business Services Limited
	Director	PrimePort Timaru Limited
Kimmitt Rowland Ellis	Chair	Metlifecare Limited
	Chair	NZ Social Infrastructure Fund Limited
	Director	Ballance Agri-Nutrients Limited
	Director – resigned during the year	EnviroWaste Services Limited
	Director	Fonterra Shareholders Fund (FSF) Management Company
	Director	Freightways Limited
	Trustee	Wanganui Collegiate School
Julia Cecile Hoare	Director	AWF Madison Group Limited
	Director	New Zealand Post Limited
	Director	The A2 Milk Company Limited
	Director – appointed during the year	The A2 Milk Company (New Zealand) Limited (subsidiary of The A2 Milk Company Limited)
	Director	Watercare Services Limited
	Member	Auckland Committee, Institute of Directors
	Member	External Reporting Advisory Panel
	Member	Institute of Directors Council
Alastair Roderick Lawrence	Chair	Brittain Wynyard Limited
	Chair	Glenorchy Pastoral Management Limited
	Director / Shareholder	Antipodes Properties Limited and subsidiaries
	Director / Shareholder	CBS Advisory Limited
	Director / Shareholder	Retail Dimension Limited
	Director – resigned during the year	Coda GP Limited
	Trustee	JAB Hellaby Trust
Douglas William Leeder	Chair	Bay of Plenty Regional Council
David Alan Pilkington	Chair – was already Director, appointed Chair during the year	Douglas Pharmaceuticals Limited
	Chair	Hellers Limited
	Chair	Rangatira Limited
	Director / Shareholder	Excelsa Associates Limited
	Director	Northport Limited
	Director	Port of Tauranga Trustee Company Limited
	Director	PrimePort Timaru Limited
	Director – resigned during the year	Tuatara Brewing Company Limited
	Director – resigned during the year	Zespri Group Limited
	Trustee	New Zealand Community Trust
Michael John Smith	Chair	Craigs Investment Partners Superannuation Management Limited
	Chair	Quay Street Asset Management Limited
	Chair	Quayside Group of Companies
	Chair / Trustee	FC Beazley Trust
	Director	Aurora Limited
	Director	Bethlehem Country Club Limited
	Director	Custodial Services Limited
	Director	First Mortgage Managers Limited
	Director	NZ Golf
	Director – appointed during the year	Pathology Associates Limited
	Director	The Body Corporate Chair Limited
	Director	The Cascades Retirement Resort Limited
	Director	The Takahoa Bay Company Limited
	Consultant (no proprietary interest)	Holland Beckett

REMUNERATION OF DIRECTORS

Directors' fees (including Committee fees) received or due and receivable during the year, are as follows:

	Parent Company	
	2017 $	2016 $
A W Baylis	**81,094**	67,335
J M Cronin*	**0**	19,266
K R Ellis	**83,444**	65,167
J C Hoare**	**81,094**	46,502
A R Lawrence	**78,144**	62,998
D W Leeder***	**75,544**	40,484
D A Pilkington	**144,933**	123,828
M J Smith	**83,444**	67,338
K Tempest*	**0**	20,343

**Retired 22 October 2015.*
***Appointed 20 August 2015.*
****Appointed 22 October 2015.*

Statutory Information (Continued)

As at 30 June 2017: Port of Tauranga Limited

REMUNERATION OF EMPLOYEES

The number of employees whose total annual remuneration including salary, performance bonuses, employer's contributions to superannuation and health schemes, and other sundry benefits received in their capacity as employees, was within the specified bands as follows:

Remuneration Range $000	Parent Company Number of Employees 2017	Number of Employees 2016
100 – 109	22	25
110 – 119	17	17
120 – 129	18	13
130 – 139	12	9
140 – 149	7	15
150 – 159	7	4
160 – 169	6	3
170 – 179	5	2
180 – 189	3	2
190 – 199	2	1
200 – 209	2	3
210 – 219	1	5
220 – 229	7	2
230 – 239	5	4
240 – 249	3	2
250 – 259	1	0
370 – 379	0	1
410 – 419	0	1
470 – 479	0	1
490 – 499	1*	0
530 – 539	1	0
540 – 549	1*	1*
580 – 589	0	1*
610 – 619	1*	0
1,200 – 1,210	0	1*
1,240 – 1249	1*	0

**Includes vesting of Long Term Incentive Scheme and payment of Short Term Incentive.*

DIRECTORS' LOANS

There were no loans by the Company to Directors.

DIRECTORS' INSURANCE

The Group has arranged policies of Directors' Liability Insurance, which together with a Deed of Indemnity, ensures that generally Directors will incur no monetary loss as a result of actions undertaken by them as Directors. Certain actions are specifically excluded, for example the incurring of penalties and fines, which may be imposed in respect of breaches of the law.

SHAREHOLDER INFORMATION

The ordinary shares of Port of Tauranga Limited are listed on NZX. The information in the disclosures below has been taken from the Company's registers as at 30 June 2017.

TWENTY LARGEST ORDINARY EQUITY HOLDERS

Holder	Number of Shares Held	% of Issued Equity
Quayside Securities Limited	368,437,680	54.14
New Zealand Central Securities Depository Limited	64,213,495	9.44
Custodial Services Limited (3 a/c)	22,777,664	3.35
Custodial Services Limited (2 a/c)	10,280,899	1.51
Kotahi Logistics LP	10,000,000	1.47
Custodial Services Limited (4 a/c)	9,922,409	1.46
FNZ Custodians Limited	9,523,609	1.40
Custodial Services Limited (18 a/c)	6,623,359	0.97
JBWere (NZ) Nominees Limited	5,231,758	0.77
Forsyth Barr Custodians Limited	4,018,584	0.59
Masfen Securities Limited	2,725,000	0.40
Custodial Services Limited (1 a/c)	2,667,924	0.39
Custodial Services Limited (16 a/c)	2,299,899	0.34
Investment Custodial Services Limited	2,186,223	0.32
New Zealand Depository Nominee Limited	1,632,543	0.24
Lloyd James Christie	1,535,000	0.23
Karen Maureen Pensabene	1,300,000	0.19
Colin John Boocock	1,100,000	0.16
ASB Nominees Limited (729140 a/c)	1,015,625	0.15
Fraser Grant McKenzie & Dorothy Ann McKenzie	1,001,530	0.15
Total	**528,493,201**	**77.67**

DISTRIBUTION OF EQUITY SECURITIES

Range of Equity Holdings	Number of Holders	Number of Shares Held	% of Issued Equity
1 - 5,000	6,156	15,705,945	2.31
5,001 - 10,000	2,523	19,729,699	2.90
10,001 - 50,000	3,015	66,052,808	9.71
50,001 - 100,000	298	21,137,031	3.11
100,001 and over	170	557,955,747	81.98
Total	12,162	680,581,230	100.00

SUBSTANTIAL SECURITY HOLDERS

The following information is given in accordance with section 26 of the Securities Amendment Act 1988. According to notices received, the following persons were substantial security holders in the Company as at 30 June 2017.

Holder	Number of Shares Held	%
Quayside Securities Limited	368,437,680	54.14

The total number of issued voting securities of the Company as at 30 June 2017 was 680,581,230*.

**On 17 October 2016, the Parent Company completed a 5:1 share split.*

Statutory Information (Continued)

As at 30 June 2017: Port of Tauranga Limited

DIRECTORS' SECURITY HOLDINGS

	Beneficially Held		Held by Associated Persons	
	30.06.17*	30.06.16	**30.06.17***	30.06.16
A W Baylis	**0**	0	**50,000**	10,000
K R Ellis	**0**	0	**62,750**	12,550
J C Hoare	**0**	0	**0**	0
A R Lawrence	**0**	0	**0**	0
D W Leeder	**0**	0	**0**	0
D A Pilkington	**0**	0	**0**	0
M J Smith	**0**	0	**111,850**	22,370

**On 17 October 2016, the Parent Company completed a 5:1 share split.*

DONATIONS

Donations of $23,700 were made during the year ended 30 June 2017.

STOCK EXCHANGE LISTING

The Company's shares are listed on the New Zealand Stock Exchange.

NEW ZEALAND EXCHANGE (NZX) WAIVERS

The Company currently has no NZX waivers.

CREDIT RATING

The Company during the year ended 30 June 2017 had a Standard and Poor's rating of BBB+/Stable/A-2.

ANNUAL MEETING

The Annual Meeting will be held on Thursday 19 October 2017 at 1.00pm, at the Holy Trinity Church on 215 Devonport Road, Tauranga.

Messrs Lawrence and Pilkington are retiring by rotation and are seeking re-election, at the Annual Meeting.

AUDITORS

Under section 19 of the Port Companies Act 1988, the Audit Office is the Auditor of the Company. The Audit Office has appointed, pursuant to section 32 of the Public Audit Act 2001, the firm of KPMG to undertake the audit on its behalf.

The amount paid as audit fees and for other services provided by the Auditors is set out in the accounts.

FURTHER INFORMATION ON-LINE

Additional information on Port of Tauranga Limited can be found on the Company's website at: www.port-tauranga.co.nz.

Financial and Operational Five Year Summary

As at 30 June 2017: Port of Tauranga Limited

FINANCIAL

	Year 2017 $000	Year 2016 $000	Year 2015 $000	Year 2014 $000	Year 2013 $000
Operating income	**255,882**	245,521	268,460	266,538	244,147
EBITDA	**152,385**	143,180	143,161	141,642	134,992
Surplus after taxation – reported	**83,441**	77,314	79,148	78,252	112,123
Surplus after taxation – underlying	**83,441**	77,314	79,007	78,252	77,228
Dividends paid related to earnings	**108,893**	72,142	69,419	63,035	63,035
Total equity	**931,943**	885,684	887,550	812,419	793,878
Net interest bearing debt	**374,816**	308,420	287,379	254,471	190,787
Total assets	**1,422,600**	1,322,367	1,297,018	1,154,883	1,112,581
Interest cover (times)	**7.5**	7.0	7.2	7.8	8.3
Gearing ratio (%)*	**28.7**	25.8	24.5	23.9	19.4
Return on average equity (%)	**9.3**	8.7	9.3	9.7	10.1
Share price ($)**	**4.45**	19.50	17.30	15.45	13.90
Market capitalisation ($)	**3,028,586**	2,654,267	2,354,811	2,072,096	1,864,215
Net asset backing per share ($)**	**1.36**	6.51	6.52	6.06	5.92
Underlying earnings per share (cents per share)***	**12.4**	11.4	11.6	11.7	11.5

**Net interest bearing debt to net interest bearing debt + equity*
***On 17 October 2016, the Parent Company completed a 5:1 share split.*
****Based on 680,581,230 shares.*

The Board approved a final dividend of 6.2 cents per share ($42.2 million) and a special dividend of 5.0 cents per share ($34.0 million) after year end payable on 6 October 2017.

OPERATIONAL

	Year 2017	Year 2016	Year 2015	Year 2014	Year 2013
Cargo throughput (000 tonnes)	**22,194**	20,120	20,179	19,737	19,065
Containers (TEU)*	**1,085,987**	954,006	851,106	759,587	848,384
Net crane rate (container moves per hour)**	**36.2**	35.6	35.5	36.9	34.5
Ship departures	**1,651**	1,482	1,555	1,612	1,529
Berth occupancy (%)	**47**	46	46	43	40
Total cargo ship days in port	**2,589**	2,504	2,528	2,364	2,232
Turn-around time per cargo ship (days)	**1.4**	1.6	1.6	1.5	1.5
Cargo tonnes per ship	**13,442**	13,549	12,510	12,921	12,469
Average cargo ship gross tonnage (GT)	**29,654**	26,665	25,018	24,924	24,641
Average cargo ship length overall (metres)	**199**	190	185	187	187
Number of employees – Port of Tauranga Limited	**206**	194	193	191	185
Lost time injuries (LTI – frequency)***	**2.8**	5.6	2.9	3.1	14.1
Total injury (frequency rate)	**5.6**	5.6	14.7	3.1	31.0

**TEU = Twenty Foot Equivalent Units*
***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.

Company Directory

DIRECTORS

D A Pilkington
Chair

A W Baylis

K R Ellis

J C Hoare

A R Lawrence

D W Leeder

M J Smith

EXECUTIVE

M C Cairns
Chief Executive

S G Gray
Chief Financial Officer

D A Kneebone
Property & Infrastructure Manager

S M Lunam
Corporate Services Manager

L E Sampson
Commercial Manager

REGISTERED OFFICE

Salisbury Avenue
Mount Maunganui

Private Bag 12504
Tauranga Mail Centre
Tauranga 3143
New Zealand

Telephone 07 572 8899
Facsimile 07 572 8800

Internet www.port-tauranga.co.nz
Email marketing@port-tauranga.co.nz

AUDITORS

Glenn Keaney
KPMG
Tauranga
(On behalf of the Auditor-General)

SOLICITORS

Holland Beckett
Tauranga

BANKERS

ANZ National Bank Limited
Bank of New Zealand
Commonwealth Bank of Australia
The Bank of Tokyo-Mitsubishi UFJ Limited

CREDIT RATING AGENCY

Standard & Poor's (S&P)
Australia
Port of Tauranga Limited's rating: BBB+/Stable/A-2

SHARE REGISTRY

For enquiries about share transactions, change of address or dividend payments contact:

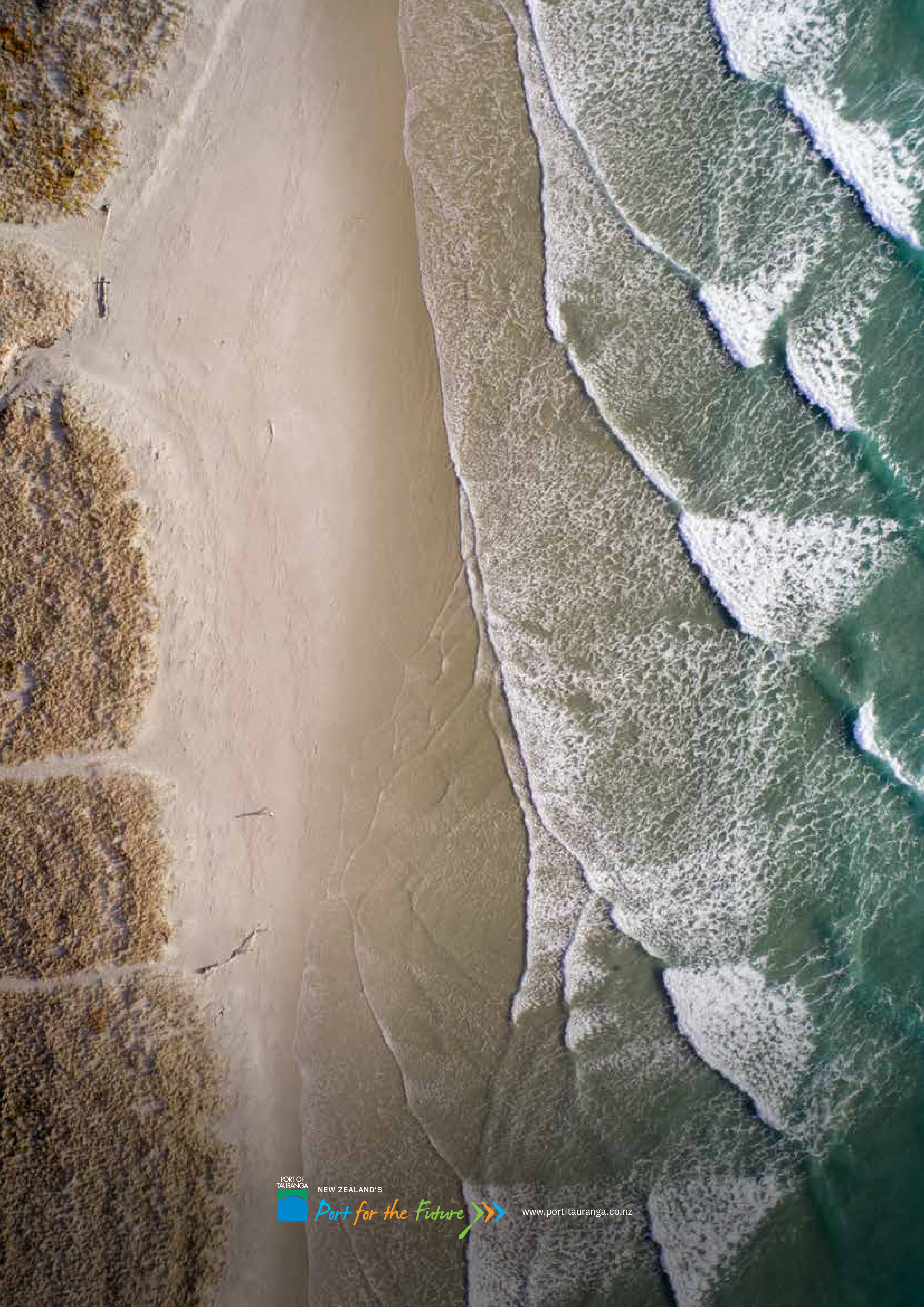
Link Market Services Limited
PO Box 91976
Victoria Street West
Auckland 1142

Telephone 09 375 5998
Facsimile 09 375 5990

Email enquiries@linkmarketservices.co.nz

FINANCIAL CALENDAR

6 October 2017	Final dividend payment
19 October 2017	Annual Meeting
23 February 2018	Half year results announcement
March 2018	Interim Report published
9 March 2018	Interim dividend payment
30 June 2018	Financial year end
24 August 2018	Annual results announcement



PORT OF TAURANGA NEW ZEALAND'S Port for the Future

www.port-tauranga.co.nz