

Our master plan for Auckland



**NEW CRANES TO INCREASE
PRODUCTIVITY AND CAPACITY
FROM 1 TO 1.6 MILLION
ANNUALLY**



**PLANS FOR PUBLIC ACCESS
VIA A NEW ROOFTOP
RECREATIONAL PARK**

We have made great progress against our 30-year master plan for the future of the port. This plan ensures we can continue to deliver for a growing Auckland while our location is debated and agreed. This will take time and Auckland continues to grow, requiring additional capacity. We need to be smart in delivering critical infrastructure without expanding out into the harbour. We continue to make great progress against this plan.



New Zealand's first automated container terminal

Automation of our Fergusson terminal provides us with a third more capacity by being able to safely stack containers four high. Automation is happening while the port continues to operate, making this a very challenging project. A key focus this year has been on testing to ensure a smooth transition. See more on page 16.

New cranes provide additional capacity

We welcomed the arrival of three new cranes in October, with the capability to lift up to four containers at once. Together with automation, the new cranes will help boost productivity and increase container capacity on the terminal from around 900,000 TEU to 1.6-1.7 million TEU annually. This increases capacity and future proofs our operations as larger ships continue to call.

Car handling facility and public areas in development

Aucklanders continue to demand more new and used cars. To manage this growth, we are building a new car handling facility that is planned to be completed in 2020. We have also started working with an architect to design the rooftop recreational park, which will provide Aucklanders with some of the best views in the city. The car handling facility will also feature a large, 110-metre-long LED wall facing Queens Wharf that can be used for visual displays. We are looking forward to sharing these features with Aucklanders in the future.

Channel deepening to allow bigger ships

The global trend towards larger container ships continues and as a result means we need to deepen the channel from 12.5 metres to 14 metres. We are preparing to submit an application for this work later in 2019 and have proactively engaged with local boaties and yachties, iwi and community groups ahead of our application. As part of our commitment to greater transparency, we will ask for our consent application to be publicly notified, even though that isn't required under Auckland Unitary Plan rules.