



Progressing our journey to zero emissions



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General Manager
Sustainability

Fuelling the future

Our goal is to serve New Zealand's freight needs in the most efficient and sustainable way possible. We are committed to doing our part to contribute to New Zealand's target to be net zero by 2050. We have made substantial progress over the past year.

Our emissions-reduction roadmap has been approved by the Science Based Targets initiative, which verifies it is aligned with a 'well below 2°C' target.

In the short to medium term, the roadmap involves replacing conventional diesel

with renewable diesel, which is a second-generation biofuel that removes carbon emissions. We have tested the renewable diesel in a pilot boat, tugboat, reach stacker, empty stackers, forklifts and several light vehicles. The results were positive and have given us confidence to move forward with adopting the fuel in our operations. Renewable diesel will be a transition fuel while we test and trial other zero-emissions technologies. We will put much greater focus on this during the 2030s.

The world's first e-tug

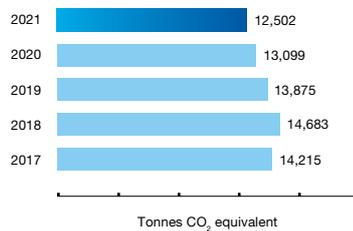
We have commissioned the world's first full-size, electric ship-handling tug, which we



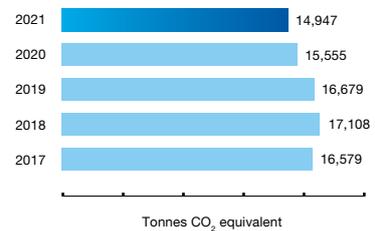
Playing our part in meeting New Zealand's low-carbon goals

We are committed to supporting New Zealand work towards being a low-carbon economy. We are playing our part to reduce our carbon footprint and protect our environment.

Total gross controlled emissions (scope 1 and 2)



Total gross emissions (scope 1, 2 and 3)



Note: Numbers for 2021 are unaudited. From 1 April 2020 we have calculated our scope 2 emissions using the market-based approach.



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Zero
ENVIRONMENTAL SPILLS

Sustainable Development Goals (SDGs) we can directly influence



named *Sparky* after a public competition. Construction is complete and fit-out is underway. We expect to take delivery of *Sparky* in late 2021 or early 2022. COVID-19 has provided some challenges for our team as they have been unable to visit the shipyard in Vietnam as they would normally do for a project like this. However, we hope to send two staff members to Vietnam for sea trials later this year.

The tug will save approximately 500 tonnes of carbon emissions a year, or 12,500 tonnes over its planned 25-year life. This is a key milestone as we work towards being emissions free by 2040.

Leading the way with hydrogen

At the end of 2020 we received resource consent for a hydrogen production and refuelling facility. Consenting delays meant we needed to develop an interim refuelling solution, to support our partners Auckland Council and Auckland Transport trial a hydrogen bus. Working with H2H Energy and Gallagher NZ, we have planned, commissioned and installed a new gateway refueller. The gateway refueller is a small-scale refuelling system, that is now being successfully used to refuel Auckland Transport's new hydrogen fuel cell bus.

We have selected Obayashi Corporation as our equity partner to deliver the main refuelling facility. We're looking forward to working with a leading global company who shares our sustainability values and vision for the long term.

We are working with our shareholder, Auckland Council, to develop a Climate Response Framework and its related disclosures, aligned with the Taskforce for Climate-related Financial Disclosures (TCFD). Ports of Auckland's group disclosures are submitted annually to our shareholder and presented as part of the Auckland Council Group Climate Disclosures.