

PrimePort Timaru Annual Report

2024



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Bulk dry ship unloading on the North Mole Wharf, with truck wash operating in the foreground.

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Chair and Chief Executive's Review

2023/2024



Noordam, alongside North Mole Wharf.

Given the economic pain being felt in almost every corner of the supply chain, the challenges PrimePort faced as a business this year will likely come as no surprise.

Without doubt, it has been a tough trading year. We saw a continuation of the themes from 2022/2023 – bulk trade volumes reduced further, and our costs continued to escalate, driving operating profit before tax 27% lower than the previous year.

As always with a business as diverse and well-supported as ours, there are plenty of positives to highlight. Our partnership with joint venture shareholder Port of Tauranga Limited remains very strong, as we head into the second decade of Timaru District Holdings Limited and Port of Tauranga Limited coming together as PrimePort's shareholders.

We are fortunate, particularly in times such as these, to enjoy ongoing community support and we remain committed to our sponsorship of local events and organisations. We truly value our place in the community, and we will continue to work hard to uphold our standing as an important connector of regional importers and exporters to the world.

PrimePort's extensive asset improvement programme is now in its tenth year during which we have made significant investments in floating plant replacements, wharf upgrades and other infrastructure improvements. Our investment to date has provided operational flexibility, boosted resilience and reliability for our customers and positioned PrimePort well for the future.

Challenging times often require a nimble approach to investment decisions and with pressure on trade and operating cashflows, we decided to review the timing of ongoing infrastructure upgrades. As a result, the planned upgrade of No. 1 Extension Wharf has been placed on hold.

This demonstrates our commitment to operating and growing within our means, while ensuring we are poised ready to resume work when it feels prudent to do so.

Highlights and Challenges

Ensuring our PrimePort team members are safe at work remains our top priority and regrettably, there were five lost time injuries during the year. They resulted in a combined 45 days off work for those involved. None of the incidents resulted in lasting injuries.

Performance-wise, we saw a continuation of the themes from the previous year. Trade volume shrunk further, down 8.3% on last year, due to reduced demand for two main bulk trade products.

A persistently high rate of inflation saw expenses rise \$3.3 million or 15.0% on last year. Finance costs, CPI driven salary increases, and insurance premiums were the main contributors.

Meanwhile, a welcome increase in the number of tug charters and a rise in rental income helped boost revenue this year.

Overall, with reduced bulk trade volumes and significant cost pressures at play, PrimePort's operating profit before tax is down \$1.9 million or 27% on last year.

Our People

Our workforce numbers total 53 full time employees and 10 casual employees. We are fortunate our staff turnover remains very low.

In addition to our regular recruitment, we employ several university engineering students during their holiday breaks. Our students made a valuable contribution across a range of projects and it was a privilege to be able to provide the practical experience students need to meet the requirements of their study.

At the governance level, there was one change on our Board of Directors during the year. After eight years on the Board, Timaru District Holdings Limited appointed director Damon Odey retired in December 2023. Timaru District Holdings Limited subsequently appointed Amanda Johnston, who started with the Board in May 2024. We thank Damon for his support of PrimePort over his eight year tenure and welcome Amanda to the board room.

After several changes to our Leadership Team last year, our line-up has remained steady in 2023 and 2024. Our leaders are working cohesively, intently focused on helping the business to perform to the best of its ability during these challenging times and ensuring everything we do aligns with our core values: Teamwork; Adaptable; Care; and Kaitiaki. These values, developed in 2020, are now well embedded and frequently referenced in our day-to-day activities.

We are constantly looking for new ways to support our staff and improve the benefits on offer at PrimePort. This year we offered staff company funded medical insurance which has been well received and widely taken up by our team.

Throughout the year, our Wellbeing Committee has organised workshops and presentations to help support workers, such as a financial support workshop, health checks, various fundraiser events and health and wellbeing competitions.

We have implemented a Fatigue Risk Management System. A workgroup focused on managing fatigue has developed procedures and policy to help minimise the likelihood of fatigue accumulation at work. PrimePort has also brought in a fatigue leave allowance to support workers who are facing personal or medical stresses at home resulting in sleep disruption.

The Port Users Health & Safety Forum met face to face four times during the year. The forum remains popular with users and has proven itself an effective way to bring Port stakeholders together to discuss important safety and security matters.

Every year we work hard to keep our people safe on the job. Regrettably, this year, we had five lost time injuries, which resulted in an aggregate 45 days off work.

There was one notifiable injury to Maritime New Zealand where a worker fell from a working platform on Tug Te Maru. The lost time injuries were musculoskeletal injuries such as strain and sprains relating to heaving work. PrimePort has introduced engineering

controls to reduce the likelihood of these injuries occurring in the future.

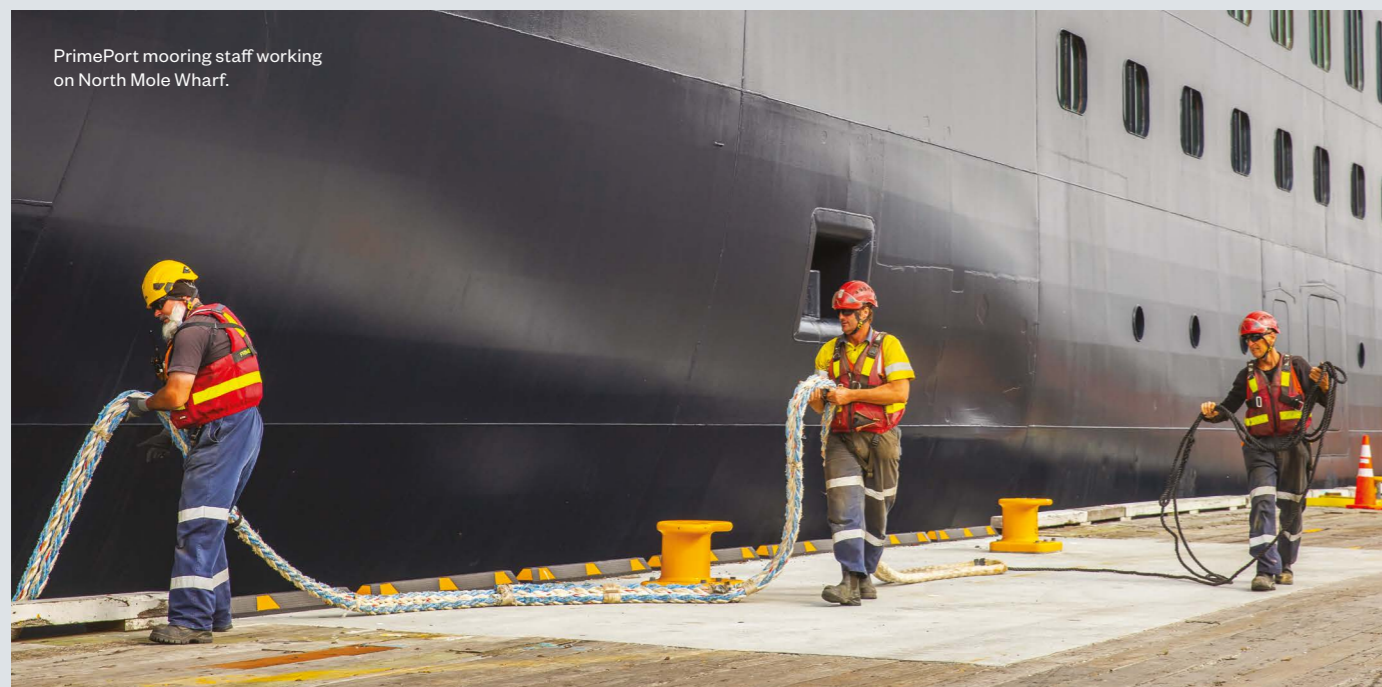
Our health and safety programme remains focused on Critical Risks around the Port. These past 12 months, we have reviewed and analysed our Critical Risks using the bowtie method and carrying out risk assessments. The Leadership Team has worked hard to make sure Critical Risk control measures remain effective through audit, inspection, and timely review. We continue to work closely with all Port Users to identify and manage the risks of working near to one another.

Our management of health and safety has been enhanced with the purchase and roll-out of a new integrated software system called Noggin. Noggin is our key tool for incident and hazard reporting and we have invested significant time in making sure staff are well trained and can easily use the software when they need it.

PrimePort remains the only Port in the country to hold ISO 45001 Health and Safety accreditation. The second external surveillance audit was successfully completed in March 2024.

On the training front, the PrimePort Marine Team continues to use simulators and external training to improve navigation safety and efficiency at the Port, by allowing staff to practice more difficult manoeuvring strategies that replicate real conditions and the local operating environment.

We are grateful to our staff for their support and hard work in what has been another busy, challenging but rewarding year.



PrimePort mooring staff working on North Mole Wharf.

Board



Roger Gower
Chair



Steve Gray
Director



Amanda Johnston
Director



Julia Hoare
Director



Tony Reynish
Director



Mark Rogers
Director

Leadership Team



Phil Melhopt
Chief Executive Officer



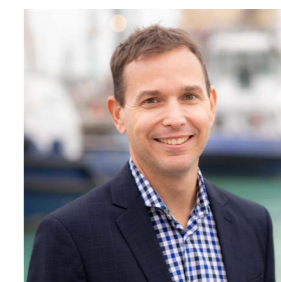
Nick Donaldson
Chief Financial Officer



Emma O'Connell
Operations Manager



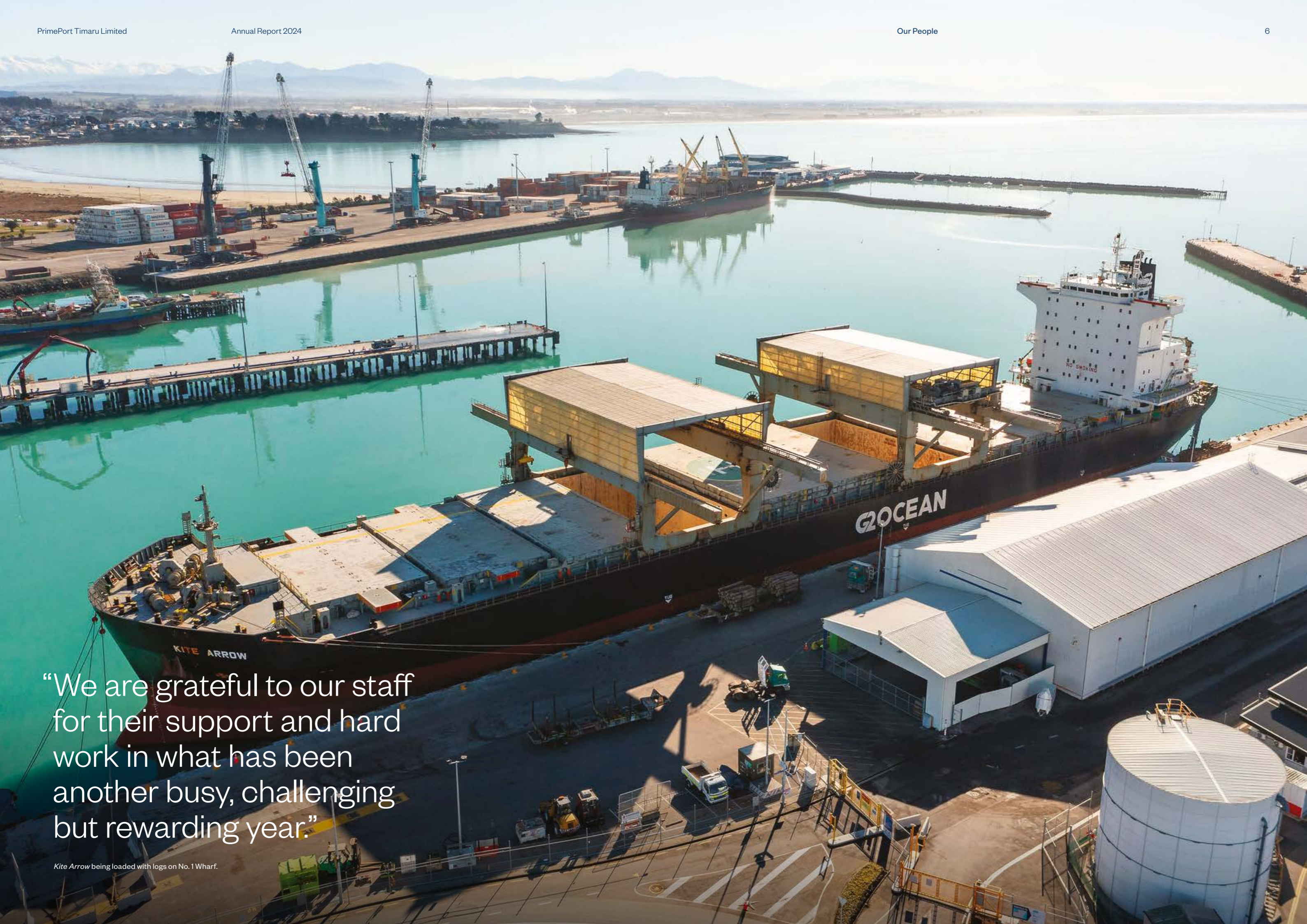
Ben Kleinjan
Port Engineering Manager



Stewart Gollan
Safety & Environmental
Manager



Andrew Pye
Commercial & Marine
Manager



“We are grateful to our staff for their support and hard work in what has been another busy, challenging but rewarding year.”

Kite Arrow being loaded with logs on No. 1 Wharf.

Our Financial Performance

PrimePort's total revenue was up \$1.4 million (5%) on last year and received a boost from tug charter revenue.

Trade volume fell 8.3%, amid continued slowing demand for logs in China, lower volumes in cement, and fuel the one category of major bulk trade volume performing ahead of last year.

However, the Port's operational costs continued to rise and were up \$3.3 million (15%) on the previous year, which resulted in operating profit before tax falling \$1.9 million (27%) on last year.

PrimePort's after tax profit is \$2.5 million, which is down \$2.5 million on the previous year. Current year taxation includes a one off \$1.1 million increase in the recognition of deferred tax expense as a result of changes in the Taxation Act. The Act removed tax depreciation deductions for industrial and commercial buildings with an estimated tax useful life of 50 years or more.

Our Operations

Ship numbers were down slightly on the previous year at 416 compared to 433 in 2022/2023.

Bulk trades have come down from their post-Covid high, at 1.62 million tonnes for the year, down 147,000 tonnes (8.3%). From the 2022 post-Covid record of 2.07 million tonnes, bulk trade volumes are down 450,000 tonnes (21.7%).

We saw the continuation of market pressures in New Zealand's largest export log market, China, and log export volumes continued their downward trend, down 48,000 tonnes (14.5%) on last year.

Cement was down significantly on last year, due to a combination of slower market demand and a cement competitor importing through an alternative Port.

Fertiliser and stock feeds were down 6% and 1% respectively on last year. Fuel was 10% ahead, the only major bulk trade that performed ahead of the prior year.

The growth of cruise ship visits through Timaru post-Covid has continued with 13 ships calling to the Port during the 2023/2024 cruise season, in line with the previous year's calls.

March 2024 saw PrimePort achieve a record, with our Port welcoming its largest ever vessel by weight (110,000 gross tonnes). Virgin Cruise line's vessel the Resilient Lady berthed at the North Mole on 18 March 2024, and its 2,315 passengers spent the day exploring Timaru and the surrounding district.

Timaru Container Terminal Limited moved 82,862 TEUs through the terminal, which was up 5% on the prior year's volume of 78,650 TEU. Breakbulk volume through the container terminal, mostly steel, was down 6% to 27,446 tonnes.

Container line calls through Timaru Container Terminal Limited have been reliable and consistent this year. Maersk is calling weekly with the Polaris service which runs Melbourne, Auckland, Nelson, Timaru and Port Chalmers. Pacifica's Moana Chief has continued its fortnightly coastal connection between Auckland, Lyttleton and Timaru. The terminal Operations Team is looking forward to the expected delivery of a new Liebherr 550 Mobile Harbour Crane later this year.

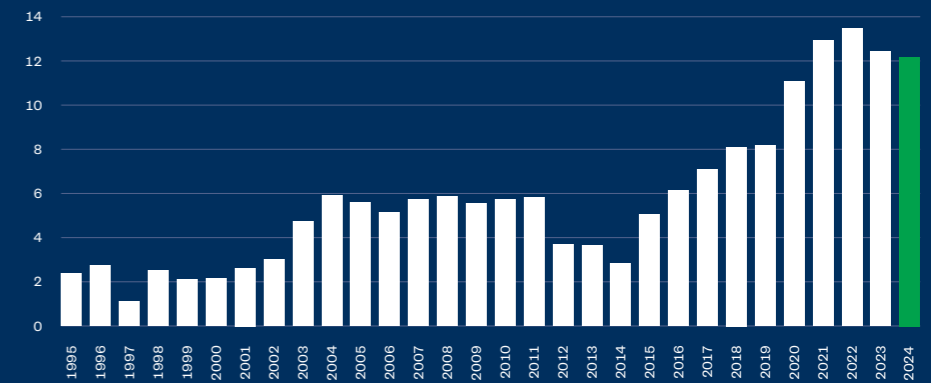
Our Tug Hinewai more than pulled its weight, bringing in a welcome boost to revenue during a tough trading year. Tug Hinewai completed three external charters during the year, twice chartered by Beach Energy to assist with the manoeuvring of the drilling Rig Valaris 107, which was operating with the Kupe production

platform. In November 2023, Tug Hinewai was chartered by CentrePort for 23 days while one of the company's own tugs was in dry dock. Tug Titan was also chartered during the year, with a 27-day deployment to Lyttleton Port Company.

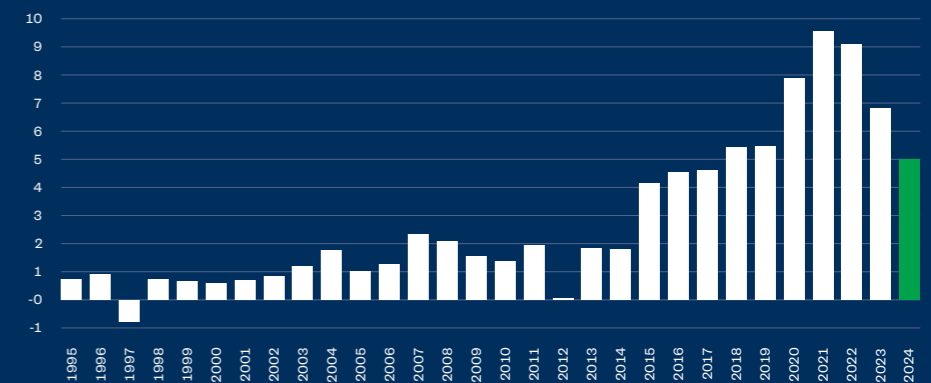
Dutch Dredging continues to supply dredging services to PrimePort with its dredge 'Albatros'. The Albatros completed two campaigns at PrimePort during the year and moved in excess of 120,000 cubic metres of material.

A site covering 2.1 hectares at Evans Bay was prepared and leased to Antarctica New Zealand, for use as the build site for the Scott Base redevelopment project. PrimePort received a grant of \$1.5 million from Timaru District Council for the Antarctica redevelopment project and this was spent on developing the site for use. Antarctica New Zealand has recently announced a major change of building scope, which will not utilise the modular building methodology planned and means the Evans Bay site will not be used. While it is very disappointing for the Timaru community to no longer have the rebuild at PrimePort, the developed site is multi-purpose and an important asset for future developments on the Port, once the current lease concludes.

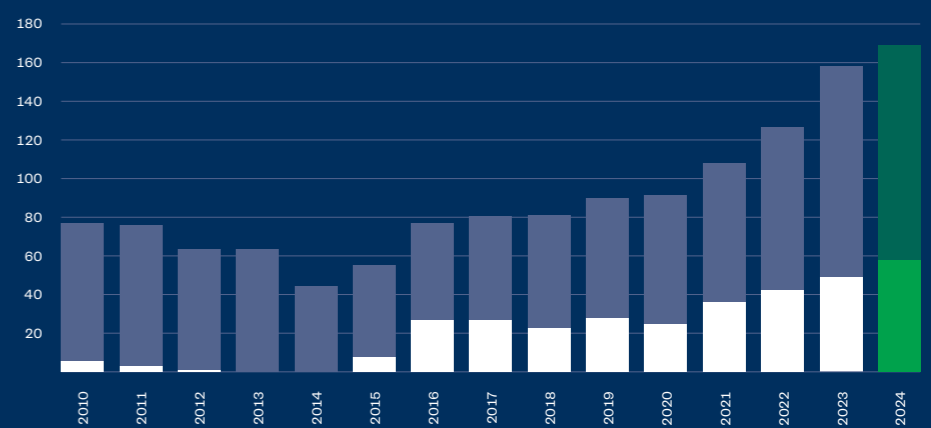
EBITDA Using Normal Port Operating Profits (\$M)



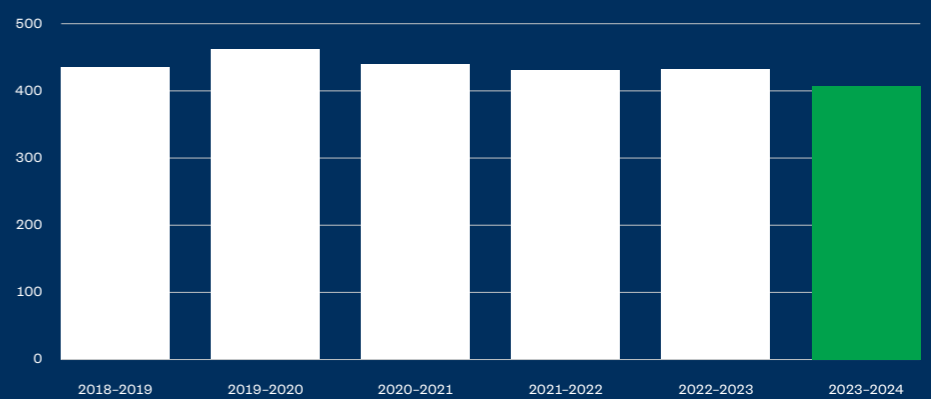
Normal Port Operating Profits (\$M)



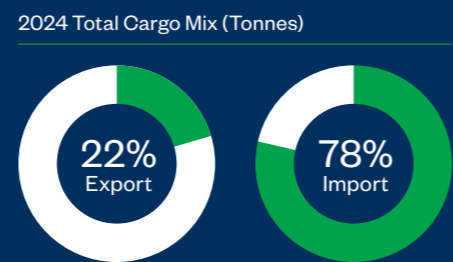
Total Assets & Borrowings (\$M)



Ship Numbers



EBITDA	PROFIT BEFORE TAX	TOTAL EQUITY	TOTAL ASSETS
↓3%	↓27%	↑1%	↑6%
to 12.283 million	to 5.074 million	to 103.342 million	to 166.110 million



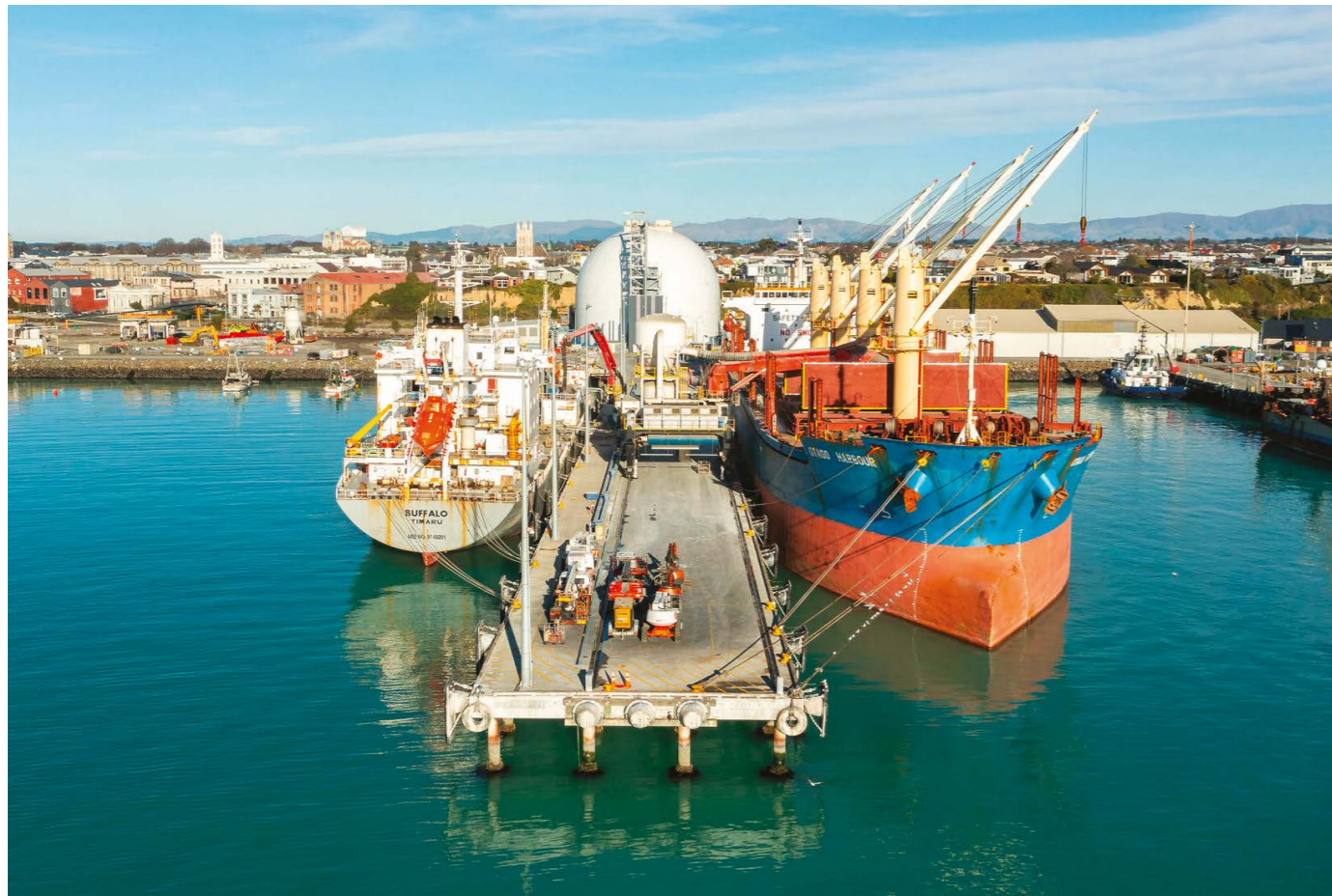


Our Infrastructure and Property

The current challenging trading environment has prompted us to make some considered decisions with regards to our infrastructure upgrade programme and the pace at which we carry it out.

Above:
No.1 Extension Wharf pipeline relocation project.

Below:
Holcim cement operation on No. 2 Wharf.



In May 2023, the decision was made to pause the upgrade of the remaining 125m of North Mole timber wharf and focus our efforts on the upgrade to the No.1 Extension Wharf.

However, in September 2023 it became clear that bulk trade headwinds, post-Covid cost pressures and the uncertain economic outlook meant we needed to put the No.1 Extension Wharf upgrade on hold for the foreseeable future.

While we paused the upgrade to the remaining 125m of wharf on the North Mole, we did invest in creating a new access from Unwin Street to the North Mole Wharf outer berth for our customers. This has proved to be a worthwhile investment, improving safety for all Port Users by eliminating the need for Port Users to travel through the Timaru Container Terminal to get to the wharf. This facility has provided the deep-sea fishing companies with another berth to unload their cargo especially when No. 1 Wharf is being utilised for log and bulk fertiliser operations.

The North Mole Wharf outer access also provided a brilliant facility for cruise ships. It offers an enhanced passenger experience, giving our visitors the ability to walk off the vessels and into Caroline Bay or even into town. We plan to complete the upgrade of the remaining 125m of wharf in 2024/2025, which will only improve the performance of this facility for cruise vessels.

The North Mole hardstand improvements continued this year with approximately 1.2 hectares of pavement rebuilds and asphalt completed. The upgrades included the completion of the watermain, communications ducts and stormwater structures. This was a significant milestone as this completed the upgrade of all the potable waterlines in the container terminal.

During the year, PrimePort's own repair and maintenance crew have focused on upgrades to the No. 3 Wharf northern berth and to No. 1 Extension Wharf pile replacements. This crew will continue with this work in the upcoming year.

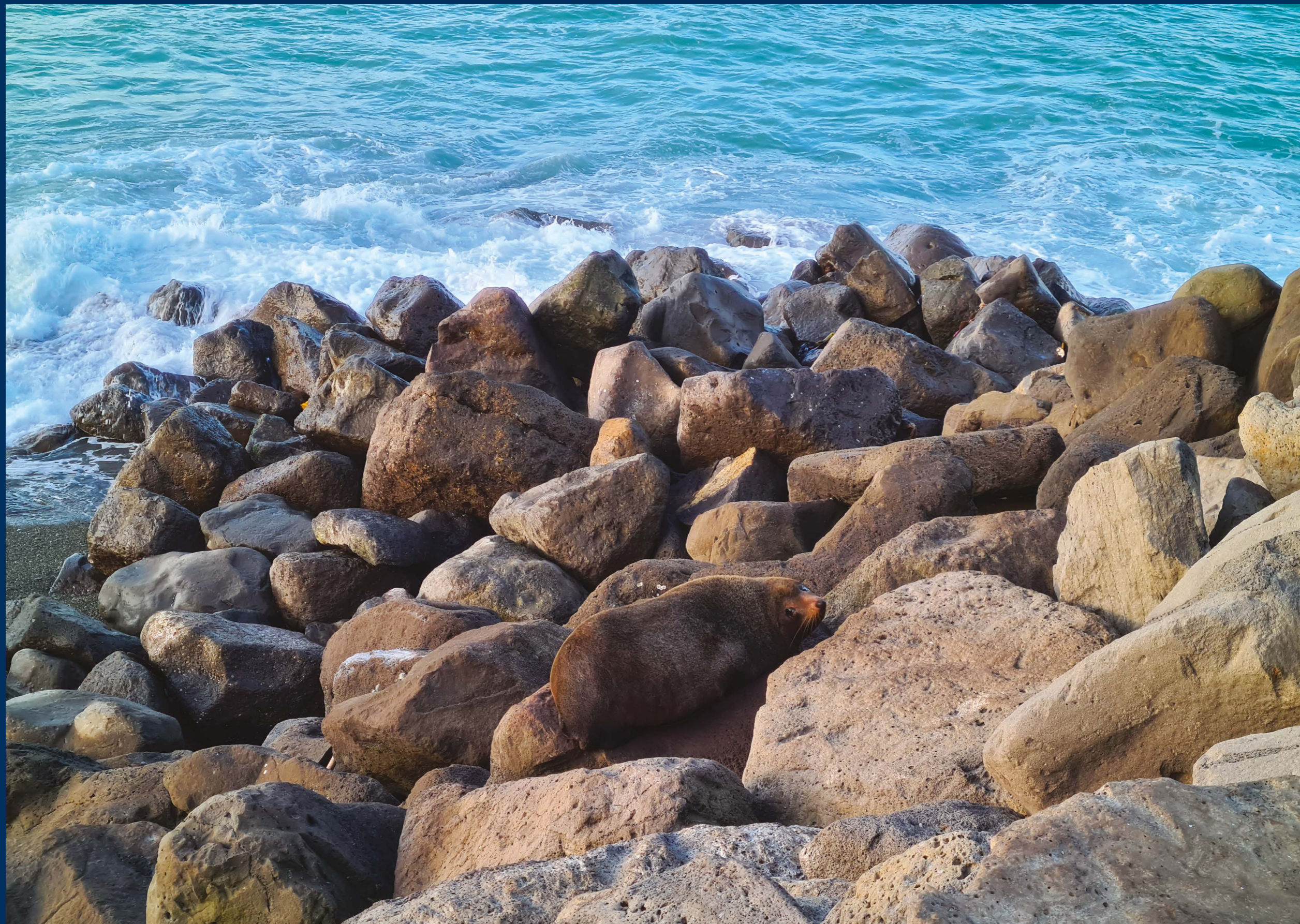
The No. 1 Extension Wharf pipeline relocation project got into full swing in late 2023 with the construction of the rock wall along the rear of the wharf. Ewings Construction and Rooney Earthmoving Limited are working closely with PrimePort and our bulk liquid customers to limit disruption to the pipeline owner's businesses while the new pipelines are installed and the old ones are unstitched from the wharf. This project will improve the resilience and operational efficiency of the wharf and bulk liquid operations. The project is scheduled for completion in late 2024.

The entrance to the No.1 Extension Wharf was redesigned with the realignment of the Dawson and Charman Streets intersection and the relocation of the security gates and security hut to the Port boundary. This has improved our Port security, provided better access for businesses on Charman Street and has significantly improved the operational safety of log exports on No. 1 Wharf. In March 2024, PrimePort purchased 12 Charman Street, a 7,565 sqm property, which is strategically located given its boundary with PrimePort. The property adds to the Port's operational assets and is currently tenanted by Wallace & Cooper Engineering.

Significant planning work has been undertaken for security improvements to the Fisherman's Wharf. We plan to install a new security gate in late 2024.

PrimePort and IXOM successfully negotiated a new lease including further development and extension to the IXOM Timaru site. This has the added benefit of improving the width of the Log Yard Haul Road, bringing further safety improvements to the log export operation.

Our Environment



We are fortunate to live, work and play in the magnificent natural environment Timaru is well known for, and we take our responsibility as kaitiaki of our environment seriously.

PrimePort's harbour and surrounds have frequent visitors such as Little Blue Penguins, Southern Black Back Gulls, Spotted Shags, White Fronted Terns, New Zealand Fur Seals and Hector's Dolphins. We take care to make sure our operations do not interfere with our native species. Little Blue Penguins are kept safe from Port operations through the installation of penguin-proof fencing around the Log Yard operations, a measure which has been extremely successful in keeping our little neighbours out of this area.

PrimePort has also built a rock wall penguin habitat along South Beach which provide safe nesting sites for penguins throughout the year. PrimePort has contributed to the local community by installing a camera overlooking the Caroline Bay penguin area that can be viewed on the local council website.

Inside the Port, the sealed Log Yard allows a high level of environmental management performance within the log export operations, with dust and stormwater management systems in place. Residue bark from the logs is collected and recycled into garden compost products.

We invest time in checking the control measures we have in place to minimise our impact on the local environment are effective. Control measures in our Air Quality Management Plan are regularly monitored and audited to ensure PrimePort and Port Users uphold environmental responsibilities and values.

Our work to mitigate the effects of our business on the environment around us extends to better understanding our emissions profile. PrimePort has been mapping our Scope 1, 2 and 3 carbon emissions. We are keeping a watchful eye on the development of technology advances overseas, including shore power and renewables and will continue to see how advances are made.

In line with efficiency and energy reduction initiatives, PrimePort has continued to install LED light towers around the Port. The objective is that all Metal Halide light towers around the Port will be swapped out to LED.

PrimePort Timaru's Eastern Extension Breakwater with a seal relaxing in the foreground.

Our Community

We love doing our bit to make South Canterbury a fantastic place to live and work – not just for our own team, but for the whole community.

Timaru’s weather, while a little challenging, allowed the ninth annual PrimePort Ocean Swim to proceed in January 2024, with 80 keen swimmers hitting the water. The event offered a wide range of options, including a 500m, 1.5km, 2.5km and a 5.0km long course.

We are proud to continue our support and association with the annual Christmas Parade as the lead sponsor for this iconic event.

In December 2023, Timaru Mayor Nigel Bowen officially opened PrimePort’s public fishing pontoon, located inside the Port’s fishing harbour. The 12m fishing pontoon was made possible with the support of Timaru District Council and a number of other sponsors, who donated cash or in-kind services to the project. We extend our thanks to all those who made this possible.

PrimePort is also pleased to have been able to support the Fraser Park Community Trust with a five-year signage sponsorship agreement at the recently developed Fraser Park Stadium.

PrimePort is also pleased to play a small role in supporting several local charities. In the past year beneficiaries have included: The Kids Foundation, Caring Families, Heart Kids NZ, Autism NZ, Aoraki Foundation, Hadlow to Harbour, Central South Island Charity Bike Ride and Rotary Timaru North.

Shuttle bus, Information Centre, and Timaru Market.



Our Thanks

We are proud of the unique place we hold in the South Canterbury region and the wider central South Island. We are grateful to all those who made our operations possible – our community, our customers, our shareholders and above all, our staff and their families.

Thank you for your contribution and we look forward to continuing our work together to build the future of PrimePort Timaru Limited.

Competitors at the start of the PrimePort Timaru Ocean Swim.



PrimePort Timaru’s public fishing pontoon.



PrimePort Timaru Limited

Statement of Comprehensive Income

for the year ended 30 June 2024

	Note	2024 NZ\$000	2023 NZ\$000
Operating revenue	18	30,344	28,977
Operating expenditure			
Staff		8,711	7,682
Port operating		7,688	7,012
Depreciation and amortisation	6,20	3,704	3,192
Finance		3,505	2,436
Dredging		1,273	1,304
Director fees		276	276
Operating leases		30	22
Audit services - audit		83	76
		25,270	22,000
Operating profit/(loss) before tax		5,074	6,977
Profit/(loss) before tax		5,074	6,977
Taxation	2	(2,574)	(1,928)
Profit/(loss) for the year		2,500	5,049
Other comprehensive income			
Items that will not be reclassified to profit or loss			
Operating land revaluations	6	685	20,130
Financial instrument hedging	4	(752)	410
Income tax relating to financial instrument hedging	4	211	(115)
Other comprehensive income for the year		144	20,425
Total comprehensive income for the year attributable to equity holders		2,644	25,474

PrimePort Timaru Limited

Statement of Changes in Equity

for the year ended 30 June 2024

	Note	Issued Shares	Hedging Reserve	Revaluations	Retained Earnings	Total
Equity at the beginning of the year		8,450	1,226	46,522	46,015	102,213
Total comprehensive income for year attributable to equity holders		-	(541)	685	2,500	2,644
Distributions - dividends paid		-	-	-	(1,515)	(1,515)
Equity at the end of the year 2024	3,4,5	8,450	685	47,207	47,000	103,342
Comparatives for 2023						
Equity at the beginning of the year		8,450	931	26,392	43,166	78,939
Total comprehensive income for year attributable to equity holders		-	295	20,130	5,049	25,474
Distributions - dividends paid		-	-	-	(2,200)	(2,200)
Equity at the end of the year 2023	3,4,5	8,450	1,226	46,522	46,015	102,213

The accompanying policies and notes form part of and should be read in conjunction with these financial statements.

PrimePort Timaru Limited

Statement of Financial Position

as at 30 June 2024

	Note	2024 NZ\$000	2023 NZ\$000
Equity			
Issued shares	5	8,450	8,450
Retained earnings	3	47,000	46,015
Reserves	4	47,892	47,748
Total equity		103,342	102,213
Represented by long term assets			
Operational fixed assets	6	156,343	129,866
Operational fixed assets under construction	15	3,646	21,663
Right of use assets	20	22	92
Derivative financial instruments	9	357	962
Total long term assets		160,368	152,583
Current assets			
Cash and cash equivalents		884	509
Trade and other receivables	7	3,118	2,554
Inventory	17	1,149	410
Derivative financial instruments	9	591	738
Total current assets		5,742	4,211
Total assets		166,110	156,794
Term liabilities			
Money market loans	8	59,000	24,000
Leases	20	-	25
Deferred taxation	2	1,089	45
Current liabilities			
Money market loans	8	-	25,000
Trade and other payables	11	1,748	4,159
Employee entitlements	12	974	800
Tax payable/(receivable)		(69)	473
Leases	20	26	79
Total current liabilities		2,679	30,511
Total liabilities		62,768	54,581
Net assets		103,342	102,213

For and on behalf of the Board of Directors
22 August 2024

Roger Gower
Chair

Steve Gray
Director

The accompanying policies and notes form part of and should be read in conjunction with these financial statements.

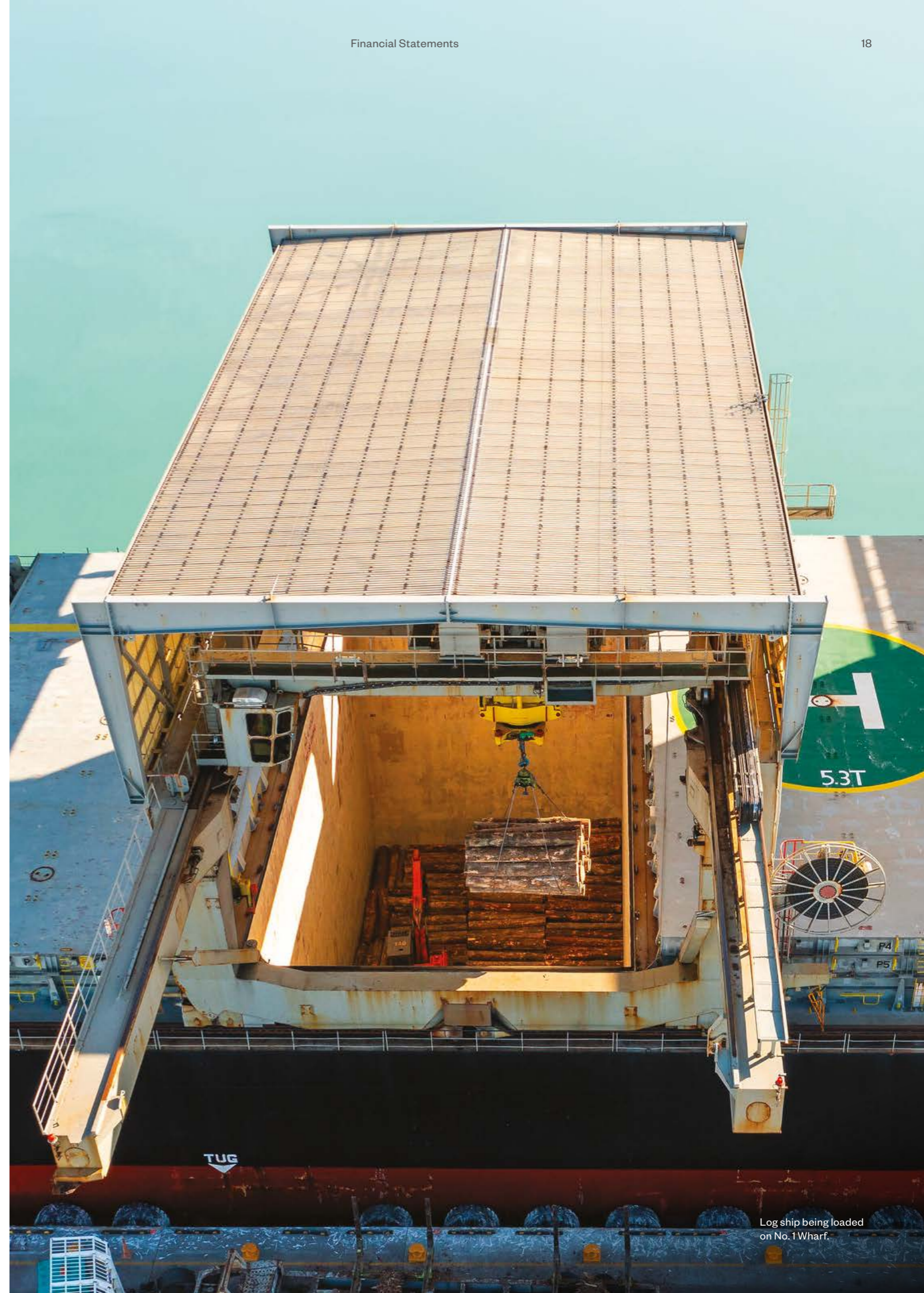
PrimePort Timaru Limited

Statement of Cash Flows

for the year ended 30 June 2024

	2024 NZ\$000	2023 NZ\$000
Cash flows from operating activities		
Sources		
Cash received from customers	30,041	29,142
Disbursements		
Payments to suppliers	(8,622)	(6,912)
Payments to employees	(8,813)	(7,943)
Net GST movements	180	(312)
Income tax	(1,861)	(2,300)
Finance cost payments	(3,494)	(2,323)
Dredging	(1,476)	(1,281)
	(24,086)	(21,071)
Net cash inflow from operating activities	5,955	8,071
Cash flows from investing activities		
Sources		
Receipt of government grant	500	500
Disbursements		
Purchase of fixed assets	(14,527)	(14,131)
Total net cash used in investing activities	(14,027)	(13,631)
Cash flows from financing activities		
Sources		
Loans raised	20,363	16,200
Disbursements		
Loans repaid	(10,363)	(9,500)
Dividends paid	(1,515)	(2,200)
Lease liabilities paid	(38)	(102)
	(11,916)	(11,802)
Net cash from/(used) in financing activities	8,447	4,398
Net increase/(decrease) in cash held	375	(1,162)
Opening cash and cash equivalents balances	509	1,671
Closing cash and cash equivalents balances	884	509
Represented by		
Cash and cash equivalents	884	509

The accompanying policies and notes form part of and should be read in conjunction with these financial statements.



Log ship being loaded on No. 1 Wharf.

PrimePort Timaru Limited

Notes to the Financial Statements

for the year ended 30 June 2024

1. Statement of Accounting Policies

Reporting Entity

PrimePort Timaru Limited is a company registered under the New Zealand Companies Act 1993. PrimePort Timaru Limited and its non-trading subsidiaries which are all 100% owned and domiciled in New Zealand.

Statement of Compliance

The financial statements of PrimePort Timaru Limited are prepared in accordance with the Companies Act 1993 and with New Zealand equivalents to International Financial Reporting Standards. PrimePort Timaru Limited is a Port Company within the provisions of the Port Companies Act 1988.

The Company is a profit-oriented entity. The financial statements have been prepared in accordance with New Zealand Generally Accepted Accounting Practice. They comply with New Zealand equivalents to International Financial Reporting Standards (NZ IFRS) and other applicable Financial Reporting Standards, as appropriate for profit-oriented entities.

These financial statements of PrimePort Timaru Limited are for the year ended 30 June 2024. The financial statements were authorised for issue by the Board on 22 August 2024.

The Company has adopted External Reporting Board Standard A1 Accounting Standards Framework (For-profit Entities Update) (XRB A1). XRB A1 establishes a for-profit tier structure and outlines which suite of accounting standards entities in different tiers must follow. The Company is eligible and has elected to report in accordance with Tier 2 For-profit Accounting Standards (NZ IFRS RDR) on the basis that it does not have public accountability and is not a large for-profit public sector entity.

Basis of Preparation

The financial statements have been prepared on the going concern basis, and the accounting policies have been applied consistently throughout the year.

Standards and Interpretations Issued

There were no new standards applied in the current year.

Changes in Accounting Policies and Disclosures

The accounting policies detailed have been applied in the preparation of these financial statements for the year ended 30 June 2024 and have been consistently applied throughout the year.

Measurement Base

The financial statements are presented in New Zealand dollars. The accounting principles recognised as appropriate for the measurement and reporting of earnings and financial position on a historical cost basis are followed by the group, with the exception that the following assets and liabilities are stated at their fair value: derivative financial instruments, and operational land. Non-current assets held for sale are valued at the lower of carrying amount and fair value less costs to sell.

Use of 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 continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances. Revisions to accounting estimates are recognised in the period on which the estimate is revised and in any future periods affected. Our key assumptions are outlined in the following accounting policies.

Specific Accounting Policies

The accounting policies set out below have been applied consistently to all periods presented in these financial statements.

A. Basis of Consolidation

The financial statements are for PrimePort Timaru Limited. The financial statements show no investment in subsidiaries as no share capital has been issued for the non-trading subsidiaries.

B. Dredging

Dredging expenditure is categorised into maintenance dredging and capital dredging.

Maintenance dredging is expenditure incurred to restore the channel to a previous condition and depth. On average the Port dredges the channel every 10 months. At the completion of maintenance dredging the channel has an average service potential of 10 months. Maintenance dredging expenditure is recorded as a prepayment and amortised evenly over this period.

Capital dredging is expenditure which deepens or extends either the channel or the swing basin. This expenditure is not amortised as our maintenance programme ensures that channel and swing basin depth remains at dredged levels.

All dredging is reviewed for impairment when it is felt by management that events occurring may have diminished the depth of any previous dredging.

C. Goods & Services Tax

All items in the financial statements are exclusive of Goods & Services Tax (GST), with the exception of receivables and payables, which are stated as GST inclusive. Where GST is not recoverable as an input tax, it is recognised as part of the related asset or expense.

D. Impairment

The carrying amount of the Company's assets are reviewed each balance date to determine whether there is any indication of impairment. If any such indication exists, the assets recoverable amount is estimated. If the estimated recoverable amount of an asset not carried at devalued amount, is less than its carrying amount, the asset is written down to its estimated recoverable amount and an impairment loss is recognised in profit or loss.

For revalued assets the impairment loss is recognised against the revaluation reserve for that asset. Where that results in a debit balance in the revaluation reserve, the balance is recognised in profit or loss.

Estimated recoverable amount of receivables is calculated as the present value of estimated cash flows discounted at their original effective interest rate. Receivables with short duration are not discounted. Other assets estimated recoverable amount is the greater of fair value less costs to sell and value in use. Value in use is determined by estimating future cash flows from the use and ultimate disposal of the asset and discounting these to their present value using a pre-tax discount rate that reflects current market rates and the risks specific to the asset. For an asset that does not generate largely independent cash inflows, the recoverable amount is determined for the cash generating unit to which the asset belongs.

Impairment losses are reversed when there is a change in the estimates used to determine the recoverable amount.

For assets not carried at revalued amounts, the reversal of an impairment is recognised in the profit or loss.

The reversal of an impairment loss on a revalued asset is credited to the revaluation reserve. However, to the extent that an important loss for that asset was previously recognised in profit or loss, a reversal of the impairment loss is recognised in profit or loss.

E. Dividends

Dividends are recognised as a liability in the period in which they are declared.

F. Provisions

A provision is recognised when the company has a present legal or constructive obligation as a result of a past event, and it is probable that an outflow of economic benefits will be required to settle the obligation. If the effect is material, provisions are determined by discounting the expected future cash flows at a pre-tax rate that reflects current market rates and where appropriate, the risks specific to the liability.

G. Expenses

Operating lease payments are recognised in the profit or loss on a straight line basis over the term of the lease.

All borrowing costs except for borrowing costs related to a qualifying asset are recognised as an expense in the period they are incurred using the effective interest rate method.

H. Government Grants

Government grants received on capital expenditure are generally deducted in arriving at the carrying amount of the asset purchased. Grants for revenue expenditure are netted against the cost incurred by the Company. Where retention of a government grant is dependent on the Company satisfying certain criteria, it is initially recognised as a deferred local government grant. When the criteria for retention have been satisfied, the deferred local government grant balance is released to the consolidated statement of comprehensive income or netted against the asset purchased.

I. Statement of Cash Flows

Cash and cash equivalents includes cash on hand, funds within our cheque account, deposits held on call with banks, and bank overdrafts.

Investing activities are those activities relating to the acquisition, holding and disposal of property, plant and equipment and investments.

Financing activities are those activities that result in changes in the size and composition of the capital structure of PrimePort Timaru Limited. This includes both equity and debt. Dividends paid are included in financing activities. Loans raised and paid are netted off when they are part of the roll-over of money market borrowings covered in the Company's long-term finance facilities.

Operating activities includes all transactions and other events that are not investing or financing.

2. Taxation

	2024 NZ\$000	2023 NZ\$000
Profit/(loss) before taxation	5,074	6,977
Profit before taxation	5,074	6,977
Tax at 28%	1,421	1,953
Plus/(less) tax effect of:		
Non deductible expenses/(Non assessable income)	7	(25)
Removal of tax depreciation on buildings*	1,145	-
	2,574	1,928
Components of taxation:		
Current taxation	1,319	1,953
Deferred taxation	1,255	(25)
	2,574	1,928

*On 28 March 2024, the Taxation (Annual Rates for 2023-2024, Multinational Tax, and Remedial Matters) Act passed into law. The Act removed tax depreciation deductions for industrial and commercial buildings with an estimated tax useful life of 50 years or more, with effect from 2024-2025 income tax year. Application of the enacted tax law has resulted in a \$1,145,000 increase in the recognition of deferred tax expense in the Statement of Comprehensive Income and a corresponding increase to the deferred tax liability recognised in the Statement of Financial Position.

Deferred tax asset/(liability)	Long Term Assets	Right of Use Asset	Lease Liability	Employee Entitlements	Other	Hedge Reserve	Total
Balance at 1 July 2022	400	(46)	50	182	(151)	(361)	73
Credit/(charge) to profit or loss	(55)	20	(21)	(27)	78	-	(4)
Credit/(charge) to comprehensive income	-	-	-	-	-	(115)	(115)
Balance at 30 June 2023	345	(26)	29	155	(73)	(476)	(45)
Credit/(charge) to profit or loss	(1,204)	20	(22)	47	(95)	-	(1,254)
Credit/(charge) to comprehensive income	-	-	-	-	-	211	211
Balance at 30 June 2024	(859)	(6)	7	202	(168)	(265)	(1,089)

Policies

Taxation comprises current tax and deferred tax.

Current taxation is the amount of income tax payable based on the taxable profit for the current year, plus any adjustments to income tax payable in respect of prior years. Current tax is calculated using rates that have been enacted or substantively enacted at balance date.

Deferred tax is provided in full, using the liability method, on temporary differences arising between the tax bases of assets and liabilities and their carrying amounts in the consolidated financial statements. However, deferred tax liabilities are not recognised if they arise from the initial recognition of goodwill. Deferred income tax is also not accounted for if it arises from initial recognition of an asset or liability in a transaction other than a business combination that at the time of the transaction affects neither accounting nor taxable profit or loss and does not give rise to equal taxable and deductible temporary differences.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised.

Current tax and deferred tax is recognised against the profit or loss except when it relates to items charged or credited directly to equity or other comprehensive income, in which case the tax is dealt with in equity or other comprehensive income respectively.

GST component of operating activities reflects the net GST paid and received with Inland Revenue. The GST (net) component has been presented on a net basis, as the gross amounts do not provide meaningful information for financial statement purposes.

3. Retained Earnings

	2024 NZ\$000	2023 NZ\$000
Opening balance	46,015	43,166
Profit after tax	2,500	5,049
Less dividends paid	(1,515)	(2,200)
Closing balance	47,000	46,015

4. Reserves

	2024 NZ\$000	2023 NZ\$000
Reserves are represented by:		
Asset revaluation reserve	47,207	46,522
Cash flow hedge reserve	685	1,226
	47,892	47,748

(a) Asset Revaluation Reserve

	2024 NZ\$000	2023 NZ\$000
Opening balance	46,522	26,392
Revaluation increase	685	20,130
Closing balance	47,207	46,522

(b) Cash Flow Hedge Reserve

	2024 NZ\$000	2023 NZ\$000
Opening balance	1,226	931
Financial instrument hedging	(752)	410
Tax effect of financial instrument hedging	211	(115)
Closing balance	685	1,226

5. Share Capital

	2024 NZ\$000	2023 NZ\$000
Ordinary shares	8,450	8,450
Opening balance	8,450	8,450
Closing balance	8,450	8,450

All authorised shares are issued at \$1.00 per share, have equal voting rights and share equally in dividends and any distribution. Dividends of \$1,515,000 at \$0.18 per share were paid during this financial year (2023 \$2,200,000 at \$0.26 per share).

6. Operational Fixed Assets

	Plant & Equipment	Freehold Building	Wharves	Breakwater / Channel	Improvement to Land	Freehold Land at Valuation	Total
Balance as at 1 July 2023							
At fair value						55,200	55,200
At cost	41,414	10,771	47,621	9,422	11,231	-	120,459
Accumulated impairment	(3,771)	(472)	(7,191)	-	(416)	-	(11,850)
Accumulated depreciation	(18,580)	(3,631)	(10,129)	(343)	(1,260)	-	(33,943)
	19,063	6,668	30,301	9,079	9,555	55,200	129,866
Additions	992	3,344	22,273	161	1,088	1,565	29,423
Revaluation	-	-	-	-	-	685	685
Depreciation expense	(1,957)	(266)	(1,055)	(11)	(342)	-	(3,631)
Movement to 30 June 2024	(965)	3,078	21,218	150	746	2,250	26,477
Balance as at 30 June 2024							
At fair value	-	-	-	-	-	57,450	57,450
At cost	42,406	14,115	69,894	9,583	12,319	-	148,317
Accumulated impairment	(3,771)	(472)	(7,191)	-	(416)	-	(11,850)
Accumulated depreciation	(20,537)	(3,897)	(11,184)	(354)	(1,602)	-	(37,574)
	18,098	9,746	51,519	9,229	10,301	57,450	156,343
Comparatives for 2023							
Balance as at 1 July 2022							
At fair value	-	-	-	-	-	35,070	35,070
At cost	38,433	9,810	44,332	9,442	10,921	-	112,918
Accumulated impairment	(3,771)	(472)	(7,191)	-	(416)	-	(11,850)
Accumulated depreciation	(16,763)	(3,378)	(9,410)	(333)	(938)	-	(30,822)
	17,899	5,960	27,731	9,089	9,567	35,070	105,316
Additions	2,981	961	3,289	-	310	-	7,541
Revaluation	-	-	-	-	-	20,130	20,130
Depreciation expense	(1,817)	(253)	(719)	(10)	(322)	-	(3,121)
Movement to 30 June 2022	1,164	708	2,570	(10)	(12)	20,130	24,550
Balance as at 30 June 2022							
At fair value	-	-	-	-	-	55,200	55,200
At cost	41,414	10,771	47,621	9,422	11,231	-	120,459
Accumulated impairment	(3,771)	(472)	(7,191)	-	(416)	-	(11,850)
Accumulated depreciation	(18,580)	(3,631)	(10,129)	(343)	(1,260)	-	(33,943)
	19,063	6,668	30,301	9,079	9,555	55,200	129,866

Total depreciation, as detailed in the Statement of Comprehensive Income, includes \$3,631,000 (depreciation expense) and \$73,000 (Note 20 Leases: depreciation charge of right-of-use assets).

Operational land held by the company has been independently reviewed as at 30 June 2024 by John Pryor ANZIV, SPINZ, a registered valuer with Colliers. Land valuations increased by \$2,250,000 to \$57,450,000 as at 30 June 2024. The review of the land values assessed for financial reporting purposes as at 30 June 2024 is based on fair value which is equivalent to freehold land value. Land is valued using the direct sales comparison or capitalisation method, depending on whether the land constitutes leasehold land.

Operational fixed assets, other than land, which form part of the Port infrastructure are stated at cost or at the value they were acquired from the Timaru Harbour Board in 1988.

There are no operational fixed assets where title is restricted.

Policies

Operational Property, Plant and Equipment

Except for land and capital dredging all owned items of property, plant and equipment are initially recorded at cost less depreciation and impairment losses. Initial cost includes the purchase consideration and those costs directly attributable in bringing the asset to the location and condition necessary for its intended use. Costs incurred subsequent to initial acquisition are capitalised only when it is probable that future benefits or service potential will flow and the cost of the item can be measured reliably. Costs cease to be capitalised when substantially all the activities necessary to bring an asset to the location and condition for its intended use are complete.

Operational land is stated at valuation as determined three yearly. The basis of valuation is fair value as determined by an independent registered valuer. Any increase or decrease in the value of land is recognised directly in other comprehensive income and is accumulated to an asset revaluation reserve account in equity for that asset. Where this would result in a debit balance in the relevant asset revaluation reserve, the balance is not recognised in other comprehensive income but is recognised in profit or loss. Any subsequent increase on revaluation that reverses a decrease recognised in the profit or loss, will be recognised first in the profit or loss up to the amount previously expensed and then recognised in other comprehensive income.

Depreciation

Depreciation is calculated on a straight line basis to allocate the cost of an asset, less any residual value, over its useful life. The estimated useful lives of property, plant and equipment are as follows:

Land	Indefinite	Wharves	10 – 67 years
Sidings and breakwaters	Indefinite	Floating plant	2.5 – 17 years
Capital dredging	Indefinite	Buildings	7 – 50 years
Improvements	10 – 50 years	Plant, machinery and equipment	1.5 – 50 years

Non-Current Assets Intended for Sale

Non-current assets held for sale are classified as held for sale if their carrying amount will be recovered principally through a sale transaction within the next financial year. Non-current assets held for sale are valued at the lower of carrying amount and fair value less costs to sell.

Any impairment losses for write-downs of non-current assets held for sale are recognised in the profit or loss. Any increases in fair value (less costs to sell) are recognised up to the level of any impairment losses that have previously been recognised. Non-current assets held for sale are not depreciated or amortised while they are classified as held for sale.

Intangible Assets

Intangible assets acquired by PrimePort Timaru Limited, which have a finite useful life are amortised on a straight line basis over their estimated useful lives of one to 10 years.

Subsequent to initial recognition, intangible assets are reported at cost less accumulated amortisation and accumulated impairment losses.

7. Trade & Other Receivables

	2024 NZ\$000	2023 NZ\$000
Trade debtors	2,521	2,160
Prepayments	597	394
	3,118	2,554

The company measures the provision for expected credit losses (ECL) using the simplified approach to measuring ECL, which uses a lifetime loss allowance for all trade receivables. The company determines lifetime expected credit losses using a provision matrix of trade receivables that is applied to customers with shared credit risk characteristics. Groupings are based on customer, trading terms and ageing.

Trade debtors are shown net of impairment losses arising from the likely non payment of a small number of customers. As at 30 June 2024 all overdue receivables had been assessed for impairment and appropriate provisions applied. The ageing of receivables are as follows:

	2024			2023		
	Gross NZ\$000	Impairment NZ\$000	Net NZ\$000	Gross NZ\$000	Impairment NZ\$000	Net NZ\$000
Not past due – under 30 days	2,182	-	2,182	1,604	-	1,604
Past due – 30 to 60 days	263	-	263	517	-	517
Past due – 60 to 90 days	20	(10)	10	49	(10)	39
Past due – over 90 days	67	(1)	66	1	(1)	-
	2,532	(11)	2,521	2,171	(11)	2,160

The provision for impairment has been determined on an analysis of bad debts in previous periods and review of specific debtors. The movement in the provision for impairment is as follows:

	2024 NZ\$000	2023 NZ\$000
Balance as 1 July	11	11
Balance as 30 June	11	11

Policies

Trade and other receivables are initially measured at fair value and subsequently measured at amortised cost using the effective interest method less any provision for impairment.

PrimePort Timaru Limited invoices for services as they are performed. They are non interest bearing and have payment terms of generally 30 days from the date of invoice.

The provision for Expected Credit Loss represents impairment losses on contracts with customers.

PrimePort Timaru Limited measures the loss allowance for trade receivables at an amount equal to lifetime expected credit losses. The allowance is estimated by reference to past default experience of the debtor, an analysis of the debtor's current financial position as well as forward looking information. PrimePort Timaru Limited writes off a trade receivable when there is information indicating that the debtor is in severe financial difficulty and there is no realistic prospect of recovery. None of the trade receivables that have been written off are subject to enforcement activities.

8. Money Market Loans

	2024 NZ\$000	2023 NZ\$000
Current facility ends as follows:		
Less than one year	-	25,000
One to two years	40,000	24,000
Two to three years	19,000	-
	59,000	49,000

Money Market

The company has arranged money market facilities with Bank of New Zealand for a maximum amount of \$70.0 million (2023 \$52.0 million). The money market loans include a \$40.0 million and \$30.0 million Customised Average Rate Loan (CARL) facilities. The two year \$40.0 million CARL facility for working capital ends in June 2026. At balance date \$40.0 million was drawn on the facility. The three year \$30.0 million CARL facility to support working capital ends in June 2027. At balance date \$19.0 million was drawn on the facility. To date \$59.0 million has been drawn.

Security

Security for the above loans is by way of an existing registered mortgage over the property situated at Hayes Street, Timaru, and an existing general security agreement between Bank of New Zealand and PrimePort Timaru Limited. Additional security is provided by way of registered mortgages over the properties situated at 7 Charman Street, Timaru, 12 Charman Street, Timaru and 1 Marine Parade, Timaru.

Risk Management

PrimePort Timaru Limited is exposed to business risks that include market and liquidity risks. Information used to measure and manage risk includes staff experience, market commentary, strategic planning, financial planning and forecasting, financial reporting, operating and management systems and risk management audits from external consultants.

Policies

Money Market Loans

Interest-bearing borrowings are recognised initially at fair value less any transaction costs. Subsequent to initial recognition, interest-bearing borrowings are stated at amortised costs with any difference between cost and redemption value being recognised in the profit or loss over the period of the borrowings on an effective interest rate. Except for borrowing costs that are capitalised on qualifying assets, all other borrowing costs are recognised as an expense in the period in which they are incurred. A qualifying asset is defined as a separate asset whether the construction period exceeds twelve months and costs in excess of one million dollars.

9. Financial Instruments

Liquidity Risk

Liquidity risk is the risk that PrimePort will have difficulty raising funds to meet commitments as they fall due. PrimePort's short term liquidity is managed by ensuring that there is sufficient committed financing facilities to cover at least \$1 million in excess of the anticipated peak borrowing requirement as determined by cash flow forecasts. The maximum amount that can be drawn down against our borrowing facility is \$70.0 million (2023 \$52.0 million). There are no restrictions on this with the exception of registered mortgages over the properties situated at Hayes Street, Timaru, 7 Charman Street, Timaru, 12 Charman Street, Timaru and 1 Marine Parade, Timaru.

Interest Rate Risk

The financial instruments at reporting date which are exposed to interest rate risk consist of a bank overdraft, interest rate swaps, forward exchange contracts and wholesale money market borrowings. The company manages its interest rate risk by using interest rate hedging instruments. 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 company uses interest rate derivatives to manage its exposure to variable interest rate risk by converting variable rate debt to fixed rate debt. The total nominal value of interest rate derivatives outstanding is \$42.3 million. The average interest rate on interest rate derivatives is 3.50%.

There were \$59.0 million of money market borrowings at reporting date (2023 \$49.0 million).

PrimePort's treasury policy requires set limits for interest rate maturity profile. Hedging instruments are used to manage this profile which is based on projected borrowing requirements. As at balance date \$34.0 million was at call (2023 \$24.0 million).

As at balance date 10 swaps for a total of \$42.3 million (2023 \$31.0 million) have been entered to manage interest rate fluctuation risks including four swaps that are forward starting (indicated by an asterisk) below.

The following table details outstanding interest rate swaps as at the reporting date:

	Contracted fixed interest rates %	Notional principal swap amounts		Carrying value asset/(liability)	
		2024 NZ\$000	2023 NZ\$000	2024 NZ\$000	2023 NZ\$000
Swap maturity dates					
October 2024	2.64	5,000	5,000	49	199
March 2026	1.23	6,000	6,000	387	611
December 2025*	5.24	2,000	-	(2)	-
December 2026	3.44	3,000	3,000	98	148
February 2027	3.49	4,000	4,000	130	193
June 2028	2.46	3,000	3,000	228	298
December 2028	3.48	4,000	4,000	164	225
March 2029*	3.85	6,000	6,000	35	26
October 2029*	4.97	5,000	-	(133)	-
February 2029*	4.17	4,300	-	(8)	-
		42,300	31,000	948	1,700

Fair Value

The carrying value of the company's financial assets and liabilities are recorded at estimated fair value as described in the accounting policies and note. PrimePort Timaru Limited carries certain financial assets and financial liabilities at fair value. In accordance with NZ IFRS 13 – Fair Value Measurement, PrimePort Timaru Limited uses various methods in estimating the fair value of its financial instruments.

The company's interest rate swaps and foreign exchange contracts are valued in accordance with the Level 2 valuation category.

Credit Risk

Financial instruments which potentially subject the company to credit risk consist principally of bank deposits, accounts receivable, and derivative assets. No collateral is required in respect of these assets. Only reputable financial institutions are used for bank deposits. Management has a credit policy in place and the exposure to credit risk is monitored on an ongoing basis. The maximum exposure to credit risk at the 30 June 2024 is equal to the carrying amount of these financial assets. The company continuously monitors the credit quality of its major customers and does not anticipate non-performance by those customers.

The company recognises an allowance for the expected credit losses (ECL) for all financial assets. ECL are based on the difference between the contractual cash flows due in accordance with the contract and all the cash flows that the company expects to receive discounted at an approximation of the original effective interest rate.

Currency Risk

PrimePort Timaru Limited has exposure to foreign exchange risk as a result of transactions denominated in foreign currencies, arising from normal trading activities. PrimePort Timaru Limited uses foreign currency forward exchange contracts to manage these exposures. PrimePort's treasury policy provides for currency management to be restricted to hedging underlying business exposures only. At balance date the principal or contract amounts of foreign currency forward exchange contracts were nil (2023 nil). The carrying value asset/(liability) of the foreign currency forward exchange contracts shown in the Statement of Financial Position at year end were nil (2023 nil).

Cash Flow Hedging

Cash flow hedges cover:

- Foreign exchange – PrimePort Timaru Limited's Treasury Policy provides that purchases of items in foreign currency with an equivalent at spot rate greater than NZ\$250,000 are to be hedged. As at balance date no foreign exchange contracts had been hedged.
- Interest rate swaps – as at balance date seven interest rate swaps had been entered into.

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 Statement of Comprehensive Income.

The hedging ratio is 1:1 and is determined by the quantity of the hedging instrument and hedged item. The notional amount of the hedging instrument will match the designated amount of the hedged item.

Sources of hedge ineffectiveness are:

- Material changes in credit risk that affect the hedging instrument but do not affect the hedged item.
- Drawn liabilities that fall below the hedging amount, causing the hedge ratio to exceed 100%.

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 Statement of Comprehensive Income in the same period that the hedged item affects the Statement of Comprehensive Income.

	2024 NZ\$000	2023 NZ\$000
Financial assets & liabilities		
The carrying amount of financial assets and liabilities are as follows:		
Cash & cash equivalents	884	509
Trade debtors	2,521	2,160
Total financial assets at amortised cost	3,405	2,669
Trade & other payables	1,748	4,159
Money market loans	59,000	49,000
Total financial liabilities measured at amortised cost	60,748	53,159
Derivative financial instruments	948	1,700
Total financial assets/(liabilities) measured at fair value	948	1,700

Policies

Foreign Currencies

Transactions in foreign currencies are converted at the New Zealand rate of exchange ruling at the date of the transaction. Transactions covered by foreign currency forward exchange contracts are measured and reported at the forward rates specified in those contracts.

At balance date foreign monetary assets and liabilities are translated at the closing rate and exchange variations arising from these translations are included in the profit or loss.

Financial Instruments

The Company uses derivative financial instruments to hedge its exposure to foreign exchange and interest rate risks arising from its activities. Derivative financial instruments are stated at fair value. The gain or loss on re-measurement to fair value is recognised in the profit or loss. Where the derivatives qualify for hedge account, they are accounted for as set out in policies.

The fair value of interest derivatives is based on market factors the issuer believes to be relevant and in accordance with their policies. The fair value of forward exchange derivatives is their present value of the quoted forward price.

Non-derivative financial instruments comprise bank deposits, receivables and prepayments, borrowings, and accounts payable. Financial assets and liabilities are measured in accordance with their respective policies.

Financial instruments are recognised once the Company becomes a party to the contractual provisions of the instrument. Financial instruments are derecognised once the contractual rights expire or are transferred to another party without retaining control or substantially all risks associated with the instruments. Fair values are determined at balance date when required.

Hedging

Where a derivative financial instrument is designated as a cash flow hedge that is a hedge of the exposure to variability in cash flows that is:

- (i) attributable to a particular risk associated with a recognised asset or liability, or a highly probable forecast transaction; and
- (ii) could affect profit or loss, the effective part of any movement in fair value is recognised directly in equity.

When the forecasted transaction subsequently results in a non-financial asset or liability the associated gains or losses are included in the carrying value of the non-financial asset or liability. If the hedge subsequently results in a financial asset or liability the associated gains or losses that were recognised in other comprehensive income are reclassified into the profit or loss in the same period. However, if it is expected that all or a portion of a loss recognised in other comprehensive income will not be recovered in one or more future periods, the amount that is not expected to be recovered is reclassified to the profit or loss.

10. Bank Overdrafts

The bank overdraft facility of \$200,000 is secured by way of an existing registered mortgage over the property situated at Hayes Street, Timaru, and an existing general security agreement between Bank of New Zealand and PrimePort Timaru Limited.

The current interest rate at balance date is 8.80% per annum (2023 8.89%). This is a floating rate set by the Bank.

11. Trade & Other Payables

	2024 NZ\$000	2023 NZ\$000
Trade creditors	108	93
Other accrued expenses	1,640	3,066
Deferred local government grant	-	1,000
	1,748	4,159

Trade creditors are non-interest bearing and are normally settled on a 30 day basis, therefore the carrying value approximates their fair value.

Policies

Trade and other payables are initially measured at fair value and subsequently measured at amortised cost using the effective interest method.

12. Employee Entitlements

	2024 NZ\$000	2023 NZ\$000
Accrued pay	178	173
Accrued leave provision	758	608
Long service provision	9	14
Sick leave provision	29	6
	974	800

Policies

Provision is made in respect of the Company's liability for annual leave, long service leave and sick leave. The key leave provisions have been calculated on an actual entitlement basis at current rates of pay. Long service leave accrued for but not yet earned and sick leave provisions have been estimated based on management assumptions of expected tenure of employment for long service and estimated sick days taken over normal entitlements for sick leave. Obligations for contributions to KiwiSaver and superannuation schemes are recognised as an expense in the profit or loss as incurred. All employer contributions made are to defined contribution schemes.

13. Related Party Transactions

Timaru District Holdings Limited is a shareholder of PrimePort Timaru Limited. Timaru District Holdings Limited is a wholly owned subsidiary of the Timaru District Council. A dividend of \$757,500 (2023 \$1,100,000) was paid to Timaru District Holdings Limited during this financial year. During the year PrimePort Timaru Limited leased land and buildings from Timaru District Holdings Limited. This amounted to \$105,026, including outgoings (2023 \$96,090). During the year PrimePort Timaru Limited received \$530,000 from Timaru District Council, \$500,000 being the third tranche of a grant for \$1,500,000 for investment into port infrastructure or the construction site at PrimePort Timaru Limited for the Scott Base Redevelopment Project (2023 \$500,000).

Port of Tauranga Limited is a shareholder of PrimePort Timaru Limited. A dividend of \$757,500 (2023 \$1,100,000) was paid to Port of Tauranga Limited during this financial year.

PrimePort Timaru Limited provided services to Parr and Company Limited, a company in which Mr D J Odey is a director and also a director of PrimePort Timaru Limited until December 2023. The services amounted to \$9,730 (2023 \$9,913). This included a lease of land and buildings for \$9,600 (2023 \$9,600). During the year PrimePort Timaru Limited provided services to Odey Fishing Company Limited, a family business of Mr D J Odey. The services amounted to \$6,228 (2023 \$5,740).

During the year PrimePort Timaru Limited purchased services from Parr and Company Limited, a company in which Mr D J Odey is a director and also a director of PrimePort Timaru Limited until December 2023. The services amounted to \$36,889 (2023 \$61,311). Mr N J G Donaldson is Chief Financial Officer of PrimePort Timaru Limited and also a director of Parr and Company Limited.

PrimePort Timaru Limited provided services to WasteCo Group Limited a company which Mr R H Gower is a director. The services amounted to \$209 (2023 \$417).

PrimePort Timaru Limited leased land to Timaru Container Terminal Limited, a 100% owned subsidiary of Port of Tauranga Limited, a shareholder of PrimePort Timaru Limited. The lease amounted to \$1,658,611 (2023 \$1,430,493). Other services amounted to \$2,009,332 (2023 \$1,576,541).

PrimePort Timaru Limited provided services to Quality Marshalling (Mount Maunganui) Limited, a 100% owned subsidiary of Port of Tauranga Limited, a shareholder of PrimePort Timaru Limited. The services amounted to nil (2023 \$994).

During the year PrimePort Timaru Limited purchased services from Men at Work Limited a company which Mr M F Rogers is the Independent Chair and also a director of PrimePort Timaru Limited. These services amounted to \$60,918 (2023 \$5,395). During the year PrimePort Timaru Limited purchased services from Meridian Energy Limited a company which Ms J C Hoare is a director and also a director of PrimePort Timaru Limited. These services amounted to \$6,512 (2023 \$4,544). During the year PrimePort Timaru Limited purchased services from WasteCo Group Limited, a company which Mr R H Gower is a director and also a director of PrimePort Timaru Limited. These services amounted to \$28,329 (2023 \$30,829).

During the year PrimePort Timaru Limited purchased services from the Timaru District Council. The services amounted to \$303,398 (2023 \$297,186) of total operating expenses. Of the total operating expenses \$289,449.41 (2023 \$268,695) relates to rates.

During the year PrimePort Timaru Limited purchased services from Timaru Container Terminal Limited. The services amounted to \$52,385 (2023 \$48,612).

The outstanding balances owed by related parties at 30 June 2024 are:

- Timaru Container Terminal Limited \$232,192 (2023 \$158,821)
- Parr and Company Limited \$920 (2023 \$1,070)
- Odey Fishing Company Limited \$1,791 (2023 nil)
- Quality Marshalling (Mount Maunganui) Limited nil (2023 \$60)

The outstanding balances owed to related parties at 30 June 2024 are:

- Timaru District Council \$6,486 (2023 \$9,398)
- Timaru District Holdings Limited nil (2023 \$3,094)
- Parr and Company Limited nil (2023 \$8,238)
- Timaru Container Terminal Limited nil (2023 \$3,151)

These balances have been paid since balance date. No related party debts have been written off or forgiven during the year (2023 nil).

Total key management personnel compensation totalled \$1,803,105 (2023 \$1,604,243). Key management personnel include Directors, Chief Executive, and the remaining members of the management team. All remuneration is classified as salaries and other short-term employee benefits.

14. Contingent Assets & Liabilities

No contingent assets exist at balance date (2023 nil).

No contingent liabilities exist at balance date (2023 nil).

15. Operational Fixed Assets Under Construction

	2024 NZ\$000	2023 NZ\$000
Operational Fixed Assets Under Construction	3,646	21,663

Operational fixed assets under construction are those assets whose activities to bring the asset to the location and condition for its intended use are not complete. The 2024 balance represents the capital investment at balance date associated with wharf improvements and upgrades, and roading improvements.

16. Commitments

	2024 NZ\$000	2023 NZ\$000
Capital commitments	-	1,838

Operating Lease Commitments

Non cancellable operating lease payables:

	2024 NZ\$000	2023 NZ\$000
Not later than 1 year	12	14
Later than 1 year but not later than two years	1	12
Later than 2 years but not later than five years	-	1
	13	27

Operating lease commitments are based on current rentals being paid.

17. Inventory

	2024 NZ\$000	2023 NZ\$000
Inventory	1,149	410

Inventory includes consumable stocks, timber, and fuel. Inventory is measured using FIFO. Purchases made during the year not held in inventory at year end are included in port operations expenditure. Inventory at year end is recorded at cost price, less any impairment losses. There is no inventory where title is restricted.

Policies

All inventory on hand is recorded at cost price, less any impairment losses.

18. Revenue

	2024 NZ\$000	2023 NZ\$000
Port Operations	25,831	25,742
Other property rentals	4,513	3,235
	30,344	28,977

Revenue from Contracts with Customers

The above revenue includes the following amounts, which are revenue from contracts with customers.

	2024 NZ\$000	2023 NZ\$000
Revenue from port operational contracts	22,791	22,775
Revenue from maintenance recovery contracts	632	595
Revenue from licence agreements	2,408	2,372
	25,831	25,742

All revenue from contract with customers is measured over time. No revenue is measured at point of time.

Rental Revenue

Yields are currently around 5.85% on freehold land value determined at the time of rent review for port related land leases. Leases are a range of land and buildings to a number of customers. A number of leases include rights of renewal for further periods. Ground lease terms and conditions vary between 1 year to 25 years. Direct operating expenses relating to port related properties amounts to \$239,000 (2023 \$606,000).

Operating Lease Receivables

Non cancellable operating lease receivables.

	2024 NZ\$000	2023 NZ\$000
Not later than one year	3,340	3,217
Later than one year but not later than two years	2,956	2,652
Later than two years but not later than five years	6,026	5,964
Later than five years	7,898	4,459
	20,220	16,292

Policies

Revenue from contracts with customers is recognised in revenue when control of a good or service transfers to a customer. Port Operations revenue mainly consists of wharfage, marine services, wharf licence fees and maintenance services. Revenue is recognised as the services are provided by the Port and consumed by the customer simultaneously. Progress towards complete satisfaction is measured based on percentage of completion of the service performed, being quantity of goods moved for wharfage, time at berth for marine services, months provided of wharf availability (out of total months per the contract) for wharf licence fees and months of maintenance services provided for maintenance revenue (out of total months per the contract).

Wharf licence fee revenue is payable monthly in advance. All other revenue from contracts with customers has payment terms of within 30 days from the date of invoice.

Rental income from property is recognised in revenue on a straight line basis over the term of the lease (Note this is not revenue under NZ IFRS 15).

No revenue is recognised if there are significant uncertainties regarding recovery of consideration due.

19. Staff Expenses

There were no redundancy payments included in staff expenses in 2024 (2023 nil). Included in staff expenses are employer contributions for employee superannuation funds. Payments for the year amounted to \$337,217 (2023 \$302,845).

20. Leases

For applicable leases, right of use assets include leases related to buildings and land. Also, included are low-value assets that are not shown as short-term leases and are referenced in Note 16 as operating lease commitments (photocopiers).

(i) Amounts recognised in the Statement of Financial Position.

The Statement of Financial Position shows the following amounts relating to leases:

	2024 NZ\$000	2023 NZ\$000
Right-of-use assets		
Properties	22	92
	22	92
Lease Liabilities		
Current	26	79
Non-current	-	25
	26	104

Additions to the right-of-use assets during the year were nil.

(ii) Amounts recognised in the Statement of Comprehensive Income

The Statement of Comprehensive Income shows the following amounts relating to leases:

	2024 NZ\$000	2023 NZ\$000
Depreciation charge of right-of-use assets		
Properties	73	71
	73	71
Interest expense (included in finance expenditure)	4	7
Expense relating to low-value assets that are not shown as short-term leases (included in other expenditure)	25	20

The total cash outflow for leases in 2024 was \$115,200 (2023 \$101,900).

Policies

At inception of a contract, the Company assesses whether a contract is a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

Leases are recognised as a right-of-use asset and a corresponding liability at the date at which the leased asset is available for use by the Company.

Assets and liabilities arising from a lease are initially measured on a present value basis. Lease liabilities include the net present value of the following lease payments:

- fixed payments (including in-substance fixed payments), less any lease incentives receivable;
- variable lease payments that are based on an index or a rate, initially measured using the index or rate as at the commencement date;
- amounts expected to be payable by the Company under residual value guarantees;
- the exercise price of a purchase option if the Company is reasonably certain to exercise that option; and
- payments of penalties for terminating the lease, if the lease term reflects the Company exercising that option.

Lease payments to be made under reasonably certain extension options are also included in the measurement of the liability.

The lease payments are discounted using the interest rate implicit in the lease. If that rate cannot be readily determined, which is generally the case for leases in the Company, the lessee's incremental borrowing rate is used, being the rate that the individual lessee would have to pay to borrow the funds necessary to obtain an asset of similar value to the right-of-use asset in a similar economic environment with similar terms, security, and conditions.

To determine the incremental borrowing rate, the Company:

- where possible, uses recent third-party financing received by the individual lessee as a starting point, adjusted to reflect changes in financing conditions since third party financing was received; and
- makes adjustments specific to the lease, e.g. term, country, currency and security.

Lease payments are allocated between principal and finance cost. The finance cost is charged to profit or loss over the lease period so as to produce a constant periodic rate of interest on the remaining balance of the liability for each period.

Right-of-use assets are measured at cost comprising the following:

- the amount of the initial measurement of lease liability;
- any lease payments made at or before the commencement date less any lease incentives received;
- any initial direct costs; and
- restoration costs.

Right-of-use assets are generally depreciated over the shorter of the asset's useful life and the lease term on a straight-line basis. If the Company is reasonably certain to exercise a purchase option, the right-of-use asset is depreciated over the underlying asset's useful life. Right-of-use assets are not revalued.

Payments associated with leases of low-value assets are recognised on a straight-line basis as an expense in profit or loss. Short-term leases are leases with a lease term of 12 months or less. Low-value assets comprise office equipment.

21. Events After Balance Date

The directors are not aware of the existence of any post balance date events.



INDEPENDENT AUDITOR'S REPORT

TO THE READERS OF PRIMEPORT TIMARU LIMITED'S FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2024

The Auditor-General is the auditor of PrimePort Timaru Limited (the company). The Auditor-General has appointed me, Peter Taylor, using the staff and resources of KPMG, to carry out the audit of the financial statements of the company on his behalf.

Opinion

We have audited the financial statements of the company on pages 15 to 34, that comprise the statement of financial position as at 30 June 2024, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year ended on that date and the notes to the financial statements that include accounting policies and other explanatory information.

In our opinion, the financial statements of the company:

- present fairly, in all material respects:
 - its financial position as at 30 June 2024; and
 - its financial performance and cash flows for the year then ended; and
- comply with generally accepted accounting practice in New Zealand in accordance with New Zealand Equivalents to International Financial Reporting Standards Reduced Disclosure Regime.

Our audit was completed on 22th August 2024. This is the date at which our opinion is expressed.

The basis for our opinion is explained below. In addition, we outline the responsibilities of the Board of Directors and our responsibilities relating to the financial statements, and we explain our independence.

Basis for our opinion

We carried out 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 Responsibilities of the auditor section of our report.

We have fulfilled our responsibilities in accordance with the Auditor-General's Auditing Standards.

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

Responsibilities of the Board of Directors for the financial statements

The Board of Directors is responsible on behalf of the company for preparing financial statements that are fairly presented and that comply with generally accepted accounting practice in New Zealand.



Tug Titan and Tug Hinewai.



Port Engineering Forum - Engineers visiting local rock quarry.



The Board of Directors is responsible for such internal control as it determines is necessary to enable it to prepare financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Board of Directors is responsible on behalf of the company for assessing the company's ability to continue as a going concern. The Board of Directors is also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless there is an intention to liquidate the company or to cease operations, or there is no realistic alternative but to do so.

The Board of Directors' responsibilities arise from the Port Companies Act 1988.

Responsibilities of the Auditor for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the 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 it is not a guarantee that an audit carried out in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements are differences or omissions of amounts or disclosures, and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers taken on the basis of these financial statements.

We did not evaluate the security and controls over the electronic publication of the 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. Also:

- We identify and assess the risks of material misstatement of the 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 one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- We 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 company's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board of Directors.
- We conclude on the appropriateness of the use of the going concern basis of accounting by the Board of 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 company'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 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 company to cease to continue as a going concern.
- We evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.



We communicate with the Board of 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.

Our responsibilities arise from the Public Audit Act 2001.

Other Information

The Board of Directors is responsible for the other information. The other information comprises the information included on pages 1 to 14, and 39 to 42, but does not include the financial statements, and our auditor's report thereon.

Our opinion on the 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 financial statements, our responsibility is to read the other information. In doing so, we consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on our work, 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.

Independence

We are independent of the company in accordance with the independence requirements of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1: *International Code of Ethics for Assurance Practitioners* issued by the New Zealand Auditing and Assurance Standards Board.

Other than the audit, we have no relationship with, or interests in, the company.

Peter Taylor
KPMG
On behalf of the Auditor-General
Christchurch, New Zealand

Statutory Information

for the year ended 30 June 2024

Principal Operations

PrimePort Timaru Limited operates a commercial port and its activities include ship handling, cargo handling, transit storage and ancillary services to the shipping and freight industries. The company provides quality services to shipping and freight businesses at its centrally located multipurpose and bulk handling port.

Changes in Accounting Policies

All policies have been applied on a consistent basis with the previous year.

Auditors

On their behalf, the Office of the Auditor-General has appointed KPMG to undertake the audit of the company.

Directors

During the year Mr DJ Odey resigned as a director in December 2023. Ms AK Johnston was appointed to the Board in May 2024.

Directors and Remuneration — Authorised and paid Directors Fees

R.H. Gower (Chair)	\$81,000
S.G. Gray	\$47,000
J.C. Hoare	\$40,500
A.K. Johnston	\$7,000
D.J. Odey	\$20,000
A.P. Reynish	\$40,500
M.F. Rogers	\$40,500

Disclosure of Interest by Directors

The following current director's disclosures were recorded in the interests' registers of the company:

(a) General Disclosures

Mr R.H. Gower

Director	Arno Investments Limited
Director	Being AI Limited
Director	IntoWork Australia Limited
Director	IntoWork New Zealand Limited
Director	Me Today Limited
Director	Roger Gower & Associates Limited
Director	WasteCo Group Limited
Shareholder	Arno Investments Limited
Shareholder	Being AI Limited
Shareholder	Me Today Limited
Shareholder	Roger Gower & Associates Limited

Mr S.G. Gray

Chair	Quality Marshalling (Mount Maunganui) Limited
Chair	Timaru Container Terminal Limited
Director	Coda GP Limited
Director	Ruakura Inland Port GP Limited
Shareholder	Port of Tauranga Limited

Ms J.C. Hoare

Chair	Port of Tauranga Limited
Director	Auckland International Airport Limited
Director	Meridian Energy Limited
Director	Northport Limited
Director	Comvita Limited
Member	Chapter Zero New Zealand Steering Committee

Ms A.K. Johnston

General Manager	Riverton Dairies Limited
General Manager	Riverton Farm Limited
Trustee/Treasurer	Melanoma New Zealand

Mr A.P. Reynish

Director	Quality Marshalling (Mount Maunganui) Limited
Director	Timaru Container Terminal Limited
Director	Ruakura Inland Port GP Limited
Shareholder	Port of Tauranga Limited

Mr M.F. Rogers

Chair	Cumberland Property Group Limited
Chair	Cumberland Rural Properties Limited
Chair	Men at Work Limited
Chair	Tekapo AMW Limited
Chair	Te Runanga o Arowhenua Limited
Chair	Timaru District Holdings Limited
Chair	Westroads Limited
Director	MVHB Professional Services Limited
Shareholder	Fulton Hogan Limited
Shareholder	MVHB Professional Services Limited
Treasurer	Kingsdown Salisbury Hall Committee Incorporated Society

(b) Specific Disclosures

Nil.

(c) Directors' and Officers Liability Insurance

The company has insured all its directors and officers against liabilities to other parties (except the company or a related party of the company) that may arise from their positions as directors and officers. The insurance does not cover liabilities arising from criminal actions.

(d) Share Dealings by Directors

Nil.

(e) Use of Company Information

During the year the Board received no notices from directors of the company requesting to use company information received in their capacity as directors which would not otherwise have been available to them.

Employees' Remuneration

During the year the following numbers of employees received remuneration of at least \$100,000:

Remuneration	Number of Employees
\$470,001-\$480,000	1
\$330,001-\$340,000	1
\$320,001-\$330,000	1
\$300,001-\$310,000	1
\$280,001-\$290,000	1
\$240,001-\$250,000	2
\$210,001-\$220,000	3
\$180,001-\$190,000	2
\$170,001-\$180,000	3
\$160,001-\$170,000	4
\$150,001-\$160,000	3
\$140,001-\$150,000	2
\$130,001-\$140,000	3
\$120,001-\$130,000	3
\$110,001-\$120,000	2
\$100,001-\$110,000	6

Donations

During the year, the company made donations of \$5,310.

Auditors' Remuneration

During the year, the following amounts were payable to the auditors of the company:

	Audit of the Financial Statements
PrimePort Timaru Limited	\$83,157

Review of Past Year

The review of activities of the company during the financial year is contained in the Chair and Chief Executive's review.

Dividend

Directors declared dividends of \$1,515,000 to be paid during the financial year.

State of Affairs

The Directors are of the opinion that the state of affairs of the company is satisfactory.

Statement of Corporate Intent Performance

It is the Directors' view that objectives have been met this year with the exception of:

- The after tax earnings per share objective was not met as a result of rising operational costs and a decrease in bulk trade volumes.
- The after tax return on total assets and return on shareholders funds objectives were not met mainly because of the company continuing to fund investment in its capital equipment and port infrastructure.
- Lost time incidents. Staff and management remain committed to maintaining high safety standards. The increase relates to five incidents that required periods off work.

Objective/Outcome	Target	Achieved
(a) To manage and operate PrimePort Timaru Ltd to enhance shareholder wealth through continuously improving performance.		
Earnings (after tax) per share	\$0.68	No
Net Assets per share	\$10.30	Yes
Return (after tax) on total assets	4.06%	No
Return (after tax) on shareholders funds	6.58%	No
Ratio of shareholders funds to total assets	0.62	Yes
(b) To employ the best people and develop staff to their full potential in a safe working environment.		
Lost time incidents	3.00	No
(c) To accept responsibility as a user of the coastline and recognise the importance of the environment for future generations.		
Incidents leading to pollution of harbour	Nil	Yes
Compliance with all resource consent conditions	Yes	Yes
Compliance with NZ Maritime Safety Standards	Yes	Yes

Directory

Board of Directors

R.H. Gower	Chair
S.G. Gray	Director
J.C. Hoare	Director
A.K. Johnston	Director <i>(Appointed May 2024)</i>
D.J. Odey	Director <i>(Resigned December 2023)</i>
A.P. Reynish	Director
M.F. Rogers	Director

Leadership Team

P.R. Melhopt	Chief Executive Officer
N.J.G. Donaldson	Chief Financial Officer
E.M. O'Connell	Operations Manager
B.J. Kleinjan	Port Engineering Manager
I.S. Gollan	Safety & Environmental Manager
A.C. Pye	Commercial & Marine Manager

Shareholders

as at 30 June 2024

Timaru District Holdings Limited	50%
Port of Tauranga Limited	50%

Solicitors

Buddle Findlay Christchurch	Oceanlaw New Zealand Nelson
---------------------------------------	---------------------------------------

Auditors

KPMG for the Office of the Auditor-General

Bankers

Bank of New Zealand

Registered Office

Marine Parade
Timaru
New Zealand

PO Box 544
Timaru
New Zealand

Telephone
+64 3 687 2700

Website
www.primeport.co.nz

The Directors are pleased to present the Annual Report of PrimePort Timaru Limited for the year ended 30 June 2024.

For and on behalf of the Board of Directors.



Roger Gower
Chair
22 August 2024



Steve Gray
Director
22 August 2024



Purpose

Connecting our region to the world.



PrimePort Timaru Annual Report

2024

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