

The background of the slide is a photograph of a harbor at sunset. In the foreground, a dark, rocky breakwater or pier extends from the bottom left towards the center. The water is calm, reflecting the orange and yellow light of the setting sun. In the middle ground, a large port crane is visible on the left side, its silhouette reflected in the water. The background features rolling hills under a clear sky with a gradient from orange near the horizon to a deep blue at the top.

Annual Report 2026

Climate-related Disclosure Appendix

For the period 1 July 2025 – 30 June 2026

A1 Reporting Boundary and Basis of Preparation

Lyttelton Port Company's (LPC) shareholder Christchurch City Holdings Limited (CCHL) is no longer subject to mandatory climate reporting requirements following the October 2025 regulatory reforms. As a subsidiary of CCHL, LPC was required to prepare climate-related disclosures to support its group climate statement in FY24 and FY25.

LPC continues to disclose climate-related information on a voluntary basis, reflecting our commitment to transparency with our shareholder, the Canterbury community and other stakeholders. We use NZ CS 1 as a quality benchmark for voluntary disclosure because our coastal location, long-life infrastructure and climate transition context make climate-related information important to strategic decision-making.

CCHL will continue to voluntarily disclose its group climate statement, including LPC information where relevant. Some greenhouse gas (GHG) and boundary information may differ between LPC and CCHL reporting because CCHL applies a group-level boundary and materiality assessment. LPC applies an operational control consolidation approach (as defined by the GHG Protocol) to define its organisational boundary for the purpose of calculating its GHG emissions. This allows us to focus on those emissions sources that we have greater control over and can influence in line with our targets. The scope of our climate risk assessment includes all LPC operations, and no part of the value chain were excluded.

A2 Forward-looking statements disclaimer

This disclosure contains forward-looking statements, including climate scenario analysis, emissions projections, targets and plans, which are based on assumptions and estimates subject to significant uncertainty. Climate scenarios are not predictions of what will occur; they represent plausible futures used to test strategic resilience.

Actual financial impacts, physical changes and transition outcomes may differ materially from those described or implied. LPC makes these forward-looking statements in good faith based on information available at the time of preparation. LPC undertakes no obligation to update forward-looking statements following publication except to the extent required by applicable law.



A3 Scenario analysis

LPC's time horizons and climate scenarios align with CCHL's Group framework.

Time horizons

- Short-term: Present day – 2030
- Medium-term: 2030 – 2050
- Long-term: 2050 – 2100



Climate scenarios

- **Orderly – SSP1-1.9 (1.5°C climate-related scenario):** Used to assess climate-related transition risks and opportunities. **The Sustainability (SSP1)** narrative assumes a future where the world moves towards a sustainable path driven by a strong commitment to development goals, leading to reduced inequality and a focus on sustainable practices.
- **Disorderly – SSP2-4.5 (Other scenario):** Used as a sensitivity check for climate-related physical risks to understand the variance in plausible alternative futures and to assess climate-related transition risks and opportunities. The **Middle of the Road (SSP2)** narrative assumes global and national institutions work toward but make slow progress in achieving sustainable development goals.
- **Hot house world – SSP5-8.5 (3°C climate-related scenario):** Used to assess climate-related physical risks and opportunities. **The Fossil-Fueled Development (SSP5)** narrative assumes that policies will prioritise economic growth and energy-intensive lifestyles, with strong investments in education and technological advancement, rapid economic development, and a reliance on fossil fuels driving continued emissions and environmental pressures.

These scenarios were supported by information included in the sector-level scenarios relevant to our operations and value chain, including:

- Transport sector climate scenarios¹, which provided context on LPC's freight and logistics operations, particularly around rail, road, and sea freight
- Tourism sector climate scenarios², which provided context on tourism for LPC, particularly for cruise ships
- Agriculture sector climate scenarios³, which provided context for most of LPC's key import and export commodities (e.g., dairy, timber, meat, fertiliser)

¹ www.theaotearoacircle.nz/transport-sector-climate-scenarios

² www.theaotearoacircle.nz/reports-resources/tourism-sector-climate-change-scenarios

³ www.theaotearoacircle.nz/reports-resources/agri-sector-climate-change-scenarios

Table 1: Climate scenario narratives

Category	Orderly	Disorderly	Hot house world
IPCC Shared Socio-economic Pathway (SSP)	SSP1-1.9	SSP2-4.5	SSP5-8.5
Headline narrative	The world succeeds in limiting warming to within 1.5° C. Ambitious decarbonisation goals and policies are introduced immediately, and emissions decline rapidly and steadily to achieve net zero by 2050.	We succeed in limiting warming to approximately 2°C. Significant decarbonisation is delayed until the 2030s.	No additional policies are introduced to curb emissions, and emissions continue to rise with warming reaching >3°C.
Detailed narrative	The transition to a low-emissions economy occurs both locally and globally in an immediate, aggressive, and coordinated manner across all sectors of society. The global shift emphasises more inclusive and sustainable development that respects environmental and planetary boundaries.	Aotearoa New Zealand and the developed world are delayed in their transition to a low-emissions economy in the short term, and continue to follow a path in which social, economic, and technological trends do not shift markedly from historical precedent. Realisation occurs in 2030 that climate action is urgently needed to reduce GHG emissions, resulting in disjointed, abrupt, and poorly coordinated policy and market changes.	The transition to a low-emissions economy fails as Aotearoa New Zealand and the world fail to implement key GHG emissions reduction policies and abandon net zero targets. Dependence upon fossil fuels continues into the short, medium, and long term, resulting in rising global GHG emissions.
Risk	The scenario assumes moderate transition risk in order to meet net zero 2050 goals and limited exposure to physical risks.	This scenario assumes the highest transition risk as NZ rushes to meet net zero 2050 goals and moderate exposure to physical risk due to delayed action.	This scenario assumes limited transition risks but extreme physical climate risks.
Severity of physical climate impacts	Lowest (but not none)	Moderate to high	Highest
Severity of transition-related impacts	Moderate (greatest in short-term)	Low initially, then very high	Lowest (steadily increasing, but also giving businesses more time to adapt)
Global warming (above pre-industrial levels)	2041–2060: 1.6°C 2081–2100: 1.4°C	2041–2060: 2.0°C 2081–2100: 2.7°C	2041–2060: 2.1°C 2081–2100: 3.9°C
Mean sea level rise	2100: +0.4m	2100: +0.5m	2100: +0.8m
Carbon price	2030: NZ\$138 per tCO ₂ e 2050: NZ\$250 per tCO ₂ e	2030: NZ\$60 per tCO ₂ e 2050: NZ\$250 per tCO ₂ e	2030: NZ\$35 per tCO ₂ e 2050: NZ\$35 per tCO ₂ e
NZ GDP impact	Moderate GDP impacts	High GDP impacts	High GDP impacts
Global population	2030: 8.0 billion 2050: 8.5 billion	2030: 8.3 billion 2050: 9.2 billion	2030: 8.1 billion 2050: 8.6 billion
NZ population	2030: 5.44 million 2040: 5.82 million 2050: 6.13 million	2030: 5.44 million 2040: 5.82 million 2050: 6.13 million	2030: 5.44 million 2040: 6.29 million 2050: 6.93 million

A4 Current Impacts

Within FY26, LPC experienced several physical related impacts associated with weather events. No transition related impacts or physical opportunities were identified.

Between January and April 2026, a series of significant storm events resulted in high sediment infill within the navigational channel and berth pockets, requiring an additional maintenance dredging campaign in May 2026 at a cost of approximately \$5.2 million. In addition, an extreme wind event in October 2025 led to a State of Local Emergency being

declared across Canterbury and resulted in the suspension of LPC's Lyttelton operations for four shifts, with associated disruptions to vessel movements, cargo handling activities and revenue loss of approximately \$530,000.

Physical risks

Our priority climate-related physical risks are those we may experience under any of our climate scenarios and are identified below (Table 2).

Table 2: Climate-related physical risks

● Medium ● High ● Extreme

Climate hazard	Risk	Risk element	Current impact	Anticipated business impact / financial impact	Management response				
Extreme rainfall and flooding	Increased persistence, frequency and magnitude of rain events leading to flood related damage, disruption to and from Port facilities, and increased operations and maintenance costs	Three waters – coal stormwater treatment plant Location Lyttelton Port	- The coal stormwater treatment plant struggles to treat runoff from the 7ha coal yard during heavy wet weather flows, and once inundated, there is a loss of performance - LPC has received non-compliance notices due to untreated discharges during storm events. This discharge has not entered the harbour to date - Emergency pumping was required during the April 2025 state of emergency event	- Untreated or partially treated stormwater is discharged directly to the harbour. Future discharges beyond consented limits can lead to fines, or enforcement action - Damage to coal conveyor and electrical systems, treatment plant pumps and filtration systems leading to increased capital and operational expenditure - Lost productivity from downtime in the coal yard due to stockpiles becoming saturated or slumping, leading to decreased revenue	- LPC is working to improve the efficiency of the coal yard stormwater treatment plant. This includes upgrading infrastructure both within the coal yard i.e. pumping stations and within the treatment plant, to improve capture and treatment capacity - Hydrological modelling has been undertaken to assess current and future capacity under various rainfall scenarios - LPC is working closely with Environment Canterbury to align improvements with regulatory expectations	Scenario	Time horizon		
							2030	2050	2100
						Orderly	●	●	●
						Disorderly	●	●	●
						Hot house	●	●	●
		Container terminal and log yard operations Locations - Lyttelton Port - CityDepot	- Our container terminal and log yards in Lyttelton have experienced localised flooding - CityDepot is located within a flood plain and the stacking yards experience flooding due to a high groundwater table	Increase in the number of interruptions to operations and increased costs to accommodate delays to wider supply chain	- LPC is investing in GIS applications and aerial drone imagery to map port assets, including pavements, stormwater and electrical infrastructure - LPC is prepared to accept certain levels of flooding	Scenario	Time horizon		
							2030	2050	2100
						Orderly	●	●	●
						Disorderly	●	●	●
						Hot house	●	●	●
		Built infrastructure, three waters assets, pavements, electrical network Locations - Lyttelton Port - MidlandPort - CityDepot	Increased rainfall impacting on stormwater systems (causing flooding) and wastewater infrastructure (causing overflows) - requiring capacity upgrades	- Most of the Lyttelton Port’s assets were rebuilt following the 2010/2011 earthquakes. - LPC is investing in GIS applications and aerial drone imagery to map port assets, including pavements, stormwater and electrical infrastructure	Scenario	Time horizon			
						2030	2050	2100	
					Orderly	●	●	●	
					Disorderly	●	●	●	
					Hot house	●	●	●	

● Medium ● High ● Extreme

Climate hazard	Risk	Risk element	Current impact	Anticipated business impact / financial impact	Management response				
Combined extreme weather events	Increase in extreme weather events such as storms and tropical cyclones, combination of wind, infragravity waves, and sea surge	Channel and berth pockets Location • Lyttelton Port	• Increase in the amount of silt in the harbour from Pegasus Bay and surrounding harbour hillside resulting in additional dredging campaigns • An additional 100,000 m3 infilled the channel during the April 2025 state of emergency event	• Access to Lyttelton Port becomes limited, ships are unable to navigate the harbour • Longer and/or more frequent dredging campaigns to maintain a navigable channel and berth pockets for port operations • Increased operational expenditure, loss of revenue	• LPC undertakes regular maintenance dredge campaigns. Dredging depths are currently adequate as identified through bathymetric surveys and regular monitoring of the channel and berth pockets • Planting in high-risk erosion areas on LPC owned land and within the wider harbour catchment to reduce sediment loads	Scenario	Time horizon		
							2030	2050	2100
						Orderly	●	●	●
						Disorderly	●	●	●
						Hot house	●	●	●
Storms and high winds	Higher and stronger windspeeds leading to halted operations and damage to assets	Portfolio – Operations and maintenance Locations • Lyttelton Port • MidlandPort • CityDepot	• Delays to berthing/unberthing ships, stevedoring containers, bulk cargo handling/unloading, mooring vessels and other activities • Delays are generally short-lived	• Increase in the number of interruptions to Port operations • Damage to cargo and additional costs for repairs and repositioning of vessels • Delays to dry goods handling/unloading, sandblasting, and lost revenue	• LPC has invested in advanced weather and maritime monitoring systems for monitoring wind and sea swell with operational thresholds that trigger warnings • LPC implements stacking container configuration in a pyramid structure, suspension of crane and container-carrier movements when winds exceed safe limits	Scenario	Time horizon		
							2030	2050	2100
						Orderly	●	●	●
						Disorderly	●	●	●
						Hot house	●	●	●
Sea level rise and storms	Storm surges and sea level rise , leading to coastal inundation/tidal intrusion, resulting in either permanent or temporary damage to assets, disruption to access to and from Port facilities, and increased operations and maintenance costs	Portfolio - Operations and maintenance Dry dock precinct, transport, and wharves and jetties Locations • Lyttelton Port • CityDepot	• Both Lyttelton Port and CityDepot may be affected by sea level rise • There is an inundation risk from acute storm surge events in the short and medium term	• Strong waves, storms and high tides can cause damage to port structures such as wharves, piers, breakwaters and cranes • The risk of chronic sea level rise inundating Lyttelton's infrastructure is low	• LPC's assets are protected from erosion through sea walls, rip-rap, and hard protection across its coastal border • Engagement and coordination with CCC Coastal Hazards team • Emergency and Crisis Management Plans, resourcing and exercises	Scenario	Time horizon		
							2030	2050	2100
						Orderly	●	●	●
						Disorderly	●	●	●
						Hot house	●	●	●
		Three waters, transport assets, drainage and culvert systems Location • Lyttelton Port	• Inundation risk more acute for drainage and culvert systems	• Anticipated impacts in the short term considered low	• Stormwater drainage infrastructure updated • Ongoing maintenance and monitoring of drainage systems	Scenario	Time horizon		
							2030	2050	2100
						Orderly	●	●	●
						Disorderly	●	●	●
						Hot house	●	●	●

A5 Transition Risks and Opportunities

Transition Risks

Our priority climate-related transition risks are those we may experience under any of our climate scenarios and are identified below (Table 3).

Table 3: Climate-related transition risks

Driver	Risk	Current impact	Anticipated business impact / Financial impact	Management response	Scenario	Time horizon
Market, Reputation 	LPC cannot access funding for decarbonisation of assets due to market access and uncertainty	- The cost of certain zero or low emissions plant and equipment is approximately two or three times the cost of current diesel-powered plant and equipment - Certain low emissions alternatives are either not available or feasible, or are still being developed	LPC is not able to transition and does not meet its GHG reduction targets and commitments within the timeframes required by CCHL and the Climate Leaders Coalition	LPC has strong banking relationships and shareholder support. LPC is continuing work towards having strong longer term financial planning and performance that will support access to the additional funding required	Orderly	Short-term Within 5-10 years
Market, Technology 	Technological changes required to meet energy and emissions reduction performance standards for handling cargo and managing operations may not be available within the timeframes required, and within affordable economic parameters	- Costs to decarbonise may be prohibitive - Technological advancements may not permit decarbonisation within the required timeframes	Port industry continues to be challenged by the decarbonisation commitments and imperatives, and the low or non-carbon alternative energy sources available	LPC will collaborate with Orion and external vessel stakeholders on asset upgrades and potential fleet size to account for alternative refuelling/charging	Orderly	Short-term Within 5-10 years
Market, Financial 	LPC exports and imports carbon intensive sectors such as mining, fossil fuels, and agriculture which will be at risk from the decarbonisation transition	Adverse impacts in the short term are not anticipated to be material	- Repurpose vacant land and port facilities - Change in composition of operations and infrastructure	LPC has built strong relationships with key stakeholders in the supply chain and continues to improve its customer engagement. Strong commercial partnerships provide new supply chain opportunities to support low carbon industries	Orderly / Disorderly	Medium-term Within 10-20 years
Reputation 	Increased public and stakeholder scrutiny towards climate change and port/shipping related emissions	No material impact but our community and regulators are increasing their focus and pressure on the need to decarbonise port operations	Increased difficulty to renew consents and permits. Loss of social licence	LPC will continue to engage closely with the community and stakeholders to understand potential concerns and to respond to these appropriately. LPC will ensure transparent and consistent communication on sustainability matters	Orderly / Disorderly	Medium-term Within 10-20 years
Policy and Legal 	Increased regulations related to emissions, carbon pricing, and environmental standards	No material impact but our community and regulators are increasing their focus and pressure on the need to decarbonise port operations	- Increased difficulty to renew consents and permits - Supply chain disruption or price volatility, including rising costs of carbon intensive materials - Project delays and rising development costs, compliance challenges, legal action, reduced access to capital, or increased cost of capital, and/or fines and penalties	- Monitor and ensure compliance with new and existing regulations - Monitor carbon pricing and plan for potential financial commitments that may arise	Orderly / Disorderly	Medium-term Within 10-20 years

Transition opportunities

Our priority transition opportunities are those we may experience under any of our climate scenarios and are identified below (Table 4).

Table 4: Climate-related transition opportunities

Driver	Risk	Current impact	Anticipated business impact / Financial impact	Management response	Scenario	Time horizon
Market, Reputation 	Opportunity to develop the Port as a hub for the production and distribution of low-emission fuels, and repurpose facilities made available by the transition away from fossil fuels and/or coal	Limited opportunity in short term dependent on technological advancements and new market developments	A modest impact is anticipated in the medium term	Active monitoring of technological and market changes and development. Ongoing collaboration with stakeholders. Maintain close alignment with shareholder	Orderly	Medium-term Within 10-20 years
Technology, Resilience, Reputation 	Opportunity to invest in low carbon fuel options, reduce fossil fuel energy consumption and emissions, and demonstrate commitment to the transition to a low carbon economy	• Transition away from GHG fuelling of mobile plant has commenced • Timeline for substantial transition away from fossil fuels set for next 5 years aligned with LPC's decarbonisation commitments. • While higher capital outlays are inevitable, lower energy cost benefits are anticipated	• Significant reduction in direct GHG emissions anticipated with transition away from carbon fuels for mobile plant. • Other investment in low carbon fuel options likely to be more modest and dependent on technical advances and the market response	Opportunity to demonstrate commitment and contribution to regional efforts to meet emissions reduction and carbon neutrality targets, resulting in improved support for strategic initiatives and strategic growth initiatives (i.e., growth in infrastructure)	Orderly	Short-term Currently observed, or within next 5 years
Market 	Opportunity to support the shipping industry transition and establishment of green corridors	• Limited opportunities anticipated in the short term • Requires take up by shipping companies and port industry in general	With anticipated global pressure for the shipping industry to support and achieve decarbonation objectives, opportunities are likely, but are anticipated to be modest for LPC	Active monitoring of technological and market changes and developments. Ongoing collaboration with shipping companies and industry stakeholders	Orderly / Disorderly	Medium-term Within 10-20 years

A6 Anticipated Financial Impacts

For the FY26 reporting period, LPC has elected to use the relief available under NZ CS 2 Adoption Provision 2 for Anticipated Financial Impacts. Quantitative financial modelling of climate scenario impacts is being progressed with CCHL and will be disclosed in future periods if and when sufficiently developed and appropriate.

A7 Capital Deployment

Initiatives related to GHG emissions reductions and climate risk mitigation / resiliency are funded through a mix of capital and operating expenditures.

Table 5. FY26 capital and operational expenditure

Project	Spend	Category	Description
Electrical systems and infrastructure	\$94,500	Capital	The amount reflects spend on upgrades to network cabling and infrastructure on our Inner Harbour jetties to support on shore power supply to vessels.
Stormwater and drainage	\$1,549,000	Capital	This amount includes spend related to upgrades to infrastructure across our Lyttelton and CityDepot sites to improve capture of stormwater and treatment capacity.
Coal yard water treatment plant	\$492,000	Capital	This amount includes spend related to upgrading pumping stations and improving capture of stormwater and treatment capacity.
Te Awaparahi Bay Terminal Expansion	\$20,770,000	Capital	This amount includes spend towards design and construction of the Te Awaparahi Bay Terminal Expansion.
Maintenance and resilience of wharves and jetties	\$2,000,000	Capital / Operational	This amount includes spend towards increasing the durability and resilience of LPC's wharves and jetties.
Fleet replacement	\$471,000	Capital	Includes spend on new light vehicles and deposit towards electric container handling equipment for our Midland Port.

A8 Greenhouse gas (GHG) emissions

LPC's FY26 GHG Inventory Report is published on our website (www.lpc.com/sustainability) and provides all the information required to support alignment with NZ CS 1-3 including methodologies, exclusions, trends and restatements. Our emissions are prepared in accordance with and guidance from the *GHG Protocol Corporate Accounting and Reporting Standard*, the *GHG Protocol: Scope 2 Guidance*, the *GHG Protocol: Corporate Value Chain (Scope 3) Accounting and Reporting Standard* and the *Scope 3 GHG Emissions Preliminary Guidance for New Zealand Ports* (Tonkin & Taylor, 2025). While the port industry has not yet formally adopted a standard set of industry-based metrics to measure and manage climate-related risks and opportunities, LPC's GHG emissions intensity analysis is focused on measuring and monitoring the direct emissions (Scope 1) per TEU (Twenty Foot Equivalent Unit Container) from the Lyttelton Container Terminal (LCT) and direct emissions per thousand dollars of revenue (not adjusted for inflation) as benchmarks.

Within FY26, LPC's total gross emissions were 48,063tCO₂e and total net emissions were 47,047tCO₂e (Table 6 on following page).



Table 6: FY25 GHG emissions inventory summary – tCO₂e.

Scope	FY18 (base year)	FY24	FY25	FY26	% change since base year
Scope 1 Direct emissions (diesel, petrol)	8,991	8,762	8,069	8,313	-7.5%
Scope 2 (location-based) Indirect emissions from imported energy	1,162	1,362	1,297	1,016	-12.6%
Scope 2 (market-based) Indirect emissions from imported energy, including RECs	1,162	0	0	0	-
Sub-total: Scope 1 and 2 (location based)	10,153	10,124	9,366	9,329	-8.1%
Sub-total: Scope 1 and 2 (market based)	10,153	8,762	8,069	8,313	-18.1%
Scope 3 Indirect emissions from business travel, waste generated, T&D losses, upstream transportation paid by LPC.	658	1116	1126	826	25%
Sub-total: Scope 1, 2 and 3 (location-based, excluding additional scope 3)	10,812	10,992	10,248	10,155	-6.1%
Sub-total: Scope 1, 2 and 3 (market-based, excluding additional scope 3)	10,812	9,605	8,907	9,139	-15.5%
Scope 3 (additional)					
Purchased goods & services, capital goods, upstream leased assets, ship's emissions, employee commuting, downstream leased assets	0	33,994	40,533	37,908	-
Total gross emissions: Scope 1, 2, and 3 (location-based)	10,812	45,785	49,861	48,063	-
Direct removals	0	0	0	0	-
Indirect emissions negated due to purchase of NZ Certified Renewable Energy Certificates (NZRECs)	0	1,386	1,341	1,016	-
Total net emissions: Scope 1, 2, and 36 (market-based)	10,812	44,399	48,520	47,047	-
Direct emissions tCO ₂ e/ TEU	0.0113	0.0096	0.0092	0.0093	-17.7%
Direct emissions tCO ₂ e/ Total Revenue in \$000s	0.0736	0.0445	0.0391	0.0368	-50%

LPC has committed to a SBTi near-term science aligned emissions reduction target to reduce absolute Scope 1 and Scope 2 GHG emissions by 50% and selected Scope 3 emissions by 30% by FY30 from a FY18 baseline. LPCs' near-term target uses the Absolute Contraction Method, which aims for an absolute reduction in total emissions. This method supports the scientific consensus necessary to limit global warming to 1.5°C under the Paris Agreement.

Table 7: Near-term and long-term targets

Targets		Performance tCO ₂ e				Commitment
		FY18	FY24	FY25	FY26	
Near-term (2030) Reduce absolute Scope 1 and 2 GHG operational emissions by 50% from FY18 baseline	Scope 1	8,991	8,762	8,069	8,313	Focus on management and mitigation of Scope 1 and 2 emissions (e.g. replacement of high-emissions intensive assets)
	Scope 2	1,162	0	0	0	
	Scope 1 and 2 (market-based)	10,153	8,762 decrease of 13.7% on FY18	8,069 decrease of 20.5% on FY18	8,313 decrease of 18.1% on FY18	
	Scope 3	658	1,116 increase of 69.6% on FY18	1,126 increase of 71.1% on FY18	826 increase of 25.5 % on FY18	
Long-term (2050) Reduce absolute Scope 1, 2 and 3 GHG emissions by 90%	Scope 1	8,991	8,762	8,069	8,313	We are developing Stakeholder Partnership Plans to address supply chain emissions and will work with our suppliers so that we can improve accuracy in our measurements. We have commenced a project to provide on shore power to vessels to reduce ship emissions when at berth in our inner harbour.
	Scope 2	1,162	0	0	0	
	Scope 3	658	843	838	826	
	Scope 1, 2 and 3	10,812	9,878 decrease of 8.6% on FY18	9,195 decrease of 14.9% on FY18	9,139 decrease of 15.5% on FY18	

¹ Excluding ship emissions, employee commuting, upstream leased assets, purchased goods and services, capital goods and WTT

Table 8: Other climate-related metrics

Metrics	Unit	Detail	FY25	FY26
Import and export commodities exposed to transition	Amount of import and export commodities by containers, bulk, and revenue (#, \$ or %)	LPC are considering the impact of the economy-wide transition to the import and export commodities within its strategy	Commodities from higher emissions intensive industries: • 18.1% of container import commodities • 32.1% of container export commodities • 83.3% of bulk cargo commodities	No change from FY25
Port volume moved through MidlandPort, instead of via road	Amount of the Port's volume that moves through MidlandPort (%)	LPC are focused on modal shift – moving more freight by rail instead of road. MidlandPort is an inland hub where freight is consolidated and transferred by rail between Lyttelton and Rolleston.	Around 20% of the Port's volume moved through MidlandPort with capacity for up to 40%	Around 22% of the Port's volume moved through MidlandPort with capacity for up to 40%
Closures of Lyttelton Port, MidlandPort, and/or CityDepot due to extreme weather	Days that the port / depot cannot operate due to extreme weather (#)	LPC may experience closures of its operations due to extreme weather events but are working to ensure the resilience of assets	No full-day closures identified within FY25	1 partial day (2 shifts) closure of Lyttelton Port in FY26 due to high winds
Closures of Lyttelton Port due to coastal inundation	Days that the port cannot operate due to coastal inundation (#)	LPC may experience closures of its operations due to coastal inundation but are working to ensure the resilience of assets	No full-day closures identified	No full-day closures identified

A9 Internal emissions pricing and climate remuneration

LPC has chosen not to set a direct internal pricing scheme for carbon. However, LPC will continue to review this decision annually and will move to implement an internal carbon price if deemed necessary. LPC does not currently include key performance indicators for staff and executive leadership team members for addressing climate-related impacts.

A10 Assurance of GHG Emissions

LPC's FY26 emissions have been subject to an independent assurance engagement conducted by McHugh & Shaw. Their independent assurance statement can be found on LPC's website (www.lpc.com/sustainability)



A11

NZ CS 1 Content Index

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NZ CS 1 / CS 3 Requirement	Paragraph	Annual Report Section	Annual Report Page	Appendix Section
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