



Auckland Airport Economic Impact Analysis

October 2024



EY

Building a better
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Scope of the Auckland Economic Impact Analysis

Ernst & Young (“EY”) was engaged on the instructions of Auckland International Airport Limited (“Client”) to provide a report detailing the economic and social impact Auckland Airport directly and indirectly contributes to the New Zealand economy both now and following the completion of on-going infrastructure (“Project”), in accordance with the engagement agreement dated 26 June 2024.

The results of EY’s work, including the assumptions and qualifications made in preparing the report, are set out in EY’s report dated 08 October 2024 (“Report”). The Report should be read in its entirety including this notice, the applicable scope of the work and any limitations. A reference to the Report includes any part of the Report.

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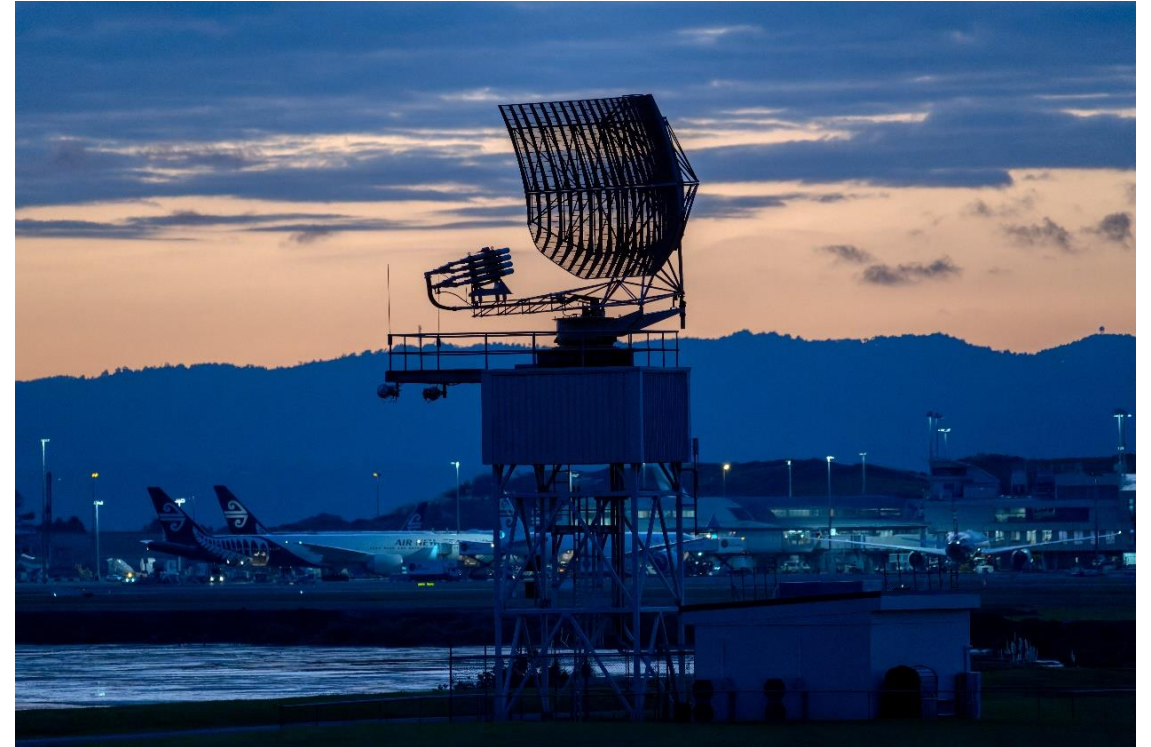


Image provided by Auckland Airport

1

Executive summary



New Zealand's gateway airport, connecting New Zealand... supporting 24,700 jobs, \$35.1 billion in economic output^{1,2} per annum and acting as New Zealand's 3rd largest goods port by value³



Including at least
\$3.5 billion
In economic output that is shared
across the country²

1: Economic output refers to total output generated from expenditure. It does not consider the capacity constraints of the economy, economic impacts generated by intermediary goods used to produce final goods and services, or spending on imported goods. This number also excluded net export effects.

2: Data sourced from Auckland Airport and StatsNZ data

3: EY analysis of data sourced from StatsNZ

...with current investment unlocking capacity

Supporting 26.3 million passenger movements, \$54.9 billion in economic output and \$41.1 billion worth of goods trade by 2032⁴

Planned redevelopment is expected to enable increased flights and passenger travel via Auckland Airport, increasing the benefit to New Zealand. Construction itself is expected to support over 10,000 jobs annually at the height of construction, with developments supporting the wider airport precinct.⁴

Post-construction, it is forecasted that an estimated 26.3 million passengers arrive and depart the Airport annually, supporting \$54.9 billion in economic output and \$41.1 billion worth of goods trade.⁴

We have forecasted economic impacts out to 2032, however, we understand that there is an intention to undertake further analysis in 2025, when Auckland Airport begins consultation on their master plan. The master plan is intended to provide a long-term view of the Airport's investment plan, to further support growth in passenger numbers which is likely to result in the economic benefits following their current trajectory.⁴

\$43.9 billion

economic output supported by international travel⁴

\$9.5 billion

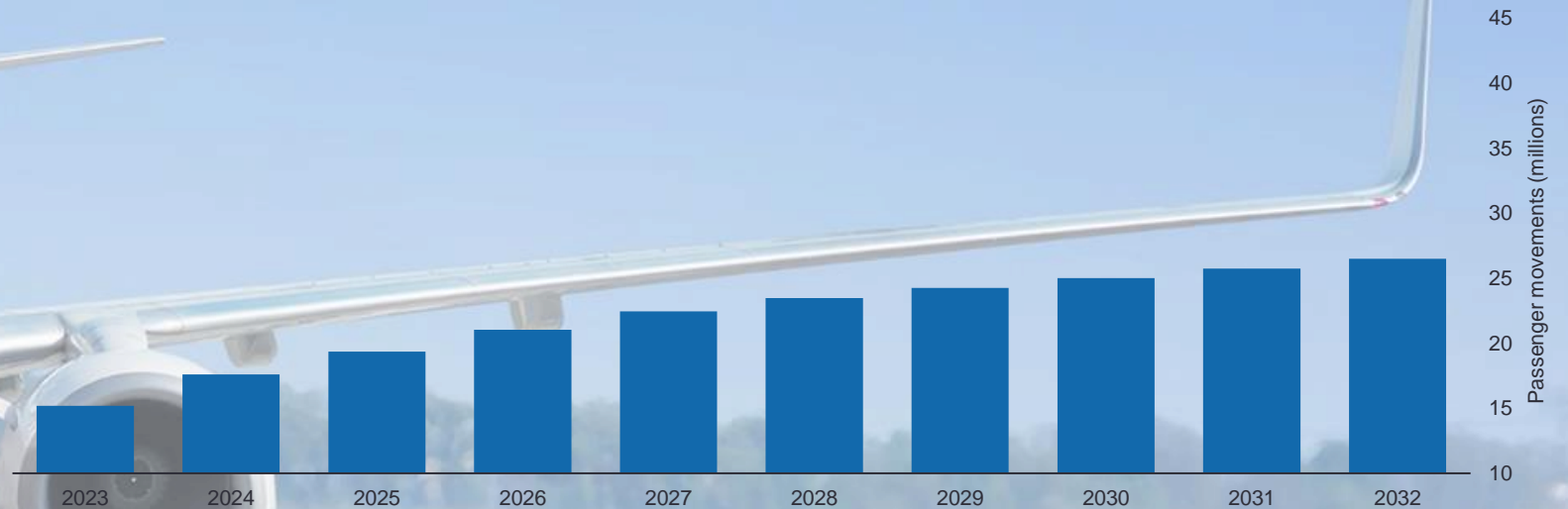
economic output supported by domestic tourism⁴

\$1.5 billion

economic output supported by employment at the airport precinct⁴

\$41.1 billion

worth of goods imported and exported via Auckland Airport⁴



⁴: EY analysis of data sourced from Auckland Airport and StatsNZ data

2

About Auckland Airport



Auckland Airport is a dynamic 24/7 engine for the New Zealand economy

Over 17.8 million passengers, 158,000 aircraft movements and 24,700 jobs⁵ enable \$35.1 billion of economic output per annum for New Zealand⁶

Aviation connectivity is crucial to New Zealand's prosperity and wellbeing. As owner and operator of one of the nation's most strategic infrastructure sites, Auckland Airport has a key responsibility for supporting people and trade connections. Spanning 1,500 hectares, Auckland Airport is the gateway for 17.8 million travellers and \$26.6 billion in international trade.⁶ For international travellers, Auckland Airport is New Zealand's primary border, hosting key agencies for customs, security and biosecurity.

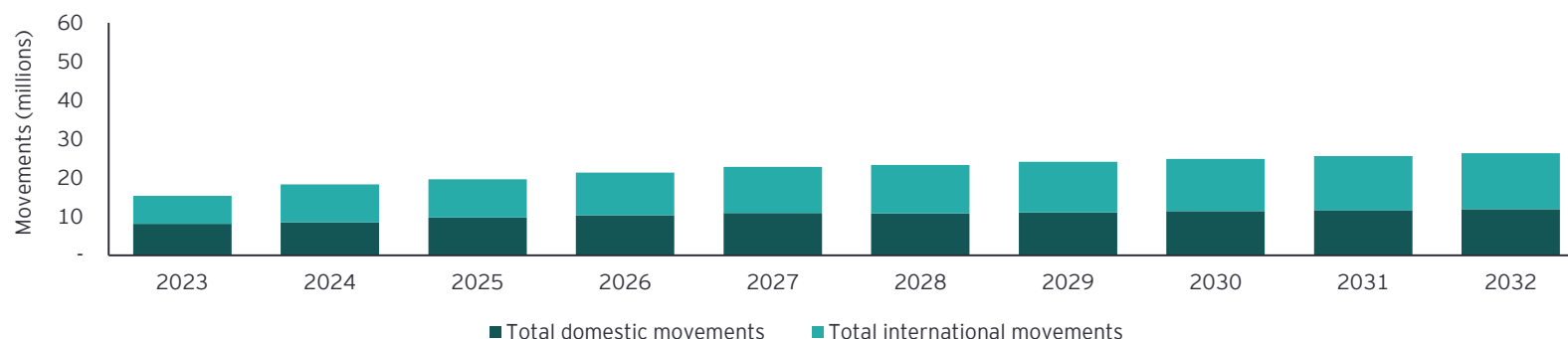
Auckland Airport is the hub for the national carrier Air New Zealand, and host to 26 other international airlines flying to 42 international destinations in Australia, the Pacific Islands, North and South America, China, and Asia.⁵ Nationally, airlines connect with 23 domestic destinations from Auckland.⁵ Each day of the year, an average of 50,000 people connect through Auckland Airport.⁵

To serve New Zealand for the next decade by facilitating projected volumes of passenger and trade traffic, Auckland Airport is undergoing one of New Zealand's largest private development projects. Currently over 400,000sqm of aeronautical-focused infrastructure is in development across major airfield, transport and integrated terminal projects.⁵ These developments are creating resilience, expanded airfield capacity, faster processing for travellers and their baggage, and a greater experience that meets benchmark international standards.⁵



Image provided by Auckland Airport

Total passenger movements⁵
Enabled by an expanded and improved airport



5: Data sourced from Auckland Airport

6: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

Connecting New Zealand to the rest of the world

with 42 direct international connections facilitating 9.3 million international travellers annually⁷



Directly connecting NZ with:⁸



⁷: Data sourced from Auckland Airport

⁸: Flights from Auckland (AKL) (flightconnections.com)



3

Economic contribution

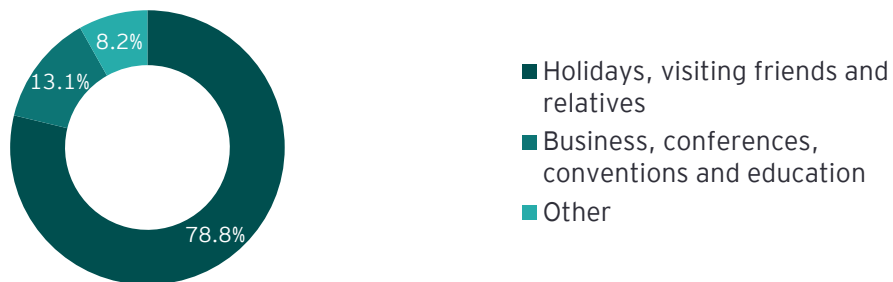
Driving tourism, freight and job creation

Auckland Airport is a central hub for New Zealand's tourism industry with 9.3 million international travellers arriving and departing Auckland Airport in FY24⁹

Welcoming international travellers to New Zealand and sending New Zealanders on their journeys around the country and the world is the key function of Auckland Airport.

Auckland Airport plays an important tourism sector role, ensuring there is sufficient capacity and connectivity to allow tourism, travel and trade in the New Zealand regions to continue to grow. In FY24, 53% of international passenger movements in and out of Auckland Airport were global citizens, and 47% were New Zealanders travelling to the Oceania region and the northern hemisphere.¹⁰

International travellers come to New Zealand for many reasons, with StatsNZ data as of March 2023 showing:¹¹



The spend generated by overseas visitors arriving at Auckland Airport is equal to 20.9% of New Zealand's total tourism expenditure (international and domestic).¹² This equates to 8.3% of New Zealand's total exports, contributing more to the New Zealand economy than the wood and wood product export trade, New Zealand's fourth largest export.¹¹

9: Pricing Setting Disclosures, Auckland Airport

10: Data sourced from Auckland Airport

11: EY analysis of data sourced from StatsNZ

12: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

\$26.9b

supported New Zealand economic output through international arrivals¹²

\$1.4m

supported economic output per international landing¹²

100.7k

direct employment supported¹²



Image provided by Auckland Airport

Auckland Airport generates social connectivity and prosperity spanning New Zealand

Supporting \$6.8b in domestic tourism expenditure and distributing \$3.5b of economic output generated from international travel annually¹³

Domestic passenger movements facilitated by Auckland Airport allow for improved social connectedness, business interaction and increased domestic tourism.

Domestic tourism expenditure makes up the majority of New Zealand's total tourism expenditure, valued at \$26.9 billion in the year ending March 2023.¹³ As New Zealand's largest airport, and the main commercial airport for New Zealand's most populated city, Auckland Airport is a significant facilitator of domestic tourism expenditure.

8.5 million
annual domestic passenger movements¹⁴

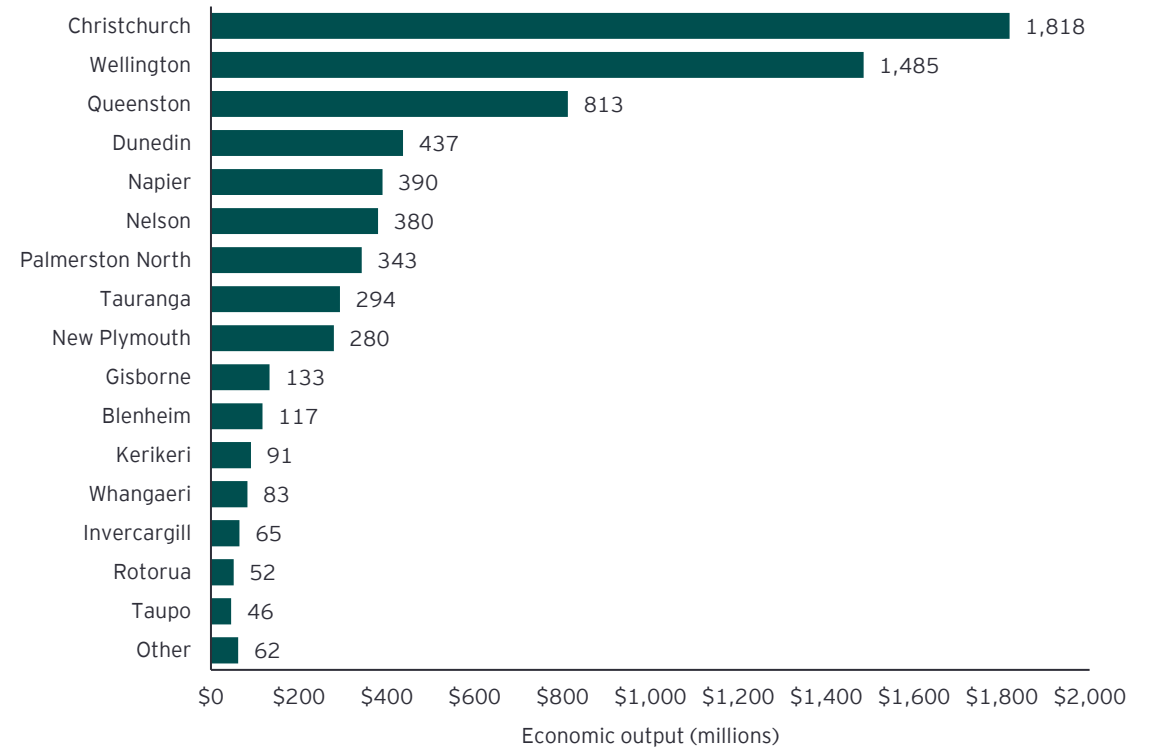
\$6.8 billion
in economic output generated from domestic tourism annually¹³

59,000
of domestic tourism FTE supported¹³

\$3.5 billion
in international travel economic output distributed to New Zealand regions annually^{13,15}

Auckland Airport plays an important role in distributing the economic output generated from international travellers to regions of New Zealand.

Economic output realised in other New Zealand regions^{13,15}
Transferring wealth beyond Auckland through both domestic and international movements



13: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

14: Data sourced from Auckland Airport

15: The impact on the regions of international travellers arriving via Auckland Airport can be estimated based on the connecting flights following arrival at Auckland Airport. This is unlikely to capture the full regional impact as many visitors use other modes of transport to travel New Zealand, beyond the scope of this report.

Auckland Airport is a gateway to international markets

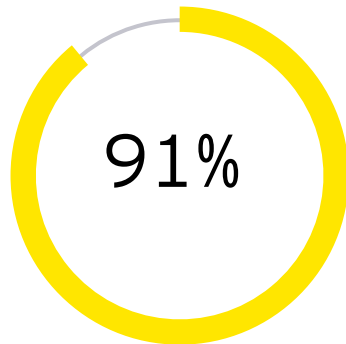
with \$26.6 billion in freight by value, accounting for almost 17% of New Zealand's total trade¹⁶

Auckland Airport, as New Zealand's largest airfreight port, plays a key role in the transportation of high value, time sensitive goods from across New Zealand, enabling the success of key export industries.

An important proportion of New Zealand's trade flows through Auckland Airport. By value, Auckland Airport is the second busiest import channel after the Port of Auckland, and the second most valuable export channel in the nation after the Port of Tauranga, with a combined value of \$26.6 billion of freight transported.¹⁷

Total imports and exports into and out of New Zealand were valued at \$151.9 billion in 2024.¹⁷ During the year of 2024, approximately 17% of this value was moved through Auckland Airport.¹⁶ Around 75% of air freight is moved in the belly hold of passenger planes.¹⁸

Going forward, Auckland Airport will play an important role in New Zealand's ability to double the value of national exports over the next 10 years, a key pre-election goal for the current New Zealand government.¹⁹



of New Zealand's airfreight by value transported through Auckland Airport¹⁶

In 2024, Auckland Airport as a port enabled:

Imports totalling a value of \$17.4 billion, equal to almost 56% of the value of imports coming into the Port of Auckland, New Zealand's largest import port;¹⁶ and

Exports valued at \$9.2 billion, about a third of the value of exports transported out of the Port of Tauranga, New Zealand's largest export port.¹⁶



16: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

17: EY analysis of data sourced from StatsNZ

18: Data sourced from Auckland Airport

19: National sets bold target for export growth | New Zealand National Party

Case study: Freight in focus

Receiving the highest quantity of international flights into New Zealand, the Airport plays a critical role in the nation's freight logistics network.

In 2024 alone, over \$26.6 billion worth of imports and exports were transported via Auckland Airport.²⁰

Auckland Airport and the Port of Auckland collectively handled 41.1% of New Zealand's total imports and exports by value.²¹ The Port of Auckland alone transported over \$35.9 billion worth of freight in 2024.²¹

The area bounded by the North Island Main Trunk Line in the East and Auckland Airport in the West represents an important sector for Auckland and New Zealand's economic health. Many freight forwarders locate themselves in this area to take advantage of its connection to the Auckland freight network. This is reflected in 27.9% of Auckland's total employment in the Transport Postal and Warehousing sector being based in the wider Auckland Airport precinct.²²

Improved freight capabilities are key to Auckland Airport realising future economic growth. Alongside other key freight stakeholders, Auckland Airport helped to collaboratively develop the Auckland Freight Plan and is tasked with overseeing its implementation of more efficient delivery and processing of imports and exports.¹⁴ This forward-focused view seeks to respond to increased demand for the delivery of goods and services to customers.

20: EY analysis of data sourced from Auckland Airport and StatsNZ

21: EY analysis of data sourced from Stats NZ

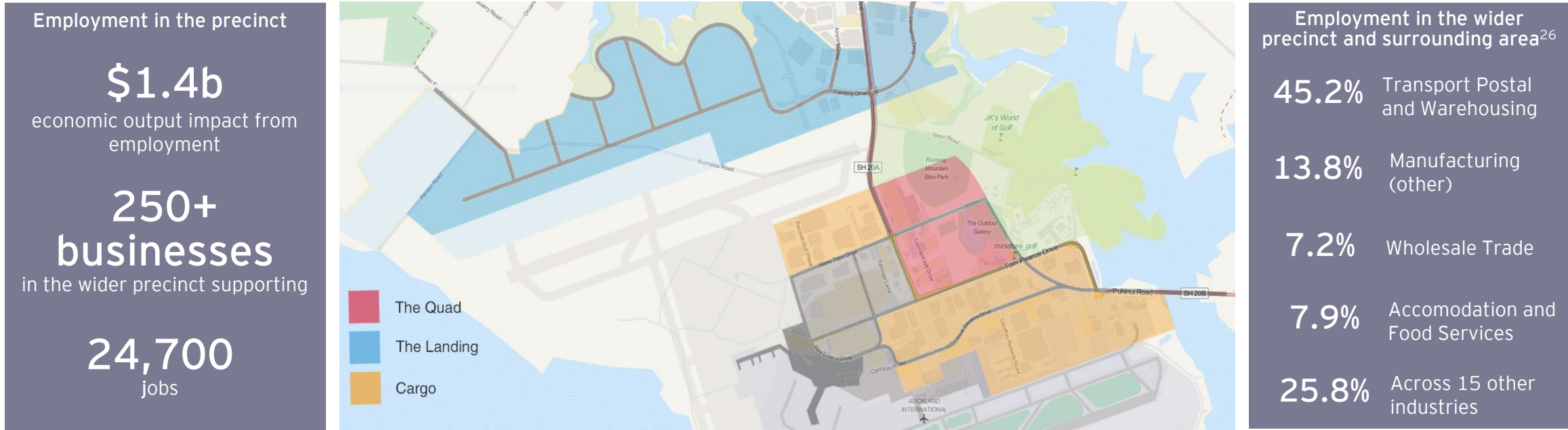
22: [Auckland Freight Plan](#)



For Aucklanders, Auckland Airport stimulates travel, trade and jobs with over 250 businesses in the precinct, supporting around 25,000 jobs²²

The Auckland Airport aviation precinct supports the employment of around 25,000 jobs. The Airport itself directly employs 746 people,²³ generating \$73 million in economic output.²³ An additional 24,700 people are employed in over 250 businesses in 19 different industries within the Airport precinct,²³ generating \$1.4 billion in economic output from employment.²⁴

The wider precinct features a business park, commercial office buildings, transport and logistics warehouses, three hotels and leisure and recreation facilities.



For Auckland, with a third of New Zealand's population and generating over half of the nation's GDP²⁵, Auckland Airport is a significant asset contributing to the economic and social life of the city as a facilitator of travel, trade and employment.

Aucklanders travelling through the Airport represent 45% of all New Zealanders travelling internationally through the airport.¹⁸ Australia was the top destination by a clear margin, followed by Fiji and the United States.²⁶

23: Annual Report FY24 | Auckland Airport. This number does not include other service providers to the airport and their tenants, such as (but not limited to), fuel companies, customs staff, and aviation security, as well as airline staff, food and beverage suppliers and retailers.

24: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

25: Data sourced from StatsNZ

26: Data sourced from Auckland Airport

Case study: A thriving Auckland Airport precinct

Over the past decade, the Auckland Airport precinct has experienced rapid growth as a business and distribution hub with immediate access to aeronautical infrastructure. It is no surprise that the proximity of the precinct and one of New Zealand's most prominent ports has proven to be a popular choice for international names such as IKEA, DHL and the Reece group.

The Landing, catering to logistics, technology and light industrial sectors, including the world's largest third-party logistics companies, are located in 100 hectares of planned development in the Auckland Airport precinct. In the 2024 financial year, new facilities for Kerry Logistics and Healthcare Logistics were completed, with two new facilities set to be completed over the current financial year. The Airport has also been appointed to develop and has already commenced construction on standalone facilities for IKEA, DHL, and Reece Group.²⁷

The Quad Campus continues to provide space for professional office users, customer centres, training organisations and call centres located at the major travel and freight hub. In September 2024, the opening of premium shopping outlet, Mānawa Bay, saw the addition of 100 stores and food outlets to the precinct, expected to generate up to 750 jobs.²⁷

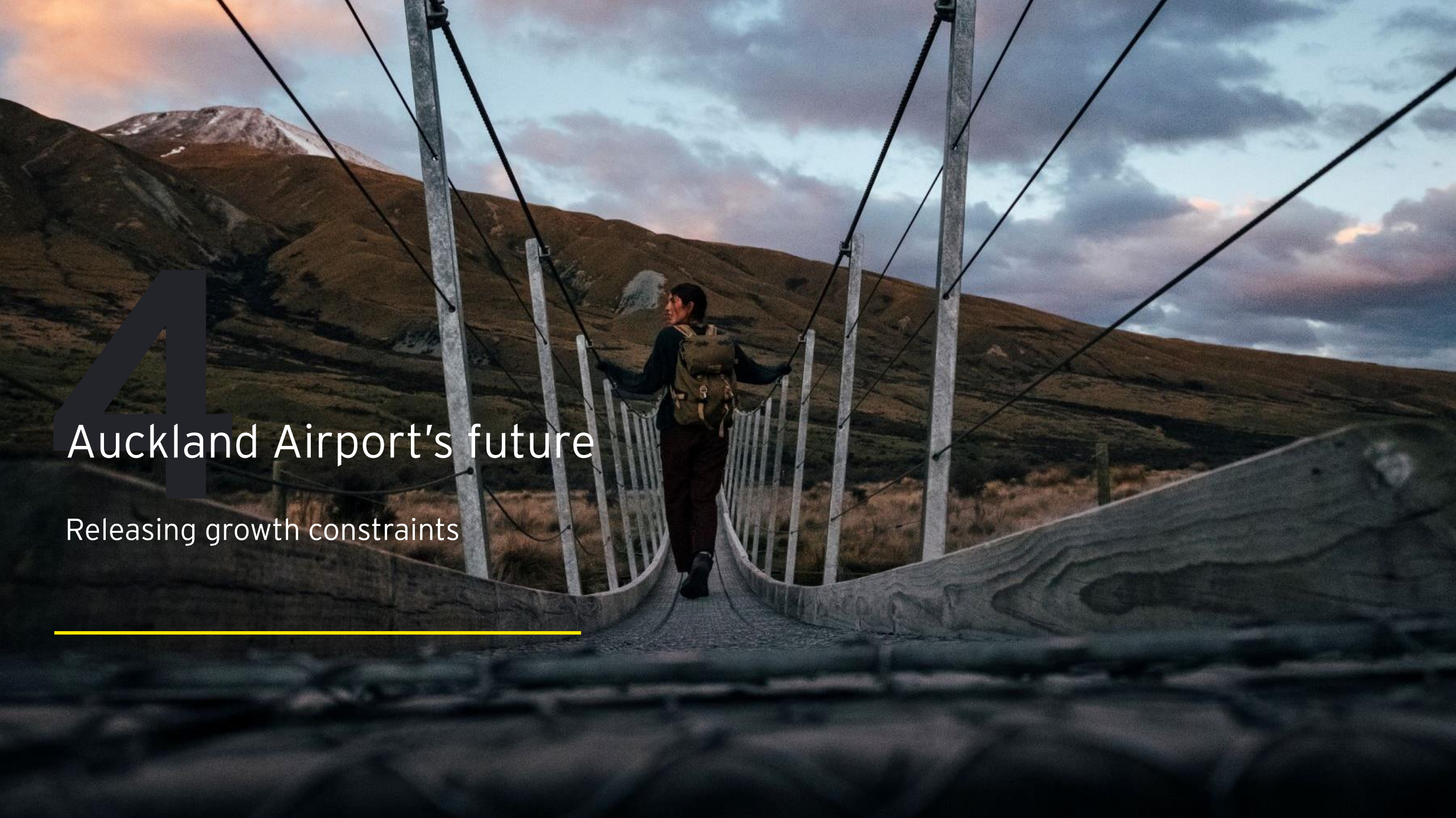
Accommodation in the precinct has also recently grown, with Te Arikiniui Pullman Auckland Airport Hotel opening in joint venture with Tainui Group Holdings (TGH) at the close of 2023.²⁸

Investment in a diverse and thriving precinct is a critical component of realising the economic growth potential for Auckland Airport's contribution to the New Zealand economy.

²⁷: [About | Mānawa Bay](#)

²⁸: [Opening of Pullman Auckland Airport | Tainui Group Holdings \(tgh.co.nz\)](#)





4

Auckland Airport's future

Releasing growth constraints

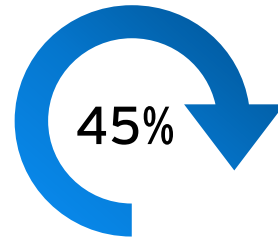
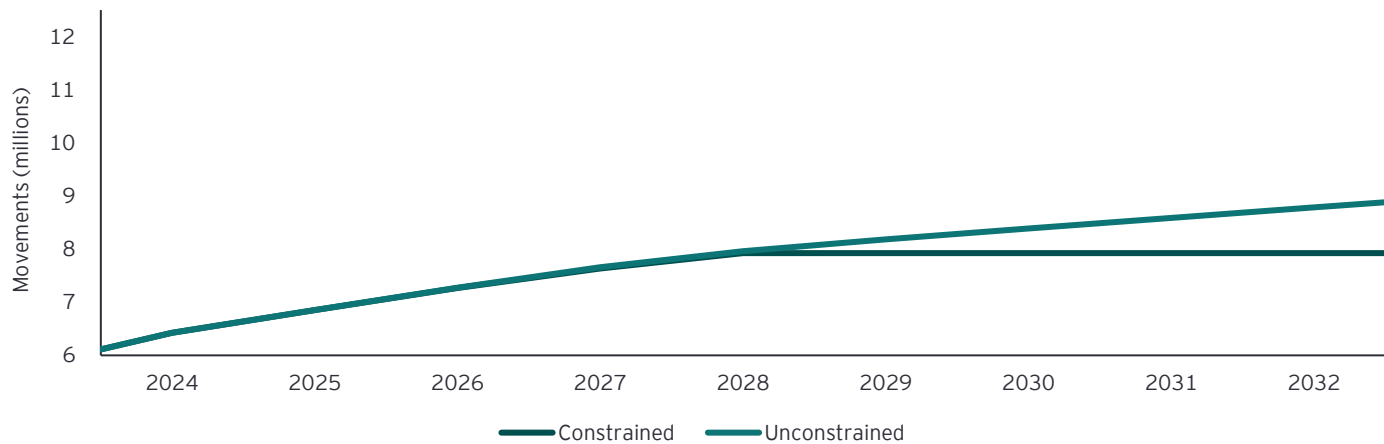
Auckland Airport's domestic jet passenger movements are forecast to surge over the next decade

Investment is expected to result in 2.3 million more domestic jet passenger movements in 2032, and \$1.9 billion in economic output through these movements²⁹

Auckland Airport is a key hub in New Zealand for economic activity. Increase in forecast demand means that the Airport is well positioned to grow significantly over the next decade, with Auckland Airport expected to increase domestic jet passenger movements by 45%.²⁹ However, this growth is not guaranteed, with current infrastructure limiting the Airport's ability to service all potential customers.

The current domestic terminal puts a cap on the amount of domestic jet passenger movements that can be made in a year of around 8 million.³⁰ Investment could overcome that cap, with forecasts suggesting that an additional of 2.3 million domestic jet passenger movements would be realised in 2032,³⁰ allowing more regions to be connected with jet services.

Forecast domestic jet passenger movements³⁰
Constrained by current infrastructure



Investment in Auckland Airport over the next decade is expected to help enable passenger movements to increase by 45%²⁹



Image provided by Auckland Airport

²⁹: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

³⁰: EY analysis of data sourced from Auckland Airport

Auckland Airport's capital investment is expected to enable increased capacity both in Auckland and the regions through the provision of improved terminal, airfield, cargo and transport infrastructure

As Auckland Airport reaches capacity over the next decade, it is positioning itself to drive growth through a targeted investment plan, expected by Auckland Airport to improve capacity in critical areas,³¹ including:

Terminal Integration

The Auckland Airport infrastructure development programme is underway with its biggest investment in redevelopment since the Airport opened in 1966. It plans to deliver a brand-new domestic jet terminal that will be fully integrated into the international terminal, making the Airport fit for the future, and unlocking growth options at regional airports who wish to accommodate jet aircraft, while providing a much-improved experience for travellers.³²

Remote Aircraft Stands

Seven remote stands are currently under construction for aircraft that layover for several hours before departing again. Five of these stands have in-ground jet-fuel reticulation and other services.³²

Transport Hub

The new Transport Hub development, to create a more efficient and welcoming arrival and departure point for international travellers, and in the future, customers of the new integrated domestic terminal.³³

Air Cargo Connections

This investment creates efficiencies to help realise potential freight capacity. Investment is targeted towards easy connection for air cargo on and off the airfield through an updated roading network. This aspect of the roading plan is due for completion by the end of 2024.³⁴



Image provided by Auckland Airport

31: The four critical areas of the targeted investment plan have been extracted from the Auckland Airport website and represent Auckland Airport's vision for investment. EY does not provide any views on whether the expected outcome(s) are realistic or achievable.

32: [Building the gateway New Zealand needs | Auckland Airport](#)

33: [Annual Report FY23 | Auckland Airport](#)

34: [Better journeys ahead: Auckland Airport Transport Hub opens at international terminal | Auckland Airport](#)

Travellers are highly supportive of Auckland Airport's investment

which will generate \$20 billion in economic output through construction over 10 years, supporting over 10,000 jobs³⁵

A recent study³⁶ surveying more than 600 travellers across New Zealand at the Auckland Airport domestic terminal found strong support for Auckland Airport investing in necessary improvements for its infrastructure, showing:

76%

of travellers want development at Auckland Airport

81%

of travellers want airport investment that future-proofs against weather events

90%

of travellers supported building more airline capacity to keep fares in check

Increased aircraft capacity could increase competition in the airline market. As more competition in markets often leads to improved consumer pricing, investment in upgraded infrastructure could improve airline market efficiency. These statements are corroborated by research regarding airline competition from the Australian Competition and Consumer Commission complemented by analysis from the Ministry of Foreign Affairs and Trade, which suggested that additional capacity may induce a fairer playing field.^{37,38}



35: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

Image provided by Auckland Airport

36: Strong backing from travellers for Auckland Airport to upgrade, with 20 per cent of integrated terminal now complete, AX24: The Age of Airport Experience

37: Inquiry into price gouging and unfair practices | Australian Council of Trade Unions

38: New Zealand Participation at Expo 2020 Dubai Indicative Business Case | EY

Auckland Airport's proposed investments are expected to provide opportunities for future growth, but also provide economic stimulus during the current period of low economic growth in New Zealand.

\$20b

of economic output from construction added over 10 years³⁵

10,000

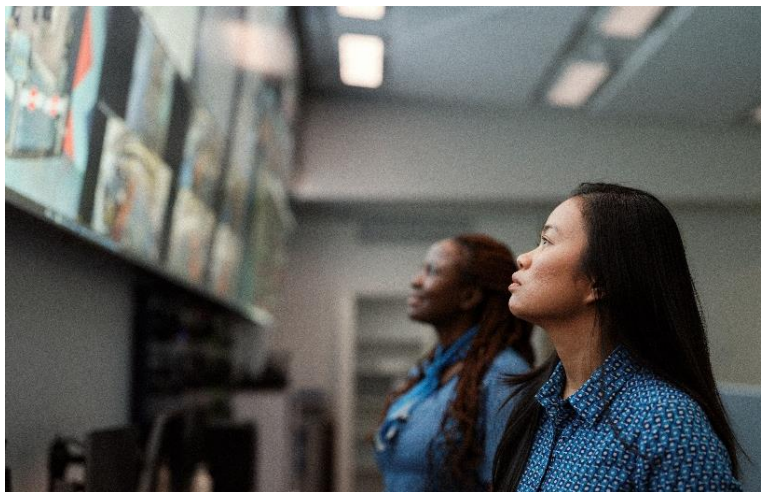
jobs supported at the peak of construction³⁵

Investment is likely to release capacity constraints

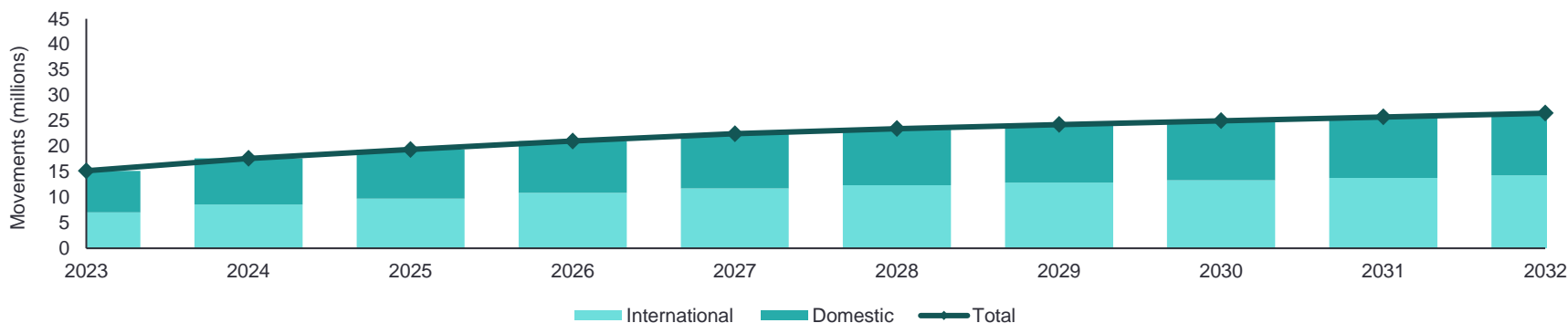
allowing 26.3 million annual estimated passenger movements by 2032 and \$43.9 billion of economic output from international travel³⁹

Releasing capacity constraints through investment in the domestic jet terminal is likely to allow for increased passenger movements both domestically and internationally. Domestic movements are forecast to increase from 8.5 million to 11.9 million per year, with international movements increasing from 9.3 million to 14.4 million per year.³⁹ Increased capacity is critical to meet this forecasted increased demand.

Efficiency gains from the terminal upgrade is expected to allow for 8 million more passenger movements over the next decade, when compared to a constrained scenario, which would occur as a result of no investment.⁴⁰



Forecast passenger movements⁴⁰
Increasing by 45% over the next 10 years



By 2032, releasing capacity constraints at Auckland Airport is expected to support:

\$43.9b

in estimated economic output from international travel³⁹

\$3.6b

of which is Business and Education related³⁹

~20,000 FTE

more across multiple industries³⁹

³⁹: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

⁴⁰: EY analysis of data sourced from Auckland Airport

Increased domestic capacity is expected to generate growth in New Zealand's regions⁴¹

with a projected \$9.5 billion in domestic tourism expenditure and the distribution of \$5.7 billion in economic output for New Zealand regions by 2032⁴¹

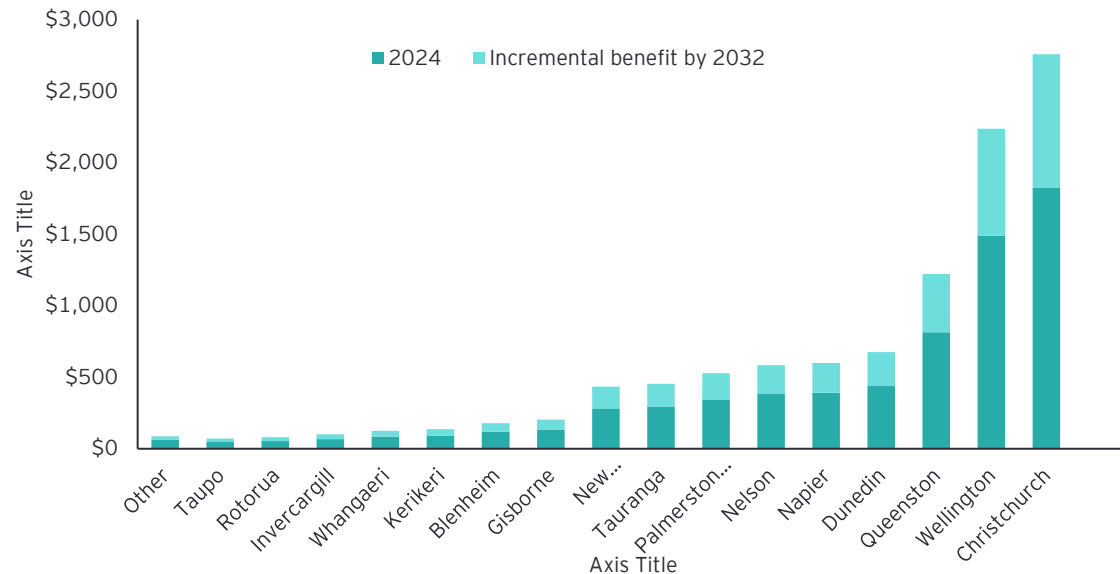
Auckland Airport is a conduit to economic activity in regions outside of Auckland in terms of business, tourism and trade, with direct connections to 23 New Zealand cities and towns, and over 400 aircraft movements everyday.⁴²

The Auckland-Wellington-Christchurch trunk route is a key route of New Zealand business and enterprise.

Economic output from international travel directed to the regions of New Zealand is estimated to grow from \$3.5 billion to \$5.7 billion per annum by 2032, while total domestic tourism output supported is expected to grow from \$6.8 billion to \$9.5 billion over the same period.⁴¹

Economic output realised from domestic and international travel, by region⁴¹

Spreading potential economic benefits to New Zealand regions



11.9m

estimated domestic passenger movements annually⁴¹

\$9.5b

estimated economic output supported via domestic tourism⁴¹

\$5.7b

estimated economic output supported by international travel realised in the regions⁴¹



41: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

42: Data sourced from Auckland Airport

Case Study: Auckland Airport leading the export of fresh seafood⁴³

Despite the majority of seafood being brought ashore in the South Island, Auckland Airport remains the leading export port of fresh seafood, exporting to over 20 countries worldwide.

Auckland Airport facilitates the export of high value and time critical goods, such as fresh seafood. According to StatsNZ, in the 2024 financial year, Auckland Airport facilitated the export of \$267 million worth of live fish and crustaceans. This equalled 54% of the total export value of live fish and crustaceans leaving New Zealand.

The live export of New Zealand crayfish to Asia is one of these seafood export industries. New Zealand Red and Fiordland Lobster Company are two companies in this sector, both with holding facilities located near Auckland Airport for export purposes.

Also located at Auckland Airport is The Foodbowl, a food and beverage innovation hub which supports exporters through the product development lifecycle. The FoodBowl worked with New Zealand King Salmon to expand their product offering, growing export values.

Growth in high value export sectors, combined with increased capacity at Auckland Airport means that freight movements to and from Auckland Airport are primed to increase. Seafood distribution has demonstrated Auckland Airport's reliability across a range of international routes, proving the Airport as a necessity for New Zealand's export market.



More aircraft movements will allow for increased trade capacity

as total imports and exports of goods into and out of Auckland Airport are forecast to reach \$41.1 billion by 2032⁴⁴

Passenger aircraft carry 74% of international airfreight, with the remainder transported by dedicated freighters.⁴⁵ By 2032, the quantity of dedicated freight aircraft arriving and departing Auckland Airport is expected to increase to 4,100, from 3,600 flights in the 2023 financial year.⁴⁴ Expected increases in commercial aircraft and passenger numbers will enable greater freight movement capabilities and trade opportunities.



Increased capacity is forecast to result in the following by 2032:

\$26.9b

worth of goods imported⁴⁴

\$14.2b

worth of goods exported⁴⁴

Forecast value of freight movements⁴⁴

Increasing Auckland Airports importance in New Zealand's trade network



With New Zealand's trade balance being a key topic for the current sitting Government, Auckland Airport's infrastructure investment is expected to support the National Government's aim of doubling export levels over the next decade⁴⁶, with total export values being estimated to increase by 54% over the next decade as a result of said investment.

⁴⁴: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

⁴⁵: Data sourced from Auckland Airport

⁴⁶: National sets bold target for export growth | New Zealand National Party

Auckland Airport's contribution to New Zealand's future economic growth

Economic output is expected to increase to \$54.9 billion by 2032, supporting \$41.1 billion in freight movements⁴⁷

Export growth is dependent on freight capacity. With large growth expected in aircraft movements at Auckland Airport, enabled by increased capacity through capital investment, Auckland Airport is expected to be a key enabler for the future growth of the New Zealand economy.

Capital infrastructure investment by Auckland Airport is building multi-decade capacity and resilience into international trade destinations. With a more efficient airport, both domestic and international arrivals are expected to have a better experience, and more passengers will arrive in and travel around New Zealand. Increased aircraft movements will also allow for better trade opportunities.

As a result of capital investment:

\$54.9b

estimated economic output from tourism, employment and arrivals⁴⁷

\$26.9b

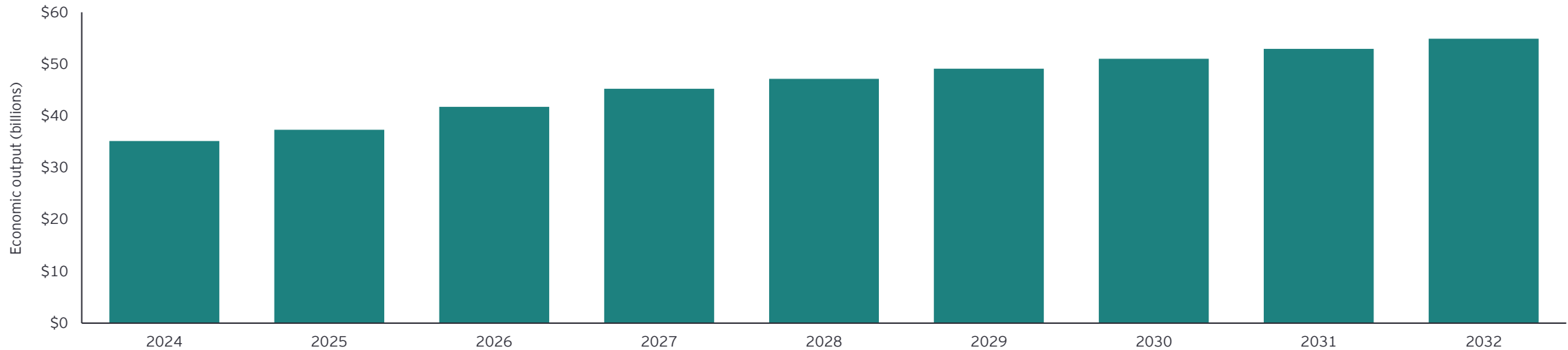
estimated value of imported goods into Auckland Airport⁴⁷

\$14.2b

estimated value of exported goods out of Auckland Airport⁴⁷

Economic output from tourism, employment and arrivals⁴⁷

Increasing economic prosperity for New Zealand



⁴⁷: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data



5

Auckland Airport's sustainability impact

Auckland Airport is working to reduce the impact from its own operations while contributing to wider outcomes for the aviation industry, community and environment

Auckland Airport has a target to reduce waste to landfill by 20% by 2030 (against a 2019 baseline).⁴⁸ In the 2024 Financial Year, the Airport reported it achieved a 15% reduction in waste to landfill, despite higher passenger numbers.⁴⁹

Further waste reduction initiatives include on-site crushing and repurposing 108,000 tonnes of concrete that previously formed the airport's runway touchdown zones for 250,000m² of new airfield.⁵⁰

Auckland Airport also has a target to reduce emissions from its own operations (scope 1 and 2) by 90% by 2030 (against a 2019 baseline), with the remaining 10% being offset.⁵¹ This pathway was publicly disclosed, and work is underway to achieve it.

While the Airport works towards the 2030 target, it has purchased Certified Renewable Energy from its energy provider Meridian.⁵¹ This ensures its energy supply is from renewable sources, while contributing to community decarbonisation projects.

FY24 outcomes⁵¹



48: *Waste away: Auckland Airport expands compost programme | Auckland Airport*

49: *Annual Report, Auckland Airport 2024*

50: *Paving the way: Auckland Airport recycles runway as part of major airfield expansion | Auckland Airport*

51: *Building for the long haul, Greenhouse Gas Emissions Report 2024*



Image provided by Auckland Airport

Sector wide collaboration is necessary to decarbonise aviation

and Auckland Airport holds a critical role in contributing to sector-wide goals



Image provided by Auckland Airport

While Auckland Airport has been working on the reduction of its direct emissions, it has also been working with stakeholders across the precinct on their emissions reduction plans.⁵² This work was recognised in early 2024 with the achievement of Level 4 Airport carbon accreditation.⁵²

Aviation is critical for New Zealand to maintain connectivity of people and goods with the rest of the world. As the primary gateway to New Zealand, Auckland Airport is a significant contributor to the regional and national economy and is critical to New Zealand's trade and tourism industries.⁵³

However, the Airport acknowledges that the aviation sector contributes to climate change and most of the Airport's emissions are outside its direct control and occur as a consequence of operating the airport.⁵⁴

Electric and hydrogen-powered aviation has been integrated into the Airport's masterplan, which will allow for quick uptake when the technology is available.⁵³ On the airfield, the Airport has provided ground power units and pre-conditioned air at all international gates, as well as charging facilities for ground serving equipment.⁵⁴

The current airport development programme is intended to support additional infrastructure to allow airlines to reduce fuel burn while on the airfield. Auckland Airport is also a critical voice in wider sector efforts to decarbonise through a range of advocacy activities, including to the Auckland Jet Fuel Supply Resilience Group to improve storage and supply of jet fuel to the airport.⁵⁴

52: Auckland Airport achieves global Airport Carbon Accreditation as progresses once-in-a-generation upgrade | Auckland Airport

53: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

54: Data sourced from Auckland Airport



6 Summary

Auckland Airport: New Zealand's gateway to the world

supporting \$54.9 billion in economic output and \$41.1 billion in trade annually by 2032⁵⁵

Auckland Airport currently supports around 25,000 jobs in the airport precinct and \$35.1 billion in economic output with forecasted increase in passenger numbers over the next 10 years.⁵⁵

Enabled by an investment programme already underway, Auckland and New Zealand economies are forecasted to gain:

\$54.9b

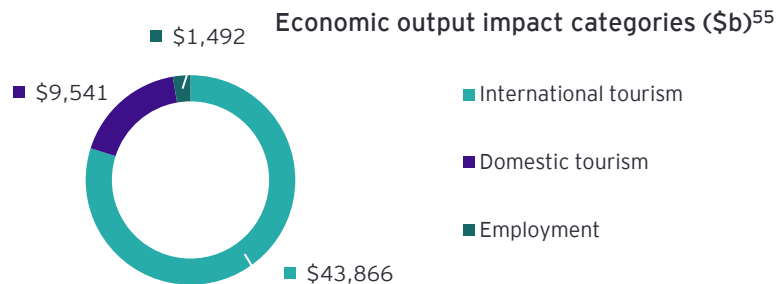
in annual economic output contributions by 2032⁵⁵

26.3m

passenger movements per annum⁵⁵

During the construction phase of the investment programme over 10,000 jobs are estimated to be supported (with 2,500 workers onsite at the peak of construction), generating an estimated \$20bn in economic output over the 10-year construction period.⁵⁵

By 2032, Auckland Airport is estimated to facilitate an additional \$41.1 billion of trade,⁵⁵ strengthening its role as New Zealand's gateway to the world.

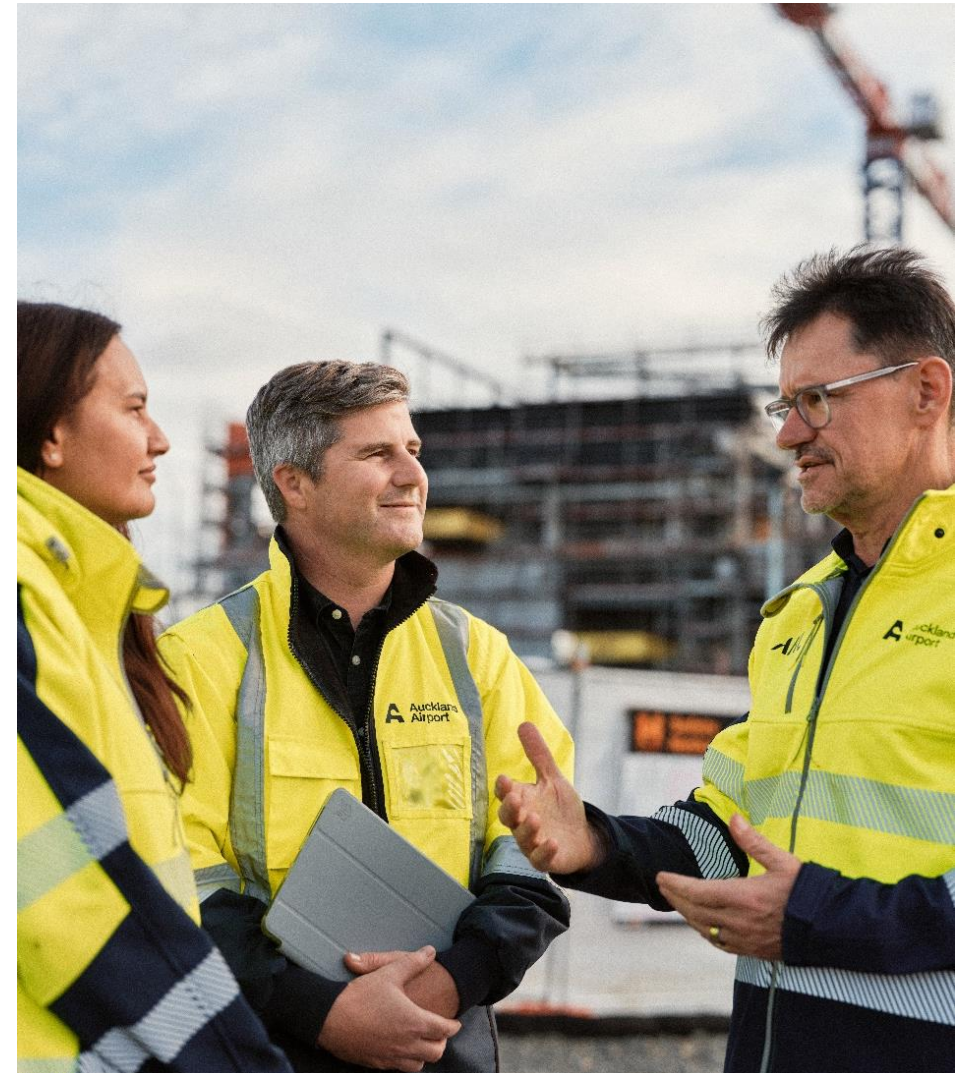


\$26.9b

In freight imported⁵⁵

\$14.2b

Worth of goods exported⁵⁵



55: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

Image provided by Auckland Airport



Appendices



Appendix: References

1: Economic output refers to total output generated from expenditure. It does not consider the capacity constraints of the economy, economic impacts generated by intermediary goods used to produce final goods and services, or spending on imported goods. This number also excluded net export effects.

2: Data sourced from Auckland Airport and StatsNZ data

3: EY analysis of data sourced from Stats NZ

4: EY analysis of data sourced from Auckland Airport and StatsNZ data

5: Data sourced from Auckland Airport

6: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

7: Data sourced from Auckland Airport

8: [Flights from Auckland \(AKL\) \(flightconnections.com\)](https://flightconnections.com)

9: Price Setting Disclosures, Auckland Airport

10: Data sourced from Auckland Airport

11: EY analysis of data sourced from StatsNZ

12: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

13: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

14: Data sourced from Auckland Airport

15: The impact on the regions of international travellers arriving via Auckland Airport can be estimated based on the connecting flights following arrival at Auckland Airport. This is unlikely to capture the full regional impact as many visitors use other modes of transport to travel New Zealand, beyond the scope of this report.

16: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

17: EY analysis of data sourced from Stats NZ

18: Data sourced from Auckland Airport

19: [National sets bold target for export growth | New Zealand National Party](#)

20: EY analysis of data sourced from Auckland Airport and StatsNZ

21: EY analysis of data sourced from Stats NZ

22: [Auckland Freight Plan](#)

23: Annual Report FY24 | Auckland Airport. This number does not include other service providers to the airport and their tenants, such as (but not limited to), fuel companies, customs staff, and aviation security, as well as airline staff, food and beverage suppliers and retailers.

24: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

25: Data sourced from StatsNZ

26: Data sourced from Auckland Airport

27: [About | Mānawa Bay](#)

28: [Opening of Pullman Auckland Airport | Tainui Group Holdings \(tgh.co.nz\)](#)

29: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

30: EY analysis of data sourced from Auckland Airport

31: The four critical areas of the targeted investment plan have been extracted from the Auckland Airport website and represent Auckland Airport's vision for investment. EY does not provide any views on whether the expected outcome(s) are realistic nor achievable.

32: [Building the gateway New Zealand needs | Auckland Airport](#)

33: [Annual Report FY23 | Auckland Airport](#)

34: [Better journeys ahead: Auckland Airport Transport Hub opens at international terminal | Auckland Airport](#)

35: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

36: [Strong backing from travellers for Auckland Airport to upgrade, with 20 per cent of integrated terminal now complete, AX24: The Age of Airport Experience](#)

37: [Inquiry into price gouging and unfair practices | Australian Council of Trade Unions](#)

38: [New Zealand Participation at Expo 2020 Dubai Indicative Business Case | EY](#)

39: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

40: EY analysis of data sourced from Auckland Airport

41: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

42: Data sourced from Auckland Airport

43: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

44: EY analysis of data sourced from Auckland Airport, Input-Output tables from Insight Economics, and StatsNZ data

45: Data sourced from Auckland Airport

46: [National sets bold target for export growth | New Zealand National Party](#)

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48: [Waste away: Auckland Airport expands compost programme | Auckland Airport](#)

49: [Annual Report, Auckland Airport 2024](#)

50: [Paving the way: Auckland Airport recycles runway as part of major airfield expansion | Auckland Airport](#)

51: [Building for the long haul, Greenhouse Gas Emissions Report 2024](#)

52: [Auckland Airport achieves global Airport Carbon Accreditation as progresses once-in-a-generation upgrade | Auckland Airport](#)

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