



Company	Transurban
Code	TCL
Meeting	AGM
Date	10 October 2019
Venue	Melbourne Exhibition Centre
Monitor	Mike Muntisov

Number attendees at meeting	144 shareholders plus 65 visitors
Number of holdings represented by ASA	523 (up from 484 last year)
Value of proxies	\$50m (up from \$35m last year)
Number of shares represented by ASA	3.37m (up from 3.2m last year) - equivalent to approx. 21st largest holder (18 th last year)
Market capitalisation	\$40b (up from \$29b last year)
Were proxies voted?	Yes, on a poll
Pre AGM Meeting?	Yes with Company Secretary, Amanda Street, Manager Corporate Affairs, Henry Byrne, and GM Investor Relations Jessica O'Brien

Transurban still in the driver's seat

The chair, Lindsay Maxsted, summarised the key achievements for the year. Prime amongst those was the acquisition of the Westconnex project in Sydney. Other standouts were the opening of four new projects (three in Brisbane and one in Sydney).

Subsequent to the end of the financial year Transurban bought out the minority interests in the M5 project in Sydney. This acquisition will form part of Westconnex when its current concession expires in 2026. The chair expected the acquisition to be free cash flow accretive by 3c per security in FY20.

The Board issued guidance for a 62c distribution for 2020 financial year (FY20), a growth of just over 5%. If achieved it would represent the 10th consecutive year of dividends increasing by 5% or more.

Mr Maxsted mentioned the softening economy but did not expect a recession. The CEO, Scott Charlton, expanded on this by quoting the September 2019 quarterly traffic data increasing by 1.9%, being lower than previous rates. He highlighted the decline in freight movements to and from Port Botany reflecting the decline by 18% on container shipments in August year on year.

The CEO spent some time on the three projects due to open by the end of 2020 (North Connex, new M5 and 395 Express Lanes). He also touched on five further projects due to be completed by 2022.

Question time was dominated by former ASA Director Stephen Mayne who variously praised the company on their track record of fairness to retail shareholders in capital raisings (also acknowledged by ASA's monitor), queried the early release of the chairman's AGM statement to the media, opined that the optics of the company's political donations were not good, and queried whether Transurban was paying enough tax. He also asked the CEO how the remuneration incentive plans affected his behaviour. The CEO's answer was that he had other career options and the plan was one of the things keeping him at Transurban.

The ASA raised the issue of the long-term incentive performance period being only three years for a company with such a long-term outlook (a four- or five-year performance period is favoured by ASA). The Chair again said they felt it was appropriate for their circumstances.

The Chair, who was up for re-election, announced that this would be his last term and an orderly succession plan for the board and chairman will be put in place. He was re-elected with 96% in favour which was the lowest in-favour vote of the meeting. The other two directors standing for re-election (Samantha Moyston and Peter Scott) were both supported by more than 99% of the vote.

The remuneration report had a 3% vote against, similar to FY17, but much improved on the 14% vote against in FY18.

There were no questions on climate change risk this year, possibly because the company's climate change plans and initiatives were openly presented during the addresses.