

Item	Update
<p>Outlook</p>	<ul style="list-style-type: none"> • The global situation of unprecedented demand coupled with port congestion continues to be compounded by unexpected “shocks” that are driving supply chain disruption and capacity shortages. In addition to the COVID induced port closure in Ningbo experienced last month China is now experiencing power rationing and rolling blackouts across many provinces, this will impact factory production and in turn add to impact port congestion. Ships in all trades including ANZ and South Pacific are experiencing bunching and port congestion. We do not expect the macro setting to change in the near term. • The transition to fully vaccinated crew is ongoing, we are pleased to report that in September we undertook our first crew vaccinations in NZ on board the Capitaine Tasman. 70% of our seafaring team are fully vaccinated with plans underway for the remaining 30%. • We continue encourage customers to plan buffer stocks in their supply chains wherever possible, space for the remainder of the year is already very tight. Please make your bookings as early as possible to secure space. • We are very pleased that Fiji is amongst the world leaders in vaccinates rates with 76% of the population fully vaccinated and are on track to hit 80% by the end of October. Within the NPD group our Fiji based team is 99% fully vaccinated and 70% of the team has returned to the office. It is fantastic news that Fiji will re-open international borders during the first week of November with both Qantas and Fiji Airways advertising scheduled flights from the beginning of December. Cruise vessels are also expected to return during 2022 • In Auckland the port is looking into several initiatives to relieve the tucking congestion. In this regard cargo owners will need to play their part and introduce after hours receival and dispatch.
<p>Network Update</p>	<ul style="list-style-type: none"> • NZ - East Pacific Services – Tahiti - Southern Trader – She is now planned to see out the year in the Tahiti trade, the last 2 port calls in Tahiti have seen improved productivity which assists improvements in schedule integrity. Capacity on this service is filling up for several upcoming voyages before Christmas. • NZ - East Pacific Services – Samoa and Tonga – The Southern Moana has completed her scheduled maintenance during her last Auckland port call and is expected to spend the rest of the year trading in the Samoa’s and Tonga trade. Capacity is also very tight on upcoming pre-Christmas sailings • NZ - Fiji – Vessels continue to experience heavy demand and are overbooked several weeks in advance, as reported last month Fiji Ports have confirmed a return to 24-hour operations which is significantly assisting productivity • Australia to Pacific – Service ex Australia to the pacific remains at capacity with strong weekly volumes being consolidated over NZ. We have secured additional capacity from current partners to cover the capacity reduction incurred with the Southern Star services omission of Brisbane.



Network Update | October

	<ul style="list-style-type: none">• Fiji Interisland Services – The regulatory compliance driven interchanging of vessels between our Fiji based inter-island services and Nouvapak will complete during October when the Capitaine Magellan returns to her normal deployment on the Nouvapak trade. We have added an additional voyage to Kiritimati (Christmas Island), Kiribati to cater for demand ahead of the festive season.• Nouvapak – As the Capitaine Magellan to resume her planned deployment in the NZ – New Caledonia – Fiji – Vanuatu service in October.• Asia to Pacific – Extremely strong demand for capacity is expected to continue well in to 2022, feeders & containers in Asia is expected to continue for the foreseeable future with vessels at capacity several weeks prior to sailing. There has been a further “shock” in late September with commencement of power rationing and rolling black outs impacting production across all sectors• NZ CEDO’s – Ports have instituted penalties of up to NZD1000.00 for any containers arriving at the terminal without CEDO’s. We continue to see containers arriving at the terminal without CEDO’s and therefore reiterate that NPD L will not accept any containers that are delivered without CEDO’s and any penalties incurred will be passed on to the responsible parties.• Hazardous Cargo cut off – Please be reminded that to ensure efficient vessel operations and documentation processes the cut off for sending dangerous goods documents to NPD L for approval is 96 hours prior to the vessels ETA.• Updated website launched – Our new and updated website has come online from 30th September. The website will be updated daily with latest vessel positions, service frameworks, trade notices and vessel schedules, further exciting developments including ecommerce functionalities are planned in the coming months as we continue to develop and deliver tools that allow you to communicate with us when you need to in the medium you prefer. Please review at www.npd lship.com
Market Update	<ul style="list-style-type: none">• As forecast in Septembers the outbreak of the delta variant in NZ is impacting shipping and related landside logistics. All NPD L and associated businesses are operational and operating in compliance with NZ level 3 restrictions.• Congestion in Auckland continues. We expect port congestion to be ongoing for the foreseeable future and encourage customers to take advantage of expanded hours for delivery of containers. Port congestion is an issue that impacts the full supply chain and easing the problem requires action from all participants in the supply chain.• Overall demand for capacity remains at unprecedented levels and services are expected to be at capacity for the foreseeable future.• Australian East Coast ports are experiencing worsening delays as industrial action and COVID related stoppages intensify.• The situation is both ongoing and fluid, we will communicate the latest possible receipt and delivery information for our services as soon it is to hand.• In the short term we expect schedule integrity across the Pacific to continue to be impacted as local authorities take steps to manage COVID-19 risk, vessels spares continue to be both difficult to source and are subject to long lead times as well as international flight schedules.