

Firstly, we would like to take this opportunity to thank all our customers, suppliers, staff and partners for their support during 2021, undoubtedly 2021 has been one of the most challenging years for shipping and overall supply chain management seen in most if not all of our careers. Whilst we do expect the challenging times to continue throughout 2022, we are very pleased to be able to advise you in the notes below of planned service enhancements to our East Pacific network to be delivered in the first half of 2022. We remain steadfast in our commitment to facilitating the supply chain needs of all the pacific communities we serve and are working hard to develop and implement supply chain products and services that cater to all customers that participate in those supply chains. We wish you all the best for the holiday season and look forward to working with you all in 2022

Item	Update
<p>Outlook</p>	<ul style="list-style-type: none"> • The global situation of unprecedented demand coupled with port & inland congestion that has prevailed for the majority of 2021 continues to drive supply chain disruption. Ships in all trades including ANZ and South Pacific are experiencing bunching and port congestion related delays. 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 advise that our NPDL seafarer vaccination % stands at 87 % and we are on target to achieve 100% in January. • We continue encourage customers to plan buffer stocks in their supply chains wherever possible, the impact of disruption on capacity is expected to continue to be a critical factor to consider in planning stock throughout 2022. Please make & firm up your bookings as early as possible to secure space. • We are very pleased to see Fiji reopen to tourism in December this year, whilst new variants of COVID-19 such as the most recent omicron variant remain a concern, we look forward to the reopening of the pacific economies we service within 2022 • In Auckland we have implemented with our stevedores and the port Sundays as a normal receival and delivery day for import and export cargoes for our vessels. We have taken this step as in our view we need to take any actions we can to do our part in alleviating the ongoing critical congestion issues at the multi-cargo terminal in Auckland. We would encourage as strongly as possible all other participants in the supply chain to review and implement initiatives to alleviate the congestion problem
<p>Network Update</p>	<ul style="list-style-type: none"> • East Pacific Network Enhancement - We are pleased to advise the following enhancements to our east pacific network will be delivered during Q1 & Q2 of 2022: • Dedicated and Direct Samoa & American Samoa Service. From early February the Capitaine Kupe will be deployed on a dedicated rotation covering Auckland, Apia, Pago Pago and returning to Auckland. This enhancement will deliver transit time of 6 days to Samoa and American Samoa from Auckland, thereby improving transit time for NZ origin cargo, cargo transshipped via NZ and Samoan export cargoes. The revised service structure will not only improve transit time but also enhance frequency and capacity via additional voyages.

	<ul style="list-style-type: none"> • Tonga and Tahiti Service. Also, from early February the Southern Moana will replace the Southern trader on the service which will operate between Auckland, Papeete, Nuku'alofa, and Auckland. In early April 2022 the Southern Moana will be replaced by the larger Capitaine Dampier at which point we expect to be able to remove capacity constraints on this service. • NZ - Fiji – Vessels continue to experience heavy demand. We will have access to additional capacity via Tauranga from early January to cater to demand. • Australia to Pacific – Service ex Australia to the Pacific remains at capacity with strong weekly volumes being consolidated over NZ. • Fiji Interisland Services – Our Fiji and inter-island services have been impacted by regulatory compliance driven schedule changes along with delays and schedule changes related to technical, mechanical, and crewing issues throughout the second half of 2021. During early to mid-2022 we will undertake a dry docking of both the Capitaine Magellan and the Capitaine Wallis, whilst we take these necessary steps to ensure long term sustainability of these services we will maintain flexibility between the Magellan, Wallis and the Southern Pearl to ensure critical coverage is delivered to all of the Pacific nations we serve. • Nouvapac – In line with the above following the completion of voyage 12 in late January the Capitaine Magellan will proceed to dry dock in Asia, the service will be covered by the Southern Trader and the Southern Pearl during the Magellan's dry dock, during this period the Mt Maunganui call will be removed from the rotation and will be reviewed when the Capitaine Magellan rejoins the trade in April. • Asia to Pacific – Extremely strong demand for capacity is expected to continue well in to 2022 and particularly in the lead up to Chinese New Year in early February 2022. Feeder capacity and container shortages remain a factor in supply chain planning. We will provide an ad-hoc sailing ex Taicang to Fiji, the Pacific and NZ with ETA Taicang approx. January 10th, 2022 • 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 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 for approval is 96 hours prior to the vessels ETA. • Updated website launched – Our new and updated website has come online from at the beginning of Q4 2022. 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 during 2022 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.npdship.com
<p>Market Update</p>	<ul style="list-style-type: none"> • 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.

Network Update | December



- Overall demand for capacity remains at unprecedented levels and all services are expected to be at capacity for the foreseeable future.
- 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.
- We continue to 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.