



# Navigating global shipping disruption



**MIKE LIGHTFOOT**  
Chief Operating Officer

The pandemic has caused significant upheaval to global shipping. Increased demand combined with COVID-19 outbreaks and lockdowns have caused congestion at many container terminals. This has led to disrupted shipping schedules and a global shortage of shipping containers and vessels.

We are no exception. Here in Auckland, we've had the added complication of trying to complete our automation project during the pandemic, which added to our congestion problem. We're addressing this issue in multiple ways.

We remain committed to completing automation, as it delivers the capacity we need to cater for Auckland's growing freight demand. But we will complete the project in a way that prioritises our people and their safety, as well as our customer's needs.

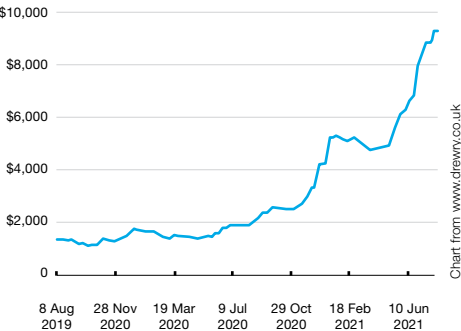
We have increased the scale of our manual operation to keep freight moving while we progress automation. We've completed almost all of the physical works like pavement remediation, which has increased terminal capacity.



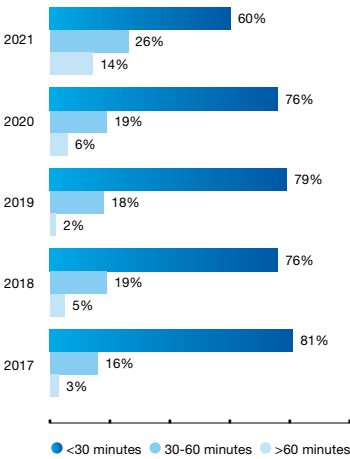
# Moving freight through the container terminal

We have worked hard to keep freight moving through the port and support our customers, throughout the period of global supply chain disruption. The disruption, and its impact on costs, may be best represented by the the World Container Index (WCI), which provides a weekly assessment of container-freight prices. The WCI increased by 368% between June 2020 and June 2021.

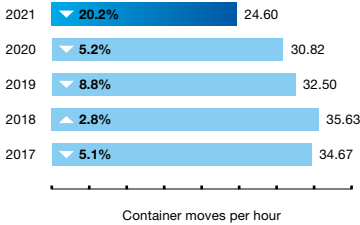
**World Container Index (WCI)**  
Assessed by Drewry  
(USD\$ per 40 ft container)



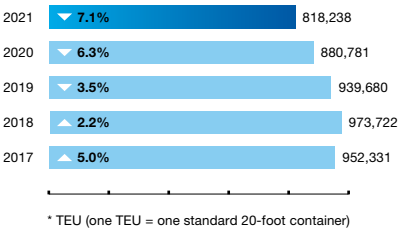
**Truck turnaround**  
(% of trucks turned around in time)



**Crane rate**  
(Australasian Waterline standard)



**Container throughput (TEU\*)**



## Growing our team to help meet demand

One of the challenges of the current disruption has been finding the experienced stevedores we need to meet demand. These are skilled roles. We have recruited new crane drivers. They are a mix of our own people, who are trained over 18 months, and experienced operators from international markets.

We've also recruited and trained staff for most other stevedoring roles at the port, from lashers and straddle drivers to leading hands. This training will carry on, so we can meet our long-term need for staff.



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**368%**  
INCREASE IN WORLD  
CONTAINER INDEX PRICE

