

December 2025

Kia ora,

Thank you for your patience as we have worked to confirm the maintenance plan for Interislander for the transition period to new ferries.

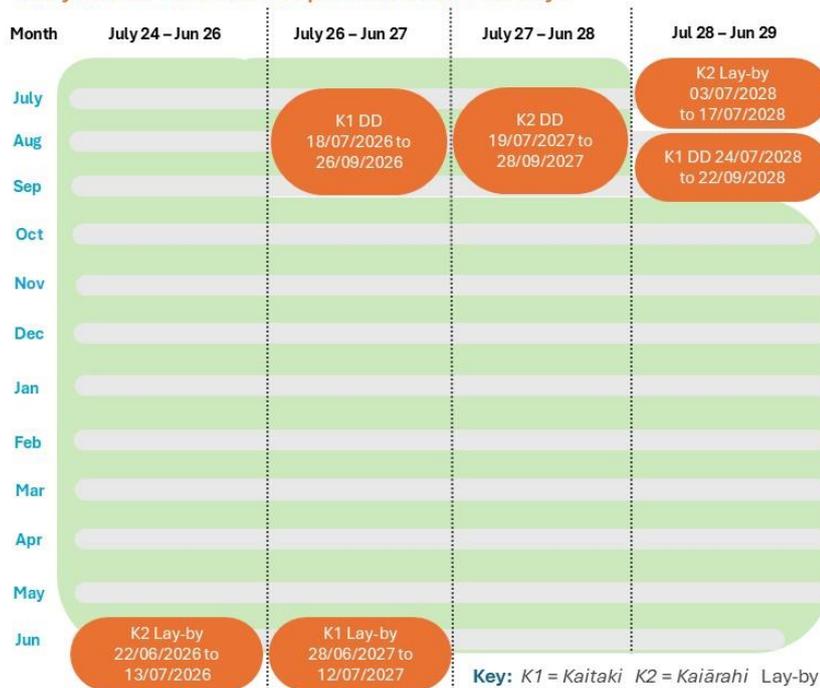
We write to:

- **Provide information about the forecast maintenance schedule for 2026 – 2029** – noting that we will continue to explore options to optimise this schedule throughout the transition period;
- **Provide information about next steps** and our current plan to manage capacity and the freight task during 2026. We are continuing to work to find viable solutions to further minimise disruption.

The forecast maintenance schedule is as follows:

### Forecast maintenance schedule 2026-2029

This year: 22 June to 26 September 2026 = 92 days



Key: K1 = Kaitaki K2 = Kaiārahi Lay-by = Wetdock DD = Dry Dock

Both our ferries, the Kaiārahi and Kaitaki, have planned maintenance this year.

#### Key dates:

**Kaiārahi - Monday 22 June until Monday 13 July**

**Kaitaki - Saturday 18 July until Saturday 26 Sept**

For the duration (92 days), KiwiRail and Interislander will operate a **one-ship timetable**.

#### Maintenance program:

Kaiarahi's maintenance program is a wet dock in Wellington.

Following Kaiārahi's return to service, Kaitaki will depart for Singapore for dry-dock and will be out of service.

*Subject to change as necessary in response to regulatory, mechanical or contractor requirements – we will keep you updated of any changes to these maintenance periods as we progress through the transition period.*

The timetable changes that we will keep during planned maintenance periods show the change from our 2-ship timetable to 1-ship timetable as follows:



## Timetable changes during maintenance periods

Sailing leg	Wellington to Picton				Picton to Wellington			
	Kaiārahi	Kaitaki	Kaiārahi	Kaitaki	Kaitaki	Kaiārahi	Kaitaki	Kaiārahi
Interislander timetable	*D 3:30am	08:45am	15:30	20:30	*D 2:30am	09:30am	14:15	21:30

*\*D indicates a Dangerous Goods compatible sailing*



Sailing leg	Wellington to Picton		Picton to Wellington	
	K1 or K2	K1 or K2	K1 or K2	K1 or K2
Interislander timetable	*D 3:30am	15:30	*D 9:30am	21:30

*\*D indicates a Dangerous Goods compatible sailing*

### Implications and next steps

#### **Rail**

We will be in touch with all rail-served customers in the new year to start planning your freight for the first Kaiārahi layby and the Kaitaki dry-dock in July.

We will be allocating available capacity fairly across all customers using existing demand as a baseline and prioritising contracted and time-sensitive freight within available capacity. Market cooperation will be required, and we will be asking all customers to work to identify and communicate to us which freight is a priority to remain on Cook Strait rail, and which freight could move to a temporary coastal, or other, solution.

We have worked closely with coastal shipping providers and have:

- confirmed that, based on historical demand at this time of year, there is capacity to meet any unserved freight task during planned maintenance periods; and
- secured rates for all of our customers to access with major shipping lines (appreciating that many have pre-existing coastal arrangements that you will prefer to utilise).

We appreciate that for your end customers, any move to coastal shipping will involve additional storage and handling costs. To help offset these costs, during our planned maintenance periods KiwiRail will be providing temporary, preferential rail rates / access for all of our current Cook Strait customers to enable you to connect to coastal shipping services from all North Island rail nodes via Port of Auckland and Port of Tauranga with potential for preferential rates to other Ports as demand requires.



## **Commercial Vehicles**

We will be in touch with all commercial vehicle customers in the new year to start planning your freight for the first Kaiārahi layby and the Kaitaki dry-dock in July. We note that as we will be retaining the rail timetable there will be a timetable disruption for many.

We will be allocating available capacity fairly across all commercial vehicle customers, using existing demand as a baseline, and prioritising contracted and time-sensitive freight within available capacity. As for rail, market cooperation will be required and we will be asking customers to work to identify and communicate to us which freight is a priority to remain with Interislander during these periods, and which freight you can or may prefer to move to another solution.

We have modelled various Cook Strait capacity scenarios and anticipate that the majority of commercial vehicle volume will be able to be accommodated on Cook Strait during our planned maintenance periods. There may be a need for a small volume of road freight to be planned to coastal shipping services. The arrangements outlined above for our rail customers will apply to any commercial vehicle customers that need to move freight to a coastal solution during our planned maintenance periods.

### ***What arrangements will apply for unplanned maintenance?***

In the event of an outage resulting from an unplanned event, the arrangements set out above will apply except that we will apply our existing disruption prioritisation rules to allocate available capacity at the time.

We know that our communication is still not where you need it to be during these events and we are working hard to improve that experience. We have been taking learnings from our disruption events with road-bridging in place and are tweaking capacity and maintenance scheduling to better manage risk / enable faster recovery from short-term delays and outages.

### ***Will Interislander put on another ship?***

We have been asked whether Interislander will source an additional ferry for resilience purposes. Interislander has no immediate plan to put on an additional ferry for resilience. This is for two reasons:

- The charter prices we have obtained to date are unaffordable – a substantial levy (substantially higher than that imposed after Kaikoura) would be required to cover the costs of this resilience.
- The operational barriers to bringing a vessel down to New Zealand to provide resilience cover are high and unlikely to be able to be worked through in time to be operational before the planned maintenance periods planned in 2026.

Interislander remains open to all options post 2026 and we are continuing to explore those options and work hard to lessen the impact of this transition period for our customers.

## **Next Steps**

Thank you for your ongoing cooperation and collaboration as we navigate this transitional period. The prize will be worth it but there is no getting around the time, cost and additional work it is driving for you and your customers.

We appreciate everyone's constructive approach to date.



Your Interislander customer representatives will be in touch in the New Year to arrange planning meetings with your operational teams.

In the meantime, we wish you and your teams a safe and pleasant holiday season.

Ngā mihi,

Duncan Roy

Executive General Manager

Interislander

Adele Wilson

Chief Customer and Growth Officer



**interislander**



**GREAT JOURNEYS  
NEW ZEALAND**

