"KEEPING AUSTRALIA'S INTERNATIONAL TRADE MOVING"

FREIGHT & TRADE ALLIANCE

Australian Peak Shippers Association Inc. (APSA)

AUSTRALIAN SEA CARGO OPERATIONAL HIGHLIGHTS 08 March 2022

COST VARIATIONS

MSC – Northbound – General Rate Increase ex Australia and New Zealand

MSC Mediterranean Shipping Company wishes to advise customers that a General Rate Increase (GRI) will be implemented on cargo originating from Australia and New Zealand.

With effect from 1st of April 2022 (Bill of Lading date or last container gate in date for the USA/Costa Rica) the below increases will be applied

GRI ex AUSTRALIA	Equipment	Per Container
to Asia	Dry & Reefer	$200
to USA	Dry & Reefer	$3,000
to Africa, Indian Ocean Islands, IPAK, Middle East and Red Sea	Dry	$500
	Reefer	$1,500
to New Zealand and Noumea	Dry & Reefer	$500
to Papeete	Dry & Reefer	$1,000

GRI ex NEW ZEALAND	Equipment	Per Container
to Asia	Dry & Reefer	$200
to USA	Dry & Reefer	$3,000
to Africa, Indian Ocean Islands, IPAK, Middle East and Red Sea	Dry	$500
	Reefer	$1,500
to Noumea	Dry & Reefer	$500
to Papeete	Dry & Reefer	$1,000

* DOLLAR FIGURE IS IN USD

Please note that the above BRC announcements are not applicable for any EEA Member regions. BRC levels for Europe Commitment Areas (EEA regions) are available upon request.

The EEA members are as follows:

- EU Member States + Norway, Iceland & Liechtenstein

- United Kingdom
- French Antilles (Guadeloupe and Martinique) – Caribbean
- Reunion Island - Indian Ocean
- French Guiana - South America
- Azores - Portugal
- Canary Islands - Spain
- Ceuta and Melilla - North Africa
- Madiera – Portugal
-

Please contact your local MSC office for further information.

Best Regards,
MSC Mediterranean Shipping Company

MSC – Northbound – General Rate Increase to Canada, Mexico, Caribbean, South America, and Central America

MSC Mediterranean Shipping Company wishes to advise customers that a General Rate Increase (GRI) will be implemented on cargo originating from Australia and New Zealand to Canada, Mexico, Caribbean, South America, and Central America.

With effect from 1st of April 2022 (Bill of Lading date or last container gate in date for Costa Rica) the below increase will be applied to both dry and reefer cargo

GRI ex AUSTRALIA & NEW ZEALAND	Per Container
to Canada, Mexico, Caribbean, South America and Central America	$3,000

The EEA members are as follows:

- EU Member States + Norway, Iceland & Liechtenstein
- United Kingdom
- French Antilles (Guadeloupe and Martinique) – Caribbean
- Reunion Island - Indian Ocean
- French Guiana - South America
- Azores - Portugal
- Canary Islands - Spain
- Ceuta and Melilla - North Africa
- Madiera – Portugal
-

Please contact your local MSC office for further information.

Best Regards,
MSC Mediterranean Shipping Company

SWIRE SHIPPING – Bunker Adjustment Factor (BAF) 2nd Quarter 2022

Swire Shipping wishes to advise the below Bunker Adjustment Factors (BAF) for Quarter 2 2202:

QUARTERLY BAF VALID FROM 1st April to 30th June 2022

ORIGIN	DESTINATION	TEU	FEU	BREAKBULK / LCL (Per RT)
*Pacific Islands	*Pacific Islands	USD 770.00	USD 1,540.00	USD 38.50
New Zealand	*Pacific Islands	USD 770.00	USD 1,540.00	USD 38.50
*Pacific Islands	New Zealand	USD 770.00	USD 1,540.00	USD 38.50
Australia, New Zealand	Papua New Guinea, Solomon Islands	USD 1,126.00	USD 2,252.00	USD 59.26
Papua New Guinea, Solomon Islands	Australia	USD 1,126.00	USD 2,252.00	USD 59.26
Australia	*Pacific Islands (excluding Marshall Islands, Kiribati)	USD 924.00	USD 1,848.00	USD 54.35
*Pacific Islands	Australia	USD 924.00	USD 1,848.00	USD 54.35

** * PACIFIC ISLANDS INCLUDING AMERICAN SAMOA, COOK ISLANDS, FIJI, FRENCH POLYNESIA, KIRIBATI, MARSHALL ISLANDS, NAURU, NEW CALEDONIA, NIUE, TONGA, WESTERN SAMOA, VANUATU, AND WALLIS AND FUTUNA*

The above surcharge will apply for all consignments showing a Swire Shipping Bill of Lading date of 1st April 2022 or later for connections

For further information, please do not hesitate to contact your local Swire Shipping representative

SWIRE SHIPPING – Bunker Adjustment Factor (BAF) April 2022

Swire Shipping wishes to advise the Bunker Adjustment Factors (BAF) for the month of April 2022 will be as follows:

ORIGIN	DESTINATION	TEU	FEU	BREAKBULK / LCL (Per RT)
Greater China, North Asia, South and South East Asia, Middle East India Subcontinental	Australia, East Timor, Micronesia, New Zealand, Papua New Guinea, Solomon Islands, *Pacific Islands	USD 940.00	USD 1,880.00	USD 47.00
Australia, East Timor, Micronesia, New Zealand, Papua New Guinea, Solomon Islands, *Pacific Islands	Greater China, North Asia, South and South East Asia, Middle East India Subcontinental	USD 940.00	USD 1,880.00	USD 47.00
Fiji	Papua New Guinea, Solomon Islands	USD 940.00	USD 1,880.00	USD 47.00
Australia	Marshall Islands, Kiribati	USD 940.00	USD 1,880.00	USD 47.00
Papua New Guinea, Solomon Islands	New Zealand, *Pacific Islands, Solomon Islands	USD 940.00	USD 1,880.00	USD 47.00
Australia, New Zealand, *Pacific Islands, Papua New Guinea, Solomon Islands	USA	USD 940.00	USD 1,880.00	USD 47.00
USA	Australia, New Zealand, *Pacific Islands, Papua New Guinea, Solomon Islands	USD 940.00	USD 1,880.00	USD 47.00
Papua New Guinea, Solomon Islands	Europe, Africa	USD 1,015.00	USD 2,030.00	USD 50.75
New Zealand	Australia	USD 547.50	USD 1,095.00	USD 27.38
Australia	New Zealand	USD 547.50	USD 1,095.00	USD 27.38

** * PACIFIC ISLANDS INCLUDING AMERICAN SAMOA, COOK ISLANDS, FIJI, FRENCH POLYNESIA, KIRIBATI, MARSHALL ISLANDS, NAURU, NEW CALEDONIA, NIUE, TONGA, WESTERN SAMOA, VANUATU, AND WALLIS AND FUTUNA*

The above surcharge will apply for all consignments showing a Swire Shipping Bill of Lading date of 1st April 2022 or later for connections

For further information, please do not hesitate to contact your local Swire Shipping representative

TS LINES – New Bunker Adjustment Factor – NBAF – Update – April 2022

Dear Valued Customer,

On behalf of our Principal, T.S. Lines Ltd., we wish to advise our updated NBAF New Zealand to/from Asia sector, for 1st April to 30th April 2022.

Northbound	Container Type	Amount
New Zealand to Intra-Asia	GP/OOG/DG	USD 148 per TEU
New Zealand to Intra-Asia	Reefer	USD 222 per TEU

Southbound	Container Type	Amount
Intra-Asia to New Zealand	GP/OOG/DG	USD 296 per TEU
Intra-Asia to New Zealand	Reefer	USD 444 per TEU
Brisbane to New Zealand	GP/OOG/DG	USD 80 per TEU
Brisbane to New Zealand	Reefer	USD 120 per TEU

Feel free to contact us with any queries. Thank you for your support.

Yours Faithfully, Seaway Agencies (NZ) Limited,
As agents only, for and on behalf of T.S. Lines Ltd

EQUIPMENT & CAPACITY UPDATE – AUSTRALIA – ASIA – NEW ZEALAND - EUROPE

The below summary is based on general observations, discussions, and industry meetings:

- Carriers have suspended bookings and services to Ukraine and Russia
- Average utilisation of empty container parks around Australia is averaging 80%
- Empty container parks are all working at productive levels and all empty container parks are generally open for de-hire as per EDO.
- Reefer stocks continue to remain closely managed with demand continuing to exceed supply. Supply of 20ft reefer containers remains tight for and this is expected to continue during the 2022 export peak season.
- Similarly, dry food quality containers are expected to remain in high demand with supply being managed within agreed allocations by carriers. The supply of food quality containers remains tight in Oceania.
- Carriers' equipment management remains a key focus to ensure the timely return of containers back to demand locations within Asia.
- Auckland terminal utilization capacity is at 78%. However, this is expected to increase to 100% given the large import volume discharge from arriving vessels at Auckland
- Container capacity remains constrained due to port and landside congestion thus reducing the amount of available vessel capacity.

PORT OMISSIONS - PORT ROTATIONS – CHINA PORT OPERATIONS – TERMINAL OPERATIONAL CONDITIONS

Carriers are expected to implement port omissions and vessel rotations due to the recent floods in Brisbane which has seen the recent closure of Fishermans Island container vessel berthing facilities.

Uncertainty about the economic outlook in key markets coupled with geopolitical tensions in Europe and the ever-present risk of further disruptive COVID-19 outbreaks is again set to weigh on sentiment.

Sea Freight is expected to grow in line with the global container demand of 2-4% in 2022, subject to high uncertainties related to the current congestion, network disruptions and demand patterns The International Monetary Fund said global growth is expected to moderate to 4.4% this year, from 5.9% in 2021.

Space and equipment remain tight due to ongoing congestion and consistent schedule delays. Overall volumes are expected to increase after LNY holidays and factories resuming productions. NOR/SOCs containers are a good alternative option for export and import shipments during equipment shortage.

Carrier bookings are still required to be placed at least 3-4 weeks in advance.

Strong agricultural demand in Australia continues to expand and is expected to do so for the remainder of Q1-2 as grain exports continue and a large cotton crop is expected

Therefore, it remains essential that importers and exporters plan their supply chains well in advance taking into consideration additional delays currently being incurred within sea freight dynamics.

Japan

No specific issues, no apparent slow-down in operations nor stoppage.

Korea

Pusan: Terminal capacity utilization remains high at over 80%. All Pusan terminals have restricted gate-in access for local and transhipment exports to within 3 to 5 days in an effect to improve terminal capacity utilization. Vessel berthing waiting time varies from 2 to 5 days.

China

Shanghai: Average berth-waiting time up to 1 day at SIPGSD YS4 terminal and 1 to 2 days Waigaoqiao Port (WGQ) terminal.

Ningbo: Terminal capacity utilization is currently sitting at around 67%. Average berth-waiting time 1 to 3 days

Nansha: Guangzhou South China Oceangate Container Terminal (GOCT) terminal currently experiencing berth congestion with an average waiting time of 1 to 2 days.

Yantian: Vessel berthing and waiting time is currently around 1 to 2 days. Vessels with large discharge for reefer and dangerous goods containers are experiencing longer waiting time for a vessel berth. Terminal capacity is currently at 83%. To control terminal capacity extra vessel loaders are being prioritized. To cope with the vast increase in import-export DG containers YICT will be upgrading the current DG terminal to allow for additional capacity.

Qingdao: Vessel berthing delays and congestion due to seasonal weather conditions. Average berthing waiting time 12 to 24 hours.

Shekou: All berths are currently operating however terminal capacity utilization remains high at 80% to 91%. Vessel wating time is currently around 1 to 2 days. Vessel port time stay in current longer due to the epidemic impact of Covid.

Hong Kong: Modern Terminals Limited (MTL) utilization and capacity is at 85%. Priority is being given to export vessels where export volume is greater than import discharge volume. Average vessel waiting time is 1 to 2 days. Longer waiting time are expected for import discharging vessels and subject to available terminal capacity. Berthing restrictions will remain in place until terminal capacity is at a sustainable level. HKSPA MTL/HIT has implemented new measures to minimize face to face contact between terminal staff and ship crew.

Singapore: Vessel berthing average waiting time is 24-72 hours for Import and export vessels. High container volumes remain the key challenge especially within the reefer terminal. Terminal capacity utilization is currently sitting at around 90% to 95%. Terminal priority is still being directed towards export loading vessels. PSA productivity has improved thus assisting berthing congestion. PSA as a precautionary measure, has temporarily suspended crew change and vaccination of crew at the Port of Singapore. This change effects crew with recent travel history to Botswana, Eswatini, Lesotho, Mozambique, Namibia, South Africa, and Zimbabwe within the last 14 days preceding arrival to Singapore.

Malaysia: Port Klang vessel berthing average waiting time at Westports is around 12 hours. Terminal capacity utilization is extremely high at around 90%. Northport vessel berthing average waiting time is around 24 hours. Terminal capacity utilization is 95%. Vessel berthing priority is based on the amount of vessel loading moves.

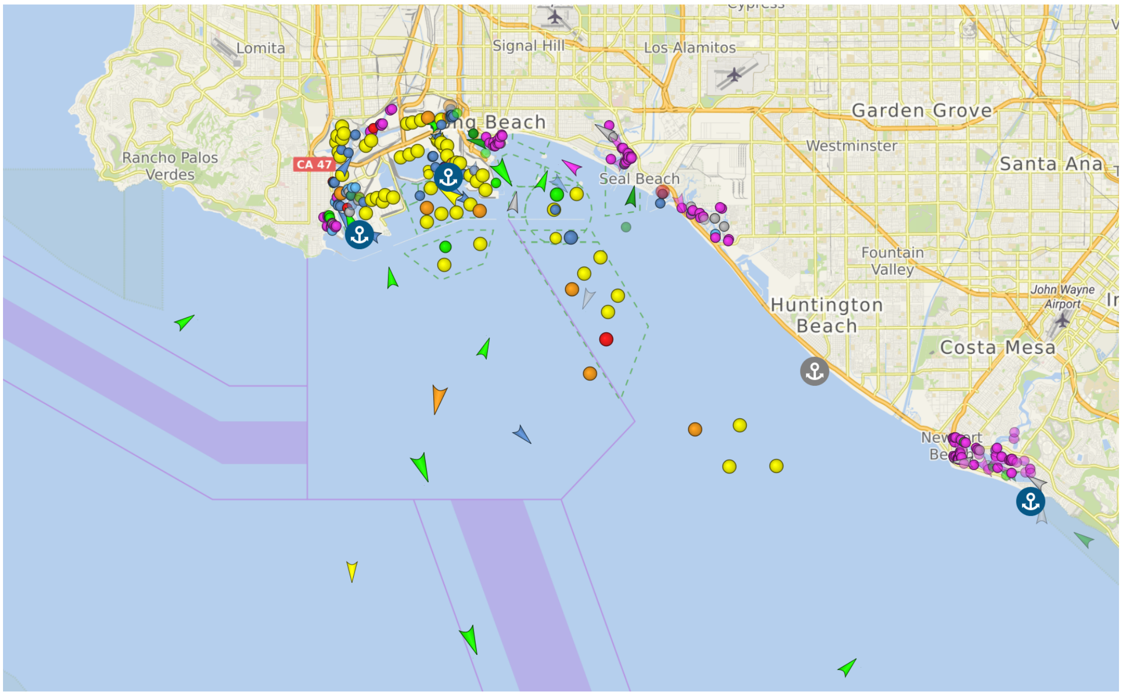
USA

Los Angeles-Long Beach: There is currently 3 vessels at anchor or within the 25-mile zone of the port and another 59 vessels either slow steaming or waiting outside the 25-mile zone awaiting berthing at LAX/LGB as of 25 February 2022. Vessels within the 25-mile zone mile are waiting an average of 4.5 days for a berth depending on the terminal. The new process to improve safety and air quality off the Southern California coast for container vessels has reduced the number of backlogged ships at anchorage off the Ports of Los Angeles and Long Beach. The process called for each vessel to be assigned a place in the arrival queue based on their departure time from their last port of call and requires vessels to wait for an available berth approximately 150 miles off the California coast.

Gates are still running as published and in line with Pier Pass program. LAX imports wait time is now at 5 days, down from 11 days. On dock rail remains at 2 days down from 13.4 days. LGB imports wait time has decreased by 58% since 28 October 2021. Chassis pool utilization is now slightly below 85% with 40 FT containers being at the highest demand.

Local trucking delays have been reduced and are being closely monitored by industry due to the lack of chassis. The lack of chassis is affecting all transport moves from local deliveries to terminal moves.

All terminals remain extremely congested and limiting the windows for export cargo acceptance depending on their specific situation.



The Port of Los Angeles and the Port of Long Beach has once again delay consideration of the "Container Dwell Fee" until 11th March 2022 for all stakeholders.

Since the program was announced on October 25, 2021, the two ports have seen a combined decline of 35% in aging cargo on the docks. As expected, year-end holidays have slowed the progress compared to previous weeks.
The executive directors of both ports will reassess fee implementation after monitoring data over the next week. Fee implementation has been postponed by both ports since the start of the program.

Under the temporary policy approved October 29, 2021, by the Harbor Commissions of both ports, ocean carriers can be charged for each import container that falls into one of two categories: In the case of containers scheduled to move by truck, ocean carriers could be charged for every container dwelling nine days or more. For containers moving by rail, ocean carriers could be charged if a container has dwelled for six days or more. Currently, no date has been set to start the count with respect to container dwell time.

The ports plan to charge ocean carriers in these two categories $100 per container, increasing in $100 increments per container per day until the container leaves the terminal.

Before the pandemic-induced import surge began in mid-2020, on average, containers for local delivery remained on container terminals under four days, while containers destined for trains dwelled less than two days.

Any fees collected from dwelling cargo will be reinvested for programs designed to enhance efficiency, accelerate cargo velocity, and address congestion impacts.

The policy was developed in coordination with the Biden-Harris Supply Chain Disruptions Task Force, U.S. Department of Transportation, and multiple supply chain stakeholders.

Europe

Antwerp: labour availability is now stable at around 70%. Terminal capacity utilisation has deteriorated to 95% depending on the terminal. Empty container park capacity utilisation has decreased and therefore to 70%. Cargo acceptance for export cargo is 7 days prior to vessel ETA.

Rotterdam: Europe Container Terminal (ECT) Due to Covid related sickness and isolation requirements labour availability is down 15% to 25%. Terminal capacity utilisation is at 87%

Rotterdam World Gateway Terminal is currently seeing labour availability down around 15% to 20% due to Covid related issues. Terminal capacity utilisation has reduced to around 95%.

Southampton: Several Covid cases have been reported this week. However, this is having minimal effect on terminal operations. Terminal capacity utilisation is at a critical level at 105% which is now impending terminal productivity. Empty container park capacity utilisation has maintained a much healthier level of around 65%. Export cargo acceptance is 7 days in advance is vessel ETA.

London Gateway: Labour availability is now at a much higher level of availability. Terminal capacity utilisation is now 77% - 87%. Empty container park capacity utilisation has fallen to around 98%. All vessel movements are now operating with a berthing window.

Hamburg: Container Terminal Altenwerder (CTA) labour availability is at 75% due to Covid related issues. Terminal capacity utilisation is remaining high at 90%. One terminal keyside crane is still subject to retrofitting. This effects around 5% to 6% of terminal handling capacity.

Container Terminal Burchardkai (CTB) labour availability is at 85% due to Covid related issues. Terminal capacity utilisation has increased to around 86%. Empty container park capacity utilisation has increased to 75%.

Le Havre: Terminal capacity utilisation is still manageable at 80%. This is creating improvements in terminal productivity and operations. Reefer capacity utilisation within the terminal is at 100%. Terminal container slot bookings for transport operators are being booked out days in advance. Planned rail berth track maintenance has commenced and will continue for 4 weeks leaving 200 metres of berthing space closed. This will see longer vessel waiting times and some port congestion at Terminal de France.

Hapag Lloyd – Cyber Threat – possible spear phishing attack against Hapag Lloyd

Hapag Lloyd's IT security team has found a copy of their website on the web today, which is very likely to be used for a spear phishing attack. This means that e-mails are used to redirect users to this site and when they log in with their personal access data, which are then tapped by criminals. This kind of fake websites are usually a one-to-one copy of the real pages and can therefore usually only be recognised as malicious pages via the domain or Internet address.

To ensure your safety, please check whether the links you receive in e-mails are linked to the correct website and have been called up before entering your personal access data. If you receive suspicious e-mails, please use your phishing mail analyser, if your organization should have it. To be on the safe side, please enter the correct address of the respective website manually in your browser or open it via your bookmarks.

In addition, Hapag Lloyd would like to advise you to please change your login credentials at their website and check that the correct web address is displayed every time you want to view their products and services.

Hapag Lloyd will provide additional updates as soon as they are made available.

ONE – Schedule Change Notices

Regret to inform you that **BROTONNE BRIDGE V-108S** has delayed due to port congestion on her previous voyage.

Sincerely appreciate for your patience and thoughtful understanding, for any further inquiry, please feel free to contact us.

Revised shipping schedule as follows:

PORT	ATD
KEELUNG	2022-03-01

PORT	ETA
AUCKLAND	2022-04-02
LYTTELTON	2022-04-06
TAURANGA	2022-04-10
FREMANTLE	2022-03-18
ADELAIDE	2022-04-02
SYDNEY	2022-03-18
MELBOURNE	2022-03-22
BRISBANE	2022-03-27

Regret to inform you that **ATHENS BRIDGE V-126S** has delayed due to port congestion on her previous voyage.

Sincerely appreciate for your patience and thoughtful understanding, for any further inquiry, please feel free to contact us.

Revised shipping schedule as follows:

PORT	ATD
KEELUNG	2022-03-07

PORT	ETA
AUCKLAND	2022-04-11
FREMANTLE	2022-04-02
ADELAIDE	2022-04-05
SYDNEY	2022-03-25

Regret to inform you that **YM TOGETHER V-002E** has delayed due to port congestion on her previous voyage.

Sincerely appreciate for your patience and thoughtful understanding, for any further inquiry, please feel free to contact us.

Revised shipping schedule as follows:

PORT	ATD
KAOHSIUNG	2022-03-04

PORT	ETA
AUCKLAND	2022-04-11
LYTTELTON	2022-04-15
NAPIER	2022-04-17
TAURANGA	2022-04-19
SYDNEY	2022-03-24
MELBOURNE	2022-03-27
BRISBANE	2022-04-01

Best Regards,

Ocean Network Express (Taiwan) Co., Ltd.

ANL-CMA-CGM – Australia – NEMO Service – Le Havre Voy MA206R-MA151A Omit Adelaide

Please be advised that M/v LE HAVRE MA206R/MA151A is delayed arriving in Oceania.

To avoid further delays in schedule and assist in schedule recovery, M/V LE HAVRE MA206R/MA151A shall omit Adelaide.

Adelaide call will be covered on same date by APL PHOENIX MA208R/MA151A.

Revised Australian Coastal dates are as follows:

LE HAVRE MA206R/MA151A

POL	ETA	ETD
SYD	02-Mar	03-Mar
MEL	09-Mar	11-Mar
ADL	Omit	Omit
FRE	17-Mar	18-Mar
SIN	23-Mar	26-Mar
CMB	29-Mar	31-Mar

Adelaide import cargo will now discharge in Sydney and is planned to tranship on the **APL PHOENIX MA201A** to Adelaide.

Our Customer Service Team will be in contact with impacted parties to provide details accordingly.

Please check with local terminals for the latest receival information at respective ports.

For further details, please contact your local ANL & CMA CGM Representative.

ANL-CMA-CGM – Australia - A3 – Central Express – OOCL Rotterdam Voy 131S/N – Change of Rotation

Please be advised the **OOCL ROTTERDAM 131S/N** will change port rotation and call Melbourne before Sydney to minimise delays due to ongoing port congestion.

Updated schedule as follows:

POL	ETA	ETD
SYD	02-Mar	03-Mar
MEL	09-Mar	11-Mar
ADL	Omit	Omit
FRE	17-Mar	18-Mar
SIN	23-Mar	26-Mar
CMB	29-Mar	31-Mar

Our customer service team will be in contact with impacted parties.

For further details please contact your local ANL & CMA CGM Customer Care Representative.

Maersk – Revised Schedule on the Cobra Service

The vessel G2U – APL BOSTON, sailing 213S, has experienced operational difficulties and must undergo 10 days of repair.

Therefore, we are announcing the following schedule changes:

- G2U – APL BOSTON 213S will slide two positions in MYTPP with a revised ETA 16/04/2022 instead of 30/03/2022
- G2U – APL BOSTON 220S, original ETA in MYTPP on 30/05/2022, will slide one position in MYTPP
- The sliding from U7B - PHOEBE 217S is thus brought forward from U9F - SYDNEY EXPRESS 214S
- There Cobra service will slide again from U9F – SYDNEY EXPRESS 221S with a change in voyage number, starting from U7B – PHOEBE to change from 223S to 224S
-

Should you have any questions or require support, please reach out to your local Maersk team using our instant chat channel: Live Chat

We thank you in advance for your continued support and look forward to continuing to connect your supply chain.

Maersk – Maersk Nansha Voy 208W/209E Brisbane Port Omission

We would like to advise you that because of operational delays across this service, Cobra service vessel Maersk Nansha 208W/209E will omit Brisbane and induce Melbourne.

Brisbane export cargo will be replanned on next available sailing Grasmere Maersk 205N. Import cargo into Brisbane will be replanned on GSL Christal Elisabeth 206N.

We are working with the respective ports to update our revised schedule and cut off's, which will be published on their respective websites as usual.

We regret any inconvenience this may cause. Should you have any questions please contact our Customer Experience Team via our Live Chat channel.

We thank you in advance for trusting Maersk as your supply chain partner.

AUSTRALIAN PORT TERMINALS UPDATE

SOURCE: COURTESY OF MAERSK & PATRICK TERMINALS

Sydney

Patrick: Vessel delays around 3 - 4 days.

DP World: Congestion delay is 2 to 4 days depending on the service. Average delay of 8-10 days for vessels that are already arriving off the berthing window.

Melbourne

Patrick: Vessel delays are around 9-10 days. These delays are a result of slow recovery from Covid related issues. Patrick Terminals is working closely with their Melbourne team to address these delays.

VICT: Current delay 1-3 days for vessels off window arrival

DP World: 2-5 days average delay for vessels that are already delayed and arriving off the berthing window.

Brisbane

Vessel delays, port omissions and vessel rotations are expected to be implemented by carriers given the current Brisbane River flood situation. Port of Brisbane authorities are monitoring the port conditions to ensure safe arrival and departure from the vessel berths at Fisherman Islands and any potential navigation hazards within Moreton Bay.

Patrick: Vessel delays are around 6 to 7 days. Vessel bunching with vessels of same service delayed from origin that are arriving off the berthing window.

DP World: Current delays of 6 to 7 days. Vessel bunching with vessels arriving off the berthing window due to delays in Asia.

Fremantle

Patrick: Terminal vessel delays of 1.5 to 2 days. Some vessel bunching starting to re occur.

DP World: Congestion delays is 1 to 2 days. Vessel bunching with vessels of same service delayed from origin and arriving off the berthing window.

New Zealand

The average delay in Auckland between “scheduled arrival” and “actual berthing time” is about 11 to 12 days. Auckland terminal utilisation is currently 78%. The COVID-related absence rate is still about the same and is still having a moderate impact on operations. We expect lower throughput over coming weeks as the Omicron surge continues.
Terminal operations are continuing albeit at reduced capacity.

As Ports of Auckland’s operating capacity reduces so does the increase to vessel delays. This will be an ongoing challenge for some weeks.

Container/Bulk berths are currently at 70% utilisation but increasing to 100% throughout the week and next week with receivals constraints for inbound vessels currently being hindered with ETA delays into AKL.

Captain Cook, Marsden, Bledisloe yards and the Car Handling Facility are set to reach 100% by the end of this week. Utilisation is set to remain at 100% for the next couple of weeks with yard capacity heavily reliant on Transport Operators moving large numbers of vehicles offsite to make way for the following PCC visits.

Congestion is still set to continue with large container and breakbulk volumes being presented @ R&D, and MC will remain under pressure at least for the next few weeks so we encourage carriers to continue to liaise with the shipping lines on receivals and operating hours.

POAL/MC Ops team request all efforts for key stakeholders to resource for the swift delivery of cargo within its permitted free time. Extensions for free time and any additional storage will not be considered.

Additional cleaning is being imposed after every shift change. This hampers the ability of the port to maximize vessels. Average port stay for vessels is being extended by around 2-3 hours. 96% of services from Australia to New Zealand are delayed and off window berthing schedules.

Lyttleton incurring average waiting time of 1 to 2 day which may be further impacted due to weather conditions and again reduced productivity. Tauranga continues to see terminal congestion and average delays of 1 day.

Direct services to New Zealand remain heavily overbooked where several carriers are not offering service to New Zealand. Freight rates which are already high are expected to increase even further.

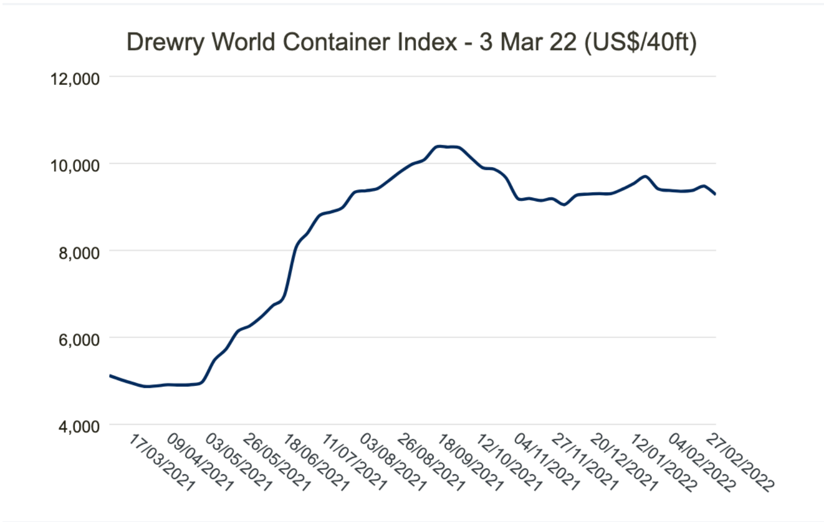
Equipment management remains the carriers key focus in New Zealand due possibly to an extended reefer season. Auckland empty container depots are open but with limited capacity.

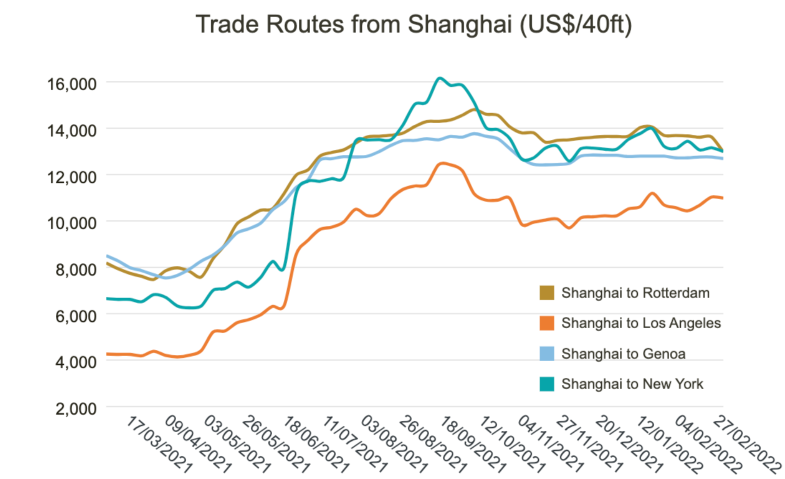
Carriers continue vessel schedule adjustments to safeguard schedule reliability

GLOBAL PERSPECTIVE

World Container Index

The World Container Index decreased as of 03 March 2022 by 2.1% to $9,279.46 USD 40FT container. The composite index remains 81% higher than a year ago. The average composite index assessed by Drewry for year-to-date, is $9,438.00 USD per 40 FT container. This is $6,367.00 USD higher than the 5 five-year spot freight rate average of $3,071.00 USD per 40 FT container.





Spot sea freight rates on the transpacific trade lane sector saw several falls this week. Shanghai to Los Angeles grew by 3% and Shanghai to New Year up 1% on these trade lane sectors

Shanghai to Los Angeles remains steady at USD $10,986.00 per 40ft container. Shanghai to New York down by 1% to USD $12,995.00 per 40ft container. Shanghai to Genoa also down 1% this week to USD $12,690.00 for a 40ft container. Shanghai to Rotterdam fell by 5% or USD $657.00 this week to USD $12,968.00 per 40ft container. https://www.drewry.co.uk/supply-chain-advisors/supply-chain-expertise/world-container-index-assessed-by-drewry - Source - Drewry World Container Index assessed by Drewry

US Congressional Committees question carrier pricing

Two sub committees of the US House of Representatives on the Oversight and Reform have requested information from the carriers in relation to the dramatic price increases for shipping containers along with the exorbitant fee and surcharges. Affordable sea freight rates are critical to ensuring small to medium sized businesses can provide goods and service to consumers at reasonable prices. https://splash247.com/us-congressional-committees-question-liner-pricing/ - Source Splash 247.com