

“KEEPING AUSTRALIA’S INTERNATIONAL TRADE MOVING”



FTA
FREIGHT & TRADE ALLIANCE



Australian Peak Shippers
Association Inc. (APSA)

AUSTRALIAN SEA CARGO OPERATIONAL HIGHLIGHTS 17 AUGUST 2021

COST VARIATIONS

CMA-CGM Group

PSS – Reefer Cargo from North Europe to Australia

In a continued effort to provide our customers with reliable and efficient services, CMA CGM Group wishes to inform of the following Peak Season Surcharge update:

This PSS will apply as follows:

- Origin: From North Europe, including French ports of Le Havre and Fos (excluding other Med Ports)
- Destination: To Australia
- Cargo: Reefer
- Amount: USD 750 per 20'RF | USD 1,500 per 40'RF & RH
- Date of application: September 9th, 2021 (date of loading in the origin ports) until further notice

MSC

SOUTHBOUND – DRY CARGO RATE INCREASE EX USA TO AUSTRALIA & NEW ZEALAND

MSC Mediterranean Shipping Company wishes to advise customers that in order to maintain service levels, a General Rate Increase (GRI) will be implemented on all dry cargo originating from USA (East and West coast) to Australia and New Zealand.

With effect from 13 September 2021 (container gate in date), the below increase will be applied to dry containers

GRI to AUSTRALIA & NEW ZEALAND	PER DRY TEU
ex USA	\$500

* DOLLAR FIGURES ARE IN USD

SOUTHBOUND – USA EMERGENCY INTERMODAL CHARGE

MSC Mediterranean Shipping Company wishes to advise customers that due to cost increases resulting from the ongoing deteriorating intermodal situation across all United States an Emergency Intermodal Charge (EIC) will be introduced

Effective September 10, 2021, the EIC will be applicable as follows on all USA intermodal Exports to Australia and New Zealand via USA or Canadian Gateway where the mode of transport is TRUCK or TRUCK RAIL

EIC to AUSTRALIA & NEW ZEALAND	PER CONTAINER
ex USA & Canada Gateway	\$350

* DOLLAR FIGURES ARE IN USD

SOUTHBOUND – GENERAL RATE INCREASE EX CANADA, MEXICO, CARIBBEAN, AND CENTRAL AMERICA TO AUSTRALIA & NEW ZEALAND

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

With effect from 1 September 2021 the below increase will be applied to dry and reefer containers

GRI to AUSTRALIA & NEW ZEALAND	PER TEU
ex Canada, Mexico, Caribbean and Central America	\$500

* DOLLAR FIGURES ARE IN USD

PORT OMISSIONS AND PORT ROTATIONS

Numerous carriers have adjusted their vessel schedules as a result of significant ongoing delays caused by port congestion, weather and increases in COVID-19 outbreaks.

MAERSK – ADJUSTMENTS TO THE OC1 SERVICE

Due to ongoing delays, we have decided to take further action on the OC1 Service to re-establish schedule reliability. Further to the earlier changes announced during July, we will be omitting the port of Cartagena – Sociedad Portuaria Regi on the southbound voyage until further notice. The first vessel to omit Cartagena southbound is Oluf Maersk voyage 135S on September 16th. We will still be offering a northbound call, as per below revised rotation.

The updated OC1 rotation will therefore be as follow: Philadelphia > Charleston > Cartagena* > Panama Canal > Balboa > Tauranga > Sydney > Melbourne > Timaru* > Port Chalmers** > Napier** > Tauranga > Panama Canal > Manzanillo > Cristobal > Cartagena > Philadelphia.

*Cartagena and Timaru omission until further notice.

**Alternate omission between Port Chalmers and Napier until further notice.

We will continue to serve Cartagena southbound via Manzanillo, Panama, and rail the units to connect the cargo from Balboa, Panama, directly in future weeks.

At Maersk we remain committed to servicing our customers' needs in Latin America and Oceania. We will continue to review opportunities to minimize overall impact on our Ocean Network to enable trade between these regions.

HAPAG-LLOYD – SHIPPING BETWEEN WEST COAST NORTH AMERICA, AUSTRALIA, AND NEW ZEALAND SCHEDULE UPDATES

It is no secret that the global logistics industry is facing an unprecedented strain. This situation has led to changes that affect supply chains worldwide. While the industry adapts to the new scenarios, we continue to see unrecoverable vessel delays caused by the current congestions.

With the above in mind, we are introducing a few temporary changes in our service linking the West Coast of North America with Australia and New Zealand (WSN). These changes will affect the rotation of the service, which has the latest confirmed schedule:

- Fortnightly Sydney, AU omissions: these omissions will be in effect from MV JPO LIBRA V. 131S/135N, calling Adelaide, AU on Pacific Southwest (PSW) rotation.
- Fortnightly change of rotation: the service will call Melbourne, AU first, and Sydney, AU afterwards. This change will be in effect from MV CONTI CORDOBA V. 130S/134N, omitting Adelaide, AU on Pacific Northwest (PNW) rotation.
- The last vessel to execute this temporary plan will be MV SYNERGY OAKLAND V. 141S/145N.
- Oakland omissions on the PNW loop will be executed as previously announced [here](#). Please be aware that situation at Oakland is changing constantly, so we will monitor the situation closely and all changes will be notified on time.

For your reference, please see below the new rotation:

- PNW: Seattle / Vancouver / Long Beach / Auckland / Melbourne / Sydney / Tauranga.
- PSW: Oakland / Long Beach / Melbourne / Adelaide / Tauranga

If you require more information related to the above changes, please visit the [Online Business Suite](#) in the Hapag-Lloyd website.

ANL – PCX SERVICE – SCHEDULE UPDATE – PORT OMISSIONS

Please be advised that with current, ongoing delays through multiple ports, there will be changes to the PCX schedule in order to negate the impact of these significant delays and maintain the best possible service levels. Also please note update to voyage number

Debussy 122S/126N:

- Will call ADL on NB rotation
- Rotation: AKL – SYD - MEL – ADL – TRG

Northern Guild 121S/125N:

- Omit SYD
- Rotation: Phase in MEL – TRG – PPT

JPO Libra 131S/135N:

- Omit SYD
- SYD imports to discharge at MEL
- Rotation: LGB – MEL – ADL – TRG – PPT

Conti Cordoba 130S/134N:

- Will call MEL prior to SYD
- Rotation: AKL - MEL – SYD – TRG

Synergy Oakland 132S/136N:

- Omit SYD
- SYD imports to discharge at MEL
- Rotation: AKL – MEL – ADL – TRG - PPT

Synergy Keelung 133S/137N:

- Will call MEL prior to SYD
- Rotation: LGB - MEL – SYD – TRG

Debussy 134S/138N:

- Omit SYD
- SYD imports to discharge at MEL
- Rotation: AKL – MEL – ADL – TRG - PPT

Northern Guild 135S/139N:

- Will call MEL prior to SYD
- Rotation: LGB - MEL – SYD – TRG

London Express 136S/140N:

- Omit SYD
- SYD imports to discharge at MEL
- Rotation: AKL – MEL – ADL – TRG – PPT

ANL Warrnambool 137S/141N:

- Will call MEL prior to SYD
- Rotation: LGB - MEL – SYD – TRG

Mate 138S/142N:

- Omit SYD
- SYD imports to discharge at MEL
- Rotation: AKL – MEL – ADL – TRG - PPT

JPO Libra 139S/143N:

- Will call MEL prior to SYD
- Rotation: LGB - MEL – SYD – TRG

Conti Cordoba 140S/144N:

- Omit SYD
- SYD imports to discharge at MEL
- Rotation: AKL – MEL – ADL – TRG - PPT

Synergy Oakland 141S/145N:

- Will call MEL prior to SYD
- Rotation: LGB - MEL – SYD – TRG

Please note that the schedules will be updated in due course.

Our Customer Care Team will be in contact with impacted parties to provide revised booking confirmations accordingly.

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

ANL & CMA CGM Customer Care Centre

CMA CGM – PANAMA – SEATRADE ORANGE 1529 – OMITTING BRISBANE**[PANAMA -SEATRADE ORANGE 1529 - Omitting Brisbane](#)**

Please be advised that the SEATRADE ORANGE 1529 is omitting Brisbane in order to mitigate delays from ongoing port congestion. Revised Australian Coastal dates are as follows: POL ETA ETD BNE OMIT OMIT SYD 29/08 30/08 MEL 31/08 01/09

Our Customer Care Team will be in contact with impacted parties to provide revised vessel options accordingly.

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

MSC – OCEANIA LOOP 1 SERVICE – SCHEDULE UPDATE AND OMISSIONS

MSC Mediterranean Shipping Company wishes to advise customers that due to significant ongoing delays and in order to return to optimal service levels, there will be temporary schedule updates and omission on the Oceania Loop 1 service as outlined below:

DEBUSSY 122S/126N

Will call ADL on NB rotation
Rotation: AKL - SYD - MEL - ADL - TRG - SEA - VAN - LGB

NORTHERN GUILD 121S/125N

Omit SYD
Rotation: Phase in MEL - TRG - PPT - OAK - LGB

JPO LIBRA 131S/135N

Omit SYD (imports to discharge at MEL)
Rotation: LGB - MEL - ADL - TRG - PPT - OAK - LGB

CONTI CORDOBA 130S/134N

Will call MEL prior to SYD
Rotation: AKL - MEL - SYD - TRG - SEA - VAN - LGB

SYNERGY OAKLAND 132S/136N

Omit SYD (imports to discharge at MEL)
Rotation: AKL - MEL - ADL - TRG - PPT - OAK - LGB

SYNERGY KEELUNG 133S/137N

Will call MEL prior to SYD
Rotation: LGB - MEL - SYD - TRG - SEA - VAN - LGB

DEBUSSY 134S/138N

Omit SYD (imports to discharge at MEL)
Rotation: AKL - MEL - ADL - TRG - PPT - OAK - LGB

NORTHERN GUILD 135S/139N

Will call MEL prior to SYD
Rotation: LGB - MEL - SYD - TRG - SEA - VAN - LGB

LONDON EXPRESS 136S/140N

Omit SYD (imports to discharge at MEL)
Rotation: AKL - MEL - ADL - TRG - PPT - OAK - LGB

ANL WARRNAMBOOL 137S/141N

Will call MEL prior to SYD
Rotation: LGB - MEL - SYD - TRG - SEA - VAN - LGB

MATE 138S/142N

Omit SYD (imports to discharge at MEL)
Rotation: AKL - MEL - ADL - TRG - PPT - OAK - LGB

JPO LIBRA 139S/143N

Will call MEL prior to SYD
Rotation: LGB - MEL - SYD - TRG - SEA - VAN - LGB

CONTI CORDOBA 140S/144N

Omit SYD (imports to discharge at MEL)
Rotation: AKL - MEL - ADL - TRG - PPT - OAK - LGB

SYNERGY OAKLAND 141S/145N

Will call MEL prior to SYD
Rotation: LGB - MEL - SYD - TRG - SEA - VAN - LGB

Please contact your local MSC office for further information.

Best Regards,

MSC Mediterranean Shipping Company

CHINA PORT OPERATIONS

Carriers have commenced diverting vessels from Ningbo to Shanghai in China due to positive COVID-19 tests. As part of their “epidemic management” authorities have suspended terminal operations at Ningbo Meishan Island International Container Terminal (MSICT)

Maersk, Hapag Lloyd, OOCL, Yang Ming & ONE have provided updates advising their respective operational adjustments for the coming days at Ningbo Meishan Island International Container Terminal (MSICT) <https://www.ftalliance.com.au/news/23570>
<https://www.ftalliance.com.au/news/23574>
<https://www.ftalliance.com.au/news/23585>
<https://www.ftalliance.com.au/news/23576>
<https://www.ftalliance.com.au/news/23593>

EQUIPMENT UPDATE – AUSTRALIA NATIONALLY

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

- average utilisation of empty container parks around Australia is under 70%
- empty container parks are all working at productive levels, repairs are under expected performance and all empty container parks are generally open for de-hire as per EDO, and
- Maersk advise that both 20 FT- 40 FT Reefers and 20 DRY FQ units are still under strict co-ordination for all AU locations.

AUSTRALIAN PORT TERMINALS UPDATE

SOURCE: COURTESY OF MAERSK

Sydney

Patrick: Congestion with average 2-3 days delay.

DP World: Congestion with average 0.5 -1.5 days delay depending on service. Average delay of 3-5 days for vessels that are already delayed and arriving off the berthing window

Melbourne

Patrick: Congestion due to vessels arriving back-to-back and average delay of 0-1 days for all vessels

DP World: Congestion with 0.5 days average delay. 1-day average delay for vessels that are already delayed and arriving off the berthing window

Brisbane

Patrick: 1-2 days delay due to industrial action. Vessel bunching with vessels of same service delayed from origin that are arriving off the berthing window

DP World: Vessel bunching with vessels arriving off the berthing window due to delays in Asia

Fremantle

Patrick: 1-2 days delay due to industrial action. Vessel bunching with vessels of same service delayed from origin that are arriving off the berthing window

DP World: 2-3 days delay due to vessel bunching with vessels of same service delayed from origin and arriving off window

GLOBAL PERSPECTIVE

World Container Index

Marginally shift as of 12 August 2021 in composite World Container Index of 0.41% or USD \$450.00 to USD \$9,421.48 per 40FT container. This represents the 17th consecutive week of overall increases, some 358% higher than at the same time in 2020

Though some sectors have seen a fall or remain stable in sea freight rates other sectors such as Shanghai to Genoa as seen a future increase of 2% or USD \$201.00 to USD \$12,993.00 per 40 FT container. https://www.drewry.co.uk/supply-chain-advisors/world-container-index-weekly-update/world-container-index-assessed-by-drewry?utm_source=newsletter&utm_medium=email&utm_campaign=WCI%20Weekly%20Update

Closure of Ningbo Meishan Island Container Terminal

Given the closure of China's Ningbo Meishan Island Container Terminal due to the recent COVID 19 outbreak numerous carriers are not waiting around option to omit vessel calls <https://splash247.com/ships-divert-from-ningbo-with-no-timeframe-given-for-terminal-to-reopen/> - Source Splash247.com

Shipping Line Profits Roaring

Yet another shipping line has posted a net record profit for Q2. Hapag Lloyd has reported a net profit of USD \$1.8bn up significantly from USD \$287M for Q2 2020. Revenue was up 70% on the back of the average rate lifting to USD \$1,714.00 per teu. <https://theloadstar.com/hapag-lloyd-nets-1-8bn-in-q2-an-extraordinary-financial-result-says-ceo/> - Source Splash247.com