

## Customer Advisory 7 July 2008

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### New and Changed Services

#### Changes to the Asia – Europe services - AE5, AE7, AE2, and AE8 Update

This is with reference to the changes to Asia – Europe services published on 30 June. Please note that we have some updates on the same as follows.

##### **AE5 and AE8**

AE5 service will be temporarily suspended and AE8 will take over the Kaohsiung coverage. AE5 last call in Kaohsiung (China) will be 5 July by the Maersk Malacca. Thereafter the AE8 service will cover Kaohsiung.

- AE8 will offer direct coverage between Shanghai (China), Ningbo (China), Kaohsiung (China), Yantian (China), Tanjung Pelepas (Malaysia), and Valencia (Spain), Dunkirk (France), Southampton (United Kingdom), Gothenburg (Sweden), Aarhus (Denmark), Bremerhaven (Germany), and Rotterdam (Netherlands).
- This service change will not reduce the range of corridors we are serving and will offer new direct calls between Kaohsiung to Valencia and Northern Europe, as well as between Shanghai and Valencia.

##### **AE7**

We will adjust the sailing speed of the AE7 eastbound starting 8 July with Ella Maersk from Rotterdam.

- We will make additional port calls in Tanjung Pelepas, to give the following port rotation:
  - Rotterdam (Netherlands), Bremerhaven (Germany), Algeciras (Spain), Tanjung Pelepas (Malaysia) and Yantian (China).
  - Tangiers will mainly be used for contingency/when required. It will not be used as transshipment for commercial cargo.
  - The westbound AE7 rotation is unchanged.

##### **AE2**

AE2 will change rotation in North China and Korea as follows:

- Busan (South Korea), Dalian (China), Xingang (China), Qingdao (China), Kwangyang (South Korea), Shanghai (China), Bremerhaven (Germany), Rotterdam (Netherlands), Felixstowe (United Kingdom), Salalah (Oman).
- From Kwangyang we reduce the transit time to ports in North Europe by four days.
- Dalian, Xingang and Qingdao arrive and depart one day earlier than our current schedule.

Our constant effort is that our customers do not experience any

difference, therefore

- The AE strings will continue to serve the same number of corridors as we do today.
- Direct coverage will remain unchanged for most ports and we have additional direct calls from Kaohsiung to Valencia (Spain) and to North Europe, plus Shanghai to Valencia.
- Berthing windows in Northern European ports remain unchanged to avoid operational disruptions.
- Volumes that have been committed can be covered by the available capacity, i.e. we still have space for growth.

Should you require further information please contact your local Maerskline representative.

Trades: Asia Europe

### **Salalah congestion - Contingency plan**

Over the last few weeks, we have faced severe delays in our main line and feeder vessels due to congestion at the Port of Salalah. Several initiatives, including ad-hoc adjustment of our strings calling Salalah have already been taken. However, to further ensure minimal impact to our network and services, we will make the following short term changes with immediate effect. We are constantly monitoring the situation in Salalah and based on next week's performance of port; we will decide upon medium and long term solutions.

MECL2 Eastbound service

- We will omit Jeddah and Salalah and make a Jebel Ali call instead.
- First effective vessel is Maersk Dortmund voyage 0807 in Gioia Tauro on 8 July.

AE6 Eastbound service

- We will omit Salalah and make a Jeddah call instead.
- First effective vessel is Soroe Maersk voyage 0807 in Gioia Tauro on 13 July.

SAMBA service

- Will omit Salalah.
- First effective vessel is Sussane Schulte voyage 0808 in Paranagua on 11 July.

MESA service

- Will omit Salalah southbound, but make a Nhava Sheva call instead.
- First effective vessel is Maersk Vigo voyage 0809 in Nhava Sheva on 15.

EAF5 service

- Will be a 3-vessel service, calling Jebel Ali and Mombasa.
- First effective vessel is Safmarine Concord voyage 0811 in Jebel Ali on 8 July.

Pipavav feeder

- Will be discontinued with immediate effect. Both export and import volumes will be loaded on ME1 service.

More information on route maps can be found on schedules on Maerskline.com.

Trades: Africa, Asia Europe, Far East, Transatlantic

### **New Intra Asia Service IA-4**

Maersk Line and MCC Transport are pleased to announce the start of a direct and fast weekly service connecting China with Singapore, Malaysia and Indonesia.

The Intra Asia Service 4 (IA-4) offers one of the best transit times in the market from Jakarta (Indonesia) to Hong Kong/China as well as a fast and direct service from China to Singapore, Malaysia and Indonesia. The new service also provides an excellent pre-weekend cut-off from Shanghai (China), Ningbo (Japan) and Singapore. In addition, it serves

the North and West Port in Port Klang (Malaysia).

The port rotation will take 21 days and cover the ports of Shanghai (China) – Ningbo (China) – Shekou (China) - Singapore - Port Klang (Malaysia) – Jakarta (Indonesia) and Hong Kong (China).

The first vessel on the new service will be the Westertal, voyage 001S, expected to depart from Shanghai (Waigaoqiao) on 21 July 2008.

The IA-4 will offer you:

- Direct coverage from the Shanghai Waigaoqiao terminal
- Comprehensive coverage of the ports in Port Klang, Malaysia (both West Port and North Port)
- Pre-weekend cut-off for exports from Shanghai (south bound), Ningbo (south bound) and Singapore (south bound)

Details on the improved transit time for Intra Asia exports can be found on the link below.

More information about the IA-4 sailing schedule and Maersk Line's global network can be found on [www.maerskline.com](http://www.maerskline.com) under search schedule – by maps – Maersk Line service network.

In case of questions, please do not hesitate to contact your local Maersk Line representative

Trade: Intra Asia

» [Transit time for Intra Asia exports](#)

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## General news

### Customs clearance procedures Belgium

Please note that as of 1 July 2008 all customs procedures exports and imports for Belgium shall be followed more strictly.

Belgian customs rules have not changed, instead Maersk Line will increase invoicing occurred fines towards customers.

For more information please contact your local Maersk Line representative.

Trades: All

### Egypt – Change of terminal name on documents

Kindly be advised that the name of SCCT (Suez Canal Container Terminal) has changed in Maersk Line's systems, website and documents to reflect as East Port Said Terminal instead of Suez Canal Container Terminal or Port Said East. This is only a change in the terminal's name translation to align how the terminal name appears on all documents and systems.

Should you have any question, please do not hesitate to contact our Customer Service team or write to: [EGYCSEONL@MAERSK.COM](mailto:EGYCSEONL@MAERSK.COM)

Trades: All

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## Mandatory Surcharges

## **Increases in Bunker Surcharge (BAF) effective from 1 August 2008**

### **Australia and Pacific Ocean Islands to South East Asia, Indian Subcontinent and Middle East**

From USD 255/435 to USD 314/534 per 20'/40'

Trades: Australasia, Intra Asia

### **Europe to East Coast of South America**

Europe to East Coast of South America (Argentina, Brazil, Uruguay and Paraguay) from EUR 439/878 to EUR 520/1040 per 20'/40'

Trades: Intra Europe, South America

### **West Coast of South America and North Colombia to Middle East and Indian Subcontinent**

From USD 656/1312 to USD 740/1480 per 20'/40'.

Trades: Far East, South America, Transpacific

### **Europe (excl. Israel) to/from Southern Africa**

From USD 535/1070 per 20'/40' dry and USD 755/1510 per 20'/40' reefer to USD 590/1180 20'/40' dry and USD 830/1660 per 20'/40' reefer.

Trades: Africa, Intra European

### **Southern Africa to/from Middle East, Red Sea, and Indian Subcontinent including Bangladesh**

From USD 375/750 to USD 505/1010 per 20'/40'.

Trades: Africa, Far East

### **Eastern Mediterranean countries to Australia**

From EUR 392/784 to EUR 430/860 per 20'/40'.

Eastern Mediterranean countries are: Albania, Bosnia and Herzegovina, Croatia, Cyprus, Egypt, Greece, Italy, Lebanon, Libya, Macedonia, Malta, San Marino, Serbia, Montenegro, Slovenia, Syria, and Turkey

Trades: Asia Europe, Australasia, Intra European

### **West Africa to Middle East, Red Sea and Indian Subcontinents (incl. Bangladesh)**

From USD 275/550 to USD 320/640 per 20'/40'.

Trades: Africa, Far East

### **Middle East, Red Sea and Indian Subcontinent (incl. Bangladesh) to West Africa**

From USD 635/1270 to USD 750/1500 per 20'/40'

Trades: Africa, Far East

### **Far East (excl. Japan) to Middle East (excl. Salalah, Oman) and Indian Subcontinent**

From USD 343/686 to USD 382/764 per 20'/40'.

**Japan to Middle East (excl. Salalah, Oman) and Indian Subcontinent**

From USD 316/632 to USD 342/684 per 20'/40'.

**Middle East (excl. Salalah, Oman) and Indian Subcontinent to Far East (excl. Japan)**

From USD 86/172 to USD 96/192 per 20'/40'.

**Middle East (excl. Salalah, Oman) and Indian Subcontinent to Japan**

From USD 158/316 to USD 171/342 per 20'/40'.

Trades: Far East, Intra Asia

**West Africa to Far East Asia (excl. Bangladesh)**

From USD 280/560 to USD 335/670 per 20'/40'.

**Far East Asia (excl. Bangladesh) to West Africa**

From USD 835/1670 to USD 1010/2020 per 20'/40'.

Trades: Africa, Intra Asia

**Europe to Central America (excl. Mexico), Caribbean (excl. Guadeloupe, Martinique, and Puerto Rico), West Coast of South America and North Coast of South America**

From EUR 656/1312 to EUR 740/1480 per 20'/40'.

**Europe to Mexico and Puerto Rico**

From USD 656/1312 to USD 740/1480 per 20'/40'.

**West Coast of South America to Europe**

From USD 656/1312 to USD 740/1480 per 20'/40'.

**Central America (incl. Mexico), Caribbean (incl. Puerto Rico / excl. Guadeloupe and Martinique) and North Coast of South America to Europe**

From USD 656/1312 per 20'/40' dry and USD 668/1336 per 20'/40' reefer to USD 740/1480 per 20'/40' dry and USD 739/1478 per 20'/40' reefer.

Trades: Central America, South America, Transatlantic

**New Zealand to/from Asia (Far East, Middle East, Red Sea, and Indian Subcontinent)**

From USD 675/1350 to USD 725/1450 per 20'/40'.

Trades: Australasia, Intra Asia

**New Zealand to Africa**

From USD 675/1350 to USD 725/1450 per 20'/40'.

Trades: Africa, Australasia

**New Zealand to Mediterranean (incl. Israel, Spain, and Azerbaijan)**

From USD 675/1350 to USD 725/1450 per 20'/40'.

**Mediterranean (incl. Spain, Azerbaijan / excl. Israel) to New Zealand**

From EUR 434/868 to EUR 460/920 per 20'/40'.

Trades: Asia Europe, Australasia

**New Zealand to North Europe (excl. Azerbaijan)**

From USD 684/1368 to USD 734/1468 per 20'/40'.

**North Europe (excl. Azerbaijan) to New Zealand**

From EUR 440/880 to EUR 466/932 per 20'/40'.

Trades: Asia Europe, Australasia

**Asia (Far East, Middle East, Indian Subcontinent, and Red Sea) to Central America, Caribbean (excl. Guadeloupe and Martinique), North Coast of South America and Puerto Rico**

From USD 905/1130/1410 to USD 1010/1265/1580 per 20'/40'/45'

Trades: Central America, Far East, Intra Asia, South America

**South East Asia to Australia and Pacific Ocean Islands**

From USD 730/1460 to USD 800/1600 per 20'/40'.

**South East Asia countries are: Singapore, Malaysia, Indonesia, Thailand, Vietnam, Cambodia, Brunei and Myanmar**

Trades: Australasia, Intra Asia

**Far East Asia to/from North Europe**

From USD 621/1242 to USD 687/1374 per 20'/40'.

Trade: Asia Europe

**Middle East (excl. Afghanistan) and Red Sea to/from North Europe and Portugal**

From USD 485/970 to USD 535/1070 per 20'/40'.

Trade: Asia Europe

**Intra Europe Trade**

All Intra Europe Trade Corridors (excluding United Kingdom, Israel, Cyprus, and Canary Islands) to/from North Europe will increase from EUR 218/436 to EUR 242/484 per 20'/40'

Mediterranean (excluding Cyprus, Israel) to/from Mediterranean (excluding Cyprus, Israel) will increase from EUR 212/424 to EUR 234/468 per 20'/40'.

United Kingdom to/from All IET Corridors (excluding Israel, Cyprus, and Canary Islands) will increase from GBP 173/346 to GBP 192/384 per 20'/40'.

Trade: Intra Europe

**Australia and Pacific Ocean Islands to Southern Africa and India Ocean Islands**

From USD 350/700 to USD 400/800 per 20'/40'.

**Australia and Pacific Ocean Islands to East Africa and West Africa**

From USD 675/1350 to USD 725/1450 per 20'/40'.

Trades: Africa, Australasia

**Australia and Pacific Ocean Islands to Red Sea (Jordan and Yemen)**

From USD 675/1350 to USD 725/1450 per 20'/40'.

Trade: Australasia

**Australia and Pacific Ocean Islands to North Europe (excl. Azerbaijan)**

From USD 684/1368 to USD 734/1468 per 20'/40'.

Trades: Asia Europe, Australasia

**Middle East and Red Sea to Australia and Pacific Ocean Islands**

From USD 675/1350 to USD 725/1450 per 20'/40'.

**Indian Subcontinent to Australia and Pacific Ocean Islands**

From USD 600/1200 to USD 725/1450 per 20'/40'.

Trade: Australasia

**Australia and Pacific Ocean Islands to Mediterranean (incl. Israel, Spain, and Azerbaijan)**

From USD 675/1350 to USD 725/1450 per 20'/40'.

Trades: Asia Europe, Australasia

**North Europe (excl. Azerbaijan) to Australia and Pacific Ocean Islands**

From EUR 440/880 to EUR 466/932 per 20'/40'.

Trades: Asia Europe, Australasia

**Indian Subcontinent including Bangladesh and Afghanistan to/from North Europe**

From USD 415/830 to USD 460/920 per 20'/40'.

**Indian Subcontinent including Bangladesh and Afghanistan to/from Mediterranean**

From USD 400/800 to USD 435/870 per 20'/40'.

Trades: Asia Europe, Far East

**Mediterranean (incl. Spain, Azerbaijan / excl. Israel and Eastern Mediterranean countries) to Australia and Pacific Ocean Islands**

From EUR 434/868 to EUR 460/920 per 20'/40'.

**Eastern Mediterranean countries to Pacific Ocean Islands**

From USD 325/650 to EUR 460/920 per 20'/40'.

**Eastern Mediterranean countries are: Albania, Bosnia and Herzegovina, Croatia, Cyprus, Egypt, Greece, Italy, Lebanon, Libya, Macedonia, Malta, San Marino, Serbia, Montenegro, Slovenia, Syria, and Turkey**

Trades: Asia Europe, Australasia

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**Southern Africa, Indian Ocean Islands, and East Africa to/from West Africa**

From USD 575/1150 to USD 637/1274 per 20'/40'.

Trade: Africa

**Middle East (excl. Afghanistan) and Red Sea to/from Mediterranean (excl. Portugal and**

**Israel)**

From USD 370/740 to USD 410/820 per 20'/40'

Trade: Asia Europe

**Cyprus to United Kingdom**

From GBP 93/186 to GBP 102/204 per 20'/40'

**United Kingdom to Cyprus**

From GBP 182/364 to GBP 203/406 per 20'/40'

**Cyprus to North Europe (excl. United Kingdom)**

From EUR 116/232 to EUR 129/258 per 20'/40'

**North Europe (excl. United Kingdom) to Cyprus**

From EUR 231/462 to EUR 256/512 per 20'/40'

**Cyprus to Mediterranean (excl. Israel)**

From EUR 112/224 to EUR 123/246 per 20'/40'

**Mediterranean (excl. Israel) to Cyprus**

From EUR 223/446 to EUR 246/492 per 20'/40'

Trade: Intra Europe

**Emergency Bunker Surcharge (EBS) - United States, Guam and Virgin Islands (US) to Middle East, Red Sea and Indian Sub continents and Bangladesh**

Emergency Bunker Surcharge will increase from USD 882/1764 to USD 984/1968 per 20'/40'

Trade: Transpacific

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**Currency Adjustment Factor Surcharge (CAF) effective from 1 August**

**Far East Asia to/from Europe (excl. Israel)**

Will decrease from 17.4 % to 17.1 % of freight

Trade: Asia Europe

**Middle East (excl. Afghanistan) and Red Sea to/from North Europe and Portugal**

Will decrease from 16.24 % to 16.10 % on freight

Trade: Asia Europe

**Middle East (excl. Afghanistan) and Red Sea to/from Mediterranean (excl. Portugal and Israel)**

From 16.05 % to 15.93 % on freight.

Trade: Asia Europe

**Indian Subcontinent including Bangladesh and Afghanistan to/from Europe (excl. Israel)**

From 19.10% to 18.93% on freight.

Trades: Asia Europe, Far East

## Congestion Surcharges (CON)

### **West Africa to/from Haldia (West Bengal), India and Kolkata, India**

Effective from 3 July 2008, Congestion Surcharge of USD 150/300 per 20'/40' will no longer apply.

Trade: Africa

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## General Rate Increases (GRI)

### **Far East to West Africa**

Effective from 1 August 2008, Maersk Line will be implementing a general rate increase on the trade from Far East to West Africa. The increase will apply to dry and reefer cargo under Maersk Line tariffs and service contracts.

The increase will as follows for the various Far East origins:

North and East China will be applied at USD 150 per TEU

Indonesia, Malaysia, Singapore, and Thailand will be applied at USD 125 per TEU

Vietnam, Philippines, Japan, Korea, and Taiwan will be applied at USD 100 per TEU

The GRI will apply to all cargo gated in on 1 August 2008 or thereafter.

Trade: Africa

### **United States and Canada to North Europe**

Effective from 1 September 2008, the General Rate Increase will be applied and USD 800/1000 per 20'/40'-45' dry.

The GRI will apply to all cargo gated in on 1 September 2008 or thereafter.

Trade: Transatlantic

### **United States and Canada to Central America, Caribbean and West Coast South America**

Effective from 15 August 2008, the General rate Increase will be applied at USD 150/300 per 20'/40' dry and reefer.

The GRI will apply to all cargo gated in on 15 August 2008 or thereafter.

Trades: Central America, South America

### **West Coast of Central America to West Coast United States**

Effective from 15 August 2008, the General Rate Increase will be applied at USD 150/300 per 20'/40' dry and reefer.

The GRI will apply to all cargo gated in on 15 August 2008 or thereafter.

Trades: Central America, South America

### **United Arab Emirates to Southern Africa**

Effective from 15 July 2008, General Rate Increase will be applied at USD 300/600 per 20'/40'.

The GRI will apply to all cargo gated in on 15 July 2008 or thereafter.

Trades: Africa, Far East

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### **New Peak Season Surcharges (PSS)**

#### **Far East (excl. Japan) to Ukraine, Romania, Bulgaria, Georgia, Moldova, Armenia, and Novorossiysk, Russia**

Effective from 18 October 2008, Peak Season Surcharge of USD 158/316 per 20'/40' will no longer apply.

Trade: Asia Europe

#### **Middle East, Red Sea and Indian Subcontinent including Bangladesh to United States, Canada, Guam and Virgin Islands (US)**

Effective from 1 November 2008, Peak Season Surcharge of USD 200/250/280/315 per 20'/40'/40'HC/45' will no longer apply.

Trades: Far East, Transatlantic

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### **Export and Import Intermodal Fuel surcharge effective from 1 August 2008**

#### **Bulgaria Inlands via Varna, Bulgaria to World – Increase in Export Intermodal Fuel Surcharge**

From 29 % to 31 % of Inland Haulage Export (only for Export inland transport mode - Truck)

Trades: Africa, Asia Europe, Central America, Intra European, South America, Transatlantic

#### **World to/from United States (excluding Alaska State ports and Honolulu, Hawaii)**

From USD 290 to USD 320 per container

Trades: Transatlantic, Transpacific

#### **Sweden to/from World**

From 15.30 % to 24.40 % Inland Haulage Export/Inland Haulage Import (Transport Mode: Truck)

Trades: Africa, Asia Europe, Central America, Intra Europe, South America, Transatlantic

#### **Norway to/from World**

From 6 % to 12 % of Inland Haulage Export/Inland Haulage Import

Trades: Africa, Asia Europe, Central America, Intra Europe, South America, Transatlantic

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## Origin and Destination Handling Surcharge (OHC and DHC)

### Sohar, Oman to/from World and FMC countries

Effective from 4 July 2008, Handling Charge - Origin (OHC) for Sohar, Oman to World (excluding FMC countries) will decrease from OMR 74 per 40' (Non-Hazardous cargo) and OMR 111 per 40' (Hazardous cargo) to OMR 70 per 40' (Non-Hazardous cargo) and OMR 105 per 40' (Hazardous cargo)

Effective from 2 August 2008, Handling Charge - Origin (OHC) for Sohar, Oman to FMC countries will decrease from OMR 74 per 40' (Non-Hazardous cargo) and OMR 111 per 40' (Hazardous cargo) to OMR 70 per 40' (Non-Hazardous cargo) and OMR 105 per 40' (Hazardous cargo).

Effective from 4 July 2008, Handling Charge – Destination (DHC) for World (excl. FMC countries) to Sohar, Oman will decrease from OMR 50/74 per 20'/40' (Non-Hazardous cargo) and OMR 111 per 40' (Hazardous cargo) to OMR 40/55 per 20'/40' (Non-Hazardous cargo) and OMR 83 per 40' (Hazardous cargo).

Effective from 2 August 2008, Handling Charge – Destination (DHC) for FMC countries to Sohar, Oman will decrease from OMR 50/74 per 20'/40' (Non-Hazardous cargo) and OMR 111 per 40' (Hazardous cargo) to OMR 40/55 per 20'/40' (Non-Hazardous cargo) and OMR 83 per 40' (Hazardous cargo).

FMC countries are: Guam, Puerto Rico, United States, and Virgin Islands (US)

Trades: Africa, Asia Europe, Central America, Intra European, South America, Transatlantic, Transpacific

### Port Additional / Port Dues - Import (PAI) Surcharges

Central America, Caribbean, FMC countries, North Coast South America, West Coast South America and Canada to Dakar, Senegal

Effective from 2 August 2008, Port Additional / Port Dues - Import (PAI) will increase from USD 60/120 to USD 370/740 per 20'/40'.

FMC countries are: Guam, Puerto Rico, United States, and Virgin Islands (US)

Trades: Africa, Central America, South America

### Free Out (FRO)

#### World to Uganda

Effective from 8 July 2008 Free out Surcharge of UGX 140000/250000 per 20'/40' will no longer apply.

Trade: Africa

### New Zealand - Increase in Rail Fuel Surcharge

Effective from 1 August 2008, the New Zealand Rail Fuel Adjustment Factor (F.A.F.) for all inland transportation requiring a rail leg will increase from 19.51% to 26.95% of Inland Haulage Export/Inland Haulage Import.

Trades: Africa, Asia Europe, Australasia, Central America, Far East, South America, Transpacific

**A.P. Moller - Maersk Group**