MAERSK LINE | WEEKLY HIGHLIGHTS

Tuesday
15 May 2012

Story of the week

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Service & Surcharge updates

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MAERSK LINE

Story of the week

BBC World tunes into sustainability

BBC World Service's One Planet team recently came on board the Ebba Maersk, one of eight container vessels that are currently the largest in the world.

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Service & Surcharge updates

News

Mexico – Revision of weight limitations

Kindly note that the maximum weight limitation on Mexican roads has been revised by the Mexican Law NOM-012-SCT-2-2008 as per below:

All trucks for dry container

20' dry - 23,000 kgs cargo weight stuffed per container
40' dry - 21,500 kgs cargo weight stuffed per container

All trucks for reefer container
40' reefer - 23,000 kgs cargo weight stuffed per container

Rail combine for dry container
20' dry - 23,000 kgs cargo weight stuffed per container
40' dry - 21,500 kgs cargo weight stuffed per container

The following points are to be considered as a direct result of this amendment:

- Penalties or fines caused due to extra weight will be transferred to shipper or consignee, with no exception

- Maersk Line can refuse an inland service due to extra weight and should not be held liable for storages, detentions or demurrages costs.

- Any shipment that has been stuffed above maximum weight must unload the extra weight and this has to be facilitated by shipper/consignee at their cost and coordination.

If you have any questions, please contact your local Maersk Line sales representative.

Mexico – Inland Service Modification

Kindly note that as a result of service irregularities on rail connectivity from Veracruz to/from Mexico City, we have decided to close this Intermodal Service (Mexico City – Veracruz) under service mode Rail Combine (SD) and Rail Ramp (CY).

This is a direct result of our efforts to provide you with a better facility by transporting your goods under All Truck service mode for door delivery/pick up.

Rail Combine (SD) and Rail Ramp (CY) bookings acceptance for this service will cease by 15 June 2012. All shipments accepted till this date, will be served as agreed on the route we had offered you.

If you have any questions, please contact your local Maersk Line sales representative.

Surcharge News

Overview of CAF and global BAF levels

For a comprehensive overview of the CAF levels and the global BAF calculator, please follow the link below.

» CAF and global BAF

If you are using the new website, click here

To view trade specific surcharges that have been changed in the past week in Maersk Line, please click on the trade names given below. Please note the published surcharges are not a comprehensive overview of all the surcharges applicable in the trades, but reflect recent changes only.

General Rate Increases/Restoration (GRI/GRR)

In order to continue offering our broad portfolio of services and high level of reliability it

will be necessary for us to implement a number of rate increases/restorations.
We ask for your understanding and look forward to continuing to provide the service you've come to expect from Maersk Line.

Far East to East Coast South America – General Rate Increase (GRI)

In reference to General Rate Increase plan for Far East to East Coast of South America trade communicated to you earlier, we wish to announce a change.

You would be glad to know that we have revised the plan by bringing down the next GRI to 500 USD per TEU from 600 USD announced earlier.

However, we need to advance the effective date for this GRI to 15 June from 1 July as communicated earlier.

You would appreciate that this is to keep our services sustainable and is necessary to cover your requirements.

Thank you for choosing Maersk Line.

UAE to Djibouti, Sudan and Somalia – General Rate Increase (GRI)

We are facing space crunch on our vessels for our services from UAE to Djibouti, Sudan and Somalia in Africa.

In our effort to continuously meet your service expectations, we are implementing General Rate Increase (GRI) of 135 and 270 USD respectively for 20' and 40' dry containers on these services. The GRI will be effective 1 June 2012.

You would appreciate that this is necessary to cover your requirements.

Thank you for choosing Maersk Line.

United States, Mexico to Brazil – General Rate Increase (GRI)

Effective date: 11 June 2012

Scope: Houston, Texas, US; New Orleans, Louisiana, US; Veracruz, Mexico and Altamira, Mexico to Santos, São Paulo, Brazil

General Rate Increase: USD 100/100/100 per 20'/40'/45 dry

Brazil to Central America and Caribbean / West Coast of South America/ North America – General Rate Increase (GRI)

Effective date: 11 June 2012

Scope: Brazil to Canada, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Panama, Peru, Trinidad and Tobago, Venezuela, Puerto Rico, and US

General Rate Increase: USD 100/200/200 per 20'/40'/45' container

Other Surcharges

World – Increase in Carrier Security Service charge (SER)

The Carrier Security Service (SER) charge covers the cost to remain compliant with the Security standards imposed by the International Ship and Port Facility Security (ISPS) Code.

The ISPS Code is intended to protect terminals and shipping against acts of terrorism and was introduced in July 2004 by the International Maritime Organization (IMO) after the events on 11 September 2001 in the US. This is a set of security measures aimed at protection of vessels and port facilities engaged in international trade.

The safety standards undergo a strict inspection, verification, certification and controlling to ensure that security measures are properly implemented. In case, ships do not meet the security requirements, they risk to be turned away at ports.

All Maersk Line owned and operated vessels are in compliance with the ISPS Code. Port facilities called by our (owned and operated) vessels are in compliance with the ISPS Code. Our (owned and operated) vessels are taking compensatory measures set forth in the ISPS Code should they call at non-compliant port facilities, and we work actively with involved governments in the affected countries to ensure ISPS Code compliance.

We continuously audit the ISPS related costs to ensure that the amount is reasonable. Since 1 January 2010 the level of the SER charge (Carrier Security Service) has not been revised.

Therefore, as of 15 June 2012 the level of SER (Carrier Security Service) will increase as per below.

Scope: World (excl. Iran, Cuba, Sudan and Syria) to World (excl. Iran, Cuba, Sudan and Syria)

Old Rate: USD 9 per Container

New Rate: USD 12 per Container

Scope: Iran, Cuba, Sudan and Syria to/from World

Old Rate: EUR 7 per Container

New Rate: EUR 10 per Container

Note: The charge is applicable to all units shipped and as per default should be paid by the freight payer.

If you have any questions, please contact your local Maersk Line representative.

Singapore - Adjustment to Import Detention and Demurrage Charges

With increasing demand for containers in Asia as exports pick up, customers are faced with challenges in obtaining ready containers to meet their shipping needs. In our endeavor to improve equipment availability to cater to the needs of our valued customers, we are adjusting our Detention and Demurrage charges to encourage timely

return of containers and to recover both the increasing equipment and opportunity costs.

In an effort to make it easy for customers to calculate costs and do business with us, we have aligned Detention and Demurrage tier days and charges for import cargo.

Effective 9 June 2012, our Detention and Demurrage charges and free time will be computed for all Singapore import locations as follows (in Singapore Dollar):

IMPORT								
Equipment	Demurrage (calendar days)				Detention (working days)			
	1 - 3 days	4 day	5 - 10 days	11 days and above	1 - 3 days	4 day	5 - 10 days	11 days and above
20' dry	Free	36	35	75	Free	36	35	75
40' dry / 40' high cube	Free	56	55	100	Free	56	55	100
45' high cube	Free	70	80	140	Free	70	80	140
20' reefer / 20' special equipment	Free	285	101	147	Free	285	101	147
40' high cube reefer / 40'Special equipment	Free	325	121	167	Free	325	121	167

The charges will be applied to all Singapore imports of containers discharged on/after 9 June 2012.

* Import Detention free time of 3 working days (Mondays - Saturdays, excluding Sundays and public holidays) is calculated from the next day after the laden container is gate-out from the port.

If you have any questions, please contact your local Maersk Line representative.

Malaysia - Adjustment to Import Detention and Demurrage Charges

With increasing demand for containers in Asia as exports pick up, customers are faced with challenges in obtaining ready containers to meet their shipping needs. In our endeavor to improve equipment availability to cater to the needs of our valued customers, we are adjusting our Detention and Demurrage charges to encourage timely return of containers and to recover both the increasing equipment and opportunity costs.

In an effort to make it easy for customers to calculate costs and do business with us, we have aligned Detention and Demurrage tier days and charges for import cargo.

Effective 9 June 2012, our Detention and Demurrage charges and free time will be computed for all Malaysia import locations as below (in Malaysian Ringgit):

IMPORT								
Equipment	Demurrage (calendar days)				Detention (calendar days)			
	1 - 5 Days	6 - 8 Days	9 - 12 Days	13 Days and above	1 - 5 Days	6 - 8 Days	9 - 12 Days	13 Days and above
20' dry	FREE	45	70	100	FREE	45	70	100
40' dry/ 40' high cube	FREE	75	100	140	FREE	75	100	140
45' high cube reefer	FREE	90	160	240	FREE	90	160	240
Equipment	1 - 3 Days	4 - 6 Days	7 - 10 Days	11 Days and above	1 -5 Days	6 - 8 Days	9 - 12 Days	13 Days and above
20' reefer, opentop and flatrack	FREE	160	190	210	FREE	160	190	210
40' high cube reefer, open top and flatrack	FREE	260	310	360	FREE	260	310	360

The charges will be applied to all Malaysia imports of containers discharged on/after 9 June 2012.

If you have any questions, please contact your local Maersk Line representative.

Surcharges

Africa trade | The Africa trade includes cargo moving to and from Africa, including Indian Ocean Islands, but excluding North African countries which are Morocco, Algiers, Tunisia, Libya and Egypt.

Asia Europe trade | The Asia Europe trade includes cargo moving to and from Asia, North Europe, Mediterranean and North Africa.

Far East trade | The Far East trade includes cargo moving to and from Asia and Middle East, Red Sea, and South Asia.

Transatlantic trade | The Transatlantic trade includes cargo moving from North America to and from North Europe, Mediterranean, Middle East, South Asia, and Intra Gulf.

Transpacific trade | The transpacific trade includes cargo moving from Far East to and from North America.

All Trades | For changed surcharges applicable to all trades.

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