MAERSK LINE | WEEKLY HIGHLIGHTS

Tuesday
17 July 2012

Story of the week

>> read more

Get closer to your shipping company
Join us on Facebook.com/MaerskLine
MAERSK LINE

Story of the week

Pakistan forwarders recognise Maersk service

In June, Pakistan International Freight Forwarders Association (PIFFA) presented excellence awards to shipping companies at a ceremony held in Karachi, Pakistan. Together, Maersk Line and Safmarine, both part of the A.P. Moller - Maersk Group, were proud to win three out of five awards in a field with 35 different shipping lines.

» Read more

>> GO TO MENU

Service & Surcharge updates

News

Southern Star – service change

Our Northern and Southern Star services, which currently deploy nine vessels in a two-loop weekly butterfly service to/from Tanjung Pelepas (Malaysia), Singapore and New Zealand ports, will now add a tenth vessel to the deployment. This will help create a more commercially effective service and allow us to add direct port calls to Nelson (New Zealand) and Wellington (New Zealand) on the Southern Star service.

The revised service will come into effect from the week 31-sailings out of Tanjung Pelepas (Malaysia).

New Rotation: Tanjung Pelepas (Malaysia) – Singapore (Singapore) – Tauranga (New Zealand) – Wellington (New Zealand) – Nelson (New Zealand) – Lyttelton (New Zealand) – Port Chalmers (New Zealand) – Tanjung Pelepas (Malaysia).

The first vessel sailing on the Southern Star service to call Wellington (New Zealand) and Nelson (New Zealand) directly will be the Maersk Jubail, 245S, arriving on 15 August 2012 and 16 August 2012 respectively.

The schedule change will have a cascading impact on the transshipment connections to and from Asia, Middle East, Africa and Europe via Tanjung Pelepas (Malaysia). Northern Star transit times will remain relatively unchanged, whereas on the Southern Star, there will be a mix of transit time increases and reductions, depending on the individual port.

Oceania Americas Service (OC1) – service change

In order to meet anticipated customer demand and to provide a more reliable Americas service, we will be making the following changes to the OC1 service:

Timaru (New Zealand)

• We will cease to offer a direct port call for Timaru (New Zealand)

• The last vessel sailing on the Timaru call will be the Bahia Castillo, 232N, expected to arrive (ETA) at Timaru (New Zealand) on 16 September 2012.

• Customers with contractual agreements for CY Timaru will be offered intermodal options with KiwiRail to and from Port Chalmers (New Zealand) or Lyttelton (New Zealand) (depending on the export destination).

Charleston (US)

• We will replace our current service to/from Savannah (United States) with a port call into Charleston (Brazil)

• Final Savannah (United States) call will be the 'Maersk Bratan' 227N/237S, ETA Savannah 14 September 2012

• First Charleston call will be the 'Bahia Grande' 228N/238S, ETA Charleston 21 September 2012

We will be contacting customers to discuss these new service options, and how we can best meet their individual shipping requirements.

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

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.

Middle East and Indian subcontinent to North Europe and Mediterranean – General Rate Increase (GRI)

Effective date: 1 September 2012

Scope: Middle East and Indian subcontinent to North Europe and Mediterranean

General Rate Increase: USD 200/400 per 20'/40' container

Far East Asia to United States – General Rate Increase (GRI)

Effective date: 15 August 2012

Scope: Far East Asia to West Coast US

General Rate Increase: USD 1000 per 40' high cube reefer

Scope: Far East Asia to East Coast US

General Rate Increase: USD 1250 per 40' high cube reefer

Far East Asia to North Europe and Mediterranean – General Rate Increase (GRI)

Effective date: 1 August 2012

Scope: Far East Asia to North Europe (excl. Syria) and Mediterranean

General Rate Increase: USD 250/500/500 per 20'/40'/45' high cube container

---

Scope: Far East Asia to Syria

General Rate Increase: EUR 190/380/380 per 20’/40’/45' high cube container

Far East Asia to Canada – General Rate Increase (GRI)

Effective date: 10 August 2012

Scope: Far East Asia (Brunei, Cambodia, China, Hong Kong, Indonesia, Japan, South Korea, Laos, Macau, Malaysia, Mongolia, Philippines, Singapore, Taiwan, Thailand, Timor Leste and Vietnam) to Canada

General Rate Increase: USD 400/500/565/635 per 20'/40’/40’ high cube/45’ high cube container (mode: Vancouver Local and Store Door) and USD 560/700/790/890 per 20'/40’/40’ high cube/45’ high cube container (mode: MLB, Intermodal and all Water)

United States to Australia and New Zealand – General Rate Increase (GRI)

Effective date: 15 August 2012

Scope: US to Australia and New Zealand

General Rate Increase: USD 175/350/350 per 20'/40'/40' high cube container

Southern Africa to Central America and Caribbean, West Coast South America, United States and Canada – General Rate Increase (GRI)

Effective date: 15 August 2012

Scope: Southern Africa (Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Swaziland, Zambia and Zimbabwe) to Central America and Caribbean (excl. Cuba), West Coast South America, US and Canada

General Rate Increase: USD 180/360/360 per 20'/40'/40' high cube container

---

Scope: Southern Africa (Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Swaziland, Zambia and Zimbabwe) to Cuba

General Rate Increase: EUR 148/296/296 per 20'/40'/40' high cube container

Canada to Southern Africa – General Rate Increase (GRI)

Effective date: 15 August 2012

Scope: Canada to Southern Africa (Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Swaziland, Zambia and Zimbabwe)

General Rate Increase: USD 180/360/360 per 20'/40'/40' high cube container

Northern Europe to Middle East and India subcontinent – General Rate Increase (GRI)

Effective date: 1 September 2012

Scope: North Europe to Middle East and Indian subcontinent

General Rate Increase: USD 150/200 per 20'/40' container

Other Surcharges

Riyadh – Inland Haulage Import (IHI)

Effective date: 2 August 2012

The congestion at Riyadh dry port and Dammam terminal has led to delay in operations and loss of productivity. There is a backlog of containers at the yard, causing vessel delays and longer vessel operation times, leading to high cost of operations. In light of the current situation, we will be implementing the following changes:

1) Introduction of a new service for Riyadh (SD) via Jubail port (with immediate effect) with a better transit time and superior reliability. IHI for this (SD) service will be more competitive (cheaper) than new IHI for the (CY) service via Dammam.

Equipment Type/Size	20'/40' dry	45' dry	20'/40' reefer
USD	500	550	850

2) Increase in Inland Haulage Import (IHI) for all shipments destined to Riyadh (CY) via Dammam port as per below:

Equipment Type/Size	Weight Limitation	SARIA (CY) via Dammam (Saudi Arabia)	
		Current (USD)	New (USD)
20DC	Up to 24 mt	225	575
20DC	over 24 mt	450	800
40DC/HC		450	800
45 HC		363	800
20 REEF	Up to 24 mt	330	713
20 REEF	over 24 mt	616	966
40HREF		616	966

Slovenia – Changes in demurrage and detention tariff structure

In a continuous effort to increase our container availability, we have decided to adjust the import and export demurrage and detention rates with effect from 1 August 2012.

Import Demurrage			
Free time			
Dry cargo	5 calendar days	tariff rate starts from the first day after free time expires	
Reefer cargo	4 calendar days		
Charges per calendar day after free-time			
	Days	Currency	20'/40'/45' dry
DRY	10-Jan	EUR	20/40/40
	Nov-60	EUR	30/60/60
	>60	EUR	75/100/100
	Days	Currency	20'/40' Reef
REEF	10-Jan	EUR	55/75
	Nov-60	EUR	75/100
	>60	EUR	100/125

Import Detention			
Free time			
Dry cargo	5 calendar days	tariff rate starts from the first day after free time expires	
Reefer cargo	4 calendar days		
Charges per calendar day after free-time			
	Days	Currency	20'/40'/45' dry
DRY	10-Jan	EUR	20/40/40
	Nov-60	EUR	30/60/60
	>60	EUR	75/100/100
	Days	Currency	20'/40' Reef
REEF	10-Jan	EUR	30/50
	Nov-60	EUR	50/75
	>60	EUR	100/125

Export Demurrage			
Free time			
Dry cargo	10 calendar days	tariff rate starts from the first day after free time expires	
Reefer cargo	5 calendar days		
Charges per calendar day after free-time			
	Days	Currency	20'/40'/45' dry
DRY	10-Jan	EUR	20/40/40
	Nov-60	EUR	30/60/60
	>60	EUR	75/100/100
	Days	Currency	20'/40' Reef
REEF	10-Jan	EUR	55/75
	Nov-60	EUR	75/100
	>60	EUR	100/125

Export Detention			
Free time			
Dry cargo	5 calendar days	tariff rate starts from the first day after free time expires	
Reefer cargo	3 calendar days		
Charges per calendar day after free-time			
	Days	Currency	20'/40'/45' dry
DRY	10-Jan	EUR	20/40/40
	Nov-60	EUR	30/60/60
	>60	EUR	75/100/100
	Days	Currency	20'/40' Reef
REEF	10-Jan	EUR	30/50
	Nov-60	EUR	50/75
	>60	EUR	100/125

Kindly note that for special equipment (open top, flat rack), the same free time and tariff conditions apply as for dry containers.

CSX Montreal and East Coast United States – Train schedule change

We have been notified about a change in train schedules by CSX (rail-road operator) due to track repairs to/from Montreal (Canada) and East Coast US ports from/to Newark (US) and Philadelphia (US). The changes mentioned below are effective immediately and valid up to 15 September 2012.

Montreal to Newark and Philadelphia

The Thursday departure from Montreal is suspended.

Newark to Montreal

Trains will depart Monday, Tuesday, Friday and Saturday and will be available in Montreal on the 4th day at 0800 hours. Cargo delivered to the terminal on Wednesday will now depart on Friday due to the suspension of Thursday departure.

Philadelphia to Montreal

One day of transit is added to the Philadelphia schedule for all departure days.

Sweden – Changes in demurrage and detention tariff structure

To optimise our container flow and encourage the return of equipment within agreed times, we will be adjusting the import demurrage and detention tariff structure for Sweden with effect from 15 August 2012.

To also enable us to provide you with timely and readily available equipment the import free days for demurrage have been changed to 4 calendar days.

Below is an overview of our new tariff for Swedish ports and depots applicable as from 15 August 2012.

Demurrage: The new tariff is applicable for the containers discharged on or after 15th August 2012.

• Free days for dry container: 4 calendar days (day of discharge excluded).

• Free days for reefer container: 4 calendar days (day of discharge excluded).
After freetime expiration, below tariffs apply per calendar day:

Import Port	Currency	20' container	40' container	45' container	20' Reef container	40' Reef container
Day 5-11	SEK	240	440	440	390	640
Day 12-21	SEK	660	1320	1320	1200	1500
Day 22-30 after discharge	SEK	750	1450	1450	1300	1600
Day 31 and onwards after discharge	SEK	850	1500	1500	1400	1700

Detention: The new tariff is applicable for the containers gated-out full from terminal/depot on or after 15 August 2012.

• Free days for dry container: 5 calendar days starting with the first day container has left the terminal/depot gate.

• Free days for reefer container: 4 calendar days starting with the first day container has left the terminal/depot gate.

After freetime expiration, below tariffs apply per calendar day:

Import Port	Currency	20' container	40' container	45' container	20' reefer container	40' reefer container
Days 6-15 (5-14 for reef)	SEK	250	350	400	750	1125
Days 16-21 (15-21 for reef)	SEK	750	1000	1200	1200	1800
Day 22-30 after discharge	SEK	850	1100	1300	1300	1900
Day 31 and onwards after discharge	SEK	950	1200	1400	1400	2000

Denmark – Changes in demurrage and detention tariff structure

To optimise our container flow and encourage the return of equipment within agreed times, we will be adjusting the import demurrage and detention tariff structure for Denmark with effect from 15 August 2012. This will also enable us to provide you with timely and readily available equipment.

Below is an overview of our new tariff for Danish ports and depots applicable as from 15 August 2012.

Demurrage: The new tariff is applicable for the containers discharged on or after 15 August 2012.

• Free days for dry container: 6 calendar days (day of discharge excluded).

• Free days for reefer container: 3 calendar days (day of discharge excluded).
After freetime expiration, below tariffs apply per calendar day:

Import Tariff	Currency	20' container	40' container	45' container	20' reef container	40' reef container
All ports days Dry 7-17 (4-17 for reef)	DKK	350	525	850	900	1200
All ports days 18- 21	DKK	500	700	1200	1200	1500
All ports days 22-30	DKK	600	800	1300	1300	1600
All ports days 31 onwards	DKK	700	900	1400	1400	1700

Detention: The new tariff is applicable for the containers gated-out full from terminal/depot on or after 15 August 2012.

• Free days for dry container: 6 calendar days starting with the first day after the container has left the terminal/depot gate.

• Free days for reefer container: 3 calendar days starting with the first day after the container has left the terminal/depot gate.

After freetime expiration, below tariffs apply per calendar day:

Import Tariff	Currency	20' container	40' container	45' container	20' Reef container	40' Reef container
All ports days Dry 7-16 (4-13 for reef)	DKK	350	525	850	900	1200
All ports days Dry 17-21 (14-21 for reef)	DKK	500	700	1200	1200	1500
All ports days 22-30	DKK	600	800	1300	1300	1600
All ports days 31 onwards	DKK	700	900	1400	1400	1700

Norway – Changes in demurrage and detention tariff structure

To optimise our container flow and encourage the return of equipment within agreed times, we will be adjusting the import demurrage and detention tariff structure for Norway

with effect from 15 August 2012. This will also enable us to provide you with timely and readily available equipment.

Below is an overview of our new tariff for Norwegian ports and depots applicable as from 15 August 2012.

Demurrage: The new tariff is applicable for the containers discharged on or after 15th August 2012.

• Free days for dry container: 4 calendar days for Oslo port and 5 calendar days for other Norwegian ports (day of discharge excluded).

• Free days for reefer container: 4 calendar days for Oslo port and 5 calendar days for other Norwegian ports (day of discharge excluded).

After freetime expiration, below tariffs apply per Calendar day:

Import Tariff	Currency	20 ' container	40' container	45' container	20' reef container	40' reef container
Oslo days 5-15 after discharge	NOK	525	675	900	900	1200
Other Norwegian ports days 6-15 after discharge	NOK	525	675	900	900	1200
All ports day 16-21 after discharge	NOK	700	900	1200	1200	1500
All ports day 22-30 after discharge	NOK	800	1000	1300	1300	1600
All ports day 31 and onwards after discharge	NOK	900	1100	1400	1400	1700

Detention: The new tariff is applicable for the containers gated-out full from terminal/depot on or after 15 August 2012.

Free days for dry and reefer container: 5 calendar days starting with the first day after the container has left the terminal/depot gate.

After freetime expiration, below tariffs apply per calendar day:

Import Tariff	Currency	20' container	40' container	45' container	20' reef container	40' reef container
All ports days 6-15 after discharge	NOK	300	600	900	900	1200
All ports day 16-21 after discharge	NOK	400	800	1200	1200	1500
All ports day 22-30 after discharge	NOK	500	900	1300	1300	1600
All ports day 31 and onwards after discharge	NOK	600	1000	1400	1400	1700

For further information please contact your local Maersk representative. Thank you for your understanding and continued support.

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.

Australasia trade | The Australasia trade includes cargo moving to and from Australia, New Zealand and Fiji Islands.

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

Central America - Caribbean trade | The Central America trade includes cargo moving to and from Latin America.

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

Intra Europe trade | The Intra Europe trade includes cargo moving between the European and North African countries.

South America trade | The South America trade includes cargo moving to and from South America.

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.

Follow us on

>> GO TO MENU

maerskline.com

MAERSK LINE