MAERSK LINE | WEEKLY HIGHLIGHTS

Tuesday
24 July 2012

Story of the week

>> read more

Service & Surcharge updates

>> read more

Get closer to your shipping company

Join us on Facebook.com/MaerskLine

MAERSK LINE

Story of the week

Sludge and garbage: Maersk Line turns waste into value

Maersk Line has a goal of reducing its impact on the marine environment to zero, but at the same time we need to maximise profitability. So, how can we turn waste into value?

» **Read more**

>> GO TO MENU

News

London 2012 Olympics – Haulage information

With the London 2012 Olympic and Paralympic Gamesset to begin, we anticipate considerable challenges, not only within the M25 London Ring Road, but also for deliveries and collections transiting the M25. We wish to work with you to minimise the potential disruption this may cause to your business.

Kindly be aware of the following during the Games period:

1. London transport capacity may be limited due to extended journey times.
2. There will be no weekend collections/deliveries in the affected London postcodes.
3. Early planning and booking of transport will be essential in the London area.
4. We will implement a 3 hour window for collection/delivery times in the London area (e.g. a booking for 9 am haulage may not arrive on your premises until 12 noon).
5. Collections and deliveries outside the M25 may be affected including the South East, South West and even South Wales.
   a. Routes to/from Tilbury (UK) might be adversely affected, even for locations to the north of London
6. We do not anticipate disruption to our rail services to/from Felixstowe (UK) and Tilbury (UK).

Whilst we anticipate that the Olympic and Paralympic Games will present significant logistical challenges, we will maintain a continual review of the Transport situation and our ability to deliver our service promise to you. We will keep you updated with developments throughout the Games period.

» **Click here** to visit the Transport for London (TFL) website for any questions or concerns about the impact of the Games.

Services

Rumba service – Addition of port Itapoa (Brazil)

In our continued efforts to provide premium services, we are now adding the new port of Itapoa (Brazil) to the Rumba service that operates between East Coast South America and Mediterranean, Middle East and India with effect from 22 August 2012.

New Rotation: Rio de Janeiro (Brazil) – Santos (Brazil) – Paranagua (Brazil) – Itajai (Brazil) – Itapoa (Brazil) – Santos (Brazil) – Algeciras (Spain) – Genoa (Italy) – Jeddah (Saudi Arabia) – Salalah (Oman) – Jebel Ali (U. A. E.) – Jawaharlal Nehru (India) – Jeddah (Saudi Arabia) – Genoa (Italy) – Barcelona (Spain) – Malaga (Spain) – Algeciras (Spain) – Rio de Janeiro (Brazil).

The first vessel sailing on the new Rumba schedule will be the Laust Maersk, 1207, expected to depart (ETD) from Itapoa (Brazil) on 23 August 2012.

» **Click here** to view the Rumba eastbound service map.

» **Click here** to view the Rumba westbound service map.

Asia Star – New direct service for New Zealand to/from China and South Korea

We are pleased to announce a new premium service - the Asia Star, which will provide our customers with direct weekly connections and industry best transit times to/from China and South Korea.

The service will offer direct weekly connections to/from New Zealand and Chiwan (China), Ningbo (China), Shanghai (China), Hong Kong (Hong Kong) and Busan (South Korea).

» **Click here** to view the Asia Star service map.

The Asia Star will start from week 35, with export cargo on Winchester Straight/108N calling Auckland on 1 September 2012, and import cargo on RHL Aurora/113S calling Hong Kong on 28 August 2012.

Male (Maldives) – Discontinuation of acceptance

In order to increase operational efficiency, we will stop acceptance at Male (Maldives) with effect from week 35 [arrival at Male (Maldives) on 29 August 2012 and departure from Male (Maldives) on 31 August 2012].

Consequently, bookings will not be accepted for the connecting feeder from Colombo (Sri Lanka) post week 35.

In case of any queries, please contact your local Maersk Line sales representative.

Papua New Guinea Express – Service change

In our continued efforts to provide reliable and cost effective service to Papua New Guinea (PNG), we are announcing a revised schedule for the Papua New Guinea Express service.

New rotation: Tanjung Pelepas (Malaysia) – Port Moresby (Papua New Guinea) – Port Noro* (Solomon Islands) – Lae (Papua New Guinea) – Tanjung Pelepas (Malaysia).

*Port Noro call will be every second sailing.

By simplifying the fortnightly Papua New Guinea port rotation we are now able to offer our customers weekly departures from Jakarta (Indonesia), Madang (Papua New Guinea) and Wewak (Papua New Guinea).

The first vessel sailing on the new PNG Express will be Vega Fynen, 1215, expected to depart (ETD) from Tanjung Pelepas (Malaysia) on 27 August 2012.

The first vessels to sail Jakarta connecting into the new PNG Express rotation will be the Medpearl, 1227, expected to depart (ETD) from Jakarta (Indonesia) on 15 August 2012 and the Irenes Reliance, 1216, expected to depart (ETD) from Jakarta (Indonesia) on 19 August 2012.

We will continue to offer connections for Philippines cargo via South East Asian network.

Contact Inchcape Shipping Services to find out more about how we can provide new opportunities for your business:

Port	Tel. No.	Fax	Email Address
Port Moresby	+675 321 2599	+675 321 2295	port.moresby@iss-shipping.com.pg
Lae	+675 472 4755	+675 472 4831 l	ae@iss-shipping.com.pg
Madang	+675 852 3943	+675 852 1697	madang@iss-shipping.com.pg
Wewak	+675 856 1056	+675 856 1056	wewak@iss-shipping.com.pg

Berbera (Somalia) – Cease of booking acceptance

Due to unexpected high volumes to Berbera and limited feeder capacity from the main transshipment port of Jeddah, we will cease acceptance to Berbera (Somalia) with immediate effect.

We understand that this may cause disruptions in the supply chains for our customers, however, this decision has been taken to prevent an unmanageable backlog from building up.

Expected duration: Minimum 3 weeks. The booking stop is subject to a review by mid-August and will only be lifted if the situation allows.

This notification is applicable to all cargo/equipment types from all origins and for all clients.

Thailand Feeder 5 (THA5) service – Temporary closure

In lieu of the current market conditions, we will be temporarily closing the Thailand Feeder 5 (THA5) service (normal departure on Tuesday) from Laem Chabang (Thailand) – Tanjung Pelepas (Malaysia) – Singapore (Singapore) – Laem Chabang (Thailand) until further notice. The last sailing of TH5 will be on Tuesday, 31 July 2012.

We will, however, do our best to accommodate your cargo during the effective weeks. Alternatively, you can use the Thailand Feeder 1 (THA1) departure on Sunday or Intra Asia 7 (IA7) departure on Thursday.

We apologize for any inconvenience this may cause and thank you for your support.

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

Effective date: 15 August 2012

Scope: Far East Asia (excl. Taiwan) to East Coast South America

General Rate Increase: USD 500/1000/1000 per 20'/40'/45' high cube dry

---

Effective date: 20 August 2012

Scope: Taiwan to East Coast South America

General Rate Increase: USD 500/1000/1000 per 20'/40'/45' high cube dry

Middle East and Indian subcontinent to United States and Canada – General Rate Increase (GRI)

Effective date: 15 August 2012

Scope: Middle East and Indian subcontinent and Red Sea to US and Canada

General Rate Increase: USD 225/300/350/375 per 20'/40'/40'/45' high cube dry and USD 300/350/375 per 40'/40'/45' high cube reefer

Mediterranean to Central America and West Coast South America – General Rate Increase (GRI)

Effective date: 15 August 2012

Scope: Mediterranean and Black Sea Cluster to West Coast South America and Caribbean Sea Cluster/Middle America Cluster

General Rate Increase: EUR 200/400/400 per 20'/40'/40' high dry

Far East Asia to Central America, Caribbean and West Coast south America – General Rate Increase (GRI)

Effective date: 15 August 2012

Scope: China, Hong Kong, Indonesia, Japan, South Korea, Malaysia, Philippines, Singapore, Thailand, Vietnam, Cambodia, Taiwan to Dominican Republic, Haiti, Jamaica, Panama, Puerto Rico andColombian Ports (Santa Marta , Barranquilla,and Cartagenaa))

General Rate Increase: USD 560/800/800 per 20'/40'/40' high cube dry

---

Scope: China, Hong Kong, Indonesia, Japan, South Korea, Malaysia, Philippines, Singapore, Thailand, Vietnam, Cambodia, Taiwan to Cuba

General Rate Increase: EUR 455/650/650 per 20'/40'/40' high cube dry
---

Scope: China, Hong Kong, Indonesia, Japan, South Korea, Malaysia, Philippines, Singapore, Thailand, Vietnam, Cambodia, Taiwan to Trinidad and Tobago, Venezuela

General Rate Increase: USD 840/1200/1200 per 20'/40'/40' high cube dry

---

Scope: China, Hong Kong, Indonesia, Japan, South Korea, Malaysia, Philippines, Singapore, Thailand, Vietnam, Cambodia, Taiwan to Chile, Ecuador, Mexico, Peru, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Bolivia and Buenaventura(Colombia)

General Rate Increase: USD 500/1000/1000 per 20'/40'/40' high cube dry

Far East Asia to French Polynesia – General Rate Increase (GRI)

Effective date: 20 August 2012

Scope: China, Taiwan, Brunei, Cambodia, Indonesia, Laos, Malaysia, Myanmar (Burma), Philippines, Singapore, Thailand, Timor leste, Vietnam, Japan, South Korea to French Polynesia (Papeete)

General Rate Increase: USD 280/560 per 20'/40' container

Surcharges

Italy - Demurrage and detention rail transports

Kindly note that we will be introducing demurrage and detention at the inland terminals for Import cargo effective 16 July 2012.

Demurrage at inland terminals will be applied to containers transported via train, for rail combined mode with store door delivery as well as rail transport mode with release at inland terminal (e.g. Milan (Italy)).

In these cases the guaranteed freetime will be 5 days for dry container and 3 days for dangerous cargo and will be calculated starting from the container's day of arrival at the inland terminal.

Reefer containers will be excluded.

Demurrage at port of discharge

- At the discharge port, if customs readiness is communicated within 2 days of discharge, customers will not pay demurrage when containers are left in the terminal for more than 7 days.
- If the customs readiness is not confirmed by the customer and the container remains more than 7 days at the discharge port, demurrage will be applied at the standard tariff at the discharge port as well as at the inland terminal.

Scheme will be applied as follows:

IMPORT DEMURRAGES (from arrival at rail terminal to gate out date)		
Freetime (day of container arrival and gate-out included)		
dry cargo	all internal terminals	5 calendar days
dangerous cargo	all internal terminals	3 calendar days
Charges per calendar day after arrival at rail terminal		
	Calendar Day	Amount (EUROs)
20' dry	6 - 8	20
	9 - 12	25
	13 - 27	45
	28 and over	**70**
40' dry	6 - 8	25
	9 - 12	35
	13 - 27	60
	28 and over	90
20' dangerous	4 - 7	**30**
	8 and over	50
40' dangerous	4 - 7	40
	8 and over	60

IMPORT DETENTIONS (from arrival at rail terminal to empty unit gate in date)		
Freetime (day of container arrival and gate-in included)		
Dry cargo/Dangerous cargo	all ports	5 calendar days
Charges per calendar day after discharge		
	Calendar Day	**Amount (EUROs)**
20' dry/dangerous	41072	20
	13 and over	25
40' dry/dangerous	6 - 12	35
	13 and over	45

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**

Links to Other 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.

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.

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

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.

Follow us on

>> GO TO MENU

maerskline.com

MAERSK LINE