

September 11, 2020

Dear Valued Customer,

AU & NZ: Rate Update**Import Sea Freight – General Rate Increase (GRI)**

Carriers have advised of the following General Rate Increase. These apply to imports for sea freight from:

Region	Affected Countries	Carrier	GRI	Effective Date
South East Asia to Australia	Southeast Asia, South Asia, Indian-Sub continental and Middle East	LCL	USD 6 per w/m or minimum	01.10.20
North East Asia to Australia	China, Korea, Taiwan and Hong Kong	LCL	USD 12 per w/m or minimum	01.10.20
North East Asia to Australia	Korea, China, Hong Kong and Japan	Hyundai	USD 300 / TEU	15.09.20
North East Asia to Australia	Korea, China, Hong Kong and Japan	Hyundai	USD 300 / TEU	01.10.20
North East Asia to Australia	China, Hong Kong, Taiwan, Korea and Japan	MSC	USD 300 / TEU	01.10.20
South East Asia to Australia	Bangladesh, Cambodia, Indonesia, Malaysia, Myanmar, Philippines, Singapore, Thailand and Vietnam	MSC	USD 150 / TEU	01.10.20
North East Asia and South East Asia to New Zealand	China, Hong Kong, Taiwan, Korea, Japan, Bangladesh, Cambodia, Indonesia, Malaysia, Myanmar, Philippines, Singapore, Thailand and Vietnam	MSC	USD 300 / TEU	01.10.20
North East Asia and South East Asia to New Zealand	China, Hong Kong, Taiwan, Korea, Japan, Bangladesh, Cambodia, Indonesia, Malaysia, Myanmar, Philippines, Singapore, Thailand and Vietnam	OOCL	USD 300 / TEU	01.10.20
North America	USA and Canada	Hamburg Süd	USD 150 / TEU	01.10.20
North East Asia to Australia	China, Hong Kong, Taiwan, Korea and Japan	ANL	USD 300 / TEU	01.10.20

Our information is compiled from a number of sources that to the best of our knowledge are accurate and correct. It is always the intent of our company to present accurate information. C.H. Robinson accepts no liability or responsibility for the information published herein.



AU & NZ: Rate Update

Import Sea Freight – Bunker Adjustment Fee (BAF)

Carriers have advised of the following Bunker Adjustment Fee. These apply to imports for sea freight from:

Oceania Carrier	Trade Lane	BAF (per 20 / 40)	Effective Date
Hapag Lloyd	Europe to Oceania	Dry USD 268 / 536 Reefer USD 371 / 742	01.10.20
CMA	Europe to Oceania	Dry USD 422 / 844 Reefer USD 507 / 1014	01.10.20
Hamburg Süd	North America (East Coast) to Oceania	Dry USD 352 / 704 Reefer USD 529 / 1058	01.10.20
Hamburg Süd	North America (West Coast) to Oceania	Dry USD 313 / 626 Reefer USD 470 / 940	01.10.20
Hamburg Süd	North America to Oceania	ECA (EF) USD 5 / 10	01.10.20
ANL	North America to Oceania	Dry USD 227 / 454 Reefer USD 273 / 546	01.10.20
Hapag Lloyd	North America to Oceania	Dry USD 231 / 462 Reefer USD 282 / 564	01.10.20

AU: Update – Capacity Issues at New South Wales (NSW) Empty Container Parks

As previously advised in the Oceania client update on August 25, 2020, the state of New South Wales (NSW) continues to face Empty Container Park (ECP) management issues leading to delays, redirections, additional handling and rising costs. The issue has now reached breaking point with several empty container parks closing on September 8, 2020, to import de-hires of certain equipment types due to operational safety concerns.

An analysis by NSW Ports has identified an imbalance of over 30,000 TEU between full and empty exports and full and empty imports between April to June 2020. Advocacy groups in NSW are advocating strongly for change and performance improvements through the recently convened NSW Empty Container Working Group, a sub-group of the NSW Port Transport Logistics Taskforce (PTLT).

Several factors have contributed to this situation, including weather disruptions, berth congestion due to vessel bunching, vessel rotation changes (some vessels bypassing Sydney), congested stevedore Direct Return of Empties (DRE) pools, and stevedore industrial disputation affecting empty bulk run receivals.

As a result, escalation of shipping line managed re-directions is causing chaos for transport operators with costs generally being passed through the supply chain. Multiple carriers have now implemented a port congestion surcharge with rates between USD 250-300 per TEU. This will cascade to Less Than Container Load (LCL) on a cbm / mt basis.

The Freight and Trade Alliance (FTA) has published the following advise to the industry:

“We encourage members (and clients of service providers) to come forward who are willing to go public on the impacts of the port operating environment on their businesses. FTA / APSA are engaging next week with external media advisers to escalate our campaign - please contact me direct at pzalai@FTAlliance.com.au or 02 9975 1878.”

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We are working closely with our partner carriers and customers to minimise disruption and will keep you informed of updates as they emerge.

NZ: Update - Operational Delays at the Ports of Auckland - Fergusson Terminal

As previously advised in the Oceania client update on August 31, 2020, the Ports of Auckland operations were impacted after the fatal injury of a staff member while working on a ship at Fergusson Terminal. As a result, we continue to experience less than optimal operations, and delays are expected to continue over the weekend and throughout the upcoming week.

Here are the most recent updates:

- Schedules are affected by labour supply, reduced crane productivity, yard congestion and longer safe work briefing times at shift changeover.
- Due to yard congestion, the port continues the suspension of accepting import empty returns to the Link facility for any cargo discharged from the Safmarine Mulanje vessel this week and next.
- Road turn times have averaged 55 minutes in the M-grids and 51 minutes in the A-Grids over the last week. Vehicle Booking System (VBS) slots have been tight and will remain so.
- Vessel berth windows have been suspended and will continue to remain suspended for all of next week.
- Import demurrage free time will continue to be extended for named vessels and the Last Free Day “LFD” publicised in the daily port wide updates. This excludes hazardous imports and active reefer imports.
- From next week, the number of lanes and access for A-Strads will expand from 6 to 10 lanes.
- ANL Emora currently berthed at Bledisloe will complete export loads and will be moving to Fergusson to discharge the remainder of the import containers. Due to this change, we will need to secure slots for the affected containers. Available slots are booked out to the later part of next week. We will continue to monitor the pool and liaise with the Port to minimise delays.

We are working closely with the Ports of Auckland, our partner carriers and our customers to minimise disruption and will keep you informed of updates as they emerge.

If you have any questions or concerns regarding the notices held within, please contact your Key Account Manager or a C.H. Robinson representative.

Sincerely,
C.H. Robinson.

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