

ANL

General Rate Increase - Westbound Trans Tasman

ANL has advised that as of the 15th of September they will be implementing a General Rate Increase on the Westbound Trans Tasman trade Ex New Zealand ports to Australia ports.

NZD 75.00 per 20' container NZD 125.00 per 40' container

Also due to the reconfiguration of the VSA service Ex Tauranga and Auckland, vessels will no longer make a direct port call to Brisbane. Cargo will be relayed via either Melbourne or Sydney and will be subject to the below surcharge.

USD 400.00 per 20' container USD 500.00 per 40' container

COSCO

Rate Restoration - Southbound

COSCO New Zealand would like to inform the following confirmed Rate Restoration for shipments into New Zealand from China, Hong Kong, South Korea, Taiwan, Europe & Mediterranean and South East Asia.

Effective for all Bills Of Lading dated 15th September 2008 onwards.

US\$250.00 per 20' Container

US\$500.00 per 40' Container

Northbound / Southbound - DG Requirement

For the purpose of controlling the quality of cargo loading & to secure safety of DG Shipments, COSCO now require shippers to provide stowage photos for DG shipments both Northbound and Southbound DG Shipments.

This requirement is to clarify that all articles, product, material or substances inside containers have been stowed, segregated and labeled according to the IMDG Code before the cargo is loaded onboard.

Photos will be requested at time of booking. Once photos have been approved by the local agent cargo will be loaded.

This is not a new requirement of COSCO and is suggested by China Government Authorities.

BAF ex Europe to NZ

The revised Bunker Adjustment Factor is applicable to all southbound shipments to New Zealand (except those from Europe & Mediterranean origins) and to all northbound shipments from New Zealand to all destinations with Bills Of Lading dated 1st September 2008 onwards.

US\$775.00 per 20' Container US\$1550.00 per 40' Container

Hamburg Sud

BUNKER ADJUSTMENT FACTOR ON ALL CARGO TO/FROM NEW ZEALAND TO EUROPE

The latest calculation of the northbound Bunker Adjustment Factor (BAF) has resulted in an increase in the required level of BAF.

The BAF will be increased Effective 14th September 2008 to US\$840.00/teu

The latest calculation of the Southbound Bunker Adjustment Factor (BAF) has resulted in an increase in the required level of BAF with effect 1st September

2008: FCL - EUR 626.00/20' - EUR 1252.00/40'

SOUTHBOUND TRADE ANNOUNCEMENT - Australia/New Zealand Services

Effective September 15, 2008, the Emergency Fuel Adjustment Factor (EFAF) for all cargo moving out of the US and Canada to Australia and New Zealand will increase to US \$1066/20' and US \$2132/40'.

Hapag Lloyd

Northbound Australia & New Zealand to Americas - Bunker Adjustment Factor (BAF)

A revised BAF will apply to USA, Canada, Mexico, South America and Caribbean shipments departing Australia and New Zealand from 11th September 2008.

The revised BAF will be USD1069 per TEU.

SOUTHBOUND - EUROPE to AUSTRALIA / NEW ZEALAND - Bunker Adjustment Factor

Effective 1st September a revised BAF will be applicable for cargo loading out of North Continental and Mediterranean ports destined to Australia and New Zealand.

Ex North Continental ports:	New BAF	EUR 677 per TEU
Ex Mediterranean ports:	New BAF	USD 1056 per TEU

Maersk

We wish to inform you that on the Europe-New Zealand trade lanes a Peak Season Surcharge (PSS) of EUR 100 per TEU will become effective 13 September, 2008. This will be applicable for all customers shipping from Europe to New Zealand including the following areas: Scandinavia, Baltic Sea, North and Central Europe, UK & Ireland, Mediterranean, North Africa and Black Sea.

Vessel utilisation levels currently warrant the application of a PSS. When traffic has returned to sustainable levels on affected trades the requirement for such a surcharge will be reviewed.

Asia to New Zealand - Implementation of Peak Season Surcharge

Effective from 1 September 2008, Peak Season Surcharge for Singapore, Malaysia, Indonesia, Thailand, Vietnam, Cambodia, Brunei, Myanmar, the Philippines, Hong Kong, Taiwan, China, Japan and Korea to New Zealand will be applied at USD 150/300 per 20'/40'.

Asia to New Zealand - Rate restoration

Effective from 1 October 2008, Rate Restoration for Asia (Singapore, Malaysia, Thailand, Indonesia, Vietnam, Cambodia, the Philippines, Hong Kong, Macau, Taiwan, China, Mongolia and Korea, South including Russian Far East ports) to all ports in New Zealand will be applied at USD 250 per TEU.

MOL

IMPORT

KOREA / CHINA / TAIWAN / HONG KONG

The current BAF rate will increase to

USD775 per 20'
USD1550 per 40'.

This new rate will apply to import cargo from Japan, Korea, Taiwan, China and Hong Kong on both our NZX and CNZ services.

Applicable from Bill of Lading date: 1st September 2008.

BUNKER ADJUSTMENT FACTOR (BAF) - CNZ Service - IMPORT from JAPAN

The rate will increase to USD850 per 20' USD1700 per 40'

This new rate will apply to import cargo from Japan on our CNZ service

Applicable from Bill of Lading date: 1st September 2008

BUNKER ADJUSTMENT FACTOR (BAF) - EXPORT

The current BAF rate will increase as follows	CNZ Service	USD775/20' & USD1550/40'
	NZX Service	USD775/20' & USD1550/40'
	(North Asia ports)	

(All other NZX export ports incl SEAsia, WAsia, SAsia, EU, SAF, SAM) USD930/20' & USD1860/40'

GENERAL RATE RESTORATION - NORTH ASIA TO NEW ZEALAND

(Direct Service)

This is to advise MOL's intention to implement the 2008 - 2nd Stage (RR) rate restoration program on the North Asia to New Zealand trade effective from the 15th Sep 2008.

EX: CHINA / HKG / KOREA / TAIWAN to NEW ZEALAND GRR: US\$250/TEU (effective 15th Sep 2008)

MSC

Peak Season Surcharge - Ex South East Asia to New Zealand

MSC Mediterranean Shipping Company S.A. (MSC) advised of a Peak Season Surcharge on cargo ex South East Asia (Thailand/Vietnam/Singapore/Malaysia and Indonesia) load ports to New Zealand.

The Peak Season Surcharge on all cargo ex South East Asia (Thailand/Vietnam/Singapore/Malaysia and Indonesia) to New Zealand will be as follows:

USD\$150.00 per 20ft USD\$300.00 per 40ft

The surcharge will become effective as of the 15th of September, 2009.

Bunker Surcharge Increase - Ex All Asian Origins to New Zealand

MSC Mediterranean Shipping Company S.A. (MSC) wishes to advise clients of a review of the current Bunker Surcharge ex all Asian Origins (Japan/Korea/North China/South China/Hong Kong/Taiwan/Thailand/Vietnam/Singapore/Malaysia and Indonesia) to New Zealand ports.

As a result of this review, the Bunker Surcharge as effective 1st September 2008 from all Asian origins will be as below.

The new Bunker Surcharge level will be:

USD \$930 per TEU USD \$1860 per FEU

NYK

Peak Season Surcharge

A Peak Season Surcharge (PSS) of US\$250.00 per 20' and US\$500.00 per 40' will be implemented on 1 September 2008 (until further notice), for all shipments from Singapore, Malaysia, Thailand, Indonesia, Vietnam and India Sub-Continent (India, Pakistan, Sri Lanka & Bangladesh) to New Zealand.

SOUTHBOUND RATE RESORATION

Pacific International Lines (Pte) Ltd (PIL) confirmed that they will be implementing a Rate Restoration for all shipments covering the trade from North and South East Asia into New Zealand Ports.

North Asia (China, Taiwan, Korea and Hong Kong)

US\$150.00 per 20'container US\$300.00 per 40'container

South East Asia (Singapore, Malaysia, Thailand, Indonesia, Sri Lanka, India, Pakistan, Vietnam, Cambodia, Bangladesh and Philippines)

US\$150.00 per 20' container US\$300.00 per 40' container

Tasman Orient Line

Rate Restoration Effective 15 September 2008 -
From Korea, Taiwan, Hong Kong And China To New Zealand

Tasman Orient Line wishes to remind the trade of the following Rate Restoration (RR) which forms part of the business plan for 2008.

The following minimum RR will cover the trades from Korea, Taiwan, China and Hong Kong to New Zealand as follows:

RR effective Bill of Lading date 15 September 2008:
USD250/TEU, USD500/FEU

This rate restoration is a reflection of the continued upward pressure on vessel charter rates, port and equipment costs and is essential in order for us to maintain our high level of service.

THE CUSTOMER
TOLD ME TO PUT THE
NOTE WHERE YOU'D BE SURE
TO SEE IT.

