



AIR & OCEAN
LIMITED GST 13-292-809

*Auckland * Whangarei * Tauranga * Hamilton * Napier * New Plymouth
*Palmerston North * Wellington * Nelson * Christchurch * Dunedin



Europe Trade: Import BAF Notices

Shipping Line	Current BAF	NEW BAF
APL	USD78 per TEU	N/C
CMA	USD619 per TEU	N/C
COSCO	USD300 per TEU	N/C
HAMBURG SUED	EUR110 per TEU	N/C
HAPAG LLOYD	From UK & North Europe EUR425 per TEU From Mediterranean USD389 per TEU	N/C N/C
MAERSK	USD720 per TEU	N/C
MARFRET	EUR470 per TEU	N/C
MSC	USD425 per TEU	N/C
MOL	USD169 per TEU	N/C
NYK	USD310 per TEU Plus CAF 0.16%	USD286 per TEU effective 01 May Plus CAF 0.07%
OOCL	USD253 per TEU	N/C
PIL	USD250 per TEU	N/C
LCL	EUR30 per W/M ex North Europe USD40 per W/M ex Mediterranean	N/C N/C

AUCKLAND (09) 275 -8136
NAPIER (06) 835 -0122
WELLINGTON (04) 472-2520

HAMILTON (07) 849-7123
NEW PLYMOUTH (06) 759-2660
CHRISTCHURCH (03) 341-5750

TAURANGA (07) 575 2029
PALMERSTON NORTH (06) 759 2660
DUNEDIN (03) 456-4231



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Europe Trade: Export BAF Notices

Shipping Line	Current BAF	NEW BAF
APL	USD244 per TEU	N/C
CMA	USD550 per TEU	USD530 per TEU effective 01 May
COSCO	USD300 per TEU	N/C
HAMBURG SUED	USD775 per TEU	USD750 per TEU effective 01 May
HAPAG LLOYD	USD413 per TEU to UK/North Europe USD350 per TEU to Mediterranean	N/C N/C
MAERSK	USD510 per TEU	N/C
MARFRET	USD540 per TEU	N/C
MOL	USD169 per TEU	N/C
MSC	USD450 per TEU	N/C
OOCL	USD281 per TEU	N/C
NYK	USD167 per TEU Plus CAF 0.16%	USD154 per TEU effective 01 May Plus CAF 0.07%
PIL	USD275 per TEU	N/C
LCL	USD35 per W/M to U.K. USD25 per W/M to Europe	N/C N/C

BAF Notices apply to General Cargo only. For Reefer Containers, please contact your Mainfreight Representative.

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Additional Shipping Line Europe / NZ Trade lane notifications of note:

Shipping consultants **Drewry** have advised that the current **Europe-Asia** capacity crunch, which has been affecting New Zealand imports since the start of the year, could last for months. Shippers have been struggling for space on this tradelane, with some waiting up to eight weeks to load on eastbound vessels, and rates set at considerably more than 2016 levels.

According to Drewry, stronger-than-expected demand has been compounded by “a poorly managed integration of new alliance networks”, including “quite a few voided backhaul sailings in March” as a result of the blanking of westbound voyages during February following the Chinese New Year.

This perfect storm has created a backlog of bookings to New Zealand with many carriers unable to offer space or equipment ex Europe for several weeks. Rates have increased on this tradelane as a result, and although the roll-out of new alliance network schedules will eventually close the gap between supply and demand, we expect that capacity will continue to be an issue until at least June 2017.

Shipping Line Surcharges & Fees

None to report

For further information, please contact your local Mainfreight Air & Ocean Sales or Customer Service Representative.

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