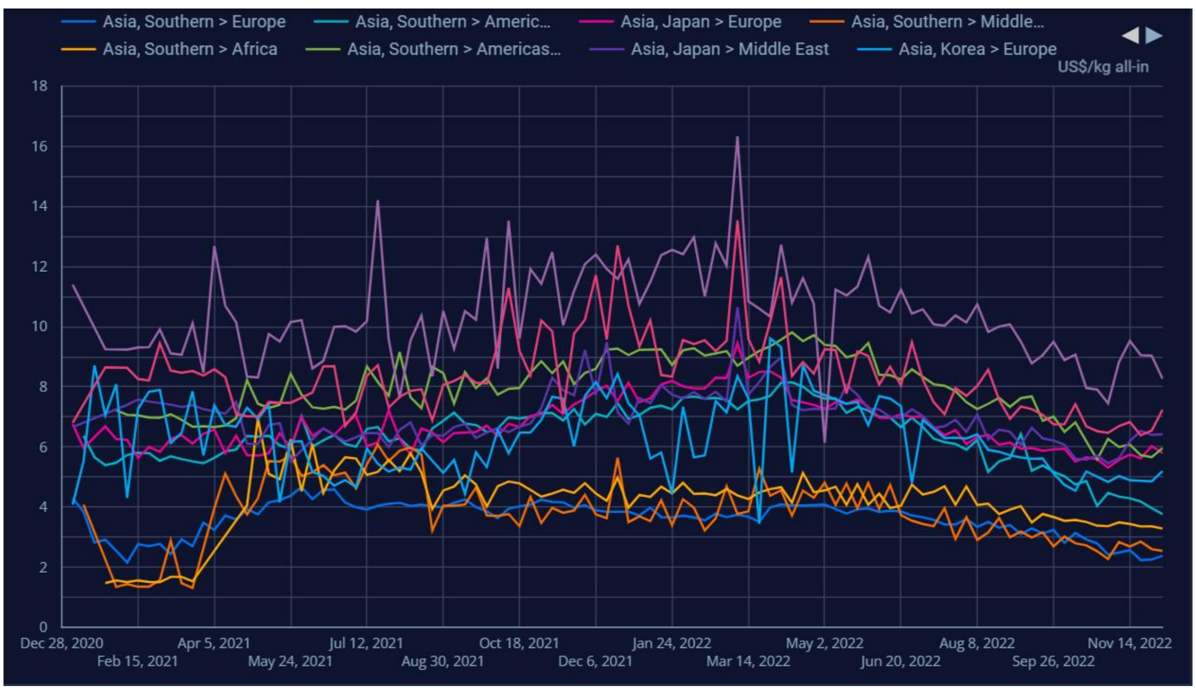
INDIA: December 13, 2022 Week 47/48/49

AIR FREIGHT INDEX (EX-ASIA – WORLDWIDE DESTINATION) – Week 47-49 (USD / Kg)

Dec 5, 2022 to Dec 11, 2022 (Week 49)

- Asia, Southern > Europe: **2.38**
- Asia, Southern > Americas, Northern: **3.77**
- Asia, Japan > Europe: **5.8**
- Asia, Southern > Middle East: **2.54**
- Asia, Southern > Africa: **3.29**
- Asia, Southern > Americas, Latin & Caribbean: **5.96**
- Asia, Japan > Middle East: **6.42**
- Asia, Korea > Europe: **5.2**
- Asia, Japan > Americas, Latin & Caribbean: **8.27**
- Asia, Japan > Africa: **7.24**



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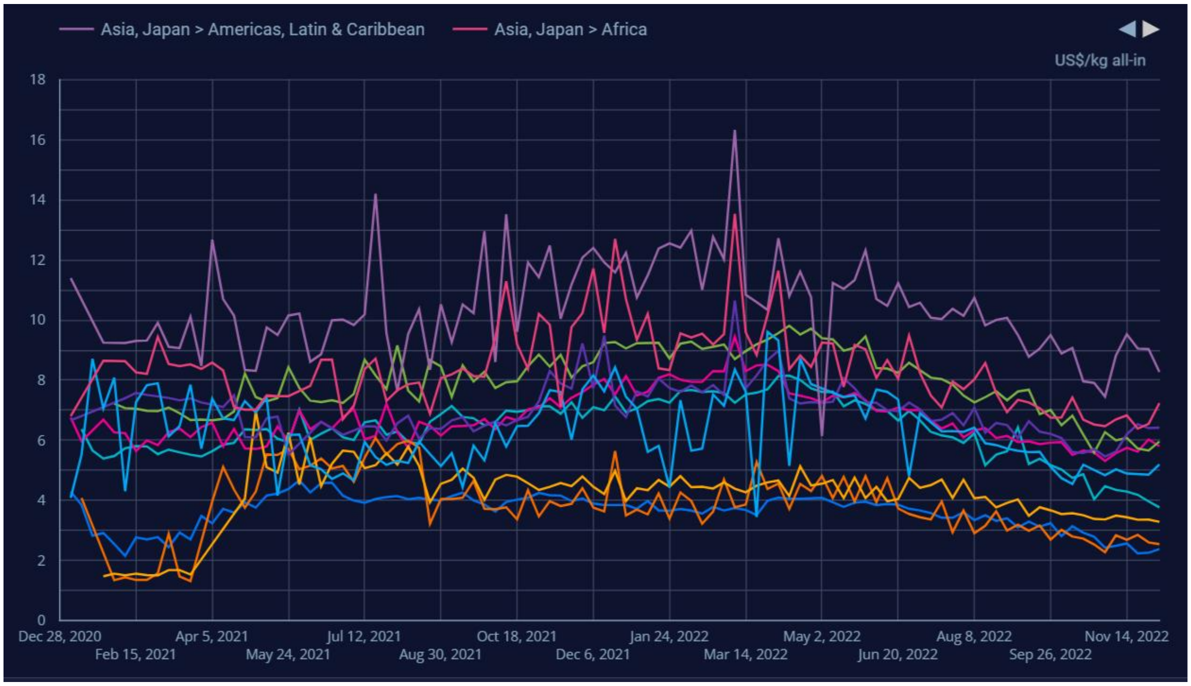


GENERAL MARKET UPDATES

Software-generated emissions predictions deliver 90% accuracy – study

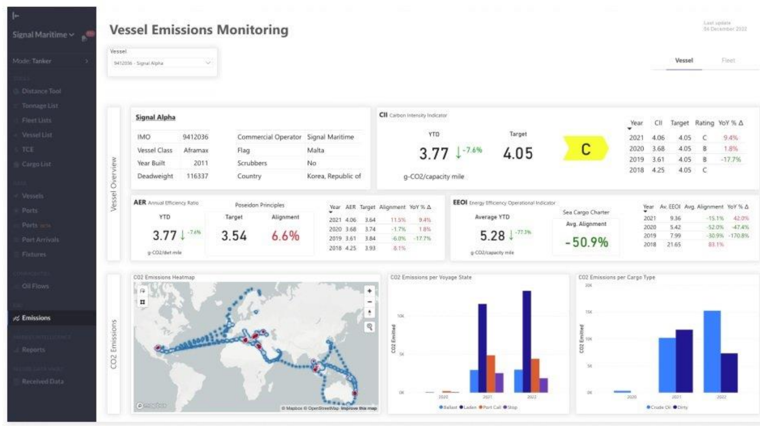
Maritime software firm Signal Ocean reports that it has completed a study comparing actual vessel CO2 emissions with algorithmic predictions, finding that real-time software-generated emission estimates delivered better than 90% accuracy in reporting.

The study compared historical records of actual CO2 emissions from approximately 40 tankers that were part of the Signal Maritime pool against estimates created by Signal Ocean's Emissions algorithm.The company notes that demonstrations of the accuracy of software-based emissions estimates are critical if they are to provide a trustworthy source of data indicating a vessel's CII (Carbon Intensity Indicator) rating in 2023 and beyond. The IMO's MARPOL Annex VI CII legislation takes effect from the beginning of next year.

Signal Ocean estimates vessel emissions, like CO2, from AIS data converted into voyages, where all stops for bunkering operations, idle times, repairs, loads and discharge operations are taken into account.
At sea, ballast and laden legs and Sulphur Emission Control Area navigation times are defined, with fuel consumption mapped to different fuel types (VLSFO, MGO, HSFO) based on the area that vessels have been

trading. The software also takes into consideration vessel particulars including dimensions, country and year of construction, scrubber fitting, consumption curves, operational conditions and speeds.
"CII estimations for any vessel or voyage, past, current or future, allow Signal Ocean users to factor in environmental performance at the time they are weighing their chartering options," said Signal Ocean COO, Dimitris Tsapoulis.

"Anecdotally, traders using the service reported back accuracies that were very close to their own internal calculations, based on actual measurements; we were delighted to see yet another data point in Signal Maritime's figures." "What is even more inspiring than seeing a system with high accuracy estimations is to see the Signal Maritime team producing top-of-class environmental performance by closely tracking and simulating it through data. Environmental performance will undoubtedly play an increasingly critical role in economic success as we approach 2030 and beyond."



[Source : https://smartmaritimenetwork.com/](https://smartmaritimenetwork.com/)

Montrose Port to offer shore power to the energy sector

Montrose Port Authority partnered with Plug Shore Power to become the first Scottish port to offer shore power to offshore energy vessels.

This partnership will see an initial investment of £1 million into the joint venture which will be named Plug Montrose. Currently only two British ports are equipped with shore power. This makes Montrose the first port in Scotland to offer it specifically to vessels working in the offshore energy industry.
Plug Shore Power is the UK-based branch of Plug AS which has partnered with several Norwegian ports to build shore power since its first project in Bergen in 2018.

Montrose Port was also the first to be equipped with Marlin SmartPort software in 2020 that digitally transformed the port's previous manual operations.

The use of SmartPort enables port activities to be safer, smarter and greener by digitising operations and connecting stakeholders to critical data so vessels can optimise fuel emissions.

Montrose Port Authority now hopes that the installation of shore power will inspire other ports to do the same and aim for a more environmentally friendly and cleaner operation, contributing towards a greener economy and Scotland's ambitious Net Zero targets.

Source : Safety4Sea.com

Netherlands Ramps Up FLNG Capacity to Get Ready for the Next Winter

Building on the success of the growing number of temporary LNG import terminals in the EU, Dutch utility Gasunie is looking at ways to increase its import capacity - including adding floating storage and regasification units (FSRUs).

Demand for FSRU units has been booming as Europe moves increase its energy independence from Russia. The Netherlands, Germany, Italy, Finland and Estonia have all chartered FSRUs in an attempt to rapidly boost LNG import capacity, and those efforts are just beginning to bear fruit. Germany's first new FSRU landing site was completed on an ultra-rapid timetable in November, and the Netherlands' two-FSRU terminal at Eemshaven came online in September.

Gasunie has helped to double the Netherlands' LNG import capacity this year, thanks to its new FSRUs at Eemshaven and the expansion of its GATE LNG terminal in Rotterdam. But it is not yet done. The utility is now investigating ways to expand both sites even further, including one or more additional FLNG vessel, and it may add an expansion location at the Port of Terneuzen.

The measures under consideration would be timed early enough to contribute to the summertime storage filling season, beginning in April 2023, and before the winter of 2023-4.

In addition to Gasunie's efforts to supply the utility grid, Vitol-owned terminal operator VTTI plans to charter in its own FSRU to meet industrial gas needs at an unspecified location in the Netherlands. The new vessel will have an annual capacity of about five billion cubic meters, enough to supply 15 percent of the nation's needs.

LNG has become critical to Northern Europe's energy security, but the price is exceptionally high. To address cost, the EU is working on joint procurement plan so that member states are not bidding against each other.

Source : https://maritime-executive.com/

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Hong Kong welcomes first Chilean Cherry containers for new season

Modern Terminals, a Hong Kong Seaport Alliance member, discharged this season's first batch of Chilean Cherry containers for the south China market on 9 December.

The containers arrived in Hong Kong 23 days after they were loaded onto the container ship at Valparaiso, Chile, thanks to the HOT BOX arrangement provided by the Hong Kong Seaport Alliance.
The arrangement enables immediate connection to trucks and barges before being transported to consumer markets in south China.

Within hours of being offloaded at the Port of Hong Kong, trucks and barges can then transport these containers across mainland China and arrive at the renowned Jiangnan Fruit Wholesale market in Guangzhou. Treasured as a Chinese New Year gift, the rich and red Chilean Cherry symbolises joy, blessings, and good fortune.

"Hong Kong plays an important role in our cherry exports acting as the main gateway for thousands of Chilean Cherry containers destined for the Mainland China market and the rest of Asia," said Consul General of Chile in Hong Kong, Osvaldo Alvarez.
Through swift delivery from Hong Kong, the cherries' quality, freshness, and flavour are all preserved by the time it reaches south Chinese consumers.

Hong Kong is also the ideal location for the transhipment of Chilean Cherry containers to markets in the rest of Asia since it has 8,000 reefer plugs accessible at the Hong Kong Seaport Alliance and links to all of Asia.
To mark the occasion, Chilean and Hong Kong representatives congregated on site to welcome the containers and celebrate Hong Kong's status as the key gateway for the Chilean Cherry containers.

Source : https://www.porttechnology.org/

U.S. Container Imports Near Pre-Pandemic Levels in November

U.S. container imports fell a whopping 19.4% in November compared to the same month last year as economic turmoil, a reduction in retail transactions, and high fuel costs are finally starting to leave their mark on import volumes, according to logistics technology firm Descartes Systems Group (Nasdaq: DSGX).

Compared to October 2022, U.S. container import volumes were down 12% last month, to 1.95 million TEUs, which is only 2.8% higher than pre-pandemic in November 2019, Descartes reports.

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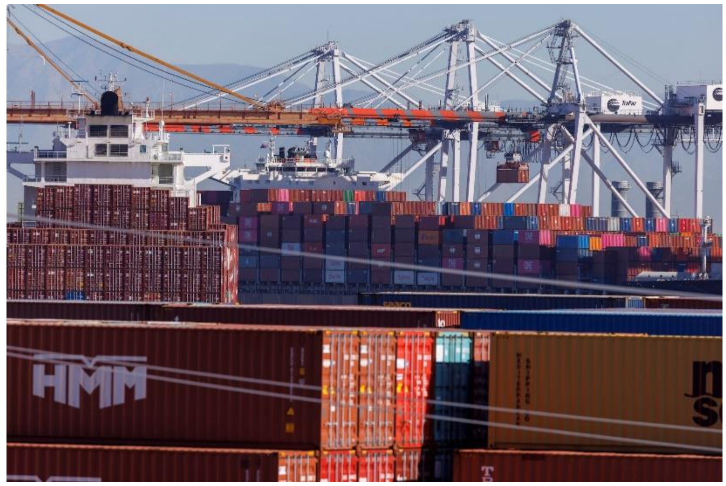

U.S. container imports from China continued their downward trend in November, falling 11.1% year over year to 686,514 TEUs, and down 31.5% from 2022's high in August, according to Descartes. However, the reports notes that of the top 10 countries importing into the U.S., Vietnam, Thailand and Germany fared worse than China on a percentage basis last month compared to October.

"Comparing fall imports in 2022 to the previous six years, November would have been expected to be lower than October; however, November 2022 had the greatest October-to-November decline since 2016 at 12%," said Chris Jones, EVP Industry & Services at Descartes. "The November U.S. container import data reaffirms that the pressure on supply chains and logistics operations has begun to lift, but there are still a number of issues that may cause further disruptions in 2023."

Descartes' report also highlighted that port delays continue to decrease nationally, but major East and Gulf Coast ports still have extended wait times versus major West Coast ports. "Key economic indicators during this period paint a conflicting picture about their impact on future import volumes and, combined with COVID, the Russia/Ukraine conflict and the West Coast labor situation, continue to point to further disruptions and challenging global supply chain performance going into 2023," Descartes said.

Source : https://gcaptain.com/

Older smaller box ships may soon be forming a queue for the scrapyards

The return of freight rates to pre-pandemic levels means small containerships are becoming uneconomic on liner trades, where operating costs remain elevated.
Consequently, voyage results for smaller box ships on long-haul liner trades have swung from being highly profitable to racking up huge losses as the revenue per box and load factors have fallen.
Recent weeks have seen the closure of CULines' Asia-North Europe express service, operated jointly with TS Lines, which deployed seven 4,100 teu to 4,400 teu ships. And the resurrected Ellerman City Liners has switched a 3,500 teu ship and a 5,060 teu vessel from its Asia-North Europe GB Express loop to the more lucrative transatlantic trade.

The transpacific has also seen several new-entrant and ad-hoc operators suspend services and, across all tradelanes, slot charter co-operation agreements that often involving taking deck space on breakbulk vessels have been terminated.

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Although charter rates have fallen significantly since the summer, they have now stabilised, due to the shortage of

open tonnage, with brokers reporting daily hire rates "moving sideways" – albeit they are still at least double what owners were achieving before the pandemic.
Moreover, owners have many of their ships fixed with operators under charter party agreements for medium to long-term periods, providing them with the cushion of a revenue backlog.
And for ships that come off hire as their charters expire, all hopes of a freight rebound and a charter market rally will have to be dashed before containership owners consider scrapping their elderly small-ship fleets on mass.

Source : https://theloadstar.com/

Wan Hai to scrap 10 older vessels as market turns

Wan Hai Lines has become the first liner operator to take a big step to reduce its tonnage overhang.
The Taiwanese company is putting up 10 older ships for scrap and is inviting cash buyers to submit tenders by Friday (16 December).

The Loadstar was informed that Wan Hai is selling four 1,088 teu 160-type ships built between 1996 and 1998, the Wan Hai 161, 162, 163 and 165, as well as six 1994-built 1,368 teu, 200-type ships, Wan Hai 215, 216, 221, 222, 223 and 225. They are the oldest among Wan Hai's 112 owned fleet
The chosen buyers must send the vessels to environmentally friendly ship recycling yards that meet Wan Hai's ESG requirements.

Wan Hai, now the 11th-largest liner operator, had planned to replace its older ships in 2020 and ordered 24 3,000 teu ships from Japanese shipyards. The carrier also purchased several second-hand ships.
However, the Covid-19 pandemic caused severe logistical bottlenecks around the world and a severe shortage of capacity and Wan Hai delayed its plan to demolish its older ships to provide customers with sufficient shipping slots.

VesselsValue estimates the combined value of the scrapped ships at around $43m.

Wan Hai's move to scrap ships coincides with shrinking earnings and cargo volumes in the container sector. The company's Q3 net profit fell 37% year on year, to $718.3m, although higher turnover in the first six months of the year meant cumulative net profit for January-September was up 34% year on year, at $3bn.

Source : https://theloadstar.com/

Chinese export rates still tumbling, but transatlantic rates tread water

Navigating the container spot rate market has become a minefield for shipper procurement managers under pressure from bosses to get the best deal in the market.

On the Asia-North Europe tradelane, the published spot indices all agree rates are falling by double-digit values week on week, but there is a considerable difference in the readings.

For example, Drewry's WCI North Europe component fell 14% this week, to $1,686 per 40ft, while Xeneta's XSI lost 15%, to $2,126, and the Freightos Baltic Exchange (FBX) shed 11%, to $3,530.
Meanwhile, The Loadstar has sighted FAK inclusive rate offers from alliance carriers this week, down to $1,300 per 40ft, from all Chinese ports to all UK and north continental ports, and valid until 31 December.

And more unsolicited rates from China-based forwarders have arrived in The Loadstar's inbox and spam folders this week, offering rates down to $1,000 per 40ft via all main alliance carriers and to all North European hub ports. The validity of these extremely low rate offers is questionable, however, as it appears some unscrupulous forwarders are fishing for new business based on anticipated rate reductions by carriers.
One shipper The Loadstar spoke to this week said his company were not taking these 'offers' seriously, as there was no guarantee of space. He added: "We will only book against an e-mail offer from a carrier that is quoting our contract number."

Elsewhere, on the transpacific, according to the spot indices, the pace of the rate decline has slowed for Asia to the US west coast, with the WCI down 2% on the week to $1,997 per 40ft, the XSI declining by 5% to $1,519 and the FBX losing 1.6% to $1,403.

On the Atlantic coast, however, both the WCI and the FBX recorded 9% falls in their Asia-US east coast components, to $3,993 and $3,368 per 40ft, respectively.
For ocean carriers, the sole remaining jewel in the crown, in terms of demand and elevated spot rates, is the transatlantic tradelane, where a combination of a strong dollar and US retailers opting to source more product from Europe rather than China, is keeping the market buoyant.

This week's WCI reading for spot rates from North Europe to the US east coast edged down 1%, to $7,151 per 40ft, while the XSI declined by 2%, to $7,146.

However, the FBX North Europe to US east coast component slipped by almost 5%, to $6,056 per 40ft.
The strength of the market has prompted carriers to upgrade their tonnage on the route and has seen weekly capacity boosted by new entrants to the trade.

It has also encouraged carriers to take advantage of the robust market with the introduction of rate hikes and surcharges. For instance, CMA CGM advised this week it would introduce a PSS (peak season surcharge) of $1,500 per 40ft for shipments from North Europe to US east coast ports, effective 20 December.

Source : https://theloadstar.com/

Inside the Chinese Port Deal that Divided the German Government

The German government has become divided over a deal, agreed last month, which saw Chinese conglomerate Cosco invest in the Port of Hamburg. The deal had been in the works since September 2021 and was championed by the chancellor (and Hamburg's former mayor), Olaf Scholz.

Scholz's coalition partners have been vocal in criticising the deal. Chief among them is Robert Habeck, Greens member and Scholz's economics minister, who expressed his fear that Germany was becoming dependent on Chinese business. Fellow Green and Scholz's foreign minister, Annalena Baerbock, has also publicly briefed against Scholz and called for an entirely new China policy.

Even worse for Scholz is that his government's concerns are shared by German business. One of the sector's biggest lobbies has expressed anger over Germany's economic relationship with China. In an attempt to ward off this anger, Scholz has been forced to publicly insist that Germany will not become reliant on Chinese business. The prospect of dependency on an authoritarian power is a sensitive topic for the whole of Europe, not just Scholz's government. Ever since Russia invaded Ukraine, Europe has been reckoning with the consequences of years of dependence on Russian primary imports, particularly gas. Russia has cut gas supplies from pipelines into Europe, stoking its energy crisis.

By leading on Europe's energy policy, Germany has risked appearing a key enabler of this dependence. Scholz predecessor Angela Merkel signed a deal as recently as 2018 to build Nord Stream 2, a gas pipeline connecting Russia to Europe. This is why when criticising the Port of Hamburg deal, Habeck claimed the government needs to be "more careful" than in the past.

Source : https://www.marinelink.com/

FREIGHT GENERAL VIEW – Is Worst Over, as Freight Rates Falling Continuously

Port and rail traffic seems to be slowing down and store shelves are amply stocked. It seems the supply chain disruptions that have affected the US since the start of the pandemic are easing.
The supply chain disruptions, the trucking industry, and the railroad union strike in this article for Metals Perspective.
"The biggest issue for the trucking industry, at least on the truckload and broker side, is a continued drop in rates caused by reduced levels of freight nationally and the resulting overcapacity,"
Regarding railways, "the biggest issue on the horizon is the possible rail strike that has been pending for some time." If the railroad unions strike in December, supply chains will stall again, and truck rates will soar, however "it should be remembered that there are now and have always been supply chain disruptions, Covid-related issues

and the Russia/Ukraine war just brought them into light. On a worldwide basis, issues that continue to vex are the war and the continued world political situation with issues like Taiwan, protectionism, and ESG matters."

Drewry's World Container Index – Week 47/48/49

Our detailed assessment for Thursday, 08 December 2022

The composite index decreased by 6% this week, the 41st consecutive weekly decrease, and has dropped by 77% when compared with the same week last year.

The latest Drewry WCI composite index of $2,139 per 40-foot container is now 79% below the peak of $10,377 reached in September 2021. It is 21% lower than the 10-year average of $2,692, indicating a return to more normal prices, but remains 51% higher than average 2019 (pre-pandemic) rates of $1,420.

The average composite index for the year-to-date is $6,638 per 40ft container, which is $3,946 higher than the 10-year average ($2,692 mentioned above).

The composite index decreased by 6% to $2,138.70 per 40ft container, and is 77% lower than the same week in 2021. Freight rates on Shanghai – Rotterdam dropped 14% or $279 to $1,686 per feu. Spot rates on Shanghai – New York fell 9% or $415 to $3,993 per 40ft box. Similarly, rates on Shanghai – Genoa slipped 6% or $177 to $2,908 per 40ft container. Rates on Rotterdam – Shanghai skipped 3% to $799 per 40ft box. Likewise, rates on Shanghai – Los Angeles slid 2% to $1,997 and rates on Rotterdam – New York fell 1% to $7,151 per feu, respectively. Rates on New York – Rotterdam and Los Angeles – Shanghai hovered around the previous week's level. Drewry expects smaller week-on-week reductions in rates in the next few weeks.

SPOT FREIGHT RATES BY MAJOR ROUTE

Our assesment across Eight Major East-West Trade

Route	24-Nov-22	1-Dec-22	8-Dec-22	Weekly change (%)	Annual change (%)
Composite Index	$2,404	$2,284	$2,139	-6% ▼	-77% ▼
Shanghai - Rotterdam	$2,192	$1,965	$1,686	-14% ▼	-88% ▼
Rotterdam - Shanghai	$819	$820	$799	-3% ▼	-48% ▼
Shanghai - Genoa	$3,221	$3,085	$2,908	-6% ▼	-77% ▼
Shanghai - Los Angeles	$2,069	$2,039	$1,997	-2% ▼	-80% ▼
Los Angeles - Shanghai	$1,184	$1,182	$1,182	0%	-10% ▼
Shanghai - New York	$4,846	$4,408	$3,993	-9% ▼	-70% ▼
New York - Rotterdam	$1,321	$1,322	$1,322	0%	11% ▲
Rotterdam - New York	$7,224	$7,240	$7,151	-1% ▼	14% ▲

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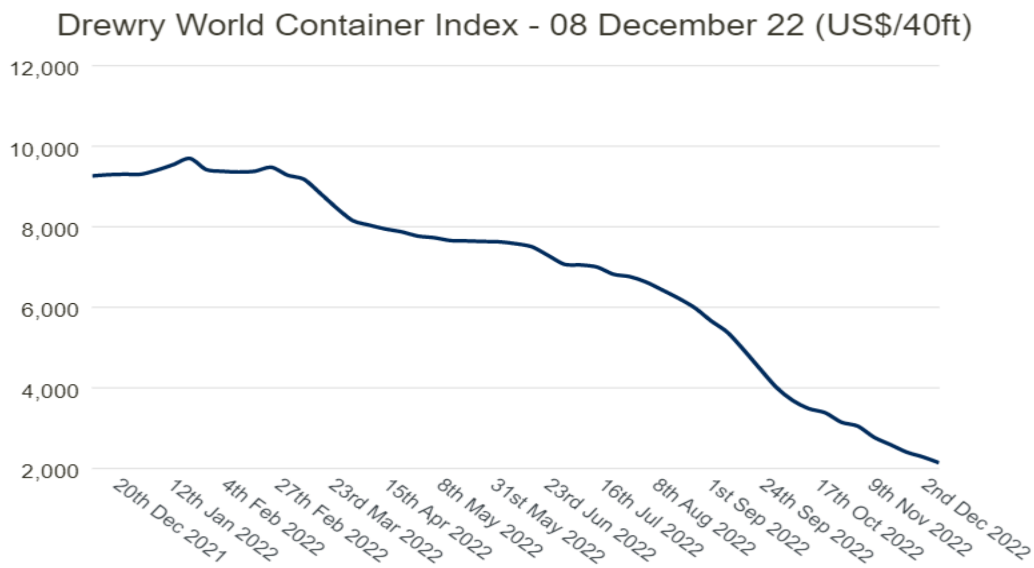
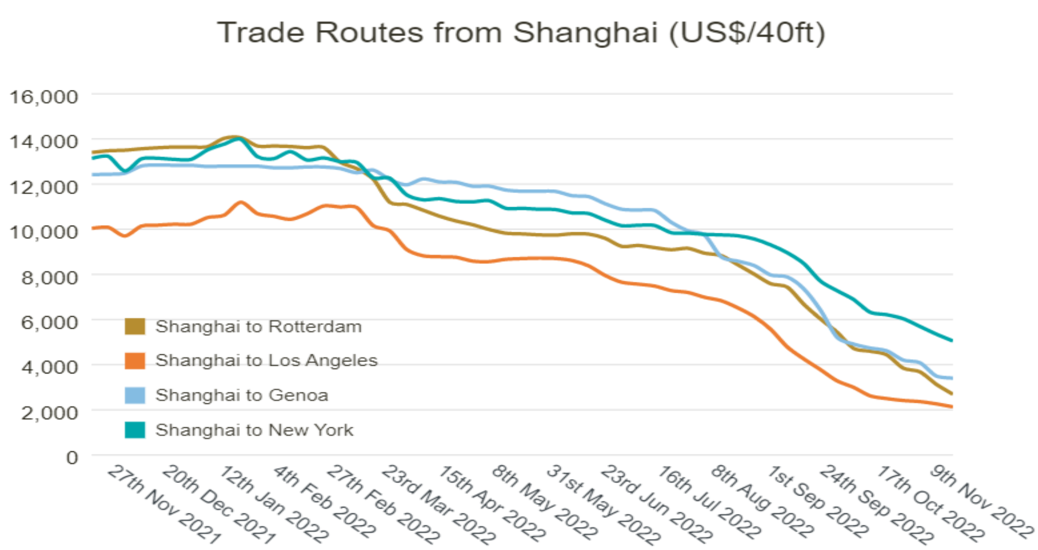
Drewry's composite World Container Index decreased by 7% to $2,591.41 per 40ft container this week.





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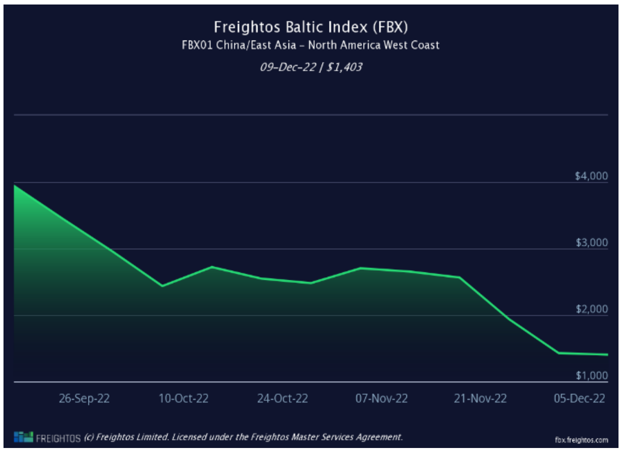
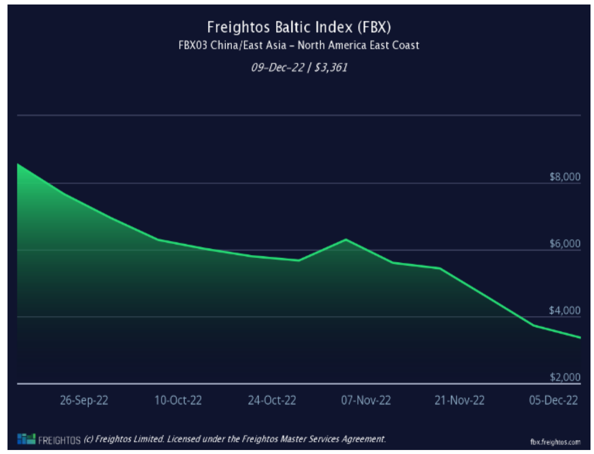
CHINA / EAST ASIA FREIGHT INDEX

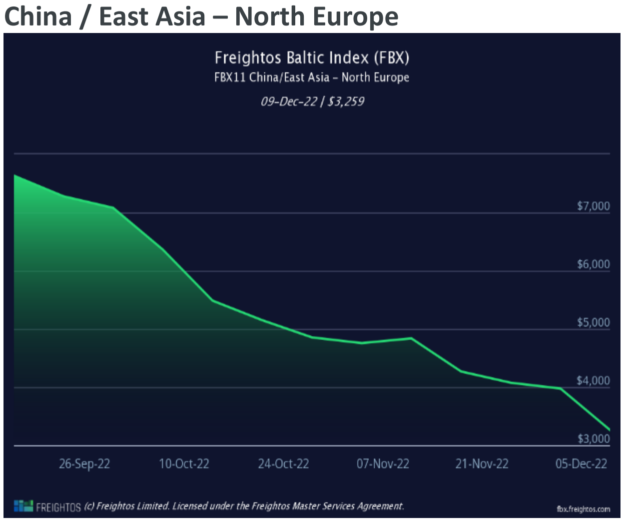
China / East Asia to North America West Coast



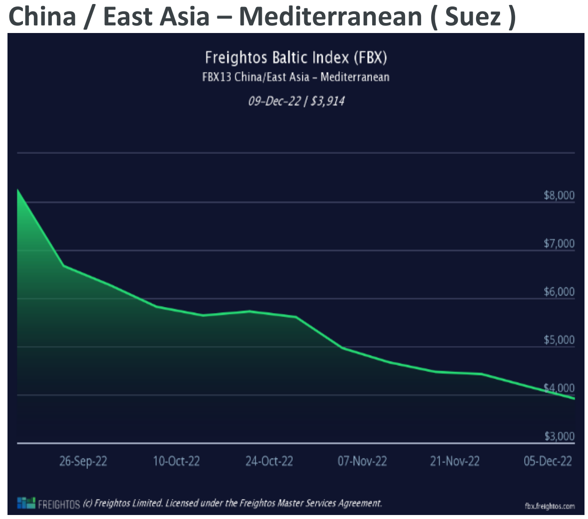
China / East Asia to North America East Coast



China / East Asia – North Europe



China / East Asia – Mediterranean (Suez)



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WEEKLY PORT CONGESTION AT MAJOR ASIAN SEAPORT

Hong Kong	Waiting Time : 1 Days
Yantian	Waiting Time : 1 Days
Shekou	Waiting Time : 1 Days
Nansha	Waiting Time : 1 Days
Xiamen	Waiting Time : 1 Day
Qinzhou	Waiting Time : 2 Day
Shanghai	Waiting Time : 1 Day
Ningbo	Waiting Time : 1 Days
Tianjin	Waiting Time : 1 Day
Qingdao	Waiting Time : 2 Days
Kaohsiung	Waiting Time : 1 Days
Keelung	Waiting Time : 0 Day
Port Klang	Waiting Time : 1 Days
Singapore	Waiting Time : 1 Day
Busan	Waiting Time : 1 Days
Tokyo	Waiting Time : 1 Day
Nhava Sheva	Waiting Time : 1 Days
Mundra	Waiting Time : 1 Day
Chennai	Waiting Time : 1 Day

Source :- https://www.gocomet.com/real-time-port-congestion

SEA FREIGHT RATE LEVELS – UNTIL 31/12/2022 (ASIA – USA)

Origin	Destination	20'	40'	40'H
Shanghai, Qingdao, Ningbo	Los Angeles, Long Beach	$980	$1,400	$1,400
Shanghai, Qingdao, Ningbo	Oakland	$980	$1,400	$1,400
Shanghai, Qingdao, Ningbo	Tacoma	$980	$1,400	$1,400
Shanghai, Qingdao, Ningbo	New York	$2,030	$2,900	$2,900
Shanghai, Qingdao, Ningbo	Wilmington	$2,030	$2,900	$2,900
Shanghai, Qingdao, Ningbo	Savannah	$2,030	$2,900	$2,900
Shanghai, Qingdao, Ningbo	Norfolk	$2,030	$2,900	$2,900
Shanghai, Qingdao, Ningbo	Charleston	$2,030	$2,900	$2,900
Shanghai, Qingdao, Ningbo	Jacksonville	$2,030	$2,900	$2,900
Busan, Kwangyang	Los Angeles, Long Beach	$980	$1,400	$1,400
Busan, Kwangyang	Oakland	$980	$1,400	$1,400
Busan	Tacoma	$980	$1,400	$1,400
Busan	New York	$2,240	$3,200	$3,200

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Busan	Wilmington	$2,240	$3,200	$3,200
Busan	Savannah	$2,240	$3,200	$3,200
Busan	Norfolk	$2,240	$3,200	$3,200
Busan	Charleston	$2,240	$3,200	$3,200
Busan	Jacksonville	$2,240	$3,200	$3,200
Hong Kong, Yantian, Xiamen	Los Angeles, Long Beach	$980	$1,400	$1,400
Hong Kong, Yantian, Xiamen	Oakland	$980	$1,400	$1,400
Hong Kong, Yantian, Xiamen	Tacoma	$980	$1,400	$1,400
Hong Kong, Yantian, Xiamen	New York	$2,030	$2,900	$2,900
Hong Kong, Yantian, Xiamen	Wilmington (on EC2 via PUS/SHA)	$2,135	$3,050	$3,050
Hong Kong, Yantian, Xiamen	Savannah	$2,030	$2,900	$2,900
Hong Kong, Yantian, Xiamen	Norfolk	$2,030	$2,900	$2,900
Hong Kong, Yantian, Xiamen	Charleston	$2,030	$2,900	$2,900
Hong Kong, Yantian, Xiamen	Jacksonville	$2,030	$2,900	$2,900
Kaohsiung, Keelung	Los Angeles, Long Beach	$980	$1,400	$1,400
Kaohsiung, Keelung	Oakland	$980	$1,400	$1,400
Kaohsiung	Tacoma	$980	$1,400	$1,400
Kaohsiung	New York	$2,030	$2,900	$2,900
Kaohsiung	Wilmington (on EC2 via PUS/SHA)	$2,135	$3,050	$3,050
Kaohsiung	Savannah	$2,030	$2,900	$2,900
Kaohsiung	Norfolk	$2,030	$2,900	$2,900
Kaohsiung	Charleston	$2,030	$2,900	$2,900
Kaohsiung	Jacksonville	$2,030	$2,900	$2,900
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Los Angeles, Long Beach	$980	$1,400	$1,400
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Oakland	$980	$1,400	$1,400
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep	Tacoma	$980	$1,400	$1,400
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	New York	$2,030	$2,900	$2,900
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Wilmington (on EC2 via PUS/SHA)	$2,135	$3,050	$3,050
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Savannah	$2,030	$2,900	$2,900
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Norfolk	$2,030	$2,900	$2,900
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep	Charleston	$2,030	$2,900	$2,900
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Jacksonville	$2,030	$2,900	$2,900
Shanghai, Ningbo, Hong Kong, Yantian	Mobile	$2,380	$3,400	$3,400
Qingdao, Xiamen	Mobile(on EC6 via PUS/SHA/YTN)	$2,485	$3,550	$3,550
Kaohsiung	Mobile	$2,380	$3,400	$3,400
Busan	Mobile	$2,380	$3,400	$3,400

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Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Mobile(on EC6 via PUS/SHA/YTN)	$2,380	$3,400	$3,400
Shanghai, Ningbo, Hong Kong, Yantian	Houston	$2,380	$3,400	$3,400
Qingdao, Xiamen	Houston(on EC6 via PUS/SHA/YTN)	$2,485	$3,550	$3,550
Kaohsiung	Houston	$2,380	$3,400	$3,400
Busan	Houston	$2,380	$3,400	$3,400
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Houston(on EC6 via PUS/SHA/YTN)	$2,380	$3,400	$3,400
Shanghai, Ningbo, Hong Kong, Yantian,Qingdao, Xiamen,Kaohsiung,Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Halifax, Canada	$1,960	$2,800	$2,800
Busan	Halifax, Canada	$2,240	$3,200	$3,200
Shanghai, Qingdao, Ningbo	Vancouver, Canada	$980	$1,400	$1,400
Busan	Vancouver, Canada	$980	$1,400	$1,400
Hong Kong, Yantian, Xiamen	Vancouver, Canada	$980	$1,400	$1,400
Kaohsiung	Vancouver, Canada	$980	$1,400	$1,400
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep	Vancouver, Canada	$980	$1,400	$1,400
Qingdao, Shanghai, Ningbo	Prince Rupert , Canada	$980	$1,400	$1,400
Busan	Prince Rupert , Canada	$980	$1,400	$1,400
All Base Ports	Toronto, Canada	$3,280	$4,100	$4,100
Qingdao, Shanghai, Ningbo, Pusan	Toronto, Canada	$3,280	$4,100	$4,100
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Toronto, Canada	$3,560	$4,450	$4,450
All Base Ports	Montreal, Canada	$3,280	$4,100	$4,100
Qingdao, Shanghai, Ningbo, Pusan	Montreal, Canada	$3,280	$4,100	$4,100
Singapore, Laem Chabang, Ho Chi Minh, Cai Mep, Port Kelang	Montreal, Canada	$3,560	$4,450	$4,450
All Base Ports	Calgary, Canada	$2,720	$3,400	$3,400
Qingdao, Shanghai, Ningbo, Pusan	Calgary, Canada	$2,720	$3,400	$3,400
All Base Ports	Edmonton, Canada	$2,720	$3,400	$3,400
Qingdao, Shanghai, Ningbo, Pusan	Edmonton, Canada	$2,720	$3,400	$3,400
All Base Ports	Saskatoon, Canada	$4,000	$5,000	$5,000
Qingdao, Shanghai, Ningbo, Pusan	Saskatoon, Canada	$4,000	$5,000	$5,000
All Base Ports	Winnipeg, Canada	$4,360	$5,450	$5,450
Qingdao, Shanghai, Ningbo, Pusan	Winnipeg, Canada	$4,360	$5,450	$5,450
BQM/KHI (IEX)	New York, NY	4,000	5,000	5,000
BQM/KHI (IEX)	Charleston, SC; Savannah, GA; Norfolk, VA	4,000	5,000	5,000
NSA/MUN (IEX)	New York, NY	4,000	5,000	5,000
NSA/MUN (IEX)	Charleston, SC; Savannah, GA; Norfolk, VA	4,000	5,000	5,000
NSA/MUN	Jacksonville, FL	4,800	6,000	6,000

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COK	New York, NY	4,000	5,000	5,000
COK	Charleston, SC; Savannah, GA; Norfolk, VA; Jacksonville, FL	4,000	5,000	5,000
MAA/KTP	New York, NY	4,560	5,700	5,700
MAA/KTP	Charleston, SC; Savannah, GA; Norfolk, VA; Jacksonville, FL	4,560	5,700	5,700
TUT/IXE	New York, NY	4,000	5,000	5,000
TUT/IXE	Charleston, SC; Savannah, GA; Norfolk, VA; Jacksonville, FL	4,000	5,000	5,000
VTZ	New York, NY	4,560	5,700	5,700
VTZ	Charleston, SC; Savannah, GA; Norfolk, VA; Jacksonville, FL	4,560	5,700	5,700
PAV	New York, NY	4,400	5,500	5,500
PAV	Charleston, SC; Savannah, GA; Norfolk, VA; Jacksonville, FL	4,400	5,500	5,500
CCU	New York, NY	4,560	5,700	5,700
CCU	Charleston, SC; Savannah, GA; Norfolk, VA; Jacksonville, FL	4,560	5,700	5,700
HZA	New York, NY	4,480	5,600	5,600
HZA	Charleston, SC; Savannah, GA; Norfolk, VA; Jacksonville, FL	4,480	5,600	5,600
CGP	New York, NY	2,640	3,300	3,300
CGP	Charleston, SC; Savannah, GA; Norfolk, VA; Jacksonville, FL	2,640	3,300	3,300
CMB	New York, NY	3,040	3,800	3,800
CMB	Charleston, SC; Savannah, GA; Norfolk, VA; Jacksonville, FL	3,040	3,800	3,800
NSA/PAV/MUN	Los Angeles, CA/ Long Beach, CA/Oakland, CA	2,400	3,000	3,000
NSA/PAV/MUN	Tacoma, WA	2,400	3,000	3,000

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MAA/KTP	Los Angeles, CA/ Long Beach, CA/Oakland, CA	2,720	3,400	3,400
MAA/KTP	Tacoma, WA	2,720	3,400	3,400
TUT/IXE	Los Angeles, CA/ Long Beach, CA/Oakland, CA	2,400	3,000	3,000
TUT/IXE	Tacoma, WA	2,400	3,000	3,000
VTZ	Los Angeles, CA/ Long Beach, CA/Oakland, CA	4,480	5,600	5,600
VTZ	Tacoma, WA	4,480	5,600	5,600
COK	Los Angeles, CA/ Long Beach, CA/Oakland, CA	3,200	4,000	4,000
COK	Tacoma, WA	3,200	4,000	4,000
CCU	Los Angeles, CA/ Long Beach, CA/Oakland, CA	4,160	5,200	5,200
CCU	Tacoma, WA	4,160	5,200	5,200
HZA	Los Angeles, CA/ Long Beach, CA/Oakland, CA	3,200	4,000	4,000
BQM/KHI	Los Angeles, CA/ Long Beach, CA/Oakland, CA	2,240	2,800	2,800
BQM/KHI	Tacoma, WA	2,240	2,800	2,800
CGP	Los Angeles, CA/ Long Beach, CA/Oakland, CA	2,240	2,800	2,800
CGP	Tacoma, WA	2,240	2,800	2,800
CMB	Los Angeles, CA/ Long Beach, CA/Oakland, CA	2,400	3,000	3,000
CMB	Tacoma, WA	2,400	3,000	3,000
NSA/PAV/MUN	VANCOUVER	2,400	3,000	3,000
TUT/IXE	VANCOUVER	2,400	3,000	3,000
COK	VANCOUVER	3,200	4,000	4,000
MAA/KTP	VANCOUVER	2,720	3,400	3,400
CCU/VTZ	VANCOUVER	4,160	5,200	5,200
BQM/KHI	VANCOUVER	3,040	3,800	3,800
CGP	VANCOUVER	2,400	3,000	3,000
CMB	VANCOUVER	2,560	3,200	3,200

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NSA/MUN	HALIFAX	5,200	6,500	6,500
MAA	HALIFAX	8,560	10,700	10,700
TUT/IXE	HALIFAX	4,080	5,100	5,100
COK	HALIFAX	4,400	5,500	5,500
VTZ/PAV	HALIFAX	5,120	6,400	6,400
CCU	HALIFAX	4,400	5,500	5,500
BQM/KHI	HALIFAX	8,400	10,500	10,500
CGP	HALIFAX	6,640	8,300	8,300
CMB	HALIFAX	6,000	7,500	7,500

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