Maersk adjustments for lockdown

Iain MacIntyre

A blanking of select Triple Star sailings, extension of temporary business terms and reopening of the front counter of its Graham Street (Auckland) office are among COVID-19 related moves announced last week by Maersk.

The world’s largest container shipper advised it would cancel the New Zealand to Far East Asian sailings — which were due to call at the Port of Tauranga in weeks 20 and 24 — in order to balance its network with reduced demand during the pandemic.

“Maersk will continue to review the demand picture and will continuously adjust deployed capacity to match the demand,” it stated in a customer advisory.

“We will be ensuring the impact to our customers is minimised by rebooking Triple Star blanking week cargo to our weekly Southern Star and 2-Star services as there is sufficient capacity available.”

Following the Government announcing the addition of one further week of full lockdown before moving the country down to Alert Level 3, the carrier extended the following temporary terms in order to help customers manage supply chains:

• Waiver of New Zealand import and export detention incurred between March 26 and April 27 (the standard tariff-free time and/or customer-specific free time was not added to the waiver period).
• No booking cancellation fee applied to amendments for bookings with departure between March 26 and April 27 (although, the standard fee was applied to outright booking cancellations).

Meanwhile, the carrier this Tuesday reopened its front counter at 2 Graham Street in the Auckland CBD for documentation purposes. The counter is now operating from 9am to 4pm, Monday to Friday.

However, the majority of Maersk’s office-based staff are currently continue to work from home “to protect the health and safety of our people while maintaining our business activities and continued operation”.

Ship builds on deferral

The German shipping line Hapag-Lloyd is reported as deferring any new orders of ultra-large container ships until further notice due to the ongoing market uncertainty caused by the COVID-19 pandemic.

The container shipping member of the ONE alliance stated in the New Year that it would be ordering new ships probably out to until 2021. At the time, that was seen as a modernisation step over a period of a few years, and to focus on big vessels up to at least 23,000 TEU carriers.

But in the face of an economic slump in major countries as a consequence of pandemic’s impact on business demand, shipping companies are cutting costs and blanking sailing as a reaction to the temporarily lower demand. On April 30, Hapag-Lloyd confirmed further blankings on its As-South America East Coast rout, saying, “Because of weaker demand due to the COVID-19, our ships are not booked to capacity.”

To page 2
Air NZ tops trust rankings in region

Australians and Kiwis have chosen Air New Zealand as their most trusted, respected and admired company – and the airline has a message of thanks as it faces a tough road ahead.

For four consecutive years Air New Zealand has topped The RepTrak Company’s annual reputation ranking in Australia. Air New Zealand has also claimed the top position at home, outperform on reputation pillars such as innovation, citizenship, products and performance.

Air New Zealand chief marketing and customer officer Mike Tod says the news is heartening as the airline faces the most disruptive period in its 80-year history.

“This award belongs to our hardworking people, who despite deep uncertainty about the future, continue to represent our nation and airline with pride, serving our customers with outstanding dedication.

“Our Aussie connection began 80 years ago, when we took our first flight to Sydney’s Rose Bay on April 30, 1940. Australia is Air New Zealand’s largest international market and before COVID-19, at peak times we operated around 375 flights a week across the Tasman.”

Export log activity resumes around port sector

From page 1

However, collection of imported personal effects will still be unavailable.

The port’s Calwell Slipway will also be able to resume its important maintenance work on all vessels.

“Essential import and export container and QuayConnect services will continue as they over the last four weeks,” said Mr Morrison.

The resumption of the construction industry will allow a number of halted and planned port infrastructure projects to continue.

“McConnell Dowell will continue replacement work on Main Wharf North, vital work necessary to improve port resilience, emergency life-line services and capacity to receive larger vessels.

“Other projects include the replacement of the Wakferley Quay Pontoon during May as well as internal paving and upgrade work on berths.

“All on-port work by staff and contractors will continue under strict COVID-19 practices in their dedicated cells or isolation. Corporate staff that can work from home will continue to do so. Temperature readings and stronger protocols around managing health prior to coming to work are also being introduced.”

High state of vigilance in port log operations

Warren Head

New Zealand ports have been issuing lengthy and detailed COVID-19 protocols for operations during Level 3 of the national state of emergency.

Specific health & safety rules have been issued to those involved in log handling as the forestry industry steps back into production. Social distancing and the Level 4 code around hand washing etc remain fundamental.

Forestry companies are issuing written advice to their respective exporters and carriers to supplement the general information given to transport operators and port workers.

Shipping Gazette® notes that, for example, at Northport, a significant export port for saw-logs, a detailed 19-page document specifies rules for COVID-19 Level 3 operations across all port users, truck drivers, log scalers, log-yard staff, stevedores, crane operators, marine staff on tugs, launches, pilot vessels; it also covers interaction with ships’ crews.

Restart considerations are set out, noting that with the resumption of forestry, manufacturing and other activities, the focus is on safe operations under Alert Level 3. It is noted that reduction from Alert Level 4 to 3 is “not a return to business as usual.”

There will still be considerable restrictions on businesses and not all non-essential businesses will be operating.

Drivers arriving at checkpoints with logs are to stay in their truck cabs until they can, or are advised to, move into the ticketing lane or ticketing/scaling lane.

Drivers in the ticketing or ticketing/ scaling lane are required to complete any required documentation in their cab, then exit their truck and move to the nominated area once they have moved into the load processing location.

Drivers are advised once the load has been processed and may then return to their cab.

100% pre-advice is to be a pre-requisite of entering a checkpoint commencing seven days after operations start at Alert Level 3. The docket / weigh bill is not be handed in.

For loads weighed elsewhere, weigh bills are to be put into a “pre-advice” drop box provided at the checkpoint while the load is being processed.

Data entry offices are closed to drivers at all times. Data entry operators are required to use PPE (personal protective equipment) and carry out regular hand washing/sanitising.

An Automatic (paperless) Weighbridge must be used and when trucks arrive at the weighbridge, the driver presents a ‘Dallas Tag’ onto the reader and doesn’t touch anything else. The Dallas Tag area is wiped down daily and the weighbridge kiosk will remain locked.

Travel to and from work

The Northport guidelines extend beyond the gate to the port. Wherever possible employees are to travel individually to and from the Facility and to and from their working area i.e. a single occupant with no passengers.

Where sharing vehicles cannot be avoided (not just inconvenient), then there may be one person in the front (and for four-door vehicles) one person on the opposite side in the back. For larger vehicles, people are asked to only use the window seats in each row and use alternate rows.

Where possible, people should use the same seat for return/repeat journeys and when travelling in vehicles with more than one person, air-conditioning system(s) should run on fresh air, not recirculation.

With a vehicle, machine or other mobile plant is shared between different drivers or operators, each user must clean / sanitise it at the beginning and end of each use. The list of areas to be sanitised are:

- Interior (including high touch areas such as steering wheel, gear shift, seat belt and buckle, radio, window controls etc);
- Any handheld devices left in the vehicle (where possible individuals to retain their own handheld devices);
- Two-way radio;
- Exterior high touch areas including door handles;
- Keys and or remote sensor.

It is evident from the port operations guidelines – and similar protocols will apply at all ports and other workplaces in the port region – all logging forestry, construction and manufacturing – that the partial restart of the economy under Level 3 depends on strictly maintained vigilance.
Where the transport money is going to be spent

By Dave MacIntyre

Among the casualties of the covid-19 lockdown was the extended planning process planned by the Ministry of Transport on the Government’s draft Policy Statement on Transport (GPS 2021) and its draft Rail Plan.

These two documents represent the Government’s ten-year aims for land transport (and coastal shipping, to a degree), and there are important elements of which the freight and logistics industry needs to be aware, because they will shape much of our transport infrastructure and determine where the money is going to be spent.

With freight tonnage in New Zealand expected to increase by more than 55% by 2042, long-term planning is essential.

The GPS therefore is the guide to how Government intends to spend the money it has been given, and there is much that freight and logistics operators will need to know.

The GPS looks ahead ten years but is updated every three years, so each update is a signpost as to how transport infrastructure will be developed in the future.

The draft Rail Plan has been tacked on to the GPS 2021 consultation because it made sense to wrap up the two in one project.

With the opportunity for face-to-face engagement lost, the Minister of Transport extended the date for submissions on the draft by two weeks, meaning that anyone who wants to make their views known on the GPS or the Rail Plan now has until 5pm on Monday May 11 to finalise submissions.

Readers may not be too keen to wade through two PDFs of 50-odd pages each, so I’ve gone through them myself to pick out some of the highlights from a freight perspective – while acknowledging that much of the focus of the two plans is related to passenger and commuter transport.

One other point I should make is that these plans were formulated pre-COVID-19, so whether the Government will have the money in its coffers that it was banking on, we will no doubt find out when the final plans are approved.

In particular, it will be interesting to see what future support for the sector may help achieve Government’s aims.

Digging through the figures in GPS 2021, I see only a maximum $15 million per year is allocated for coastal shipping investment for the three years 2021/22 through to 2023/24. After that there is no allocation at all.

It appears that Government and its advisors are still searching for answers on how to help promote our domestic shipping industry.

Footnote: The Ministry of Transport has made online presentations on the draft GPS 2021 and draft Rail Plan in video format. The videos can be accessed online at the ministry’s website, namely:


Questions to the ministry can be directed by email to:

DraftGPS2021: GPS@transport.govt.nz

Draft Rail Plan: NZRailPlan@transport.govt.nz

Dave MacIntyre can be contacted at d.macintyre@xtra.co.nz
**Industrial market well-insulated post-COVID-19**

Prior to global pandemic upheavals, the industrial sector of New Zealand’s workforce was trucking along at a great rate of knots and tenant demands for business space were outweighing the availability of industrial premises. Vacancy rates were low, competition for space was high – particularly in the logistics and supply chain category – and vigorous online shopping activity meant availability of industrial premises.

“Investors were hungry for industrial property assets and competing confidently in the auction room while there was a strong appetite to fill new-build industrial premises to satisfy this growing appetite for industrial stock. Then along came COVID-19 with its numerous disruptions to all facets of business life. The industrial property market will largely be quite well-insulated from major disturbance in the outbreak’s wake, says national director of industrial and logistics, Scott Campbell. “I don’t expect that clear investor tenure confidence to ease off – despite acknowledging that there will be casualties among businesses in certain categories and for some parts of the market, the comeback will be slow. “There’s nothing related to supply chain disruption for example, along with those businesses reliant on products from overseas where supply chains have been severely disrupted.”

Mr Campbell says the industrial sector has outperformed all other sectors in the commercial property landscape for several years now and the COVID-19 environment has, if anything, further demonstrated the resilience and robustness of industrial property and the sector’s wider contribution to the economy. “Some of the trends we were seeing pre-COVID were fast-tracked as a result of increased demand in certain areas once the restrictions to daily life really kicked in,” he said.

“Online shopping capabilities through ‘dark stores’ for supermarket chains were already well-advanced but accelerated when demands for home-delivered groceries escalated. “We’ve also seen the importance of last mile delivery in meeting this unprecedented demand by online shoppers and once the country moves down alert levels and supply chains gear up again, this is going to be even more evident.”

Mr Campbell says New Zealanders have become much more relaxed about online thanks to a restriction on their movements in recent weeks and this energetic activity may bring forward online/e-commerce initiatives and automation developments that many businesses had hoped would be away on quietly. “It’s a global pandemic to kick-start a more tech-savvy sector and that’s the extent to which this impact continues in the second half will depend on how and when New Zealand fully emerges from lockdown. “New Zealand has made much better progress in fighting the virus than nearly all countries, and that potentially paves the way for a quicker economic recovery. “While that’s encouraging there will be many challenges as the country continues in the second half will depend on how and when New Zealand fully emerges from the high level of response and starts to rebuild,” she said.

**Credit provision rises at ANZ NZ**

ANZ New Zealand reported statutory net profit after tax (NPAT) of NZ$279 million for the six months to March 31, 2020 – a 15% decrease on the corresponding half. Cash NPAT was NZ$2677 million, down 39%, reflecting a significant uplift in credit provision charges due to changes in the economic environment, together with benefits in the prior comparable period (PCP) from the sale of OnePath Life (NZ) Ltd and ANZ New Zealand’s share of the profits of Paymark Limited. These sales partly contributed to ANZ New Zealand’s 12% decline in revenue. ANZ New Zealand remains well capitalised with a total capital ratio of 13.9%, up from 13.6% as at September 30, 2019.

Banks are a reflection of the financial well-being of customers and the economies in which they operate, ANZ New Zealand CEO Antonia Watson said in releasing the bank’s March-half year results on Thursday.

“New Zealand’s response to COVID-19 has resulted in extraordinary changes to the economy, the fortunes of businesses and the lives of customers. While the COVID-19 crisis only began in earnest in New Zealand at the end of March the collective provision has increased substantially to recognise the possible impacts on economic activity as we work through FY 20 and beyond.

“The extent to which this impact continues in the second half will depend on how and when New Zealand fully emerges from lockdown. “New Zealand has made much better progress in fighting the virus than nearly all countries, and that potentially paves the way for a quicker economic recovery. “While that’s encouraging there will be many challenges as the country emerges from the high level of response and starts to rebuild,” she said.

**Maritime robberies on the rise in Asia**

There were 28 attempted maritime armed robberies in Asia and one attempted armed robbery during the first quarter of the year, according to maritime crime watch ReCAAP. This accounts for a three-fold increase in the total number of incidents reported during January-March 2020 compared to the same period in 2019,” the ReCAAP said, according to Shipping Australia. Large commercial ships are not immune from being targeted. Ships attacked included tankers and tankers as well as smaller tug boats and barges. Attacks on shipping happened in Bangladesh, India, Indonesia, the Philippines and Singapore Strait. There was a “continued increase” of incidents on board ships under way in the Singapore Strait.

However, there was an improvement in Chinese ports as there were no incidents in the first quarter of this year compared to three incidents in the same quarter last year. The RoCAAp also expressed concerns about the abduction of crew in the Sulu-Celebes Seas and the waters off Eastern Sabah. There was an incident involving crew in the Philippines and Singapore Strait as part of a fishing vessel that are still being held in captivity. There were five separate incidents when robers were armed with knives or sharp weapons. The robbers escaped when the crew resisted. In one incident, the crew confronted the robbers, captured one of them and handed him over to the police. One of the crew suffered an injury to the face. In the five incidents, two of the robers were released and the other two were killed by the crew. In another incident, the crew confronted the robbers, captured one of them and handed him over to the police. About 5% of the attacks happened on ships at anchor or at berth and the other 45% happened to ships that were under way. Typically the attacks are carried out by small groups of one to three men or groups of four to six men. About two thirds of the attacks are carried out in the hours of darkness.
## Exports

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## Imports

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**Note:** For Tauranga calling vessels Auckland cargo is serviced via Metroport.

**For further details, call our Export or Import service centres (see numbers below) or visit our website at [www.hamburgsud.com](http://www.hamburgsud.com).**
New QEX position for Australian operations

QEX Logistics has appointed Mr Tony Li to the newly established executive position of managing director for its Australian subsidiary, New Y Trading (AUS) Pty Ltd (“New Y AUS”). This new position comes as part of QEX’s long-signal plan to expand into Australia, by building up a distribution model focussed on milk powder sales, warehousing and parcel logistics into China.

QEX CEO Ronnie Xue said, “Our entry into the Australian market is significant. We see this as a major step in our regional growth strategy, and I am pleased to have appointed Mr Li as our managing director in Australia.”

Mr Li has served as the chairman of the Shanghai based QEX Co Ltd since its inception in 1992, (known then as the Shanghai QEX Co Ltd). He had also served as the vice chairman of the Shanghai International Freight Forwarders Association (SIFWA), one of the five Standing Committees of ASF. He had also served as the vice chairman of Maritime Transport Committee of the Business and Industry Advisory Committee (BIAC) to the OECD.

Trading update

QEX added that the financial year finished with strong revenue for the month of March, despite economic uncertainty relating to COVID-19. For the March year unaudited revenue is expected to be $631 million, an increase from $594.5 million in the prior corresponding period.

Not quite business as usual for construction

The government announced a $1.9 billion rebuild project to assist New Zealand to recover from the recent earthquake. The government indicated that the money would go towards fixing damaged buildings and improving seismic safety. The Prime Minister, Jacinda Ardern, said that the money would be used to “level up” New Zealand’s infrastructure.

Wellington NZ names new CEO

A familiar face in the capital, John Allen, has been appointed as the new chief executive of the Wellington Regional Economic Development Agency (WellingtonNZ). He has led New Zealand Post, the Ministry of Foreign Affairs and Trade, and most recently – the New Zealand Racing Board. He has served on the boards of Te Papa and the New Zealand Festival, and is currently on the council of Victoria University of Wellington.

WellingtonNZ chair Tracey Bridges said "We're pleased to see the excellent work of WellingtonNZ continue under John's leadership. His deep experience and industry know-how will be instrumental in driving forward our vision for a global city - the gateway to New Zealand's future.”

A subsidiary of the James Fisher Group, Bio-UV, a specialist in systems for the treatment of water, including ballast water – has completed a prototype device for the non-touch disinfection of surfaces without using chemicals.

Technology firms target COVID-19 detection

Technology companies around the world are devising ways to protect health from COVID-19 in the cargo vessel environment, reports Shipping Australia.

Bio-UV, a specialist in systems for the treatment of water, including ballast water – has completed a prototype device for the non-touch disinfection of surfaces without using chemicals.

Positive for the local, regional and national economy:

The construction industry is important for the local, regional and national economy.

Wellington mayor And FHeaddress added that he was looking forward to working with John Allen, who he said would be joining the development agency at one of the most testing times ever for the local, regional and national economy.

The company claims that the kit can detect antibodies to the coronavirus within 5-7 days of infection. It says that the kit can distinguish between different types of micro-organisms such as bacteria, viruses, fungus and parasites which present the threat of organism from replicating. UV light may also directly cause cell death and/or particle inactivation. Ultraviolet light also kill or inactivate micro-organisms reportedly resistant to antibiotics, antivirals or disinfecting chemicals.

The efficacy of the device against different types of micro-organisms is being tested at independent laboratories.

The kit can be used to detect infections caused by COVID-19 virus within 10 minutes. It is a finger-prick blood test and the company claims that the kit can detect antibodies to the coronavirus within 5-7 days of infection. It says that the kit can distinguish between people who have been recently infected and people who were infected in the past.

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Investment boost in cargo risk technology

Iain MacIntyre

Shippers experiencing ongoing and significant global supply chain disruption due to COVID-19 might seek solace through greater investment in cargo visibility and risk forecasting solutions, overseas media has speculated.

It is understood that most companies using risk monitoring software prior to the pandemic either had supply chains based on tight production schedules or high-value goods — for example, the automotive industry, given its high reliance on just-in-time production.

However, online media outlet JOC.com has speculated that such tools — which in near real time track and visualise cargo movement, and assess and mitigate risk — could move from consideration as an “extravagance” by average shippers to becoming essential “insurance.”

“Risk forecasting technology — based on aggregating, and public and private data sets, and putting them in a supply chain context — has been around for years,” reported JOC.com.

“But the unpredictable nature of COVID-19 is providing such providers, including Resilience360, BlueDot, BSI and Overhaul, an opportunity to flex their ability to shippers.”

The media outlet reported there had been an upsurge in interest in such offerings by shippers since the outbreak of the pandemic.

Local context

However, a canvassing of the local landscape this week did not appear to replicate this trend at present, with the New Zealand Council of Cargo Owners even outrightly stating: “We’re not aware of any such tools being used in New Zealand at this point.”

On the basis of anonymity, a handful of freight-forwarders provided their thoughts to the Shipping Gazette, including one who recalled previously assessing a risk analysis offering provided within the Gravity software suite.

“At the time it seemed mainly linked to platforms like Bloomberg which then fed regional data back to us — we could see a benefit, although the cost of the service was not insignificant,” said the freight-forwarder.

“We went to a number of clients to gauge interest, but on the whole were met with apathy. Perhaps that reflects on our client base more than the quality of the data.

“With cost no doubt being a focus of many clients post this event, I’m not sure they will be willing to pay for this tool just yet”.

Another freight-forwarder described experience of Resilience360 as “a customer-centric concept of a centralised, control tower approach for multi-national customers, who normally would multi-source goods and many different destinations and use of different freight modes”.

“Each country handling freight for that customer would have input into the intelligence regards identifying local risks and political changes etc that could affect trade.

“Clearly the tool itself has continued to be enhanced with thicker smoke and better mirrors!”

A third freight-forwarder emphasised that the likes of pharmaceutical companies, which use multi-source production centres around the world, are “hugely” into risk aversion to avoid disruption to their supply chains.

The industry insider also noted that production issues arising for each customers in general created “opportunities” for freight-forwarders.

“We as forwarders have always been the ‘Problem — find solution’ for our customers, which is what we are doing right now and have since day dot.

Still, leave no stone unturned if it means we have tools available to our membership and their customers to firstly identify, then help overcome potential disruptive events before they happen.”

Impact Awards go to Concentrate

Christchurch technology marketing company Concentrate has been recognised with two Impact Awards from international software company HubSpot.

Concentrate were recognised with a Sales Impact award for its work with Christchurch-based engineering firm ENI Engineering, and a Marketing Impact going for supporting Auckland-based international software company HubSpot.

It’s imperative we join forces with our customers to help them minimise the impacts of the current downturn.

“Both of these great Kiwi tech businesses understand that the smart application of technology to their sales and marketing can make a huge difference to their growth.”

“For Concentrate it’s a particularly exciting as a small business in a small market to be recognised amongst the 4,600 HubSpot agency partners worldwide,” he said, adding that 73,400 companies worldwide use the HubSpot.

MatchBox Exchange

Lending a helping hand to those affected by COVID-19

The team at MatchBox Exchange value their customers. It’s imperative we join forces with our customers to help them minimise the impacts of the current downturn.

“We as forwarders have always been the ‘Problem — find solution’ for our customers, which is what we are doing right now and have since day dot. Still, leave no stone unturned if it means we have tools available to our membership and their customers to firstly identify, then help overcome potential disruptive events before they happen.”

MatchBox Exchange acknowledges that supply of containers and the ability to access swift processing, pick-ups, unpacking and returns are impacting container transport operators, freight forwarders and shippers.

Containers need to remain in circulation as they are an essential part of the supply chain, the current pandemic disruption to industry and recently border force regulations in Australia and New Zealand have contributed to restrictive movement, imposing lockdowns. A number of manufacturers and retailers’ warehouses are either closed or full, preventing them from picking up their container cargo. While ports remain open, some have had to reduce workforce, heightening container congestion which in turn reduces capacity for incoming containers.

The team at MatchBox Exchange value their customers. It’s imperative we join forces with our customers to help them minimise the impacts of the current downturn. The new ‘MatchBox Exchange COVID-19 Support Package’ is an incentive program aimed to assist registered users and their industry mates with the “Help a Mate”1 initiative. So how does the initiative work and address the registered users pain points that impacting their business?

The Support Package offers a MatchBox Exchange current user the opportunity to “Help a Mate” become an approved register user of our service, and in doing so both parties will be rewarded with a $100 credit for Re-Use and Exchange bookings made on the MatchBox Exchange platform. The user can also bank the credits for later use if the user’s impact of the pandemic is causing problems in obtaining container bookings, there is no expiry date to use the credits.

The team at MatchBox Exchange recognise we are all in this together working as a community to help alleviate the current challenges and struggles by pulling together to make sure the industry survives this beast of a pandemic as best we can.

1 The “Help a Mate” incentive which forms part of the Support Package is active and effective until close of business 30 June 2020 and only applicable to all Australia and New Zealand registered users.

May 2, 2020
‘Invisible’ industry keeps supply chain moving

Iain MacIntyre

Regulatory authorities and industry bodies have issued reminders on the social-distancing and hygiene requirements to return to business during Alert Level 3 and the Road Transport Forum (RTF) has expressed appreciation for the pragmatism of the Government.

Also praising the role played by essential road sector workers in maintaining the supply of goods during the pandemic, RTF chief executive Nick Leggett said the Government and its officials had shown willingness to respond to industry issues.

“Government officials have been working long hours to solve unpredictable problems and we appreciate the regulator also listening and applying common sense to the application of rules during this period of stress,” he said.

Civil Defence director Sarah Stuart-Black heard our plea for public toilets to be open for truck drivers out there during the lockdown and we thank her and the local authorities that responding to that.”

Noting the pandemic had required “new rules and everything changing at speed and doing things and plenty of co-operation”, Mr Leggett added that many road freight operators had run at a loss due to being unable to operate their tracks as efficiently as they would during normal business rules.

Managing transition directives by Maritime NZ

Iain MacIntyre

A message emphasised by Maritime New Zealand (MNZ) and various other industry bodies was that stakeholders — and particularly those classified as persons conducting a business of undertaking (PCBU’s) — should review WorkSafe-published advice on managing the transition.

In a recent notice, MNZ clarified that “most, but not all” businesses can start to open under Alert Level 3.

“You will need a plan on how you intend to operate at Level 3,” it stated.

“Your boat is considered to be a place of work. At no time during Alert Level 3 should you have customers onboard your premises.”

While New Zealand’s tight border protections remain in place, MNZ clarified that marine crew arriving by air to join a vessel are able to travel immediately and directly to their ship by private transport to complete 14 days of self-isolation. They thereby do not have to wait on the next “cruise” and may avoid the isolation in a managed facility.

Marine crew arriving by sea must self-isolate on their vessel.

On Tuesday this week, MNZ relayed updated Ministry of Health advice regarding shore leave for seafarers on foreign-flagged vessels in New Zealand ports.

“What it means is that once the crew have completed 14 days from their last port (or cruise change at sea, if this occurred) then the restrictions will be whatever are currently in place for New Zealand,” it stated.

“So yes, if the marine crew(s) are not under any specific restriction due to recent overseas travel, or COVID-19 cases, or close contact of a case, then they are able to go ashore within the restrictions of [Level 3].”

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The New Zealand Shipping Gazette May 2, 2020

Pragmatism praised by RTF

Managing transition directives by Maritime NZ
The Biosecurity Response Levy (M. bovis) rate for the 2020/21 dairy season has been set at 2.4 cents per kg of milksolids (kgMS), a reduction from the current rate of 2.9 cents per kgMS.

“The Biosecurity Response Levy has been in place for eight months to fund the dairy sector’s share of the M. bovis programme, as we work towards eradicating the disease,” said DairyNZ chair Jim van der Poel.

“There’s no question that M. bovis has had a huge impact on our sector, particularly for some individuals and families. Latest data from the 10-year programme gives us confidence that we are making progress in our objective of eradicating the disease from New Zealand.”

The Biosecurity Response Levy funds the dairy share of the M. bovis Programme and while DairyNZ is responsible for collecting the levy via the dairy companies, the funds are passed straight on to the Ministry for Primary Industries (MPI).

The Biosecurity Response Levy is separate from the DairyNZ milksolids levy which DairyNZ invests on farmers’ behalf in dairy sector research, development, advocacy and expertise. Farmers are currently voting on the milksolids levy.

Moving Day will go ahead as planned this year, but with strict controls to help prevent the spread of COVID-19, says Agriculture Minister Damien O’Connor.

On June 1 each year, the first day of the dairy season, a large number of dairy farming families, sharemilkers, contract milkers and employees move to new farms to commence new employment and milking contracts. This movement of people, their possessions, livestock and machinery is known as ‘Moving Day’.

“This annual movement is a critical part of the dairy industry – an industry that contributes over $18 billion dollars a year in exports to our economy and provides jobs for around 46,000 people in our rural communities,” Mr O’Connor said.
ISLANDS/WCNA: AUSYD 05/06, SGSIN 22/05.

ASIA: MYTPP 20/05, NZNSN 04/05.

CALI 9

USLGB 17/05. (V .018R)

CNSHA 07/06, CNYTI 10/06, NZLYT 18/05.

ASIA/AUSTRALIA/PACIFIC

WCNA: USOAK 05/04, USLGB 08/04, NZLYT 11/06.

(V .349/350)

TWKEL 12/05, CNSHA 14/05.

ASIA/AUSTRALIA: HKHKG 10/05, USOAK 12/06, USLGB 17/06.

(V .015/020)

CNNGB 04/07, CNSHK 07/07.

OVERSEAS MOVEMENTS

Readers are reminded that the schedules of shipping lines and/or agents are contained in advertisements elsewhere in this publication. An index to these is on page 2.

All information provided in the Overseas and Trans-Tasman and Pacific Islands sections is intended for use as a guide only and is subject to change. It may not be used for the purpose of booking space on vessels or contracts. None of the information contained in these sections is to be considered as an advertisement in any way.

The New Zealand Shipping Gazette May 2, 2020

10
### ASIA

<table>
<thead>
<tr>
<th>From</th>
<th>NZ Port</th>
<th>Vessel</th>
<th>For</th>
</tr>
</thead>
</table>

| NZAKL 22/04 | SKELETON NZTRG 08/05 TWINER 30/05 |
| NZAKL 22/04 | KOTA DIBAH NZTRG 08/05 SWISTAR 28/09 |
| NZAKL 18/04 | KOTA LOONG NZTRG 08/05 SWISTAR 28/09 |

### EAST COAST NORTH AMERICA

<table>
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<tr>
<th>From</th>
<th>NZ Port</th>
<th>Vessel</th>
<th>For</th>
</tr>
</thead>
</table>

| USCHS 21/05 | NZAKL 17/04 | SPIRIT OF MELBOURNE NZTRG 07/05 USPHL 4/05 |
| USCHS 21/05 | NZAKL 17/04 | SPIRIT OF SINGAPORE NZTRG 07/05 USPHL 4/05 |

### FROM CONTINENT

<table>
<thead>
<tr>
<th>Departs</th>
<th>Vessel</th>
<th>First NZ Port</th>
</tr>
</thead>
</table>

| NZTRG 07/05 | SPIRIT OF MELBOURNE NZAKL 17/04 |
| NZTRG 14/05 | SPIRIT OF SINGAPORE NZAKL 17/04 |

### TO CARIBBEAN (Central America/ W. Indies) and SOUTH AMERICA

<table>
<thead>
<tr>
<th>From</th>
<th>NZ Port</th>
<th>Vessel</th>
<th>For</th>
</tr>
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</table>

| NZTRG 26/05 | NZAKL 19/05 | FIDEL NZTRG 19/05 USPHL 05/07 |
| NZTRG 30/09 | NZAKL 26/05 | THALATTA NZTRG 26/05 USPHL 05/07 |

### FROM UNITED KINGDOM

<table>
<thead>
<tr>
<th>Departs</th>
<th>Vessel</th>
<th>First NZ Port</th>
</tr>
</thead>
</table>

| GBGOU 02/05 | SALOME NZAKL 12/07 |
| GBGOU 15/05 | SALOME NZAKL 12/07 |

### VITAL READING FOR IMPORTERS, EXPORTERS AND MANUFACTURERS

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TRADES

Worldwide Trades

These are hectic times with the coronavirus spreading around the world. With countries in lockdown and travel restrictions put in place to a minimum, the uncertainty for liner shipping remains challenging. The below is just a short summary of what is happening in the sector:

**2M and ZIM have revealed that they will drop two sailings, in week 18 and 20, of their joint Far East-US West Coast service.**

*Maersk will, until week 36, take out one of the six vessels operated in the Mediterranean-Montreal Express service. The cancelled sailings will have taken place in weeks 16/21/26/31/36.*

- **Seaborne trade could shrink as much as 5% this year.**
- **India has resumed its ship recycling activities after almost a month of standstill, albeit that the workers are screened, tested and quarantined regularly and using adequate personal protective equipment.**
- **The Port of Rotterdam expects a 10-20% drop in throughput this year due to the new coronavirus.**
- **In the first three months of this year, container volumes fell by 4.7% year-on-year measured in TEU.**
- **As of April 2020, there are only four dedicated Europe-Far East Evergreen-operated CEM service vessels operating in the Mediterranean basin but now turns around at Algeciras/Tangier, the number of ships reduced by two, but this hardly affected annual trade capacity, which now stands at 655,000 TEU.**
- **China’s industrial recovery is not uniform. Tangshan, with its 12,000 TEU, has almost a month of standstill, albeit that the workers have taken place in weeks 16/21/26/31/36.**
- **Maersk and, Hapag-lloyd with MSC. As CMA CGM/Maersk shortened their joint service, which no longer enters the Mediterranean basin but now turns around at Algeciras/Tangier, the number of ships reduced by two, but this hardly affected annual trade capacity, which now stands at 655,000 TEU.**

### Operating alliances in individual lines in full:

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>Maersk/Hamburg Snd, standalone</td>
<td>146,200</td>
<td>6700</td>
<td>182,200</td>
<td></td>
</tr>
<tr>
<td>Hapag-Lloyd (4), MSC (5)</td>
<td>91,000</td>
<td>44,100</td>
<td>309,300</td>
<td></td>
</tr>
<tr>
<td>CMA CGM (2), Maersk (6)</td>
<td>153,200</td>
<td>7000</td>
<td>322,300</td>
<td></td>
</tr>
<tr>
<td>Grimaldi, standalone ConRo</td>
<td>78,900</td>
<td>3800</td>
<td>182,200</td>
<td></td>
</tr>
</tbody>
</table>

### East-West Trades

To save on Suez Canal costs, 2M (Maersk and MSC) in April-2020 have chosen a slower Panama route to substitute the Suez Canal service returning to the Far East via the Cape of Good Hope instead of a direct call to the East Coast South America service.

The New Zealand Shipping Gazette

### Europe Trades

Because of the coronavirus, India is in full lockdown. CMA CGM, Hapag-Lloyd and MSC have, therefore, decided to suspend until the end of June, their joint Indian Sub Continent-North Europe 8x 9000 TEU EPC/105/215/216A service. Its rotation is: Southampton, Rotterdam, Antwerp, London (Gateshead, Le Havre, Gijon, Algeciras, Brindisi, Karachi, Naha, Sheve, Huzira, Mandra King Abdullah, Gioia Tauro, Tangier and back to Southampton.

As of April 2020, there are only four dedicated (container) ro/ro terminal services in the North-East Europe-East Coast South America trade, the same number as was the case one year ago. As a result of the situation, it is seen as an opportunity to expand the ro/ro container tonnage in the main ports.

<table>
<thead>
<tr>
<th>Region/Port</th>
<th>Share</th>
<th>Growth</th>
<th>IQ2</th>
<th>IQ1</th>
<th>IQ0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Europe</td>
<td>30%</td>
<td>4,163,700</td>
<td>4,256,300</td>
<td>4,316,400</td>
<td></td>
</tr>
<tr>
<td>Americas</td>
<td>70%</td>
<td>5,861,300</td>
<td>5,861,300</td>
<td>5,861,300</td>
<td></td>
</tr>
</tbody>
</table>

### Europe-Asia

It is not only the biggest services suffering from the effect of the coronavirus, Oceanex, which aims to serve the use of LNG as a marine fuel, includes shipping lines as TOTE and NYK, ports as Virginia and Rotterdam, classification societies, fuel majors and financiers alike. At the moment, the Marsa LNG joint venture of Total and Singapore (the first of its kind in the world) is back to Dalian. In the new system, Hill will deploy nine ships of 3600 TEU, sailing between Dalian, Qingdao, Shanghai, Ningbo, Guangzhou (Nansha), Membasa, Dar-es-Salaam, Singapore, Guangzhou (Nansha) and back to Dalian.

### North America

The revised Black Sea Express (BSX) of Miluna will be offered through slots on the 2x 1600 TEU BSX service of Arkas.

### Intra-America

- **Carriers**
- **CMA CGM will discontinue the brand name of its subsidiary APL for trades covering the Indian Sub Continent, Middle East and Latin America.**

### Carriers

CMA CGM will discontinue the brand name of its subsidiary APL for trades covering the Indian Sub Continent, Middle East and Latin America. The company will then only remain present on Transpacific routes, the Far East-Guam/Hawaii trade and via its branch Cheng Lin in intra-Asia trades.

HMM is issuing KRW720 million (US$592 million) in convertible bonds, raising funds for investing in new containers (KRW400 billion) as well as for working capital (KRW320 million). The bonds will be sold to the country’s biggest shareholders, the Korea Development Bank (KDB) and Korea Ocean Business Corporation (KOBC).

It is unclear whether these new funds overlap a new KRW1trillion (US$1 billion) government programme provided by the South Korean Government. This scheme allows carriers to raise extra money with their ships as collateral (up to 95% of their value) and provides HMM with KRW470 billion for the repayment of maturing debts.

### The Dynaliners Shares Index

Although the headline Dynaliners Shares Index posted its fourth improvement in as many weeks, with a 7.3% jump to 2,102 points, it has still only managed to recover half of what was lost since the last week of February. Further, this past week saw DLSI Boxes losing thirty-three points and 7.0% with DLSI Ports losing out as well, albeit marginally. The other indices gained on the week, with container boxes up 7.8% to 966 points. Honors were even at every container levels with fifty-seven ships seeing their go up and the same number experiencing the opposite. Domestic Philippines carrier Lorenzo Shipping and shipper Navios Containers both saw their share prices rise by 26% over the week. Indonesian terminal operator Nusantara Pelabuhan Handal’s stock dropped by 11% whilst container feeder lessor LCTQ fell by 66% for the week. The average change across all index members was a slight gain of 0.7%.

### Middle East/Indian Sub Continent

The Port of Sohar in Oman has become the first in the Middle East to join the Shanghai Cooperation Organization. The new port is located 10km south of Sohar and is expected to handle about 6 million TEU per year. In September, the port was the smallest in the world, with a capacity of 600,000 TEU.

### Global Container Terminals (GCT) in New York has filed a lawsuit against Maersk, who announced that, after only having an agreement in principle to sell and handover a number of its services, it will stop calling there and move the business to its own terminal nearby Port Elizabeth. For compensation, the carrier has offered a 5.5 million settlement. GCT is not happy with this decision, as Maersk is responsible for 60% of its ocean container business.

### Port Terminal and Statistics

During the first quarter of 2020, ports/terminals in which COSCO Shipping Ports is involved lifted 2.4 million TEU, a drop of 5.7% year-on-year. Its Chinese interests, responsible for 70% of the total, shrank by 9%, which is in line with the country’s development. Its overseas terminals performed much better, growing by 3.1%. In particular, Zeebrugge (+72.1%), Port Said (+37.8%) and Seattle (+37.4%) did a good business. In contrast, the Euromax Terminal in Rotterdam lost 20%.

### China

China growth 30.9% 31.8% 31.8% 32.0% 32.0% 32.0%

### Taiwan

Taiwan growth 4.1% 3.1% 3.1% 3.1% 3.1% 3.1%

### Japan

Japan growth 2.9% 2.9% 2.9% 2.9% 2.9% 2.9%

### South Korea

South Korea growth 5.6% 5.6% 5.6% 5.6% 5.6% 5.6%
In the difficult first three months of this year, ports in China handled 55.2 million TEU, a decline of 8.5% year-on-year. Some 49.3 million TEU (-8%) was routed via sea ports, whilst 5.8 million TEU (-11%) was handled by river ports. It should be noted that sea ports also handle (substantial amounts) of river cargo and some river ports also handle seagoing container-loading. The below table comprises the country’s twenty-five largest ports, from which the nation’s sea trade is derived.

![Port data table]

**Total TEU:** 456,237, 1,744,211, 2,290,488

**Date Share**
- 13-Mar-20 84.9 2,290,448 385
- 16-Mar-20 89.5 2,115,153 338
- 30-Mar-20 10.3 3,263,364 315

*(Analyses based on data supplied by Alphaliner)*

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**World Shipping News**

May 2, 2020

Liner Shipping News is sourced from:

Dynamar BV, Alkmaar, The Netherlands.

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**PFG loan boost for the regions**

More than $48 million in loans from the Provincial Growth Fund will be pumped into regional projects that will help offset the economic impact of the COVID-19 pandemic, Regional Economic Development Minister Shane Jones said. “While this Government has responded quickly and decisively to support local business and industry, we are also working on a comprehensive long-term economic recovery package,” he said. “Finalising these Provincial Growth Fund loans and getting this much-needed capital into the regions over the next few months will help secure longer-term economic stability and create sustainable jobs in the regions.”

“They are proof of the commitment we have to supporting our regions and the confidence we have that they will come out of this downturn stronger and more resilient than they were,” Mr Jones said. The nine initiatives receiving loans totalling $48.4 million are:

- **Rakatākore River Water Ltd**, water storage project — $10.6 million.
- **Wa i Kaha Gold JV Ltd Partnership**, kauri orchard development — $5 million.
- **Waitara River Water Limited**, community water storage — $7 million.
- **Whakatane District Council and Ngati Awa, Whakatane riverfront revitalisation** — $9.6 million.
- **Te Rahui Lands Trust, Ngati Awa Group, Wairarapa Water Limited, community water storage project (Far North)** — $3 million.
- **Holdings and Whakatane District Council** — $4.7 million.
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- **Whakatane storage** — $7 million.
- **kiwifruit orchard development** — $5 million.
- **— $10.6 million.**

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**Indicative bunker market prices**

![Bunker price table]

**Date**
- 20-Mar-19 84.9 2,290,448 385
- 22-Mar-19 89.5 2,115,153 338
- 26-Mar-19 10.3 3,263,364 315

*(Analyses based on data supplied by Alphaliner)*

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**SHIPS & CONTAINERS**

**Construction & Design**

HMH has held a naming ceremony for its new shipbuilding project, the 23,964 TEU “HMM Algeciras”, the first of a series of six vessels that will be delivered to the shipping company in 2020. The Algeciras is the largest ship thus far built at Daewoo Shipbuilding & Marine Engineering. Another five of a similar size will be constructed by Samsung Heavy Industries, some of which will surpass the “MSC Gulsun” class, which measures 21,756 TEU. The “HMM Algeciras” measures 399.9 metres in length, 56.1 metres in breadth and has a deadweight of 232,600 tons.

**Demolition & Casualties**

“Uncontrolled speed, less reaction time after the turn, the lessoned effect of tug’s pull due to high forward speed and no effect of bow thruster”, are the suspected causes for the collision the 13,900 TEU “Milano Bridge” and a number of cranes at Busan New Port, according to ONE’s internal investigation. The crew members also “failed to recognise the vessel’s light condition and partly submerged rudder”. A total of six gantry cranes were damaged with only one of them left operational and one collapsed onto the stern of the vessel, with some parts also falling into the water.

This week, a rash of incidents took place involving the crew of containerships:

- **Maersk-operated 4,800 TEU “Tommie Richter”** was boarded by gunman at anchor of Cotonous (Benin). Whilst eleven crew members managed to hide in the citadel (a room where the crew of a ship can hide in case of a pirate attack), but eight were taken hostage and abducted.
- **The captain of Zeaborn-managed 3,800 TEU “Spirit of Hamburg”** was killed in the port of Cartagena (Colombia). Some reports say members of the crew murdered him. Others say he killed an intruder on board.
- **The captain of Harbour Link operated 1,000 TEU “Harbour Neptune”** was reported missing en route from Pasir Gudang to Port Kelang. He was found alive after 18 hours floating in the water.
- **ONE’s 2,700 “NYK Joana”** was robbed while anchored in Manila, when preparing for its arrival at the Manila International Container Terminal. Two robbers boarded the ship and managed to escape with a breathing apparatus, a flashlight and three sets of chain blocks.

**Energy & Propulsion**

While for a very short period producers actually paid money for disposing of crude stocks (West Texas Crude oil), the prices of ship fuel have come down to their lowest point in a long period. US$149 per ton for HFO and US$196 per ton for VLSFO. Consequently, the price gap between the two types of fuel dropped below US$50 per ton. Fuel price by type (USD/ton) - Rotterdam prices

<table>
<thead>
<tr>
<th>Type</th>
<th>Date</th>
<th>HFO (USD/ton)</th>
<th>VLSFO (USD/ton)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>2020-03-20</td>
<td>100</td>
<td>130</td>
</tr>
</tbody>
</table>

**Liner**

**Ship Owners**

More than $48 million in loans from the Provincial Growth Fund will be pumped into regional projects that will help offset the economic impact of the COVID-19 pandemic, Regional Economic Development Minister Shane Jones said. “While this Government has responded quickly and decisively to support local business and industry, we are also working on a comprehensive long-term economic recovery package,” he said. “Finalising these Provincial Growth Fund loans and getting this much-needed capital into the regions over the next few months will help secure longer-term economic stability and create sustainable jobs in the regions.”

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- **Whakatane storage** — $7 million.
- **kiwifruit orchard development** — $5 million.
- **— $10.6 million.**

These loans will be paid in tranches and ongoing payments are subject to conditions that include reaching key milestones. When making loans, the Provincial Development Unit considers a range of public benefits such as contribution to regional economic growth, job creation and economic development and improving environmental, cultural and social indicators that commercial banks don’t typically consider,” Mr Jones said.
It was sheer coincidence that last week’s edition of Shipping Gazette™, featuring m’learned colleague D Machtney Esq.’s dissertation on issues surrounding new interisland ferry terminals for NZ, lobbed into my inbox just after a significant announcement featuring Tasmania’s Bass Strait ferry operator, TT Line.

In what has now been seen as a bit of a bombshell in some circles, TT-Line announced it will move its Victorian port operations for the Spirit of Tasmania ro-paxes from Station Pier, Port Melbourne, to a new terminal at Geelong.

The new 12-hectare dedicated site will include a purpose-designed passenger terminal building, a passenger vehicle marshalling area for 600 cars, more efficient passenger vehicle check-in, security facilities, public amenities, a cafe, children’s play area and a pet exercise area. TT-Line chairman Michael Grainger said the move to Geelong provided the company with a unique opportunity to enhance the passenger experience and provide room to expand its freight offering in line with demand for many years to come.

“The company’s operations are often negatively impacted by cruise ship congestion in the greater Port Melbourne area, particularly when cruise ships are in port, that causes delays in loading and discharge of passengers,” he said.

“Further, it is our view that these issues will only worsen in the future. “Passenger feedback on this part of our operations has been critical, with passengers citing boarding queues of up to two-and-a-half hours, which in turn impacts the sailing schedule.”

“It has had an increasingly negative impact on our ability to deliver the level of service required for efficient operations, and highlighted further potential issues with TT-Line’s new Spirit of Tasmania vessels coming on line and construction of associated infrastructure.”

Mr Grainger said independent research of passengers identified three key dimensions of a terminal at Geelong – a location that was easy to get to, ease of check-in procedures and a lack of traffic getting to and from the terminal.

“The Corio Quay solution ticks those three boxes and alleviates all of the current operational constraints that exist at Melbourne Port,” he said.

“A new port base at Geelong is also expected to lead to increased passenger growth that would benefit the

Tasmanian tourism industry from secondary demand from those visiting New South Wales, Queensland and South Australia, as well as increased passenger growth from regional Victoria.”

Mr Grainger said the company would maintain its “fast to leave, first to arrive” ferry service and the new Geelong facility would feature a dedicated freight terminal, streamlined and segregated passenger and freight entry and exit points, 190 truck parking bays and a 24/7 secure freight yard.

“The new freight yard will enable cargo pick up and drop off at any time, day or night, with access to heavy transport routes and transport parks,” he said.

“This will alleviate the current freight constraints of Station Pier which requires freight to be collected immediately on discharge.

“The new facility will be located 40 minutes from 80% of our Victorian-based freight customers and 55 minutes from Melbourne’s CBD.”

The move has been brewing for quite some time according to Mr Grainger. “The Australian Government ‘soothing up’ the public via claims Station Pier owner Victorian Port Corporation was attempting to gouge TT Line with a new lease that would cause vehicle fares to rise by 30% and costs per container to jump by A$100.

Last week infrastructure minister Michael Ferguson emphasised the opening up of a range of options to TT Line passenger and freight users and said the new port “also provides an excellent financial outcome for TT-Line and its customers”, whereas TT-Line would otherwise have seen significant cost increases which would have been passed on “without the fit-for-purpose and future-proof facility that new port offers”.

The new Geelong lease is for 30 years and TT Line plans to move before its existing Victoria Port leases expire in 2024. The arrival of the replacement Spirits, the first of which is due at the end of that year.

As it happens there’s a bit more breathing space to sailing managers making in this momentous change, arising from the collapse of the original bid for the new terminal.

At the end of February it was announced the new ro-paxes will be built by Finland’s Rauma Marine Construction after TT Line and Dusseldorf Schichau of Germany mutually agreed to cancel existing contracts. Readers might recall that the replacements are substantially larger than the existing pair, with 43% more passenger capacity and 39% more freight spaces, equating to 500 additional additional day sailings to enable 115 more vehicles and 85 extra freight trailers. This is a crucial consideration in the Geelong v. Port Melbourne decision.

Nevertheless, I have to admit I didn’t think TT Line would actually go through with this move.

Despite the turbo-charged spin in the company’s media release, the realities will be that:

a) Although Geelong is nautically closer (to Devonport) the ships will not be able to maintain anything like their current Port Phillip Bay speed of c.24 knots up and down the Geelong channel, which is uni-directional and currently limited to 12 knots. This will add at least an hour to the Tasmanian Government’s much-needed and long-overdue revamp of the city of Melbourne in that the ship is no longer in the heart of Melbourne and to assume a very different coverage of the city. Geelong is, in that sense, out-of-sight and out-of-mind.

b) The only time cars will be just 55 minutes to/from Melbourne for Spirit passenger and freight users and said the new port “also provides an excellent financial outcome for TT-Line and its customers”, whereas TT-Line would otherwise have seen significant cost increases which would have been passed on “without the fit-for-purpose and future-proof facility that new port offers”.

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d) While a decongested terminal and southern will suit the passenger traffic freight competition Toll and SeaLink are already rubbing their hands together about the probable shift in arrival of the replacement Spirits, the first of which is due at the end of that year.

e) Tasmanians hate the traffic congestion/journey through metro Melbourne whether they’re coming or going but mainlanders are mostly used to – in that sense, out-of-sight and out-of-mind.

f) The counter to all these points is that it will genuinely be impossible to shoehorn the larger Spirits and their passengers/packaging/caravans/campervans, and the extra freight into Station Pier and its landside approaches, regardless of the growing concern from those customers (though when/if they resume post-COVID-19 is a very moot point). Physical expansion of the terminal infrastructure – and the additional traffic that will result – will be unlikely to be warmly received by the local communities.

It is my understanding that TT Line had a very advantageous ‘discount’ deal from the time the Station Pier terminal was established, on the basis of the tourism benefits the service would bring Melbourne/Victoria . . . so it’s not surprising that after 40+ years VicPorts (owned by the state government) would want to renegotiate.

One could also imagine VicPorts believes that cruise ships offer much greater economic benefit and lucrative revenue, and TT Line’s departure would also open the opportunity for some co-investment by the cruise lines (as is happening in Brisbane) in a much-needed and long-overdue revamp of Station Pier where cruise season berths have become scarce as ships pass beneath a significant 3-metre height restriction saturated Sydney Harbour.

“Also, a deep and steep bluesea conundrum for TT Line resulting in – as Sir Humphrey would characterise it – a ‘brave’ decision.”

And a footnote: As with Cook Strait, Bass Strait ferry operations have been deemed essential services that continue to operate despite Tasmania and to a lesser extent Victoria being in lockdown.

The Tasmanian Government banned entry of non-essential travellers on March 20 and subsequently ordered all tourists out of the island state, instructing TT Line to operate additional day sailings to enable caravan and campervan owners to get back to mainland Australia by a April 1 deadline (later extended by several days).

However, with virtually no passengers TT Line has stood down workers and encouraged them to use accrued leave and other entitlements.

The company has also cancelled Sunday sailings, considering further reductions, although freight demand remains strong.

• Dale Crisp can be contacted at dalcrisp@bigpond.com
T&G Global apple ship charter to Europe

Warren Head

New Zealand moved into Covid-19 Alert Level 3 to the sound of accolades ringing out around the world for its success so far in containing the coronavirus. Internally, whilst trying to restore some semblance of business normally, we needed to be realistic about when we pass those beyond our bubble.

There has been astounding success on the priority level of guarding the nation’s health, enormously helped by hunkering-down for a strict 4-week lockdown. Level 3 is meant as a ‘lite’ step to moving up economic activity to more businesses. The construction, manufacturing and forestry industries went back to work this week, albeit under tight rules of engagement; and, also, the fast food and coffee sector, where the risks of businesses failing are now high.

Though the mix brought some sharp contrasts. The COVID-19 rules being applied at ports as forestry production of our main revenue earners (see page 2 of Shipping Gazette™). If some businesses operating in the ‘café culture’ cannot meet the same standards they should be verbally caned and prosecutions commenced.

More than three-quarters of all gold kiwifruit exports in March 2020.

The kiwifruit industry is expecting a record harvest and reports strong demand from markets in North Asia, Mr Allan said. The kiwifruit export season runs from March to November.

The company confirmed to Shipping Gazette™ that it costs more for a tanker to carry a mixed load of apples for two days before sailing to Napier to load on Tuesday and Wednesday of this week, for two days before sailing for their independent growers.

The data is provisional and should be considered an estimate of intentions to trade only, subject to revision.

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Manufacturing faces a tightening economy

Many manufacturers coming out of Level 4 lockdown this week will re-emerge into a world of dramatically lower economic activity, according to Westpac in a new report.

Small manufacturing firms are less likely to have deep enough pockets to get through the recession than large firms, and COVID-19 could be the last straw for some that have been struggling, Westpac chief economist Dominic Stephens and industry economist Paul Clark say in a business bulletin released midweek.

Their key points:

- "COVID-19 will probably accelerate big structural changes already happening in manufacturing — a threat to some, an opportunity for others."
- "COVID-19 may prompt a worldwide shift toward shorter supply chains and slower growth in international trade. That is an ill-tiding for some New Zealand exporting manufacturers, but could be positive for firms selling into the domestic market that are struggling with international competition."
- "The trend toward shorter supply chains will be accentuated by new technologies like 3D printing. This favours larger firms that can afford to invest."
- "COVID-19 will probably hasten the emergence of a two-tier manufacturing sector, with a few high-tech globally competitive firms and many smaller firms restricted to meeting bespoke local needs."
- "Key among these has been the implementation of the Level 4 lockdown on March 24, conditions facing New Zealand’s manufacturers were already difficult," they say.

Disruptions

Disruptions to global supply chains as a result of COVID-19 had already weakened demand for locally produced manufactured goods, at home and in export markets. Most vulnerable were firms that lacked the flexibility to switch product lines or into markets less exposed to COVID-19. These disruptions also affected the supply of imported intermediate products used by local firms to manufacture downstream products in New Zealand. Particularly vulnerable were those that depended on supplies from China on a just-in-time basis. "As a result, many local firms found themselves having to scramble to secure supplies from other countries, although these also came under severe pressure as COVID-19 grew into a full-blown pandemic."

"Further disruptions were to follow with the implementation of the Level 4 lockdown. Outside of a few sub-sectors that manufacture essential goods like food, medical equipment, pharmaceuticals, petrol refining and gas production, manufacturing in New Zealand effectively ground to a halt, with virtually no activity being undertaken by an estimated 18,000 firms, employing about 140,000 workers."

"Just over 90% of these firms operate with less than 20 staff with half being single proprietors that rely on cash flowing through their books to keep them afloat. Most of these can be found in sub-sectors that manufacture clothing and textiles, machinery and equipment, furniture and transport equipment, as well as printing."

"Had it not been for Government’s wage subsidy, many of these firms would have already closed with large-scale layoffs. Additional business support measures, such as the tax carry back scheme announced by government more recently to offset losses should also help."

"For some though, these measures have come too late, with firms in the clothing and textiles, wood products, and secondary metal manufacturing industries having already closed their doors. By contrast, larger firms have looked to rejig their operations, which in some cases has involved salary sacrifices."

Activity is likely to be slowest in subsectors which rely more heavily on discretionary spending affecting firms that manufacture consumer goods, from household appliances and furniture to clothing and textiles. An expected drop in business investment should also mean less demand for machinery and equipment as well as transport equipment.

"Similarly, sharply lower private sector investment in residential and non-residential building activity should mean less need for building materials and products, although manufacturers of cement, concrete, and structural metal are still likely to see some offset from increased government spending on civil construction activity."

"Firms that manufacture non-discretionary products like food are likely to remain largely unaffected, although some manufacturing in niche foods could still find the going tough."

Key industry steps up to restore economic momentum

From page 16 under threat, they add. "Indeed, many New Zealand manufacturers have found competing at the sharp end of global competition a continual struggle."

Many New Zealand manufacturers have survived by focusing on niche markets, producing specialised bespoke products, with exceptions, they say. "Large scale manufacturing occurring in New Zealand’s key areas of comparative advantage such as food, and a few household names in other areas punch well above their weight, both at home and abroad."

"The difference between this and past recessions is there is a threat to manufacturing will be almost universal, affecting all sub-sectors except for those that manufacture essential goods."

"Even then, the drop in manufacturing associated with the COVID-19 pandemic is likely to easily outstrip the 15% fall in manufacturing sector investment in residential and products, although manufacturers in pharmaceuticals, petrol refining and secondary metal manufacturing are likely to remain largely unaffected, although some manufacturing in niche foods could still find the going tough."

Airports offer oversubscribed

Auckland International Airport has confirmed that its NZS$200 million share purchase plan ("SPP") has closed oversubscribed. The SPP received strong shareholder support with Auckland Airport receiving applications totalling approximately NZS$489 million.

The SPP was offered to all eligible existing Auckland Airport shareholders with a registered address in New Zealand or Australia. This enabled them to subscribe for up to a maximum of NZS$200.00 / AU$194.00 of new shares issued under the SPP. The SPP received strong support from eligible shareholders, with applications exceeding NZS$248 million, allowing the Airport to oversubscribe.

"Just over 90% of these firms operate with less than 20 staff with half being single proprietors that rely on cash flowing through their books to keep them afloat. Most of these can be found in sub-sectors that manufacture clothing and textiles, machinery and equipment, furniture and transport equipment, as well as printing."

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very fabric of manufacturing might change as firms look to address some of the vulnerabilities rudely exposed by the pandemic."

"Key among these has been the extent to which firms have relied on China, not only as a market for their products but also as a supplier of intermediate inputs."

"In a post-COVID-19 world, we would expect China’s role as a global manufacturing hub to be increasingly challenged in coming years, with manufacturers worldwide adopting new approaches and firms of collaboration to increase overall resilience. Among these will be the domestication of supply chains."

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The New Zealand Shipping Gazette 17

May 2, 2020

Aluminium extrusion manufacturing at Atlas NZ joint venture member NALCO.

CHRISTCHURCH CONTAINER TRANSPORT AND WAREHOUSING

Container Transport
General Cargo
Import Container De-Containerising
Export Container Packing
MHI approved transitional facility
Licensed Customs Controlled Area
SPL Storage & Distribution
Container Storage

Auckland Airport receiving applications totalling approximately NZS$489 million.

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Financial markets not pricing in a long recession

The “risk-on/risk-off” investment market sentiment and appetite that has been the main driver of the NZ dollar movements over recent weeks since the COVID-19 pandemic hit the global economy in March, is starting to reduce in intensity as a number of factors—"Cross-Rate", the currency columnist for The Headliner financial newspaper—highlight. The volatile nature of financial markets, however, overall the markets are settling and the currency market is again showing supply and collapsed demand has caused some scary pressure points in the crude oil market, however the International Oil Price has not impacted too much on currency movements.

The substantial reduction in the oil price does mean that the amount of the US dollars that oil importing countries have to buy across the forex markets is considerably less. A lower oil-related demand for USD would be logical for its currency value.

The vulnerability of the US equity markets to another major sell-off has centred around the release of 2020 corporate earnings. If the reduction in profits and size of the losses are a lot worse than what the equity markets are currently pricing, the sellers will hold sway.

The risk of another large leg down in US equity markets, that would send the NZD/USD exchange rate lower, appears to be dissipated however, none of the recent selling ahead of these crucial earnings announcements.

Whilst there has been a very close correlation between the movements of the Dow Jones Index and the NZD/USD exchange rate over the period since February 2010 when there was a major sell-off and the Kiwi plummeted in um to 0.5500, history tells us that there are very long periods when the NZ dollar is not driven by equity market sentiment. Commodity prices, monetary policy changes, economic performance and appreciation/depreciation of the US dollar itself against all currencies (particularly the AUD and EUR) are more influential variables, says the columnist.

“If the Dow Jones Index settles around the 24,000 region over coming months, the NZD/USD exchange rate direction will return to being determined by the other drivers, as it has been the case for most of the last ten years.”

Another week in the NZ dollar FX market saw another pull back in the 0.9500’s and intrinsically another recovery back above 0.9000.

“The current converging triangle pricing formation indicates that the Kiwi is headed for a break-out higher if it trades above 0.9650 and is at risk to lower levels if it trades below 0.9590 and 0.9500. Gains to above 0.6200 would see the Kiwi trading above its 90-day moving average and not technical perspective, short NZD position holders would have a signal to buy their Kiwi back.

“It seems that local USD exporters, who were not bold, quick or organised enough to sell USD/buy NZD as futures during the brief dip to 0.5600/51.50 from March 20 to 23, now have larger orders placed to buy the Kiwi between 0.5990 and 0.5900. A failure of the NZD/USD rate to return to those lower levels over coming weeks may well see the FOMO (Fear of Missing Out) syndrome kicking in and the exporters entering higher spot rates.”

“The Kiwi dollar has held its value fairly well over the last week in the environment where the USD has strengthened from $1.0000 to below $1.0800 against the Euro.

The “EUR/USD exchange rate is very much in the bottom-end of its trading range at $1.0800 and therefore appears to be higher for a move back upwards (weaker USD) from here given the Eurozone USD money printing by the US Federal Reserve.”

THREE SCENARIOS

Cross-Rate’ has previously highlighted three potential NZ dollar scenarios for the recovery (or not) from the COVID-19 pandemic.

“A month ago, the panic equity market sell-off suggested an economic outcome somewhere between the “U” and “L” shaped recoveries. The rapid recovery of the equity markets from the abyss (and thus the Kiwi dollar) over recent weeks may now suggest an economic recovery between the “V” and “U” shaped scenarios.

“Admittedly, this will not be the case for the tourism, travel and hospitality industries. However, China is back to work and very soon overseas tourism and New Zealand research largely be back to work. For these reasons it is difficult to be negative on the NZ dollar outlook in our relative terms we are just so far ahead in the recovery stages than Europe and the US. Australia and New Zealand are being recognised and admired by the rest of the world and we have taken to decisions to control the pandemic and thus reduce its longer-term economic impact.”

In ‘Cross-Rate’s view, it is always preferable to take precautions of the financial/investment markets are telling us about likely future economic conditions than what economists and politicians are telling us.

There is a potential upside for the NZ dollar market and the potentially the NZ dollar FX market is not pricing in prolonged economic recession.

Air Cargo

Worsening impact on Asia-Pacific aviation

A worsening of the country impact from the COVID-19 crisis in the Asia Pacific region is evident in the latest estimates by the Asian Pacific Air Transport Association (APATA)

IATA released updated analysis on April 14 showing that the COVID-19 crisis will see global air passenger revenues drop by US$31.4 billion in 2020, a 55% decline compared to 2019.

Airlines in Asia Pacific will see the largest revenue drop of US$113 billion in 2020 (compared to 2019 (US$88 billion in March42 estimate), and a 50% fall in passenger demand in 2020 compared to 2019 (-37% in March 24 estimate).

These estimates are based on a scenario of severe travel restrictions lasting for three months, with a gradual lifting of restrictions in domestic markets, followed by regional lifting as the risk of infection abates.

“The situation is deteriorating. Airlines are in survival mode,” said Conrad Clifford, APATA’s regional vice president, Asia-Pacific. “They face a liquidity and supply chain crisis. The situation is changing, with some air cargo demand up significantly as airlines are repurposing freighter capacity to move non-critical cargo due to the ongoing lockdowns around the world.”

Airlines continue to make important changes to their operations to ensure safety and efficiency. For air cargo, this includes targeted measures to ensure the transport of essential goods, including medical supplies, and the repatriation of thousands of medical workers stranded around the world by travel restrictions.

And after the COVID-19 pandemic is contained, governments will need air transport back online to start the economic recovery, connect manufacturing hubs and support trade across the thousands of zones around the world.

Risk-sensitive currencies outperform

Risk sensitive currencies have outperformed this week with the New Zealand dollar leading the way in the G10, and commodity prices have increased, comments Nick Smyth at BMO Markets.

In FX markets, commodity and risk-sensitive currencies rose strongly midweek. The NZ dollar was the top-performing G10 currency, up 1.1% to around 0.6130, its highest level since mid-March.

“Here the NZ dollar continues to closely track equity market movements. News that Gilead Sciences, remdesivir, a potential treatment drug for COVID-19 has had positive results in placebo-controlled trials “has boosted risk appetite and equity markets and given hope that economies can be reopened more quickly and safely.

“The AUD and CAD are both up 0.8% higher, while several of the more bourse-heavy EM currencies (such as the Brazilian real and Mexican peso) have increased sharply. In contrast, the traditional safe havens, the JPY, and Swiss franc, are at the bottom of the currency ladder.”

There were no real surprises from the FOMC, which released its statement on Thursday morning. “There was no change to the Fed’s target range of 0.00% to 0.25% and no new policy measures announced (the Fed has announced plenty of new measures outside of scheduled meeting dates people straddled around the world for the past two months).”

If Federal Reserve chairman Jerome Powell said that its pace of bond buying, under its QE programme, had been effective but as market function had improved and it would continue to use its tools as needed be. “The Fed said it would keep rates at current levels until the economy was on track to achieve its targets, which is likely to be a long time.”

The 10-year US Treasury yield was close to unchanged on the day, at 0.62%, despite the strong rally in equities.

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There has been much interest in the rates market to either the Fed statement or the initial Fed action.

The US dollar is seen as a safe haven currency. The USD is positioned as a safe haven currency. The USD is positioned as a safe haven currency. The USD is positioned as a safe haven currency. The USD is positioned as a safe haven currency. The USD is positioned as a safe haven currency. The USD is positioned as a safe haven currency. The USD is positioned as a safe haven currency. The USD is positioned as a safe haven currency. The USD is positioned as a safe haven currency. The USD is positioned as a safe haven currency. The USD is priced up for a likely extended period in the year. The USD is priced up for a likely extended period in the year. The USD is priced up for a likely extended period in the year. The USD is priced up for a likely extended period in the year. The USD is priced up for a likely extended period in the year. The USD is priced up for a likely extended period in the year.

Westpac’s chief economist, Bill Evans commented, “In the past the currency has seen downward pressure, falling below 0.60 after Westpac became the first bank to forecast the EUR into negative territory, calling a minus 0.5% rate by November (Capital Economics, an independent research house which likes to stand out from the consensus had already forecast the EUR going to minus 0.75%).

“Westpac’s call had a significant impact on the kiwi, with trading sessions all trading at levels seeing November OIS fall by 7bps to 0.08% and the 2-year swap rate fall 11bps to 0.18%. There was also a strong rally across the government curve, with the 10-year’s going out to 0.8%. The 2-year RBNZ rate policy has a significant impact in driving down yields, with the 3.01 bond down 10bps to a record low of 0.95%.

“We are sceptical of the RBNZ’s comments of the OCR going to negative territory in the next number of reasons. In any case, if the Bank were to go down that treacherous path, a much more likely date would be sometime after Q4 2021.”

US Treasury yields pushed lower, with the 10-year rate reversing course and heading back down towards 0.60%.

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May 2, 2020
May 2, 2020

NEW ZEALAND SCHEDULE

For all bookings & enquiries email: bookings@pdl123.co.nz or phone: 0800 PDL123 (0800 735 123)

New Zealand to/from New Caledonia

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New Zealand to/from Cook Islands and Vanuatu

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New Zealand to/from Tahiti

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New Zealand to/from New Caledonia

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New Zealand to/from Norfolk Island

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New Zealand to/from Tonga - Samoa

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New Zealand to/from New Guinea

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NEW ZEALAND & FIJI TO / FROM VANUATU

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New Zealand to/from Cook Islands and Vanuatu

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New Zealand to/from Fiji

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New Zealand to/from Tahiti

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New Zealand to/from New Guinea

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FCL Schedule from New Zealand to Guam/Saipan

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<tr>
<th>VESSEL VOY</th>
<th>CMA CGM EIFFEL V306N*</th>
<th>OOCL BUSAN V341N</th>
<th>SIMA GISELLE V304N*</th>
<th>KOTA LAHIR V318N</th>
<th>CMA CGM AMBER V302N*</th>
<th>XIN ZHANG ZHOU V307N</th>
<th>APL DENVER V305N*</th>
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<td>08-08/05</td>
<td>15-15/05</td>
<td>22-22/05</td>
<td>29-29/05</td>
<td>05-05/06</td>
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<td>03-03/06</td>
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<td>28-28/06</td>
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For Enquiries on our F.C.L. and Reefer Services to Guam, Saipan and the Federated States of Micronesia

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<tr>
<th>VESSEL VOY</th>
<th>KOTA RATU V302</th>
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* No Reefer shipment ** Moved coastwise ex Wellington to Tauranga on NZS service

0800 735 123

NZ Agents: Pacific Direct Line Limited
Ph: +64 09 308 3939 or 0800 PDL123
Fax: +64 09 358 4833
Email: marianaexpresslines@pdl123.co.nz

May 2, 2020

The New Zealand Shipping Gazette
### Import

**NEW ZEALAND SERVICE (NZS)**

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**NEW ZEALAND CHINA SERVICE (NCS)**

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**AMERICA OCEANIA SERVICE (AOS)**

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### Export

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### Additional Information

- **Blank Sailing**: Indicates no sailing for the given voyage.
- **Direct Ports of Call**: Ports directly served, no transshipment.
- **Visit our website**: [www.pilship.com](http://www.pilship.com) for more information.
- **Contact**: Auckland | Wellington | Christchurch | [www.pilship.com](http://www.pilship.com) | info@aki.pilship.com