Forestry resumption is lifting port regions

The resumption of forestry industry operations is quickly shaping up as a timely boost to regional economies and port companies as well as the New Zealand economy.

“Tara River Shipping Gazette™ in the past three weeks have underscored the alacrity with which the forestry, transport and port sectors have accelerated from a standing start.

Primary exports have weathered the lockdown weeks better than hoped and that was helped by the Government designating ports as ‘essential’ services.

However, some segments were hit harder than others, notes Westpac in their latest economic overview. Particularly forestry, which was already dealing with an oversupply of logs in China when the lockdown began.

And there were port congestion issues in China while their ports were running at a reduced capacity, and prioritising medical and food imports.

Now that the ports are reopening, there is some reassurance that there will be a market for New Zealand’s agricultural products, said Westpac.

“However, the prolonged shock in the rest of the world will depress the prices we received.”

Under alert Level 4, the forestry industry was deemed non-essential, bringing a halt to New Zealand’s third-largest export earner.

However, activity has been able to resume at Level 3 under strict health and safety procedures.

This week, Shipping Gazette™ is further updating the log activity at three ports: Taranaki, CentrePort and Eastland.

“Forest industry exports are worth more than $6 billion a year to New Zealand and have become a steadily growing aspect of trade through Port Taranaki.

“Recently the port has experienced record growth year-on-year, including a 26.9% increase in log trade in the last financial year. The industry is incredibly important to the nation’s economy and this region’s economy,” Guy Roper, CEO of Port Taranaki said.

“It is extremely heartening forestry activity can return under Level 3 and the industry has done a lot of work to ensure it can operate safely throughout the supply chain and adhere to the Government’s COVID-19 protocols.

Just a few days into operating at Level 3, Mr Roper said Port Taranaki had received more than 100 log trucks to the port, and this was expected to increase as forestry sites returned to greater activity and more logs were harvested and moved.

The first waves of Port Taranaki’s resumed logs-on-rail service from Whanganui arrived during the past week with a consistent service expected by mid-May.

“...As a business and region, it’s great to see more Taranaki industry on the move and operating, but we want everyone to stay safe. So, with log

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Iain MacIntyre

A US$100 per bill of lading “weight discrepancy fee” is to be introduced by Maersk as from June 1 for a failure of any one of three specific checks.

In a customer notice, the carrier announced it had taken the safety initiative in attempt to lessen the occurrence of variances between declared and actual container weights.

“The most recent incident in January 2020 occurred at Aotea Maersk where a container stack collapsed due to a weight discrepancy,” it stated.

Maersk’s new process will see the carrier verify and compare declared container weights, on the following standards:

• Discrepancy between verified gross mass (VGM) and weight in shipping instructions is plus/minus 5000 kilograms.
• Declared VGM exceeds allowable payload as per Convention for Safe Containers (CSC) plate, excluding shipper-owned container (SOC).
• Declared VGM is less than tare weight of the container.

Maersk Oceania customer services director My Therese Blank was pleased to report that, based on available data, the carrier’s New Zealand customers appeared to be declaring VGM within the current tolerance level for weight discrepancies.

“From a process perspective, New Zealand is a step ahead of some other countries as the VGM is already a requirement to enable container gate-in at terminals — this helps prevent the container being ‘shut-out’ from loading on the vessel due to missing VGM,” Ms Blank told the Shipping Gazette™.

A global initiative, the weight discrepancy fee is expected to improve the safety of both cargo and crew.

Forecast earnings for dry bulk are on the upside

The well documented trough in dry bulk earnings in 2020 are forecast to reverse, said VesselsValue.

Their new forecast earnings module in partnership with ViaMar AS shows an optimistic outlook from mid-2020 across the Dry Bulk sector.

Capesize earnings, in particular, are predicted to increase six-fold in the next six months, from US$8000 per day to US$50,000 per day by October 2020.

The past 12 months have shown weak Dry Bulk, and especially Capesize, fundamentals.

“The demand side, the Brazilian dam collapse of April 2019 combined with a reduction in infrastructure and energy consumption due to Chinese New Year and COVID-19, has resulted in a sustained slump,” said the London-based consultancy.

“In 2019 and 2020 so far, fleet growth exceeded demand growth, leading to an excess of vessel supply and the recent poor markets.

“(That) good news is that removals from the Capesize fleet peaked in early 2020.

Year to date, 25 Capesize vessels were sold for demolition compared to only 10 units in YTD 2019 and seven units in YTD 2018.

“High levels of recycling has reduced tonnage supply but current closures of breaking yards in the Indian subcontinent due to COVID-19 will temporarily slow further removal.

“We expect to see a significant surge of removals on reopening of breaking yards in June-July 2020.”

Forecast

VesselsValue has begun offering forecast earnings data in addition to forecast values, for the bulker, tanker, container and LPG sectors.

“In the Capesize sector we predict earnings of US$20,000 pd in the third quarter of this year and earnings in a range of US$20,000-35,000 pd over the next three years. These predictions are based on modelled analysis of VesselsValue AIS Trade, Fleet and Vessel utilisation data.

In terms of current demand trends, the following chart shows the cargo miles of Capesize in red, clearly showing the recent recovery in Capesize cargo miles to near levels seen in the previous year and continued upwards trajectory (for reference the Capesize TCE is also shown in green).

“We expect a continuation of this...”

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Shutdown impacts ferries

Iain MacIntyre
Cook Strait ferry operators the Interislander and StranNZ have been forced to take proactive measures to protect their businesses due to the decimating passenger and freight consequences of COVID-19.

With those impacts described as “significant” for her Bluebridge ferry operations, StranNZ chief executive Louise Smithers confirmed the business had opened up consultation with its staff. “As critical infrastructure connecting New Zealand’s North and South Islands, we play a vital role in carrying New Zealanders and tourists,” Ms Smithers told the Shipping Gazette.

“Like most other New Zealand businesses, we are needing to make changes to respond to the commercial impact of this pandemic. “As part of this process we are consulting with our people to determine how we best respond and reorganise to reflect the approximately 50% drop in freight volumes and overnight decline in passenger numbers to zero.”

Ms Smithers added “it is too early to comment further” on matters, given the consultation process now underway.

KiwiRail chief executive Greg Miller advised its Interislander subsidiary had taken steps to match capacity to demand, including putting only two of its three ferries on standby. “This has reduced a range of variable costs such as spending on fuel,” he said.

“Throughout this event, KiwiRail staff are being encouraged to take leave and all discretionary spending is being significantly reduced. “We continue to monitor the situation closely as domestic road and rail freight markets emerge.”

New Zealand not mistreating seafarers

Iain MacIntyre
Overseas reports have emerged of port authorities refusing seafarers permission to come ashore to receive urgent medical treatment over potential COVID-19 contamination concerns.

“A recent statement issued by the Joint Negotiating Group (JNG) and the International Transport Workers’ Federation (ITF) described two serious incidents involving Indonesian authorities — one life threatening — as “just some of the cases that have been reported”.

“Approached for local comment, ITF New Zealand inspector Grahame McLaren said, to the best of his knowledge, “this hasn’t happened here and I wouldn’t imagine it would”.

“The right to medical attention is a basic and, in our view, undeniable right for all seafarers,” he told the Shipping Gazette.

“This would also be a blatant breach of the Seafarers’ Bill of Rights (Maritime Labour Convention 2006),” he added. “Emphasising that seafarers have “the right to be allowed to visit a qualified medical doctor or dentist without delay in ports of call”, the JNG-ITF statement noted seafarers “had been “forgotten” in the current stimulus package in the “scramble” to contain the pandemic while maintaining supply chains.

“Every day an increasing number of seafarers are agreeing to have their employment contracts extended past the expiration date after having spent between six to ten months onboard,” read the joint statement.

“To add insult to injury, unfortunately many seafarers are being denied necessary emergency medical treatment for fear of being exposed to COVID-19 due to national or local restrictions. Some of the medical issues have been minor, while other cases have been serious and potentially life threatening, requiring immediate medical attention.”

Goverments cannot use the current coronavirus crisis to refuse seafarers’ human rights as enshrined in international and national legislation, stated the organisations.

“The maritime social partners, the JNG and the ITF, urgently call on governments to step up and respect seafarers’ right to medical care and treatment.

“This is not just necessary for world trade to keep moving and essential goods to keep being transported to those who need it, but it is a fundamental human right that cannot be set aside because of the pandemic. “Seafarers are key workers and without their presence, many global supply chains and commitment, citizens of the world would be much worse off.”

In updates last week, Maritime New Zealand confirmed that shore leave was permitted for seafarers arriving in New Zealand provided they had completed 14 days’ isolation in their last port of call. “There were no other concerns.”

The agency also advised that seafarers arriving by air in the country were permitted to travel immediately and directly to their ship by private transport to commence their self-isolation — thereby avoiding having to serve in that managed facility.

Void sailings near peak impact point

The peak impact of the pandemic in terms of blank sailings may have been reached, according to the Danish consultancy Sea-Intelligence. But a remaining problem is the large amount of blank sailings makes it difficult to also manage the empty flows, said Alan blank sailings makes it difficult to also manage the empty flows, said Alan

Murphy, CEO, Sea-Intelligence.

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Murphy, CEO, Sea-Intelligence.
It pays to run ‘what if?’ scenarios for COVID-19 cargo delays

Since supply chains became disrupted due to COVID-19, the problems facing exporters, importers, forwarders, charterers and shipowners have come under intense scrutiny. The disruption which can arise from such an event brings legal principles to the fore.

This column has previously highlighted the importance of understanding the terms of shipping contracts, and a recent discussion with maritime law expert Paul David QC has further emphasised this.

Mr David first made a general point – “Entering into any contract to sell and/or to ship goods has risks which contractually parties allocate and seek to guard against in their contracts for sale and shipment or by insurance. Shipping is underpinned by contract documents and contractual principles and, while in my experience parties work to resolve problems practically, ultimately they will rely on their contractual rights.”

Mr David suggested five general scenarios which might arise in the current environment which would have to be addressed by applying the terms of contracts and general legal principles.

As there would be many possible factual variations, these comments are a guide to the issues which might arise. The precise nature of the circumstances of a problem and the particular shipping arrangements and contract terms would need to be examined if someone wanted a definitive answer.

The first example is of a shipper who enters into a contract for goods to be shipped from New Zealand to an overseas port. As the vessel approaches the port, the shipowner receives information that the port is affected by COVID-19.

The port has declared force majeure under local law but is still working. The Master decides not to enter the port but leave and discharge the cargo at another port. What is a likely contractual situation here?

Generally, under NZ (or English) law it will be the contractual arrangements and Hague-Visby Rules which regulate the relationship between carrier and shipper – not the local declaration of force majeure.

It is unlikely that the shipowner would be able to say that the port was unsafe in the legal sense. Unless the deviation could be said to be necessary to save life or property, proceeding to another port would probably not be legally justifiable.

Hence the shipowner could well be in breach of contract.

The second example is where a ship arrives at the named discharged port and gives notice of readiness to discharge. The vessel is refused permission to berth because the Master declares that one crew member is sick, as required by local law.

Government authorities place the ship in quarantine for 14 days. That might be extended depending on whether other crew members fall ill. A shipper with cargo will lose a valuable sale in the local market if discharge is delayed.

If the ship was under charter, the financial consequences of the delay to the ship would be decided under the terms of the charter party. A delay of this nature would not be sufficient to support a claim that the charter party was frustrated.

Claims for losses arising from delayed delivery might be possible as a matter of contract law depending on the knowledge of the carrier about the shipment, but the terms of the contract of carriage are likely expressly to exclude such claims.

Third example is where a New Zealand shipper is considering a voyage charter party for the carriage of a cargo. The shipowner proposes that the BIMCO Infections Diseases Clauses be included in the charter party.

The clauses provide for the shipowner/Master not to proceed to, or to leave, an area affected by risk of exposure to a highly infectious or contagious disease and to require a charterer to issue alternative voyage orders. If new orders are not given, the shipowner can discharge cargo at any port or place, and the charterer will bear the cost.

Although the clauses seek to provide certainty for owners and charterers in situations like that in the first scenario, the charterer needs to be wary because the effect of the clauses is to allocate cost to charterers in the circumstances covered.

The clauses have also not yet been considered by the courts or maritime arbitrations. Mr David believes it is likely that the interpretation of the clauses and their application where areas are affected by COVID-19 may be clarified by future legal decisions on claims for costs.

Fourth example is of a New Zealand company which has agreed to sell product to an overseas buyer over a period of 12 months. It has entered into a long-term contract to ship the product with a shipowner which requires it to provide regular cargoes for shipment over that period.

COVID-19 means that the company cannot produce anything for two months. It wants to cancel the contract.

Again, the answer lies in the terms of its contract for sale and the shipping contract. This is likely to depend on whether the contracts contain force majeure or hardship clauses, what those clauses provide, and whether the company can show that it is entitled to rely on them.

Without such provisions, the basic position under contract law if a party cannot perform its obligations, is that it will be in breach and liable to pay damages. If there is a force majeure clause in the contract, a party relying on it will have to show that the event falls within the clause, that the performance of the contract has been rendered impossible by the event, and that it has done everything to avoid the effect of the event on its contractual performance.

Whether the clause provides for an end to obligations or suspension for a period of time depends on its wording – usually the clauses suspend obligations.

The fifth example is where the Bills of Lading for a cargo are delayed by disruption to the container system due to COVID-19. Can the cargo be delivered to consignees without a Bill of Lading being produced?

Here, the usual solution is for goods to be discharged against the provision of a letter of indemnity, indemnifying the shipowner against potential claims by holders of the Bills of Lading, in case of any cargo being uplifted by the wrong party.

Mr David advises: “Care needs to be taken in the wording of indemnities, and where a charterer or party to a contract of sale provides the letter of indemnity it should seek counter-indemnities from those who will receive the goods.”

To summarise, Mr David says that while commercial parties cannot be expected to address and analyse all possible issues as if they were lawyers, it pays to run some “what if?” scenarios under proposed contract terms, particularly around questions such as the responsibility for and consequences of delayed discharge. This can make addressing a problem easier if the need to do so arises.

Traders should also understand the scope of their insurance and its exclusions.

His parting advice is: “If a major problem arises after you have entered into the contract, if possible seek some guidance on your legal position under the contract before you seek to resolve it – this can help with the approach to any negotiation.

“If you try to resolve a problem urgently, then expressly reserve your legal position – leaving the final reckoning on who is responsible for economic consequences to any later negotiation, litigation or arbitration.”

Mr MacIntyre can be contacted at d.macintyre.co.nz
Logs return to Gisborne and Wellington

Iain MacIntyre

Eastland Port and CentrePort Wellington have reported strong recommencements of their export log trades following New Zealand’s move down to Alert Level 3.

Last week Eastland received 45,000 JAS and shipped 55,000 JAS, with Port chief operating officer Andrew Gaddum expecting 65,000 JAS to be received this week and 67,000 JAS shipped.

However, Mr Gaddum told the Shipping Gazette that the port was forecasting a dip in its annual log throughput due to the pandemic.

“Our financial year runs from April 1 and for most of April we had no incoming or outgoing log volume due to the country entering COVID-19 Alert Level 4,” he said.

Eastland received 126 log ships in the 2018-2019 financial year, exporting 2.94 million JAS.

CentrePort commercial general manager Andrew Locke said, after an initially gradual return to log operations last week, by Friday “we were back to in full swing to pre-COVID-19 levels.”

“The Nord Setouchi berthed on Friday and, in the coming week, the DL Tulip and the Longview Logger will arrive,” he said.

“A further five log vessels are scheduled for the remainder of the month,” Mr Locke said at this point in time the port was unable to forecast with certainty what impact the pandemic would have on its annual log volume.

“However, given the COVID-19 situation has impacted on the log markets for the past four months, the expectation is that volumes will be lower than last year and below the forecast for this financial year.”

CentrePort received 122 log ship visits in the 2018-2019 financial year, exporting 1.7 million JAS.

A statement issued on April 9, the Greater Wellington Regional Council — which shares ownership of CentrePort with Horizons MW Regional Council — noted that the port had experienced “significant” recent growth in log throughput.

“Volumes have doubled in the past six years and this growth is predicted to continue over the next decade,” it stated.

“In FY19 a record 1.71 million was exported. This was a 27% increase on the previous year, led by strong demand from China.”

“Volumes will be impacted by the COVID-19 situation, but the medium-to-long term outlook remains strong.”

Facilitating the trade

Receiving predominantly 170-metre to 180-metre handysize geared bulk carriers fitted with stanchions to ship its log exports, Eastland port can store about 135,000 JAS on port and 40,000 JAS at its satellite storage facility.

“Around 20% of on-port storage is separated out for what we call surge space,” continued Mr Gaddum.

“Surge space is available for customers to increase their storage capacity when needed. It is only available for short period of time and gives customers the ability to ship above their capacity.”

“Surge space is particularly useful to our customers during adverse weather events, as it allows them to continue bringing stock to port even though their allocated space is full.”

“The amount of space available fluctuates depending on the time of year. For example, during kiwifruit season or if areas of the port are under construction.”

“We work hard to ensure that we maintain strong and close relationships with all our exporters. We require them to be actively involved in port activities including, health and safety requirements, day-to-day operations and planning for the future.”

Eastland’s main export log customers are Emrslaw One, Aratu, PPP, Summit and Aowhanui.

Information on CentrePort’s log storage and related facilities as well as its main export log customers is considered commercially sensitive.

However, Mr Locke did confirm the port would soon be opening an extension to its Wanganui Log Yard near Masterton to further reduce the number of trucks using the Rimutaka region’s roads and through town alert to the trucks travelling on the region’s roads and through town centres.”

As a life-line utility, during alert Level 4 Port Tarakani provided essential supply chain services to the oil and gas, and agriculture industries. Although no logs could come to port, those that were already on-site were able to be shipped to enable space to be cleared for potential use by other cargo deemed essential.

“We still had log vessels loading at Port Tarakani, alongside vessels helping ensure New Zealand’s oil and gas industry and agriculture industry provided the energy and food supplies the country needs.”

Mr Roper said that with more people on-site during Level 3, the health and safety of all Port Taranaki staff and users remained paramount.

“We’re really pleased to be able to support these industries and help make a real difference to Taranaki and New Zealand as we begin the economic recovery from COVID-19,” Mr Roper said.
Government clearing impediments to projects

In a dramatic detour away from political correctness, the Government has announced a major element of its COVID-19 rebuild plan is a law change that will fast track eligible development and infrastructure projects under the Resource Management Act (RMA) to help get New Zealand moving again. Rather than take months, and often years of appeals to the Environment Court and hearings that can add significantly to the costs of both land-based and maritime related projects, there will be a committee process.

Announcing the change, Minister Parker, who is also Trade Minister, put his emphasis on the sorts of environmental projects that would benefit from quicker consenting, rather than major infrastructure projects that the Government also wants to fast-track to save jobs from collapsing under the impact of the economic shock from the COVID-19 pandemic.

He included roading, but went on to name walking and cycling, rail, housing, sediment removal from silted rivers and estuaries, new wetland construction, flood management works, and projects to prevent landfill erosion.

The fast-track process is designed as a short-term intervention to help with economic recovery from COVID-19 and the legislation will be repealed in two years, he said.

Existing Treaty of Waitangi settlements will be upheld, as will sustainable management and existing RMA national direction, he adds. The changes were approved by Cabinet last week and new legislation is expected to be passed in June.

“Part two of the RMA will still be applied. Projects are being advanced in time, but environmental safeguards remain.

“The success of our health response gives us a head start on the world to get our economy moving again and this fast tracking process will allow our economic recovery to accelerate.

“The consenting and approval processes that are used in normal circumstances don’t provide the speed and certainty we need now in response to the economic fallout from COVID-19. The new processes will get projects started sooner and people into jobs faster.

“Investment in infrastructure is central to the Government’s economic plan to keep New Zealanders at work. We have already signalled major projects as part of the $12 billion New Zealand upgrade project.

“Projects that help alleviate housing challenges, encourage active transport and enhance the environment are prioritised under the proposal,” Mr Parker said.

A number of “shovel-ready” projects identified by the Infrastructure Industry Reference Group are likely to be accelerated under the fast-track consenting process. These are “ready to go” developments which can start once the construction industry returns to normal.

Key roads will be a core feature of the accelerated infrastructure build. Pictured: Neilson Street interchange in Auckland (NZTA concept).

New Zealand to Fiji

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* Lyteltol Centralised to Auckland.

Fiji to New Zealand

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New Zealand to Honiara & Nauru***

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* New Zealand to Honiara & Nauru

FOR BOOKINGS & SERVICE INFORMATION

AUCKLAND contact:
Ivan, Moira, Ronald, Sophon, Andrew, Kala.
Neptune Pacific Agency New Zealand
82 Richard Pearse Drive, Airport Oaks
Auckland

Tel- +64 9 302 5360
Fax- +64 9 302 5361
Email: nz.cs@neptunepacific.com

CHRISTCHURCH contact:
Neptune Pacific Agency New Zealand
82 Richard Pearse Drive
Margare
Auckland 2022

Freephone: 0800 NEPTUNE (637 886)
Tel- +64 302 5360
Fax- +64 302 5361
Email: nz.sales@neptunepacific.com
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* Tauranga to Lyteltol

** Lyteltol to Auckland
Economic rebuild now ‘main driver’

Fast-tracking resource consents for critical infrastructure development projects is a pragmatic and welcome government response to assisting the COVID-19 recovery process says Resource Reform NZ (RRNZ), a coalition of business and environmental interests.

RRNZ supports key elements in the proposed amendment bill which include rapid approvals for selected public and private sector projects and a commitment to retain environmental bottom lines.

“Often lengthy public consultation processes will also be put on temporary hold while the amendments place Central Government requirements for the economic rebuild as a main driver foremost,” said Peter Vial FCA, New Zealand Country Head of Chartered package,” said Peter Vial FCA, New Zealand Country Head of Chartered

under the proposed amendments selected public or private projects will go through a bespoke approvals process with the Minister acting as gatekeeper.

“The commitment to retain environmental bottom lines is also critical as many environmental indicators are trending downwards,” said the RRNZ Group. “We want an economic recovery that improves the environment.

Local government also has a key role to play in supporting these changes, maximising the infrastructure opportunities in their areas and ensuring those longer term environmental and social goals are met.

The Randerson Review highlighted risks, costs and lack of financial incentives for local and regional projects.

“Councils face a 10-25% drop in revenues as a result of COVID-19, limited ability to increase rates and growth councils are capped on ability to borrow.

“For local and regional councils and the private sector to stimulate the economy and address environmental (including climate change) challenges, emergency changes to resource management system barriers at the local level will also be required.”

RRNZ says it’s important that the short-term measures — the amendments have a two-year life cycle — do not delay or derail the meaningful resource management reform currently being carried out by the reform review panel being chaired by Tony Randerson.

“In two years the Randerson Panel’s recommendations should be ready for implementation with long-term provisions to speed up decision-making while protecting environmental standards.”

RRNZ said that with cross-party political support the temporary measure announced by Minister Parker could be an important step to achieving the long-term reform of the RMA that all parties now agree is necessary for the environmental, social and economic future of New Zealand.

• RRNZ is a partnership between Infrastructure NZ, the Environmental Defence Society (EDS), the Employers and Manufacturers Association (EMA), Property Council New Zealand and BusinessNZ.

Will projects be fit for future purpose?

The national organisation for chartered accountants is calling on the Government to move on from the high-trust model of universal support for Kiwi businesses in the wake of the COVID-19 pandemic.

The next phase must take a more targeted evidence-based approach, they said.

“Next week’s Budget, which is a pivotal one for the country, must start the shift beyond trust-based universal delivery of economic stimulus packages,” said Peter Vial FCA, New Zealand Country Head of Chartered Accountants Australia and New Zealand (CA ANZ).

“Sohmer, rather than later, we have to move to a tighter and more evidence-based model that is targeted carefully at areas of the economy which remain viable, but vulnerable.

“The results of fast-tracking projects will need to be evaluated and capable of being independently verified.”

“Much of the COVID-19 support for businesses, and Kiwis, delivered to date has, by necessity, been delivered through a high-trust model. Mr Vial said.

“Getting billions of dollars out the door quickly, through programmes such as the wage subsidy, was necessary and right for its time, but now we need more robust evidence-based policy design that is carefully targeted and developed in conjunction with affected sectors.

“The bill for all this spending is going to land on future taxpayers. We need to ensure that bill is no larger than it needs to be.”

Mr Vial said infrastructure spend should have criteria beyond “shovel or hammer ready” — the focus should be on investment that meets future needs and responds to the way we live and work in the future.

“We are now in a very different world from when many projects, now being declared shovel or hammer ready, were actually signed off.

“One question that must be asked is: are these projects fit for 2025 and beyond?”

He said the Government is showing agility in its response to COVID-19.

“The interest-free loans for viable small businesses is an example of both targeting and the Government moving quickly when it realised something wasn’t working as well as planned.”

“Clear imperative for economic activity” — EDS

The Government’s fast-track bill appears to have a number of important safeguards to protect the environment, says the Environmental Defence Society (EDS).

“In ordinary circumstances this kind of ad hoc override legislation would not be desirable,” said EDS CEO Gary Taylor.

“But these are not ordinary times. There is a clear imperative to get economic activity going again and a strong initial surge of public and private sector spending on infrastructure projects is urgently needed to create employment and drive a powerful recovery from COVID-19 lockdowns.

“Environment Minister David Parker has made it clear that this surge will include restoring natural systems, like wetlands and sedimented rivers and streams. We can also expect an emphasis on walking, cycling and public transport projects, and on improving water and waste management provision.

“It won’t be all about motorways: this is the 21st century,” said Mr Taylor.

“Projects that will assist transitioning to a low carbon economy should be prioritised. The Minister for the Environment will have a gatekeeping role for projects to enter the fast-track: the criteria he must use should be released and should follow advice from the Climate Change Commission.

“The fear that the special consenting process would run roughshod over environmental bottom-
Air traffic control closure shocks regional airports

Seven regional airports are shocked that Airways NZ, the national air traffic management organisation, wants to discuss the removal of air traffic control at their facilities in the wake of COVID-19. Napier, Gisborne, New Plymouth, Rotorua and Invercargill Airports, and the flight information service at Kapiti Coast and Milford Sound Airports, are reeling at the news their control towers face closure, says the chief executive of the association for New Zealand’s airports (NZ Airports) Kevin Ward.

“Airways only advised airports yesterday that, due to COVID-19, there is a discussion to remove air traffic control from Napier, Gisborne, New Plymouth, Rotorua and Invercargill, and the flight information service at Kapiti Coast and Milford Sound Airports. Airways provides the services under contract to each airport. Kevin Ward says serious concerns arise from the proposals. “We obviously understand that changes have to be made to reflect the current unprecedented, low levels of air traffic. But these seven regions and the whole air transport network are focussing on what needs to be done to emerge quickly and resume flights when restrictions are lifted. This move is deeply concerning because it is so unclear if the Airways plan will cater for anything like a return to some form of normality,” he said.

“A key step has to be to assess the safety impacts of the proposed changes. The director of Civil Aviation sets the requirements for appropriate levels of air traffic management. “Good risk assessment processes must thus be put in place before any changes are made. Airways’ tower staff are also part of safety management around each airport, and their withdrawal would pose several significant challenges,” said Mr Ward. “What might be safe now, in a highly unusual situation, won’t be a sustainable solution when travel restrictions are lifted.”

Mr Ward says the affected airports are all critical cogs in the economies of their regions — supporting business, tourism, social connections and regional resilience.

“It won’t be acceptable for the airports to be hamstrung by Airways taking a narrow, short-term view. Economic recovery post-COVID-19 is a regional and national priority and air connections will have a major role to play in how we support our regions to bounce back.”

Mr Ward says consultation on the Airways’ proposals has only just started and the association will be making strong representation to the State-owned enterprise on a range of fronts.

“Airports need to work through the full range of implications, including how medium and longer-term safety and operational requirements will be met, before any final decisions are taken.”

“I expect the Government will take an interest, as regional economic recovery is a big part of the special support being provided during the COVID-19 disruptions. Airways has been given $70 million in the COVID-19 aviation package to support providing safe air traffic management around the country,” he said.

Union seeks state support for steel

NZ Steel’s Pipe and Hollows Plant is undertaking a restructure which could see the end of their jobs at the plant for most workers.

The 60 workers affected would have to be redeployed elsewhere, or face having no job at all.

In a statement from E tū union delegate Lance Gush, a NZ Steel worker for 14 years, spoke of events last week.

“On Tuesday, even under the new Level 3 restrictions, the team embraced returning to work. We were happy to get back to some normality for ourselves and our families. “We’re a team of 60 with people from five months to 45 years of experience at the plant. We were glad to be back this week, doing work we’re proud of, with assurance from management to push forward.

“By Thursday afternoon, we were confronted with a proposal that shook all of that completely. He was concerned about the impact the restructure will have on a community already bearing the brunt of the COVID-19 crisis. “I have workmates with young families, who have already experienced the job loss of one parent. Nof with this change, they’ve found both Mum and Dad’s employment balancing on a knife edge.”

He says that retaining their jobs isn’t just about the workers and their families but also the future of the New Zealand economy.

“There is an opportunity for the Government to invest in the future of our country and stimulate our economy by supporting and utilising our domestic products, resources and workforce.”

“E tū negotiator Joe Gallager says much more should be done to support NZ steel and the wider manufacturing industry.”

“From pit to port, it’s time to support local steel production,” he said. “We need to be creating a level playing field so that New Zealand isn’t constantly undercut by cheap steel imports.”

“We know the long and difficult distressing history of manufacturing here. Let’s begin to turn it all around.”

Mr Gallager says that the Government should take this opportunity to fix the problems in manufacturing, as part of rebuilding better after COVID-19.

“E tū has just launched a new campaign, Rebuild Better, outlining the way forward for New Zealand during and after the global pandemic.”

“One of our key principles is the necessity to keep and create decent jobs. These workers at NZ Steel love their jobs, and they should really be protected by our industry planning.”

“We will rebuild better, and we’ll rebuild with New Zealand made steel.”

New regional digital hubs

New Zealand’s regions will be better connected through five new digital hubs being funded through the Provincial Growth Fund, said Regional Economic Development Minister Shane Jones.

“The COVID-19 pandemic and the resulting Alert Level 4 lockdown has shown that good internet connectivity is crucial.”

“Access to the internet is critical for regions’ economies and wellbeing and will be even more so as we seek to recover from the economic fallout of the COVID-19 pandemic.”

An allocation of $400,000 each will go to new regional digital hubs.

• Gisborne, operated by Tararua Technologies Trust.

Townsville port reopens

Shipping Australia advises that as from May 1 ships arriving at the Port of Townsville are allowed to berth and unload cargo upon arrival.

That is except for ships from China and South Korea which still have to wait 14 days from the time of leaving an overseas port. And all vessels will still need to be compliant with Federal directives.

Ansgar Mitchell, general manager of Maritime Safety Queensland, has advised that for Townsville and Brisbane the additional restriction for ships from China and South Korea was expected to be removed this week.

“Clear imperative for economic activity” — EDS

From page 7

lines have not materialised.

“The Minister says that consent decisions have to apply Part 2 of the RMA and have regard to national direction including National Policy Statements and National Environmental Standards. We’ll need to see the detail on that.

“While public submissions and hearings are not provided for in the interests of fast decision-making, we expect that environmental NGOs might be consulted by the consenting panels. And rights of appeal, while limited, are still provided for, including judicial review.”

“There is a sunset clause of two years from enactment. So the expiry of the Act should merge in a timely way with Hon Tony Randerson’s longer-term reform proposals which would hopefully be enacted in the next term of government.”

EDS suggest that the Bill should go to a select committee for quick scrutiny. “On a number of key points, like the weighting of Part 2 matters, the drafting will be critical; we’d like an opportunity to critique the actual bill.”

“Overall, it looks like the legislation will avoid sacrificing environmental standards and has focused mostly on speeding up decision-making. Given the exigencies of this COVID-19 world, the outline of the proposed bill looks like an appropriate response,” Mr Taylor said.
Surge in warehouse consents in Australia

In the Australian commercial sector, annual approvals to build new warehouses are up 39% on a year ago. Overall, commercial building approvals in the past year slipped slightly from record highs.

The value of all commercial and residential building approvals fell by 6.5% in March after rising 3.3% in February.

Residential approvals fell by 5.9% with new building down by 7.2%, but alterations and additions were up by 3.3%. And commercial building fell by 7.3%.

“In NSW and Tasmania more people got the go-ahead to build new homes in March,” said CommSec.

“The number of approvals exceeded ‘normal’ levels (decade highs). The question is how quickly the builders will get to work on the new projects. Certainly the proposed building will assist economic recoveries in both states.

“Many businesses were forced to shut as lockdowns were applied by governments. Other businesses went into ‘survival mode’. The main businesses looking to hire staff were in essential services, specialised retailers and courier/delivery drivers. CommBank economists expect the jobless rate to lift to 8.7% in the June quarter.

“How long the jobless rate stays elevated depends on how successfully economies can re-start in the next fortnight.”

CommSec chief economist Craig James commented, “we are still not sure how forward-looking work schedules have been affected by COVID-19. Still, the proposed work in NSW and Tasmania is encouraging. In fact new dwelling approvals in Greater Sydney totalled 4,118 in March – the most in 17 months.”

“The growth area in commercial building remains warehouses. More warehouses are being built to support the online spending sector. Approvals to build new warehouses are up 39% over the last year and near record highs. Overall, commercial building is booming – just below record highs.”

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**NEW ZEALAND Sailing Schedule**

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KEEPER 12/06 1841
ASIA: JPTYO 28/04, JPUKB 29/04, JPOSA 30/04, JPUKB 02/05, JPOSA 03/05.

PRINCIPAL AGENTS* — see number against vessel

1. Clarkson New Zealand Ltd
2. CMA CGM (New Zealand) Ltd
3. COSCO (NZ) Ltd
4. Evergreen Line (NZ) Ltd
5. Hapag-Lloyd (NZ) Ltd
6. Mediterranean Shipping Co. Ltd (MSC New Zealand)
7. Nippon Yusen Kabushiki Kaisha (NYK New Zealand Ltd)
8. NYK Line (NZ) Ltd
9. Oceanbridge Shipping Ltd
10. Mitsui O.S.K. Lines (New Zealand) Ltd (MOL)
11. Neptune Shipping Agency New Zealand Ltd (Neptune Shipping Line)
12. Oceanbridge Shipping Ltd
13. Oceanbridge Shipping Ltd (Montevideo)
14. Hapag-Lloyd
15. Evergreen Line (NZ) Ltd
16. Mediterranean Shipping Co. Ltd (MSC New Zealand)
17. Quadrad Pacific Agencies Ltd
18. Oceanbridge Shipping Ltd
19. Rent Shipping Agencies Ltd
20. Transsantros
21. Oceanbridge Shipping Ltd (Montevideo)
22. Australian Shipping Lines New Zealand Ltd (Wallenius Wilhelmsen Lines)

The New Zealand Shipping Gazette May 9, 2020

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**Trans-Tasman & Pacific Islands**
### INTERNATIONAL PORT TO PORT

**ASIA**

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May 9, 2020

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Worldwide Trades
These are hectic times with the coronavirus spreading worldwide. With countries in lock-down and travelling still reduced to a minimum, the situation for liner shipping remains challenging. The below is just a short summary of what has been happening in the sector this week:

- **2M (Maersk and MSC),** in this trade operating together with ZIM, will cancel two sailings of the China-Pacific North West TPI/Maple service (week 19 and 22).
- Twenty major port authorities in Asia, Europe, Middle East and North America, led by Singapore, have signed a declaration stating their commitment to ensure their ports remain open during the pandemic.
- In the first quarter of the year, newbuild investment (of all ship types) dropped by 71% year-on-year, according to Clarksons. It is the lowest total since the second quarter of 2009.
- Cash buyer Compass arrested the 1500 TEU CAMBODIA and seized it in the port of Zeebrugge. Compass is a cash buyer and it may sell the vessel for demolition.
- Furthermore, the Suez Canal has expanded its seven lanes and, due to anti-corona measures, the border between Egypt and other countries is closed. For end-May and June, the Ocean Alliance (CMA CGM, COSCO/CSCL, OOCL and Evergreen) has announced the cancellation of two extra sailings from Europe.
- More than 100,000 new cars got stuck in Zeebrugge port due to anti-corona measures. As, due to anti-corona measures, the border between Tunisia and Libya is practically closed, TunisiShi will, in cooperation with Interprofessional Fruit Group, operate a weekly service between Sfax and Anzio and Tripoli focussed on the carriage of citrus fruits.
- OECD’s International Transport Forum has issued a report cautioning governments from rushing to bail out debt-ridden carriers in the coming months.
- As from next week, the Panama Canal Authority will implement temporary changes to the requirements for the placement of booking guarantees and advance payment of fares. Carriers can now wait with their guarantee until just before the transit. The measure will be in place until 1 September.
- Furthermore, the Suez Canal has expanded its service to offer a two-loop configuration, with the second loop dubbed “the Suez Extension.”

East-West Trades
2M (Maersk and MSC) has removed Rotterdam from the rotation of the 12x 18,000 TEU Europe-Far East ACP/Condor service and replaced it by Felixstowe and Colombo. The new port order is: Ningbo, Shanghai, Guangzhou (Nansha), Singapore, Tanjung Pelepas, Mombasa, Tanjung Pelepas, Singapore and back to Shanghai.

**Far East Trades**
Maersk has said it will reorganise its Far East-Africa network, by turning its Maskarit Express into a two-loop configuration, with the second loop dubbed Maburi Express. One operation will focus on Mombasa and the other on Dar-es-Salaam, as follows:

- **Maskarit Express — Shanghahi, Ningbo, Guangzhou (Nansha), Singapore, Tanjung Pelepas, Mombasa, Tanjung Pelepas, Singapore and back to Shanghahi.**
- **Maburi Express — Singapore, Tanjung Pelepas, Dar-es Salaam and back to Singapore.**

Following its split with P/L, COSCO/CSCL has also announced a revised Far East Africa network as well. As both rotations and starting dates coincide with those announced by Maersk above, it is likely there is a vessel-sharing or slot charter agreement between the two in place.

**Intra-Europe**
COSCO/CSCL will stretch its intra-Mediterranean Turkey-Black Sea Express (TBS) to Ashdod, Iskenderun and Izmır, according to Alphaliner. The full rotation of the three ships of about 3100 TEU will become: Piraeus, Istanbul (Haydarpasa), Constantza, Novorossiysk, Izmır (Izmir), Pireaus, Ashdod, Iskenderun, Izmır and back to Pireaus.

Because of increased demand for hygienic paper and packing materials due to the coronavirus, Swedish forest products specialist SCA will replace the two 1000 TEU vessels deployed on the Sweden-Rotterdam-Dublin Container Express (ContEx) service with one of 1600 TEU. The vessels sail weekly between: Rotterdam, Oxxelosund, Sundsvall, Umeå, Sundsvall and back to Rotterdam.

**Intra-Far East/Asiaustralasia**
Gold Star Line will hire slots on the North China-Vietnam (NCVX) service of APL/Cheng Lie (CMC CGM), Port order of the three 2800 TEU vessels is: Tianjin, Dalian, Qingdao, Shanghai, Hong Kong, Shenzhen (Shekou), Ho Chi Minh, Hong Kong and back to Tianjin.

In mid-May, Wan Hai and affiliated Interasia Lines, together with SeaLand Asia (Maersk), will commence a new service between China, Thailand and Vietnam (CTV). All carriers will provide one of the three 1200 TEU vessels, sailing between Ningbo, Shanghai, Laem Chabang, Bangkok, Laem Chabang, Ho Chi Minh and back to Ningbo.

Huaxin Container Line, the international shipping division of Travecon, will launch a new service between Zhanjiangzhou and Japan. It will sail, with two 400 TEU vessels, between: Zhanjiangzhou, Osaka, Kobe, Tokyo, Yokohama, Nagoya and back to Zhanjiangzhou.

**Intra-Americas**
King Ocean will charter space (20 TEU) from Seaford Marine on the Miami-Eastern Caribbean Service, between Miami and Trinidad (Point Lisas).

**Mergers and Takeovers**
The acquisition of a 49% stake in Messina Line by MSC will once again be postponed, as the deal failed to be finalised before the April 30 deadline. The coronavirus pandemic and the malware attack on MSC’s IT systems are likely to cause the delay.

**COMPANIES**

**Carriers**
Due to the effects of the corona crisis, Icelandic carrier Eimskip announced that it will lay off seventy-three staff members, forty-seven of whom are located in Iceland. It is unclear up to what extent this is in addition or comes on top of its earlier announced reorganisation, according to which the company was planning to make 55 persons redundant. A few weeks ago, the carrier temporarily cancelled its route, resulting in reduced sailings and downsized its active fleet from ten to eight.

In fiscal 2019 (April-December), Ocean Network Express (ONE) posted a turnover of USD 11.8 billion, a rise of 9% year-on-year. Net profit turned around from a loss of USD $56 million in 2018, to a profit of USD 105 million this year. The fourth quarter (January-March), however, was less prosperous, with a loss of USD $26 million.

ONE’s sailings in the Europe-Far East corridor grew by 14.1% to 3.17 million TEU and were higher than those of its three founding fathers ("K" Line, MIL, and NYK) during 2017. Results in the Transatlantic trade, however, were not that good. Due to a reduction of 4.9%, they are lower than in the previous two years. This is mainly caused by a 12.3% decrease in the eastbound trade (to North America), as the smaller westbound volumes were only 1.5% higher.

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<td>12.5%</td>
<td>12.9%</td>
<td>12.1%</td>
</tr>
<tr>
<td>Total</td>
<td>-4.3%</td>
<td>2.4%</td>
<td>4.9%</td>
</tr>
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*Calculated as the basis of results of ONE’s predecessors, “K" Line, MIL and NYK*  

During the first three months of 2020, COSCO Shipping’s OOCL shifted 1.6 million TEU, which, despite the corona crisis, is approximately the same as in the previous three months of 2019. There were increases along the three East-West corridors (Transpacific, Transatlantic and Europe-Far East), but results were undone by a 4% decline in the intra-Far East/Asiaustralasia trade.

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</thead>
<tbody>
<tr>
<td>Europe/Far East</td>
<td>23.2%</td>
<td>26.0%</td>
<td>25.0%</td>
<td>25.0%</td>
<td>25.0%</td>
<td>25.0%</td>
<td>25.0%</td>
<td>25.0%</td>
<td>25.0%</td>
<td>25.0%</td>
<td>25.0%</td>
</tr>
<tr>
<td>Trans-Pacific</td>
<td>20.3%</td>
<td>20.3%</td>
<td>20.3%</td>
<td>20.3%</td>
<td>20.3%</td>
<td>20.3%</td>
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<td>20.3%</td>
<td>20.3%</td>
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</tr>
<tr>
<td>Total</td>
<td>-586</td>
<td>1,020</td>
<td>2,692</td>
<td>3,069</td>
<td>3,069</td>
<td>3,069</td>
<td>3,069</td>
<td>3,069</td>
<td>3,069</td>
<td>3,069</td>
<td>3,069</td>
</tr>
</tbody>
</table>

*Calculated as the basis of results of ONE’s predecessors, “K” Line, MIL and NYK*
The Dynaliners Shares Index has been hit by challenges being faced by container shipping at the moment, the Dynaliners Shares Index has posted a record this week! More accurately, it is the DLSI Carriers sub-index and it is pretty much down to the developments of one carrier: Hapag-Lloyd. Over the past week, its share price has failed to meet the minimum requirements that its share price has failed to meet the minimum requirements.

Navios Containers (-18% to US$0.71). This latter has received a notification letter from the Nasdaq warning that its share price has failed to meet the minimum requirements.

The New Zealand Shipping Gazette

May 9, 2020

**PORTS, TERMINALS & ARTERIES**

Europe

DP World’s Rotterdam World Gateway, in the eponymous port, has received two new gantry cranes from ZPMC with an outreach of twenty-six boxes wide, bringing the total number of StS cranes at fourteen. Additionally, the stevedore has invested in twenty-five extra AGVs. Capacity will increase to 2.7 million TEU.

Africa

APM Terminals has commissioned two new mobile harbour cranes at its facility in Apapa/Lagos. They are part of a US$80 million investment for 2020-2021 that aims to ease the persistent congestion in the terminal. Only recently, the Nigerian Ports Authority threatened to tear up APM Terminals’ concession if it would not solve the problem in the shortest term.

Americas

The New York District Court has ruled that Maersk can prematurely terminate its agreement with Global Container Terminals (GCT) in New York on the handling of its services until at least 2022. The carrier’s plans to stop calling there and move its business to nearby Port Elizabeth, which is operated by its sister APL Terminals. GCT does not agree and will appeal against the decision.

Due to a large decline in volume, Virginia Ports Authority will close operations at Portsmouth Marine Terminal, effective 4 May. Although the closure is triggered by the effects of the coronavirus, it is understood the closure will be permanent.

Port and Terminal Statistics

The below tables give an overview of port throughput figures for 1Q 2020 compared with those of 2019.

<table>
<thead>
<tr>
<th>Port</th>
<th>Country</th>
<th>Growth</th>
<th>2019</th>
<th>2020</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goteborg</td>
<td>Sweden</td>
<td>5%</td>
<td>210,000</td>
<td>210,000</td>
<td>100,000</td>
<td>100,000</td>
</tr>
<tr>
<td>Helsinki</td>
<td>Finland</td>
<td>-10%</td>
<td>115,100</td>
<td>131,200</td>
<td>131,200</td>
<td>131,200</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>Hong Kong</td>
<td>-5.8%</td>
<td>4,168,800</td>
<td>4,426,000</td>
<td>4,426,000</td>
<td>4,426,000</td>
</tr>
</tbody>
</table>

**SHIPS & CONTAINERS**

**Construction & Design**

Hapag-Lloyd has put its plans to order six ships of 23,000 TEU on ice. Although, the carrier thinks it still needs them in the future, for now they would be surplus to demand.

**World Shipping News**

**BREAKBUCKET**

United Heavy Lift has appointed Intermarine as its agent in North America. Interestingly, Intermarine emerged from the remnants of collapsed ZeeMarine, while United Heavy Lift was the buyer of nine of ZeeMarine’s ships. Although technically, ZeeMarine still exists, it seems to be nearing its end. Its website has gone offline and its operational director has now also left the company.

Sino-Polish Chipolbrok is reported to be in talks with Chengxi Shipyard, part of CSSC, for the construction of up to 16 on-containerised liner trades, covering, in particular, the markets, runners and riders active in breakbulk, deepsea Ro/Ro, heavy-load and vehicle carriers, amongst other topics. For more information, or to order your copy, check out https://www.dynamar.com/publications/216 or contact us at sales@dynamar.com.

Heavy-load

Netherlands-headquartered BigLift has opened an office in Singapore, named BigLift Shipping South-East Asia.

Ro/ Ro

SenCar Carriers has received the first of two 7,500 CEC PCTCs powered by LNG. The pair will go on charter to Volkswagen, who will deploy them in the Europe-North America trade.

NYK has placed an order for a 7,000 CEU LNG-powered PCTC newbuilt with Shin Kurushima Dockyard. Once delivered in 2022, it will become the carrier’s second car carrier powered by this fuel.

Anticipating the UK’s departure from the EU’s customs union and bypassing the UK landbridge, CLdN will start a direct weekly Ro/Ro service between Zeebrugge and Cork. On top, it will increase the number of weekly sailings between Zeebrugge and Dublin from two to three.

**FACTS & FIGURES**

**Table: Breakbulk Market**

<table>
<thead>
<tr>
<th>Type/Country</th>
<th>Capacity (TEU)</th>
<th>2020</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>USA/Florida</td>
<td>1,250,000</td>
<td>1,250,000</td>
<td>1,250,000</td>
</tr>
</tbody>
</table>

**Crude Oil future prices**

<table>
<thead>
<tr>
<th>Date</th>
<th>Price (USD/US$/barrel)</th>
</tr>
</thead>
<tbody>
<tr>
<td>03-Jun-20</td>
<td>26.15</td>
</tr>
<tr>
<td>25-May-20</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Liner Shipping News**

Liner Shipping News is sourced from Dynamar BV, Alkmaar, The Netherlands.
Aspirational borders plan – rapidity now the reality test

Warren Head

The business focus clearly shifted this week to the nature of the post-pandemic recovery process and even with whom beyond New Zealand that we might share travel with.

The lens quickly lowered onto the trans-Tasman neighbours, with planning for a re-opening of trans-Tasman borders by a new business-led working group called the "Trans-Tasman Safe Border Group".

Rest assured, this isn’t to be the forerunner of an Anzac equivalent of the US Department of Homeland Security. Rather, at this stage, a joint working group made up of health experts and airline, airport and border agency representatives from each country. They will develop "a comprehensive proposal for re-opening the air borders, and present it to Ministers in both countries." At which point, Parliamentary process will, of course, need to prevail.

Ann Sherry AO, ANZP, Australian co-chair said, "We’re countries have been successful in containing the spread of COVID-19 to date, and it makes sense for Australia and New Zealand to look to each other first to reopen our borders, when the time is right and it’s safe for us to do so."

It is hugely helpful that Australia and New Zealand are two of the most integrated economies in the world, with the Single Economic Market.

The estimated international visitor spend is $3 billion each way every year. Prior to the pandemic New Zealand attracted 1.5 million Australian tourists in 2019, accounting for 40% of all foreign visitors to New Zealand.

The machinery of open borders with downstream controls, such as virus testing, tracking, and contact tracing, would be dauntingly difficult to implement and is likely to be controversial. But then, this is not 1918 and it is do-able. We trust. But both border forces will need to be up to the job.

Encouragingly, Sydney Airport CEO Geoff Culbert said the development of safety procedures will be critical to support business links vital to both economies. "There’s real merit in using Australia-New Zealand as an international test case, establishing proof of concept that can be rolled out more broadly to other markets when the time is right."

“Just how fast our tourism export earnings will rise from around negative 90% is the known unknown. It will greatly depend on personal free-cashflow and the rate of easing internal restrictions within each country."

"Australia has had similar success to New Zealand in bringing the outbreak under control, with somewhat less restrictive measures," said Westpac chief economist Dominic Stephens.

"Our forecasts are based on Australia’s restrictions remaining in place for six months, though in light of recent trends they could be eased sooner."

"Even so, the Australian economy still faces a deep downturn this year, exacerbated by a loss of momentum even before the crisis hit. Unemployment is set to rise sharply, although as in New Zealand, a temporary wage subsidy scheme for businesses will help to prevent an even worse outcome."

"Many Australians may be shown on television enjoying an ‘illegal’ day on Bondi Beach but beyond the ‘optimics’ the economic toll to the country is massive. The Federal Treasury estimates pandemic support measures are costing the nation $4 billion a week."

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Reduced retail demand impacting on dairy

Global dairy commodity markets are being severely impacted by changes in consumption patterns related to large number of cafes and restaurants being shut down, said ANZ.

The bank’s economists have revised down their milk price forecast for the 2020-21 season to $5.75/kg MS, down from previous forecast of $6.45/kgMS. Their farmgate milk price forecast for the 2019-20 season is unchanged at $7.15/kg MS, driven by a significant deterioration in economic conditions in most parts of the globe, and more specifically the recent sharp fall in dairy commodity prices in the United States and European markets, said Susan Kilsby, agriculture economist at ANZ.

The reduction in demand for dairy products from the service food sector has resulted in growing surpluses of production season.

"Thus far, the prices New Zealand is weakening market, which will have a portion of next season’s milk production mean the US and European markets tend to last for only a few months. This suggests that returns for substantial periods."

ANZ expect New Zealand’s dairy commodity prices will ease by approximately 25% over the next six months, which is a larger fall than is currently showing in the NZX Dairy Derivatives market.

"Whole milk powder futures dated October 2020 are currently priced at USD$2555/t, which is only about 5% lower than current prices. However, given the current weakness evident in other commodity markets we consider this to be too optimistic."

"By October we anticipate the spot milk price will be approximately $5.5/kg MS, but then see this improving as the season progresses."

This does, however, mean a large portion of next season’s milk production will be sold into a weakening market, which will have a significant impact on the milk price that will be paid across the full production season.

The latest GlobalDairyTrade auction resulted in a decline in the headline price index of 0.8%.

"A slightly better outcome than we or the market had expected," said Inne Speizer, head of NZ Strategy at Westpac.

"Key export products whole milk powder and skim milk powder were hardly changed, the price falls occurring instead in the minor products."

"Our key export product, whole milk powder, was effectively unchanged (up 0.1%), which is better than yesterday’s futures market predictions of a 2% fall. That said, it remains 15% below the year’s peak in January, and at US$2745, it is 10% below the average of the past three years ($3040).

"Skim milk powder prices were also hardly changed (+0.1%), but butter fell 5.7%, and cheddar cheese fell 6.8%."

"Products such as butter are used extensively as an ingredient in prepared foods, so the decline is unsurprising against a backdrop of COVID-restricted demand for the latter."

Looking at the regional breakdown for last night’s auction, we saw something of a reversal in the previous auction’s pattern.

"North Asian volume (a proxy for China) demand has been back to around average levels, while the Middle East rebounded, as did South East Asia. The Middle East rebound can perhaps be explained by the sharp bounce in oil prices over the past two weeks (prices have more than doubled from the panic-stricken low)."

"Regarding supply, the story of increased global production remains intact. For the March quarter, major dairy producing countries increased production by 3% compared to the same quarter in 2019. Gains were highest in Argentina (+9%), with the EU-28 up 3.5%, USA +2.9%, and Australia (off a drought-affected low) +4.9%."

"The outlook for dairy prices will hinge partly on the extent to which global production continues to grow, but more on the ultimate impact on demand as a result of the COVID-19 crisis."

"The latter remains quite uncertain," says Mr Speizer. "Our forecast for Fonterra’s milk price for the 2020/21 season of $6.30 assumes further weakness in global dairy markets in the near term. The futures market is currently pricing it at $5.97, only slightly lower than $6.11 two weeks ago. Fonterra will announce its own opening forecast in late May."
The monthly value of New Zealand red meat and co-products exports topped $1 billion for the first time, according to an analysis by the Meat Industry Association (MIA).

Total exports reached $1.1 billion in March 2020, an increase of 12% on March 2019.

While overall exports to China for the month of March were down by 9% compared to last March as a result of COVID-19, exports to all other major markets increased, demonstrating the agility and resilience of the New Zealand red meat sector, said MIA.

Sheepmeat export volumes were up 4% and value up 13% compared to last March. While sheepmeat exports to China were down 11% by volume compared to last March, they still recovered significantly from February, doubling to nearly 25,000 tonnes.

A decrease in sheepmeat exports to the United States was offset by a significant increase to Bangladesh, up 131% to 3130 tonnes.

There was a similar increase in beef exports, up 3% by volume and 14% by value. China was the only major market where beef exports decreased compared to last March, but as with sheepmeat, they recovered in February, doubling to 13,408 tonnes.

Notably, beef exports to Australia rose strongly to 1230 tonnes, reflecting the significant two-way trade in red meat and co-products between the two countries, which is driven by supply and demand in each country and facilitated by the open trading relationship.

Sirma Karapeva, chief executive of the Meat Industry Association, says the latest figures highlighted the New Zealand red meat sector’s strong global networks and agility.

“These statistics are pleasing, especially given the communications disruption to the supply chain as a result of COVID-19. Some channels such as the food service sector have been significantly impacted. Our processing and exporting companies have been agile enough to pivot to other markets and other segments such as retail and foodservice channels.

“New Zealand exports are also due to processing and exporting companies working hard under challenging conditions and strict COVID-19 processing protocols to keep their businesses operating.

“There is clearly strong global demand for protein, however we are also mindful of the considerable global volatility and uncertainty in the marketplace.

“Now, more than ever, the red meat sector is proving how important it is to the New Zealand economy. As New Zealand’s largest manufacturing sector, we are generating critical export revenue and supporting thousands of jobs and communities across the country.

“The people working in our sector, whether that’s at processing plants, in sales and marketing or food technology, deserve great credit for this outstanding performance.”

First quarter strong

Overall, exports for the first quarter of 2020 were strong, up by 11% by value compared to the 2019 period. Total exports to China were down (10% by value) but there were increases to nearly all other major markets.

Sheepmeat export volumes for the quarter were down 5%, largely driven by a 23% drop in the volume of exports to China. However, the overall sheepmeat export value was up 6% to $1.4 billion with a 13% drop in export value to China offset by increases to the UK, up 25% to $184 million, Germany, up 15% to $102 million, Malaysia, up 6% to $61 million.

Beef exports for the first quarter were up 4% by volume and 19% by value compared to 2019. Again, exports to China were up 17% by volume to 2950 tonnes, and 189% by value to $13 million.

Annual exports positive

Annual sheepmeat exports were strong, up by 7% to $9.3 billion for the past 12 months. Total exports to China increased by 36% by value, despite the impact of COVID-19 on the first quarter of this year. There was a high demand from China for most of last year.

Exports to most other major markets decreased by value, apart from Japan up 8% to $400 million and Australia up to $174 million.

While the overall volumes of sheepmeat decreased 7% to 381.126 tonnes compared to the previous March year, the value increased by 2% to $5 billion for the year. China was up 1% to $1.5 billion and most other markets were down, apart from Malaysia — up 6% to $94 million.

Beef exports were up 4% to 465,208 tonnes. China took the lead up by 52% to 208,881 tonnes and Japan 8% to 20,458 tonnes, but most other markets dropped compared to the previous March year. Notably, volumes to Switzerland increased 31% to 5,093 tonnes.

The value of beef exports was up 18% to $3.8 billion. As with volume, there were increases to China and Japan with a range of other major markets apart from a significant increase to Switzerland, up 121% to $40 million.

Salmon exporter’s sales rebalance

Fish exporter NZ King Salmon reported that, with water temperatures lower than the last two years, the 2020 summer season saw an improvement in overall fish performance. This is resulting in better survival and thus lower mortality cost.

“In addition to the benefits of a cooler summer, we have seen gains from our new aquaculture model,” said CEO and managing director Grant Rosewarne.

The company affirmed previous guidance that expected FY20 Pro-Forma Operating EBITDA will be between $25.0 million and $28.5 million. Due to the restricted sales in the COVID-19 affected fourth quarter, the FY20 forecast sales volume is now expected to be 6300-6400 tonnes.

“Sales are beginning to recover, albeit off a reduced base, as we re-orientate NZKS more towards retail, and as foodservice recovers.

“During this transition period there will inevitably be some sales at lower margins, for example, caused by the reduced cost of delivering to market via airfreight charter.”

With foodservice channels in various states of recovery around the world, a 6-18 month period of lower foodservice sales is expected, with positive new revenue streams secured or under development in retail, food delivery and e-commerce channels.

To help manage variable demand, NZKS has some flexibility to either leave fish longer in sea water, or store them as frozen inventory. The company has funding lines in place to manage the resulting temporary increase in working capital.

Although slightly delayed, a freshwater hatchery improvement and sustainment project has now completed at Level 3, with FY20 capped now likely to be restrained to around $18 million. While the directors cannot currently provide guidance for FY21 due to the significant disruption in the foodservice industry globally, they are confident that the medium to long-term picture remains positive for salmon and NZKS, with strong demand anticipated for sustainable and healthy protein from New Zealand.

“FY20 sales and harvest volumes have far exceeded market expectations, which will result in more fish available to us in FY21, albeit some margin reduction as a result of the COVID-19 situation.”

Aspirational borders plan – rapidly now the reality test

From page 15
discouraged. For example, while travel restrictions eased in NSW, Canadians have limited travel outside of the Canberra region “as someone bringing the virus into the Territory from interstate remains one of the greatest threats to the ACT,” said the chief minister. The Northern Territory has state borders in place.

“The Australian economy is going through a very difficult period and there is considerable uncertainty about the outlook.

“Considering the uncertainty on Tuesday, Reserve Bank of Australia governor Philip Lowe said the RBA board considered a range of scenarios. In the baseline scenario, output falls by around 10% over the first half of 2020 and by around 6% over the year as a whole.

“This is followed by a bounce-back of 6% next year. There has been a substantial, co-ordinated and unprecedented fiscal and monetary response in Australia to the coronavirus.

“These policies are supporting the economy right now and will help when the recovery comes if they are supporting people’s incomes, maintaining the important connections between businesses and their employees, underpinning the supply of credit to businesses and households, and keeping borrowing costs low. The deferral of loan and other payments is helping people manage their cash flows.

“The Australian banking system, with its strong buffers of capital and liquidity, is also helping the economy traverse this difficult period.

“In the baseline scenario the unemployment rate peaks at around 10% over coming months and is still above 7% at the end of next year. A lower unemployment rate than this is possible if the labour market is accompanied by a larger reduction in average hours worked, rather than by people losing their jobs.

“Among the other factors, if the lifting of restrictions is delayed or the restrictions need to be re-imposed or household and business confidence remains low, the outcomes would be even more challenging than those in the baseline scenario.

• Australia’s National Cabinet met on Friday – top of the agenda plans to reopen the economy after a period of

Red meat exports top $1 billion in March
The New Zealand dollar has been used as a partial buffer for exporters against the weakening global outlook, as the currency sits a couple of cents to the US dollar below where it was six months ago.

Wespac economists say in their May Economic Review that they expect US dollar strength to continue in the near term, but with the New Zealand, Australian and Chinese currencies picking up in late 2020 as their economies are rebooted sooner. “The exchange rate forecasts reflect two stages,” says Dominic Stephens, chief economist. “In the near term, we expect markets to focus on the scale of the fiscal response.”

“This suggests the US dollar versus the other major currencies, despite the US experiencing one of the worst outbreaks of the virus. “The $2 trillion package passed by the US Congress will provide cash flow support for households and businesses, likely much more successfully than in Europe where fiscal policy lacks co-ordination.”

Wespac expect the New Zealand dollar to remain under pressure during this phase, with a year-end forecast of 61 cents against the US dollar.

By the end of the year, however, they expect that markets will be turning their attention to the pace of economic recovery.

“The US is at least as poorly positioned as Europe in this respect; its slow response to containing the virus means that control measures will need to remain in place for an extended period,” said Mr Stephens.

The sharp decline of the New Zealand dollar since the start of the COVID-19 pandemic has provided a partial buffer for exporters against the weakening global outlook, as the currency sits a couple of cents to the US dollar below where it was six months ago.

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Westpac economists say in their May Economic Review that they expect US dollar strength to continue in the near term, but with the New Zealand, Australian and Chinese currencies picking up in late 2020 as their economies are rebooted sooner. “The exchange rate forecasts reflect two stages,” says Dominic Stephens, chief economist. “In the near term, we expect markets to focus on the scale of the fiscal response.”

“This suggests the US dollar versus the other major currencies, despite the US experiencing one of the worst outbreaks of the virus. “The $2 trillion package passed by the US Congress will provide cash flow support for households and businesses, likely much more successfully than in Europe where fiscal policy lacks co-ordination.”

Wespc expect the New Zealand dollar to remain under pressure during this phase, with a year-end forecast of 61 cents against the US dollar.

By the end of the year, however, they expect that markets will be turning their attention to the pace of economic recovery.

“The US is at least as poorly positioned as Europe in this respect; its slow response to containing the virus means that control measures will need to remain in place for an extended period,” said Mr Stephens.
Freightways wins contract for goods to Australia

Freightways has been awarded a contract to provide much needed international freight assistance to New Zealand exporters looking to get their goods into the vitally important Australian market.

Details of the International Air Freight Capacity scheme released by Transport Minister Philip Twyford on May 2 named Freightways as a successful applicant to deliver air freight.

“Shipping Gazette” understands part of the rationale for the scheme was to lower costs of air freight which had reached around $5 to $7 a kg, which reduced export competitiveness in the Australian market.

“The Government’s scheme will give New Zealand exporters access to our closest export market at rates that align much more closely with what they were paying prior to the COVID-19 crisis,” said Mark Troughear, Freightways CEO.

He said the Ministry of Transport have structured the scheme to try and achieve pricing comparable to what exporters paid pre-COVID-19 restraints.

“Moving freight on converted passenger aircraft is not as efficient as using dedicated freighters. “Using a freighter, we can get the costs down to well below those of a passenger aircraft and if the flight is up to 75% full, we can attract a subsidy that enables us to sell at space at $1.40- $1.70/kg.

“The timing of this scheme is very important. The pandemic has directly affected exporters’ ability to get goods to market in two ways.

Firstly, we have seen a significant reduction in trans-Tasman passenger traffic. Secondly, the price to carry goods has increased as capacity has diminished because cargo has traditionally been carried in the belly of these planes.

“Freightways, via its Parcelair joint venture business, is the only New Zealand operator with a fleet of freight aircraft. We have worked with our JV partner Airwork, which has brought in additional capacity from its large fleet to meet these requirements.”

The JV can lease B 737-400 or B 737-300 aircraft and Freightways already operated trans-Tasman services and a domestic Australian air cargo operation.

“The Ministry of Transport’s contract with Freightways has helped us to extend this capability to international air freight at a time when our exporters need to get goods to market reliably and cost effectively.

“JMs can use the same aircraft during the day that we normally use at night for New Zealand’s only nationwide overnight air freight network.”

Freightways will initially operate up to five return 737-400 flights a week (10 flights in total) to Sydney and Melbourne.

“Freightways will provide a charter flight ready for loading by Freightways.”

“We will assess demand to expand the schedule to Brisbane as required,” Mr Troughear told Shipping Gazette.

“We’ve had a lot of enquiries from exporters of primary produce who found themselves with capacity reduced and not at a decent price.

The ability to utilise Freightways’ network means that goods can be picked up from any town or city in New Zealand and sent to Australia the next day. ‘Customers will receive all the benefits of specialist charter services with much more reliable availability and without the hefty price tag for services not supported by Freightways.”

“Our 737-400 aircraft offer significantly increased freight capacity per flight compared with other options,” said Mr Troughear.

“This means that New Zealand businesses will be able to send and receive significantly increased volumes of essential medical supplies, emergency relief items, perishables and dry goods to and from Australia’s East Coast at rates that better reflect what they have historically paid.

“We’ve consulted with a number of key New Zealand exporters about how to best meet their needs. This allows us to extend this capability to Australian and other options,” said Mr Troughear.

“We welcome the opportunity to step in and help New Zealand businesses at this time,” said Mr Troughear.

The new service will start on May 12, 2020 and is scheduled to operate each day, from Tuesday to Saturday. The initial contract is for two months, with the potential to continue and even expand destinations depending on requirements.

Emirates multi-tasking on cargo runs

Emirates SkyCargo has utilised the cargo capacity on its Boeing 777 freighter and Boeing 777-300ER passenger freighter aircraft to help maintain and replenish food supplies in the UAE during the COVID-19 pandemic.

The air cargo carrier also helped import more than 110 tonnes of food into New Zealand between January and March 2020.

In the month of April alone, Emirates SkyCargo helped bring food supplies into the UAE from over 35 countries around the world.

The ability to utilise the freighter fleet in the number of flights we operate and the resultant reduction in the amount of cargo we carry we can work with, we have given top importance to maintain food supplies in the UAE as we consider this our responsibility.

“Through our regular cargo flights from major food production markets such as Australia, Egypt, India, Kenya, Pakistan and many other nations, we have been able to import quality food items,” said Nabil Sultan, Emirates divisional senior vice president, Cargo.

Emirates SkyCargo is currently operating flights to around 60 global destinations on a scheduled basis and to many more destinations as charter and ad hoc operations.

Food bound for the UAE is loaded on these flights from markets across the world. With its access to expertise in specialised handling for perishables through its Emirates Fresh product, Emirates SkyCargo ensures that the produce reaching the UAE maintains its freshness during transit.

Just some of the food imports that Emirates SkyCargo has facilitated since the start of the year include:

• More than 5200 tonnes of food from Australia
• Close to 2500 tonnes of fruit from Egypt including fresh fruits such as strawberries, guavas and vegetables
• More than 4000 tonnes of food from India including fresh vegetables and fruits.
• More than 2500 tonnes of food from Kenya including fresh fruits such as pineapples and mangoes and meat.
• Close to 1600 tonnes of salmon from Norway — Over 4500 tonnes of food from Pakistan including chilled meat, fish and vegetables.

The air cargo carrier announced last week that it would be working with the Australian government to facilitate exports of Australian agricultural and sea food commodities.
NEW ZEALAND SCHEDULE

NEW ZEALAND & FIJI TO / FROM VANUATU

VEESLE VOY TRG ARM NVK SBY LTK VUI VUI
Capitaine Tasman 103 21-23/05 27-28/05 30-31/05 01-02/06
Capitaine Tasman 108 16-18/05 21-22/05 24-25/05
Capitaine Tasman 107 19-20/05 23-24/05
Capitaine Tasman 109 27-28/05 30-31/05 01-02/06

NEW ZEALAND TO/FROM TAHITI - SAMOA

VEESLE VOY TRG ARM NVK SBY LTK VUI VUI
Southern Pearl 1288 17-19/05 25-27/05
Southern Pearl 1283 20-22/05 14-16/05
Southern Pearl 1317 24-26/05 04-06/05
Southern Pearl 1309 13-14/05 22-23/05

NEW ZEALAND TO/FROM Tonga - Samoa

VEESLE VOY TRG ARM NVK SBY LTK VUI VUI
Capitaine Tasman 157 25-26/05 31-01/06
Southern Trader 197 23-24/06 29-30/05 31-01/05 31/01/06
Southern Trader 195 16-17/06 19-20/06 13-14/06

NEW ZEALAND VIA FIJI and MAJURO TO Pohnpei - Chuuk

VEESLE VOY ARM NVK SBY LTK VUI VUI
Capitaine Dampier 167 30-31/07 01-02/08 03-04/08
Capitaine Dampier 169 21-22/08 22-23/08

NEW ZEALAND TO/FROM Cook Islands and Vava'u

VEESLE VOY ARM NVK SBY LTK VUI VUI
Capitaine Tasman 131 17-18/05 22-23/05

NEW ZEALAND TO/FROM Fiji

VEESLE VOY ARM NVK SBY LTK VUI VUI
Capitaine Tasman 28 08-09/05 09-11/05 13-15/05

NEW ZEALAND TO/FROM Norfolk Island

VEESLE VOY ARM NVK SBY LTK VUI VUI
Southern Tiare 28 07-08/05 08-09/05

NEW ZEALAND TO/FROM Cook Islands and Vava'u

VEESLE VOY ARM NVK SBY LTK VUI VUI
Capitaine Tasman 131 17-18/05 22-23/05

NEW ZEALAND TO/FROM Fiji

VEESLE VOY ARM NVK SBY LTK VUI VUI
Capitaine Tasman 131 17-18/05 22-23/05

NEW ZEALAND TO/FROM Tonga

VEESLE VOY ARM NVK SBY LTK VUI VUI
Southern Trader 197 23-24/06 29-30/05 31-01/05 31/01/06
Southern Trader 195 16-17/06 19-20/06 13-14/06

NEW ZEALAND TO/FROM Wallis - Futuna - Funafuti - Tarawa - Marshall Island - Kosrae - Christmas Island

VEESLE VOY ARM NVK SBY LTK VUI VUI
Capitaine Tasman 131 17-18/05 22-23/05

For all bookings & enquiries email: bookings@pdl123.co.nz or phone: 0800 PDL123 (0800 735 123)
Phone: 64 9 308 3939 / Fax: 64 9 358 4833

FCL Schedule from New Zealand to Guam/Saipan

VEESLE VOYAGE OCCL BUSAN V5341N SIMA GISSELLE V5340N* KOTA LAHIR V5318N CMA CGM AMBER V5320N XIN ZHANG ZHOU V5317N APL DENVER V3505N* CMA CGM EFFEL V5312N OCCL BUSAN V5355N*
ETD AUCKLAND SAILED 08-08/05 18-18/05 22-22/05 29-29/05 05-05/06 12-12/06 19-19/06
ETD PORT CHLAMERS IN PORT 13-13/05 21-21/05 27-27/05 03-03/06
ETD LYTTETON 07-07/05 14-14/05 22-22/05 28-28/05 04-04/06
ETD WELLINGTON* - - - - - - 17-17/06 24-24/06
ETD NAPIER 09-09/05 16-16/05 23-23/05 30-30/05 06-06/06 12-12/06 26-26/06
METROPOR C/O 1700HRS 07-07/05 14-14/05 21-21/05 27-27/05 04-04/06 11-11/06 18-18/06 25-25/06
ETD TAUANGA 10-10/05 17-17/05 17-17/05 24-24/05 31-31/05 07-07/06 14-14/06 21-21/06 26-26/06 12-12/07
ETA HONGKONG 06/05/07 25-25/06 25-25/06 05-05/07 12-12/07

VEESLE VOYAGE KOTA RATU V5302 KOTA RATNA V403 KOTA RATU V303 KOTA RATNA V404 KOTA RATU V504
ETD AUCKLAND 27/05 10/06 24/06 08/07 22/07
ETA GUAM 03/06 17/06 01/07 15/07 29/07
ETA SAIPAN 04/06 18/06 02/07 16/07 30/07
ETA YAP 08/06 22/06 06/07 20/07 03/08
ETA KOROR (PALAU) 10/06 24/06 08/07 22/07 05/08

* No Reefer shipment ** Moved coastwise ex Wellington to Tauranga on NZS service

We are accepting cargo from Europe, Asia, Africa, America, Middle East and more – please contact our Transhipment team for more information on pathtranshipments@pdl123.co.nz

NZ Agents: Pacific Direct Line Limited Ph: +64 9 308 3939 or 0800 PDL123 Fax: +64 9 358 4833 Email: marianaxexpresslines@pdl123.co.nz

May 9, 2020
## NEW ZEALAND SERVICE (NZS)

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*Schedule subject to change without notice. *Direct Ports of call