



In The News

April 19, 2005

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1. Recap of Carrier's G.R.I (General Rate Increase)

The carriers covering the UK, Continent, Mediterranean and Far East/Australiasia, have implemented the following rate increases:

EXPORTS:

UK/CONT – March 1, 2005

20'cntr: us \$160.00 - 40'cntr: us \$200.00

FAR EAST – March 1, 2005

20'cntr: us \$160.00 - 40'cntr: us \$200.00

MED – April 1, 2005

20'cntr: us \$200.00 - 40'cntr: us \$250.00

AUSTRALIA/N.ZEALAND – July 1, 2005

20'cntr: us \$250.00 - 40'cntr: us \$500.00

IMPORTS:

UK/CONT – April 2005

20' or 40'cntr: us \$200.00

MED – April 1, 2005

20'cntr: us \$400.00 - 40'cntr: us \$500.00

FAR EAST – May 1, 2005

20'cntr: us \$280.00 - 40'cntr: us \$350.00 - 40'hq: us \$395.00 - 45'hq: us \$550.00

2. **Recap of Carrier's BAF (bunker adjustment factor)**

The carriers covering the UK, Continent, Mediterranean and Far East, have implemented the following BAF increases:

EXPORTS:

UK/CONT – May 1, 2005

20'cntr: us \$304.00 - 40'cntr: us \$608.00

FAR EAST – March 1, 2005

20'cntr: us \$220.00 - 40'cntr: us \$275.00

MED – April 1, 2005

20'cntr: us \$311.00 - 40'cntr: us \$622.00

IMPORTS: (as above –except for Far East as flws)

20'cntr: us \$205.00 – 40'cntr: us \$275.00 – 40'hq: us \$310.00 – 45'hq: us 345.00

3. **Recap of Carrier's CAF (currency adjustment factor)**

EXPORTS: UK / CONT / MED: Flat fee: 20'cntr: us \$55.00 – 40'cntr: us \$80.00

IMPORTS: UK / CONT / MED: 12% Min 20'cntr: us \$90.00 – 40'cntr: us \$120.00

4. **Far East Peak Season surcharge:**

Transpacific shipping lines in the Canadian Transpacific Stabilization Agreement (CTSA) have agreed to implement a Peak Season surcharge, effective from June 15 through November 30 –or until further notice. Rates as follows:

20'cntr: us \$300.00 - 40'cntr: us \$400.00 – 40'hq: us \$450.00 – 45'hq: us \$505.00

Carriers say they anticipate at least a 10-12% increase in North American import cargo from Asia in 2005, with a defined June-November peak, over an already tight space situation throughout much of the year. While new vessel capacity will be introduced in 2005, actual availability of slots per sailing will likely remain tight due to growing demand combined with the sustained congestion situation.

5. **New Standard Trading Conditions –Effective May 1, 2005**

The new STC's will replace those first published in 1986 and amended thereafter. Copy attached.

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