

MPW SUPPLY CHAIN NEWSLETTER – SEPTEMBER 2018

MPW SUPPLY CHAIN – EXPORT SEA AND AIRFREIGHT SPECIALISTS!

Did you know MPW Supply Chain Consultancy can help you with your exports!?

We work closely with Australia’s leading wholesale providers in FCL Seafreight (Full container load), LCL Seafreight (Less than a container load), Airfreight, and Courier, which means we have your export requirements covered!

So why should I use MPW Supply Chain for my exports?

- Because we work with Australia’s biggest Service providers, our buying power means you can take advantage of our ultra-competitive pricing!
- We have access to services from Australia’s leading Cargo Consolidators offering regular weekly LCL Packs virtually anywhere in the world.
- MPW Supply Chain has more than 14 years’ experience in both wholesale and retail freight forwarding, meaning your cargo is in excellent hands. If you need help with the export process, we are more than happy to sit down with you and go through it.

If you’re an exporter, or know somebody who is, get in touch today at sales@mpwsupplychain.com



GENERAL RATE INCREASE (GRI)

It’s that time of year when demand for space on Southbound vessels into Australia ex Asia increases, and therefore so do the rates.

Carriers have indicated that effective 1st of September 2018 (Proforma Sailing Date), advertised rates have increased as follows for dry and reefer containers.

- USD 300.00 per 20’ Container
- USD 600.00 per 40’ Container

This increase will vary by carrier and most likely be subject to change, so be sure to ask us for an up to date costing before you book your shipment.

PEAK SEASON MEANS CONGESTION

In the lead up to Christmas and with container volumes increasing we’re already starting to witness congestion at major transshipment ports such as Singapore.

This congestion is leading to potential delays from one up to three weeks from the original ETA on cargo arriving into Fremantle via Asia, so make sure you plan ahead and inform your customers of potential delays in receiving goods.

Unlike previous years, this congestion is a result of carriers reducing capacity/services into Australian ports causing backlogs of containers which will only get worse in the lead up to Christmas.