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OOCL TIDINGS

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GENERAL

Annual Quebec Spring thaw weight restrictions

the Quebec Ministry of Transport will implement the annual spring thaw weight restrictions.
**QUEBEC SPRING THAW PERIOD FOR THIS YEAR WILL BEGIN FEBRUARY 25, 2013 AND ESTIMATED END DATE MAY 10, 2013.

DURING THIS PERIOD, THE MAXIMUM PAYLOAD MUST BE REDUCED FOR ALL SHIPMENTS MOVING BY TRUCK

a) CPRR & CNRE ALSO RESTRICT ACCEPTANCE OF RAIL SHIPMENTS WITH MONTREAL DESTINATION TO THE MAXIMUM HIGHWAY WEIGHT LIMIT DURING SPRING THAW PERIOD.

BETWEEN QUEBEC AND ONTARIO (INTRA-CANADA TRUCK MOVES) (NOTE 1)

| | |
|-------|------------|
| 20'GP | 42,000 lbs |
| 20'RF | 39,000 lbs |
| 40'GP | 52,000 lbs |
| 40'HQ | 52,000 lbs |
| 45'HQ | 52,000 lbs |
| 40'RQ | 48,000 lbs |

BETWEEN QUEBEC AND UNITED STATES (TRUCK MOVES) (NOTE 1)

| | |
|-------|------------|
| 20'GP | 36,000 lbs |
| 20'RF | 33,000 lbs |
| 40'GP | 38,000 lbs |
| 40'HQ | 38,000 lbs |
| 45'HQ | 38,000 lbs |
| 40'RQ | 35,000 lbs |



We take it personally

NOTE 1: Above are cargo weight limits for truck moves ex-Montreal. Loads exceeding the above weights may incur extra costs that will need to be guaranteed prior to the delivery. The additional costs may include extra miles driven, partial de-vanning to reduce load to legal weight limits and/or fines. Also note that delays may be experienced should weight exceed legal limits.

Note: The following cargo weight can be handled by Highland Transport (HITD) during the Quebec Spring Thaw period:

BETWEEN TORONTO AND MONTREAL (INTRA-CANADA)

| | |
|-------|------------|
| 20'GP | 43,000 lbs |
| 40'GP | 54,000 lbs |
| 40'HQ | 54,000 lbs |
| 40'RQ | 48,000 lbs |

Intra-Canada, Refrigerated shipment cargo weight needs to be reduced to 48,000 lbs to accommodate the weight of clip-on genset (w/fuel) equipment.

Trans-Atlantic Trade – General Rate Increase

In light of the strong Trans-Atlantic market situation we have been announcing a General Rate Increase for: US\$100/20' and US\$200/40'/45' for Eastbound dry and reefer cargo on all the routes/loops offered from Canada, the United States, and Mexico, to Europe.

US\$300/20' and US\$400/40'/45' for Westbound dry cargo on all the routes/loops offered from Europe to Canada, the United States and Mexico.

Revenue Restoration Program - Asia Europe Trade (Westbound)

In order to continue providing quality and sustainable services, we are announcing a revenue restoration program.

With effect from March 15, freight rate for westbound traffic from Asia to Europe will be increased by US\$700 per TEU.

It covers shipments from the Far East (including Japan), Indian Sub-Continent and Middle East to North Europe, the Mediterranean and Black Sea.

Standardization of the Rate of Exchange

Please be advised that OOCL will standardize the Rate of Exchange (ROE) application for the invoicing of our freight and charges with effect from 1st February 2013.

The ROE application will be based on the following :

For Prepaid Freight and Charges:

ROE on 10 calendar days prior to the vessel's departure date at port of loading would be adopted.

For Collect Freight and Charges:

ROE on 10 calendar days prior to the vessel's arrival date at port of discharge would be adopted.

Important Note :

* *The ROE table between US Dollar and other currencies will be published on www.oocl.com at the end of the day (HKT)*

** *If the usual ROE published date is a public holiday, the ROE of the working day prior to the usual published date will be used.*

This standardization initiative brings you more convenience in managing your global business with OOCL.



G6 Alliance expands cooperation to Trans-Pacific trade

A year after the G6 Alliance was formed, creating one of the largest vessel networks in the Asia-to-Europe trade lane, the six member lines have agreed to expand their cooperation to the Asia-to-North America East Coast trade.

The G6 Alliance will deploy more than 50 ships in the Trans-Pacific trade calling at almost 30 ports in Asia, North America East Coast, Canada, Central America, Caribbean, Indian Sub-continent, Mediterranean and the Middle East.

“Our cooperation in the Asia-to-Europe market has successfully provided customers with comprehensive service coverage as well as operating efficiencies,” member carriers said in a statement. “This new agreement will bring the same winning formula to the Asia-to-North America East Coast trade and benefit shippers trading in this key trade lane.”

The new partnership is scheduled to begin in May 2013 with six coordinated services connecting Asian and North America East Coast ports. Three of the services will transit via the Suez Canal while the remaining three via the Panama Canal.

Member carriers said the new cooperation will be characterized by competitive transit times, broad port coverage and efficient containerships. The six coordinated services will offer an increased sailing frequency than what is currently offered by both The New World Alliance and the Grand Alliance combined.

The six loops are the result of the merger and revision of several existing services separately offered by the two alliances. It also includes an entirely new service to form a comprehensive and competitive Trans-Pacific network.

The G6 Alliance members are: APL, Hapag-Lloyd, Hyundai Merchant Marine, Mitsui O.S.K. Lines, Nippon Yusen Kaisha and Orient Overseas Container Line.