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If you have any updates to share, please email them to: stephen.aumua@wfp.org

Shipping Operations updated 6 October 2020

This bulletin is compiled to give all stakeholders an overview of the current impact of COVID19 on Pacific shipping activities. It draws on sources from government, commercial and humanitarian sectors. The bulletin will now be circulated monthly.

Overview

Cargo volumes are expected to increase during the fourth quarter. This is the regular peak season in the Pacific region.

Difficulties in facilitating crew change continue to be one of the most pressing issues facing the global shipping industry. This has generated additional complications and costs for shipping companies. Limited crew changes are being conducted in Fiji, Guam, Australia and New Zealand. Globally there is a huge back-log of ships' crew who have either completed their contracts on board or are onshore waiting to join ships.

No PICTs are currently reporting food security issues, or fuel shortages due to interrupted shipping supply, as far as we are aware.

State / Territory	Date	Source	Details
Cook Islands	23-Sep-20	Matson NZ	Cargo volumes are down slightly due to the reduction in the tourism industry.
Fiji	02-Oct-20	Radio NZ Pacific	Fiji's Port Denarau Marina is now full with more than 40 foreign yachts, all seeking shelter ahead of the Pacific cyclone season this summer. The yachts would normally head south out of the seasonal storm zone, but it was now wiser to remain where they were because borders were closed in Australia and New Zealand.
	07-Sep-20	Neptune Pacific Australia	Neptune Pacific Line (NPL) wishes to advise our customers that whilst Covid – 19 continues to impact flows on a global level, we remain committed to ensuring high levels of service within our footprint to and from the Pacific Islands. In order to maintain the service frequency and port coverage within our dedicated service covering Australia to and from Fiji we require a General Rate Increase of: USD 150/teu on dry and reefer cargo/ USD 8.8/per revenue ton on break bulk cargo. Which will become effective from <i>Southern Moana</i> V27 eta Melbourne 16th October 2020
	24-Sep-20	PDL Trade Notice	To cater for the peak volume period from New Zealand to the Pacific Islands, we are pleased to confirm the re-instating of the <i>Capitaine Dampier</i> blank voyages. After completion of her scheduled New Zealand – Fiji – Vanuatu voyage, <i>Capitaine Dampier</i> will directly commence a Tauranga & Auckland to Lautoka voyage.
	31-Aug-20	Swire Rate Restoration Notice	The arrival of COVID-19 this year has impacted international trade and diminished cargo flows across the Pacific and globally. While Swire Shipping has experienced a long period of declining ocean freight rates and escalating operating costs, we have not reduced our capacity as we recognise that our customers in Fiji rely on a regular and reliable shipping service. Swire Shipping is required to apply the following rate restoration from Australia to Fiji. Effective: <i>Kokopo Chief</i> V 027N Rate Restoration- 20' FCL: US\$ 125 40' FCL: US\$ 250 Break-bulk: US\$ 7.25 per revenue ton
FSM	06-Oct-20	Government of FSM	Comprehensive guidelines for COVID19 management including points of entry procedures https://fsmgov.org/fsmun/pubheal20.pdf
	26-Sep-20	Mariana Express Line (MELL) Schedule	The East Micronesia Service (EMS) has resumed calls to Kosrae on all voyages. In recent months calls to Kosrae have been by inducement only.
Guam	06-Oct-20	Port of Guam	Port of Guam is providing regular COVID19 related updates via this link. https://portofguam.com/covid-19-guidelines-and-information
Kiribati	02-Oct-20	PDL Schedule	<i>Capitaine Quiros</i> V089N ETA Kiritimati (Christmas) Island 28 October.
	05-Oct-20	Mariana Express Line (MELL) Schedule	MELL will omit Tarawa from Majuro South Pacific (MSP) schedule until March 2021.
	19-Aug-20	Kiribati Port Authority/ Kiribati Department of Health	Foreign vessels at seaports - only cargo ships and tankers allowed to enter, provided they are clear in line with relevant documents provided for verification to enter. Cargo ships and tankers should spend at least 5 days at high seas or outside our ports, before entry. Strict SOPs are to be implemented and followed at ports, e-communications to be followed, and no crew shore leave at all. Containers are to be disinfected at ports and to be released provided the consignments have been sealed in containers for more than 5 days before reaching Kiribati ports. The cargo movements to the outer islands is not affected by the Government's health travel advisory. The local vessels continue to serve the outer islands as normal.
Marshall Islands	04-Sep-20	NDC Travel Advisory #17	To make sure that we can allow food and supplies to enter the country, all container vessels and fuel tankers are exempt but are strictly required to spend 14 days outside of the RMI after departure and prior to arrival at the RMI port station. All container vessels and fuel tankers that have a history of entering RMI ports that have the same crewmembers on board as verified by MOHHS and immigration are exempt from the 14-day quarantine. For vessels that have changed crews, new crew members must show 21 days of consistent health checks prior to arrival and those new crewmembers with valid negative test results must have consistent health checks along with other existing crew prior to arrival in the Marshall Islands. Vessels with newer crewmembers, with fewer days on board will be required to complete the 14 days at sea prior to entry and cargo operations. All container vessels and fuel tankers must adhere to the National Disaster Committee approved Standard Operating Procedures - Maritime (SOP). Human to human contact is strictly prohibited. To ensure continuity of trans-shipment services, a limited number of carrier vessels shall be exempt. However, these carrier vessels are strictly required to spend 14 days at sea prior to port entry and only after clearance by MoHHS, RMI Ports Authority, MIMRA and RMI Immigration Division. Cruise ships, including live aboard vessels and yachts are suspended from visiting RMI until further notice
	10-Sep-20	Seaports Division-the RMI Ports Authority	At this point COVID-19 has not impacted the number of cargo vessel or tanker calls to RMI. There has been an impact on cargo volumes, due to shortage or inadequate volume from suppliers particularly from the US, and the Philippines but we see an upward trend in cargo volume from China. Shore leave is permitted to RMI citizens (fishermen) with tests upon disembarkation followed by a 14days quarantine. also shore leave permitted for non-RMI citizens who have made outbound air travel reservations (returning to their countries)
	23-Sep-20	Marshall Islands Ministry of Foreign Affairs and Trade	The RMI under Marshall Islands Shipping Corporation have chartered the sailing cargo vessel, <i>SV Kwai</i> for 4 months in an effort to move towards net zero greenhouse gas (GHG) emissions by 2050. <i>SV Kwai</i> will be engaged in domestic trade. The <i>SV Kwai</i> will join the RMI's vessels as they respond to the growing demand of the Neighbouring Islands especially in delivering RMIs Covid19 food baskets, as well as getting other much needed supplies in preparation for covid-19.
Nauru	29-Sep-20	Nauru Bulletin/NSL FB page	Nauru Shipping Line (NSL) has been formally launched. NSL has entered into a 12 month fixed rate contract with Swire Shipping Agencies. NSL currently has a vessel on short-term charter, and is due to acquire a purpose-built, 82m with the capacity to carry 108 containers. <i>Kiwai</i> V002N is scheduled to arrive in Nauru from Suva on 03 October.
	31-Aug	Nauru Maritime and Port Authority	Due to the costs associated with COVID-19 Nauru Maritime and Port Authority (NMPA) will introduce a Temporary COVID-19 Levy (TCL) on all cargo vessels discharging in Nauru. The levy will be AUD500/TEU for dry and reefer cargos and AUD50 for inbound breakbulk cargo. This surcharge will be effective for import cargo discharged on the <i>Capitaine Quiros</i> V089 with an ETA Nauru 04 October 2020.
	14-Jul-20	Neptune Pacific Line(NPL) Trade Notice	Nauru - Removal of Temporary Quarantine Surcharge (TQS) The temporary quarantine surcharge of USD 349/teu announced on 22nd April will be suspended, effective on cargo loading on the <i>Capitaine Quiros</i> V88N.
New Zealand	24-Sep-20	Port of Auckland	Port of Auckland released it's Annual Report for the 2019/20 financial year. All freight volumes have suffered as a result of COVID-19. As New Zealand's largest import port we perhaps feel the effect more than others, as import businesses were affected first by the shutdown in China and then by the lockdown here in New Zealand. Car volumes in particular have fallen significantly. If the ongoing economic impact of COVID-19 results in a contraction of the New Zealand economy, we would expect a similar contraction in import freight volumes. Container volumes were down 6.3% on the year prior at 880,781 TEU, compared to 939,680 TEU in the same period last year. While some of the reduction was the result of the loss of two service calls, a service change and a high number of vessels arriving out of schedule in the first six months of the year, the impact of COVID-19 was the main factor. Multi-cargo volumes were down 11.7% compared to the year prior. Total breakbulk volume (including cars) was 5.779 million tonnes compared to 6.548 million tonnes last year. The drop in car volumes was the major component of this fall, down 15.2% to 216,356 units, compared to 255,252 units in the year prior. We handled 1,269 ship calls for the year, down 112 on the year before. A large contributor to this drop was the complete halt in cruise ship visits due to the New Zealand border closure, but a number of container lines also cancelled port calls as a result of COVID-19. We were expecting a record year with 137 cruise ship visits, but in the end we received only 112 calls – although this is still the second highest number of visits on record.
Niue	06-Oct-20	Matson Agent/Matson Schedule	Shipping to Niue is still on schedule and no major impact from COVID-19. Shops still selling our normal foodstuffs and airfreighting any products that are short supply. Fresh Fruits and Vegetables still coming by air freight each week when required and importantly our Health Department Medical supplies.

Palau	02-Oct-20	Island Times	Taiwan donates 100 tons of white rice to Palau. The donated rice, in 30 kg sacks took five 20 foot containers to transport from Taiwan to Palau. The government and the people of Taiwan hope this donation will help Palau residents in need to overcome this pandemic difficult time.
Papua New Guinea	30-Sep-20	PNG Ports Corporation	The Port of Lae has not been negatively impacted by increased numbers of COVID-19 cases in PNG. PNG Ports report that control measures were already in place under the business continuity plan. There has not been a decrease in cargo volumes, nor an increase in port congestion.
Pitcairn	25-Sep-20	Pitcairn Administration	All passengers' services, on the <i>Silver Supporter</i> , between Mangareva and Pitcairn, are suspended. Pitcairn's shipping schedule has been revised and the supply ship, will now travel only between Pitcairn & New Zealand. This restriction will remain in place until March 31st 2021. In order for Pitcairn to operate at full capacity throughout the coronavirus pandemic only Pitcairn residents, essential contracted staff and their partners, are permitted to travel on the <i>Silver Supporter</i> between NZ and Pitcairn. This restriction will remain in place until 31st March 2021. All cruise ships, tour vessels and yachts are prohibited from landing passengers at Pitcairn Island and the exchange of provisions (unless urgently required) is not permitted. This restriction will also remain in place until 31st March 2021.
Samoa	17-Sep-20	PDL Trade Notice	To ensure the delivery of all cargo booked for Tonga & Samoa's in September, <i>Capitaine Dampier</i> V171 will call Nuku'alofa directly after Auckland to support the <i>Southern Trader</i> V481 on this trade. <i>Southern Trader</i> V481 will sail directly from Auckland to Apia, Pago Pago and then Nuku'alofa. All Nuku'alofa cargo booked from or via Auckland will load on the <i>Capitaine Dampier</i> V171. After her call in Nuku'alofa the <i>Capitaine Dampier</i> will proceed on her normal rotation of Suva, Lautoka, Port Vila and Santo, cargo delivery into these ports will not be impacted. As previously advised, we will be closely monitoring cargo flows on this trade and ensuring that we match supply with demand by introducing Nuku'alofa calls on the <i>Capitaine Dampier</i> as the trade requires and continuing to provide premium transit times.
	09-Sep-20	Samoa Shipping Services	Over 100 Samoan seafarers have completed employment contracts but are unable to disembark to come home due to COVID19. Closure of Samoan borders and lack of flights are preventing the return of Samoan seafarers. There are more than 200 seafarers in Samoa waiting to join vessels when the borders re-open. COVID-19 has had a huge impact on the Samoan shipping industry. Cruise liners prohibited to enter ports and cargo vessels limited to 2 vessels almost every week. Flight stoppage impacts air-freight cargo and seafarers disallowed to travel causing delays in mandatory crew change.
Solomon Islands	28-Aug-20	Solomon Islands Government	Issued an advisory on cargo vessels and marine tankers travelling from PNG ports to Solomon Islands. The advisory outlines increased restrictions due to increased COVID19 cases in PNG, particularly in Port Moresby. See advisory (linked below) for full details. https://www.customs.gov.sb/files/VESSEL%20TRAVEL%20ADVISORY%20FOR%20PNG.pdf
	07-Sep-20	Tradco Agent	The new regulations are impacting as vessels from Port Moresby cannot berth earlier than 4 days which is approx. 1-1.5 day delay to the vessel.
	10-Sep-20	Solomon Island Govt Sea cargo clearance protocol. Updated 12 May 2020 v3 Remains in force	Foreign Cargo Vessel Quarantine Period: Fourteen (14) clear days at sea or a combination at sea and at anchor in the Solomon Islands UNLESS (a) If the last port of call is from a country designated in Tier 1 – Five (5) clear days OR (b) If the last port of call is from a country designated in Tier 2 – Nine (9) clear days OR (c) If the last port of call is from a country designated in Tier 3 – Fourteen (14) clear days TIER 1. 5 DAYS - PAPUA NEW GUINEA FIJI NEW CALEDONIA VANUATA NAURU TONGA KIRIBATI TUVALU TIER 2. 9 DAYS - AUSTRALIA NEW ZEALAND SOUTH KOREA TIER 3. 14 DAYS - CHINA HONG KONG (SAR) MACAU (SAR) CHINESE TAIPEI JAPAN SINGAPORE MALAYSIA THAILAND INDONESIA PHILIPPINES ITALY UNITED KINGDOM USA SPAIN Shipping Agents for Category 1, 2, or 3 vessels may apply to the Exemptions Committee for consideration for clearance less than the stipulated number of days under that tier. Such applications will only be considered based upon the urgency of need for those goods.
Tokelau	06-Oct-20	Administrator of Tokelau/TVNZ	Tokelau is expecting the imminent arrival of custom-made laboratory containers that will enable them to check and test for Covid-19 on the territory. The laboratory setup consists of two shipping containers containing a GeneXpert testing system, sterilisation kits, air-conditioning and a range of equipment needed for the testing process. Tokelau's borders closed to returning passengers in April but have since reopened and had their first repatriation sailing on July 27. The territory's only form of international transport is a ship between Samoa and Tokelau and, during the border closure, trips were restricted to cargo-only sailings, delivering food and necessities. <i>LC Kalapaga</i> V#090 will depart Apia on 13 October.
Tonga	17-Sep-20	PDL Trade Notice	To ensure the delivery of all cargo booked for Tonga & Samoa's in September, <i>Capitaine Dampier</i> V171 will call Nuku'alofa directly after Auckland to support the <i>Southern Trader</i> V481 on this trade. <i>Southern Trader</i> V481 will sail directly from Auckland to Apia, Pago Pago and then Nuku'alofa. All Nuku'alofa cargo booked from or via Auckland will load on the <i>Capitaine Dampier</i> V171. After her call in Nuku'alofa the <i>Capitaine Dampier</i> will proceed on her normal rotation of Suva, Lautoka, Port Vila and Santo, cargo delivery into these ports will not be impacted. As previously advised, we will be closely monitoring cargo flows on this trade and ensuring that we match supply with demand by introducing Nuku'alofa calls on the <i>Capitaine Dampier</i> as the trade requires and continuing to provide premium transit times.
Tuvalu	12-Aug-20	Marine and Port Services Tuvalu	The 3 day quarantine period is still enforced and no change so far. As for the cargo vessel, there is only one container vessel bringing cargoes to Tuvalu and that is the <i>Captain Wallis</i> . There is no other cargo vessel apart from <i>Captain Wallis</i> bringing cargoes to Tuvalu unless chartered boats (Tug/Barge) which brings project materials to Tuvalu. The turnaround time for the container vessels usually takes 3-4 weeks. Until now, there is no change in volume of cargo which could be attributed to the impact of COVID19.
Shipping Lines	Date	Source	Details
Kyowa Shipping	14-Aug-20	Kyowa Shipping	General cargo volumes remain steady, but there has been a drop in the demand for second-hand cars and construction material to some Pacific Island countries. Crew change - Before, we conducted crew change at Busan, Korea or Yokohama, Japan where our vessel calls every voyage. But we are not able to do so, because these ports have 14 days restriction. Crews are not allowed to disembark for 14 days from the day vessel depart from last port. In an emergency, we conduct crew change at Manila, Philippine. But it's not easy from both of the view, schedule delay and additional cost for the deviation.
Neptune Pacific	23-Sep-20	Neptune Pacific Trade Notice	Due to the current travel & quarantine restrictions on a global scale, our shipping schedules are significantly affected and we would like to communicate to you the reasons why. The safety of our crew and the communities we service is always our first priority. To ensure we maintain covid-free bubbles on board our vessels the management of crew changes to and from ships does require us to: Adjust port rotations to accommodate crew health checks. - Make additional port calls to enable crew to return home. - Amend scheduled crew changes due to travel & quarantine delays. - Delay vessels in ports to allow for crew changes to be coordinated.
	07-Sep-20	Neptune Pacific Australia General Rates Increase	Neptune Pacific Line (NPL) wishes to advise our customers that whilst Covid – 19 continues to impact flows on a global level, we remain committed to ensuring high levels of service within our footprint to and from the Pacific Islands. In order to maintain the service frequency and port coverage within our dedicated service covering Australia to and from Fiji we require a General Rate Increase of: USD 150/teu on dry and reefer cargo/ USD 8.8/per revenue ton on break bulk cargo. Which will become effective from <i>Southern Maana</i> v27 eta Melbourne 16th October 2020
Pacific Direct Line (PDL)	04-Sep-20	PDL Trade Notice	To maintain our regular shipping services linking Asia with the Pacific Islands, we will implement a rate restoration program on these trades. From the 04th of October 2020, an Ocean Freight increase of USD 150 per teu will be applicable to all export cargo shipped from Asia to all Pacific Island ports.
	24-Sep-20	PDL Trade Notice	To cater for the peak volume period from New Zealand to the Pacific Islands, we are pleased to confirm the re-instating of the <i>Capitaine Dampier</i> blank voyages. After completion of her scheduled New Zealand – Fiji – Vanuatu voyage, <i>Capitaine Dampier</i> will directly commence a Tauranga & Auckland to Lautoka voyage.
Swire	31-Aug-20	Swire Rate Restoration Notice	The arrival of COVID-19 this year has impacted international trade and diminished cargo flows across the Pacific and globally. While Swire Shipping has experienced a long period of declining ocean freight rates and escalating operating costs, we have not reduced our capacity as we recognise that our customers in Fiji rely on a regular and reliable shipping service. Swire Shipping is required to apply the following rate restoration from Australia to Fiji. Effective: <i>Kokopo Chief</i> V027N Rate Restoration- 20' FCL: US\$ 125 40' FCL: US\$ 250 Break-bulk: US\$ 7.25 per revenue ton
	02-Jun-20	Swire NZ	East South East Asia (ESAE) Schedule: Reduction in vessels on the route from 4 to 3 on a 20 day rotation. This schedule calls several ports in PNG, Fiji and NZ
Wilhelmsen	05-Oct-20	Wilhelmsen Website	Updates on national requirements for crew change. Including New Zealand, new regulation for Queensland and Victoria in Australia. It does not cover any Pacific Island nations. https://wilhelmsen.com/ships-agency/campaigns/coronavirus/COVID19-Crew-Change/ COVID19 testing facilities, map updated daily https://wilhelmsen.com/ships-agency/campaigns/coronavirus/coronavirus-map/
General Update	Date	Source	Details

A humanitarian crisis at sea: all United Nations Member States must resolve the crew change crisis	14-Sep-20	International Maritime Organisation (IMO) Press Briefing	UN agencies and programmes involved in the maritime sector, human rights, trade, travel and transportation have called on all UN Member States, through a joint statement, to take urgent action to resolve the humanitarian crew change crisis faced by the world's seafarers. Trapped on their ships due to travel restrictions imposed during the COVID-19 pandemic, more than 400,000 seafarers cannot be repatriated, and an equal number of unemployed seafarers ashore cannot work, because they are unable to board ships. The Joint Statement outlines a series of 15 different and related measures that Governments must take, including: 1. Designating seafarers as "key workers" providing an essential service, to facilitate safe and unhindered embarkation and disembarkation from their ships; 2. Undertaking national consultations involving all relevant ministries, agencies and departments, to identify obstacles to crew changes, and establish and implement measurable, time-bound plans to increase the rate of such crew changes; 3. Implementing protocols for crew changes, drawing upon the latest version of the Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic; 4. Refraining from authorising any new extension of seafarers' employment agreements beyond the maximum period of 11 months, in accordance with the MLC, 2006; and 5. Facilitating the diversion of ships from their normal trading routes to ports where crew changes are permitted. http://www.imo.org/en/MediaCentre/HotTopics/Pages/FAQ-on-crew-changes-and-repatriation-of-seafarers.aspx
UN General Assembly Crew Change side event	25-Sep-20	International Maritime Organisation	The meeting was convened by the UN Global Compact, the International Maritime Organization and the International Labour Organization, in collaboration with the International Chamber of Shipping and the International Transport Workers' Federation. A recording of the event can be viewed here. https://bit.ly/3mIKRCV
Updated COVID-19 Guidance for Ship Operators for the Protection of Health of Seafarers	01-Oct-20	International Chamber of Shipping (ICS)	Updated September 2020 https://www.ics-shipping.org/docs/default-source/resources/covid19-guidance-for-ship-operators-for-the-protection-of-the-health-of-seafarers-v3.pdf?sfvrsn=4
COVID-19 Leaves Fisheries Observers in the Dark	05-Oct-20	Maritime Executive	The COVID-19 pandemic does not appear to have hindered the distant-water fleets of China and other major fishing nations, but it has largely sidelined the fishery observers and port officials who monitor illegal fishing. "In most of the South Pacific, fishery inspectors cannot come onboard the vessel to do inspections before authorising" the transfer of catch, known as transshipment, says Francisco Blaha, a New Zealand-based fisheries adviser. The presence of independent observers on trawlers is a frontline deterrent to illegal, unreported and unregulated (IUU) fishing. A 2016 study found that a third of the world's fish catch is not reported. The 600 onboard observers in the South Pacific, who monitor the region's multibillion-dollar tuna fishery dominated by China, have remained onshore since April. That's when the Western and Central Pacific Fisheries Commission ordered them to return to their home ports as the pandemic spread. Observers are currently not due to return to work until November.
ITF Global Crew Change Map	02-Oct-20	International Transport Workers Federation (ITF)	The ITF regularly updates the map showing the effect of Covid-19 restrictions on countries and ports around the globe. Based on data from the ITF's network of around 140 inspectors and contact networks, the map is a vital resource for the thousands of seafarers hit hard by the crisis. https://www.itfseafarers.org/en/embed/covid-19-country-information-seafarers
COVID-19 Protocols	20-Sep-20	Pacific Islands Forum Fisheries Agency (FFA)	These protocols represent a collaborative effort informed by technical experts from regional agencies, FFA Members and the Pacific fishing industry. The protocols can be found on the FFA website: http://ffa.int/covid19