Phaata.com
Logistics Marketplace

Week 44 *10/11/2026*

INTERNATIONAL LOGISTICS MARKET UPDATE

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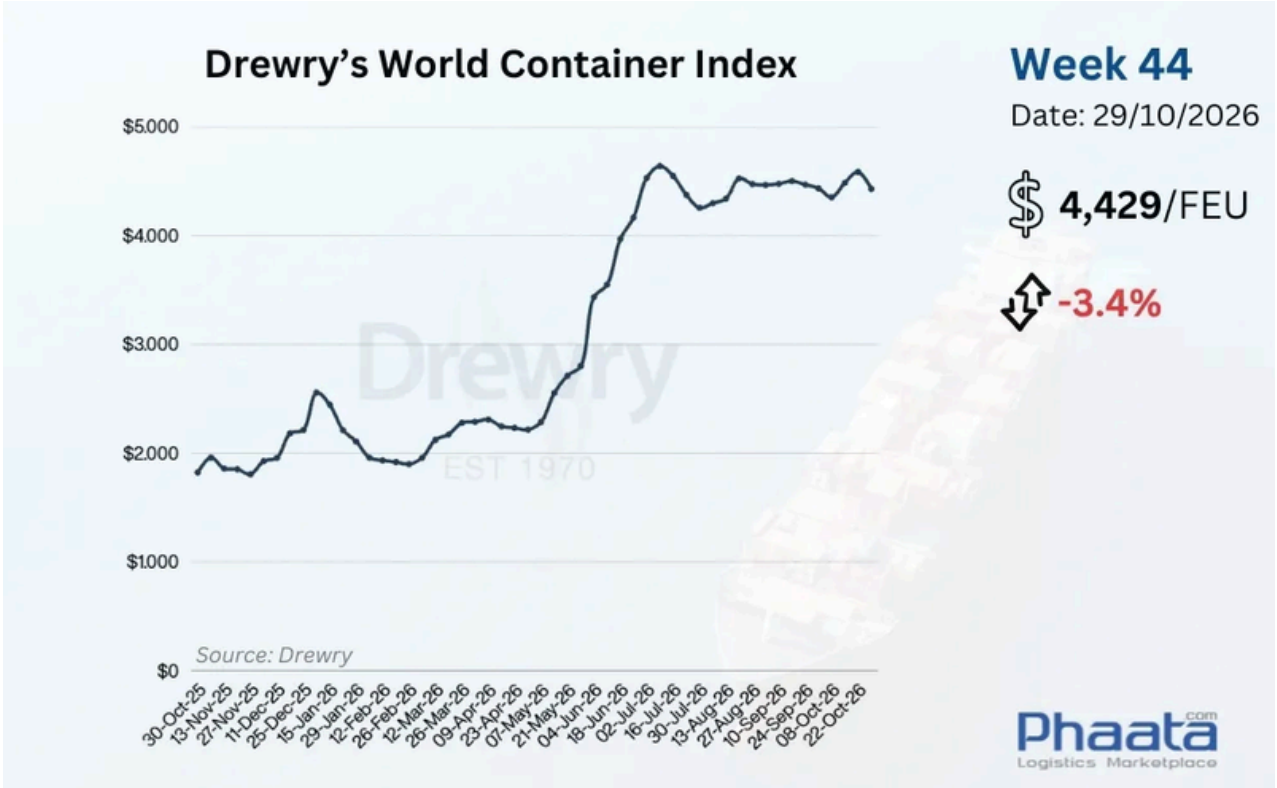
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International Shipping and Logistics Market Update – Week 44/2026 | Phaata



1. World Container Index Week 44/2026

Drewry's World Container Index (WCI) for Week 44/2026 (from October 26 to November 1, 2026) decreased by 3.4% compared to the previous week, dropping to $4,429/FEU.



Drewry's World Container Index Week 44/2026 (Photo: Phaata)

2. Asia-North America Ocean Freight Rates

Supply and Demand:

Surging Capacity and Double Sailings: During China's Golden Week, deployed capacity on the route recorded high levels. Total weekly capacity from Asia to the U.S. West Coast hit approximately 393,000 TEUs, significantly above the typical sub-300,000 TEU benchmark. Prolonged vessel delays at loading ports have triggered schedule bunching, leading to "double sailings" - where multiple vessels arrive and depart simultaneously. This dynamic has temporarily inflated capacity supply, undermining the effectiveness of previously executed blank sailing programs.

Capacity Adjustments Heading into the Winter Slack Season: The market is entering the winter slack season, with transport demand flashing signs of cooling post-Golden Week. In response, carriers have begun recalibrating operational capacity to balance supply with market demand and help stabilize the rate baseline.

Rate Developments:

Ocean freight rates from Asia to the North America West Coast in Week 44/2026 ticked up slightly by 0.35% week-on-week, reaching $8,358/FEU. This rate is up 1.63% month-on-month, according to Xeneta data.

November GRI Faces Supply-Side Pressure: The rate baseline on the Trans-Pacific Eastbound (TPEB) route continues to outpace the Asia-Europe route. However, plans to implement a General Rate Increase (GRI) on November 1 may struggle to sustain target rate levels. A relatively ample capacity supply, coupled with signs of tapering cargo volumes, is intensifying carrier competition for bookings. This environment threatens the tenability of establishing and holding a new rate baseline.

Extension of Port Fee Suspension: Cost pressures on maritime operations may see some relief following a U.S. proposal to extend the suspension of supplementary port fees on China-linked vessels. Under the proposed plan, the current suspension - originally slated to end November 10 - would be extended to January 9, 2027. If enacted, this move would afford carriers and import-export businesses crucial lead time for proactive cost planning.

Stay tuned to Phaata International Logistics Marketplace for in-depth and fast market updates.



Asia-North America Freight Rates | Week 44/2026 (Photo: Phaata.com)

US Tariff Updates:

1. Section 338 Tariffs on Canadian Goods: Roster Adjustments Effective Oct 30

HS Code Roster Adjustments: A Presidential Executive Order published on October 23 revised the list of Canadian-origin goods subject to Section 338 tariffs. Specifically, 22 tariff lines were removed - including plywood, plastic film, corrugated cartons, and food processing machinery. Concurrently, approximately 100 new tariff lines were added, targeting commodities such as cocoa products, carpets and floor coverings, wood panels, coating materials, air conditioning equipment, and recreational products.

Applicability to In-Transit Goods: The new regulation applies to customs entries filed from October 30 onward. Consequently, the entry filing date is a critical determinant of tariff liabilities for imported goods. For instance, a freezer shipment with an entry filed no later than October 29 is solely subject to Section 232 tariffs on steel. For entries filed on or after October 30, goods falling under the new roster may incur additional Section 338 tariffs. Conversely, plywood is exempt from the 50% Section 338 tariff the moment the new regulation takes effect.

Principle of Concurrent Tariff Application: Section 338 tariffs are stacked on top of existing Section 232 duties. This stipulation applies to Canadian-origin goods even if they qualify for tariff preferences under the USMCA.
Impact on Import Operations: This second roster adjustment in just over a month further reshapes the scope of tariff-liable goods. Businesses importing goods from Canada must meticulously cross-reference HS classification codes against the new annex and note entry filing dates to ascertain their corresponding tax obligations.

2. Wind Turbines: Section 232 Investigation Concludes, Shifts to 180-Day Negotiation

Transition to Negotiation Phase: An October 22 Executive Order concluded the Section 232 investigation into wind turbines without immediately imposing new tariffs. Previously, the U.S. Department of Commerce (DOC) identified potential national security concerns regarding remote control capabilities, radar interference, and the impact of imported turbines on the power grid. Based on these findings, the U.S. President directed the DOC and the U.S. Trade Representative (USTR) to initiate negotiations with exporting nations. A report on the outcomes is due within 180 days.

Existing Metals Tariffs: The new order does not alter active Section 232 measures applied to metals. Therefore, turbine components containing steel, aluminum, or copper remain subject to applicable tariffs under current regulations.
Next Steps: The 180-day negotiation window is expected to close around April 20, 2027. During this period, existing tariff regulations on metals will be maintained. The negotiation outcomes will serve as the foundation for tracking subsequent policy adjustments regarding wind turbines.

3. Robotics and Industrial Machinery: Trade Measure Negotiations Continue

Investigation Concludes, Negotiations Commence: The Section 232 investigation into robotics and industrial equipment concluded on October 28 with an Executive Order identifying national security concerns, notably reliance on foreign supply sources and cybersecurity vulnerabilities within the equipment systems. Following the investigation, the DOC and USTR have been tasked with conducting negotiations with exporting nations over a 180-day period.

Policy Options Under Consideration: The order explicitly states that the President may impose tariffs, establish quotas, or levy fees if negotiations fail to yield an agreement within the 180-day timeframe. Thus, tariff measures remain a viable option under consideration for the ensuing phase.
Next Steps: The negotiation period is projected to run until late April 2027. Businesses importing robotics and industrial equipment should monitor the negotiation progress and subsequent policy announcements to stay abreast of tariff updates and inform their import planning.

4. UFLPA: Additions to Entity List, Supply Chain Review Scope Expanded

Entity List Updates: The U.S. Department of Homeland Security (DHS) added 3 Xinjiang-linked enterprises to the Uyghur Forced Labor Prevention Act (UFLPA) Entity List, bringing the total number of listed entities to 190.
Upstream Inputs Traceability: Under the UFLPA framework, goods mined, produced, or manufactured wholly or in part by listed entities are subject to a rebuttable presumption that they are made with forced labor. These goods may be denied entry into the U.S. unless the importer provides "clear and convincing" evidence to overcome that presumption. The scope of review can also extend to upstream inputs within the supply chain. Accordingly, U.S. Customs and Border Protection (CBP) can detain finished goods if they detect raw materials sourced from a UFLPA-listed entity, even if the direct supplier is not on the list

Supply Chain Traceability Requirements: These list updates underscore the escalating mandate for importers to meticulously track information regarding direct suppliers (Tier 1), as well as sub-tier suppliers and subcontractors.

Beyond partner data, raw material origin records and manufacturing process documentation are critical assets during origin verification and CBP inquiries.

Stay tuned to articles on the Phaata International Logistics Marketplace for rapid and in-depth market updates.

3. Asia-Europe Ocean Freight Rates

Supply and Demand:

Capacity Dynamics and Blank Sailing Plans: The blank sailing ratio for Week 44 stood at 8.1%, and is projected to drop to 3.4% the following week before fluctuating between 4.8% and 11.4% throughout November. Meanwhile, total deployed capacity on the North Europe route is slated to remain high. Blank sailing programs are being executed to manage vessel fill rates amid a relatively abundant capacity supply, rather than signaling a genuine space shortage.

Suez Canal Resumption and European Port Dynamics:

Suez Canal Routing Trends: Traffic via the Suez Canal is recovering on the Far East - Europe route. Currently, roughly 63% of total deployed capacity on the route has reverted to the Suez itinerary, hitting approximately 70% on the Mediterranean leg and 58% on the North Europe leg.

Recovery Pace Varies by Carrier and Alliance: The return to the Suez routing remains fragmented across carriers and alliances. MSC resumed operations in August. The Gemini Cooperation (Maersk and Hapag-Lloyd) began phasing select services back in Q3, aiming for a full service restoration by March 2027. CMA CGM continues to operate via Suez, while the Ocean Alliance has returned 6 services to the route. Recently, the Premier Alliance also announced plans to transit the Suez, whereas ZIM currently maintains alternative routings. Furthermore, some carriers continue utilizing the Cape of Good Hope detour as a fallback operational option.

Vessel Arrivals and European Congestion: Carriers concurrently operating Suez and Cape of Good Hope routings could disrupt vessel arrival timing. Suez-routed vessels with shorter transit times may arrive at ports clustered closely with Cape-routed vessels. This bunching of arrivals could intensify operational pressure and exacerbate congestion at several European discharge ports.

Freight Rate Developments:

Ocean freight rates from Asia to Europe in Week 44/2026 increased marginally by 0.08% week-on-week, settling at **$3,708/FEU**. This rate is down 0.38% month-on-month, according to Xeneta data.

Spot Rates Stabilize, GRI Plans Require Monitoring: Spot rate indices on the benchmark Shanghai - North Europe route remained virtually flat week-on-week. Given that capacity supply continues to outstrip transport demand, the viability of sustaining the General Rate Increase (GRI) slated for November 1 remains contingent upon cargo volumes, deployed capacity, and carriers' blank sailing execution.

Stay tuned to Phaata International Logistics Marketplace for in-depth and fast market updates.



Asia-Europe Freight Rates | Week 44/2026 (Photo: Phaata.com)

4. North America - Asia Ocean Freight Rates

Ocean freight rates from North America (West Coast) to Asia in Week 44/2026 decreased by 0.86% week-on-week, dropping to $688/FEU. This rate is down 2.96% month-on-month, according to Xeneta data.



North America (West Coast) - Asia freight rates | Week 44/2026 (Photo: Phaata.com)

5. Northern Europe - Asia Ocean Freight Rates

Ocean freight rates from North Europe to Asia in Week 44/2026 decreased by 0.43% week-on-week, settling at $234/FEU. This rate is up 0.43% month-on-month, per Xeneta data.



Container Freight rates from Northern Europe to Asia | Week 44/2026 (Photo: Phaata.com)

6. Conclusion and Recommendations from Phaata

The maritime transport market in Week 44/2026 recorded a correction as the Drewry World Container Index (WCI) dropped 3.4% to $4,429/FEU. This trend reflects downward rate pressure as transport demand shows signs of cooling and the market transitions into the Winter Slack Season. Alongside freight dynamics, operational conditions on main corridors and shifting U.S. trade policies remain critical focal points.

Trans-Pacific Route (Asia - North America): Post-Golden Week, "double sailings" artificially inflated operational capacity, with total weekly payload from Asia to the U.S. West Coast hitting roughly 393,000 TEUs. Elevated capacity supply meeting signs of waning demand is escalating carrier competition, subsequently threatening the tenability of November GRIs. Furthermore, the proposed extension of the port fee suspension for China-linked vessels until January 2027 warrants close monitoring.

Far East - West Europe Route: Operations via the Suez Canal continue to rebound, with approximately 63% of total capacity on the route returning to this itinerary. The simultaneous use of Suez and Cape of Good Hope routings may alter vessel arrival clusters, thereby increasing operational pressure at select European ports. In November, blank sailing ratios are projected to fluctuate between 4.8% and 11.4%, reflecting carriers' efforts to calibrate capacity in a market characterized by relatively abundant supply and stagnant spot rates.

U.S. Tariff Policy and Compliance:

- Section 338 Tariffs: The roster of Canadian goods subject to tariffs was revised effective October 30, with 22 tariff lines removed and approximately 100 added. These shifts directly impact the scope of taxable goods and importers' tax liabilities.

- Section 232 Tariffs: Investigations into wind turbines, robotics, and industrial machinery have transitioned to a 180-day negotiation phase, holding off on new tariffs for now. Negotiation outcomes are expected around April 2027.

- UFLPA: Three additional entities were added to the Entity List, bringing the total to 190. The scope of origin reviews now clearly encompasses upstream inputs, underscoring the escalating imperative for rigorous traceability and robust origin record-keeping.

Recommendations from Phaata

Amid volatility in transport supply and demand, operational schedules, and trade policies, import-export and logistics enterprises should consider the following guidelines to proactively enhance their transport planning, cost management, and compliance readiness.

Freight & Space Management:

North America Route: The relatively abundant capacity supply in November presents an opportunity for businesses to negotiate freight rates with carriers and forwarders. Continuously updating quotes, benchmarking service terms, and tracking GRI developments will empower businesses to select optimal transport solutions. For high-volume shipments or those with rigid delivery schedules, businesses should consider splitting bookings across multiple sailings to increase agility and mitigate roll-over risks.

Europe Route: As carriers continue to adjust operational routings, confirming the actual itinerary - Suez Canal vs. Cape of Good Hope - at the time of booking will provide a firmer foundation for delivery planning. Additionally, baking buffer time into receiving, warehousing, and inland distribution schedules will help buffer the impact of schedule volatility, particularly for shipments with strict delivery deadlines.

Monitor Customs Policies and Manage Tariff Liabilities:

Section 338 Tariffs on Canadian Goods: For Canadian-origin goods currently in transit or slated for U.S. import, businesses must proactively cross-reference HS codes against the newly updated roster. Factoring in effective dates, the scope of taxable goods, and the potential for tariff stacking with existing duties will equip businesses to calculate highly accurate landed costs.

Section 232 Tariff Measures: For importers of wind turbines, robotics, and industrial equipment, the 180-day negotiation process is a critical watchpoint. Businesses should continue tracking U.S. agency updates while discussing supply structures and commercial terms with partners to ensure readiness should new tariff measures emerge post-negotiation.

UFLPA Compliance: For U.S.-bound exports, continually updating data on Tier 1 suppliers and sub-tier partners, and cross-referencing them against the UFLPA Entity List, is essential for robust origin control. Businesses should also systematically perfect their record-keeping regarding raw material origins, Bills of Materials (BOM), and manufacturing processes. These records are indispensable assets for tracing, verifying, and responding to U.S. customs inquiries.

Stay tuned to articles on Phaata.com or Phaata fanpage for rapid and in-depth market updates.

Find Freight Rates Here

Find Logistics Companies Here

Source: Phaata.com





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SVIETNAM'S FIRST INTERNATIONAL LOGISTICS MARKETPLACE

SEARCH - COMPARE - OPTIMIZE LOGISTICS COSTS

1.500+	20.000+	100.000+	150.000+
Logistics Service Providers	Quote Requests from Shippers	Quotes from Logistics Service Providers	Visitors per Month

BENEFITS FOR SHIPPERS / IMPORT-EXPORT COMPANIES

- Easily access many reputable logistics service provider partners.
- Quickly search and compare shipping rates, receive many competitive quotes.
- Reduce logistics costs, increase profits for each shipment.
- Increase value and competitiveness in the global supply chain.
- Connect with the most suitable logistics service providers.

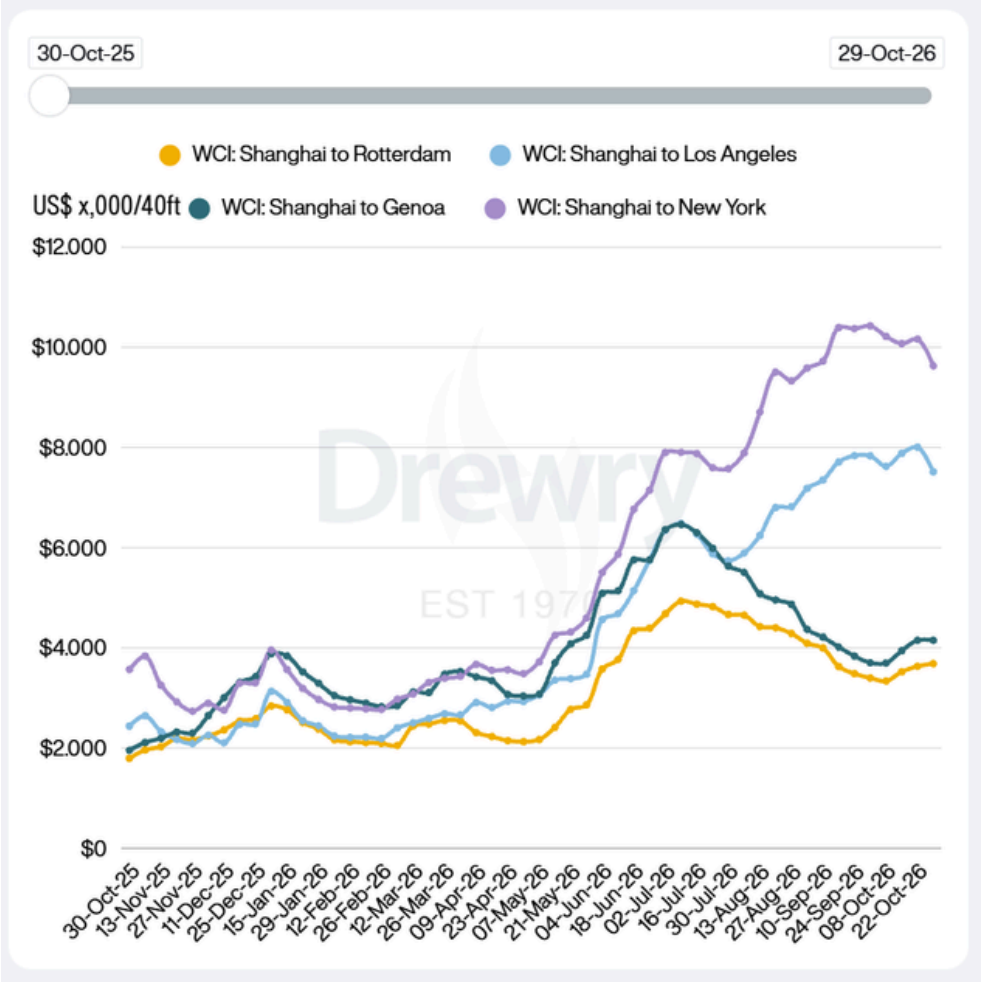


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World container freight rates



Route	Route code	15 Oct 2026	22 Oct 2026	29 Oct 2026	Weekly change (%)	Annual change (%)
Composite Index	**WCI-COMPOSITE**	**$4,485**	**$4,585**	**$4,429** ▼	**-3%**	**143%**
Shanghai - Rotterdam	WCI-SHA-RTM	$3,522	$3,632	$3,686 ▲	1%	105%
Rotterdam - Shanghai	WCI-RTM-SHA	$639	$646	$646	0%	40%
Shanghai - Genoa	WCI-SHA-GOA	$3,945	$4,152	$4,151	0%	112%
Shanghai - Los Angeles	WCI-SHA-LAX	$7,884	$8,007	$7,514 ▼	-6%	208%
Los Angeles - Shanghai	WCI-LAX-SHA	$833	$847	$837 ▼	-1%	19%
Shanghai - New York	WCI-SHA-NYC	$10,075	$10,166	$9,631 ▼	-5%	170%
New York - Rotterdam	WCI-NYC-RTM	$1,130	$1,158	$1,135 ▼	-2%	34%
Rotterdam - New York	WCI-RTM-NYC	$3,075	$3,181	$3,106 ▼	-2%	85%

Source: Drewry Supply Chain Advisors

Update on featured market news



THE NORTHWEST SEAPORT ALLIANCE HIGHLIGHTS TRANSPACIFIC GATEWAY ADVANTAGES AND INFRASTRUCTURE INVESTMENTS AT NOVEMBER 4 EXECUTIVE ROUNDTABLE IN HO CHI MINH CITY

The Northwest Seaport Alliance (NWSA), the marine cargo operating partnership of the Port of Seattle and Port of Tacoma, will convene senior supply chain executives, beneficial cargo owners (BCOs), and logistics leaders for an exclusive executive roundtable in Ho Chi Minh City, Vietnam, on Wednesday, November 4, 2026.

See article details here >>>



Over 35,000 Containers Await Rail Transport at the Los Angeles–Long Beach Port Complex

Nearly 35,700 import containers were stacked awaiting rail movement across the San Pedro Bay port complex on October 26, 2026, driven by sustained record throughput and a structural shortage of intermodal railcars. Looming strike action by port security guards threatens to place additional operational strain on marine terminals.

See article details here >>>



Hapag-Lloyd Implements $500/TEU Peak Season Surcharge on Asia and Oceania to South Africa Trades

Hapag-Lloyd has announced a Peak Season Surcharge (PSS) of USD 500 per TEU across all container equipment moving from Asia and Oceania to South Africa, effective November 3, 2026.

See article details here >>>



BIMCO Releases Contract Addendum Establishing Framework for Sharing Costs and Benefits of Fuel-Saving Retrofits

A new BIMCO contract addendum adopted in October 2026 establishes a standardized contractual mechanism enabling shipowners and charterers to equitably apportion capital expenditures and commercial gains arising from energy efficiency retrofits.

See article details here >>>



Kuehne+Nagel Port Operations Update: Vessel Waiting Times in Ningbo and Shanghai Exceed Two Days

Kuehne+Nagel's port operations update for October 27–November 3, 2026, reports vessel waiting times of more than two days in Ningbo and Shanghai following typhoon-related disruptions, while yard utilization at Vung Tau remains elevated at 90–95%.

See article details here >>>



Hapag-Lloyd Imposes US$400/TEU PSS on Cargo from Asia and Oceania to Tema

Hapag-Lloyd will apply a USD 400/TEU PSS to all container types from Asia and Oceania to Tema for cargo loaded from 6 November 2026.

See article details here >>>



MSC Extends PRS and SCS Coverage to All Mediterranean and Black Sea Ports

MSC will extend the application of its PRS and SCS surcharges to cargo moving from Asia to the remaining ports across the Mediterranean and Black Sea, effective November 15, 2026, based on the proforma sailing date, until further notice.

See article details here >>>



Evergreen's EVER EON Transits Suez Canal, Marking Return After Nearly Three Years of Disruption

Evergreen's 16,556-TEU container ship EVER EON transited the Suez Canal on November 8, 2026, marking the carrier's return to the key maritime route after nearly three years of disruption caused by the Red Sea crisis.

See article details here >>>



COSCO Shipping Energy Plans 24-Vessel VLCC Fleet Expansion

COSCO Shipping Energy has unveiled a major fleet expansion program comprising 24 Very Large Crude Carriers (VLCCs), split between 10 direct newbuilding orders valued at $1.42 billion and 14 long-term bareboat charters, with deliveries scheduled across 2029–2030.

See article details here >>>



USTR Extends Suspension of Section 301 Actions Targeting China's Maritime, Logistics and Shipbuilding Sectors

USTR extends the suspension of Section 301 actions concerning China's maritime, logistics and shipbuilding sectors for two months, through 11:59 p.m. Eastern Time on January 9, 2027.

See article details here >>>



CMA CGM Announces New Peak Season Surcharges on Services from Asia to the Mediterranean and Mauritius

CMA CGM will introduce new Peak Season Surcharges (PSS) from November 2026, reaching up to US$1,600 per 40-foot container on services to the Mediterranean and North Africa, alongside revised charges for shipments to Mauritius.

See article details here >>>



European road freight rates level off at record highs in Q3 2026

The Upply x Ti x IRU report finds Q3 2026 contract and spot rates leveling off at record highs, driven mainly by diesel costs while demand remains weak.

See article details here >>>

International time charter rates

- **Dry bulk time charter rates**

ALIBRA Shipping Limited

Updated Weds 28/10/2026

DRY BULK TIME CHARTER ESTIMATES ($/pdpr)

PERIOD	4/6 MOS		1 YR		2 YR	
SIZE	ATL	PAC	ATL	PAC	ATL	PAC
HANDY (38k dwt)	— 23,000	▲ 18,000	— 21,000	▲ 17,000	— 19,000	— 15,000
SMAX/ULTRA	— 24,000	— 24,000	— 20,500	— 20,500	— 20,000	— 18,500
PANA/KMAX	▼ 24,000	▼ 19,000	— 22,000	▼ 19,000	▼ 18,000	▼ 17,000
CAPESIZE	— 46,000	— 31,500	— 38,000	— 32,500	— 33,000	— 29,500

Source: Alibra Shipping Limited

- **Tanker time charter rates**

ALIBRA Shipping Limited

Updated Weds 28/10/26

* Eco tonnage with Scrubber fitted

TANKER TIME CHARTER ESTIMATE ($/pdpr)

SIZE	1 YEAR	2 YEAR	3 YEAR *	5 YEAR *
HANDY	▼ 35,000	— 28,500	— 24,500	— 22,000
MR IMO3	▼ 41,000	— 35,000	— 27,500	— 26,000
LR1	▼ 55,000	▼ 40,000	▼ 40,000	▼ 34,000
LR2	▼ 107,500	▼ 80,000	▼ 55,000	▼ 45,000
AFRA (115k dwt)	▼ 107,500	▼ 80,000	▼ 55,000	▼ 45,000
SUEZ	▼ 175,000	— 125,000	▼ 85,000	▼ 65,000
VLCC	▼ 275,000	— 200,000	— 120,000	▼ 85,000

Source: Alibra Shipping Limited

COSCO SHIPPING LINES VIETNAM

Address: 5 Ho Bieu Chanh, Ward 12, Phu Nhuan, Ho Chi Minh City
TEL.: 84.8.38290000 FAX: 84.8. 35208111
Booking Team: **sgn.atd.cus@coscon.com**

Download full sailing schedule

1. HO CHI MINH / BA RIA VUNG TAU > KAOHSIUNG > LONG BEACH (SEA Direct service)

VESSEL NAME	COMMON VOYAGE	BA RIA VUNG TAU (TCTT)		KAOHSIUNG		LONG BEACH (LGB08)	
		ETB	ETD	ETB	ETD	ETB	ETD
		THU	FRI	FRI	FRI	FRI	MON
		0:00	16:00	1:30	19:30	15:30	17:00
CSCL INDIAN OCEAN	080E	29-Oct	30-Oct	6-Nov	6-Nov	20-Nov	26-Nov
OOCL BAUHINIA	015E	5-Nov	6-Nov	13-Nov	13-Nov	27-Nov	4-Dec
COSCO SHIPPING CARNATION	010E	12-Nov	13-Nov	20-Nov	20-Nov	4-Dec	11-Dec
OOCL VIOLET	013E	19-Nov	20-Nov	27-Nov	27-Nov	11-Dec	18-Dec
COSCO SHIPPING LILY	003E	26-Nov	27-Nov	4-Dec	4-Dec	18-Dec	25-Dec
CSCL ATLANTIC OCEAN	068E	3-Dec	4-Dec	11-Dec	11-Dec	25-Dec	1-Jan

2. HO CHI MINH / BA RIA VUNG TAU > LOS ANGELES > OAKLAND (SEA2 Direct service)

VESSEL NAME	COMMON VOYAGE	BA RIA VUNG TAU (GML)		LOS ANGELES		OAKLAND	
		ETB	ETD	ETB	ETD	ETB	ETD
		SAT	SUN	MON	FRI	MON	WED
		3:00	3:00	17:00	18:00	7:00	9:00
ERVING	MTE0G0E19	OMIT CMP					
CMA CGM AMAZON	MTE0I0E19	7-Nov	8-Nov	30-Nov	4-Dec	7-Dec	9-Dec
CMA CGM JEAN GABRIEL	MTE0K0E19	14-Nov	15-Nov	7-Dec	11-Dec	14-Dec	16-Dec
		BLANK SAILING					
CMA CGM LYRA	MTE0O0E19	28-Nov	29-Nov	21-Dec	25-Dec	28-Dec	30-Dec
APL DANUBE	MTE0Q0E19	5-Dec	6-Dec	28-Dec	1-Jan	4-Jan	6-Jan

3. HO CHI MINH / BA RIA VUNG TAU > XIAMEN > LONG BEACH (AAC Direct service)

VESSEL NAME	COMMON VOYAGE	BA RIA VUNG TAU (CMP06)		XIAMEN (XMN09)		LONG BEACH (LGB01)	
		ETB	ETD	ETB	ETD	ETB	ETD
		TUE	WED	MON	TUE	THU	MON
		0:00	2:00	13:00	13:00	18:00	22:00
CSCL BOHAI SEA	080E	27-Oct	28-Oct	2-Nov	3-Nov	12-Nov	16-Nov
CSCL SUMMER	077E	3-Nov	4-Nov	9-Nov	10-Nov	26-Nov	30-Nov
		BLANK SAILING					
CSCL EAST CHINA SEA	080E	17-Nov	18-Nov	23-Nov	24-Nov	10-Dec	14-Dec
SHANGHAI	123E	24-Nov	25-Nov	30-Nov	1-Dec	17-Dec	21-Dec
CSCL SOUTH CHINA SEA	086E	1-Dec	2-Dec	7-Dec	8-Dec	24-Dec	28-Dec

4. HO CHI MINH / BA RIA VUNG TAU > SAVANNAH > NEW YORK > NORFOLK > CHARLESTON (AWE3 Direct service)

VESSEL NAME	COMMON VOYAGE	BA RIA VUNG TAU (CMP08)		SAVANNAH		NEW YORK		NORFOLK		CHARLESTON	
		ETB	ETD	ETB	ETD	ETB	ETD	ETB	ETD	ETB	ETD
		SUN	MON	MON	WED	FRI	SUN	MON	WED	FRI	SAT
EVER MAST	1384E	01 Nov	02 Nov	14 Dec	16 Dec	18 Dec	20 Dec	21 Dec	23 Dec	OMIT	
EVER MACRO	1385E	08 Nov	09 Nov	21 Dec	23 Dec	25 Dec	27 Dec	28 Dec	30 Dec	OMIT	
TRITON	1386E	15 Nov	16 Nov	28 Dec	30 Dec	01 Jan	03 Jan	04 Jan	06 Jan	OMIT	
EVER MAX	1387E	22 Nov	23 Nov	04 Jan	06 Jan	08 Jan	10 Jan	11 Jan	13 Jan	OMIT	
EVER META	1388E	29 Nov	30 Nov	11 Jan	13 Jan	15 Jan	17 Jan	18 Jan	20 Jan	OMIT	

5. HO CHI MINH / BA RIA VUNG TAU > > HONGKONG > SHANGHAI > NEW YORK > SAVANNAH > CHARLESTON (AWE4 Direct service)

VESSEL NAME	COMMON VOYAGE	BA RIA VUNG TAU (CMP06)		XIAMEN (XMN09)		SHANGHAI (SHA08)		NEW YORK		SAVANNAH		CHARLESTON	
		ETB	ETD	ETB	ETD	ETB	ETD	ETB	ETD	ETB	ETD	ETB	ETD
		SUN	MON	MON	TUE	WEN	THU	TUE	FRI	SUN	TUE	WEN	THU
OOCL BANGKOK	070E	1-Nov	02 Nov	9-Nov	10-Nov	11-Nov	12-Nov	8-Dec	11-Dec	13-Dec	15-Dec	16-Dec	17-Dec
OOCL EGYPT	075E	08 Nov	09 Nov	16-Nov	17-Nov	18-Nov	19-Nov	15-Dec	18-Dec	20-Dec	22-Dec	23-Dec	24-Dec
OOCL LILAC	006E	15 Nov	16 Nov	23-Nov	24-Nov	25-Nov	26-Nov	22-Dec	25-Dec	27-Dec	29-Dec	30-Dec	31-Dec
OOCL DAFFODIL	007E	29 Nov	30 Nov	7-Dec	8-Dec	9-Dec	10-Dec	5-Jan	8-Jan	10-Jan	12-Jan	13-Jan	14-Jan

ABOVE SAILING SCHEDULE IS SUBJECT TO CHANGE WITH / WITHOUT PRIOR NOTICE.

Source: COSCO SHIPPING LINES VIETNAM

NEW SITC VIET NAM

Address: Floor 16, THE METT Building, No. 15 Tran Bach Dang, An Khanh Ward, Ho Chi Minh City
TEL.: 028-54047415
Website: www.sitcline.vn

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1.HO CHI MINH(CATLAI) > TOKYO> YOKOHAMA > KAWASAKI > NAGOYA (VTV6 Direct service)

VESSEL	VOY	ETD HCM Wednesday	TOKYO	YOKOHAMA	KAWASAKI	NAGOYA
			THU	FRI	SAT	SUN
			8 days	9 days	10 days	11 days
SITC XIN	2625N	4-Nov	12-Nov	13-Nov	SKIP	15-Nov
SITC KEELUNG	2625N	11-Nov	19-Nov	20-Nov	21-Nov	22-Nov
SITC KANTO	2627N	18-Nov	26-Nov	27-Nov	28-Nov	29-Nov
SITC RUNDE	2625N	25-Nov	3-Dec	4-Dec	5-Dec	6-Dec
SITC XIN	2627N	2-Dec	10-Dec	11-Dec	12-Dec	13-Dec

2. HO CHI MINH(CAT LAI) > NANSHA > LIANYUNGANG > QINGDAO (VTX5 Direct service)

VESSEL	VOY	ETD HCM WED	NANSHA	LIANYUNGANG	QINGDAO
			SAT	MON	WED
			3 days	12 days	14 days
SITC JIADE	2623N	4-Nov	7-Nov	16-Nov	18-Nov
ZHONG GU NAN HAI	2643N	11-Nov	14-Nov	23-Nov	25-Nov
SITC HAINAN	2627N	18-Nov	21-Nov	30-Nov	2-Dec
ASL TAIPEI	2645N	25-Nov	28-Nov	7-Dec	9-Dec
SITC JIADE	2625N	2-Dec	5-Dec	14-Dec	16-Dec

3. PHUOC AN >XIAMEN > TIANJIN > QUINGDAO (CBX2N Direct service)

VESSEL	VOY	ETD HCM THU	XIAMEN	TIANJIN	QINGDAO
			MON	SAT	MON
			4 days	09 days	11 days
SITC RUIMING	2617N	5-Nov	9-Nov	14-Nov	16-Nov
SITC SHENGMING	2615N	12-Nov	16-Nov	21-Nov	23-Nov
SITC QIUMING	2615N	19-Nov	23-Nov	28-Nov	30-Nov
SITC YUANMING	2617N	26-Nov	30-Nov	5-Dec	7-Dec
SITC HUIMING	2615N	3-Dec	7-Dec	12-Dec	14-Dec

4. HO CHI MINH (PHUOC AN) > QINZHOU > NANSHA > SHEKOU (CVM.N Direct service)

VESSEL	VOY	ETD HCM SUN	QINZHOU	NANSHA	SHEKOU
			WED	FRI	SAT
			3 days	5 days	6 days
SITC RIZHAO	2629N	1-Nov	4-Nov	6-Nov	7-Nov
SKIP HCM	2631N	8-Nov	11-Nov	13-Nov	14-Nov
SKIP HCM	2629N	15-Nov	18-Nov	20-Nov	21-Nov
SKIP HCM	2631N	22-Nov	25-Nov	27-Nov	28-Nov
SKIP HCM	2633N	29-Nov	2-Dec	4-Dec	5-Dec
SITC HAKATA	2631N	6-Dec	9-Dec	11-Dec	12-Dec

5. HO CHI MINH (CATLAI) > HAKATA > OSAKA > KOBE (VTV5 Direct service)

VESSEL	VOY	ETD HCM Wed	HAKATA	OSAKA	KOBE
			WED	THU	FRI
			7 days	8 days	9 days
SITC JIADE	2623N	4-Nov	11-Nov	12-Nov	13-Nov
ZHONG GU NAN HAI	2643N	11-Nov	18-Nov	19-Nov	20-Nov
SITC HAINAN	2627N	18-Nov	25-Nov	26-Nov	27-Nov
ASL TAIPEI	2645N	25-Nov	2-Dec	3-Dec	4-Dec
SITC JIADE	2625N	2-Dec	9-Dec	10-Dec	11-Dec

ABOVE SAILING SCHEDULE IS SUBJECT TO CHANGE WITH / WITHOUT PRIOR NOTICE.

Source: NEW SITC VIETNAM

INDOCHINA AIR CARGO AGENCY COMPANY LIMITED (IDAC CO., LTD)
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Phone: +84-28-73022866 | Email: Info@indochinaaircargo.com

Global GSSA & Aviation Services | IATA code: 37300610001

1. GARUDA INDONESIA (GA) - Prefix code: 126

*PIC: **Ms.Đan Phương** - 0938 927 998 - phuong.ttd@indochinaaircargo.com*

Origin	Destination		Flight No	Departure times	Arrival times	Frequency	Aircraft Type
SGN	CGK	Jakarta	GA 823	7:25	8:20	Daily	A333
SGN	CGK	Jakarta	GA 825	9:35	10:35	Daily	A333
SGN	CGK	Jakarta	GA 829	13:00	14:00	Daily	A333
SGN	CGK	Jakarta	GA 833	15:45	16:45	Daily	A333
SGN	CGK	Jakarta	GA 837	19:45	20:40	Daily	A333
SGN	CGK	Jakarta	GA 839	21:45	22:45	Daily	A333
DPS	SYD	Sydney	GA 714	23:25	7:10	Daily	A333
CGK	SYD	Sydney	GA 712	23:55	9:45	Daily	A333
CGK	MEL	Melbourne	GA 716	1:55	11:15	Daily	A333
DPS	MEL	Melbourne	GA 718	22:05	5:30	Daily	A333
CGK	AMS	Amsterdam	GA 088	22:00	7:50	Th-Fr-Su	B777
CGK	JED	Jeddah	GA 980	11:50	17:40	Daily	A333
CGK	JED	Jeddah	GA 982	15:55	21:45	Daily	A333
CGK	JED	Jeddah	GA 990	8:45	14:35	Daily	A333
CGK	JED	Jeddah	GA 992	6:45	12:35	Daily	A333

2. PHILIPINNE AIRLINES (PR) - Prefix code: 079

*PIC: **Ms.Chinh** - 0909 523 986 - chinh@indochinaaircargo.com*

Origin	Destination		Flight No	Departure times	Arrival times	Frequency	Aircraft Type
SGN	MNL	Manila	PR 592	9:35	13:30	Mo-Tu-We-Th-Sa	A321/B777
SGN	MNL	Manila	PR 598	15:45	19:45	We-Fr-Su	A321/B777
SGN	CEB	Cebu	PR 588	1:55	06:05	Mo-Th-Sa	A321
MNL	LAX	Los Angeles	PR 112	11:10	8:55	Daily	B777
MNL	LAX	Los Angeles	PR 102	22:20	20:05	Daily	B777
MNL	JFK	New York	PR 126	20:10	23:55	Tu-Th-Sa	B777
MNL	SFO	San Francisco	PR 104	23:10	20:30	Daily	B778
MNL	YVR	Vancouver	PR 116	20:20	16:55	Daily	B777
MNL	YYZ	Toronto	PR 118	20:10	23:10	We-Fr-Su	B777
MNL	SEA	Seattle	PR 124	22:40	19:40	Tu-We-Th-Fr-Su	B777

3. VIETJET AIR CARGO (VJ) - Prefix code: 978

*PIC: **Ms.Đan Phương** - 0938 927 998 - phuong.ttd@indochinaaircargo.com*

Origin	Destination		Flight No	Departure times	Arrival times	Frequency	Aircraft Type
SGN	SIN	Singapore	VJ 813	6:50	10:15	Daily	A321
SGN	SIN	Singapore	VJ 811	8:50	12:05	Daily	A321
SGN	SIN	Singapore	VJ 815	12:10	15:15	Daily	A321
SGN	DEL	Delhi	VJ 895	19:00	22:50	Mo-We-Th-Su	A330
SGN	BOM	Mumbai	VJ 883	19:25	23:40	Tu-Th-Sa-Su	A330
SGN	MEL	Melbourne	VJ 81	11:05	23:35	Daily	A330
SGN	SYD	Sydney	VJ 85	19:30	8:05	Daily	A330
SGN	BNE	Brisbane	VJ 83	10:40	22:10	Mo-We-Th-Fr-Sa	A330
SGN	PER	Perth	VJ 91	0:55	8:50	Mo-Th-Sa	A321

ABOVE FLIGHT SCHEDULE IS SUBJECT TO CHANGE WITH / WITHOUT PRIOR NOTICE.

Source: IDAC CO., LTD


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