

## 关于马士基旺季情况更新

尊敬的客户：

您好！

新冠疫情在全球的蔓延对世界经济贸易的发展及供应链运转带来了前所未有的影响及挑战。随着世界各国生产和消费的快速恢复，我们注意到中国出口市场需求强劲。马士基一直与客户和合作伙伴进行沟通，通过各种举措寻求解决方案来加快空箱调运，尽可能减少因此造成的影响。

根据目前情况，我们为您带来以下更新：

### 船舶以及码头情况

受多方因素影响，从中国境外港口入境的船只和集装箱可能需要更长时间才能完成在中国港口靠泊的检疫检验工作。

此外，海外港口的拥堵使目前各航线准班率不稳定。通常，随着北半球冬季的到来，由极端天气造成的船舶延误也会相应增加。为了最大程度地减少对客户的影响，我们调整航线网络运营，以确保您的货物能在现有网络中获得最佳运输解决方案，尽快到达目的港。我们正在尽最大努力满足客户对海运服务稳定性的需求。

### 空箱供给

在过去数月，我们了解到市场面临缺箱问题，特别是在市场表现强劲的全球主干航线上，40 尺高柜供应较为紧张。由于新冠疫情致使需求波动，全球供应链出现瓶颈等因素加剧了这一趋势。我们不断与客户和合作伙伴沟通，寻求解决方案来加快空箱调运，包括优化空箱调配以及与邻近的集装箱工厂洽谈租箱计划。

由于目前全球许多国家正在经历因新冠疫情二次爆发导致的全国性封锁，我们预计空箱短缺情况仍会继续，中国港口的出口订舱不得不面临因集装箱短缺而造成的订舱取消或装运延迟的情况。为最大程度上减少对客户出运计划的影响，我们建议客户改用其他箱型【如 20GP，40GP，40NOR（冻代干）】以替代 40 尺高柜。

全球集装箱物流运输旺季还在持续，我们预计这会对全球供应链中重要的环节——舱位配给带来持续挑战。真诚建议您在供应链计划中增加更多缓冲时间以应对潜在的航程中断和延迟所带来的影响。

如有任何疑问，请联系当地的马士基销售或客户服务代表。

马士基感谢客户一直以来的大力支持。由于集装箱供给状况存在动态变化，如有任何更新，我们会第一时间通知您。

顺颂商祺！

马士基大中华区  
2020 年 11 月 17 日

注：本通知原文以英文签发，为方便客户理解，翻译成以上中文文本，如两种语言文本之间存在任何不一致之处，请以英文文本为准，谢谢

17, Nov 2020

## Update on Maersk Greater China Peak Season for Customers

The COVID-19 pandemic is an unprecedented challenge to the global economy and world trade.

As production and consumption are now scaled up at rapid speed across the globe, we also continue to see strong demand of exports from China, and we strive to ensure current challenges are managed in the best way possible to support our customers during this period of volatility.

Here's a snapshot of the situation and the trends we are seeing.

### Vessels & Terminals

We see a high risk that incoming vessels and containers from ports outside China will be required to wait longer prior to quarantine inspection in Chinese ports.

Further, congestions in terminals and on the network are affecting service reliability. Typically, we also see weather related delays increasing as we go into winter season in the northern hemisphere. To minimize customer impact, we have adjusted our network to ensure cargo is diverted to the best available alternative services. We are doing our utmost to deliver on our customers' service reliability needs.

### Empty Containers

In recent months we have seen a general shortage of equipment in the market, specifically skewed towards 40 foot high cube (HC) containers which are predominantly used by customers booking on those trades with the highest demand in the current market.

This trend is further strengthened by bottlenecks across global supply chains caused by the general volatility from the global pandemic.

We work hard to mitigate the customer felt effects. This includes initiatives to speed up repositioning of equipment through finding solutions with customers or partners across our network and to accelerate leasing opportunities from nearby container factories.

The equipment shortage continues as many countries go into the second round of lock-down due to the pandemic, and we have to deal with a situation of booking cancellations or shipment delays in Chinese ports. Customers are suggested to shift to other container types as an alternative to 40 foot HC, such as 20GP, 40GP, 40NOR (non-operated reefer).

Global container logistics has entered an extended peak season which is causing volume-related challenges across global supply chains. Thus, we encourage customers to add more buffer to supply chain schedules to allow for potential disruptions/delays.

Should you have any questions, please contact your local Maersk professional.

This text has also been translated into Chinese. In the event of any conflict or discrepancy between the Chinese and English versions, the English version shall prevail.

Yours sincerely,

Maersk Greater China Area

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