

uniserve
your **global** business



COVID-19

Service Impact

Published February 2020

COVID-19 A TEST FOR GLOBAL TRADE & ECONOMY

The first case of what was then a mystery illness was reported in December 2019. The critical measures taken to limit the spread of the virus are inevitably having a negative impact on global supply chains, presenting both challenges and opportunities for our clients.

This document is designed to provide you with a forecast of the flow of work in the coming weeks. If you require any specific industry updates' please do not hesitate to contact the **Uniserve**

Coronavirus Helpline team on **01375 851 346** or by emailing us at **info@ugroup.co.uk**

For live updates, visit our website or follow us on social media.



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CARRIERS



The table outlines employees who are currently on duty and working from home as well as the anticipated “return to office” dates.

Business operations across mainland China will resume in accordance to the effectiveness of containing COVID-19, and are therefore subject to change.

Carriers	Work from home (On Duty)	Return to working from office
Maersk	2020.02.03	2020.03.01
SAF		2020.03.01
SEALAND & MCC		2020.03.01
HAMBURG-SUB		2020.02.17
MSC		2020.02.10 (excluded SZN)
COSCO		2020.02.17
OOCL		2020.02.17
CMA CGM		2020.02.17
APL		2020.02.17
HPL		2020.02.10 (S.China On duty)
ONE		2020.02.24
EMC		2020.02.17
HMM		2020.02.17
ZIM		2020.02.10 (excluded SZN)
YANGMING		2020.02.10 (Not including SHG/SUZOU/SZN)
TS LINE		2020.02.10
NIL		2020.02.10
SM LINE		2020.02.10
KMTC		2020.02.10

BLANK SAILINGS



Tables show scheduled shippings with identified blank sailings & service alterations.

Blank sailings and service alterations can be expected throughout February, a natural consequence of the closures as the containment precautions continue. Clients are advised to contact their account managers in reference to revised schedules and time-frames for expected arrivals.

MED							
Service	V/V	Capacity/Teu	ETD QDO	ETD SHG	ETD NBO	ETD SZN	ETD WEEK in SZN
AE20/Dragon/SERA1/AM1	MSC ROSA M/005W	15,016	/	2020/1/29	2020/2/1	2020/2/7	6
AE11/JADE/SERA2/AM2	MSC CLARA/006W	19,500	2020/2/5	2020/2/13	2020/2/10	2020/2/18	8
AE20/Dragon/SERA1/AM1	MSC TARANTO/007W	15,016	/	2020/2/12	2020/2/15	2020/2/21	8
AE15/TIGER/ZMS	MSC ARAINE/006W	14,011	/	2020/2/11	2020/2/13	2020/2/15	7
AE11/JADE/SERA2/AM2	MSC Oliver 007W	19,224	2020/2/12	2020/2/20	2020/2/17	2020/2/25	9
MX2 / MEX2 / MD2 / AEM1 / WM1	COSCO PORTUGAL 02M5HW1MA	13,386	2020/1/21	2020/1/23	2020/1/25	2020/1/30	5
MX2 / MEX2 / MD2 / AEM1 / WM1	CSC L MERCURY 02M5LW1MA	14,074	2020/2/4	2020/2/6	2020/2/8	2020/2/13	7
MX2 / MEX2 / MD2 / AEM1 / WM1	TEXAS TRIUMPH	13,808	2020/2/18	2020/2/20	2020/2/22	2020/2/27	9
MX1/MEX1/MEX1/AEM2/WM2	OOCL FRANCE	13,208	2020/1/29	2020/2/3	2020/2/5	2020/2/10	7
MX1/MEX1/MEX1/AEM2/WM2	APL GWANGYANG	10,106	2020/2/12	2020/2/17	2020/2/19	2020/2/24	9
BEX / BEX / BEX / AEM3 / EM1	CCNI ANGOL 0BX5NW1MA	9,030	/	2020/1/22	2020/1/24	2020/1/29	5
BEX / BEX / BEX / AEM3 / EM1	CMA CGM BASTELICA 0BX5TW1MA	9,443	/	2020/2/12	2020/2/14	2020/2/19	8
BEX / BEX / BEX / AEM3 / EM1	COSCO SHIPPING PANAMA	9,443	/	2020/2/26	2020/2/28	2020/3/4	10
FEM / AEM5 / EM2	TBA	5,600	2020/1/31	2020/2/2	2020/2/4	2020/2/8	6
FEM / AEM5 / EM2	TBA	5,600	2020/2/14	2020/2/16	2020/2/18	2020/2/22	8
FEM / AEM5 / EM2	TBA	5,600	2020/2/21	2020/2/23	2020/2/25	2020/2/29	9
ADX / PHONEX / BEX2 / AEM6 / AAS	OBESHW1MA	6,000	/	2020/1/8	2020/1/9	2020/1/16	3
ADX / PHONEX / BEX2 / AEM6 / AAS	OBESLW1MA	6,000	/	2020/1/22	2020/1/23	2020/1/31	5
ADX / PHONEX / BEX2 / AEM6 / AAS	CMA CGM ROGLIANO 0BE5VW1MA	6,000	/	2020/2/26	2020/2/27	2020/3/5	10
MD1	MILLAU BRIDGE 025W	14,000	2020/1/28	2020/2/2	2020/2/4	2020/2/7	6
MD2	NYK HAWK 015W	12,500	2020/2/12	2020/2/14	2020/2/16	2020/2/19	8
MD3	TBA	14,080	/	2020/2/4	2020/2/6	2020/2/9	6
MD1	ESSEN EXPRESS 33W	13,167	2020/2/25	2020/3/1	2020/3/3	2020/3/6	10
MD2	MUNCHEN BRIDGE 024W	13,900	2020/2/26	2020/2/28	2020/3/1	2020/3/4	10
MD3	TBA	14,080	/	2020/2/18	2020/2/21	2020/2/23	8

EUR							
Service	V/V	Capacity/Teu	ETD QDO	ETD SHG	ETD NBO	ETD SZN	ETD WEEK in SZN
AE2/SWAN/NERA2/EU4	SUSPENDED FROM WEEK4, RESUME FROM WEEK11 ETD YANTIAN 23-Mar MSC FEBE 011W						
AE7/CONDOR/NERA4/EU6	MAERSK HORSBURGH 005W	15,282	/	2020/1/29	2020/1/27	2020/2/4	6
AE7/CONDOR/NERA4/EU6	MSC RIFAIA 006W	13,128	/	2020/2/5	2020/2/3	2020/2/11	7
AE7/CONDOR/NERA4/EU6	EMMA MAERSK 007W	17,816	/	2020/2/12	2020/2/10	2020/2/18	8
AE7/CONDOR/NERA4/EU6	EDITH MAERSK 008W	17,816	/	2020/2/19	2020/2/17	2020/2/25	9
AE7/CONDOR/NERA4/EU6	EMMA MAERSK 010W	17,816	/	2020/3/4	2020/3/2	2020/3/10	11
AE6/LION/NERA3/EU3	MSC VANDYA 005W	13,106	/	2020/2/1	2020/1/30	2020/2/5	6
AE6/LION/NERA3/EU3	GUNVOR MAERSK 006W	11,078	/	2020/2/8	2020/2/6	2020/2/12	7
AE6/LION/NERA3/EU3	METTE MAERSK 008W	13,102	/	2020/2/22	2020/2/20	2020/2/26	9
AE10/SILK/NERA6/EU2	MSC SAMAR 006W	24,034	/	2020/2/15	2020/2/14	2020/2/19	8
AE1/SHOGUN/NERA1/EU5	NEU DUMMY 16 009W	TBA	/	2020/3/8	2020/3/6	/	11
FX5 / FAL5 / NE1 / AEU1 / LL1	CMA CGM SURBUDDA	21,413	/	2020/2/4	2020/2/5	2020/2/10	7
FX5 / FAL5 / NE1 / AEU1 / LL1	OOCL GERMANY 0VA61W1MA	21,413	/	2020/2/11	2020/2/12	2020/2/17	8
FX1 / FAL1 / FAL1 / AEU2 / LL4	TBA	16,000	/	2020/2/2	2020/1/31	2020/2/5	6
FX1 / FAL1 / FAL1 / AEU2 / LL4	CMA CGM KERGUELEN 0FL5TW1MA	17,722	/	2020/2/23	2020/2/21	2020/2/26	9
FX6 / FAL6 / CEM / AEU5 / LL6	EVER-GENIUS-OLASHW1MA	20,388	2020/2/1	2020/2/4	2020/2/6	2020/2/10	7
FX6 / FAL6 / CEM / AEU5 / LL6	TBA	20,160	2020/2/8	2020/2/11	2020/2/13	2020/2/17	8
FX6 / FAL6 / CEM / AEU5 / LL6	EVER GLOBE 1075-003W	20,160	2020/2/15	2020/2/18	2020/2/20	2020/2/24	9
FX3 / FAL3 / FAL3 / AEU6 / LL5	CMA CGM LAPEROUSE	13,344	2020/2/3	2020/2/8	2020/2/6	2020/2/11	7
FX3 / FAL3 / FAL3 / AEU6 / LL5	APL VANDA 0KN4NW1MA	17,924	2020/2/10	2020/2/15	2020/2/13	2020/2/18	8
FX3 / FAL3 / FAL3 / AEU6 / LL5	TBA	17,292	2020/2/10	2020/2/15	2020/2/13	2020/3/3	10
FX7 / FAL7 / NE7 / AEU7 / LL3	TBA 0PFBPW1MA	14,000	/	/	/	2020/2/4	6
FX7 / FAL7 / NE7 / AEU7 / LL3	COSCO SHIPPING DENALI	14,566	/	/	/	2020/2/11	7
FX7 / FAL7 / NE7 / AEU7 / LL3	TBA 0PFBPW1MA	14,568	/	/	/	2020/2/18	8
FX7 / FAL7 / NE7 / AEU7 / LL3	COSCO SHIPPING AZALEA 0PFBVW1MA	13,800	/	/	/	2020/2/25	9
FX7 / FAL7 / NE7 / AEU7 / LL3	COSCO SHIPPING ANDES	14,566	/	/	/	2020/3/10	11
FX8 / FAL8 / CES / AEU9 / LL7	TOLEDO TRIUMPH 0SC2HW1MA	13,900	/	2020/2/6	2020/2/4	2020/2/10	7
FX8 / FAL8 / CES / AEU9 / LL7	TOKYO TRIUMPH	13,900	/	2020/2/13	2020/2/11	2020/2/17	8
FX8 / FAL8 / CES / AEU9 / LL7	TAMPA TRIUMPH 0SC2NW1MA	13,900	/	2020/2/27	2020/2/25	2020/3/2	10
FE2	MOL TREASURE/009W	20,182	2020/2/1	2020/2/4	/	2020/2/9	6
FE2	AL DAHNA/011W	19,870	2020/2/15	2020/2/18	/	2020/2/23	8
FE2	MOL TRUST/012W	20,182	2020/2/29	2020/3/3	/	2020/3/8	10
FE2	AL ZUBARA/014W	19,870	2020/3/14	2020/3/17	/	2020/3/22	12
FE3	ONE CYGNUS/004W	14,000	/	/	/	2020/2/15	7
FE3	YM WELLSRING/005W	14,080	/	/	/	2020/2/22	8
FE3	ONE STORK/008W	14,000	/	/	/	2020/3/14	11
FE3	YM WONDERLAND/007W	14,220	/	/	/	2020/4/4	14
FE4	AL MASHRAB/012W	14,993	/	2020/2/13	2020/2/9	/	7
FE4	AFIF/013W	15,000	/	2020/2/27	2020/2/23	/	9
FE4	SAJIR/014W	14,993	/	2020/3/12	2020/3/8	/	11
FE4	LINAH/016W	14,993	/	2020/3/26	2020/3/22	/	13
FE5	ROME EXPRESS/005W	11,500	ETA LEAMCHABANG 31	/	/	/	/

SHENZHEN

Shenzhen is located on the southern tip of central Chinese mainland, in the south of Guangdong Province, spreading along the eastern bank of the Pearl River just north of Hong Kong.

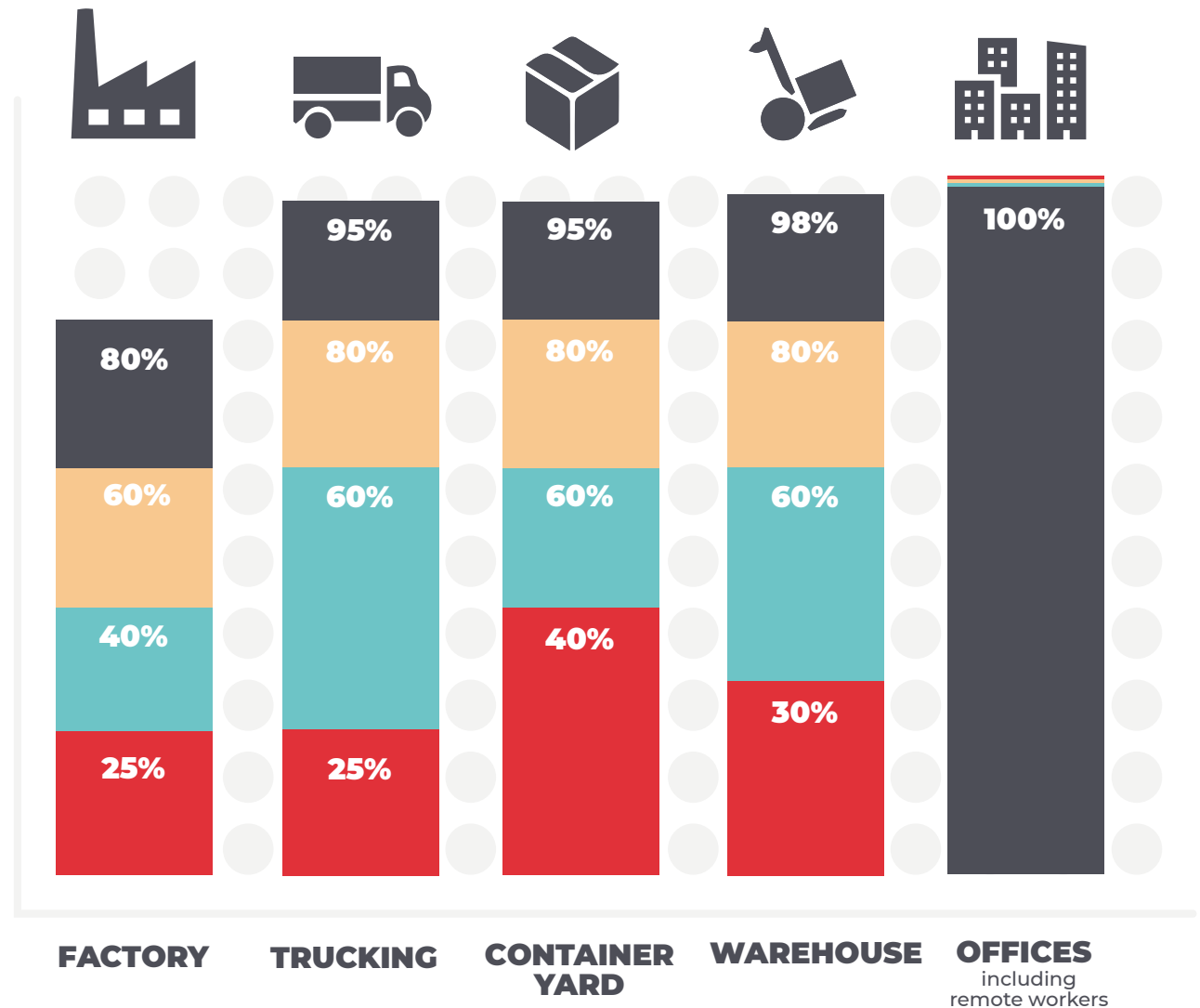
A key point for all import & export activity, we are likely to see services start to resume to an "almost normal" flow in week 11.

Our office based partners are able to carry out their duties from home and thus the stagnation of works takes effect predominantly on production and logistics.

KEY:



BUSINESS OPERATION BY WEEK



SHANGHAI

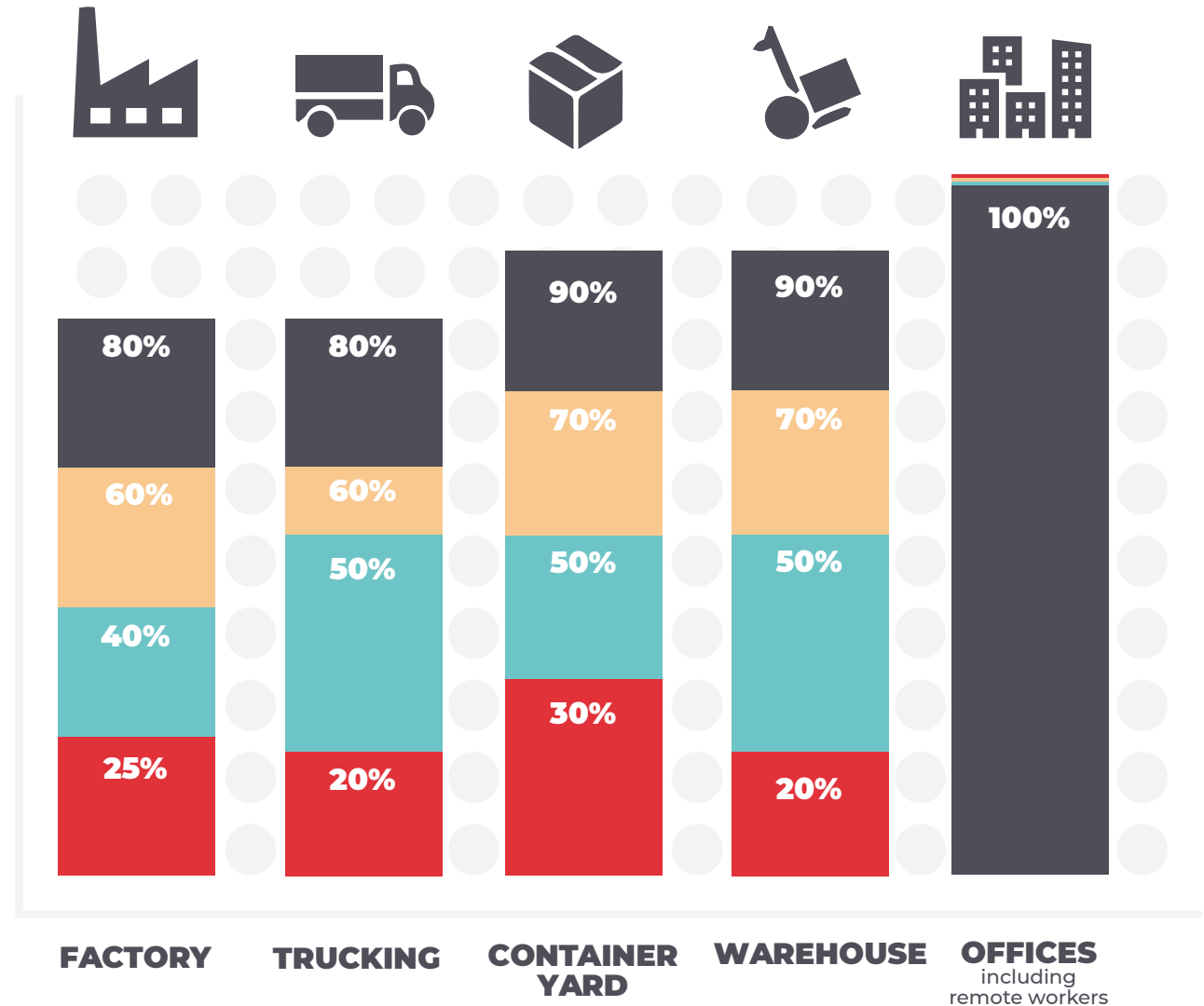
Shanghai is located on the Yangtze Estuary of China's east coast, with the Yangtze River to the north and Hangzhou Bay to the south. Shanghai municipality is bordered by Jiangsu province to the north and west and Zhejiang province to the southwest. Both provinces have been highly affected by the virus.

Much like Shenzhen, we are likely to see business operations start recovering at week 11 at a slower pace. Our office based partners will continue working from home until restrictions are lifted.

KEY:



BUSINESS OPERATION BY WEEK



NINGBO

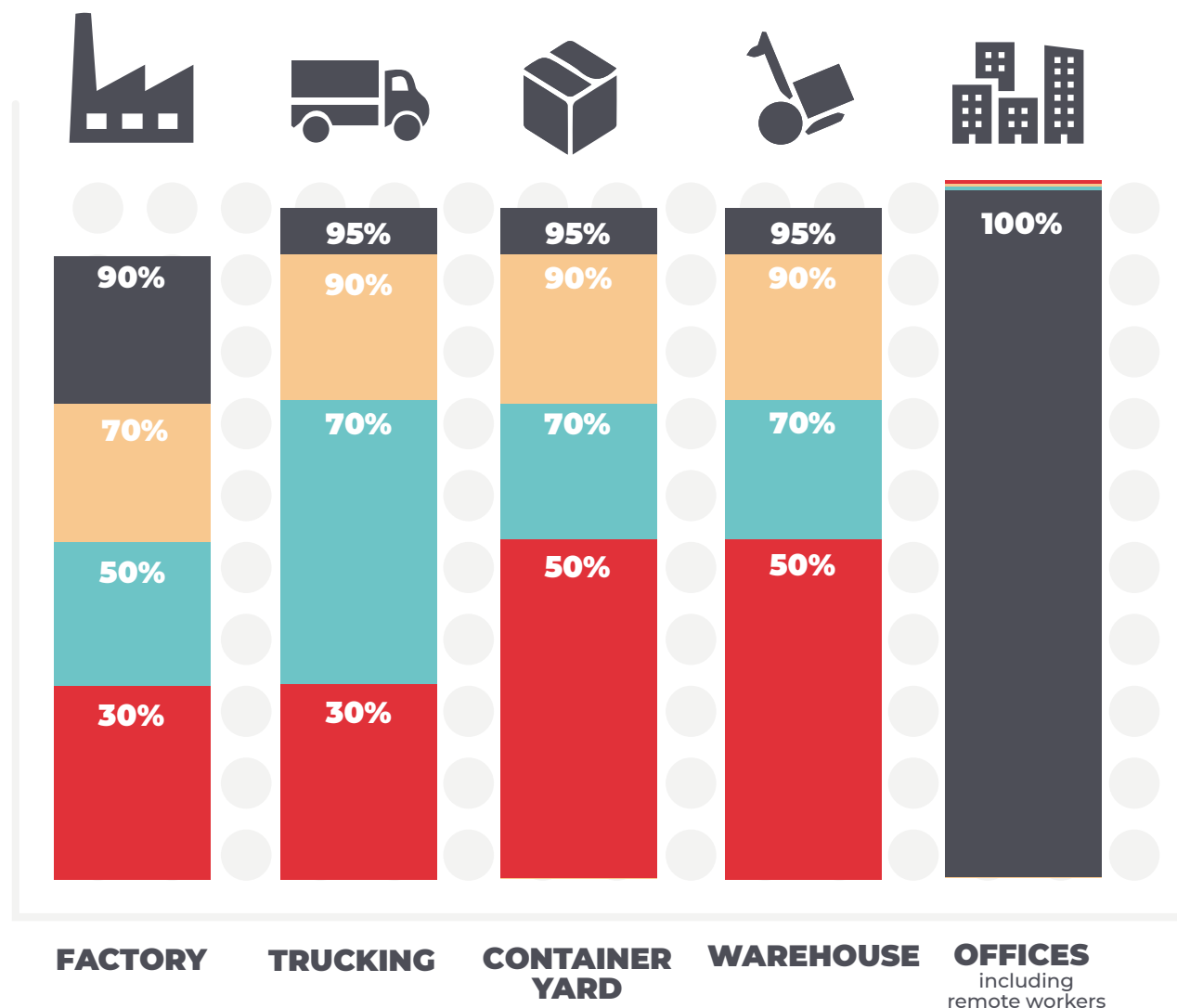
Ningbo sits on China's eastern coastline, in Zhejiang Province, south of the Yangtze River Delta, with Hangzhou Bay to the north.

It is anticipated that Ningbo will see the fastest business operation recovery with employee capacity increasing at a much higher rate.

KEY:

● Week 8
 ● Week 9
 ● Week 10
 ● Week 11

BUSINESS OPERATION BY WEEK



QINGDAO

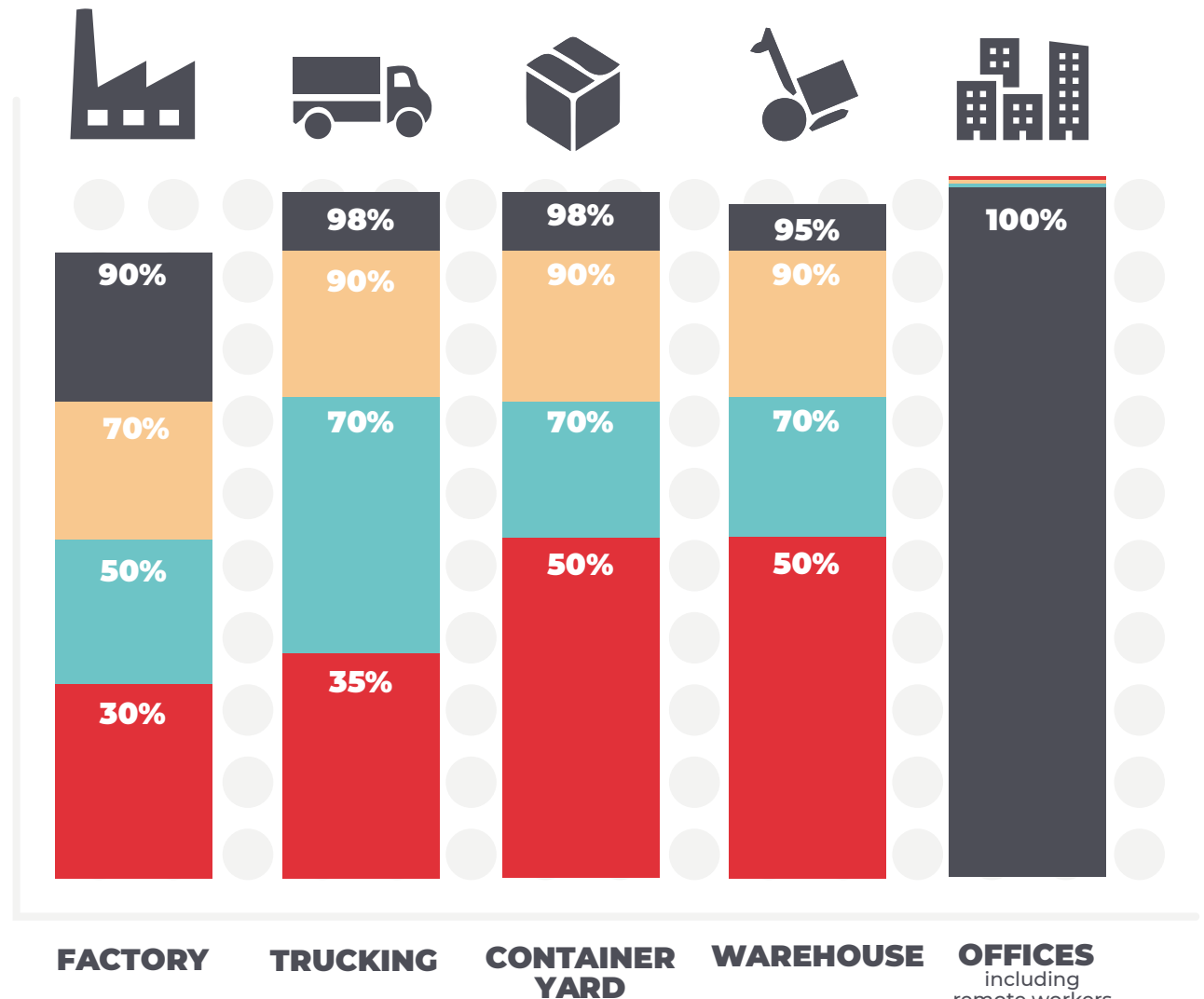
Qingdao is a major sub-provincial city in eastern Shandong province, China, located on the western shore of the Yellow Sea coast.

Many businesses and factories in Qingdao are predicted to see a rapid increase in operations, likely outperforming other port points along the route. Employee capacity levels are likely to all meet at near 100% in week 11.

KEY:



BUSINESS OPERATION BY WEEK



OVERVIEW



The motion of many global supply chains rely on manufacturing and shipment activities within mainland China, the area most affected by the COVID-19 epidemic.

Workers across mainland China have attempted to work remotely where possible, but many have been affected by critical containment measures.

It is anticipated that many cities key to the flow of trade will see employee capacities improve by week 11, subject to the containment measure effectiveness. Work capacities leading up to week 11 will vary depending on the severity of infections within individual cities.

30%

WEEK 8 Drivers and manufacturing workers begin to return to work at a slow pace. Commodities await shipments at a 30% rate.

50%

WEEK 9 More drivers & employees begin to return to work whilst commodities await shipments at a 50% rate.

80%

WEEK 10 Most pending shipments are likely to be exported in the previous week (week 9). New products are in production and likely to be ready for shipment in week 11.

98%

WEEK 11 Production is anticipated to return to 98% capacity, meaning products are likely to be in full production flow across many cities, ready for shipment.

SUPPLY CHAIN MOTION

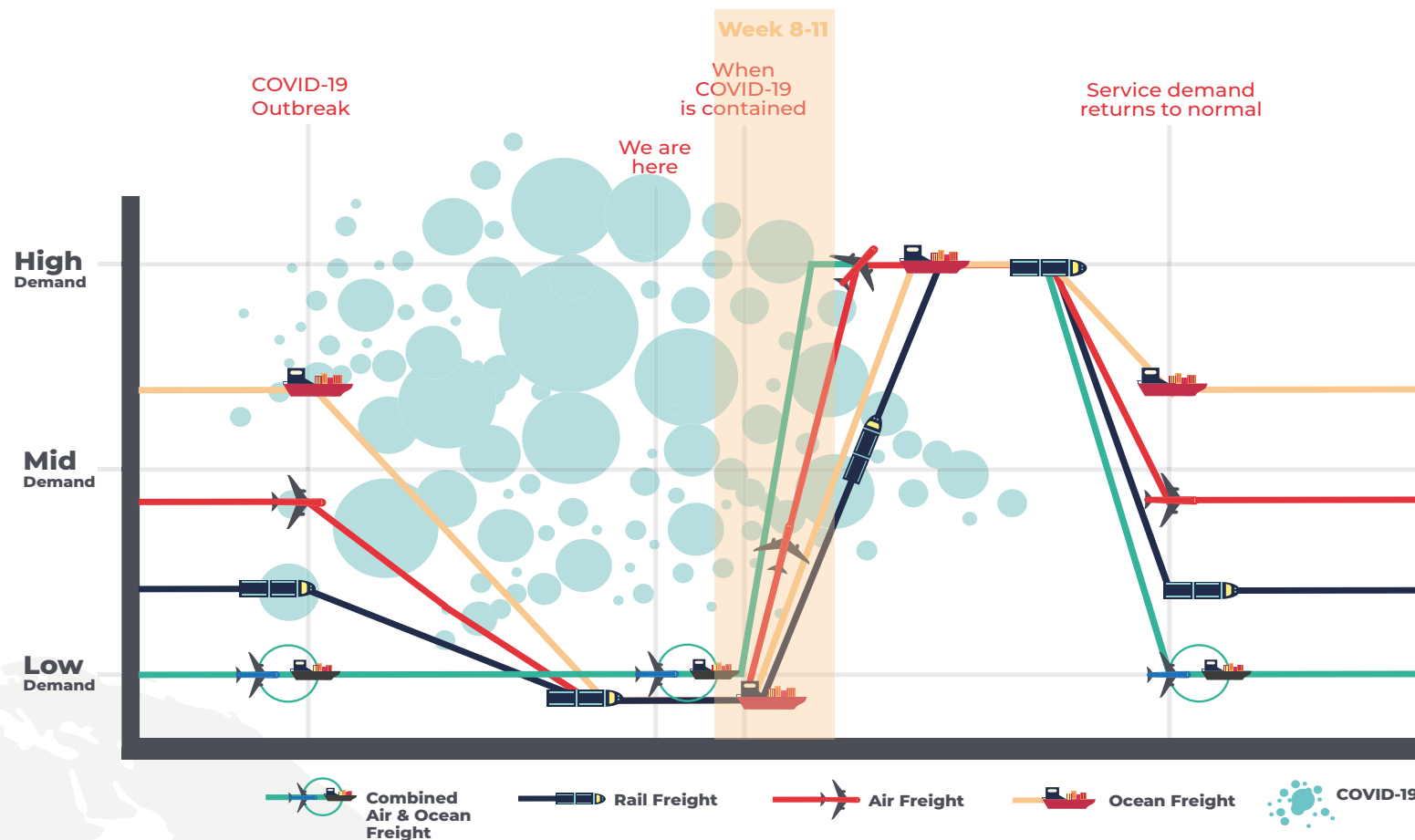
Shut downs and restrictions set out across Mainland China are not only effecting production but also all points of logistics.

Once COVID-19 is contained, all freight transport modes will see a rapid rise in demand.

We anticipate ocean freight demand to resume with no blank sailings.

Air freight demand will rise to fulfill and replenish retailers' low stock in the short term, coupled with a rise in combined ocean & air service.

We may even see a spike in demand for the direct rail service ex China Yiwu via the historic Silk Road route. Devanning in Duisburg for onward delivery via road to the UK.



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