



MPL REVOKES MIDNIGHT SURCHARGES, AMENDS WHARFAGE & HANDLING CHARGES

CENTURION PLC BECOMES THE FIRST COMPANY TO SELF-GOVERN LOCAL CHARGES ON INBOUND SHIPMENTS

Maldives Ports Limited has decided to revoke the 30% surcharge levied for midnight shift, effective 13th September 2020, which was initially introduced in 2015 to provide services at Male' Commercial Harbor for 24 hours a day. Additionally, MPL has amended the wharfage and handling charges, effective 13th September 2020. In comparison to before, both wharfage and handling charges has increased by 7%.

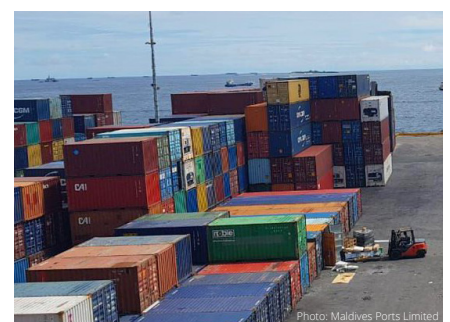
In line with MPL's decision to revoke 30% midnight surcharges, MLO's (Major Line Operators) and Feeder Operators in the Maldives including Lily Shipping & Trading Pvt Ltd, Nautical Maldives Pvt Ltd, and Centurion Transport Solutions Pvt Ltd have announced the removal of "APCR" surcharge on all inbound shipments, effective 1st October 2020. These changes have come about after recent concerns raised by traders on additional charges by shipping companies for import shipments.



Furthermore, Centurion PLC has announced that they have decided to self-govern those who seek services from their group of companies, by establishing the local charges which can be billed to the customers on all inbound shipments. In a trade notice released by Centurion PLC, they have recommended freight forwarders to follow the guideline of charges provided when releasing delivery orders for inbound shipments. Moreover, it states that necessary measures will be taken against FFW's charging other than the mentioned charges, which includes not accepting their future manifests by any of their group companies. The guideline of charges established by Centurion PLC are as follows;

CHARGES BY THE FREIGHT FORWARDER TO DIRECT CUSTOMERS

D/O fee:	USD 50.00 / BL
DTHC:	USD 19.50 / CBM
OCR:	USD 4.00 / CBM
SERC:	USD 3.00 / CBM
LINE CHARGE:	USD 50.00 Actual





LOGISTICS SAFETY INEVITABLE IN PROTECTING LIVES AND CARGO, ALSO SIGNIFICANT IN PRESERVING THE NATION!

Safety in logistics operations is of utmost importance in protecting the lives of the personnel and cargo involved. There are certain standards of safety protocols to be followed in sea cargo transportation, especially the regulations by International Maritime Organization (IMO). The International Maritime Dangerous Goods (IMDG) Code is a mandatory international code for the maritime transport of dangerous goods in packaged form, in order to enhance and harmonize the safe carriage of dangerous goods and to prevent pollution to the environment.

The geophysical setting of the Maldives enhances the critical role played by transportation, especially by sea, in the economic and social development of the country. In Maldives, majority of international trade related shipments occur through the main port in the capital, Male' Commercial Harbor (MCH). Safety procedures inside the port includes strict observance of guidelines, wearing proper safety gear, and following standard operating procedures that form an elemental part of port operations.

Furthermore, the Maldives being formed on thousands of low-lying and highly vulnerable islands scattered over the Indian ocean highlights the importance of preserving its environment. Most of the cargo are domestically transported to islands using either Dhonis' (small cargo boats) or landing crafts, and the marine environment could be severely affected in case of an incident at sea, particularly through the carriage of any hazardous materials on board. Thus, logistics companies operating in the Maldives have an obligation towards protection of the environment for the sustainability of the country.

As the Maldives rely heavily on Tourism and Fishing to generate most income for the country, the importance of protecting the environment and its natural resources to preserve the nation is highly understated.

Industry Professional

Interview of



Mr. Zafar Ahmed Zia

MWT Maldives Pvt Ltd

Please enlighten us on how you got into the shipping industry and share your experience working in the shipping industry of the Maldives?

I joined the industry in 1994 and now having around 25 years of experience in different roles in shipping and freight forwarding's various sectors. In 2005, I joined Global freight forwarder "Kuehne + Nagel" sea-freight operations and further excel the career by being prompted as department head.

In 2011, I motivated to relocate to the Maldives to join "Centurion Transport Solutions Pvt Ltd" which holds Maldives agency for various well known MLOs and NVOCCs as a Manager-Freight. Working in Maldives is moderately relaxed, however on the other hand due to not having proper regulations and governing bodies for import and shipping businesses sometimes it gets difficult to address the issues, overall it has been a good experience.

Since you have managed both NVOCC operations as well as freight forwarding arms, what are the major challenges when competing with MLO's and other FFW's in a small market such as the Maldives?

There is not much difference in working here in Maldives, however as a funny fact the challenge I faced here is to let the MLO's and shipping agents from other countries understand the working environment and processes in Maldives, till recent past Maldives ports and customs were very much manual than other global and regional countries in South Asia. However, during recent years, port and customs have done significant work towards automation and things are moderately easy.

Recently traders have raised their concerns regarding the local charges for inbound shipments to Maldives by shipping companies, and as a result Centurion PLC has decided to self-govern the industry. How important is it for all FFW's to follow these guidelines on local charges?

To me the initiative taken by Centurion PLC in self-governing the industry, in itself is a milestone in Maldives history. If we see this issue in broader spectrum, higher Male' charges had a big effect on price level to ultimate consumer and due to current pandemic the purchasing power of common men already gone low, the standardization of these charges at minimum will give a perspective for traders to lower down the prices which definitely will have a positive impact on all.

Moving forward, in my view it is very much significant for FFWs to come in-line with regulations initiated by Centurion PLC group, this will help us all to bring the industry up to a healthier level and will create easiness and positive harmony among the contemporary forwarding companies.

As we continue to battle the pandemic, we are seeing slight growth in volumes/movements towards the end of the year 2020. In your opinion, could we see further improvements next year?

As Maldives authorities are aimed to resume resort and guest house operations in October and November 2020 respectively, we foresee a rapid growth on import volumes, however getting back things to normal track will take a year ahead, and that will be, but we would have to work out on more ideas so to survive through these times and to recover and get back to normal in the shortest possible time.

PERISHABLE LOGISTICS

We understand the importance of preserving the condition of our customers' cargo from the moment it is loaded until the moment it reaches its delivery point.

Our fleet of perishable boats enables us to transport all kinds of chilled and frozen cargo to anywhere in the Maldives!



FRUIT AND VEGETABLES



MEAT AND DAIRY PRODUCTS



FISH AND SEAFOOD



PHARMACEUTICALS

