

## IATA Maritime Taskforce: solicitud de información

Para su información, remitimos la comunicación de FIATA relativa a la situación del mercado de transporte marítimo de mercancías. En la misma se realiza un análisis de la problemática actual.

Asimismo, se solicita que se proporcione información sobre el desarrollo del mercado y las prácticas de las navieras que se consideran ilegales. Aquellas empresas interesadas pueden facilitar la información a la dirección de correo [feteia@feteia.org](mailto:feteia@feteia.org) en el formato indicado en la comunicación.



*Request for Information  
FIATA Maritime Taskforce*



*The maritime supply chain continues to see record disruptions, unpredictability, and sky-high freight rates. Despite being key to being able to find solutions in the supply chain across the modes of transport, freight forwarders have been faced with moves by certain shipping line carriers to cut or restrict their access to services.*

*Just three shipping alliances already dominate circa 80 percent of the global shipping market and 95 percent of critical East-West trade lanes and continue to expand their services far outside their port-to-port activities, demonstrating crucial imbalances that are currently hindering, rather than facilitating,*

*much-needed solutions. In the world of big data, technological advancements threaten to accelerate this.*

*2020 and 2021 were very profitable years for shipping lines, which allowed them to invest to expand into services traditionally offered by the freight forwarding industry, with ambitions to become vertically integrated providers of door-to-door logistics solutions. Some shipping lines have also recently invested in logistics companies in line with this objective. FIATA has addressed this on various occasions well before the pandemic, underlining that competition must take place on the same, fair level playing field.*

*Shipping lines are now competing head on with the freight forwarding industry with unfair competitive advantages through their role as vessel and container owning carrier. Marketplaces become less efficient when entities have the power to levy unreasonable charges on their competition. FIATA has called for competition authorities to pay special attention to these developments to ensure all stakeholders compete on a same level playing field and that competition is fair.*

### **Request for Information**

***In order for FIATA to protect our industry and to argue our case, it needs samples and proof. The Federation needs practical examples that we can put together and use in argumentation.***

***For this purpose, FIATA kindly asks you to provide feedback on market development and shipping line practices that are considered as being unfair. Your contribution will be kept absolutely confidential.***

***Please be use the below format and send it to [maritime@fiata.org](mailto:maritime@fiata.org).***

Example format:

Shipping Line Country	Item	Comment
Ham Sued Maersk Belgium	Cancellation of contract agreements	Contract agreements were one sided cancelled, forcing us into the spot market. We consider this as discrimination and abuse of the currently dominant position.
	Waiving Demurrage and detention charges for containers in carriers haulage	Demurrage and detention charges have been offered to be waived on condition that Maersk Line is arranging the on-carriage in carriers haulage.
Maersk Denmark	Providing bookings only subject to pre- carriage in carrier haulage	The Maersk Line spot rate tool was not able to provide a booking subject to the option of "merchant haulage". The same request subject to the option "carrier haulage" provided a booking without problems.



Irun, 19 de abril de 2022