

MBX (AFSYS: MBXSG)

Speed
Miles

14739

VSL NAME

TSL VSL
CODE

TSL
VOY

VSL NAME		TSL VSL CODE		TSL VOY		SOUTH BOUND																		NORTH BOUND																							
						CNXNG						CNDLC				CNTAO				CNLYG				HKHKG(HIT)				CNSKU (CCT)				CN0NW		PHMNN				PHMNL(S)				HKHKG(HIT)				CNXNG	
						TCT (TCT, FICT & TOCT merge)		DPCM (Phase II)		QQCT (Phase 2)		LYG-PSA		HIT		CCT		Nansha New Port (Phase 3, NICT)		N/P		S/P		HIT		TCT (TCT, FICT & TOCT merge)																					
						ETB TUE	ETD WED	ETB THU	ETD THU	ETB FRI	ETD FRI	ETB SAT	ETD SAT	ETB TUE	ETD WED	ETB WED	ETD WED	ETB WED	ETD THU	ETB MON	ETD TUE	ETB TUE	ETD WED	ETB FRI	ETD FRI	ETB TUE	ETD WED																				

REMARKS :		Since MBX svc. revamped (eta XNG 3/July window), MBX & CPX svc. will start butterfly running by 5 vsls. Since 1/Jan./25, all of services excluded cross-strait svc. will be transferred fm T.S. Lines Ltd. (香港公司) to TS CONTAINER LINES PTE. LTD(新加坡公司) in operation. Due to system limitaiton, to distinguish which company's account, all services excluded cross-strait svc. & launched fm year of 2025 will apply SVC name+"SG" in AFSYS for internal use only. In practical operation, pls still maintain existing service name.
R115	Originally, aft redelivery by sub-charter ONE, TS DALIAN will phase in MBX svc. to be an adhoc vsl to call Arab Emirates in voy.25001W/E. However, due to another similar skd. vsl TS HOCHIMINH 25011W/E P/I, TS DALIAN 25001E will change to call INNNA-PKKHI i/o KHI-JEA. For maximum loading, TS DALIAN 25001W will change rotation of Nansha(22/Sep.)-SKU i/o SKU-Nansha, add XMN port aft NBO port, but omit NBO. For empty evacuation and loading additional cargo, TS DALIAN 25001E will make an ad-hoc LCB(17/Oct., Kerry) aft KHI port, adhoc Nansha(21/Oct.) aft LCB port., and adhoc TAO(31/Oct.) before P/O for docking. Per Thailand office prospect, TS DALIAN 25001E will omit Nansha and reinstate HIT(29/Oct.) calling aft SKU port. Her rotation is PUS(13/Sep.)-XNG(14/Sep.)-TAO(16/Sep.)-SHA(18/Sep.)-NBO(omit)-XMN(21/Sep.)-Nansha(22/Sep.)-HIT(23/Sep.)-SKU(23/Sep.)-INNNA(4/Oct.)-KHI(7/Oct.)-adhoc LCB(23/Oct.)-Nansha(27/Oct.)-SKU(28/Oct.)-TAO(3/Nov., dischg)-P/O for docking.	
R116	Due to business demand, TS KWANGYANG 25013N will phase out to MEX svc. as adhoc vsl fm SKU(8/Sep.) without HIT calling, which rotation is voy.25013N MNN(3/Sep., 1/Sep. window)-MNS-P/I MEX svc. SKU(8/Sep.)-Nansha-NBO-SHA-TAO-MXZLO...	
R117	For business demand, TS HOCHIMINH will phase in MBX svc. to be an adhoc vsl to call Arab Emirates in voy.25011W/E. Due to stowage issue, TS HOCHIMINH 25011W will change rotation of SKU(24/Sep.)-HIT-Nansha i/o Nansha-HIT-SKU. For better cargo allowcation, TS HOCHIMINH 25011W will omit SHA & TAO. However, due to lower freight, TS HOCHIMINH 25011W will return back PAS svc. fm SKU(23/Sep.) i/o proceeding JEA. Her rotation is XNG(19/Sep.)-TAO(omit)-SHA(omit)-P/I PAS svc. SKU(23/Sep.)-Nansha-HCM....	
R118	Due to no available vsl, MBX svc. will blank sailing one whole voy. fm XNG(9/Sep. window).	
R119	Originally, due to internal adjustment, ZHONG GU XIONG AN 25008N will phase out to CPX svc. fm XMN(omit) & Nansha(19/Sep. window), which rotation is voy.25008N MNN(11/Sep., 8/Sep. window)-MNS-P/I CPX svc. XMN(omit)-Nansha-SKU-HIT... However, to avoid further delay caused by coming typhoon, ZHONG GU XIONG AN will be redelivered one voy. earlier at Nansha(20/Sep., dischg) in voy.25008N without SKU calling i/o original plan under CPX svc.. TS JAKARTA 25033N will replace her pos. fm HIT(21/Sep., 12/Sep. window) i/o original arrangement by TS BANGKOK 25014N. Due to small capacity, TS JAKARTA will drop LYG in MBX svc.. Later, TS JAKARTA 25033N/25034S will retard one week on XNG(23/Sep. window).	
R120	Considering future delay, ZHONG GU XIA MEN will revise to phase in MBX svc. fm XNG(28/Oct. window) in voy.25005S/N i/o XNG(21/Oct. window). Due to business demand, ZHONG GU XIA MEN will early phase in fm N/B HIT(26/Oct., 24/Oct. window) in voy.25004N, and still be on XNG(28/Oct. window) in voy.25005S. Due to bigger capacity, ZHONG GU XIA MEN will call LYG in her each voy..	
R121	Originally, due to business demand, TS PUSAN 25017S will adhoc LYG(28/Sep., 27/Sep. window). Aft overall consideration, TS PUSAN 25017S will reinstate adhoc LYG(4/Oct. window) calling.	
R122	Due to internal adjustment, TS BANGKOK 25015S/N won't stay MBX svc. on XNG(16/Sep. window)	
R123	Considering further delay, TS PUSAN will advance one week to retard one week fm XNG(30/Sep. window) in voy.25016N/25017S i/o original plan fm N/B HIT(17/Oct. window) & XNG(21/Oct. window) in voy.25017N/25018S. Accordingly, TS TOKYO 25014N will cancel to P/I MBX svc. fm N/B HIT(10/Oct. window) & S/B XNG(14/Oct. window). Due to no available vsl, MBX svc. will blank sailing one whole voy. fm XNG(16/Sep. window) i/o XNG(30/Sep. window).	
R124	Originally, for empty evacuation and loading additional cargo, TS PUSAN 25016N will make an ad-hoc KEL(25/Sep., EAST Wharf) aft HIT port. However, due to delay severely, TS PUSAN 25016N will omit ad-hoc KEL as recovery plan.	
R125	Due to severe delay, TS JAKARTA 25034N will phase out to CPX svc. fm XMN(16/Oct. window), which rotation is voy.25034N MNN(12/Oct., 6/Oct. window)-MNS-P/I CPX svc. XMN(16/Oct. window)-Nansha-SKU-HIT-Manila.... TS TOKYO will phase in MBX svc. fm N/B HIT(10/Oct. window) in voy.25014N to replace TS JAKARTA pos..	
R126	Due to internal adjustment, TS PUSAN 25017N will revise to phase out to CPX svc. fm XMN(omit) & Nansha(24/Oct. window) i/o CVT svc. fm HIT(21/Oct. window), which rotation is voy.25017N MNN(16/Oct., 13/Oct. window)-MNS-P/I CPX svc. XMN(omit)-Nansha(24/Oct. window)-SKU-HIT.... Originally, TS MELBOURNE will keep staying MBX svc. fm N/B HIT(17/Oct. window) in voy.25006N to replace TS PUSAN pos. i/o IFX2 svc. However, TS MELBOURNE 25005E will be sublet aft cargo free at SKU(18/Oct.). Hence, MBX svc. will lack N/B HIT(17/Oct./25 window) outbound leg, and blank whole voy. fm XNG(21/Oct./25).	
R127	During Oct. China Holiday, MBX svc. will blank sailing whole voy. fm XNG(7/Oct. window).	
R128	Due to stowage issue, TS PUSAN 25016N/25017S will change rotation of DLC(4/Oct., 30/Sep. window)-XNG-TAO-LYG i/o XNG-DLC-TAO-LYG.	
R129	Due to delay and similar skd. with CPX svc. TS BANGKOK 25015S, TS JAKARTA 25034S will omit S/B Nansha(1/Oct. window) as recovery plan.	
R130	Due to stowage issue, TS TOKYO 25014N/25015S will change rotation of DLC(17/Oct., 14/Oct. window)-XNG-TAO i/o XNG-DLC-TAO.	
R131	Due to space issue, ZHONG GU XIA MEN 25004N/25005S will change rotation of LYG(1/Nov. window time)-TAO-XNG-DLC i/o XNG-DLC-TAO-LYG Due to Nansha severe port congestion caused by vsl collision incident, ZHONG GU XIA MEN 25005S will omit Nansha(5/Nov. window) as recovery plan.	
R132	Due to severe delay, TS TOKYO 25015N/25016S will retard one week on XNG(11/Nov. window) to replace TBN pos.. Hence, the voy. fm XNG(4/Nov. window) will bel blank sailing due to no available vsl.	