

# Newsletter

Volume: 2012 Issue: 05

1. Amendments to charges and rates.....	1
2. Liner services .....	5
3. Regulatory announcement .....	6
4. Special information.....	7



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## 1. Amendments to charges and rates

- EMEA (Europe, Middle East & Africa)

### Safmarine – Reefer to South Africa

As informed by Safmarine, they are not able to arrange **Reefer Shipments to destination Johannesburg**, South Africa. This is valid until further notice.

### CSAV – Rate Restoration for Middle East

With effect from 01.07.2012 – B/L date – CSAV has implemented a **Rate Restoration** for shipments to **Middle East** in the amount of USD 125.00 per 20´ Container and USD 250.00 per 40´ Container.

### Safmarine – detention | demurrage in Germany

With effect from July 15, 2012 Safmarine will adjust the detention and demurrage charges for german ports. Please find below the new regulatory:

#### For Export:

Demurrage – free days:      dry container: 7 calendar days  
    IMO, Special + Reefer Container: 5 calendar days

Detention – free days:      all equipment/ cargo types: 5 calendar days

Please find below an overview of demurrage and detention costs, send out by Safmarine.

		Demurrage	Detention
<b>20' Dry</b>	1-6 days	€ 50	€ 40
	7-13 days	€ 75	€ 50
	14-21 days	€ 120	€ 60
	22-30 days	€ 130	€ 65
	> 30 days	€ 150	€ 75
<b>40' Dry / 40' High Cube</b>	1-6 days	€ 65	€ 50
	7-13 days	€ 120	€ 60
	14-21 days	€ 170	€ 85
	22-30 days	€ 180	€ 90
	> 30 days	€ 200	€ 100
<b>20' Special (incl Reef &amp; IMO)</b>	1-6 days	€ 120	€ 75
	7-13 days	€ 150	€ 85
	14-21 days	€ 190	€ 95
	22-30 days	€ 210	€ 105
	> 30 days	€ 230	€ 115
<b>40' Special (incl Reef &amp; IMO)</b>	1-6 days	€ 140	€ 95
	7-13 days	€ 180	€ 100
	14-21 days	€ 240	€ 120
	22-30 days	€ 260	€ 130
	> 30 days	€ 300	€ 150

Source: Safmarine, June 2012

**For Import:**

Demurrage – free days: all equipment/ cargo types: 3 calendar days

Detention – free days: all equipment/ cargo types      Truck: 5 calendar days  
    Rail: 5 calendar days  
    Barge: 5 calendar days

Please find below an overview of demurrage and detention costs, send out by Safmarine.

		Demurrage	Detention
<b>20' Dry</b>	1-6 days	€ 50	€ 40
	7-13 days	€ 75	€ 50
	14-21 days	€ 120	€ 60
	22-30 days	€ 130	€ 65
	> 30 days	€ 150	€ 75
<b>40' Dry / 40' High Cube</b>	1-6 days	€ 65	€ 50
	7-13 days	€ 120	€ 60
	14-21 days	€ 170	€ 85
	22-30 days	€ 180	€ 90
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	7-13 days	€ 180	€ 100
	14-21 days	€ 240	€ 120
	22-30 days	€ 260	€ 130
	> 30 days	€ 300	€ 150

**Hapag Lloyd – congestion Fee Damman Port**

With effect from 23.07.2012 Hapag Lloyd will implement a Congestion surcharge for shipments to and from the port of Damman. The fee will be charged in the amount of USD 75.00 per TEU.

### CMA CGM – port congestion Saudi Arabia

Due to the actual situation at the ports of Saudi Arabia [please find additional info in SPECIAL INFORMATION], CMA CGM decided to temporarily stop the acceptance of bookings up to Riyadh dry port and/or door.

Therefore CMA CGM implemented an **Operation Cost Recovery surcharge** for Saudi Arabia ports with effect from July 15, 2012 in the amount of:

USD 80,00 per 20'Dry container | USD 120,00 per 40'Dry container  
 USD 140,00 per 20'Reefer container | USD 180,00 per 40'Reefer container

Furthermore the feeder vessels – for cargo transshipments, are delayed due to pre Ramadan bookings and the high demand.

### Safmarine – Riyadh

Due to the above described situation at the port of Riyadh Safmarine will make some “product” adjustments.

The shipping line will adjust the **Inland Haulage Import** for shipments destined to Riyadh DY via Dammam Port as per 2<sup>nd</sup> of August as follows:

Equipment	Weight	SARIA (CY) Via SADAM	
Type/Size	Limitation	\$ (Current)	\$ (New)
20DC	Up to 24 mt	225	575
20DC	over 24 mt	450	800
40DC/HC		450	800
45 HC		363	800
20 REEF	Up to 24 mt	330	713
20 REEF	over 24 mt	616	966
40HREF		616	966

Source: Safmarine, 07-10-12

Furthermore Safmarine will start to **offer Riyadh (SD) via Jubail Port** with immediate effect. The Inland Haulage Import for this option is mentioned in following list:

Equipment Type/Size	20'/40' Dry	45' Dry	20'/40' Reefer
\$	500	550	850

Source: Safmarine, 07-10-12

### Chittagong – Destination Charges Prepaid

Due to government restrictions in Chittagong Maersk Line has to charge the **destination charges** to the freight forwarding companies. In addition to destination THC following charges have to be **prepaid**:

**DDF:** effective 01.07.12 USD 20.00 B/L

**Dangerous Cargo Doc Fee:** (currently BOT 1000 B/L) IMO, eff. 01.08.12 USD 20 B/L IMO

**Equipment Management Fee:** USD 25/Ctr.

▪ Asia Pacific

**CSCL – Overweight surcharge to Far East | Red Sea (excl. Australia)**

With effect from July 1, 2012, CSCL announced the implementation of an **overweight surcharge** for shipments ex Europe to Far East, Red Sea excluding Australia. This will be valid for Containers from 18ts gross weight inclusive tare and charged in the amount of USD 50.00 per 20´ Container.

**ZIM – Peak Season Surcharge to Red Sea and Arabian Gulf**

The shipping line ZIM announced the implementation of a **General Rate Increase** effective June 1 2012, valid for shipments ex Europe to Asia and Indian Subcontinent. The increase will be in the amount of: USD 150.00 | USD 200.00 | USD 200.00 per 20´ DC | 40´ DC | 40´ HC.

▪ North America | Mexico

**CMA CGM – Demurrage for Imports to NYC**

CMA CGM announced the adjustment of the **Import Demurrage Rates and Free Time charges for shipments to New York** - valid since 1<sup>st</sup> June 2012.

Please find below the overview send out by CMA CGM:

Port	Container Type	Free Time	Charge Days
New York	Standard	4 working	Days 5-8 USD 180.00 Days 9-13 USD 235.00 Days 14+ USD 490.00

**Maersk - Emergency Low Water Surcharge for Cargo to/from Montréal**

The shipping Line Maersk informed about the implementation of an **Emergency Low Water Surcharge** valid for all cargo loading and discharging in Montreal. With effect from 01.August 2012 the following amount will be charged:

- USD 125.00 per 20´ container
- USD 250.00 per 40´ container

**Hapag Lloyd - Low Water Surcharge for Cargo to/from Montréal**

With effect from August 1, 2012 Hapag Lloyd will also implement an **Low Water Surcharge**. The surcharge will be invoiced in the amount of:

- USD 150.00 per 20´ container
- USD 225.00 per 40´ container

**CMA CGM – Surcharges for shipments to North America**

With effect from 01.08.2012 CMA CGM will adjust the **Bunker Adjustment Factor** as follows:  
 US East Coast | US Gulf from USD 374.00 to USD 331.00 per TEU  
 Canada East Coast from USD 374.00 to USD 331.00 per TEU  
 Mexico from USD 374.00 to USD 331.00 per TEU

- South America | Central America

### Hapag Lloyd – General Rate Increase ex Europe

The shipping line Hapag Lloyd announced a **General Rate Increase** for exports ex Europe to South America East Coast | South America West Coast | Caribbean and vice versa effective September 1, 2012. The increase will be in the amount of EUR 400.00 per TEU.

## 2. Liner services

- EMEA (Europe, Middle East & Africa)

### Durban Port – delays in service

As shipping line Maersk informed, the **port of Durban** is facing **delays** in service and operations. Due to the bad weather conditions in the last week at port of Durban, beyond others the terminal is still working on the refurbishment of cranes damages. The operation will be recovered likely next week.

### Safmarine – Stop of cargo acceptance to Bushes, Iran

With immediate effect, Maersk does not accept any **bookings** to the Iranian port **Busher**. Beside Busher they already stopped service to following ports: Bandar Abbas, Assaluyeh, Khorramshar, Bandar Imam Khomeini.

The shipping line informed that their decision is based on the fact that the terminal operating company of Busher has been added to the OFAC – US Office of Foreign Asses control- list.

### Maersk line - Cease of acceptance to/from Moroni, Comores

Shipping line Maersk informed that with immediate effect they are **ceasing the acceptance** of bookings to/from **Moroni**, Comores.

- Asia Pacific

### Safmarine – service to Male, Maledives

With effect from week 35 Safmarine will **stop acceptance of bookings for Male**, Maledives. The last feeder vessel will be the MORNING VISHIP | Voyage - 8MV/154S | Arrival at Male - 29th Aug'12 | Departure from Male - 31st Aug'12 (8MV/154N).

- North America | Mexiko

### CSAV – San Salvador IMO acceptance

Please be informed that the shipping line CSAV announced that they **stopped** the acceptance of **IMO cargo to San Salvador**, El Salvador until further notice.

### Hapag Lloyd – Suspension of AES Service

With immediate effect Hapag Lloyd has **suspended** their “Atlantic Express Service”. The shipping line also informed that as soon the market situation is getting better, the service will be recommenced.

The last sailings were as follows:

**Westbound:**

Commander 57037 / 22W28  
ETS Hamburg July 16, 2012 – ETS Antwerp July 18, 2012

**Eastbound:**

Commander 57036 / 22E29  
ETS New York July 27, 2012.

### Maersk Line – Network Changes

The shipping line Maersk has announced to **remove** of the following **inland locations** from their own service network: Laredo, TX | El Paso, TX | San Antonio, TX | Hidalgo, TX  
Bookings for these destinations are no longer possible.

## 3. Regulations and authorities announcements

### BRASIL - Late Documentation Fee and Government Agency Certification Service

Leschaco Brasil would like to announce that from 15th August 2012, all shipping lines in Brazil will charge the following fees: Amendment Fee, Late Documentation Fee and Government Agency Certification Service:

**1 Amendment Fee**

**- Import:**

- 1) Amendment requests up to the 4th working day before estimated arrival date in the first Brazilian Port: R\$ 350,00
- 2) Amendment requests from the 3rd working day BEFORE the estimated arrival in the first Brazilian Port: R\$ 5.350,00

**- Export:**

- 1) The first Amendment, if requested 6 days AFTER the vessel departure, will be free
- 2) After the first Amendment, all the requests between the first amendment until the 6th day AFTER the vessel departure: R\$ 350,00
- 3) Amendment requests from the 7th day AFTER the vessel departure: R\$ 5.350,00

**2 Late Documentation Fee:** BRL 290/BL

**3 Government Agency Certification Service:** BRL 290/certificate

For further information please contact our colleagues in Brasil: [info@leschaco.com.br](mailto:info@leschaco.com.br)

### Iraq and Kurdistan – Shipments

The inspection requirement for cargo exports to Iraq (Verification of Conformity) has been extended to Kurdistan.

Differently to Iraq, Kurdistan part wise accepts European and international standards with respective national deviations (mainly related to marking and labeling).

**The Central Bank of Iraq (CBI)** issued a decree, that the importer has to present an inspection copy certified by the Iraqi embassy. This instruction is also valid for cargo, which is not fallen under the compliance program.

### **Tanzania - LOI needed for dangerous cargo to Tanzania**

Safmarine is drawing attention on the new port rule for dangerous cargo of Class 2,7 and 1 can no longer be accepted for discharge in Dar es Salaam without LOI (=Letter of Indemnity) due to new port rules.

Consignees have to take direct delivery of their cargo; storage in terminal is no longer permitted. In addition to this, transshipment in Dar es Salaam is no longer permitted as direct transshipment cannot be arranged. When consignee confirms direct delivery of his cargo, he needs to submit a LOI in which he assumes all costs in case vessel suffers delays arising from non attendance.

Likewise, to ensure no loopholes, the consignee must pre-assign a clearing agent (c&f) in Tanzania who will be required to coordinate terminal, customs and shipping line requirements to ensure cargo is discharged smoothly.

This agent must sign a commitment letter confirming their understanding of all local regulations.

## **4. Special information**

### **Situation at ports of Saudi Arabia**

The actual situation at the Saudi Ports of Riyadh, Damman and Jeddah is still unchanged. The shipping lines are facing huge delays, congestions and backlog of containers in Damman and now also in Jeddah.

Beside the concerned consignees the Dammam Port Stevedores and railway contractors are urging Riyadh consignees to arrange the customs clearance at the port of Damman and truck cargo to their local warehouses.

### **Leschaco Brasil informs: Customs strike**

As we informed you beginning of July, the Brazilian customs officers started with a strike in the mid of June. This already had effect on slowing down the customs clearance of imports and had lead to delays in operations at most major Brazilian ports including Santos, Paranagua, Salvador, Manaus, Santana and Itacoatiara.

The strike is still ongoing under the described circumstances (stop working for two days a week and do three days work-to-rule) This causes a delay in releasing for normal customs clearance process of about up to 10-15 days longer.

Since Monday, 13.07.2012 the ANVISA (National Agency for Sanitary Vigilance - among other things responsible for health control of incoming vessels) is also on strike.

We will keep you informed about further developments about current situation.

### **Zhenjiang Port - suspending DG operation**

The authorities of Zhenjiang port officially announced the suspension of Dangerous Goods operation (including loading/ unloading or storage - except sulphur) at the container yard of Zhenjiang port from August 1<sup>st</sup>, 2012 - due to the fact that the port is not matching the requirement of authority for handling DG cargo.

The alternative option offered by port authorities to arrange a direct loading/unloading by truck is difficult to arrange and to handle.

Till now it is not clear how long it will take for the recertification.

## Japan Ports (Kobe/Osaka) - Rolling Blackouts (information by Hapag Lloyd)

Hapag Lloyd emphasized on the energy situation in summer in Japan. In this summer, energy supply and demand is expected to be tight and the general power supply situation may result in power supply disruptions affecting particularly the ports and terminals of Kobe and Osaka.

Hapag Lloyd recommends for all reefer customers with refrigerated cargoes destined for Kobe and Osaka ports/terminals, to take delivery of the cargo at earliest possible date directly after the discharge of the vessel. A similar recommendation is given for Exports ex Kobe and Osaka – the reefer container delivery should be planned for the latest possible date.

For vessel departures' details for Bremerhaven, Hamburg and Bremen please visit the websites:  
[www.dbh.de](http://www.dbh.de) (Bremerhaven/Bremen)  
[www.port-direct.de](http://www.port-direct.de) (Hamburg)

### Best regards

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