

## Leschaco India

Since October 2017 Leschaco is the main shareholder of the joint venture Global Saga Leschaco and since then we are still working on the integration of Leschaco India into our network.

Today we're pleased to announce, that since January 02, 2018 the company operates as Leschaco India Pvt. Ltd. Everything else remains unchanged.

The new company name underlines our business targets based on sustainable growth and is also an expression of the further development of our products and services as well as the perception of the Leschaco brand.

We are delighted about this step to further strengthen and develop our market position in Asia and welcome all employees of Leschaco India Pvt. Ltd. to Leschaco.

## Carrier "ONE"

The carriers MOL, NYK and K-Line merge into the new carrier ONE as from 01<sup>st</sup> April.

Bookings for departures as from week 14 will already be accepted.

## Palletization of Imports to Nigeria

We would like to inform you, that as from January 1st 2018, it is mandatory for all inbound cargo to be palletized.

There are a few cargo types exemptions that do not need palletization:

- By weight: Any single item weighing more than 1000 kg
- By mobility: Any item that can be "rolled" out of the container e.g. a car.
- By fragility: Any item that is deemed to be too fragile and not suitable for off-loading. This would be certain specialized equipment.

Other requirements:

- Form M must be mentioned on the manifest and on the Bill of Lading.
- "Diplomatic goods" must be declared on the manifest and Bill of Lading.
- Any cargo under "Fast Track" must be declared on the manifest and Bill of Lading.

Please be advised that failing these regulations may result in fines being issued by the authorities in Nigeria to the receivers, or refusal to accept cargo onto Nigerian soil.

In such cases, as all units are stuffed under SHIPPER'S LOAD, STOW AND COUNT, any additional charges will be for the account of the cargo, including the redispach of cargo to origin.

## Trucking Challenges in Canada / USA

Canada and the United States of America are facing trucking challenges in domestic and international trucking industries which have a dramatic effect on truck power in the United States and Canada, especially in the middle West and South East.

The reasons for this situation are different, for instance, the fewer starters into the job market due to the low wages, increasing cost of operations, high service demand due to the economic growth, lack of chassis equipment and the Governmental regulations including "Electronic Log Devices" (ELDs), which reduces the possible day stretch down to 225 miles.

These challenges make on-time door deliveries increasingly challenging, increase the risk of demurrage/detention cost which are for the account of the cargo cause the carriers will not take over any liability.

Furthermore this situation causes a huge increase of the transport rates as well as the implementation of Emergency Trucking Surcharges. Due to this strange situation some carriers even withdraw from this market and do not offer for pre- and on-carriages anymore.

We severely recommend to calculate with an extended transit time for transports from and to the USA and to check if the pre- or on-carriage could be switched to merchant's haulage. For any further questions please do not hesitate to contact your person in charge.

**Kind regards**

**Your LESCHACO News Team**

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Our ["General Terms and Conditions for the communication via email"](#) apply.

We operate exclusively in accordance with the [Allgemeine Deutsche Spediteurbedingungen 2017 – ADSp 2017 \(German Freight Forwarders' General Terms and Conditions 2017\)](#).

**Note:** In clause 23 the ADSp 2017 deviates from the statutory liability limitation in section 431 German Commercial Code (HGB) by limiting the liability for multimodal transportation with the involvement of sea carriage and an unknown damage location to 2 SDR/kg and, for the rest, the customary liability limitation of 8.33 SDR/kg additionally to Euro 1.25 million per damage claim and Euro 2.5 million per damage event, but not less than 2 SDR/kg.

Outside the scope of the ADSp our ["Terms and Conditions regarding the limitation of our liability outside the scope of application of the ADSp"](#) apply.