

Low water situation on the Rhine

Currently there is a critical low water situation on the Rhine, at the same time the terminal situation in southern Germany. For quite some time, everyone who's involved in inland transport (barge) has had deteriorated problems with water levels on our inland waters, especially on the Rhine, the main waterway. The long lasting dry season over months with only a few, insignificant precipitation led to strong sinking water levels and thus to so-called low water situation. At the end of last week, the water level at Kaub fell to its lowest level of less than 30 cm. As a result, the Rhine can currently be driven upstream only to Bonn / Koblenz. Due to the low water level of 80 cm and below, the transport obligation as well as the price retention for most barge companies is eliminated. At present and in the near future, a safer transport on the water is no longer guaranteed.

Furthermore, we have to observe a so-called acceptance stop by the terminal operators at the terminals in Munich, Ulm and Kornwestheim. This means that export and import containers can only be handled at a ratio of 1: 1 in order to take account of the tight space situation in the terminals. All other terminals are working still normal, but also suffer from heavy load. This strong capacity utilization at the Rhine and Neckar terminals can be attributed to the shift from inland waterway to rail.

Due to the tightly resources in trucking for container transport on the first and last mile (HUB trucking), Transfracht introduced a so-called Truck Capacity Surcharge (TCS) with effect from 01.10.2018 and a amount of € 20, - per transport. These apply to the locations Ulm, Kornwestheim, Munich and Nuremberg. The TCS was also introduced for Basel with effect from 01.07.2018, the costs amounts € 40, - per transport.

The shipping companies are increasingly having problems providing empty equipment in the domestic depots. As a result, this will often lead to round trips in the provision of containers. Unfortunately, we have to pass on the resulting additional costs to our customers.

Until now the transport needs of our customers have been fully served by alternative truck and rail solutions, however, due to the situation more flexible loading dates and possibly additional costs must be expected.

Our teams work hard to provide the best possible solutions for our customers.

We will keep you informed about the further development.

Change of Portname Chittagong - Chattogram

Please be informed that there is a change of spelling of some districts, date back to the British period, and govt. needed to be updated in accordance with Bangla pronunciation which causes that the port Chittagong is named Chattogram now.

Currently you can place bookings under both port names with the European carriers due to the change in all their systems take some times.

The UN Lo code will stay the same only the translation of the name has changed.

Both names will be valid and this validity is not limited so far. Also Chittagong mentioned in the MBL and Chattogram in the HBL are confirmed to be a possible option by our Agents so there shall be no problems in regards to the transport handling.

Also in case a LC is involved there shall be no problems caused by this change of the name.

Limitation of package sizes Export Qatar

The Qatar Ports Management Company (MWANI) established an immediately limited package sizes that must not be exceeded for shipments to Qatar without authorization. Packages with a maximum weight of 2500 kgs and a dimension of (L / W / H): 200 cm are affected.

Packages exceeding these weights / dimensions must be registered and approved by MWANI prior to shipment. In this case, MWANI incurs costs of 430 Qatar Riyal (currently about USD 100), which will be charged to the recipient upon arrival of the cargo.

Therefore, we would like to ask you to inform us in advance about the individual weights and dimensions, so we can obtain a timely approval.

A identification at delivery might be too late for your desired departure as we are currently unable to estimate how much time it will take to get approval.

Export LCL South Africa Manifest Admin Fee

As already known since August 2018 there are filings for HBL and MBL implemented by the South African customs authorities.

Due to these filings it is mandatory to advise all needed instructions for the MBL 24 hours before the container will be loaded onto the vessel at port of loading.

This causes a higher workload so that we are forced to implement an Administration Fee for all Export shipments to South Africa valid as from 01.11.2018.

For any further information please do not hesitate to contact us at any time.

Kind regards

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