

Port Strike in San Antonio, Chile

Due to a current strike in the port of San Antonio all incoming vessels will be discharged at Valparaiso for the time being. Today we received the information that after 45 days of negotiations, San Antonio PCE Terminal, finally reached an agreement with the stevedoring union. It is not yet known when they will return to normal work. San Antonio has replaced Valparaiso as an important port in the recent past.

India: HS Code necessary in all Bill of Lading's

Due to new regulations in India it will be mandatory from 01.08.2019 - onwards to show the HS Code (Harmonized System Code) in every single bill of lading.

Our clients are kindly asked to provide us this information.

Introduction of a War Risk surcharge for the Middle East trade lane

Due to the tense situation in the Middle East, the shipping companies have introduced a War Risk surcharge, which is already charged as from 05.07.2019 and 08.07.2019. This applies to all ports in the Persian Arabian Sea Gulf and ports in the Arabian Sea which are either directly or in transshipment. This also applies to transshipments in these ports with destination Indian subcontinent and Far East.

The introduced War Risk surcharge will be charged with USD 40 per TEU to our customers as of 15.07.2019.

Concerning LCL shipments, War-Risk-Surcharge is introduced as follows: as off B/L date 01.08.2019 until further notice, USD 2,00 w/m and minimum.

MSC: Service problems

The shipping company MSC is facing handling problems due to the implementation of a new operational system. Booking confirmations and container deliveries are delayed in many cases. MSC has installed a numerically strong task force to handle the backlog of orders. At the moment, it is not yet clear when MSC will return to a normal procedure with quick booking confirmations.

Brown Marmorated Stink Bug Season as from 1st September – Australia

Please be informed, that the Department of Agriculture and Water Resources in Australia is alerted because of the Brown Marmorated Stink Bug and reworks hard to ensure that this bug will be unable to enter Australia.

All containerized cargo (including FCL/LCL/FAK/FCX shipments) and/or Breakbulk **which will be shipped between September 1st 2019 and April 30th 2020** out of the below list of countries must be treated prior to arriving or being released into Australia if they are considered Targeted 'High Risk' Goods or Targeted Risk goods as follows;

Target Risk Countries

- U.S.A:
- Italy
- Germany
- France
- Russia
- Greece
- Hungary
- Romania
- Georgia
- Japan (heightened vessel surveillance will be the only measure applied).

Targeted High-Risk Goods which are shipped as LCL (less than container load), FAK (freight of all kinds), breakbulk, in open top containers or on flat rack containers will no longer be accepted into Australia without off shore treatment. Should goods arrive into Australia without having been fumigated or treated off shore, they will be directed for export or destroyed. (this information is being updated daily, please refer to the website below for the most accurate information).

Targeted High-Risk Goods which are shipped as FCL/FCX (full containers) also require mandatory treatment either off-shore prior to shipping or on-shore after arrival, prior to being released into Australia.

Further to this, any off-shore treatment providers **must be accredited** by the Department of Agriculture for their treatments to be accepted.

Below is the current target 'high risk' goods which as explained above will no longer be accepted without off shore fumigation. If goods are not treated off shore by an accredited provider, then the shipments will be directed for destruction or re-export.

36 Explosives, pyrotechnics
44 Wood
45 Cork
57 Carpets
68 Stone, cement

- 69 Ceramics
- 70 Glass
- 72 Steel, iron
- 73 Steel articles
- 74 Copper
- 75 Nickel
- 76 Aluminium
- 78 Lead
- 79 Zinc
- 80 Tin
- 81 Base metals
- 82 Tools, cutlery
- 83 Base metal
- 84 Machinery
- 85 Electrical machinery
- 86 Railway locos
- 87 Vehicles
- 88 Aircraft
- 89 Ships
- 93 Arms, ammunition

Target 'Risk' goods

Goods in this category will be subject to in-creased on-shore intervention, off-shore (as per the above requirements) and on-shore treatments are acceptable at this time.

All tariffs under the following chapters are being considered as target risk goods.

- 25 Salt, minerals
- 26 Ores, slag, ash
- 27 Fuel oils
- 28 Inorganic chemicals
- 29 Organic chemicals
- 31 Fertilizers
- 38 Chemical products
- 39 Plastics
- 40 Tyre, rubber
- 46 Straw, basket ware
- 47 Wood pulp
- 48 Paper, cardboard
- 49 Printed matter
- 56 Wadding, felt

The fumigation cost for LCL High Risk Goods and Target Risk Goods with sulfuryl fluoride (SF) are as follows:

EUR 25,00 per w/m & EUR 25,00 minimum per shipment

These are generally due for all LCL shipments, high risk and target risk goods that are booked to the following port locations: **Adelaide, Brisbane, Darwin, Devonport, Fremantle, Hobart, Launceston**

Concerning LCL shipments to the ports of destination Sydney and Melbourne, which we stow in our own consolidated container at CPL / Bremen, this fee is not charged for Target Risk goods. For bookings of High Risk shipments to Melbourne and Sydney there are separate charges. These are available on request.

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

Kind regards

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