

IMO 2020 Surcharge

We would like to inform you about the additional charges related to IMO 2020 regulations, which will already be passed to our customers in 2019.

<u>Carrier:</u>	<u>Effective date:</u>
Evergreen	1 st November 2019
Maersk	1 st Dezember 2019
Hamburg Süd	1 st Dezember 2019
Safmarine	1 st Dezember 2019
Sealand	1 st Dezember 2019

Other Carriers will follow. The amount of the surcharge depends on the trade and will be passed as per outlay to our customers. Please contact your key contact person concerning the amount of the surcharges, they will be happy to answer any further questions you may have.

Peak Season Surcharge for shipments to Australia and New Zealand

Several carriers introduce a Peak Season Surcharge for all shipments from Europe and the Mediterranean to Australia and New Zealand. This surcharge will be effective as from 1th of November, 2019 until further notice.

The amount of this surcharge will be passed to our customers as per outlay.

Hapag Lloyd: Peak Season Surcharge – North Europe to East Asia

Hapag-Lloyd will charge a Peak Season Surcharge (PSS) for all container types in the Far East eastbound trade from North Europe to East Asia.

Effective for sailings as of November 1, 2019 and valid until further notice, the PSS for North Europe to East Asia will be as follows:

- USD 225 per Container

Blank Sailing North West Europe to Asia

Please be informed that several carriers have already informed us about further blank sailings End of November and during December.

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

Kind regards

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Disclaimer

Please note that all information reported in the newsletter is to the best of our knowledge at the time of writing, but we cannot guarantee its correctness or accuracy. Should you require any further information or have any questions or comments, please feel free to contact us at: news@leschaco.com

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.

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