

Peak Season Surcharge as from 01.03.2020 Far East, Middle East, India, Australia, New Zealand

As the media is reporting, the Coronavirus is causing significant capacity restrictions in China for shipments from Asia to Europe. This situation is exacerbated by the effects of the Chinese New Year.

These capacity restrictions will lead to limitations in the availability of space and especially empty container equipment for European exports in the coming weeks.

In the meantime shipping companies have announced a Peak Season Surcharge. This will apply from ETS 01.03.2020 for all shipments from Northern Europe to India, Asia, Australia, New Zealand and Middle East.

The amount of the surcharge are as follows:

- USD 300 for 20' container (Dry, Flat, OT) + 20' Tankcontainer
- USD 450 for 40' container (Dry, Flat, OT)

The surcharge for LCL cargo is:

- USD 10 w/m

Furthermore, the shipping companies have announced a congestion for the destination ports of Shanghai, Xingang and Ningbo.

Please note that all above mentioned concessions can be adjusted by the shipping companies, even at short notice and without prior notice. In case of any change of the surcharges we will keep you informed.

The above-mentioned problems can also lead to significant delays in transport.

Pakistan Customs Authorities requires NTN for all imports

Please be informed that Pakistan Customs Authorities has mandatory required NTN (NATIONAL TAX NUMBER) for all imports BILL OF LADING to Pakistan shipments with immediate effective.

According to Pakistan Customs, all Carriers/Freight Forwarders are bound to file Customs manifest including Container Ownership NTN# , and a Consignee NTN number for each shipment.

The Consignee NTN number is to be updated on the bill of lading.

All are requested to please provide us proper NTN number along with importer name and address while submitting the SI or Customs Manifest. Pakistan Customs will not accept the manifest if NTN number is missing.

As per Customs rule, a non-manifested unit is not allowed to discharge at Pakistan and will remain on board at customer's risk, cost and responsibility.

Customer News No. 1 2020

February 21st, 2020



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

Kind regards

Your LESCHACO Customer News Team

Lexzau, Scharbau GmbH & Co. KG

Kap-Horn-Str. 18 | 28237 Bremen | Germany

Phone: (49) 421.6101.0

news@leschaco.com

www.leschaco.com

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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.

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