

# **HAPAG LLOYD UPDATES**

**September 25, 2008**

## **AES Information**

Please find attached further information on the upcoming AES implementation.  
Note following specifics:

- 1) Hapag-Lloyd will require the respective information by noon 2 days prior to the arrival of the vessel
  - In the TOP box of the booking confirmation the DOCUMENTATION CUTOFF date/time will be provided
  - The DOCUMENTATION CUTOFF is local port of loading time i.e. New York EST, Houston CST etc
  
- 2) Please submit your AES info to the same e-mails as you currently send your shipping instructions.
  - [MWDoc@hlag.com](mailto:MWDoc@hlag.com) for the Northeast / Midwest
  - [sodocs@hlag.com](mailto:sodocs@hlag.com) for the Southeast
  - [rnagpdoc@hlag.com](mailto:rnagpdoc@hlag.com) for the Gulf / Pacific

## **Port of LA & LB Truck Fee, effective Oct. 1, 2008**

As you are all aware, the Ports of LA & LB will begin imposing a "Clean Truck Fee" on containerized cargo effective Oct. 1, 2008. All Terminal Operators in each Port have been mandated to collect this fee on behalf of the Ports.

Unfortunately, with the effective date for implementing the fee just two weeks away, there are still unanswered questions about how the program will work (billing details, systems testing, etc). While these aspects are being worked out, the following is provided as a brief overview as to what can be expected at this point.

In general, the Port Fee application will be as follows:

- \* The Fee amounts are: \$35/teu or \$70/feu or larger.
- \* Applicable to all 'Full' containers moving in or out of the terminal by truck.
- \* Unlike PierPASS, there is no exemption for:
  - Domestic cargo
  - Off-Peak moves
  - Intermodal cargo (drays between local rail ramps).

Details of the Ports Clean Air Action Plan and the Fee can be found in the Port Tariffs which are available on their websites at [www.polb.com](http://www.polb.com) and [www.portoflosangeles.org](http://www.portoflosangeles.org). In spite of possible delays regarding the Clean Truck component of the plan, the Marine Terminal Operators are expected to administer the Fee assessment beginning Oct. 1, 2008. To do this a company called "PortCheck" is being formed to perform this function. It is envisioned it will operate similar to PierPASS where in all charges will have to be paid prior to its being released from the Terminal. Again, complete details of the actual workings are still being determined.

Between now and Oct. 1, Hapag-Lloyd customers are encouraged to register in PierPASS since this info can be transferred over to PortCheck. This will ultimately facilitate the customers ability to claim/release their cargo in PortCheck when the system is available. There is no cost to register with PierPASS; additional details can be found at [www.pierpass.org](http://www.pierpass.org) .

Please be guided accordingly. Will provide further updates on the implementation as they become available.

## **Hapag-Lloyd North American Rail Update -      **September 22, 2008****

### **BNSF:**

The New Orleans Intermodal facility is open and operating during their normal business hours.

### **Houston (Pearland) Intermodal Update:**

In order to assist with recovery efforts, BNSF is providing **storage relief from Thursday, September 11, 2008, through Sunday, September 21, 2008**, for units at the Pearland (Houston) Intermodal Facility. All units will be considered notified on September 22, 2008 at 00:01 CT.

Intermodal units which have been staged en route will now be heading toward Houston.

Overall, customers can expect delays on traffic moving through the Houston area.

### **New Orleans (Avondale) Intermodal Update:**

Track on the Lafayette subdivision (between Houston and New Orleans) suffered damage due to Ike. Maintenance crews are working on restoring the track, however congestion and delays will be evident until the repair is complete.

[The remainder of the BNSF network shows no major delays.](#)

### **CNRR**

The CNRR network shows no major delays.

### **CPR**

[The Canadian Pacific network shows no major delays.](#)

### **CSX**

The New Orleans facility will remain closed for at least 2 weeks while CSX works to repair the 21 miles of track damage sustained during Gustav. All interline traffic that normally moves over the New Orleans gateway is currently being detoured through the E. St. Louis gateway. This effects traffic moving between LA/Long Beach and Charleston, Charlotte, Jacksonville, Miami, Savannah, and Tampa. Freight moving in these lanes should continue to anticipate delays of between 24 and 36 hours for rerouting.

Due to commercial power outage in Ohio, CSX is experiencing signal issues, and they are operating on back up generators in 3 different locations. Trains moving between Chicago and the Northeast may be delayed.

Due to rising water issues, CSX is experiencing delays and congestion in the Chicago region. As a result, interchange between UPRR and CSX are running approximately 12 hours behind.

The remainder of the CSX network shows no major delays.

### **NSRR**

The NSRR network shows no major delays.

### **UPRR / PST**

Houston yards are operating on commercial power and normal hours of operation will commence today with no restrictions on in-gate or out-gate activity.

Union Pacific is still in recovery mode from Hurricane Ike. Downed power lines, debris and trees being removed from tracks from Houston to Arkansas and Louisiana. Power is out across most of the Houston area, but has been restored to both Englewood and Settegast terminals. Union Pacific has deployed generators to assist in restoration of the signal system. Crew assets have been depleted in many locations. Trains continue to occupy sidings as the railroad coordinates recovery efforts. UP has advised they will no longer hold all Houston-bound volume moving through Marion (UP Memphis).

**While the gates have been reopened to accept Houston bound traffic, we anticipate delays of 24 to 48 hours through next week due to a shortage of local truck power, crews and chassis.**

The remainder of the UPRR network shows no major delays.

### **Reefer Congestion Surcharge St. Petersburg**

Please find attached information regarding the Reefer Congestion Surcharge St. Petersburg effective Nov 1st 2008

### **Additional All Export Trades**

Please find attached updated additional for all export trades

### **Fuel-additional transport (Truck) Belgium & Luxembourg**

We have been informed from Europe about below changes of the inland fuel:  
The Fuel Adjustment Factor of 17% for haulages Road to/from Belgium & Luxembourg via ports in Belgium, Netherlands, Germany and France will be applicable wef 20th. October 2008.

### **Decrease of the fuel-additional transport (Truck) for Denmark**

We have been informed by Area Denmark, that the fuel additional for truck transports for Denmark will decrease from 20% to 18% wef 01st. October 2008.

### **Terminal Handling Venezuela / Puerto Caldera**

Pls be advised that our THD / THO charges at Venezuela and Puerto Caldera, CR will be amended as per below;

Effective October 22, 2008

**Puerto Caldera, Costa Rica THC** increasing from usd100 to usd150 per cntr.

Effective November 1, 2008

**Venezuela THC** increasing from usd75 to usd120 per cntr. The charge will remain to be prepaid.

### **Increase of detention charge carrier haulage for Poland**

We have been informed by Area Poland that the detention charge carrier haulage for Poland will increase. Below you'll find the valid charges which will be applicable wef.26th.October 2008.

PLN 35 per hour for 20'er,40'er (20GE, 40GE, 40HC,Tanks,Ventilated, Insulated,  
Open Top, Hard Top, Bulk, Flats, Platforms)

PLN 75 per hour for reefer units

### **Stavanger Feeder**

Please note that our Hamburg/Bremerhaven feeders to Stavanger calls Sandnes which is 14 km outside of Stavanger. Going forward we will only offer Sandnes feeder oncarriage and will eliminate Stavanger in our destination Arbitraries.

### **Aqaba, Jordan**

As the congestion situation is not improving we will continue not to accept any shipments into Aqaba until further notice