

OLE Terms

Export Egypt Englisch

We conduct all services on base and under the conditions of the bill of lading of the selected carriers. By booking with you acknowledge and accept these bill of lading conditions.

For all shipments to Egypt: ACID number must be sent to us before we process the booking. Any additional extra costs which might occur due to missing ACID number are on consignee's account. We conduct all services on base and under the term & conditions of the bill of lading of the selected carriers. By booking you acknowledge and accept all these terms & conditions. - Cargo suppliers/ customers are obligated to submit the Verified Gross Mass (VGM) as per SOLAS convention in time to OLE. - booking amendment and/or booking cancelation fees may apply. - Subject to unforeseen extra charges like e.g. storage, demurrage, detention, waiting time, customs stop etc. - All transports are subject to our official terms and conditions, and to the B/L terms and conditions. –

As per ASPS Code all Containers need to be sealed by a HIGH SECURITY SEAL which needs to be arranged by shipper. Sealing though the carrier will be charged. - Courier charges apply if original document sending is required. - Booking confirmations for "out of gauge cargo" and "dangerous goods" are subject of final approval through the shipping line. - wooden packaging has to be conform to the ISPM 15 rules. - Container stuffing, lashing and securing are on shippers responsibility. 2 hours free loading time, each additional started hour will be charged. - B/L amendments after the B/L closing (mentioned above) may occur costs. Pls send clear B/L instructions in time. –

The issue of Original B/Ls is subject to extended requirements: Communication Fee (incl. Courier charge) 35 € per B/L within Germany Communication Fee (incl. Courier charge) 75 € per B/L within Europe Courier charges and risks are on customers account. We as OLE highly recommend to split original B/L sets into 2 envelops or keep at least 1 original in our files for risk management purposes. Please contact us for further informations. All detention and demurrage charges as invoiced by the underlying ocean common carrier are passed through to the relevant shipper. Carrier shall provide a true copy of each detention and demurrage invoice made by the underlying ocean common carrier. Carrier is a non-vessel-operating common carrier (NVOCC) operating under the Safe Harbor provision of The Shipping Act of 2022 - Public Law 117-146, which provides that an NVOCC that passes through to the relevant shipper a detention and demurrage invoice made by the underlying ocean common carrier, and is not otherwise found to be responsible for the charges by the U.S. Federal Maritime Commission (FMC), shall not be subject to penalties or refund requirements issued by the FMC rather the underlying ocean common carrier shall be subject to any penalties or refund requirements issued by the FMC. See Rule 2, Item 16, Advance Charges, for Management/Handling Fee to apply when Carrier pays demurrage or detention charges to underlying ocean carriers on behalf of the relevant shipper. Effective 1st July 2016, all packed containers are required to have a verified gross weight declared by shippers. Starting 1st July 2016, the International Maritime Organization (IMO) will enforce the Safety of Life at Sea Convention (SOLAS) requirements regarding the verification of the gross mass of packed containers. A packed container will not be allowed to be loaded on board vessels to which the SOLAS Convention applies unless the Verified Gross Mass (VGM) of the container has been provided to the ship's master or his representative and to the terminal or its representative sufficiently in advance to allow for the edition of the loading plan. The responsibility for obtaining and documenting the Verified Gross Mass of a packed container lies with the shipper.

OLE Terms

Export USA Deutsch

Wir weisen darauf hin, dass alle Transporte auf der Basis und zu den Bedingungen des Konnossements der gewählten Reederei durchgeführt werden. Die Buchung eines Transport stellt ein Einverständnis Ihrerseits mit den Konnossementsbedingungen dar. Wir weisen darauf hin, dass alle Transporte auf der Basis und zu den Bedingungen des Konnossements der gewählten Reederei durchgeführt werden. Die Buchung eines Transport stellt ein Einverständnis Ihrerseits mit den Konnossementsbedingungen dar.

Lieferanten/ Kunden sind verpflichtet das Verified Gross Mass (VGM) im Sinne der SOLAS-Konvention rechtzeitig an OLE zu übermitteln. - Wir behalten uns vor, bei Buchungsänderungen und/oder -stornierungen die ggf. anfallenden Kosten weiter zu belasten. - Vorbehaltlich unvorhergesehener Kosten wie z.B. Lagergeld, Demurrage, Detention, Wartezeit, Zollbeschau usw. - Bei Leercontainerabnahme in merchant's haulage muss vom Fahrer das Equipment auf Tauglichkeit geprüft werden. Eventuelle Reklamationen oder Zusatzkosten, die nach der Leerabnahme festgestellt wurden, können nicht berücksichtigt werden. - Gemäß ISPS Code müssen alle Container ein HIGH SECURITY SEAL (Bolzensiegel) tragen, welches durch die Ladestelle zu besorgen / anzubringen ist. Evtl. Kosten für Nachsiegelungen gehen zu Lasten der Ware. - Wir behalten uns vor, bei dem Versand von Originalen Dokumenten, Kurierkosten zu belasten. - Buchungsbetätigungen für OOG und IMO verstehen sich vorbehaltlich finaler Akzeptanz des Reeders. - Holzverpackungen sowie Paletten müssen gemäß ISPM 15 behandelt sein. - Container beladen, stauen, sowie die Ladungssicherung unterliegen dem Versender. - Gewichtsbeschränkungen USA Nachläufe: Tri-Axle Zuschlag zwischen 17,2-19,9t per 20'DC. Höchstzuladung per 40'DC/HQ: 19,9t = 44000 lbs - 2 Stunden freie Beladezeit, jede weitere angefangene Stunde berechnen wir mit bis zu 65 euro. - B/L Änderungen nach dem B/L closing (siehe oben) können kostenpflichtig sein. Bitte reichen Sie rechtzeitig entsprechende B/L Instruktionen ein.

All detention and demurrage charges as invoiced by the underlying ocean common carrier are passed through to the relevant shipper. Carrier shall provide a true copy of each detention and demurrage invoice made by the underlying ocean common carrier. Carrier is a non-vessel-operating common carrier (NVOCC) operating under the Safe Harbor provision of The Shipping Act of 2022 - Public Law 117-146, which provides that an NVOCC that passes through to the relevant shipper a detention and demurrage invoice made by the underlying ocean common carrier, and is not otherwise found to be responsible for the charges by the U.S. Federal Maritime Commission (FMC), shall not be subject to penalties or refund requirements issued by the FMC rather the underlying ocean common carrier shall be subject to any penalties or refund requirements issued by the FMC. See Rule 2, Item 16, Advance Charges, for Management/Handling Fee to apply when Carrier pays demurrage or detention charges to underlying ocean carriers on behalf of the relevant shipper. Effective 1st July 2016, all packed containers are required to have a verified gross weight declared by shippers. Starting 1st July 2016, the International Maritime Organization (IMO) will enforce the Safety of Life at Sea Convention (SOLAS) requirements regarding the verification of the gross mass of packed containers. A packed container will not be allowed to be loaded on board vessels to which the SOLAS Convention applies unless the Verified Gross Mass (VGM) of the container has been provided to the ship's master or his representative and to the terminal or its representative

sufficiently in advance to allow for the edition of the loading plan. The responsibility for obtaining and documenting the Verified Gross Mass of a packed container lies with the shipper.

Pls. note that the US trucking industry is currently experiencing critical truck power issues. Oncarriages are delayed significantly. In some cases this may result into further extra costs that carriers do not absorb (demurrage, rail storage etc.) anymore and will have to be debited to the account of the cargo.

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- We reserve the right to charge courier costs when sending original documents.

- Weight restrictions USA heats: Tri-Axle surcharge between 17.2-19.9t per 20'DC. Maximum payload per 40'DC/HQ: 19.9t = 44,000 lbs

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Convention (SOLAS) requirements regarding the verification of the gross mass of packed containers. A packed container will not be allowed to be loaded on board vessels to which the SOLAS Convention applies unless the Verified Gross Mass (VGM) of the container has been provided to the ship's master or his representative and to the terminal or its representative sufficiently in advance to allow for the edition of the loading plan. The responsibility for obtaining and documenting the Verified Gross Mass of a packed container lies with the shipper.

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Wir weisen darauf hin, dass alle Transporte auf der Basis und zu den Bedingungen des Konnossements der gewählten Reederei durchgeführt werden. Die Buchung eines Transport stellt ein Einverständnis Ihrerseits mit den Konnossementsbedingungen dar.

- Vorbehaltlich unvorhergesehener Kosten wie z.B. Lagergeld, Demurrage, Detention, Wartezeit, Zollbeschau usw.
- Wir behalten uns vor, bei dem Versand von Originalen Dokumenten, Kurierkosten zu belasten.
- Gewichtsbeschränkungen USA Vorläufe: Tri-Axle Zuschlag zwischen 17,2-19,9t per 20'DC. Höchstzuladung per 40'DC/HQ: 19,9t = 44000 lbs
- Gemäß ISPS Code müssen alle Container ein HIGH SECURITY SEAL (Bolzensiegel) tragen, welches durch die Ladestelle zu besorgen / anzubringen ist. Evtl. Kosten für Nachsiegelungen (auch im Ankunftshafen) gehen zu Lasten der Ware.
- Holzverpackungen sowie Paletten müssen gemäß ISPM 15 behandelt sein.
- Container beladen, stauen, sowie die Ladungssicherung unterliegen dem Versender.

OLE Terms Import Englisch

All transports are subject to our official terms and conditions, and to the B/L terms and conditions. Please contact us for further information

Subject to unforeseen extra charges like e.g. storage, demurrage, detention, waiting time, customs stop etc.

- We reserve the right to charge courier costs when sending original documents.
- Weight restrictions USA heats: Tri-Axle surcharge between 17.2-19.9t per 20'DC. Maximum payload per 40'DC/HQ: 19.9t = 44,000 lbs
- According to the ISPS code, all containers must carry a HIGH SECURITY SEAL (bolt seal), which is carried out by Shipper must be obtained/installed.
- Wooden packaging and pallets must be treated in accordance with ISPM 15.
- Loading, stowing and securing containers is the responsibility of the sender.