



nvd asia  
LOGISTICS

1 September 2022

### A Word from the NVD Leadership....

Happy Birthday NVD Asia.

Today marks a milestone in our company history – NVD Asia is turning 1 year old. Wow – what a start, what a first year and what a success thanks to each one of you. A child with one year slowly aims to make the first steps at that age – NVD is already running like Usain Bolt for 3 consecutive gold-medals at the Olympics.

I still remember the beginnings, the first hires and when we interviewed employee number 3 – we explained to her what will happen, I doubt she believed us one word back then but still she joined and 1 year later she is in our top management.

I feel like at this date it is time to be grateful and humble and thank the ones who made this all possible, so my special thanks and full gratitude are going to:

William Wu	Without you this was not possible at all.
Eric Tang	You were the first to believe and joined me since day 1.
Miow Gui	You were the third one of the team and I hope you believe now that dreams come true.
Maik Lauwers	Always there when needed and took any job which had to be done.
Stefanie Leber	Our good conscience and even though physically far away always with us .
Dennis Kleine Arndt	Thanks for believing in my ideas, joining us, stepping up, and making the team better every day.
Gloria Lu	Mrs Rail freight – I am loss of words to describe how proud I am to have you in the team.
Harris Chau	Always at my side and the “good uncle” of the company.
Wendy Zhu	Without you not a single carton leaves ground and gets airborne, to many more charters.

And of course, to each and every one of you: Jacky, Connie, Kerry, Christine, Jasper, Marcus, Vivian, Nick, Ivan, Kate, Joanne, Iris, Jessie, Derek, Chris, Kenix, Grace, Sandy, Emma, Jesse, Hedy, Vanessa, Rich, Jack, Suda, Tiven, Katherine, Amy, Jeffrey, Shelly, Kelly, Jiesimin, Hanna, Krystal, Kan, Cici, Melody, Fran, Cindy, Jean, Tracy, Chloe, Kelvin, Bin, Flora, Samantha, Mei Lin, Cherry, Jill, Terry, FT, Lisa, Katrina, Lima, Stella, Nina, Janny, Jocelyn, Cecilia, Coco, Christie, Rita, Elsa, Ivy, Johnny, Yonas, Ella, Doris, Alisa, Wendy, Niki, Carol, Lianna, Yasmine, Emily, Rita, Yuna, Yvonne, Harvey, Robert, Lolly, Daniel, Jessie, Vision, Bella, Ruby, Chino, Teamo, Susie, Miya, Norah, Scarlet, Susanna, Yuna Ye, Sandy Liu, Rita, Eric, Jack, Johnson, Kathy, Quintana, Zoe, Nick, Emmy, Nina, Popo, Rose, Jenny, Niki, Anna, Chris, Peggy, Amiee, Neal, Owen, Kitty, Betsy, Susan, Martin, Mia, Jason, Betty, Adela, Sven, Poline, Venkat, Jaqueline and Jody.

Thank you!

The second year will bring even more exciting news and happenings along and we cannot wait to share the same with you.

We will launch new products, open new offices, and strive further than ever imagined and beyond!

Thank you also to every one of you customers and partners who make this all possible and the journey and unforgettable one!

Yours sincerely and always at your service.  
Your NVD Asia team.

Denis Kronenbitter, CEO

Today's Market Insight is powered by



nvd asia  
OCEAN



nvd asia  
AIR



nvd asia  
RAIL

## 1

### OCEAN FREIGHT: RATES IN THE MARKET

**Asia to Europe** Rate levels continue to come under pressure with almost all carriers offering spot rates per voyage or per port of loading in the market due to reduced demand. Carriers are returning to the negotiating table for any discussions with volume commitments. No general rate increase was announced in September.

**Asia to West Mediterranean and East Mediterranean** Rate levels are softening. There are many spot offers in the market for selected voyages. No general rate increase was announced in September.

**Asia to North America and Latin America [United States West Coast Rates]** Rates for the United States West Coast/United States East Coast trade continue to decline. Volumes are down significantly, and carriers are looking for more volume to make the most of their vessel loadings.

Rates are falling much more slowly in Latin America and South America than in North America, but most shippers are delaying their orders and waiting for more competitive offers from carriers.

**Asia to Middle East and Red Sea** We are seeing the same trend in all other long-haul trades. All Mediterranean, Indian Subcontinent and Red Sea rate levels are declining, and volumes are decreasing.

**Intra-Asia** Given the shortage of cargoes in the market, Intra-Asia prices have also eased. Spot rates are available for bulk shipments.

## 2

### OCEAN FREIGHT: EQUIPMENT AND SPACE SITUATION

**Asia to Europe** Space is still available, but longer transit times are expected to be impacted by carriers' blank sailing schedules for September, the upcoming Golden Week holiday in China [October 1 to October 7] and port congestion in Europe. Labor strikes in Germany and the United Kingdom are causing disruptions and additional operational delays.

**Asia to North America and Latin America** Carriers are announcing the first blank voyages to United States West Coast. Space continues to open in the Western United States Bay Area, while carriers in the Central United States Bay Area are beginning to reject heavy containers. The New York/Savannah/Houston/Los Angeles/Montreal/Prince Rupert terminals remain crowded. Please book at least 2 weeks prior to cargo readiness. West Coast South America and East Coast South America space is not a problem at this stage.

**Intra-Asia** Space is generally available but it's getting tight for Southeast Asia feeders connected to mother vessel.

# nvd asia

## OCEAN CHARTER

**Charters in September** We have a dedicated sailing from Southeast Asia to Seattle & Vancouver. The direct calling ports are Ho Chi Minh City & Haiphong with feeder connections from Phnom Penh, Laem Chabang & Jakarta. On the destination side we a direct call into Seattle and feeder connection with Vancouver.



<b>Origin Port</b>	Ho Chi Minh & Haiphong
<b>Origin Outports (via VNSGN)</b>	Phnom Penh / Laem Chabang / Jakarta
<b>Destination Port</b>	Seattle
<b>Destination Outport</b>	Vancouver
<b>Validity</b>	End of September 2022
<b>Weight Limit</b>	No overweight surcharge. Max weight: 22/metric tons / 20'
<b>Terms of Shipment</b>	Inclusive of Bunker Adjustment Factor, subject to: 1) \$ 55/Bill of Lading Document Turnover [Collect] when prepaid at origin 2) Local charges & Terminal Handling charges at both ends

We also have a dedicated sailing from Hamburg to Veracruz, Mexico



<b>Origin Port</b>	Hamburg, Germany
<b>Destination Port</b>	Veracruz, Mexico
<b>Validity</b>	End of September 2022
<b>Container Type</b>	20DV & 40HC
<b>Transit Time</b>	16 days
<b>Container Return Locations</b>	Veracruz, Altamira, Mexico City
<b>Weight Limit</b>	No overweight surcharge. Max weight: 18 metric tons/ 20'
<b>Terms of Shipment</b>	-Inclusive of Bunker Adjustment Factor -Prepaid Only -Gate in / Gate Out all inclusive

### 3

#### OCEAN FREIGHT: PORTS SITUATION CHINA

**Shenzhen and Guangzhou** Currently, there are some residential areas at Shenzhen & Guangzhou that are on Lockdown, but it is not affecting cargo movement up to this moment.

Yantian/Shekou/DaChanBay terminal and Shenzhen/Guangzhou airport are operating normally. Trucking, warehousing in/out, and Pearl Delta areas are operating normally.

If received any announcement by Carriers, Trucking Firm or Warehousing about the services on temporary suspending or stopping, we will keep you posted immediately.

**Shanghai** The space is okay, but still some problems for the equipment from some carriers, particularly: HMM and CMA. Sometimes, carriers cannot load the containers on time and have to delay to the next sailing. Factories provide feedback that new orders from consignees are decreasing. The peak season is not strong.

**Ningbo:** The general waiting time at Ningbo port will be 1-2 days. All the carriers have sufficient space and equipment. There is about a 10% decrease in European volume.

**Qingdao:** The space is large enough for contractual options primarily through NVD Freight all kind or agents, and rarely through our local online solution deals. Presently, there is enough equipment. There is a blank sailing situation in September for both THE and OCEAN alliance. THE alliance only 2 vessels available on September 15 & September 29. OCEAN alliance has less than 2 vessels in September. Delays has improved on an average of 2~5days. Ocean rates are declining.

**Xiamen:** All the carriers have sufficient space and equipment. Ocean rates are decreasing. Volume is decreasing.

**Tianjin/Xingang:** All the carriers have sufficient space and equipment, but some of them have strict weight limits, particularly: HMM and ONE.

The Covid broke out in Tianjin, Dalian, and Shijiazhuang, and is developing rapidly. Many residential areas and factories are sealed which are affecting shipments. New orders from customers are decreasing.

### 4

#### AIRFREIGHT: CAPACITY, DEMAND AND RATES

Most airports are experiencing backlogs due to the recent cancellation of capacity by some airlines. There is an increase on the air freight charges from China to overseas.

Apple company has begun to move their shipment out from China. Air freight costs for palletized cargo will increase to the United States.

Meanwhile, the United States government announced the suspension of four routes/26 flights between China and the United States, including Xiamen Airlines, Air China, China Southern Airlines, China Cargo Airlines, and China Eastern Airlines. This will begin on September 5 and end on September 28.

**5**

**RAIL: SPACE, RATES AND DEPARTURES**

Here are the latest departures for September, each service is close to departure time.

POL	POD	Delay situation/ for departure /[in days]	Train performance per railway / [in days ]			Border Transshipment performance/ [in days]		Max Payload /Ton /40HQ
			China	Kaz/Rus /Bye	PL/DE	CN-KZ	BL-PL	
Xian	Duisburg/Hamburg /Cologne	On time	4-5	4	4	2	7	21
Chongqing	Duisburg/Hamburg	1-2	5	4	4	2	7	21
Zhenghou	Hamburg	3-4	5	4	4	2	7	21
Chengdu	Nuremburg/Tilburg	On time	4-5	4	4	2	7	21
Yiwu	Duisburg/Hamburg	3-4	5-7	4	4	2	7	21
Hefei	Neuss/Hamburg	2-3	5-7	4	4	2	7	21

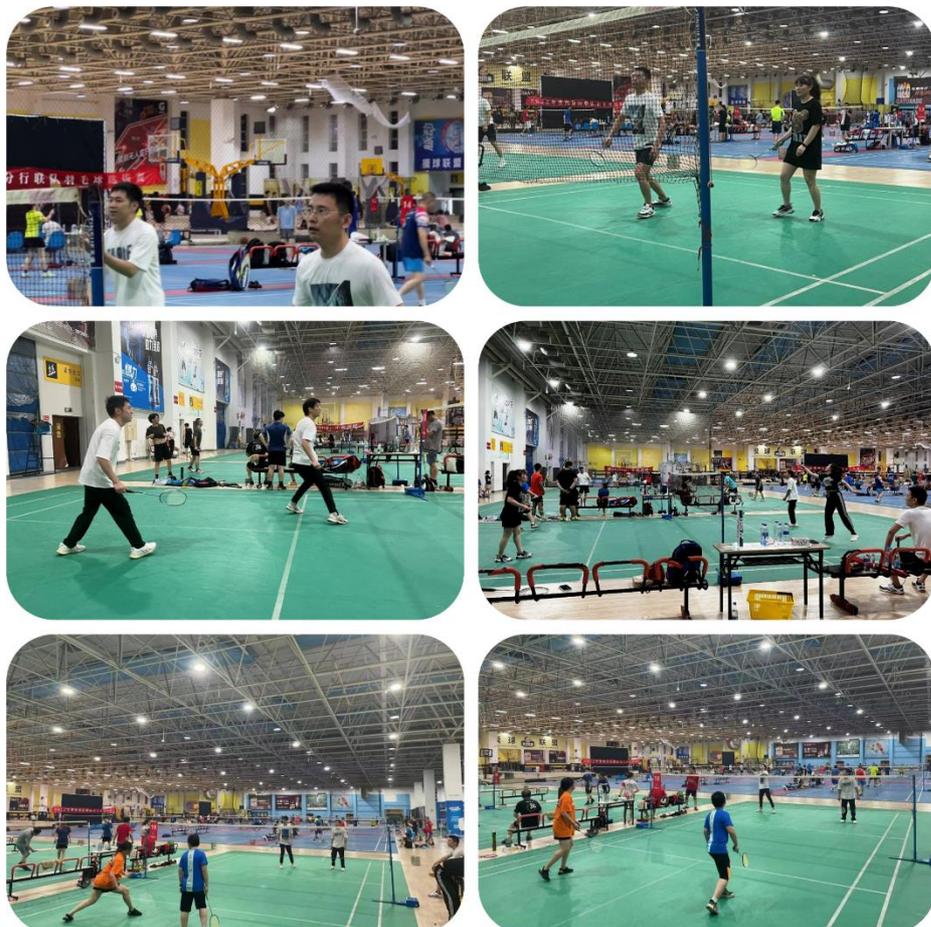
**and finally.....**

After 2.5 years of limited group activities NVD slowly goes back to old habits. Our colleagues in Ningbo started playing Badminton together again and our other offices will follow soon. The only question remaining being: Who will be the NVD champ 2022?

Have a look at our colleagues enjoying finally being able to go out together again and we hope that in 2022 we might see you around for a friendly match?!

Also, have a look at our special colleague in the next page of this newsletter!!

Dennis Kleine Arndt, EVP and COO



At NVD Asia, we love to show off the awesome people who work hard to give you peace of mind...

**Susan Jiang**  
**NVD Tianjin, Ocean Freight Operation Manager**



**Where are you from?**

I'm from the beautiful city Tianjin, located in the Bohai Bay. Tianjin has a long culture and history and there are many delicious food. Welcome to Tianjin.

**Did you grow up, always wanting to be a freight forwarder?**

I majored in education and always wanted to be a teacher. When I was given a chance to work in this industry, I found logistics more interesting. Since then, I have been working as freight forwarder for 11 years.

**What motivates you at work?**

One important motivation is the pleasure of obtaining the results of my work, which gives me a sense of accomplishment, recognition in my work. and improvement of self efficacy.

**Tell us something most people do not know about you?**

I used to work as a kindergarten teacher.

**Lastly, can we trust you with secrets?**

Sure, Your secrets are safe with me.