

5 things

nvd asia
LOGISTICS

3-Aug 2022

A Word from the NVD Leadership....

Back on the road – finally we are able to meet, greet and spend time together. It was lovely to see some of you already and for those not yet visited, we are on the way to you.

It was heart warming to see you again after 2 years plus and words can't describe how grateful we are that you took the journey with us at NVD and help to build and establish NVD to what it is today.

Understandably there are big uncertainties in Europe at the moment, inflation is at a peak, warehouses are full and the thread of a "cold winter" are imminent.

But as partners we stand beside you and are doing our utmost to provide you with daily rate updates, spot deals, solutions out of the box and sometimes just a friend to talk to.

NVD Asia will remain determined to be your partner and together we will grow and be successful throughout any crisis, peak or low season.

We truly appreciate each and everyone of you who is part of this amazing journey and words hardly can describe how thankful we are for the warm welcome all of our colleagues were provided in Europe and other parts in the world.

See you soon again and in the meantime, we wish each and everyone a super summer and some nice summer holidays.

Denis Kronenbitter, CEO

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OCEAN



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AIR



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RAIL

1

OCEAN FREIGHT: RATES IN THE MARKET

Asia to Europe Rates are dropping from time to time and most of the carriers are not optimistic about August volume. Some of the carriers have already extended the rates until end of August to secure cargoes in advance. All special offers are opened for discussion with volume commitment.

Asia to WMED / EMD Rate level is starting to move downward in view of the summer holidays at WMED. Many spot offers available in the market, but the carriers will not prefer to trim down the FAK rate sheet

Asia to N. America & Latin America Rates for United States West Coast have dropped significantly. Volume has slowed down and carriers are looking for cargoes to fill up the space. Same situation for West Coast South America as well. Rates for United States East Coast is still much better when compared with United States West Coast, but the rate is gradually going down as well. East Coast South America is still strong, and rates are still maintained on a higher level.

Asia to Middle East & Red Sea All rates have been dropping significantly and some of the carriers are reviewing them around 2 times per week.

Intra-Asia Rate is comparative stable for August sailing but as usual, carriers do not prefer to provide longer rates validity.

2

OCEAN FREIGHT: EQUIPMENT AND SPACE SITUATION

Asia to Europe Carriers have planned for blank sailings and ports omission in view of the slow down of demand. Congestion in European ports is still serious.

Strikes in all major Germany ports periodically along with the reduction of labor availabilities due to holiday seasons in Europe, operation will most likely be affected. It takes around 3 weeks time for the routing from Rotterdam to Hamburg in some alliance vessels.

In view of the port congestion and strike in Hamburg terminal, carriers will deviate vessels to other German ports, like Bremerhaven and Wilhelmshaven for berthing.

Asia to North America and Latin America Availability of space has been eased for United States West Coast and United States East Coast. Space demand for West Coast South America has started to decrease but East Coast South America space is still tight at this moment. Lots of ad hoc loaders are available for East Coast South America trade in view of the high demand.

Intra-Asia Space availability had been eased and only selected port pairs are tight. In general, only CMA is facing equipment problem persistently and 20'GP for CU Line is a bit tight in China direct POLs.

3

OCEAN FREIGHT: PORTS SITUATION CHINA

Shanghai CMA is short of 40' and 40'HC as usual. MSC and HSUD is short of NOR for South America trade. Vessel delay are still about 5-7 days. The city is still affected by the COVID-19 and factory production and orders have decreased a lot. The market is not optimistic yet.

Ningbo Normal operation at terminals, but delays are unpredictable because August and September are typhoon seasons. Berth window waiting time: CIMCT 4-5days, Ningbo Beilun Container Terminal and Ningbo Beilun Second Container Terminal is approx. 2 days, Ningbo Beilun Third Container Terminal approx. 1 day whilst Meishan is normal. Yard utilization: Empty 100%, Laden over 75%

Qingdao Space mostly enough via NVD FAK rate sheet or our local online solution deal. Currently, equipment is enough. Blank sailing situation in August for both THE and OCEAN alliance. THE alliance only 2 vessels available; OCEAN alliance less than 1-2 vessels per week [In normal situations, it should be 3 vessels. During delays, average is 4-7days.

Tianjin Normal operation at terminals. All shipping lines equipment except CMA and OOCL 40' and 40'HC are enough in Xingang market. Some feeder vessels might delay to 4-5 days from its original schedule. Only ONE August 2nd feeder has a blank sailing. Early booking will allow more option in our space allocation except ONE to Manaus and CMA to East Coast South America. Xingang market is not good, as the export purchase orders decrease since ocean freight drop tremendously.

Xiamen Vessels will be delayed about 1 week as well transit time. Shipment will roll over by carrier even with contract. Online booking is the option now.

Shenzhen & Guangzhou Normal operations at terminals. Yantian and Shekou terminals are requesting drivers to provide health code Covid test negative. Dongguan terminal has limited operation as most areas are in lockdown, and most factories prohibit all truckers In and Out

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AIRFREIGHT: CAPACITY, DEMAND AND RATES

Situation remain as per several weeks ago, some airlines have suspended some of their flights due to the hot temperature in East China. The temperature has gone up to 41 degrees centigrade resulting in a few global companies not shipping their cargo out.

Large quantity of Covid-19 test cargoes have been arranged from China to Europe recently, which led to overbooking until after 8th August. In addition to that, there are still a large number of Covid-19 test shipments waiting to be moved.

Airfreight rates has increased slightly RMB 4-5 per KG from 2 weeks ago.

5

RAIL: DELAYS AND TRANSIT TIME PERFORMANCE

Backlog – Close to be finished | Transshipment Performance – Back to normal

| POL | POD | Delays at Departure [days] | Train performance per railway [days +/-] | | | | Border Transshipment performance | |
|-----------|--------------------|----------------------------|--|-------|-----------|--------|----------------------------------|-------|
| | | | China | Kazak | Rus / Bye | PL / D | CN-KZ | BL-PL |
| Xian | Hamburg / Duisburg | 6-7 | 4-5 | 4 | 4 | 2 | 7 | 2 |
| Chongqing | Duisburg | 3-4 | 5 | 4 | 4 | 2 | 7 | 2 |
| Chengdu | Nuremburg | 1-2 | 4-5 | 4 | 4 | 2 | 7 | 2 |
| Zhengzhou | Hamburg | 6-8 | 5 | 4 | 4 | 2 | 7 | 2 |
| Yiwu | Hamburg / Duisburg | 6-7 | 5-7 | 4 | 4 | 2 | 7 | 2 |
| Hefei | Hamburg / Neuss | 6-7 | 5-7 | 4 | 4 | 2 | 7 | 2 |

Max Payload: 21 ton per 40'HC

and finally.....



We are pleased to introduce Sharon, our new Senior Manager Global Partnerships who joined us on August 1st. She will be based in our Malaysia office, leading the Control Tower Management and Implementation team. Sharon was formerly attached with DHL Global Forwarding, Ceva Logistics and UPS with close to 20 years of experience in Business Development, Trade Lane management and sales team management roles.

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...

Meet Katrina Hong

**Ocean Freight Operation
Assistant Manager, Shenzhen**



Where are you from?

I come from a modern and energetic city Shenzhen, Shenzhen is beautiful, clean and tidy.

In the southern part of the country, it is a seaside city with mountains and water. It's like spring all the year round, but it isn't very cold in winter, and it isn't very hot in summer. The sky is so blue, the air is so fresh, and the sky is so bright. Welcome to Shenzhen.

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

I have a wonderful dream to be a freight forwarder. I never thought that I would be a freight forwarder before. I wanted to be in HR, but after I joined the previous company, they said that it needed shipping operation. Since then, I have been working as an operator in freight forwarding for 15 years.

What motivates you at work?

What motivates me is my passion in this industry. To contribute my knowledge and experience are my values to the company.

Tell us something most people do not know about you?

Before I entered the freight forwarding industry, my former role was an airport security inspector.

Lastly, can we trust you with secrets?

Of course, you can trust me at any time, and I can help in my capacity if necessary.