

5 things

nvd asia
LOGISTICS

15-July 2022

A Word from the NVD Leadership....

A rollercoaster not only in terms of feelings but also in terms of rates - the world economic situation and the global pandemic continue to be the challenging factor in our industry. In times like this I am even more proud to have a team like the NVD colleagues behind me.

The dedication of each and every one is beyond words and gives me goosebumps every day. If you love what you do you don't work a single day in your life - be rest assured working for NVD is a dream come true and I truly hope you can sense the passion for our work from everyone here at NVD Asia.

We are not perfect, but we are aiming every day to improve, and we are happy for every comment and suggestion from each of you

Dennis Kleine Arndt, EVP & COO

Today's Market Insight is powered by



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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 Most of the carriers had extended or reduced the rate level for 2H July. Volume of the 2H July is not so strong as expected and therefore, many spot rates are available in the market.

Special rate level is available for 'specified vessels' with volume commitment.

Asia to WMED / EMD The rate level is maintaining as "status quo" for the 1H July but expected a slightly reduce the rate level for 2H July. Some spot rate level is available in the market for selected POD.

Asia to N. America & Latin America USWC rate is dropping while USEC rate is quite stable in July. For LATAM, the rate is high and no space available in the market. Some carriers had suspended to provide the rate sheet at this moment to avoid any additional bookings. No spot offer in the market for LATAM.

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Asia to Middle East & Red Sea Rate for 2H July is stable and there is no serious fluctuation for the market rate level. Ad hoc spot rate level is available for Red Sea trade for selected vessels.

Intra-Asia Rate is comparative stable for 2H July but carriers do not prefer to provide longer validity rate. Just weekly rate offer for selective sailing is common.

2

OCEAN FREIGHT: EQUIPMENT AND SPACE SITUATION

Asia to Europe There are some blank sailings & port omissions in the market in July to reduce the capacity in the market. Congestion in European ports is still serious. Strikes at all major Germany ports periodically along with the reduction of labor availabilities due to holiday seasons in Europe, operation might be strongly affected. Finally, It will contribute to the irregularly vessel schedule.

Asia to N. America & Latin America Space is quite open for USWC but for USEC, it is comparatively tight. For LATAM, nearly all carriers are facing serious overbooked situation and we can only try to place booking for August sailings. Some charter space is available in the market, but the space is fast to be filled up by the shippers.

Intra-Asia Space is still tight at this moment in view of the irregularly schedule. Equipment status in Southeast Asia is tight while China side is normal. In general, only CMA is facing equipment problem among the carriers.

3

OCEAN FREIGHT: PORTS SITUATION CHINA

All ports and terminal operations are back to normal. Volume has decreased due to the impact of Covid lockdowns on factories which resulted in orders and productions being shifted to Southeast Asia.

4

AIRFREIGHT: CAPACITY, DEMAND AND RATES

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 where there are few global companies do not ship their cargo out.

Hence, airfreight rates has been decreasing slightly since last week due to lower market demand.

5

RAIL: SPACE, RATES AND DEPARTURES

Space – Difficult | Freight Rate – Increasing | Departures – Delays in Most Origins

Hefei Delay situation for departure is getting worst. For example, Hefei to Neuss/Hamburg delayed around 30 to 35 days. The border transshipment performance is averaging around 4 to 7 days.

Yiwu Delay situation for departure is one of the problem as well. For example, Yiwu to Duisburg/Hamburg delayed around 20 to 30 days. The border transshipment performance is around 5 to 15 days.

Zhengzhou Delay situation for departure is average here where Zhengzhou to Hamburg will delay around 20 days. The border transshipment performance was not bad which is around 5 to 8 days.

Chengdu Delay situation for departure is not that serious. For example, Chengdu to Nuremburg/Duisburg/Hamburg will delay around 5 to 7 days. The border transshipment performance is quite good which is around 4 to 7 days.

Chongqing Delay situation for departure is acceptable where Chongqing to Duisburg will delay around 3 to 5 days. The border transshipment performance is around 4 to 7 days.

Xian Delay situation for departure is average where Xian to Hamburg/Duisburg is around 5 to 10 days. The border transshipment performance is around 2 to 7 days.

and finally.....

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

Meet Chloe Zhang Shanghai Key Account



Where are you from?

I'm from a city which full of vitality, opportunities and beauty. It has another familiar name by many persons, which named "Magic city ". Yes, it is Shanghai.

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

When I was a child, I have many dreams. Such as TO become a teacher, a doctor, even want to become a scientist, haha ~~~ it is just a dream, Logistics is not popular in that time. My first job was as an IT worker in a logistics company after graduating from university. Later I am attracted to the dynamic industry, so I changed my career and decided to be a professional freight forwarder.

What motivates you at work?

A sense of accomplishment in my work, recognized by customers companies and improvement of self ability reflects self value.

Tell us something most people do not know about you?

I graduated from computer science, few people knows this. The stereotypes of IT worker runs deep in people's minds and also considered the major is not suitable to girl. It is surprised to learn by many persons that I graduated from this major.

Lastly, can we trust you with secrets?

Sure, you can trust me any time ! I can " SHOU KOU RU PIN " 🤐