

# 5 things

nvd asia  
LOGISTICS

15 September 2022

A Word from the NVD Leadership....

Dear Partners, Colleagues, and Friends around the globe,

We here in Asia just celebrated the Mid-autumn festival. A festival which is celebrated with friends and family to appreciate and be grateful for the good harvest and ask for good fortune going into the winter.

After meeting many of you in Europe, it seems like the perfect fit to start the cold times of the year. The first 9 months saw a lot of success and good business for NVD Asia and our partners, we can say the harvest was good and the support to do so from every one of you is very much appreciated. Asking for good fortune for the winter times seems also very reasonable as our partners in Europe are heading towards uncertain times.

But in stormy waters you need a strong partner with solid leadership – as NVD Asia we always stand by you, already implemented structures and measures to serve you for all needs the next months.

Together we can overcome any critical situation and fast changing markets. Shallow waters are in sight and with NVD as your captain we guarantee smooth sailing.

Happy mid-autumn to everyone around the globe!

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 drop under high pressure, with nearly all carriers offering spot rates as volume declines. Some carriers are extending rates through mid-October to secure cargoes in advance.

**Asia to West Mediterranean and East Mediterranean** Rate levels are declining. There are many spot offers in the market for selected voyages. No general rate increases were 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 reduce.

Volumes are dropping significantly, and carriers are looking for additional volume to fill up each sailing. Compared with Latin America and South America, their rate dropping is much slower and most of the shippers are using a 'watch-and-see policy' now as they delay their orders and wait for more competitive offers from carriers.

**Asia to Middle East, Indian Subcontinent and Red Sea** Rate levels are dropping, and volumes are decreasing as well. Insufficient cargoes to fill up the space for Middle East/Indian Subcontinent trade legs.

**Intra-Asia** Rates also decreased. Ad hoc / special filing rate is available for open-space sailings.

## 2

### OCEAN FREIGHT: EQUIPMENT AND SPACE SITUATION

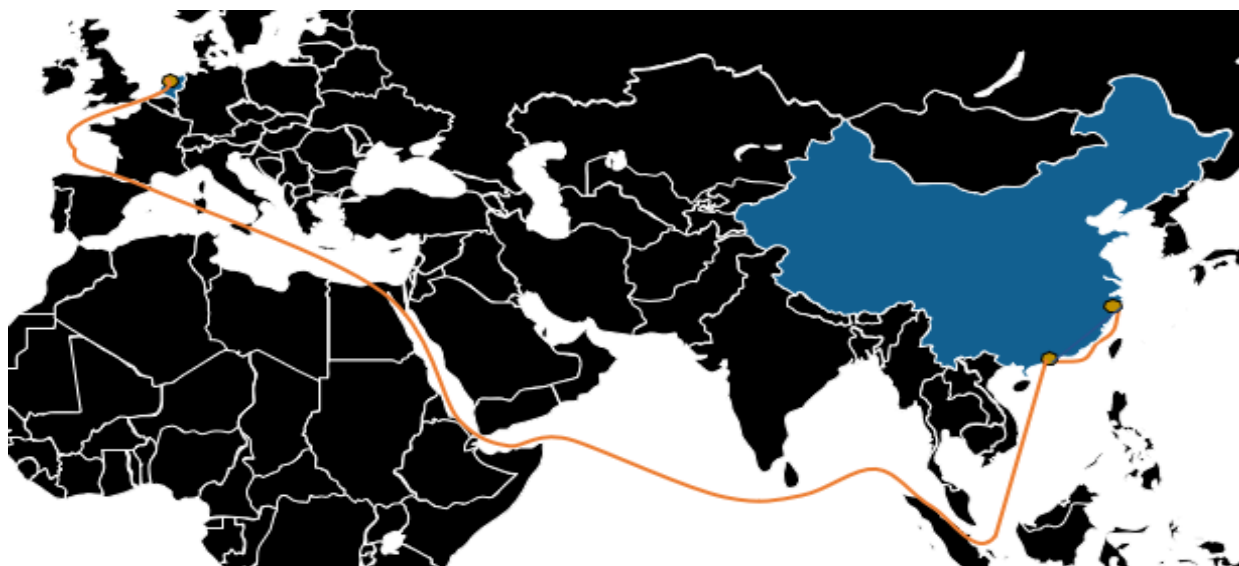
**Asia to Europe** Space is open, but longer transit times are expected on all sailings due to carrier gaps in sailing schedules and port congestion in Europe and the United Kingdom. Labour strikes in Germany and the United Kingdom have caused disruptions and additional operational delays.

**Asia to North America and Latin America** Currently, space is open with a few blank flights. Carriers are struggling with space issues for heavy cargoes to United States East Coast. For Latin America, there is enough space at West Coast South America and the space burden at East Coast South America has been lifted. New York/Savannah/Houston/Los Angeles/Montreal/Rupert terminals are still crowded. Please book at least 2 weeks prior to cargo readiness.

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

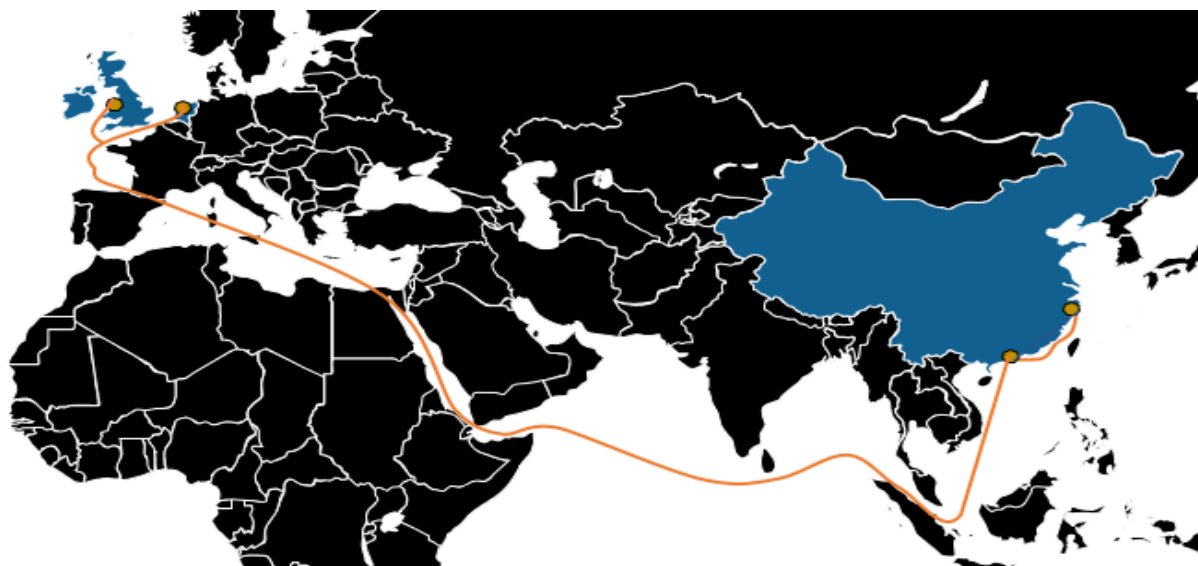
## nvd asia OCEAN CHARTER

**Charters in September** We have a dedicated sailing from Ningbo / Da Chan Bay to Rotterdam for 20' & HCPW containers only.



<b>Origin Port</b>	Ningbo and Da Chan Bay
<b>Destination Port</b>	Rotterdam
<b>Validity</b>	Till end of September 2022
<b>Container Type</b>	20'DV [ex Ningbo only] and 45'HCPW [ex Da Chan Bay only]
<b>Weight Limit</b>	No Overweight Surcharge. Max weight: 18 metric tons/20'
<b>Terms of Shipment</b>	Inclusive of Bunker Adjustment Factor and Peak Season Surcharge Subject to Local charges and Terminal Handling Charges at both ends.

We also have a dedicated sailing from Ningbo and Dongguan to Liverpool and Rotterdam



<b>Origin Port</b>	Ningbo and Dongguan
<b>Destination Port</b>	Liverpool and Rotterdam
<b>Validity</b>	15 - 30 September 2022
<b>Container Type</b>	20' and 40'HC Non-Operating Reefers
<b>Weight Limit</b>	No Overweight Surcharge. Max weight: 22/metric tons/20'
<b>Terms of Shipment</b>	Inclusive of Bunker Adjustment Factor and Peak Season Surcharge Subject to Local charges & Terminal Handling Charges at both ends.

We have a dedicated sailing from Southeast Asia to Seattle and 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 have a direct call into Seattle and feeder connection with Vancouver.



<b>Origin Port</b>	Ho Chi Minh and Haiphong
<b>Destination Port</b>	Seattle
<b>Validity</b>	Till end of September 2022
<b>Container Type:</b>	20'/40' and 40'High Cube Containers
<b>Weight Limit / OWS</b>	No Overweight Surcharge. Max weight: 22/metric tons/ 20'
<b>Terms of Shipment</b>	Inclusive of Bunker Adjustment Factor Subject to \$55/BL Doc Turnover [Collect] when prepaid at origin and Local charges & Terminal Handling Charges at both ends.

We have a dedicated direct 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>	20' and 53' Containers
<b>Weight Limit / OWS</b>	No Overweight Surcharge. Max weight: 22/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** Warehouses are back to normal but needs the driver's 24 hours negative COVID test, green code, and has not been in medium or high-risk areas. Trucking are also back to normal and now accepts inland truck and drivers must have 24 hours COVID test negative report. Trucks coming from Shenzhen may be prohibited from factories and need to check case by case, especially for factories located at high / medium risk areas.

Yantian and Shekou terminals required drivers to have 24 hours COVID test negative report. Pearl River Delta back to normal operations, but needs the driver's 24 hours negative COVID test, green code, and has not been in medium or high-risk areas. All cross-border trucking services to Hong Kong is back to normal but supply is limited and so, many HK cross border trucking company prefers feeder services.

**Shanghai** The Shanghai terminal will reopen this afternoon due to Typhoon Meihua. As a result, ships will suffer more delays in the next few weeks. According to our booking requirements, enough space can be released. Currently, the equipment is also okay, even with the CMA. Shipments have declined since the third quarter. According to customers, their orders from overseas have dropped significantly. The rate of European trade is rapidly decreasing.

**Ningbo:** All vessels were delayed by 2-3 days on average as typhoon directly hit Ningbo. All shipping lines have enough space and equipment but very little bookings and export cargoes. Price level is down 300-500 RMB/FEU on weekly basis.

**Qingdao:** Covid has caused delays in all shipping companies with an average of 4-7 days. Space and equipment are in good condition, but there is not enough cargo to load and price levels are dropping every week. Factory orders are lesser compared to last year.

**Xiamen:** Port operations are stable. Vessels docking and departing from the port are operating normally and the equipment is in good condition. However, export volumes have decreased, and prices are dropping rapidly.

**Tianjin/Xingang:** Export shipments decreased as major factories has fewer orders and some factories were locked out because of Covid, space and equipment situation is good. Covid has stabilize in Tianjin and Shijiazhuang, but Dalian will be locked down until next week.

## 4

### AIRFREIGHT: CAPACITY, DEMAND AND RATES

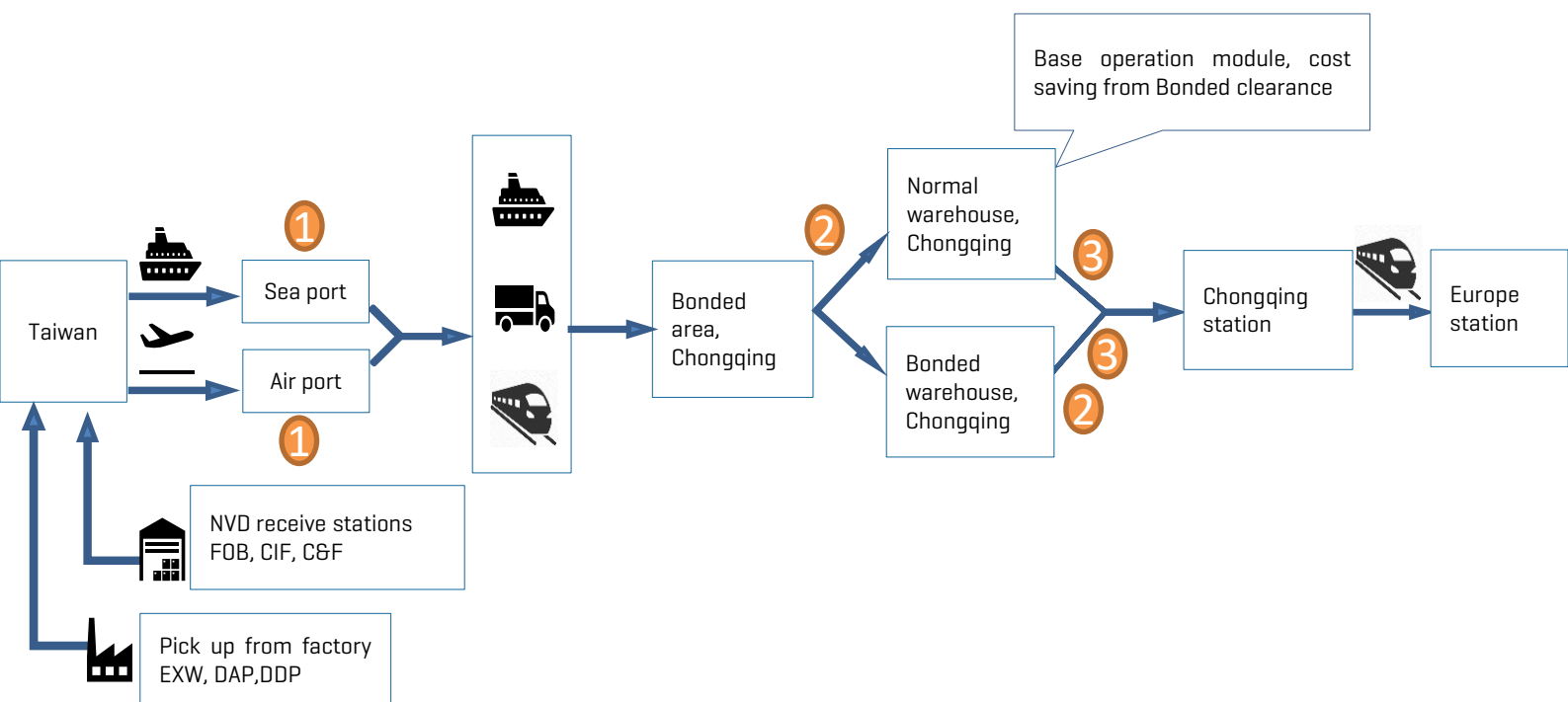
Various cities like Chengdu, Dalian, Shenzhen etc. are coming out of lockdowns The airfreight charges has decreased a little during the nationwide holiday, Mooncake Festival, which started last weekend till this week. The market will be active again from week 38 since Chinese National Day is coming soon.

After the Golden week, the peak season is coming, so starting next week, airfreight charges will be increased by RMB 2-4/kg from the current rate.

## 5

### RAIL: TAIWAN SHIPMENTS VIA CHINA SERVICE

## FLOW CHART - BORDER CROSS TAIWAN



- 1 First clearance – Bonded in: EDI transfer into Chongqing bonded area, once passed, cargos can be transfer from sea/air port to Chong bonded area directly, clearance time: one working day under no inspection
- 2 Second clearance – Bonded out: EDI data out of Chongqing bonded area , clearance time :one working day under no inspection
- 3 Final clearance-real export clearance – once passed, cargos can be link with Chongqing rail schedule to Europe, clearance time: one working day under no inspection

## Document Requirements and Commodity Limitations

### Custom clearance :

Documents by whom- shipper in Taiwan ;

Necessary document details: packing list, commercial invoice ,contract , elements.

Copy or original : Copy

### Attention:

Rail schedule will be booked :

Once we passed clearance - got greenlight for bonded in .

### Commodity limitation - Reject list for booking from Chongqing :

DG cargo

Battery cargo

Sanitary inspection cargo: list as attachment

1	0702 00 00	33	ex 1106	1	2
2	0704	34	ex 1202	54	2009
3	0707 00	35	ex 1205	55	2101
4	ex 0708	36	ex 1206 00	56	ex 2103
5	ex 0709	37	ex 1207	57	2104
6	ex 0710	38	ex 1302	58	ex 2105 00
7	ex 0712	39	ex 1507	59	ex 2106
8	ex 0713	40	ex 1511	60	2201
9	ex 0801	41	ex 1512	61	2204
10	ex 0802	42	ex 1514	62	2205
11	0803 00	43	1801 00 00	63	ex 2836
12	0804	44	ex 1805 00 00	64	ex 3504 00 00
13	0805	45	1806	65	ex 3917 10
14	0806	46	ex 1902	66	ex 3917 32 00 91
15	0807	47	ex 1904	67	ex 3924
16	0808	48	ex 1905	68	ex 6911
17	0810	49	2001	69	ex 6912 00
18	0811	50	2003	70	ex 6914
19	0812	51	2006 00	71	ex 7323
20	0813	52	2007	72	ex 8210 00 00
21	0814 00 00	53	2008	73	8215
22	ex 0901			74	8509 40 00
23	0902			75	ex 9602 00 00
24	0903 00 00				
25	0904				
26	0908				
27	0910				
28	ex 1001				
29	ex 1006				
30	ex 1101 00				
31	ex 1102				
32	ex 1103				

## and finally.....

We are happy to welcome Fifi Cao and Allen Qu to NVD Asia! Fifi and Allen will strengthen our local sales team to ensure we can support our agents with business and leads – the same way that all of you so greatly support us. Fifi is joining as Senior Sales Support and has rich experience in the transportation of luxury and Roll-on/Roll-off goods. Allen is joining as Sales Representative and has lived in Australia for many years with a great understanding of the local market. Welcome Fifi and Allen to the NVD Asia team!

Dennis Kleine Arndt, EVP and COO



Fifi Cao, Senior Sales Support, NVD Shanghai



Allen Qu, Sales Representative , NVD Shanghai

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

## Jasper Yang

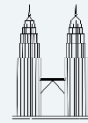
### NVD Asia Hong Kong, Senior Executive Global Partnerships



#### Where are you from?

I am from Malaysia, famous for:

1) Petronas Twin Towers, world tallest twin skyscrapers.



2) Multiculturalism,  three major ethnic Malay, Chinese, and Indian.

3)  Stunning Coastal Landscape.

4) Mouthwatering local food.



and more...

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

I majored in Logistics and Supply Chain, have been in global logistics support role in procurement, and manufacturing. NVD Asia is the first freight forwarding in my career, and I am enjoying it everyday.

#### What motivates you at work?

The People - I have the best team here in the world, seriously.

The Culture - When you are happy every morning going to work, you know you are at the right place.

The Challenges - Why live an ordinary life when you can live an extraordinary one.

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

I am a quiet guy.

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

Secrets only remain secret if it is not revealed, isn't it? Cheers.