

5 things

nvd asia
LOGISTICS

03 October 2022

A Word from the NVD Leadership....

xin chào việt nam [hello Vietnam],

We are delighted to announce our next office opening.

NVD Asia Vietnam with its first office in Ho Chi Minh City has open his doors today, 3rd of October 2022.

Soon Hanoi office will follow.

We say a big welcome to our new colleagues in Vietnam, Mr Kim Pham, Ms Nguyen, Ms Ngoc Do, Ms Hop Tran, Ms Thuy Nguyen, Ms Vi Le and Ms Han Bui.

We wish you the best of luck and many bookings. Welcome to the family.

To all our partners, pls reach out to our newest office for rates, service question or congratulations under hello.vietnam@nvdasia.com

As markets remain volatile and very active, the team is more than ever dedicated to serve you with best options.

Please reach out to experts in Asia to get the latest shipping options and news updates.

With my best wishes,
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, and all carriers are desperate for cargoes. Spot rates are appearing in the market well below market Freight All Kind rates with volume commitments. Some carriers have extended their rates through the end of October to secure cargoes in advance. Price levels continue to drop for Asia to Western and Eastern Mediterranean. Spot rates are available for light 40' cargoes, but not for heavy cargoes. Similarly, for the major European ports, most carriers have extended or even reduced their October rates.

Asia to North America and Latin America [United States West Coast Rates] Rates to United States West Coast and United States East Coast continue to drop, but not at the same speed that we saw in the beginning of September. West Coast South America rates are dropping faster than East Coast South America and most of the shippers are continuing their "wait and watch policy". Rates to the Caribbean is stable with a slight drop over the past couple of weeks.

Asia to Australia Rates from China to Australia is dropping rapidly, while rates from Southeast Asia are dropping slower. Some of the carriers have moved their allocations to Southeast Asia [or have added Southeast Asia calls] to fill up their ‘unused’ space. All spot rates are open for discussion with volume commitments.

Asia to Middle East, Indian Subcontinent and Red Sea We see a similar trend in the Middle East, Indian Subcontinent and Red Sea where the rates are dropping faster than the others.

Intra-Asia Rates have decreased. Ad hoc / special filing / Spot rates are available for most sailings.

2

OCEAN FREIGHT: EQUIPMENT AND SPACE SITUATION

Asia to Europe Space is open because many carriers have created a ‘rolling pool’ to cover the slack period during the National Holiday. As usual, transit time will be longer compared to the proforma schedule. The blank sailing schedules and port congestion in Europe and United Kingdom continue to hamper the transit time.

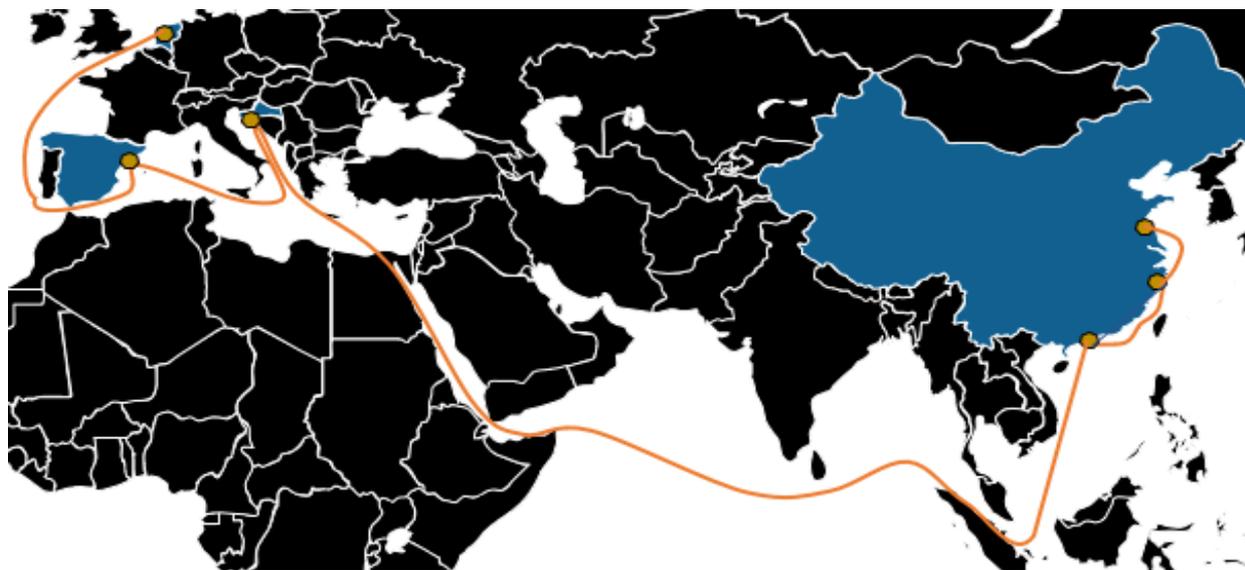
Asia to North America and Latin America Space is quite open at this moment. Same with Far East West Bound trade, carriers are working on a ‘rolling pool’ to cover the slack period. For Latin America, space is available for West Coast South America and the space burden of East Coast South America has reduced. The space for Caribbean trade is not so tight compared to last time.

Asia to Australia Space is available in October even though Quarter 4 is the traditional peak season of Australia Trade. Carriers are looking for extra cargoes to cover the unforeseen circumstances of volume dropping.

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 October We have a dedicated sailing from Taicang, Ningbo and Da Chan Bay to Koper, Barcelona and Rotterdam.



Origin Port	Ningbo, Taicang and Da Chan Bay
Destination Port	Koper – Barcelona – Rotterdam
Validity	Till end of October 2022
Container Type	20’DV / 40’DV/ 40’HC
Weight Limit	No Overweight Surcharge. Max weight: 18 metric tons/20’
Terms of Shipment	Inclusive of Bunker Adjustment Factor and Peak Season Surcharge Subject to Local charges and Terminal Handling Charges at both ends.

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 There is sufficient supply of equipment and space. Carriers are getting desperate. Rates are declining rapidly in all sectors. Our bookings are down. All vessels are delayed by about 3-5 days.

Ningbo Space and equipment are fully available for all trade routes. Vessels have waiting time of 1 to 3 days. As per terminal statistics, Europe export has decreased by 15%. Europe rates have dropped to USD 4,200 ~ 4,300 / 40' HQ. This trend will continue in October after the National Holiday.

Qingdao Sufficient space is available primarily through NVD Freight All Kind or agent contract options, and rarely through our local online solution deals. Currently, there is sufficient equipment. THE Alliance has a blank sailing on 6th October and OCEAN Alliance has a blank sailing on 3rd October. Delay situation has improved, averaging on 2 to 3 days. Ocean rates are down.

Xiamen Xiamen has enough equipment and space to provide. The vessels are delayed about 5-7 days. The price is also dropping before the National Day.

Tianjin/Dalian All shipping lines from Tianjin/Dalian have sufficient equipment availability and space. Feeder vessels are delaying on an average of 3 to 4 days. Rate drops almost every day till 30th September but increase by about USD 50 / TEU during National holidays. Some shipping companies started to surrender containers to leasing companies as bookings fell sharply. There will be no peak season at the end of September before the National holidays approach. There was no increase in booking orders.

4

AIRFREIGHT: CAPACITY, DEMAND AND RATES

From 25th September, 16:00pm onwards, China Eastern Airlines or Shanghai Pudong International Airport terminal will stop accepting any special cargo that will be at the terminal for 24 hours. [including overweight, over size cargo]

From 26th September, 16:00pm, terminal will stop loading special cargoes, Zhengzhou Xinzheng International Airport, Beijing Capital International Airport, Chengdu Shuangliu International Airport will also follow up. This is only temporary we can assume that it will resume after Golden week.

Airfreight charges has increased, and spaces are tight before the holiday. We predict that airfreight charges will decrease during the holiday and will decrease again after the holiday.

5

RAIL: SPACE, RATES AND DEPARTURES

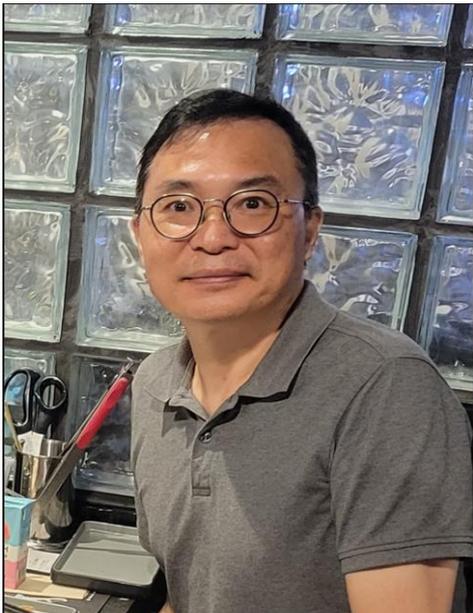
Rate in Oct will decrease with the rate being USD 1,000 to USD 1,500 per 40HQ. China Railway open the window for NEV (new energy vehicle), and it can be booked through various services now.

Remark: Only NEV is confirmed to be used for booking trains. Other battery commodities like electronic-bike, led lights, etc. still have restrictions and needs further checking.

Schedule during golden week need be finished operation before 30th September 2022.

and finally.....

I am more than happy to introduce Harris Cheng who joined NVD Asia as Operation Manager Hong Kong. Harris Cheng has been working in logistics for many years and has experience with both Carriers and European forwarders.



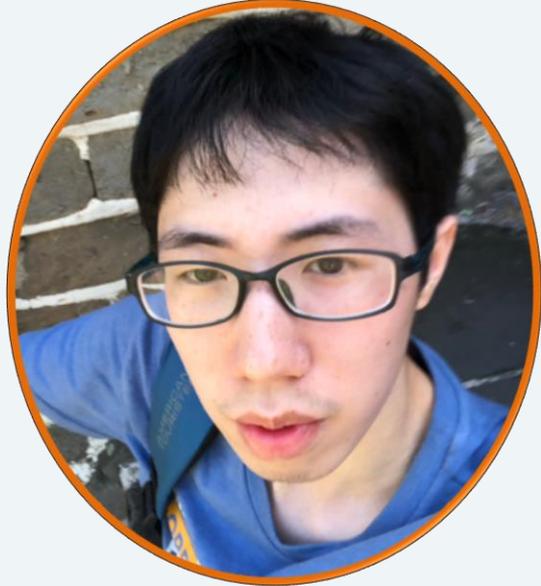
Harris Cheng
Operation Manager, NVD Asia Hong Kong

Harris likes fishing and travelling. He is a father of two kids and lives in Sha Tin. With his long experience in the industry and gentle character, we believe he will drive the operation team towards a new level of excellence. Let's welcome him to the NVD family!

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...

Harvey Huang **NVD Asia Guangzhou,** **Accountant**



Where are you from?

I come from Guangzhou. Guangzhou is a city south of China. It has a long history. And is famous for the Statue of Five Goats.

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

My major was accounting. I joined the finance of freight forwarding industry in 2019.

What motivates you at work?

I am really interested in this job, and I work because I like it.

Tell us something most people do not know about you?

I like reading novels and playing video games. There are times that where I have read novels for an entire day.

Lastly, can we trust you with secrets?

It would be great if you could keep it secret for me.