

# 5 things

nvd asia  
LOGISTICS

17 October 2022

A Word from the NVD Leadership....

Dear NVD friends around the world,

The last quarter of the year is here, the last two months of the year is approaching.

Christmas time is near, and so is a peaceful and quiet time with the family around the corner. But before we can enjoy this well-deserved time with family and friends, we must overcome more challenges this year....

The pandemic is far from over and case numbers are rising again in the northern hemisphere.

Yesterday, the big party congress in China started at which the ruling party will decide if the current leader will get another turn in the office.

Hong Kong waived the quarantine rules for the first time since nearly 3 years.

The financial markets are still carrying dark clouds towards the future. Inflation and decreasing orders keep challenging each and everyone of us.

Sometimes wise words don't help nor sound very wise or clever, sometimes what helps is a drink with a good friend, a good talk or an afternoon with the kids do distract the mind.

We remain at your side no matter your need – but please promise us to take a breather, a few hours with friends and family to do something totally different and for your own “good-feeling” only.

Stay healthy and happy and we will see you soon

With my best wishes,  
Denis Kronenbitter, CEO

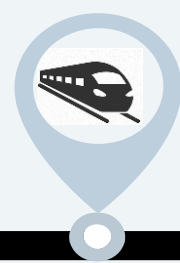
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## 1

### OCEAN FREIGHT: RATES IN THE MARKET

**Asia to Europe** During the National Holidays, rate levels have stabilized, but since then, they have continued to drop. Despite having a rolling pool and a strong blank sailing program, several carriers are still looking for cargo to fill the vessels. Spot rates are offered for a few port pairings, sailings, and services. Carriers will provide a spot rate with a volume commitment. Most carriers are looking for additional volumes to fill up the vessels for the major ports in Europe. After the National Holidays, rates from Asia to the Mediterranean (East and West) are dropping. Spot rates for light 40' shipments are available, but not for 20' GP heavy cargoes.

**Asia to North America and Latin America (United States West Coast Rates)** Over the National Holidays, rates to United States West Coast and United State East Cost remained the same. Since then, rates have dropped, and volume has decreased. For South America, a General Rate Increase will be implemented for West Coast South America trade from October 15th, 2022. Volumes have slightly increased. East Coast South America rate is continuing the same as it did over the National Holidays after stabilizing. East Coast South America volumes remain unchanged. Rates to the Caribbean is stable as usual with the past couple of weeks.

**Asia to Australia** Australia airfares have stayed unchanged since the National Holidays. Countries outside of China, except South-East Asia have higher rates and volumes. To reduce the pressure of vessel utilization, carriers restructured the space allocated to ports in South-East Asia outside of China. All spot rates can be discussed with committed trading volumes.

**Asia to Middle East, Indian Subcontinent and Red Sea** We have found similar trends in the Middle East, the Indian subcontinent, and the Red Sea, where rates are decreasing rapidly than those in other sectors.

**Intra-Asia** Rate has decreased as well. On most voyages, special/special declaration/spot rates are available.

## 2

### OCEAN FREIGHT: EQUIPMENT AND SPACE SITUATION

**Asia to Europe** Due to THE Alliance's blank sailing program, HMM/YML/ONE developed rolling pools throughout the first two weeks of the October sailing. Space is tight due to the blank sailings program. But in the 3rd week of October, HPL's extra loaders will ease the burden on the available space. Most of the partners for Ocean Alliance/2M are unable to fill the space and are "open" to accepting cargoes for all EUR services.

**Asia to North America and Latin America** Space is open at this moment. LATAM space is tight for West Coast South America, whereas East Coast South America and Caribbean trade have lesser demand for space.

**Asia to Australia** After the National Holidays, volumes have dropped. Carriers are looking for extra cargo to fill up the space.

**Intra-Asia** All trade legs are generally available. Southeast Asia's feeder connections are tight.

## 3

### OCEAN FREIGHT: PORTS SITUATION CHINA

**Shenzhen and Guangzhou** Warehouses are back to normal but needs the driver's 48 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.

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 Hong Kong cross border trucking company prefers feeder services.

**Shanghai** Currently, vessel delay in Shanghai is around 3 days. Equipment is enough. There are lesser port skips and blank sailings. Nowadays, we haven't got the additional bookings for Christmas season overseas.

**Ningbo** The empty container are full in Ningbo for all carriers. The vessel needs to wait 1-2 days to berth once arriving in Ningbo. At present, the main emergency situation is the Covid-19 epidemic. The Beilun area of Ningbo has been silent since yesterday afternoon, causing all empty terminals and warehouses were closed. However, the port is running normally so that container can get in/out from port yard directly. The rate for Europe is dropping again at the level between USD 3,500-3,800 right now.

**Qingdao** There are more space options via NVD FAK or agent's contracts and lesser via the Carrier's online solution deal. Equipment enough presently. There is no blank sailing situation in October and November. Delay situation improved, average 1~2 days. Ocean rate is dropping.

**Xiamen** Recently, the shipping schedule is stable. The price have decreased drastically. HAPAG is currently short on 40'GP equipment.

**Tianjin/Dalian** Equipment supply and space are enough on all shipping lines ex Xingang/Dalian, but HPL 40'HQ Open Top is tight, and EMC has no 40RH till the end of October. Feeder vessel delay average 3-4days. Rate continues to drop, valid till Oct 31st. Booking orders from suppliers have no improvement.

## 4

### AIRFREIGHT: CAPACITY, DEMAND AND RATES

When China returns from the National holidays, all the airlines in China will have an increase in airfreight charges.

North China: Airfreight charges increase about RMB 5 to 6 per kg.

East China: Airfreight charges increase about RMB 10 per kg.

South China: Airfreight charges increase about RMB 6 to 8 per kg.

West China: Airfreight charges increase about RMB 6 to 8 per kg.

Note: Airfreight charges will increase again this weekend.

## 5

### RAIL: SPACE, RATES AND DEPARTURES

The relevant requirements for the transportation of new energy vehicles are hereby notified as follows:

1. The customer needs to provide the fire fighting and rescue plan [issued by the manufacturer] if the new energy vehicle were to spontaneously ignite.
2. The customer provides our company with a letter of commitment for transportation safety with the official seal. See the attachment for the template of the letter of commitment.
3. New energy vehicle brand name requirements: Put an end to "hybrid vehicles, extended-range vehicles, four-wheeled battery vehicles, and old-fashioned electric vehicles" that do not meet the elements of "pure electric, new cars" and have no vehicle safety inspection certificate. The required modified electric vehicle is illegally transported.
4. Requirements for packing scheme: Packing and reinforcement shall be carried out strictly according to the scheme approved by the central station. The unpacking inspection is carried out according to the existing regulations.

5. Requirements for packing photos: The shipper takes one photo of the "frame number" and "electricity display" under the front windshield of each pure electric new car and uploads it to the "Container Cargo Loading Quality Inspection System" for future reference. Other photo requirements are performed according to the table below. Electric vehicles cannot be charged more than 65%.

No. of Photos	Delivery	Photos	Remarks
7+	New Energy Vehicles	1) Empty box bottom, 2) half box photo, 3) full door, 4) half door, 5) full closed doors, 6)reinforcement points, photography of each new pure electric vehicle "Frame number" and "electricity" display under the front windshield of the car  show one photo each	New energy vehicle container transportation Safety card control measures

6. Strengthen safety information feedback. The shipper will track the whole process of the new energy vehicles shipped and collect the safety information from the station. Any telegrams involving new energy vehicle transportation safety shall be reported as soon as possible, and emergency response shall be done.

7. Re-emphasize the following:

[1] Second-hand new energy vehicles cannot be shipped.

[2] The Chinese product name must be a new energy vehicle, and it needs to be consistent with the customs declaration.

[3] It is a pure electric vehicle, not a hybrid.

[4] The charging capacity of all shipped new energy vehicles does not exceed 65%. Except for the assembled power batteries and accumulators, there are no spare batteries and other batteries in the vehicle.

## and finally.....

The NVD Asia leadership had the chance to visit the NVD Vietnam and NVD Malaysia offices to finally meet the local team and to thank them for their great contribution to the Development of NVD in Southeast Asia.

While NVD Vietnam finally inaugurated on October 3 and started operating shipments out of Vietnam, NVD Malaysia will mainly focus on services [E.g., data center and marketing activities]. We are very happy with the great work of our team and look forward to their further growths.

Dennis Kleine Arndt, EVP and COO



NVD Malaysia Control Tower



NVD Vietnam branch

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

## Kim Pham

### NVD Asia Vietnam, Country Manager



#### Where are you from?

I am from the Netherlands but with Vietnamese origins. Born and grew up in a little town called Kerkrade in the south of the Netherlands and moved to Rotterdam after university in 2014. In 2018, I decided to migrate to Ho Chi Minh City, Vietnam and that was the best decision that I have made!

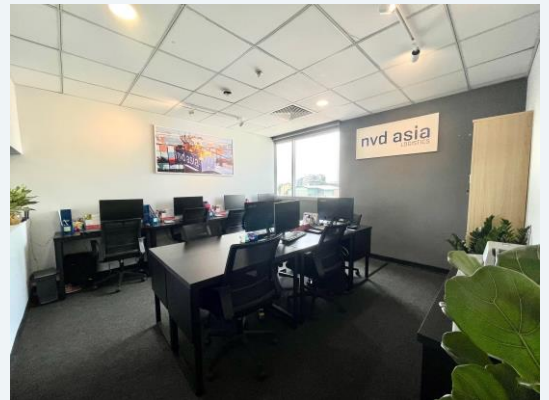
#### Did you grow up, always wanting to be a freight forwarder?

My dream was always to be a commercial airline pilot but had to choose another course to study due to my eyesight. My interest and passion in the logistical field grew when I started my career at a logistical company called Neele-Vat Logistics in Rotterdam.

As I progressed in my career, my dream was to open an office in Vietnam. I got the opportunity to work on a business case for opening a Vietnam branch in 2021.

After green light given by NVD Asia leadership, the office in Ho Chi Minh City officially opened her doors on 3 October 2022 with the presence NVD Asia leadership.

I am grateful for the opportunity and confidence that NVD Asia has given me by letting me open my office in Vietnam and fulfilling my dream.



#### What motivates you at work?

A big motivation is to see the progress in self-development and becoming a better professional because of the work you put in yourself. The satisfaction and feelings of being proud for the achieved goals in work is a great motivation!

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

I am a Red Bull connoisseur.

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

Any secret is safe with me. If any person trusts me with a secret, I always respect the trust that has put into me, by sharing their secret. I do expect the same mutual respect in trust back if I trust any person with my secrets.