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nvd asia LOGISTICS

15 November 2022

A Word from the NVD Leadership....

Dear NVD friends around the world,

The world keeps changing and the markets are rapidly following in various directions, whereas some trade lanes the prices are plummeting faster than a stone in the ocean, some markets still increase and face delays and service interruptions like never seen before. NVD is here to make a change, against all odds and only by each and everyone of our team members and partners around the world we stand strong against the global phenome. It is because of each one in the team that we fight for each shipment of yours to find the best price, the best out of the box solution and always go the extra mile. Our motivation and dedication are still unbroken and here is my chance to say a big thank you to everyone in the team for the extra hours, the late-night shifts and the dedication to serve our clients and partners around the world. Markets are tough but be rest assured with a partner like us, we are here for you, and we stand by your side. Let us win together, strive for new business and projects, and let us “high five” for every success we achieve together.

With my best wishes,
Denis Kronenbitter, CEO

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OCEAN FREIGHT: RATES IN THE MARKET

Asia to Europe The market is still unstable. In maximizing vessel utilization, carriers have begun combining two sailings into one. Spot rates are generally available from various carriers, all of which have volume commitment, and most of them are not fully utilized in November. Due to the upcoming Chinese New Year holidays and the lack of orders from overseas buyers, volume is also decreasing from South-East Asia to Europe. Carriers that commit to volume may offer direct-port loading rates for out-of-port shipments. Demand from Asia to the Mediterranean is also decreased. As usual, spot rates are available for 40' shipment but not for 20' heavy containers. It still takes longer for the ship to return to Asia due to delays caused by port congestion in Europe. Throughout November and December, there will be more of the unexpected blank sailing action and potential port omission.

Asia to North America and Latin America (United States West Coast Rates) The market remains pessimistic and in general, the demand of both East Coast and West Coast is remains weak. Rates to United State West Coast and United State East Coast continues to be under pressure with reduction volumes continue. All alliance partners are merging vessels and service together to create rolling pools in different POLs without any prior notice. Carriers are implementing "space guarantee' surcharges if space protection is required. For South America, general rates increase was successfully implemented on the West Coast South America trade at the beginning of November. West Coast South America volume is strong, and the space is quite tight in the market. The East Coast South America trade is on a downward trend with most of the vessels not sailing full. The rates gap between East Coast South America and West Coast South America has narrowed. Rates to the Caribbean are constant and well supported by volume.

Asia to Australia Rates to Australia has reduced as well over the past couple of weeks. Volume are weak and the carriers unable to sail the vessel fully utilized from Asia. Carriers are looking for volume in the market and spot offers are available for different services

Asia to Middle East, Indian Subcontinent and Red Sea Compared with Australia trade, Middle East rates had been increased dramatically in view of the traditional peak season. Most of the carriers are full and they are offering FAK rates vessel by vessel only. Indian Subcontinent rates stabilized, and the volumes are pick up. For Red Sea, carriers are full, and the rates level is increasing quickly.

Intra-Asia Rates have also stabilized. Ad hoc / special filing / Spot rates are available for most of the sailings.

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OCEAN FREIGHT: EQUIPMENT AND SPACE SITUATION

Asia to Europe For Europe Trade, the space utilization is weak in general for all Alliance partners. Carriers started to merge the vessel and service together to minimize the unused space for each sailing. Overall performance of all carriers is not full for coming few weeks as the ETA Europe time will be around Christmas and New Year Holidays.

Asia to North America and Latin America Space is limited due to blank sailing action in week 44 and 45. Rolling is occurred for selected POLs and vessels.

LATAM Space is limited for West Coast South America while the demand of the space is not much for East Coast South America and Caribbean trade.

Asia to Australia Space is available and carriers are looking for additional volumes.

Middle East and Red Sea Space is limited, and India Sub-continent space is comparative opened.

Intra-Asia Space is generally available for all trade legs.

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 There were mainly no delays in sailing schedules, except for a few shipping companies that skipped sailing or changing the vessel. There is more space and equipment than anticipated, and the entire volume of exports is dropping. Occasionally, the docks were closed for 2 to 3 days.

Ningbo Both EU trade and Asia Pacific Trade have enough space and equipment, and when the vessel arrived at the port, port call are within 2 days. The whole Beilun port in Ningbo is running normally. Only a few communities in Beilun still remain under lockdown.

Qingdao There is enough space that are mostly booked via NVD Freight All Kind or agent's contracts, and seldom via carriers' online solution deal. The equipment is also enough. There is blank sailing situation in both THE alliance and OCEAN alliance. For example, OCEAN alliance has 2 vessels lesser in November. THE alliance is blank sailing on 1st of December for Europe trade. Delay situation has been improved a lot and mostly there is no delay.

Xiamen The vessel schedule was stable without delays, and Maersk had a few vessels change suddenly. Equipment and space are enough to supply. Fuzhou had a covid breakout several weeks ago, but now Fuzhou has become better. Those locked down factories starts to operate as normal.

Tianjin/Dalian THE Alliance has 2 additional loaders to Europe that will be making direct calls to Xingang on November 15th and November 25th. All shipping lines departing from Tianjin/Dalian have enough space and equipment. Average feeder vessel delays are 4–7 days. Rates continues to drop, valid till 30th November. The situation of booking orders from suppliers is getting worse. Due to the Covid-19 outbreak once again, some companies in the province of Hebei are closed.

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AIRFREIGHT: CAPACITY, DEMAND AND RATES

All over China, the cost of air freight has decreased from 1-3/kg since last week. This past week, the Liège Airport experienced a strike, and according to reports, the Heathrow Airport will also experience one starting next weekend. Soon, COVID-19 test shipments from China to the EU will begin again. Airfreight costs will increase during that time, and space will be limited. The 5th China International Import Exhibition has closed. After a 24-hour cooling-off period, PACT/PACTL WEST(PVG) will recover to permit the hand-over of outgoing goods to the airline's ramp handlers. Most airlines are charging the same for air shipments this week as they did last week, includes East, North, West, and Central China. However, the United State economy is struggling, and as a result, China Eastern Airlines Co terminated charters for 747/777 Freighter Conversion from East China to Los Angeles International Airport/O'Hare international Airport starting on November 15. South China: Based on the price last week from Guangzhou Baiyun International airport/ Shenzhen Bao'an international airport to Europe, airlines in South China decreased roughly RMB 1-2/kg due to less cargo in marketing.

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RAIL: SPACE, RATES AND DEPARTURES

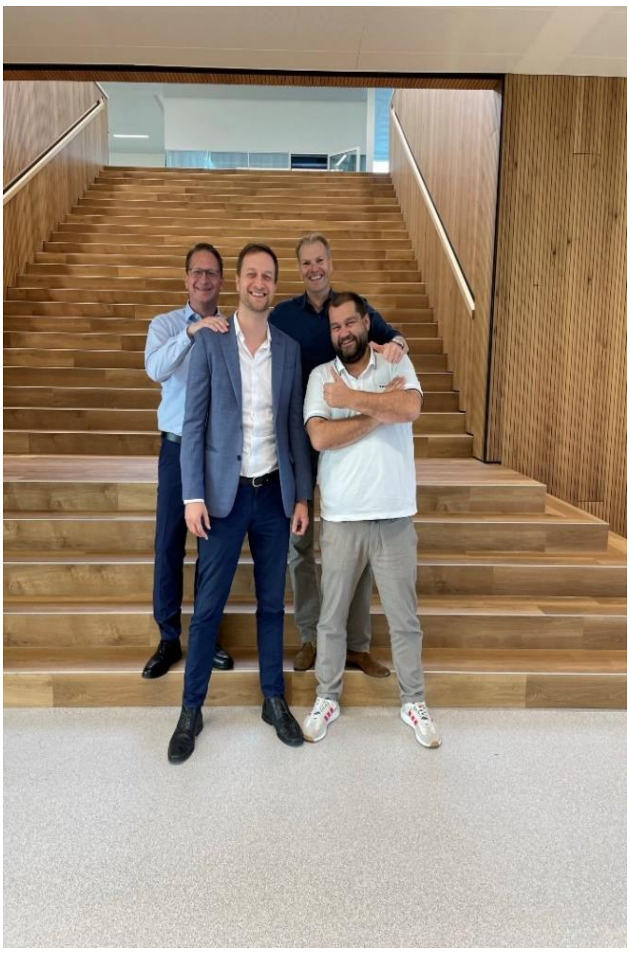
New express service from Xian to the POD of Duisburg. Duisburg is also where the empty containers will be dropped off. The transit time is 10 to 11 days. The route will be from Alashankou/Horgos to Brest to Mala. The fast points only cross through Brest to Mala without stopping. The ETD Xian is on Wednesday, and the nearest ETD is on 23rd November 2022.

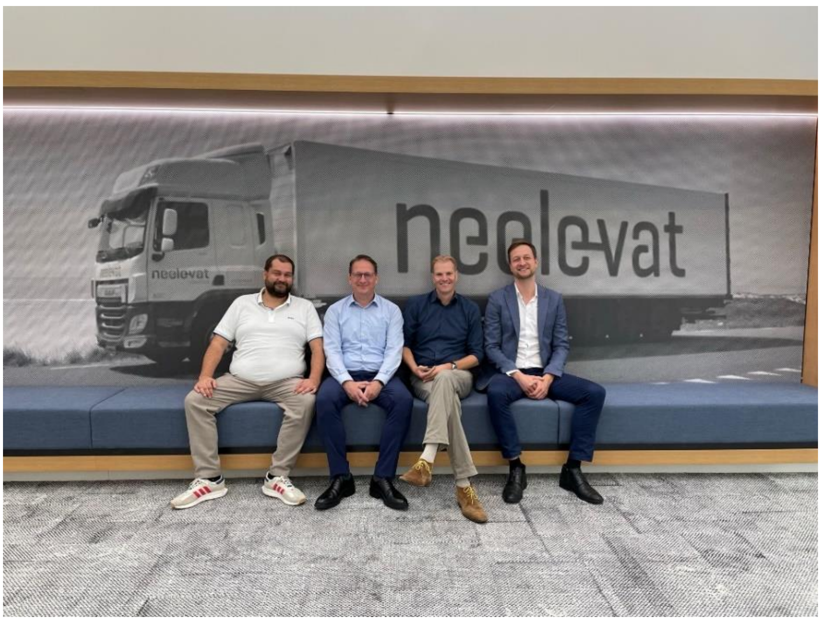
Limitation on booking:
Commodity which is belong to attached sanitary inspection list will be rejected for booking. General cargos under individual package only. Door to station only, trucking address will be needed before booking.

and finally.......

The NVD Asia leadership got the opportunity to visit the new Neele-Vat headquarter in Rotterdam's Pernis port. to discuss how to deepen the cooperation even more. Denis Kronenbitter, Dennis Kleine Arndt, and Olaf Niklowitz were welcomed to the new facility by Cuno Vat (Managing Director of Neele-Vat), who also gave an impressive overview of the state-of-the-art warehouse capabilities, which include the storage and distribution of dangerous goods and temperature-controlled goods.

Dennis Kleine Arndt, EVP and COO





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LOGISTICS

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

Rose Jiang

NVD Asia Xiamen, Sea Freight & Air Freight Operations

Where are you from?
Hello, everyone. My name is Rose Jiang. I am from Zhangzhou, a city known for its Tulou architecture and world cultural heritage city. I am very excited that this newsletter can lets you know me even better.

Did you grow up, always wanting to be a freight forwarder?
My current job is Operations. During China's tremendous e-commerce expansion, I studied logistics management after passing the college entrance exam and finished the professional courses at Fujian Business School. I became interested in freight transportation when I was in my university when my lecturer took us to the dock for a practice session. I acquired work as a freight forwarder in Xiamen since I like the city so much. If you come to Xiamen, I can treat you some satay noodles.

What motivates you at work?
After work, I like to play badminton, trying to lose weight but I'm fat. Besides, I like to travel and would like to visit Europe. I want to work hard so I can achieve my dream to travel soon.

Tell us something most people do not know about you?
I like to cook but my cooking skill is average. I also enjoy reading when I want a quiet time for myself. However, this is the real me. I love my life and my job.

Lastly, can we trust you with secrets?
I want to be a beautiful girl with a good job, rich and having an interesting life. Look forward to meet you all. Thank you.

NVD Asia Logistics Hong Kong Limited
Room 2901, 29/F, 3, Lockhart Road, Wan Chai, Hong Kong Island, Hong Kong SAR, China.

+852 3563 7423 hello@nvdasia.com www.nvdasia.com