

5 things

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LOGISTICS

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A Word from the NVD Leadership....

Kung Hei Fat Choy everyone,

We are starting the year of the rabbit. The rabbit in Chinese mythology is the fourth animal. The rabbit is considered the luckiest of all 12 animals in the Chinese culture. It symbolizes mercy, elegance, and beauty. People who are born in the year of the rabbit are calm, peaceful, avoid fighting and arguing all the time. Rabbits are intelligent, and they will do their best at everything, which makes them good scholars.

So, I say let's be more like the rabbit. Let's be the luckiest and close some customers together as some luck is always needed for that, show some mercy to the people around us, show elegance with some beautiful projects and see the beauty in it, not argue and fight but work together to make it happen.

Let's be more intelligent than our competitors and think about solutions outside the box. Together we win, together we are stronger. All the best to us in the year of the rabbit!

PS. For those of you who wonder, you are a rabbit once you born in the years of 1951, 1963, 1975, 1987, 1999 and 2011.

Yours sincerely and always in thoughts with you,
Denis Kronenbitter, CEO

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RAIL

1

OCEAN FREIGHT: RATES IN THE MARKET

Asia to Europe The market rates from China to Europe has stabilized for the first half of February because most of the carriers are still clearing their backlog after the Chinese New Year, along with their blank sailing programs. There are very limited spot offers for the first half of February. The situation is the same from Southeast Asia to Europe. The special offer is limited in the Southeast Asia market, and most of the heavy shipment is being rolled. Rates are stable and the rates level has stabilized.

Asia to the Mediterranean The rates for February is maintained in line with January because of the continued blank sailing programs. Spot rates will be given only to large volume and light cargoes (only 40') and are subject to roll. There are no spot rates for Freight All Kind, and carriers do not take heavy cargo in view of full capacity situations. Similarly, some carriers extended the Freight All Kind rates level from January to February sailings, but the spot rates level will be given to selected light cargoes with the carriers' preferred Port Of Destination. Port congestion in Europe continues to be a major concern, and it still takes longer for the vessel to return to Asia. The blank sailing and potential port omission programs continues in February as well.

Asia to North America and Latin America [United States West Coast Rates] For Asia to Trans-Pacific trade, the rates has been the same after Chinese New Year. A spot offer may be available on occasion, but it will only be applied to shipments that the carriers prefer. In general, all the vessels are full, and rolling is common for all services. Most of the cargoes are required to roll for at least one week.

Asia to South America Trade The rates level continue its downward trend in February. Spot offers for 40' NOR shipments are available. Rates to the Caribbean continue to be stable, as usual.

Asia to Australia The rates for Asia-Australia had been kept at "status quo." The demand is not strong, but the carriers are not favored in dropping the Freight All Kind rate level as their requirement is to create an artificial peak for Beneficial Cargo Owner's contract and Named Account rate negotiations for 2023 to 2024 bidding. As usual, spot rates are available for the volume shipment. It is expected that the Freight All Kind rates level will be extended for February shipments, all subjected to the final confirmation from carriers.

Asia to New Zealand The market has not seen major drop-in rates over the past few weeks and continues to remain the same.

Asia to Middle East, Indian Subcontinent and Red Sea Rates to the Middle East, Red Sea, and Indian Subcontinent have stabilized. Spot rate levels are available for selected port pairs and vessels, but in general, carriers continue to be full.

Intra-Asia The rates have stabilized.

2

OCEAN FREIGHT: EQUIPMENT AND SPACE SITUATION

Asia to Europe In general, carriers do not encounter equipment issues on all trade legs. Space utilization is very high for all carriers in the Asia-Europe trade. Most of the cargoes are required due to the carrier's blank sailing program, even though space protection was granted. Majority of services are required to roll twice or even three times on average. Cargo rolling is unavoidable unless you purchased a "space guarantee" from the carriers' online platform. Some carriers' rolling pools can cover their standard allocations until week 12 along with the blank sailing programs in weeks 8 to 10.

Asia to North America and Latin America Space is full due to services and vessels merging. Rolling is available for all trade legs, but in general, they require it to roll around every 1 to 2 weeks, depending on the service routings. Blank sailing actions for January and February are still in effect.

Asia to Australia/New Zealand There are space available and no pressure on space at all.

Middle East, Red Sea Space, and India Sub-continent Space is generally open.

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

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 The factories resume work starting from this week. Equipment is enough, because some offloads before and within Chinese New Year had an influence for the new space release. But overall, no space issue. The vessel schedule is stable. However, there will be a delay for 1 to 3 days.

Ningbo After Chinese New Year, both Space and Equipment are available for all trade. Vessel delay on an average of 1 to 2 days. Most sailing are on schedule. Warehouse and Terminal operations are back to normal.

Qingdao Space and equipment are enough. THE Alliance has blank sailing on 9th February and will resume until end of February. Ocean Alliance blank sailing on 2nd February and will resume until end of February. There are currently no delay situation.

Xiamen/Fuzhou All shipping line have enough space to offer, and equipment situation are good. ONE, HMM, HAPAG and YML have blank sailing, but maintain one service every two weeks.

Tianjin/Dalian Equipment supply and space are enough by all shipping lines ex Xingang/Dalian. Feeder vessel is average 3 to 4 days delay. A few factories resume to work from 1st of February, but some other factories will come back to work next Monday on 6th of February.

4

AIRFREIGHT: CAPACITY, DEMAND AND RATES

This is the 1st week after our long holiday, not many shipments in the market so airlines decreased its rate day by day. Some airlines release promotion price only such as CNY10/kg from PVG to LAX or CNY10/kg from PVG to EU base airports. China will be back this weekend and along with the factories on duty. Air marketing might be recovered soon. From this week, airfreight charges might increase from CNY2/kg based on current price.

5

RAIL: SPACE, RATES AND DEPARTURES

Import freight sharing for February [Rates and Schedule]:

- Duisburg/Hamburg to Xian USD 1200/40HQ, weekly departure with station to Door is 28 days.
- Duisburg/Hamburg to Yiwu USD 1200/40HQ, weekly departure with transit time to Door is 28 until 30 days.
- Duisburg to Chongqing USD 1000/40HQ, weekly departure with transit time is 32 days.

Remarks: Under Carrier's Own Container equipment release only

and finally.....



We are happy to announce that Vista Wang has joined NVD as Commercial Director with immediate effect. Vista will be in our office in Shenzhen and has many years of experience in the freight forwarding industry. His last employment was at Transtar with a strong focus on the Australian market. In his spare time, Vista is very active and regularly plays table tennis and goes swimming. He is a father of one lovely son that he spends a lot of time with. Join us in welcoming Vista into 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...

**William Wu,
NVD Asia Shanghai,
Managing Director China**



Where are you from?

I was originally from Shanghai, China and still hold a Chinese passport until now.

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

I graduated from Shanghai Normal University. My major is History, which have nothing to do with shipping and freight forwarding industry. But after four years of my career as a teacher, I was given an opportunity and began to work in a Taiwan forwarding company in 1993.

What motivates you at work?

I have become a freight forwarder almost 30 years till 2023. Of course, the reason is the income which in my opinion it is the important element of motivation to work. But it is not the only reason that motivates me to work. I have to say the motivation to work is different in any period. I still remember in the beginning; my motivation for 5 years was to study. I am eager to learn everything about freight forwarding. I even tried to prove I am not like others who originally majored in international trading or shipping, but I have enough knowledge in carrying out my job.

After I joined a Swiss forwarding company in 1998, the motivation was challenge and there was no way back. During the time, it was total only 6 people in the office, one got fired, three resigned, and one was pregnant. Leaving me and another colleague to face the volume during the peak season and work until 22:00 to 23:00 for almost 3 months. Finally, all issues solved, and I built a good Shanghai company in 12 months. When I left the company in 2012, it had 130 people in Shanghai.

Now, the motivation for me to work is work together with a team of competent colleagues, these people are selected in the past 7 to 15 years. We have similar sense and understanding in freight forwarding business and all have experience in dealing with different kinds of difficulties.

Tell us something most people do not know about you?

Besides my freight forwarding career, I have great interests in history and literature, I have read plenty of books regarding to Chinese History, World History and world classic literature. I am happy to chat with friends regarding to this kind of information.

Lastly, can we trust you with secrets?

When people get to a certain age, it is easier to keep secrets. I have no interest in disclosing secrets, but secrets might help our company...