

5 things

nvd asia
LOGISTICS

21 March 2023

A Word from the NVD Leadership....

Dear Partners,

Middle of March, usually March is a sad month for me personally as I lost a few loved ones over the years and it is always in March, but seeing the faces of our colleagues, their determination, their smile when they come to work, how they leave their problems behind, and I am sure they have. They are also 100% motivated and dedicated to serve you at their best possible level. It makes me remember how worth it and rewarding is our job, and our journey together is. Every extra hour we put in, every hard decision we might have to take, every personal sacrifice, we are doing it for the team and every colleague who is giving her or his best every day.

That's what NVD stands for, one family, one dream and be rest assured we fight alongside each and everyone of you to make it happen. This time my message is to all the ones who make it happen because without them nothing would work, ship or fly. Thank you.

Sincerely,
Denis Kronenbitter, CEO

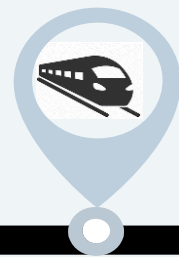
Today's Market Insight is powered by



nvd asia
OCEAN



nvd asia
AIR



nvd asia
RAIL

1

OCEAN FREIGHT: RATES IN THE MARKET

Asia to Europe Spot rates will only be available for limited vessels and port pairs for the last sailing in March as most of the carriers are full, with a minor rolling pool for the first week of April. Most of the carriers are talking about General Rates Increase from 1st April with an "unknown" quantum. Generally, volume has slightly increased in the market for the last two sailings in March, and carriers expect the volume will be sustained for April sailings. The situation in South-East Asia is similar to China, with most carriers offering spot rates for selected shipments. For heavy stuff, only rare shipments will be approved for spot rates, but it is all subject to "rolling" with limited volume.

Asia to the Mediterranean The market rate level is relatively high in March, and most of the carriers are expected to be full along with the rolling pool as well. Due to port congestion in some Mediterranean ports, unexpected blank sailings are available for all Mediterranean services with very short notice. As usual, spot rates are only available for selected light commodities, but all the boxes are subjected to roll. For heavy stuff, most of the carriers strictly implement Overweight Surcharges without exception. Some carriers do not take any heavy cargoes to avoid vessel draft issues. In addition, most of the carriers had suspended the extension of free time to maximize the profit margin for their shipments.

Asia to North America and Latin America [United States West Coast Rates] Most carriers extended Freight All Kind rates until the end of March but are expecting an increase in rates level from April. Most of the sailings were full by the last two weeks of March, and a small rolling pool was available for some carriers. Carriers are sustaining their existing Freight All Kind rates level as they would like to enhance their bargaining power for the contract season.

Asia to South America Trade Spot offers for large volumes are available; light cargoes are also available, and carriers are pushing for 40' NOR shipments as usual.

Asia to Australia The demand is not strong, and most of the carriers have light sailings. All spot rates are available, even for heavy cargoes, but carriers require volume commitments. In the current "watch and see" policy, carriers will not extend the April rates, and they expect General Rate Increase from April.

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. Expect the volume to drop with Ramadan approaching. Spot rates level are available for selected port pairs and vessels, but in general, carriers are still 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 still high for all carriers in the Asia-Europe trade and most of the carriers are looking for additional volume to avoid any sudden shortfall. Blank sailings are still common and minor rolling is reported to have occurred for selected services.

Asia to North America and Latin America Space is going to be tight for both United States West Coast and United States East Coast. As far as Latin America is concerned, there is a lot of space available. Only selected services were overbooked with cargoes rolling. Blank sailing are still available for Trans-Pacific/LATAM services.

Asia to Australia/New Zealand There is no pressure on space.

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

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

3

OCEAN FREIGHT: PORTS SITUATION CHINA

Shenzhen and Guangzhou Air Flights and ground operation are operating normally, Green Health Code is not required. Guangzhou Airport is running normally, and the airport terminal does not require a Green Health Code. Warehouses are back to normal and Green Health Code is not required. Trucking are also operating normally, and Green Health Code is not required anymore. Nansha Terminal does not need the Green Health Code for any In and Out operation. FCL and LCL trucking services are operating normally and does not require the Green Health Code.

Yantian and Shekou terminals does not need the Green Health Code for any in and out operation. Pearl River Delta operating normally and does not require the Green Health Code. All cross-border trucking services to Hong Kong are operating as normal and will not need the Green Health Code. Cross-province service and courier service operate as normal and does not need to provide the Green Health Code.

Shanghai Equipment and space are okay. The vessel schedule is stable. Sometimes, there will be a delay for about 3 days.

Ningbo Space and equipment are enough, vessel arrival port have less waiting time within 1 to 2 days. All Terminal operation are normal. Since vessel cancel and skip sailing, EU space is little bit tight now.

Qingdao Ocean Alliance liners space are sold out mostly until end March for Europe trade. The Alliance liners space is enough presently. Equipment is enough. THE alliance has no blank sailing on Europe/Med line after 15th March until end of March. Ocean alliance there will be one vessel blank on 30th March, others normal till end of March. No delay situation mostly.

Xiamen/Fuzhou The shipping space and equipment are sufficient in Xiamen. For ONE/HMM/HAPAG, one schedule in 2 weeks. CMA CGM roll shipments every week.

Tianjin/Dalian Equipment supply and space are enough in all shipping lines except HPL 40'OT shortage ex Xingang/Dalian. Feeder vessel is average 3 to 4 days delay.

4

AIRFREIGHT: CAPACITY, DEMAND AND RATES

Rate:

Airfreight rates are increased in mid-to-late March.

Airlines:

CA: Adding freighter flights from PVG to CDG and MXP

SQ: Will suspend the flights between from/to SZX, XMN, CKG to/from SIN from 26th/Mar; meanwhile, SQ will add flights between from/to PEK, PVG to/from SIN.

ET: New route from SZX to LGG via ADD, two flights per week, mainly due to e-commerce cargoes and others special industrial cargoes.

Present situation of Air marketing:

China-Europe

- 1) The market was picked up these weeks, Airfreight ex China to Europe kept increasing, the rate now is on a high level.
- 2) As more and more foreign airlines resume the Passenger and Freighter flights from the end of Mar, airfreight charges will go smoothly.

China-US

There was a sharp raise in March, especially for e-commerce cargoes and auto spare parts cargo. Airfreight charges goes higher every week.

RAIL: SPACE, RATES AND DEPARTURES

New stipulate for import cargos from Europe to China [routing via Russia] :

Begin from 1st March, the commodity which belongs to Harmonized System code list, will be under risk for rejection by train and if goods are needed to be booked by train, an official statement will be needed to be sent to Custom review before booking.

ЛОГОТИП КОМПАНИИ (данные компании из фирменного бланка)
COMPANY'S LOGO (the company's data from the letterhead)

ДАННЫЕ ОТПРАВИТЕЛЯ
(details of consignor)

Город, дата (city, date)

ЗАЯВЛЕНИЕ (STATEMENT)

To: Urząd Celný w Malaszewiczach (Malaszewicze Customs Office)
Ul. Słoneczna 152
21-540 Malaszewicze

Мы, Компания XXXXX, осуществляем экспорт следующих товаров: XXXXXXXXXX, которые находятся в контейнере XXXXXXXXX. Товары задекларированы в МРН XXXXXXXXX, под следующими кодами: XXXXX, XXXXX. Данные товары не являются грузами двойного назначения и не будут/не могут использоваться в военных целях.

Мы, Компания XXXX, несем ответственность за данные, указанные в данном заявлении.

We, XXXXX Company, are exporting the following goods: XXXXXXXXXX, which are loaded in container XXXXXXXXXX. The goods are declared in MRN XXXXXXXXXX under the following HS codes: XXXXXXX, XXXXXXX. These goods are not dual-use goods and will not/cannot be used for military purposes.

We, Company XXXX, are responsible for the information given in this statement.

ПОДПИСЬ, ПЕЧАТЬ (signature and stamp)

and finally.....

As the holy month of Ramadan starts, NVD Asia would like to extend our warmest wishes to everyone observing the occasion. As our Muslims colleagues gear up to celebrate the breaking of the fast and the joyous Eid al Fitr, let us take a moment to unite in prayer, generosity, and kindness towards one another. We hope this Ramadan will bring you peace, prosperity, and fulfilment in all your endeavours. NVD Asia would like to wish everyone a Happy Fasting and Happy Ramadhan Kareem! رمضان كري



NVD team wearing a Muslims traditional clothes



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...

**Niki Tan,
NVD Asia Guangzhou,
Sea Freight Operation Manager**



Where are you from?

I am from Guangzhou, located in the flourish Pearl River Delta area, the central city of South China.

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

I chose logistics as my major as my teacher told me that logistics is the emerging industry. Freight forwarder is a part of the logistics.

What motivates you at work?

My ideal career is related to international integration. The freight forwarding industry can help me find out my pursuit and presence. My greatest pride and motivation is to ensure the smooth completion of the entire international import and export logistics distribution as scheduled.

Tell us something most people do not know about you?

I signed up for a law course. On one hand, I can improve my knowledge, on the other hand, I can solve various problems in my daily work.

Lastly, can we trust you with secrets?

Yes, of course.