



ASIA PACIFIC FREIGHT UPDATE

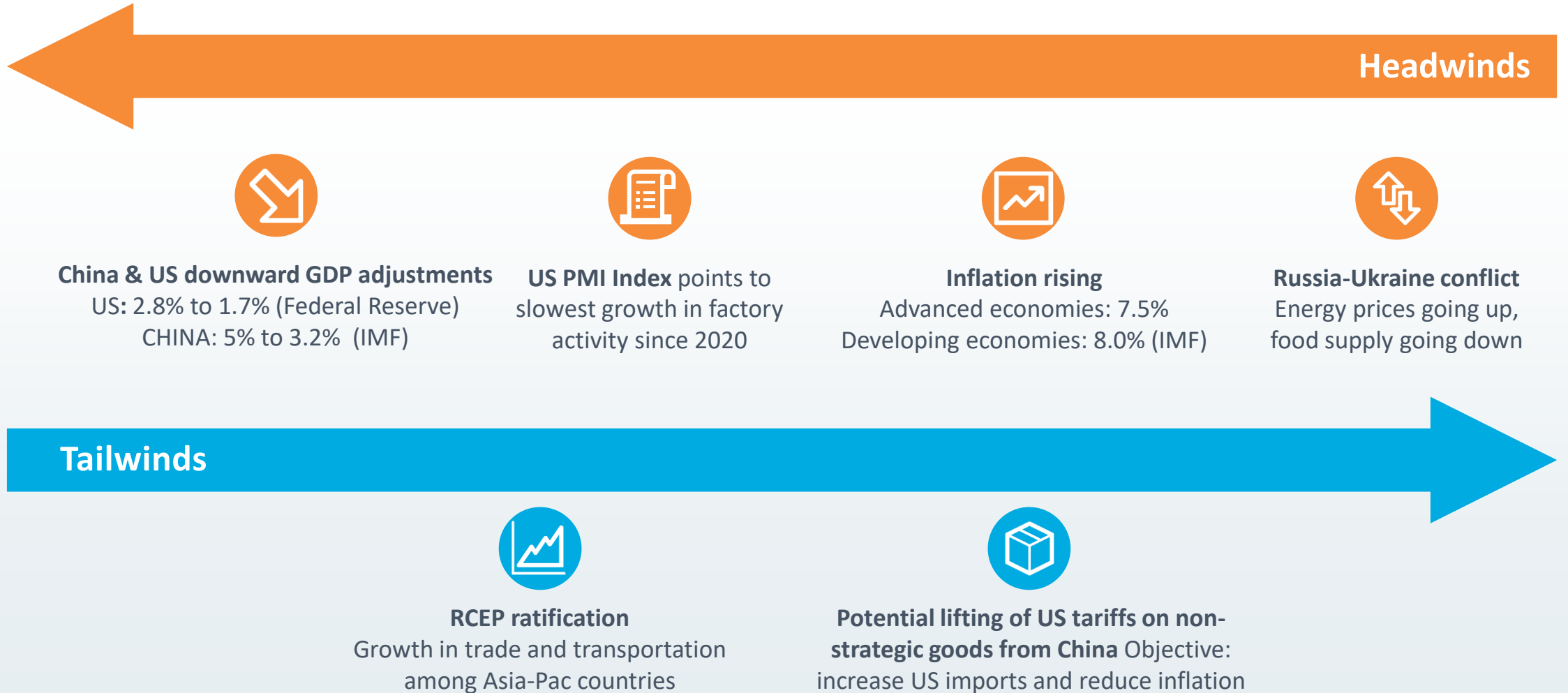
July- August 2023



Global Outlook

GLOBAL OUTLOOK

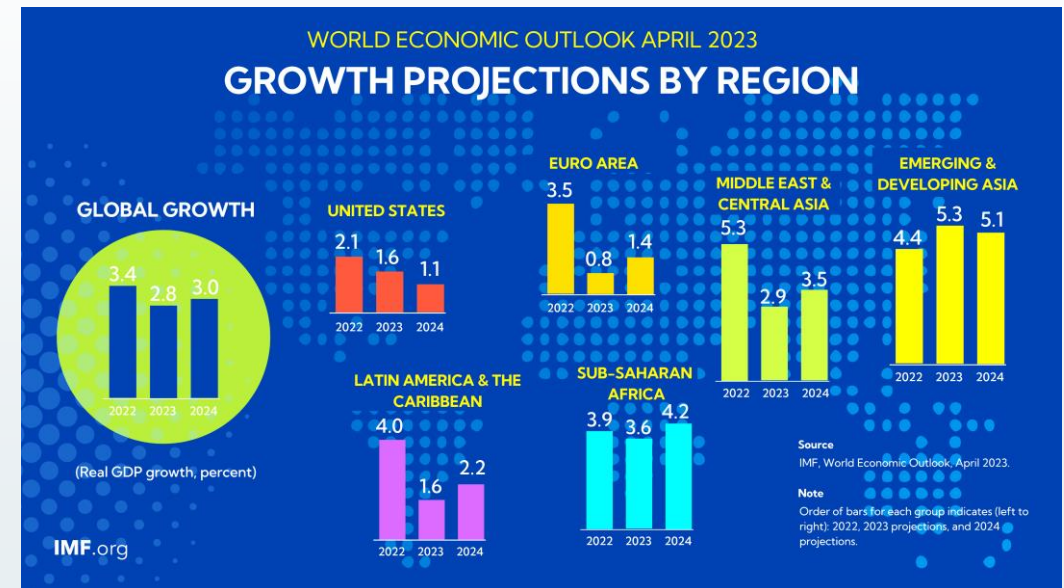
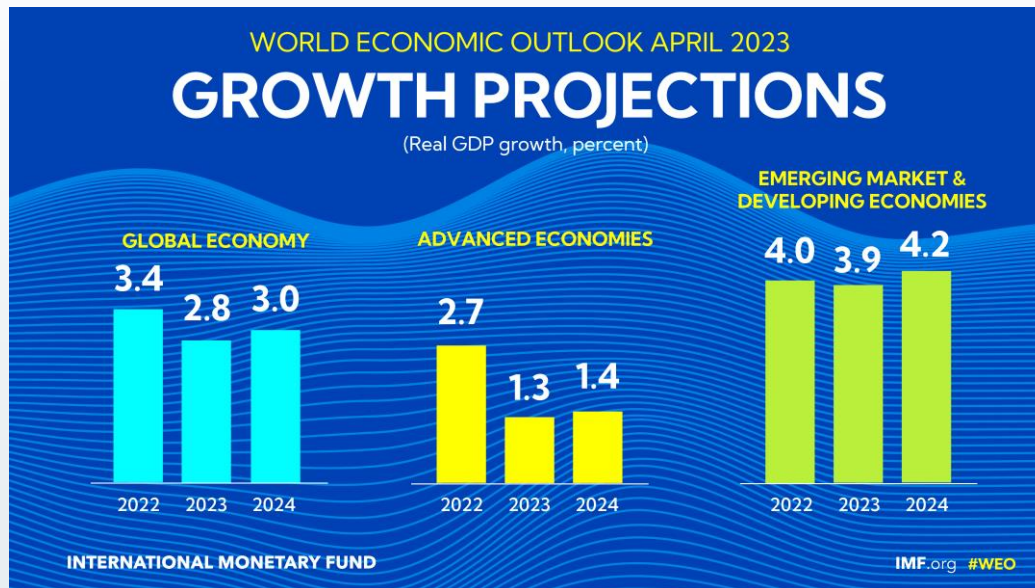
H1 2023 OVERVIEW



GLOBAL OUTLOOK

H1 2023 GLOBAL GROWTH

Global growth is expected to slow from 3.4 in 2022 to 2.8 percent in 2023 while **Global inflation** is set to fall from 8.7 percent in 2022 to 7.0 percent in 2023 on the back of lower commodity prices. **Underlying (core) inflation is likely to decline more slowly. Multilateral cooperation** is essential to create a more resilient world economy, in part by mitigating the costs of climate change and reducing the adverse effects of geo-economic fragmentation.

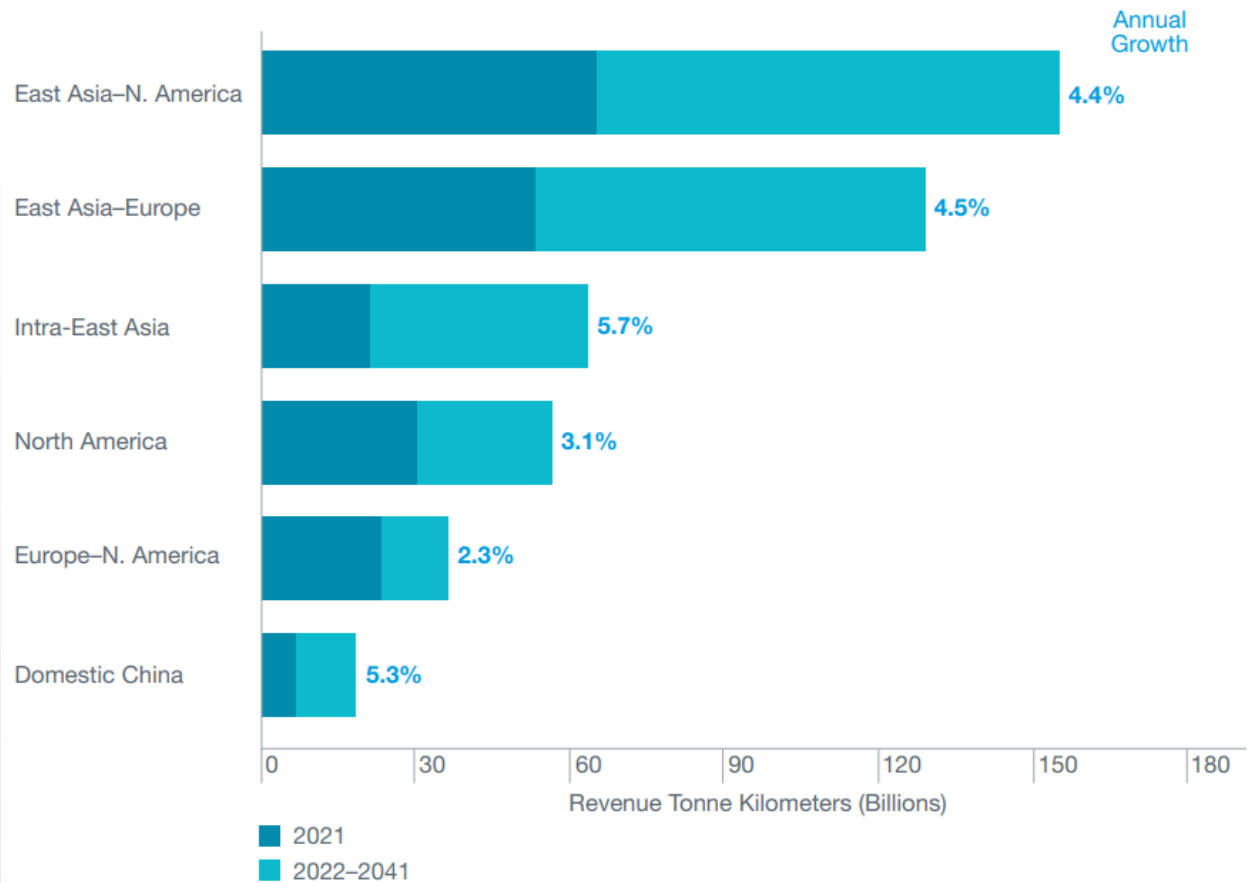


Source: International Monetary Fund

GLOBAL OUTLOOK

H1 2023 AIRFREIGHT MARKET

Top Air Cargo Traffic Flows Forecast
(~70% of Global Traffic)



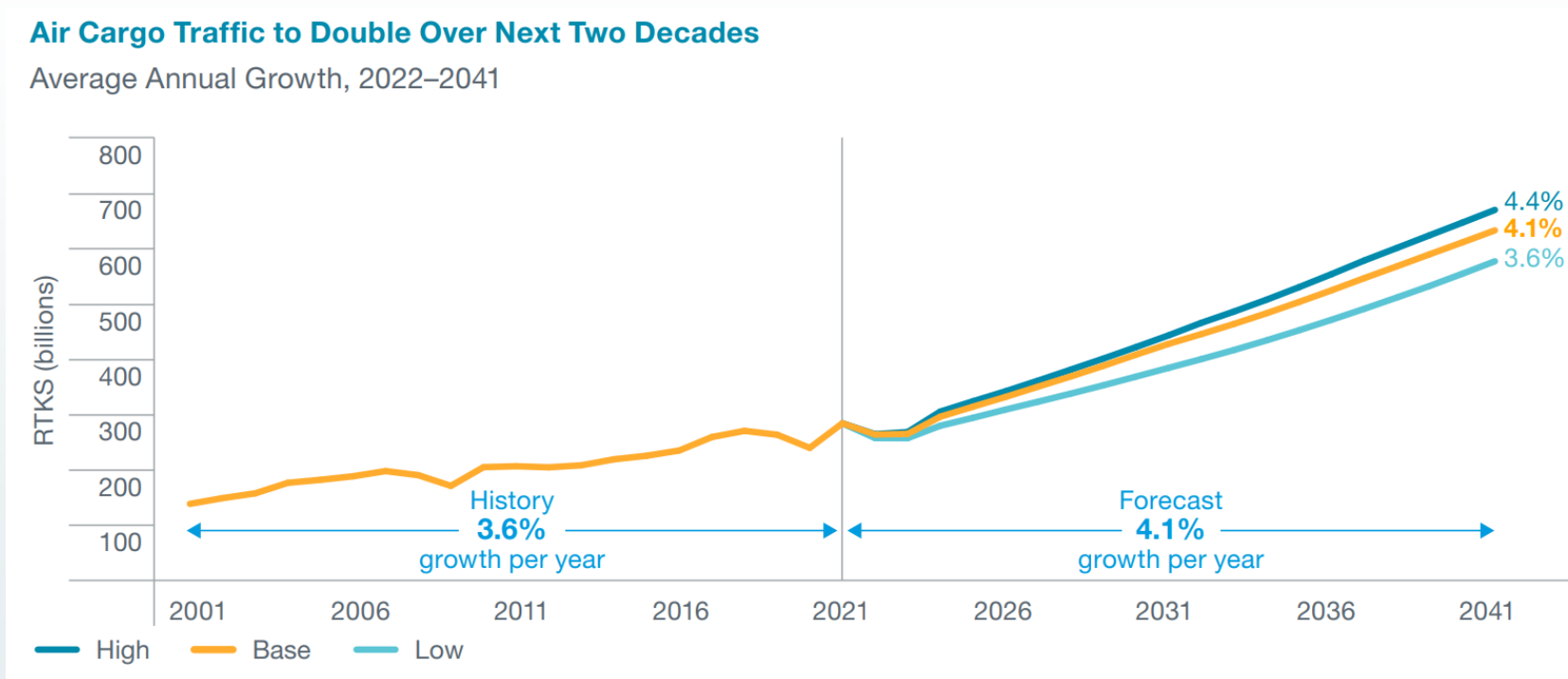
According to Boeing, East Asian markets lead the global air cargo forecast in both volumes and growth rates.

Source: World Air Cargo Forecast 2022-2041 by Boeing (2022)

GLOBAL OUTLOOK

H1 2023 AIRFREIGHT MARKET

Boeing also mentioned that the world air cargo traffic is forecast to grow at **4.1% per year** over the next 20 years.



Source: World Air Cargo Forecast 2022-2041 by Boeing (2022)

GLOBAL OUTLOOK

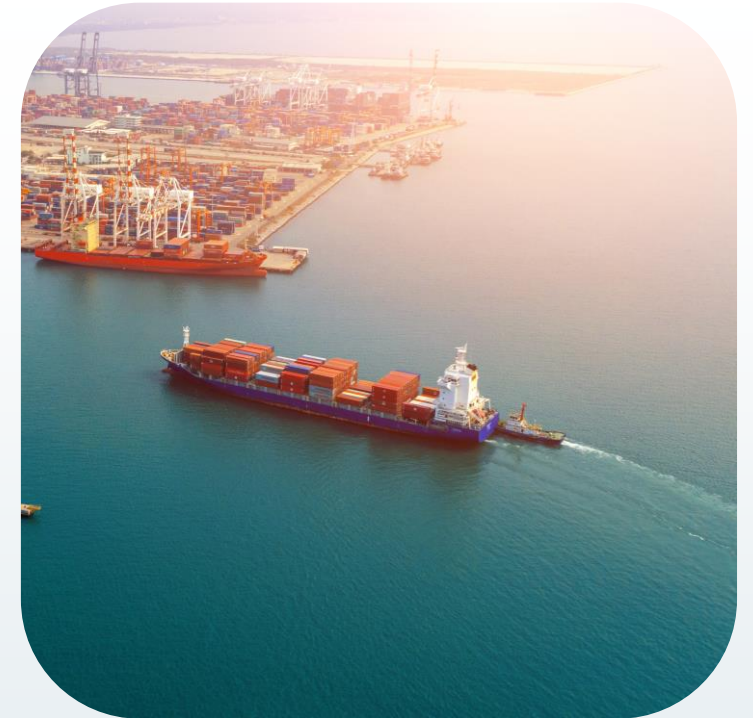
H1 2023 OCEAN MARKET

Carriers are investing heavily in methanol-ready vessels. COSCO Shipping added an order of 4 x 16,000 TEU ships, all methanol capable, while Maersk unveiled designs of their first green fuel-powered vessel operating on green methanol.

In January 2023, IMO regulations made it compulsory for all ships to calculate their EEXI (Energy Efficient Existing Ship Index) and collect data to report their annual operational CII (Carbon Intensity Indicator). Since then, carriers have begun to reduce vessel speed and increase transit times to meet current requirements.

From 2024, the EU will enforce carbon taxes on shipping lines carrying goods to/from Europe, meaning shipping lines must consider alternative fuel sources or accept the taxes with current fuels.

Source: IHS Markit





Asia Pac Freight Update

July – August 2023

GLOBAL OUTLOOK

JULY - AUGUST

Global economic activity slowed in June, with the S&P Global Composite PMI falling to 52.7 from 54.4 in May. This is the first slowdown in growth since February 2023. In China, the manufacturing PMI continued to contract in June, at 49, CNBC reports. This is the third consecutive month of contraction and suggests that the economic momentum in China will continue to be weak unless the government takes action to launch stimulus measures to boost the economy.

Source: S&P Global

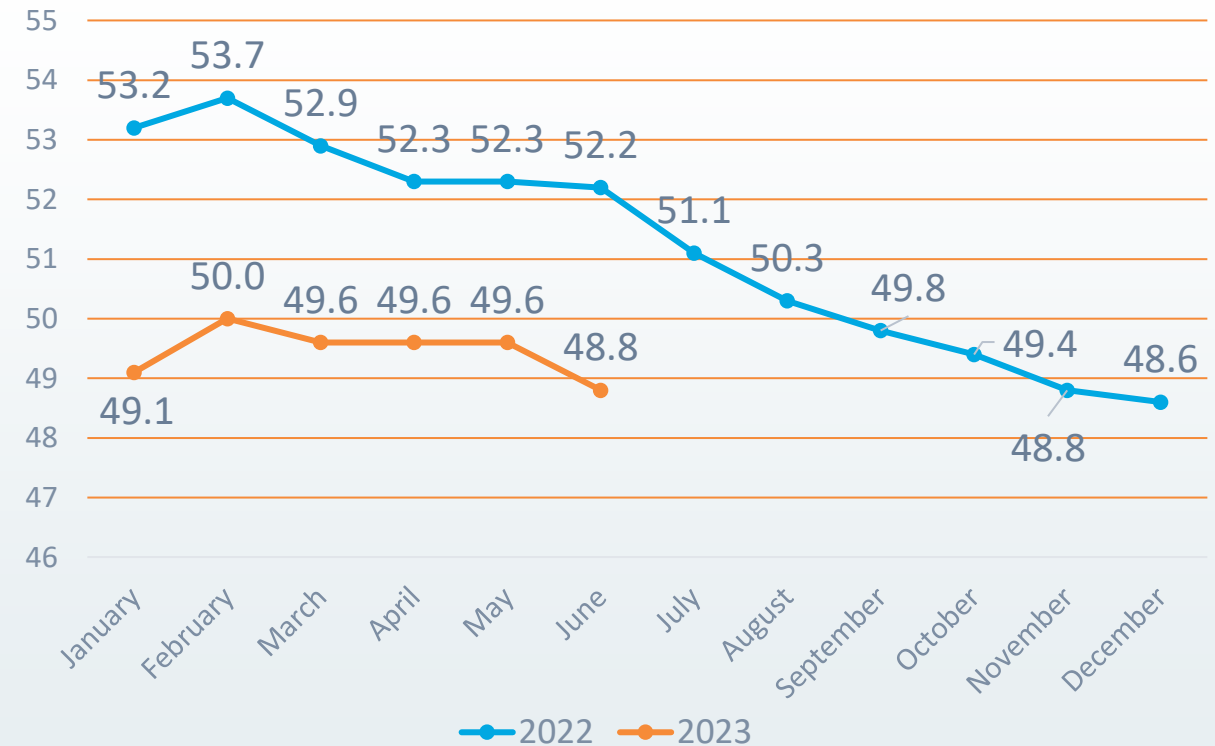


ECONOMIC INDICATORS

JULY - AUGUST

The Global Manufacturing PMI for July dropped from 49.6 to 48.8

Global Manufacturing PMI 2022 VS 2023



Source: S&P Global PMI

ECONOMIC INDICATORS

ASIA PACIFIC MANUFACTURING PMI

	2022							2023					
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Global	52.2	51.1	50.3	49.8	49.4	48.8	48.6	49.1	50.0	49.6	49.6	49.6	48.8
USA	52.3	47.5	44.6	49.5	50.4	47.7	46.2	46.9	47.3	49.2	50.2	48.4	46.3
China	50.2	49	49.4	50.1	49.2	49.4	49	49.2	51.6	50.0	49.5	50.9	50.5
Taiwan	49.8	44.6	42.7	42.2	41.5	41.6	44.6	44.3	49	48.6	47.1	44.3	44.8
Hong Kong	52.4	52.3	51.2	48	49.3	48.7	49.6	51.2	53.9	53.5	52.4	50.6	50.3
Japan	52.7	52.1	51.5	50.8	50.7	49	48.9	48.9	47.7	49.2	49.5	50.6	49.8
S. Korea	51.3	49.8	47.6	47.3	48.2	49	48.2	48.5	48.5	47.6	48.1	48.4	47.8
Singapore	50.3	50.1	50.0	49.9	49.7	49.8	49.7	49.8	50.0	49.9	49.7	49.5	49.7
Vietnam	54.0	51.2	52.7	52.5	50.6	47.4	46.4	47.4	51.2	47.7	46.7	45.3	46.2
Malaysia	50.4	50.6	50.3	49.1	48.7	47.9	47.8	46.5	48.4	48.8	48.8	47.8	47.7
Philippines	53.8	50.8	51.2	52.9	52.6	52.7	53.1	53.5	52.7	52.5	51.4	52.2	50.9
Indonesia	50.2	51.3	51.7	52.9	51.8	50.3	50.9	51.3	51.2	51.9	52.7	50.3	52.5
Thailand	50.7	52.4	53.7	55.7	51.6	51.1	52.5	54.5	54.8	53.1	60.4	58.2	53.2
India	53.9	56.4	56.2	55.1	55.3	55.7	57.8	55.4	55.3	56.4	57.2	58.7	57.8
Australia	54.0	52.5	49.3	50.2	52.7	51.3	50.2	50.0	50.5	49.1	48.0	48.4	48.2

The manufacturing Purchasing Managers' Index™ (PMI™) is a survey-based economic indicator designed to provide a timely insight into changing business conditions in the goods-producing sector.

A PMI reading over 50 indicates growth or expansion of the manufacturing sector of the country as compared to the previous month, while a reading under 50 suggests contraction. A reading at 50 indicates that the number of manufacturers reporting better business is equal to those stating business is worse.

Source: S&P Global PMI

AIR FREIGHT MARKET

JULY - AUGUST

As the holiday season begins, passenger flight frequency has increased, but demand remains soft.

E-commerce is currently a major driver of trade between China and the United States.

Inventory levels in the United States have begun to decline, suggesting that demand may pick up in the fourth quarter of 2023.

Global air freight volumes are already lower than the same time period in 2019, and freight rates have also returned to pre-pandemic levels.



AIR FREIGHT

MARKET FORECAST (JULY 17 – AUGUST 31)

Air Freight Market Forecast

Asia -> Intra Asia

Origin (Country/District)	Air Hub	Space	Rate	
Greater China	Hong Kong	HKG	Soft	Stable
	South China	CAN/SZX	Soft	Stable
	Southeast China	XMN/FOC	Soft	Stable
	Central & East China	PVG	Soft	Stable
	North China	BJS/CGO/TAO	Soft	Stable
Northeast Asia	Korea	ICN	Soft	Stable
	Taiwan	TPE	Soft	Stable
Southeast Asia	India	MAA/BLR	Upturn	Stable
	Indonesia	CGK	Soft	Stable
	Malaysia	KUL	Soft	Falling
	Malaysia	PEN	Soft	Stable
	Philippines	MNL	Soft	Stable
	Singapore	SIN	Soft	Stable
	Thailand	BKK	Soft	Stable
	Vietnam	HAN	Tight	Stable
	Vietnam	SGN	Tight	Stable

Air Freight Market Forecast

Asia -> US/CA

Origin (Country/District)	Air Hub	Space	Rate	
Greater China	Hong Kong	HKG	Soft	Falling
	South China	CAN/SZX	Soft	Stable
	Southeast China	XMN/FOC	Soft	Stable
	Central & East China	PVG	Upturn	Rising
	North China	BJS/CGO/TAO	Upturn	Rising
Northeast Asia	Korea	ICN	Upturn	Stable
	Taiwan	TPE	Upturn	Stable
Southeast Asia	India	MAA/BLR	Upturn	Stable
	Indonesia	CGK	Soft	Stable
	Malaysia	KUL	Soft	Falling
	Malaysia	PEN	Soft	Stable
	Philippines	MNL	Soft	Stable
	Singapore	SIN	Soft	Falling
	Thailand	BKK	Soft	Stable
Vietnam	HAN	Upturn	Rising	
Vietnam	SGN	Upturn	Rising	

Key for available space

SOFT
Supply is more than demand

UPTURN
Market is picking up, but demand of space can still be met by current supply.

TIGHT
Space Gets tight. Pre-arrangement of space is needed.

BACKLOG
Backlog of 1-2 days is found in the market.

SERIOUS
Space demand critical, turnaround of booking found. Alternative routing may be needed.

AIR FREIGHT

MARKET FORECAST (JULY 17 – AUGUST 31)

Air Freight Market Forecast

Asia -> Europe

Origin (Country/District)	Air Hub	Space	Rate	
Greater China	Hong Kong	HKG	Soft	Stable
	South China	CAN/SZX	Soft	Stable
	Southeast China	XMN/FOC	Soft	Stable
	Central & East China	PVG	Soft	Stable
	North China	BJS/CGO/TAO	Soft	Stable
Northeast Asia	Korea	ICN	Soft	Stable
	Taiwan	TPE	Soft	Stable
Southeast Asia	India	MAA/BLR	Upturn	Stable
	Indonesia	CGK	Soft	Stable
	Malaysia	KUL	Soft	Stable
	Malaysia	PEN	Soft	Stable
	Philippines	MNL	Soft	Stable
	Singapore	SIN	Soft	Stable
	Thailand	BKK	Soft	Stable
	Vietnam	HAN	Upturn	Rising
	Vietnam	SGN	Upturn	Rising

Air Freight Market Forecast

US/CA -> Asia

Origin (Country/District)	Air Hub	Space	Rate	
North America	US	US West Coast	Upturn	Stable
	Canada	YVR	Upturn	Stable

US/CA -> Europe

Origin (Country/District)	Air Hub	Space	Rate	
North America	US	US East Coast	Upturn	Stable
	Canada	YYZ/YUL	Upturn	Stable

Europe -> Asia

Origin (Country/District)	Air Hub	Space	Rate	
Europe	Netherlands	AMS	Soft	Stable
	UK	LHR	Soft	Stable
	Germany	FRA / MUC	Soft	Stable

Europe -> US/CA

Origin (Country/District)	Air Hub	Space	Rate	
Europe	Netherlands	AMS	Soft	Stable
	UK	LHR	Soft	Stable
	Germany	FRA / MUC	Soft	Stable

Key for available space

SOFT
Supply is more than demand

UPTURN
Market is picking up, but demand of space can still be met by current supply.

TIGHT
Space Gets tight. Pre-arrangement of space is needed.

BACKLOG
Backlog of 1-2 days is found in the market.

SERIOUS
Space demand critical, turnaround of booking found. Alternative routing may be needed.

OCEAN FREIGHT MARKET

JULY - AUGUST

The sharp drop in spot rates for Transpacific Eastbound led by Maersk in mid-June triggered a ripple of shock waves in rates among carriers. In response, more carriers are withdrawing redundant capacity by resuming blank sailings in July.

The overall capacity cut on Transpacific Eastbound (TPEB) and European Westbound (EUWB) from Asia is expected to jump from less than 10% to more than 15%. According to Aphiliner, the increase of idle carrier-controlled tonnage had reached 63 ships of 249,002 TEUs as of July 3, as compared to 49 ships of 206,394 TEUs in mid-June.

THE Alliances and ZIM will soon suspend their PS5 for PSW (Pacific South West) and ZAP for PNW (Pacific North West) respectively, until further notice. This is to help the carriers impose their GRI schemes successfully. Several other trade lanes, such as Oceania, Latin America, the Indian Subcontinent, and the Red Sea/Persian Gulf, are likely to follow.



OCEAN FREIGHT

MARKET FORECAST (JULY 17 – AUGUST 31)

Ocean Freight Market Forecast

Asia -> Asia (Intra Asia)

Trade Lane	Space	Rate
Northeast Asia -> Southeast Asia	Soft	Stable
Northeast Asia -> Indian Subcontinent	Soft	Stable
Southeast Asia -> Northeast Asia	Soft	Stable
Indian Subcontinent -> Northeast Asia	Soft	Stable

Asia -> North America (Trans-Pacific Eastbound - TPEB)

Asia -> US West Coast	Tight	Rising
Asia -> US East Coast	Tight	Rising
Asia -> US Gulf	Soft	Falling
Asia -> Canada	Soft	Falling

Asia -> Europe (Far East Westbound - FEWB)

Asia -> European Base Ports	Soft	Rising
Asia -> Mediterranean	Upturn	Stable

North America -> Asia (Trans-Pacific Westbound - TPWB)

US -> Asia	Soft	Stable
Canada -> Asia	Soft	Stable

Europe -> Asia

Europe -> Asia	Soft	Stable
----------------	------	--------

Key for available space

SOFT
Supply is more than demand

UPTURN
Market is picking up, but demand of space can still be met by current supply.

TIGHT
Space Gets tight. Pre-arrangement of space is needed.

BACKLOG
Backlog of 1-2 days is found in the market.

SERIOUS
Space demand critical, turnaround of booking found. Alternative routing may be needed.

TAIWAN



Air Freight

- Consumer product companies are struggling with high inventories and an economic slump, which is leading to postponed orders and deliveries.
- Taoyuan Airport's total cargo volume in the first half of 2023 decreased by 22.97% year-on-year. However, compared to 2019, the cargo volume is down by 1% but the re-exports increased by 12%. This suggests that the first half of the year was still affected by global inflation and the US-China trade war.

Ocean Freight

- Carriers implemented two General Rate Increases (GRIs) on July 1st and July 15th, 2023. These increases are an effort to control space availability and mitigate market rates. Another GRI is scheduled to take effect on August 1st.
- The current space availability to the US West Coast is tight. However, with Canada's ongoing strike, it is not advisable to use Canada's ports for inland transportation to the US. Discuss this with your logistics partner to determine the best solution for you.

CHINA MARKET SITUATION

EAST CHINA



Air Freight

- The cargo volume for East China is similar to last month
- Freighter capacity on US lines was reduced in the first half of July, leading to higher rates. Rates to Southeast Asia remained stable.
- China Eastern Airlines has been forced to cancel flights on routes to Hong Kong, Taipei, Singapore, and Bangkok in recent weeks due to a shortage of flight crews.

Ocean Freight

- The export container transportation market in Shanghai is generally stable and progressing, with transportation demand remaining relatively stable.

Transpacific trade: The overall capacity of the US East route has been reduced, leading to an increase in the overall load factor. The US West route was affected by the previous strike in Canada, but the load factor has also recovered. After July 15, prices continued to push up.

Intra-Asia: Market demand is stable, with rates slightly dropping.

CHINA MARKET SITUATION

NORTH CHINA



Air Freight

- Cargo exports to Southeast Asia are gradually increasing, with airline capacity and flight schedules remaining stable. However, prices on North American routes have fluctuated upwards due to the recent strike at Canadian ports.
- Beijing Daxing International Airport is offering a free import distribution service from Daxing Airport to Beijing Airport in July. The cycle time is N+1 day, where N is the date of flight arrival.

Ocean Freight

- Market rates for North China to Southeast Asia slightly decreased, while rates for the Indonesia trade lane increased.
- Space supply to Southeast Asia and India is in balance with demand, while space to South America and East Coast USA is tight due to strategic blank sailings by carriers.

SOUTH CHINA & HONG KONG



Air Freight

- Prices to the US increased in the first half of July due to the cancellation of freighters from Shanghai (PVG) . Prices to the EU and Southeast Asia remained stable.
- Korean Air added a new freighter from Guangzhou to Korea (CAN-ICN) on July 3, 2023. The airline now operates 10 freighters per week from Guangzhou.

Ocean Freight

South China: Due to the increasing number of blank sailings, space is tight on the US trade lane. It is recommend to book your shipments 2-3 weeks in advance.

Hong Kong to South Asia: The rate and space are stable. However, Wan Hai Line has canceled the HKG-PEN route due to declining volumes.

Hong Kong to US: The vessel schedule is unstable, space is tight, and rates are rising. It is estimated that rates will continue to increase in August.

CHINA TO EUROPE CROSS BORDER RAIL

CHINA -EUROPE FREIGHT TRAIN OPERATES SMOOTHLY

China – Europe:

The average transportation time from China to Malaszewicze, Poland along the European route is 12-13 days. The average transportation time to Duisburg, Hamburg, and Milan is about 18-23 days. Supply and demand are generally balanced. However, some platforms have reduced their plans for public trains, so space is tight in mid- to late-July. In the 28th week, booking prices in Chongqing were lowered by 10%, Wuhan by 3%, and Xi'an inland port by 8%. Chengdu, Zhengzhou, and Yiwu were basically the same as last week.

China – Russia:

For Russia bound, the longest transportation time for trains other than those dispatched from Zengcheng and Datian does not exceed 20 days. It can even arrive in Moscow in 10 days. Overall supply and demand is stable, with space supply being relatively sufficient. Most platforms have space lined up until after July 20th. Spot market rates were the same as last week, remaining within USD\$6,500.



SOUTH KOREA AIR AND OCEAN MARKET SITUATION

SOUTH KOREA



Air Freight

- The continuous storage of cargo demand kept the air export market slow for the month of June.
- Asiana Airlines (OZ) will increase the number of flights between Incheon and Narita/Haneda (Japan) to 3 times a week from August 1 – October 1 during the peak summer season.
- Some routings between South Korea and China will be suspended temporarily until October 28 due to the decrease of Chinese passengers (down 16.7% compared with Jan – May, 2022). Below are the routings that will be suspended:

Airline	Routing	Suspend Date
Korean Airline (KE)	Gimpo (GMP) – Beijing(PEK)	August 1
	Incheon (ICN) – Xiamen (XMN)	August 9
Asiana Airlines (OZ)	Gimpo (GMP) – Beijing (PEK)	July 1
	Incheon (ICN) – Shenzhen (SZX)	July 8

Ocean Freight

- The implementation of the GRI by carriers on the Transpacific Eastbound (TPEB) trade lane and the slight increase in demand temporarily rebounded rates since July 15.

CROSS BORDER TRUCKING SITUATION: SOUTHEAST ASIA - CHINA

BORDER CONDITION NORMAL

Incoming Holidays for July

Upcoming Holidays		
JUL 28	King Maha Vajiralongkorn 's Birthday	Thailand

Rate negotiation to Northbound (China) for regular high-volume shipments is feasible.

Recommendation

|1| For cargo schedules that fall under holidays, discuss with your freight forwarder the best solution. |2| Discuss with your freight forwarder on rate negotiations for high-volume shipments.

Note: Pingxiang and Dongxing Border is used for cross border trucking movement between Southeast Asia and China. However, Pingxiang border is recommended due to its wide-range commodity operations. Special commodities such as, DG cargo or Lithium ION Battery shall be checked in case by case through Pingxiang and Dongxing Borders.



CROSS BORDER TRUCKING TRANSIT TIME

Origin	Destination	Transit Time
Thailand	East China (Kunshan)	5 - 7 Days
	South China (Guangzhou/Shenzhen)	4 - 5 Days
	Vietnam Malaysia Singapore	3 - 4 Days
Shenzhen	Hanoi	2 Days
Shanghai		4 Days
Hanoi	Shenzhen	2 Days
	Shanghai	4 Days
Malaysia	Singapore	1 Day

SOUTHEAST ASIA AND INDIA (1/3)



Thailand

Air	1 The rainy season in Thailand begins in June and ends in October. 2 There has been a slight increase in space leading to a slight decrease in rates for routings to Asia destinations, including Hong Kong, Shanghai, Taipei, and Manila.
Ocean	1 The space for routings going to South Asia, Middle East, and Africa are full until the beginning of August. 2 A lack of complete container turnover and port congestion have caused several containers to be stuck in main ports, distribution centers, and container hubs. However, the situation is manageable as carriers are still able to provide containers.

Recommendation

|Air| Discuss with your freight forwarder on enhancement of packaging to prevent cargo damage during the rainy season. |Ocean| It is advised that reservations be made 3-4 weeks in advance.

Indonesia

Ocean	1 There are challenges in securing space for routings to the Middle East and getting the equipment.
--------------	--

Recommendation

|Ocean| Booking reservation for shipments to the Middle East must be made 2-3 weeks in advance.

SOUTHEAST ASIA AND INDIA (2/3)



Vietnam

Ocean	<p> 1 The low tide and draft issue is lengthening berthing times, forcing captains to skip the port of Haiphong in order to stay on schedule. This has led to a shortage of available space on vessels heading to the US West Coast, with ONE and Yang Ming Line reporting that their direct services are fully booked until mid-August. 2 There are new direct services launching from July 2023:</p> <p>Yang Ming Line (YML) and Cruise & Maritime Voyage (CMV)</p> <ul style="list-style-type: none">• Ho Chi Minh to Incheon (7 days)• Ho Chi Minh to Qingdao (9 days) <p>Regional Container Line (RCL)</p> <ul style="list-style-type: none">• Ho Chi Minh to Incheon (6 days)• Ho Chi Minh to Kwangyang (8 days)• Ho Chi Minh to Busan Port (9 days)
--------------	--

Recommendation

|Ocean| It is recommended to book 2-3 weeks before the estimated time of departure and use COSCO, Wan Hai Line (WHL), and Evergreen Marine Corp (EMC). Consider to use transit service to other ports such as Yantian to embark on the mothership to the US.

SOUTHEAST ASIA AND INDIA (3/3)



Malaysia

Air	1 Lufthansa Cargo will increase the airfreight surcharge which will be effective on 24 th of July, 2023.
Ocean	1 Evergreen Marine Corp (EMC) has implemented a Fuel Adjustment Factor (FAF) & YEN Appreciation Surcharge effective 1 st July, 2023.

India

Ocean	1 Demurrage and Detention charges are expected to increase as India ports are getting busier.
-------	---

Recommendation

|Ocean| Work with a freight forwarder who understands the import clearance requirements before shipment arrangement to ensure all requirements are met upon arrival.

AIR AND OCEAN MARKET SITUATION

NORTH AMERICA

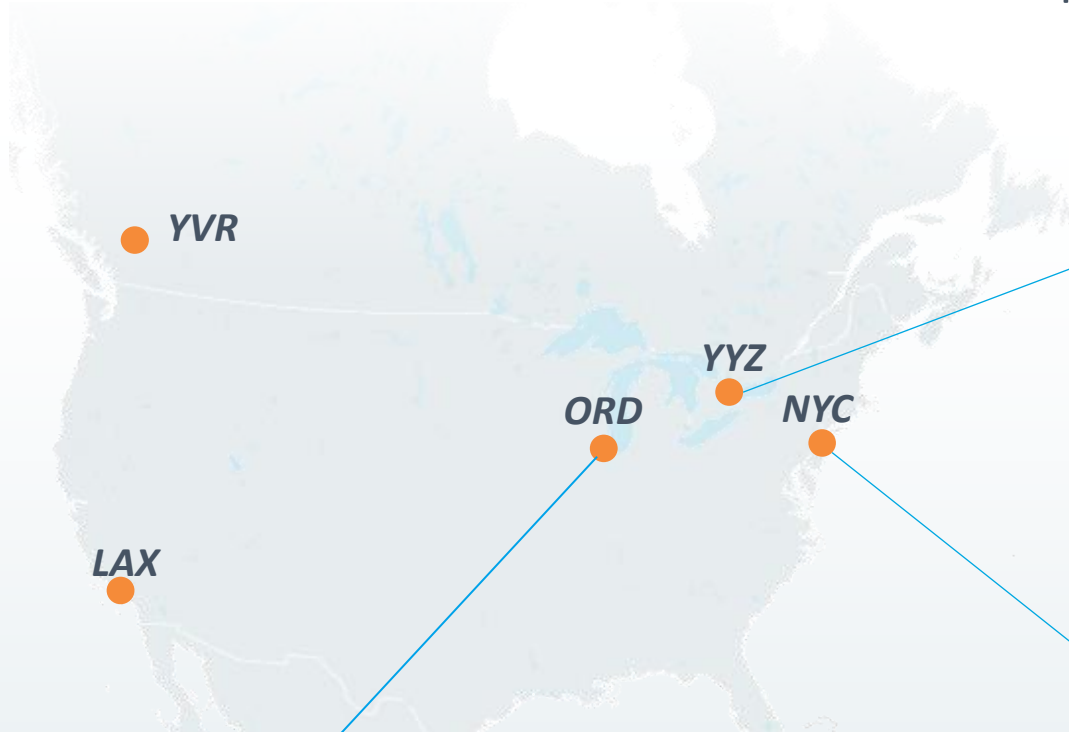
Air Freight

IATA Data shows that CTK decreased by 5.2% year-on-year, compared to a 7% decrease in the same period in 2019. This is a slight improvement, but it remains to be seen whether the trend will continue.

Ocean Freight

ILWU Canada and waterfront employers reached a tentative agreement on a four-year deal on July 13, 2023, ending a 13-day strike that had affected the Ports of Vancouver and Prince Rupert. However, the tentative agreement was voted down on July 18, 2023, and the strike resumed at 4:30 PM on that day. The strike action is in violation of the Canada Labor Code, as it did not provide 72 hours of advance notice. A renewed strike is expected to begin at approximately 9:00 AM on July 22. Later on July 20, the 72 hour strike notice was rescinded, and all terminals operated normally. The situation is very fluid, and shippers are encouraged to pick up cargo as soon as possible. On Tuesday, July 25, 2023, the ILWU Canada will meet with its members at 8:00 AM to recommend the terms of the tentative agreement reached with the BCMEA.

RATE & SPACE ARE STABLE | FSC IS FURTHER DECREASED



Chicago (ORD):

- Capacity to Asia Pac and Europe are open and stable.
- Rates are normal and negotiable | Carriers offer promo/spot rates | Rates to PVG are very competitive.
- Trucking rate and capacity are stable and overall LTL & FTL rates are lowered.

Toronto (YYZ):

AE	<ul style="list-style-type: none"> • Flights to smaller ports in China (Ningbo and Dalian) remain suspended. • There are limited direct options to Europe with more service to hub cities (FRA, CDG, MXP and MAD). The resumption of the summer schedule will lead to more direct routes to Europe Gateways (AMS, ATH, BCN, LIS, LGG & BSC.) • Space & rates to Asia-Pac and Europe are normal.
----	--

New York (NYC):

AE	<ul style="list-style-type: none"> • Space is a bit tight to Europe but normal to Asia Pacific. • The rate to Asia Pacific is normal. • FSC decreases further: China Airlines \$1.15 Korean Air: 1.20 Eva Air \$0.85 Cathay Pacific \$0.7 Air China \$0.79
AI	<ul style="list-style-type: none"> • JFK now allows only 24 hours of free time after cargo arrival, compared to 48 hours earlier this year. • Avoid flights arriving in JFK on Fridays and Saturdays. • Current truck fuel surcharge is at 35%–40%

ILWU CANADA STRIKE DISRUPTS VANCOUVER & PRINCE RUPERT PORTS

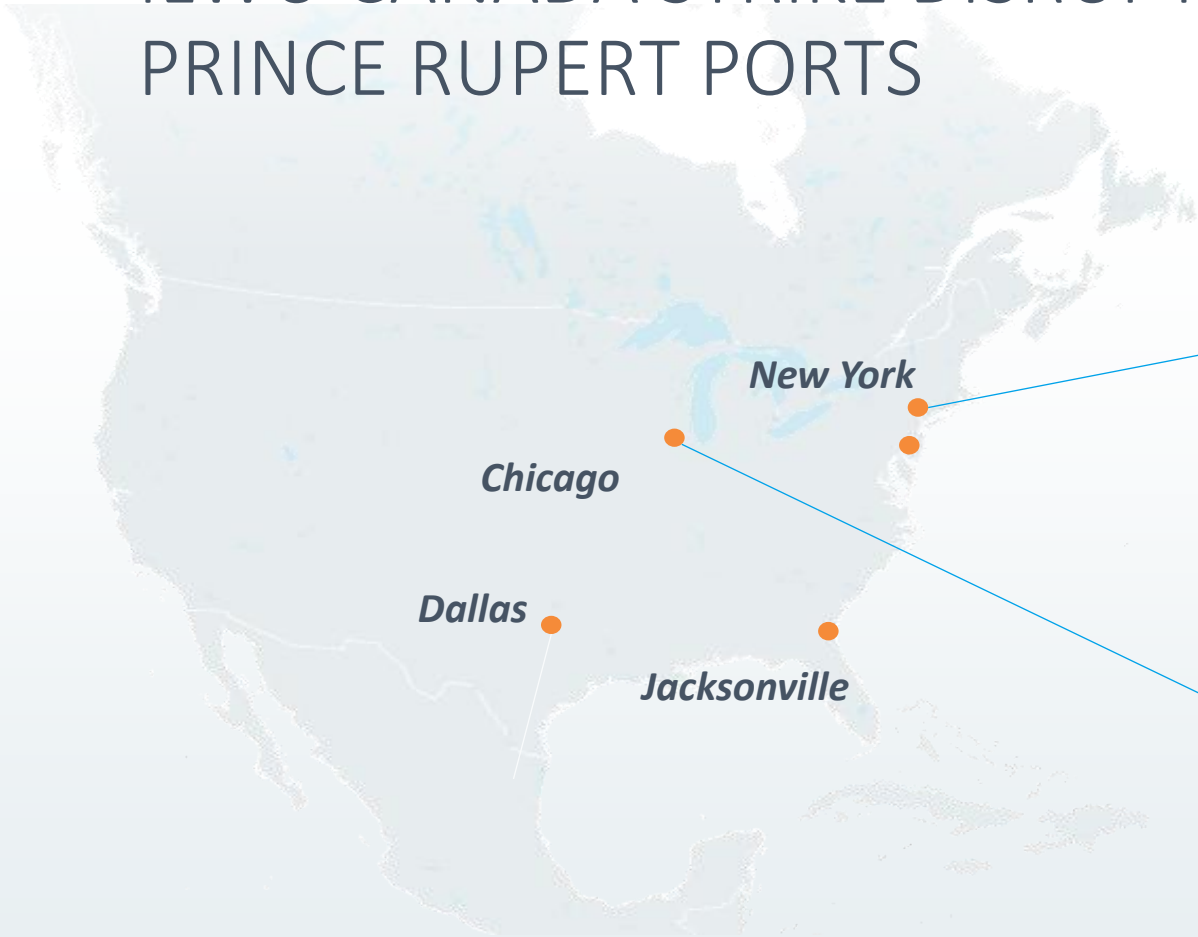
Vancouver	
OE	<ul style="list-style-type: none"> • Port dwell time is 3-4 days. • Vessels pending docking have 7-10 days delay in Vancouver port compared to origin schedules. • Vancouver rail terminals are less congested with dwell time of about 5 days. • ILWU Canada strike action resumed and situation is going to be fluid.

Los Angeles/Long Beach	
OE	<ul style="list-style-type: none"> • FCL rate remains the same. • Feeder vessel space to South East Asia is still tight. • Capacity and price levels remain unchanged.
OI	<ul style="list-style-type: none"> • The average turn time is longer with the longest wait time at the APM terminal. The longest waiting time can last up to 15 days.

Dallas	
OE	<ul style="list-style-type: none"> • Price shows the symptoms to go up. • Capacity will be tight due to vessel cancellations.
OI	<ul style="list-style-type: none"> • Capacity has increased due to the slow market • Railroad congestion in Santa Teresa, El Paso, and Dallas has worsened due to a severe shortage of equipment and workers • There is a risk of significant delays with no ability to recover the containers



ILWU CANADA STRIKE DISRUPTS VANCOUVER & PRINCE RUPERT PORTS



New York, New Jersey & Norfolk:

- Port congestion at New York is getting better due to the current slow market. GCT & NYCT applies to toll free surcharge.
- For LCL, all New York CFSs can only provide 3 days of free time instead of 4 days after cargo devanning.
- FCL shipments will be discharged within 1-2 days, LFD remains the same at 4 free days after discharge.
- IT transit time is faster for inland rail shipments.
- The fuel/trucking rate is between 35%-45%

Chicago

OE	• Rate and Capacity are stable to Asia Pacific and Europe
OI	• There is no port congestion and containers can load onto the rail 2-3 days after discharge.

WHAT TO WATCH

Philippines Eyes Netherlands as European Gateway

Trade Secretary Alfredo Pascual sees the Netherlands as a potential gateway for Philippine airline companies to expand their operations in Europe. He believes that the Netherlands' status as a major European hub would make it an ideal destination for Philippine airlines looking to connect with other European cities. This potential link between the two countries could facilitate business and tourism travel, as well as trade and investments between the two countries.

Direct flights between Singapore and Vancouver starting in April 2024.

Air Canada will launch a new non-stop flight between Singapore and Vancouver next April, making it the only direct service between the two countries. The flight will operate four times per week and will be operated by Air Canada's Dreamliner fleet. This is to fill the void left by Singapore Airlines, which announced earlier this year that it would be discontinuing its direct flights between the two cities. The flights will be operated with Boeing 787 Dreamliner aircraft.

UK Joins CPTPP Trade Bloc, Eyes Asia-Pacific Market

The UK has formally joined the CPTPP (Comprehensive and Progressive Agreement for Trans-Pacific Partnership) trading bloc, which is a major trade agreement between 11 countries in the Indo-Pacific region. This is the UK's first major trade deal since Brexit, and it is seen as a way for the UK to boost trade with countries in the Asia-Pacific region, as well as to strengthen its ties with the Indo-Pacific region as a whole.



Dimerco connects Asia with the world like no other global 3PL.

We integrate air and ocean freight, trade compliance and contract logistics services to make global supply chains more effective and efficient. The majority of our global shipping projects connect Asia's logistics and manufacturing hubs with each other and with North America and Europe.

We serve customers from 150+ offices, 80+ contract logistics operations, and 200+ strategic partner agents throughout China, India, Asia Pacific, North America, and Europe.



marketing@dimerco.com



www.dimerco.com

© Dimerco Express Group

The Information in our publication is take from a variety of sources based on the information available at the time. It is shared with the Dimerco community for informational purposes only, and we do not accept any liability or responsibility for reliance on this information.

