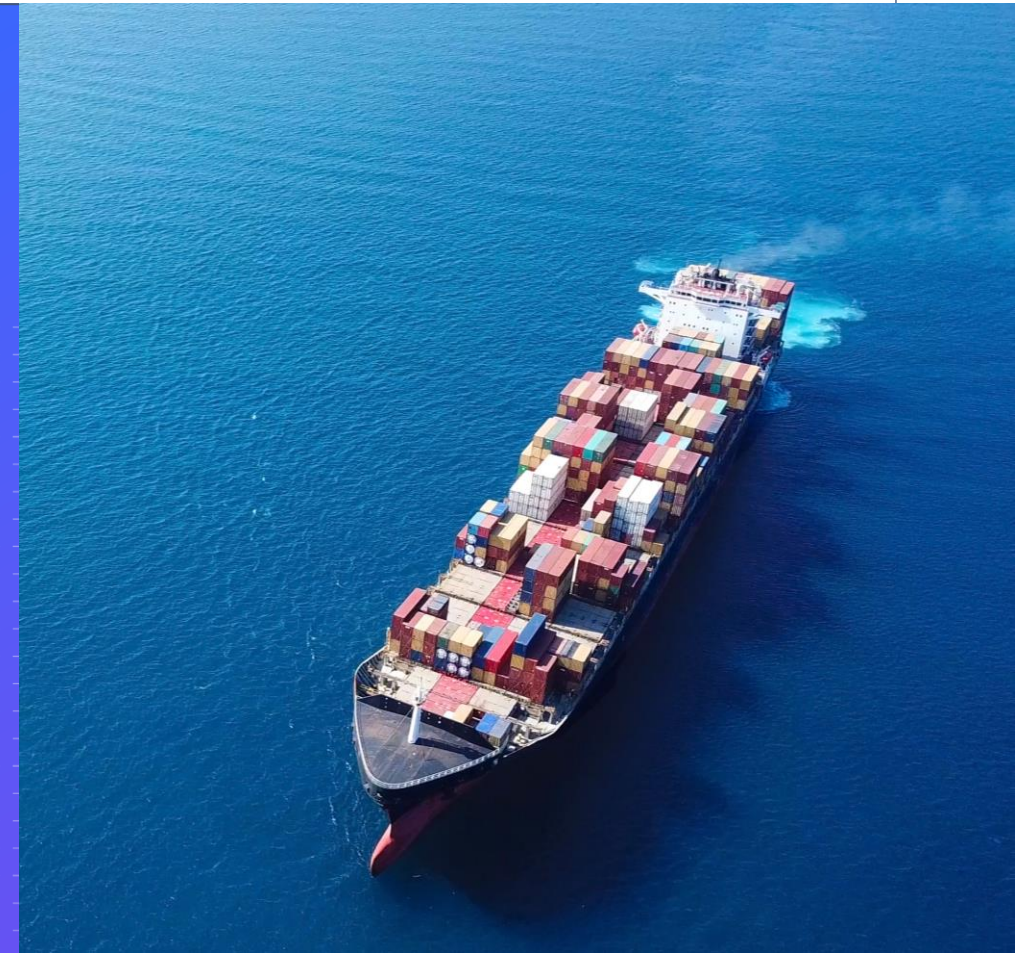




TRANSPORT STATUS

Ocean Transportation

Trade Lane Status &
Impacted Trade Lanes





OCEAN TRANSPORTATION Trade Lane Status

		DESTINATION				
WEEK 20-21		North America	LATAM	Europe	Middle East, Turkey & Africa	Asia Pacific
ORIGIN	North America	RED	YELLOW	RED	YELLOW	YELLOW
	LATAM	RED	RED	RED	YELLOW	RED
	Europe	RED	YELLOW	YELLOW	YELLOW	GREEN
	Middle East, Turkey & Africa	RED	RED	YELLOW	YELLOW	GREEN
	Asia Pacific	RED	RED	RED	YELLOW	RED



RED
Demand has exceeded available capacity



YELLOW
Demand is higher and/or capacity is limited



GREEN
Demand and capacity are at normal levels





OCEAN TRANSPORTATION

Impacted Trade Lanes

Week 20-21 CBP & Asia Pacific

Origin	Destination	Status	Details
AP	AP	●	Rates: Intra-Asian Spot Rates going upward trend. Recommend advance booking notice 14 days prior to Cargo Ready Date. Port congestion/delay: SEA ports delay about 5-7 days of berthing. Equipment shortages remain an industry-wide challenge in Asia Pacific. 40-foot and 45-foot- dry containers are short. 40-foot non-operating reefer is also insufficient. Last minutes cancellation of booking less than 5-7 days will be charged a cancellation fee incurs. Congested ports: Busan/ Port Klang/ Ho Chi Minh/Manila/Singapore/Shanghai/Ningbo/ Hong Kong. Severe Container shortage Origins: VN and TH. Potential labour strike scheduled postponed to 22nd May - 23rd May Am subject to Union negotiations on 19th May.
AP	China Base Ports	●	Rates remain at high level. Export is slowing down due to the Shanghai lockdown but will bounce back after the lockdown is eased. Vessel delay is very serious -from 2-3-day delay previously to about to 4-7days. Number of container vessels waiting outside of Chinese ports this week is 195% what it was in February. There were 506 and 470 vessels, respectively ,stuck outside of Chinese ports. In February, that number was only 260. The number of cargo vessels waiting to load increases at the Port of Shanghai, diversion of ships is leading to congestion at other Chinese ports. Shanghai Average waiting time of 3-8 days. Port was closed for 44hours last week resulting in backlog of vessels. City wide lockdown is still in force, resulting in low productivity. Ningbo average waiting time at 1 - 3 days across various terminals. Increased waiting time is due to previous week port closures.
AP	Oceania	●	Gradual improvement in overall demand post CNY. Capacity available for cargo to East Coast Australia, especially from China. But expect very tight capacity for West Coast Australia. Capacity for Southeast Asia cargo for East Coast Australia is expected to continue to be very limited. Customers should consider the possibility of transshipment in China. Sydney has port delay about 7-10 days, Auckland waiting time is more than 10 days.
AP	LATAM	●	South American countries have insufficient capacity due to the epidemic. Congestion and delays due to the recent China Covid cluster. Demand will be strong until the end of the year. Overall demand seems to be slowing due mainly to the number of extra loaders and inventory overstocking at destination ports. Short-term rates are easing although long-term rates are stable because volumes are strong. NORs are still a priority, especially to Brazil, Chile, Ecuador and Peru. Cargo movements at San Antonio are being delayed due to labor shortages and low productivity.
AP	ISC	●	Ports of Nhava Sheva, Mundra, Tuticorin, Chennai, Kattupalli, Cochin, and Ennore were still facing a "crisis" of equipment and space, with carriers restricting bookings on every major trade lane, carriers reduced capacity of Chennai, and replaced by Kattpulii. Bookings to the US are the most impacted. ICD's are still facing shortages and carriers are releasing equipment basis their priority trade. Space is super tight for cargoes ex-China to India, due to the majority of routes being T/S via Singapore and Malaysia .The Eid holiday in May is set to create positive demand from the end of March for the Middle East/ Red Sea/Pakistan market. India's imposition of an extra 40% tax on solar panels from March 31 is likely to have a medium-term impact on solar cargoes. There are weigh limitation from several liners to India , usual weight caps at 20-21 MT for 20', but to ISC, liners only take up to 10MT to 16 MT.
AP	META	●	Delays will result in vessel sliding in December causing a capacity reduction. That comes as demand has picked up from early November especially to WMED. Carrier finding solutions to add capacity in order to compensate for some of the lost space from vessel sliding. With Israel facing terminal operating restrictions and Algeria affected by feeder congestion, carriers are not accepting any short-term cargo. Booking acceptance has been suspended for Ukraine, Russia and Syria until further notice.



OCEAN TRANSPORTATION

Impacted Trade Lanes

Week 20-21: Europe

Origin	Destination	Status	Details
Europe	Asia		Prenotice for bookings currently 2-3 weeks in advance ex NWC and Med, depending on service and equipment. BDP has space options with partners in all major alliances.
Asia	Europe		Space and equipment remain very tight, however spot bookings can be accommodated at the current time. Long term contracts still difficult. Recommended prenotice at 6-8 weeks, depending on the carriers' booking windows. Regional lockdowns in Shanghai are affecting the supply chains and the production, but terminals are still operating. More than 100 vessels are blocked at Chinese ports.
Europe	Africa		For all Sub Sahara Africa destinations, we recommended a prenotice 4-6 weeks ex Europe. West Africa space remains tight, and several ports remain congested. East and South African ports are still congested.
Europe	Europe/Med		Space situation varies, depending on the port pairs and carriers. Recommend to book 3-4 weeks in advance.
Europe	LATAM/Mexico		For NWC to ECSA, a booking prenotice of abt. 2 weeks in advance is recommended. To Central America and WCSA space is available for spot cargo. Recommended prenotice for bookings is 3-4 weeks. For Mexico, the required prenotice can 6 weeks or longer. Ex Med to LATAM the vessels are fully booked with required prenotice of 5-6 weeks.
Europe	North America		Trade is booked out weeks in advance with most carriers. Recommend booking out min. 6-7 weeks in advance ex all Europe. Congestion at US ports and inland ramps still affecting delivery schedules. Congestion fees apply. Seattle and Vancouver port calls remain temporarily removed from most carriers' services. Limited possibilities to Seattle via US East Coast.
Europe	MEA/ISC		Recommend 4 weeks prenotice for export bookings. Space available with premium rates at 1-2 weeks prenotice, provided equipment is available. Ex Med prenotice is 2-3 weeks.
Europe	Oceania		Space remains very tight. Direct services are booked out for 4-5 weeks while for indirect services we need to consider a prenotice of minimum 2-3 weeks.
Europe	All Trades	Equipment availability is a major challenge across Europe. Even at the seaports equipment is scarce or not available with some shipping lines. Port congestion charges apply at various ports.	



OCEAN TRANSPORTATION

Impacted Trade Lanes

Week 20-21: North America

Origin	Destination	Status	Details
North America	Asia	Yellow Circle	Vessel space remains tight. Carriers are announcing additional blank sailings. BDP recommends securing bookings 4-6 weeks prior to Cargo Ready Date.
China Base Ports	North America	Red Circle	Equipment issues plaguing region further exasperating the situation. Not enough equipment in Asia for most of the cargo moving to the US. LA/LB port congestion is causing major delays, and access to equipment throughout North America. Carriers do not expect the market conditions to improve until mid-2022.
South East Asia	North America	Red Circle	SE Asia / ISC to US experiencing same as China; equipment shortages in finding containers and space shortages on all sailings. Cargo rolling at many transshipment hubs from SEA. India having issues finding equipment to service ICD locations.
North America	Europe	Red Circle	Vessel space remains tight. Demand is currently exceeding vessel space. BDP recommends securing bookings 4-6 weeks in advance of Cargo Ready Date.
North America	LATAM	Yellow Circle	Minor equipment challenges. Please allow 3-4 weeks for lead time.
North America	META	Yellow Circle	Minor equipment challenges. Vessel space remains balanced.
North America	North America	Red Circle	The twin US ports of Los Angeles and Long Beach are the worst hit as vessels and containers continue to experience 4 - 8-week delays. The west coast congestion is causing a ripple effect throughout the major US ports. Carriers do not expect to see any improvements until mid-2022.



OCEAN TRANSPORTATION

Impacted Trade Lanes

Week 20-21: LATAM

Origin	Destination	Status	Details
LATAM	North America	●	Continue to experience operational constraints. Major ocean carriers will implement a booking window limiting our booking approvals to 6 weeks prior to vessel ETD . Hapag-Lloyd announced a temporary booking stop to all cargoes from Latin America to North America West Coast, with immediate effect and until further notice.
LATAM	LATAM	●	Continue to experience operational constraints, Major ocean carriers will implement a booking window limiting our booking approvals to 6 weeks prior to vessel ETD . Vessel space is limited, terminals reducing port operation hours due to bad weather conditions.
LATAM	META	●	Experiencing space and equipment issues, Major ocean carriers will implement a booking window limiting our booking approvals to 6 weeks prior to vessel ETD
LATAM	Europe	●	Continue to experience operational constraints. Major ocean carriers will implement a booking window limiting our booking approvals to 6 weeks prior to vessel ETD .
LATAM	Asia	●	Continue to experience operational constraints. Major ocean carriers will implement a booking window limiting our booking approvals to 6 weeks prior to vessel ETD .





OCEAN TRANSPORTATION

Impacted Trade Lanes

Week 20-21: META

Origin	Destination	Status	Details
META	AP		Space is open mostly for 40'HC
META	China Base Ports		Space is open mostly for 40'HC
META	Europe		Rate levels are still high. In some META countries there is equipment shortage especially for 40'HC. It's possible to find space with spot tool but for contracted biz carriers are not willing to give extra space.
META	LATAM		Only couple of carriers are accepting Latam cargo with very high-rate levels or by adding shipping guarantee.
META	META		We're facing space and equipment issue from Turkey to GCC countries. Between GCC countries there is no space issue
META	North America		Space is still tight for US exports from META region. Especially US West Coast and Houston is extremely congested.

