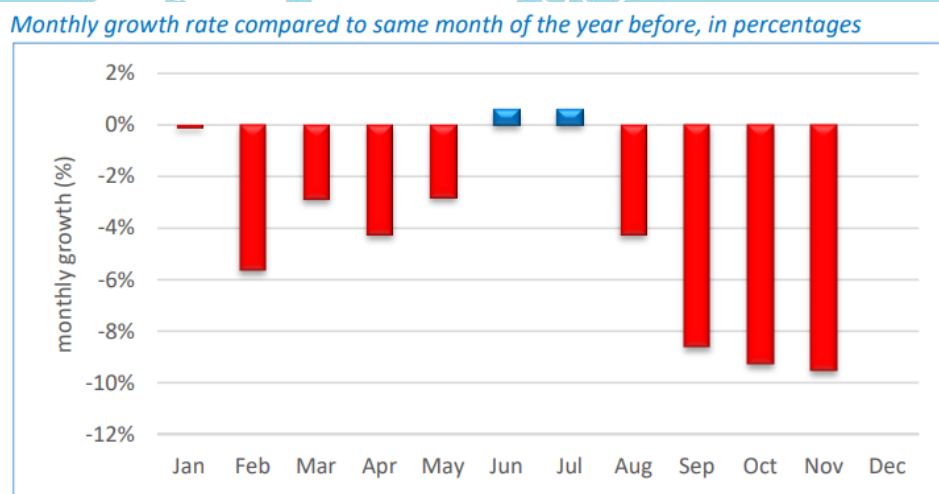


GLOBAL FREIGHTS

- 2023 is looking positive with stabilised rates and available capacity and equipment.
- Port congestion in EU & USA has improved a lot since few months ago.
- We are keeping an eye on the coronavirus regulation situation in China as this has a direct impact on the vessel capacity and therefore the rates ex. Asia.
- Fleet growth looks like it will be about 7% for 2023.
- As further IMO regulations come in, we are keeping track of the rate of old or non-compliant vessels leaving the fleet since a significant reduction in vessels may result in an uptick of rates.
- Looking back on 2022, we see a general overall reduction in rates:



NORTH AMERICA

Ports situation

- NY/NJ port situation at the start of the new year is much improved. There are still some increase inflows but dray partners are being successful at pulling cargo within last free day.
- Toronto CN/CP rail situation is still working through congestion. The gate reservation system is better, but the terminals are still shunting equipment between terminals to avoid cargo piling up. This added movement causes additional shunting fees and the possible risk of falling into demurrage as the terminals do not extend free time.
- Houston congestion continues and the Port Authority has advised on a Sustained Import Dwell Fee of \$45 per day, per unit starting on the eighth day after expiration of free time. The goal is to reduce the amount of time containers sit at the terminal. The situation is still causing warehouses to deal with extra lead time to discharge containers average 8-12 days.
- Oakland experiencing stevedore labor issues causing vessels to take longer to berth and discharge.
- Montreal congestion remains and cargo is taking longer to discharge into warehouse. From 8-10 days.

- Vancouver continues experiencing long discharge times into warehouse, about 7-10 days.

Inland transportation

- US trucking rates remain stable.
- LTL shipping remains challenging as carriers struggle to meet warehouse pick up appointments causing delays on outbound orders.

EUROPE

Ports situation and inland transportation

- Fuel surcharges remain at 20-25% levels.
- Warehouse storage and handling rates are still under negotiation, but an average increase of 10% seems inevitable.

LATIN AMERICA

BRAZIL

Container availability and vessel space

- Container availability is much better than before.
- There has been a slight improvement on vessel spaces, but anticipation is still necessary to request bookings.
- With dry port customs, clearances are being done but inspections are taking longer than usual.
- As per NPPO Brazil's latest instructions on the Phytosanitary certification, we kindly remind independent companies to change their certification so that it does not mention NPPO Brazil's certificate title.
- Susep, the insurance regulator of the Ministry of Economy, is analyzing the possibility to prohibit the Global Insurance "DDR" for road freight transport.

COLOMBIA

- Container availability and space are good.
- Port activity remains high.

OTHER

- For Peru, some issues with container and space availability. Minor political unrest but nothing to panic about yet.
- Mexico, Guatemala, Honduras, and Nicaragua are facing a late crop season which is delaying some of the harvest. We expect things to get better soon.
- No issues with availability of containers or spaces out of these origins.

AFRICA

UGANDA, RWANDA, AND KENYA

Container availability and vessel space

- Changing schedules and sailing delays keep increasing, resulting in an average of 15 quay days.
- In Kigali and Kampala, container availability is moderate.
- All shipping lines are functioning normally except MSC who has only 1-2 vessels in a month

Trucks and border

- Trucks are available and border operation running smoothly.
- Mombasa port is operating normally

TANZANIA, BURUNDI

Container availability, vessel space, and port situation

- We are experiencing vessel changes with most shipping lines, as well as booking rejections for nearby bookings due to capacity restrictions (e.g. Maersk).
- Equipment scarcity has been noted with Maersk Line / Hapang Llyod / Evergreen / One Line
- Dar es Salaam port's berthing delays have increased to 8+ days, this is probably due to new management in place, who are still setting their operational strategies.

ETHIOPIA

- Nothing to report out of the norm to report.

ASIA PACIFIC

Lunar New Year is a public holiday in Asian countries including Brunei, China, Indonesia, Malaysia, North Korea, Singapore, South Korea and Vietnam.

This longest holiday will take place in China and Vietnam this year from 20th Jan until 26th Jan included so all exports and imports should be well organized beforehand to avoid this season.

CHINA

- China removed central quarantine requirements for international arrivals beginning Jan 8 in a major step to reopen its borders that have shut the country from the rest of the world for nearly 3 years. Recent easing of coronavirus restrictions in China have resulted in labor shortage as too many people call in sick, and together with inclement weather in some areas has led to growing vessel delays at some main hubs.

- Exports and imports from and to China are expected to bounce back from Q2 2023.

VIETNAM

- Container shortage (not very serious) is seen during the past few weeks with CMA and MSC due to bigger volume shipping out before Tet, everything else looks to be normal in terms of booking and space.
- More blank sailings are applied recently by most carriers from Vietnam to Europe and US.



SUCAFINA SA