

## FREIGHTS

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- Congestion and limited space & equipment will maintain the upward pressure on rates for 2022.
- Transit times keep getting longer and schedule reliability is lower than ever.
- Rates keep increasing with global oil price rise.

## NORTH AMERICA

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### Ports situation

- Main ports continue to be congested. Ports of NY/NJ have a 3–4-week backlog on inbound arrivals.
- Gating out containers is still a major challenge in Seattle and Vancouver.
- Extreme congestion in Charleston/Savannah affecting final on-carriage movements by ocean carriers to intended destinations such as Greer/Jacksonville

### Inland transportation

- No change on trucking prices. A shortage of drivers, inflation, and fuel levels have led prices to creep up.
- War in Ukraine causing fuel spikes in U.S.
- Rail movements are the avenue but the trucking situation has put a strain on rail empties availability.
- Truckers strike in Canada is causing disruptions on over-the-road movements from the U.S. border, including a 2-3 week delay due to shortage on driver availability.

### Other

- Warehouses and transloading facilities continue having trouble hiring and keeping additional labor.
- Toronto warehouses dealing with heavy inflow of imports.

## EUROPE

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### Ports situation

- London, Antwerp, Rotterdam and Hamburg are still heavily congested while dealing with a significant backlog already due to weather conditions (forcing some terminals to close from time to time) and labor shortages.
- Italian ports are still heavily congested – to the point where some are applying congestion surcharges to their services and reducing port storage free time to put pressure on pick-ups.
- In Genoa, shipping lines are still requiring the return of empty containers in La Spezia (150km away from Genoa). The flow efficiency is slightly better in Trieste.

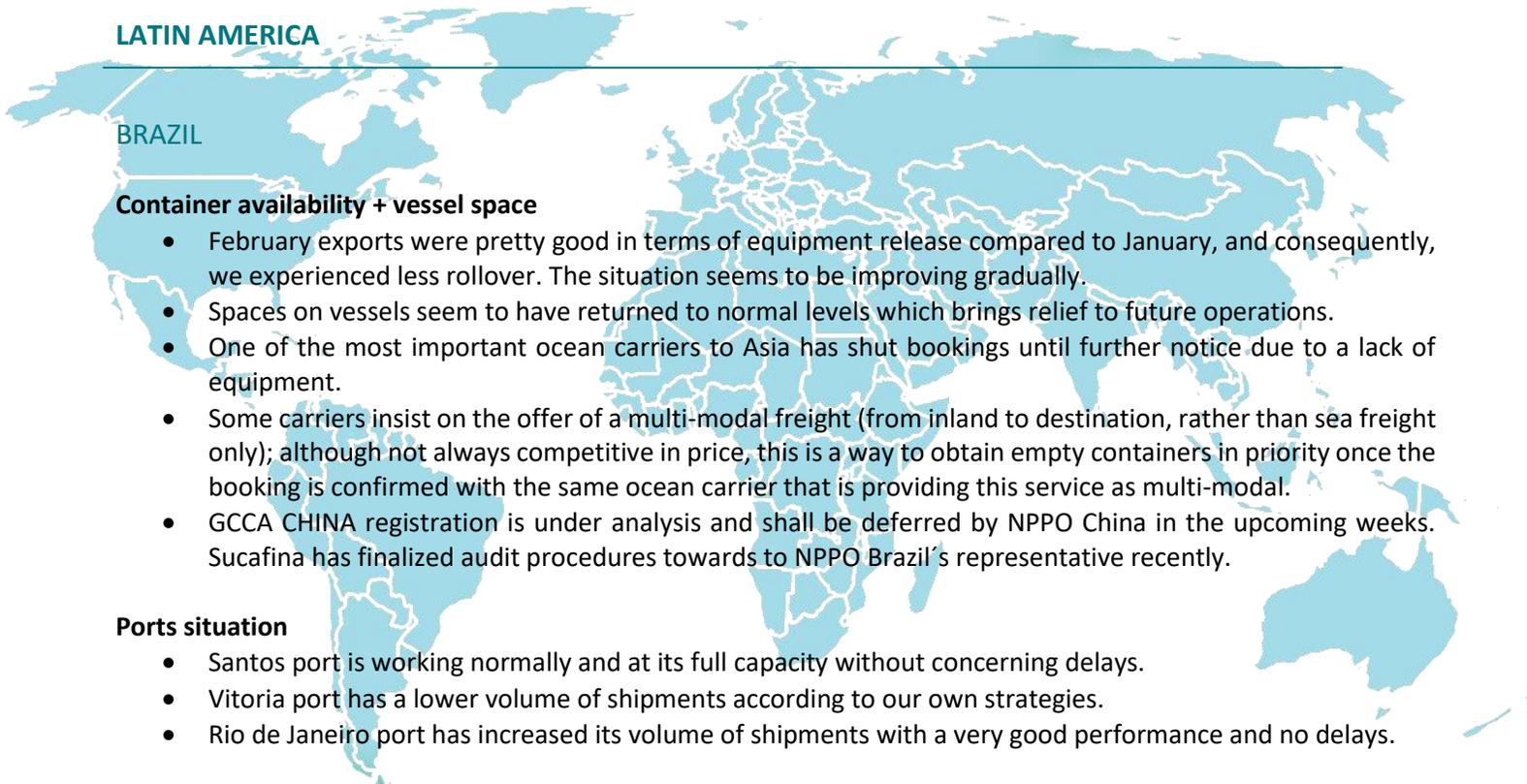
## Inland transportation

- Trucking rates for some routes keep increasing due to persistent limited availability and fuel price increase.

## Other

- Shipments to Russia are being cancelled by all shipping lines. We encourage our clients with pending shipments to the area to contact our commercial team and work on an alternative. We can offer to land your cargo into one of our trusted warehouses with full coordination taken care of by our execution specialists.

## LATIN AMERICA



### BRAZIL

#### Container availability + vessel space

- February exports were pretty good in terms of equipment release compared to January, and consequently, we experienced less rollover. The situation seems to be improving gradually.
- Spaces on vessels seem to have returned to normal levels which brings relief to future operations.
- One of the most important ocean carriers to Asia has shut bookings until further notice due to a lack of equipment.
- Some carriers insist on the offer of a multi-modal freight (from inland to destination, rather than sea freight only); although not always competitive in price, this is a way to obtain empty containers in priority once the booking is confirmed with the same ocean carrier that is providing this service as multi-modal.
- GCCA CHINA registration is under analysis and shall be deferred by NPPO China in the upcoming weeks. Sucafina has finalized audit procedures towards to NPPO Brazil's representative recently.

#### Ports situation

- Santos port is working normally and at its full capacity without concerning delays.
- Vitoria port has a lower volume of shipments according to our own strategies.
- Rio de Janeiro port has increased its volume of shipments with a very good performance and no delays.

## COLOMBIA

#### Container availability + vessel space

- Bookings with some carriers with the destination of United States and Canada have availability only for the end of March from Cartagena.

#### Ports situation

- Santa Marta port is having some congestion, which is causing some delay in unloading coffee at the port.
- Buenaventura port: Space availability only at the end of March.

## Other

- Starting March 9th MSC will stop LCL/FCL shipments from Colombia; from this date on, all shipments with this shipping line will have the term FCL/FCL.

## OTHER

- Peru: Situation is getting better when it comes to availability of equipment and space.
- Honduras: GACC registration is still not approved.

## AFRICA

### UGANDA, RWANDA & KENYA

#### Container availability + vessel space

- The containers' situation seems to be improving. Reports are more vessels coming to Mombasa and imports are increasing – the reason for the availability of containers.
- Hapag and Maersk difficult to get booking and space. Messina schedule fluctuates from twice a month to once a month.
- Trucks are available. Border crossing and transit time are longer.

#### Other

- Uganda has officially withdrawn from the International Coffee Treaty. All ICO certificates of origin issued from 01.02.2022 onwards are not valid.
- Certificate of Origins are now issued Uganda Chamber of Commerce (Ministry of Trade).

### TANZANIA

#### Container availability + vessel space:

- Container availability is better in Dar but vessel space remains unchanged. However, 40' containers are available and it is recommended to use.
- When booking today, the shipping lines are confirming space on a vessel an average of 40 days after. Short-term booking is not possible.

#### Port situation

- Vessel spends average 23+ days from ETA to berthing.

## ETHIOPIA

### Container availability + vessel space

- Vessel schedules are unreliable with all shipping lines. There are frequent changes.
- Container availability: High shortage projection for the coming months on all shipping lines.

### Inland transportation

- Current ET situation: All operations are going smoothly.
- Covid update: Cases low with great coverage of vaccines.

## ASIA

### VIETNAM

#### Ports situation

- HCM officially announced on 16 Feb to apply new seaport infrastructure fees from 1 April 2022, ranging from 10 to 100 USD/ TEU depending on the flow.

#### Inland transportation

- Vietnam's gasoline and oil prices have reached a historic record in February 2022 (with roughly 26% increase from July 2021). This has led to a dramatic surge of transportation costs. Three main factors leading to the fuel hike are a big rise in demand, the Russia-Ukraine crisis and a 20% cut in production from January at Nghi Son Oil Refinery (Vietnam's largest refinery).

#### Container availability + vessel space

- Vessel schedules are unreliable with all shipping lines and all routes.
- Empty containers and space to North Europe, US and Mediterranean remain strong challenges.

## INDIA

### Ports situation

- Recent cargo clearance delays at Cochin, caused by long inspections at port, forced importers to shift their business to others such as Mumbai, Chennai and Thoothukudi. Goods are then transported to Kerala via roadways, incurring a high expense for transport. A petition was submitted to their Chief Minister asking for intervention in February.

### Container availability + vessel space

- Empty container shortage and difficulty in securing space to US and Mediterranean are still the highlights.

## OTHER

- Congestion in major APAC ports remains a big issue. The average number of vessels waiting per day at these ports increased from 13 in December 2021 to 22.5 per day in January 2022, especially in Yantian and Singapore. The same situation has been observed in Australia and New Zealand as well.
- Hong Kong plans a 9-day complete lockdown from March 17 on its Zero-Covid policy.



## SUCAFINA LOGISTICS VOICES

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Hear from our Global Logistics team! In “Logistics Voices”, our team members reflect on the major challenges and opportunities we see in our day-to-day.

Today, Thao To, our East Africa Team Leader in Vietnam speaks about her experience in working with different teams around the Sucafina world.



*“I am working for a Logistics team in HCM city who handles the execution of shipments from African regions to any destinations. Our mission is to ensure that we are in close contact with our local partners and export teams to make sure that shipments are on track and detect potential issues if any. Since our partners are located in different countries, communication can be challenging for us all due to cultural and time zone differences. However, we tackle the issues we face and share our feedback in a straight forward way. Communication among the team has been improving lately with increased cooperation. This is mainly because everybody respects the agreement on how we transmit shipment data with each other, and most importantly, the agreement that we are one team working towards the company vision. By doing so, we are keeping our clients informed and happy with our services”.*