

## GLOBAL FREIGHTS

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- Congestion is slowing already limited capacity. Combined with equipment shortages and blank sailings, there's continued upward pressure on rates.
- According to Sea Intelligence, 11.6% of capacity is recorded as lost due to vessel delays and port congestion.
- Schedule reliability has improved slightly but remains low and results in considerably longer transit times.
- Due to the Russia-Ukraine situation, the oil price has skyrocketed, leading to rising fuel prices. We foresee this upward movement to remain for the coming months.
- Gradual lockdown in China is bringing disruption to the global supply chain and freight situation. However, Shanghai port remains fully operational.
- Shipping lines are stricter in releasing bookings with rigid rules in rolling over and high cancellation fees.
- Shippers are exploring chartering break-bulk vessels to absorb some tonnage.
- Transshipment ports remain congested, further increasing transit times.

## NORTH AMERICA

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### Ports situation

- Main port congestion persists. Longer vessel berthing time is affecting vessel rotation and extending the time required to pull cargo from ports, thereby making it difficult to avoid extra port charges.
- LA/LB is seeing an incremental increase in port examinations, causing a build-up of cargo in the queue to get inspected.
- Continuous congestion in the ports of Charleston has caused a major ocean carrier to temporarily stop calling on Charleston/Greer. Importers are seeking alternative routes into Savannah/Charlotte.

### Inland transportation

- With inflation over 8% in the past 12-month period, rising fuel prices, and shortage of drivers, the situation is critical.
- Reliability of pick-up windows and equipment availability remains challenging.

### Other

- Warehouse labor shortages and the continual heavy influx of imports are still affecting performance in major key markets

## EUROPE

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### Ports situation and inland transportation

- Congestion in the North is on the rise again, particularly in Bremerhaven and Le Havre. This is mainly due to global supply chain disruptions originating in China and sanctioned Russian cargo remaining on board.
- Italian ports are still heavily congested. According to our partners, the situation is particularly critical in Liguria (Genoa) in terms of congestion – trucks are struggling to move, and thus availability is extremely limited. Shipping lines are still requiring the return of empty containers in La Spezia (150km away from Genoa) to facilitate traffic.
- In Koper, the port is filling up with empties (limiting space on the dock), but so far all activities are still running normally.

### Other

- Shipments to Russia are still being canceled by most shipping lines. We continue to 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 in Europe and take care of the full coordination up until ex-works delivery.

## LATIN AMERICA

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### BRAZIL

#### Container availability + vessel space

- April exports are doing quite well in terms of equipment release compared to the beginning of 2022. Overall, the situation seems to be improving month by month in terms of container availability.
- Spaces on vessels remain difficult for closer ETDs and anticipated booking requests keep being the best option.

### COLOMBIA

#### Container availability + vessel space

- Overall normal situation. Some isolated cases of unavailability with some shipping lines but there are still options for destinations such as the United States and Asia.

### Other

- MSC has decided to continue with their LCL/FCL shipments.

## OTHER

- In Peru, the situation is getting better when it comes to availability of equipment and space.
- In Honduras, the GACC registration is still not approved.
- In Nicaragua, we are experiencing some difficulties in finding bookings due to a lack of equipment.

## AFRICA

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### UGANDA, RWANDA and KENYA

#### Container availability + vessel space

- Availability of containers is better than it has been in the past couple of months in Mombasa, but we are still facing some difficulties in Rwanda.
- It's still difficult to get bookings and space with some shipping lines. Messina's schedule has been fluctuating from twice a month to once a month.
- Mombasa port congestion is easing -up.

#### Inland transportation

- Trucks are available, but border crossing and transit times of inland freight are longer.

#### Other

- All Certificates of Origin are now issued by the 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 them.
- When booking today, the shipping lines are confirming space on a vessel an average of 40 days ahead. Short-term booking is not possible.

#### Port situation

- Vessels are spending 23 days on average from ETA to berth.

#### Other

- We are facing difficulties getting documentation for shipments in time; it's taking 7-10 days for us to receive any shipping documents from shippers.

### ETHIOPIA

#### Container availability + vessel space

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

## ASIA

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### VIETNAM

#### Ports situation

- HCM officially announced on 16 February that it will 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 a roughly 26% increase from July 2021). This has led to a dramatic surge in 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.
- Finding empty containers and space to Northern Europe, US and Mediterranean remain strong challenges.

### INDONESIA

- Space is stable from Belawan to EU destinations whereas US destination shipments face difficulty in finding a booking.
- Vessel schedules with CMA usually face delays (can be up to 10 days). MSC schedule is reliable with little delay.

### INDIA

#### Container availability + vessel space

- Difficulty in securing space to US and the Mediterranean.
- Empty container shortage is still a serious issue for all shipping lines. We can only rely on MSC and CMA, but with very high freight rates.

### CHINA

- East China (Shanghai, Zhejiang Province, Jiangsu Province) inland logistics are almost out of order both for warehousing and delivery due to recent Omicron outbreak in the country.
- Sucafina Yunnan April exports operation is running well, but the freight of inland delivery increased about 30%.

## OTHER NEWS

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Please be advised that from April 27 onwards, all RFA/UTZ/RA 2020 volumes will be reported on the new MULTITRACE platform following the Rainforest Alliance guidance.



## 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, Nguyen Nguyen, our Sucafina Ingredients Logistics Team Leader in Vietnam, speaks about her experience in customer service.

*“Over time, the global competition becomes more and more fierce. There are more and more companies doing business in the coffee sector like Sucafina. However, what makes Sucafina different and valuable in the eyes of customers is customer service. At Sucafina, we always provide service with high quality and on time. In addition to always keeping a close eye on all customer needs, we are always looking ahead to figure out customer insights and anticipate their needs. We strive to be able to offer those extra services that make the client most satisfied. Going through all the challenges in the current complex freight situation, I realized communication is key! Communication has never been easy, especially when we want to announce a delay, for example. However, with customer service orientation, we know how to communicate with the clients and make them happy despite facing the bad news.”*

