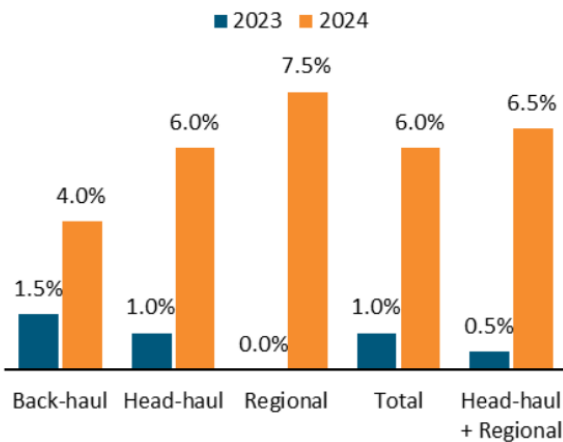


GLOBAL FREIGHTS

- The Panama Canal Authority (ACP) has been forced to maintain draft restrictions due to the historic drought. As of Friday, 25 August there were 128 ships waiting to transit at either end of the Panama Canal due to the increased draft restrictions and decreased number of permitted daily transits.
- In the first six months of 2023, worldwide container volumes to, from and between European countries (including Mediterranean) dropped by 4.9% to 26.2 million TEU.
- Four areas of the port of Rio de Janeiro began the detonation and rock removal process to increase the depth of these port sections. The dredging will enhance navigation and berthing capacity for larger vessels at the port.
- Maersk said that given the weak start to the year and continued destocking it saw global container volumes growth in a range of -4% to -1% compared to a forecast of -2.5% to 0.5% previously.
- Predictions for container volumes are starting to be made; global container volumes will grow by between 0.5% and 1.5% in 2023, and by between 5.5% and 6.5% in 2024. They will reach approximately 185 million TEU in 2024.

Base case volume growth



Source: BIMCO

- The demand for container shipping is closely linked to economic growth. The International Monetary Fund (IMF) predicts global economic growth of 2.8% in 2023 and 3.0% in 2024, which will continue to be a primary driver of container market demand.
- Carriers are anticipated to keep up their efforts to reduce capacity in the upcoming months and look for ways to implement general rate increases (GRIs) and blank sailings. These actions will probably continue until container volumes consistently and significantly increase.

## NORTH AMERICA

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### Ports situation

- NY/NJ port is operating smoothly with no reported issues. Few instances of capacity issues at some terminals but nothing unmanageable.
- Toronto/Montreal ports are operating smoothly for the most part. There is some backlog in Halifax due to weather.
- LA/LB continues to see recurrent exams, possibly given the high influx of imports during the pandemic this was not as frequent due to lack of manpower, but the port seems to have returned to pre-pandemic behavior.
- Seattle port is still operating under reduced gate hours, which continues to impact longer dwell times of 4-6 hours to get equipment in and out of port.
- Houston/Nola gulf port operations have been operating without any reported issues through the first half of the year.
- At Vancouver port, truckers are able to secure pick up appointments within a reasonable time and pick up cargo before the last free day, despite the huge backlog from July's port strike.
- Jacksonville port situation fluctuates on a weekly basis. Where one week port is operating smoothly, the next week it is over capacity making it difficult to assure cargo pick up and putting pressure on trucking partners on chassis availability.

### Inland transportation

- US spot trucking rates continue to remain stable except for some specific lanes that have shown up to 26% +/- variation during the first half of the year.
- The reliability of LTL carriers has decreased. There has been a significant increase in delays in delivery to customers. The main reason is carriers' failure to meet pick-up appointments.

## EUROPE

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### Ports situation and inland transportation

- Northern EU ports are operating normally without any issues reported.
- Italian ports have been working regularly.
- Truck availability across Europe is good.
- Due to the Maersk's acquisition of Hamburg Sued, some of our booking with Hamburg Sued have been asked to change to Maersk. It is only from the middle of September that those bookings can be updated automatically.

## LATIN AMERICA

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### BRAZIL

- Some shipping lines (MSC and Maersk mainly) had problems to release empty container during the month of August.
- There has been a slight improvement in 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.
- Petrobras decided to reduce the gap between the prices of diesel for the external market and in Brazil. To do this, it raised fuel prices here and if it had not done so, very soon, we would have a diesel shortage in the country and this would end up causing an increase in inflation and would greatly disrupt agribusiness.
- Self-employed truck drivers protested on Wednesday (08/30/23) at the Port of Santos. They are demanding improvements in infrastructure and greater speed in the concession of terminals that are close to the deadline for bidding. The stoppage affected delivery and withdrawal transport at the loading terminals, as well as transport for picking up empty containers at the shipowners' depots. The duration was only 24 hours, but they may strike again if the situation does not improve.
- The Ministry of Agriculture (MAPA) is taking around 1 week to issue the Phytosanitary Certificate at Port of Santos.

## COLOMBIA

- Hapag Lloyd has a reduction in imports for food grade containers, which is impacting the availability of containers for exports with this shipping line.
- Hamburg Süd is facing some delays with booking confirmations as they are transferring all their contracts to Maersk system. However, we have received support from their side during this process.
- ONE offered a new service to North America, FLX (Florida Latin Express), which will be available in September with direct connection from Cartagena to South Florida.
- Buenaventura is working with no delay. However, we keep monitoring the security situation around the city which is being handled by the national government.

## OTHER

- Issues with shipping lines and some rollovers persist in some origins. The primary reasons are no space, no container allocation and inconsistent customer service on some of the carriers.
- Historic low water levels in Panama Canal have caused the Panama Canal Authority to set weight restrictions and this is causing longer transit times and backlog of vessels queuing to get into the canal. Some carriers have resorted to implementing surcharges and are circumventing the situation by railing cargo across the canal.
- Peru new crop is in full swing, concerns are prevalent in terms of what the Panama Canal restrictions may cause in terms of shipment performance. The situation is being closely monitored.

## AFRICA

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### UGANDA, RWANDA & KENYA

#### Container availability and vessel space

- Vessel schedules are stable, and most shipping lines have, on average, 3 vessels per month.
- There is a shortage of containers in Uganda. There is better availability in Kenya and Rwanda as per our demand.

## Trucks and border

- Trucks are available and port operations normal.
- Mombasa port is operating normally.

## TANZANIA & BURUNDI

- Containers are available with most shipping lines and vessel schedules currently stable. However, we anticipate vessel spaces issues coming up due to peak export seasons.
- Dar es Salaam port's berthing is normal with a timeline of 3 days. The documentation process is smooth, and deadlines must be strictly adhered to.
- No further news on DP World taking over the operation of the port terminals.

## ETHIOPIA

- Containers are available as per our demand but empty containers stock with most shipping lines is low and we anticipate shortage in the coming weeks/month.
- Transit to Djibouti is normal and the port is operating normally.

## ASIA PACIFIC

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## INDIA

- As per the new Import regulations, the Sanitary/Health Certificate needs to be issued by the Competent Authority of exporting country, OR issued by the exporter and be endorsed by the competent authority; OR issued by any independent agency authorized by the Competent authority.

## OTHERS

- Sucafina Brasil has renewed with Korea's Ministry of Food and Drug Safety (MFDS) and is now valid through 26-Jun-25.