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HCL AGM 2022—Cape town, South Africa



Dear All

The long-awaited moment is finally here. We would like to invite you to attend the annual general meeting of the network in one of the most beautiful places on the planet—Cape Town.

The participation fee per person is;

USD 1300/single participant

USD 1050/Room sharing basis

Registration form to be submitted by 15th July 2022.

Detailed agenda, registration form and participant list will be shared via email.

**** Those who paid the fee in 2020, are only required to pay an additional amount of USD 100.**

The Managing Committee of
HCL cordially invites you to

HCL ANNUAL GENERAL MEETING 2022

WHEN
15th Sept – 18th Sept 2022

WHERE
CAPE TOWN, SOUTH AFRICA
CPT AIRPORT

RSVP: kuntals@hcllogistics.eu

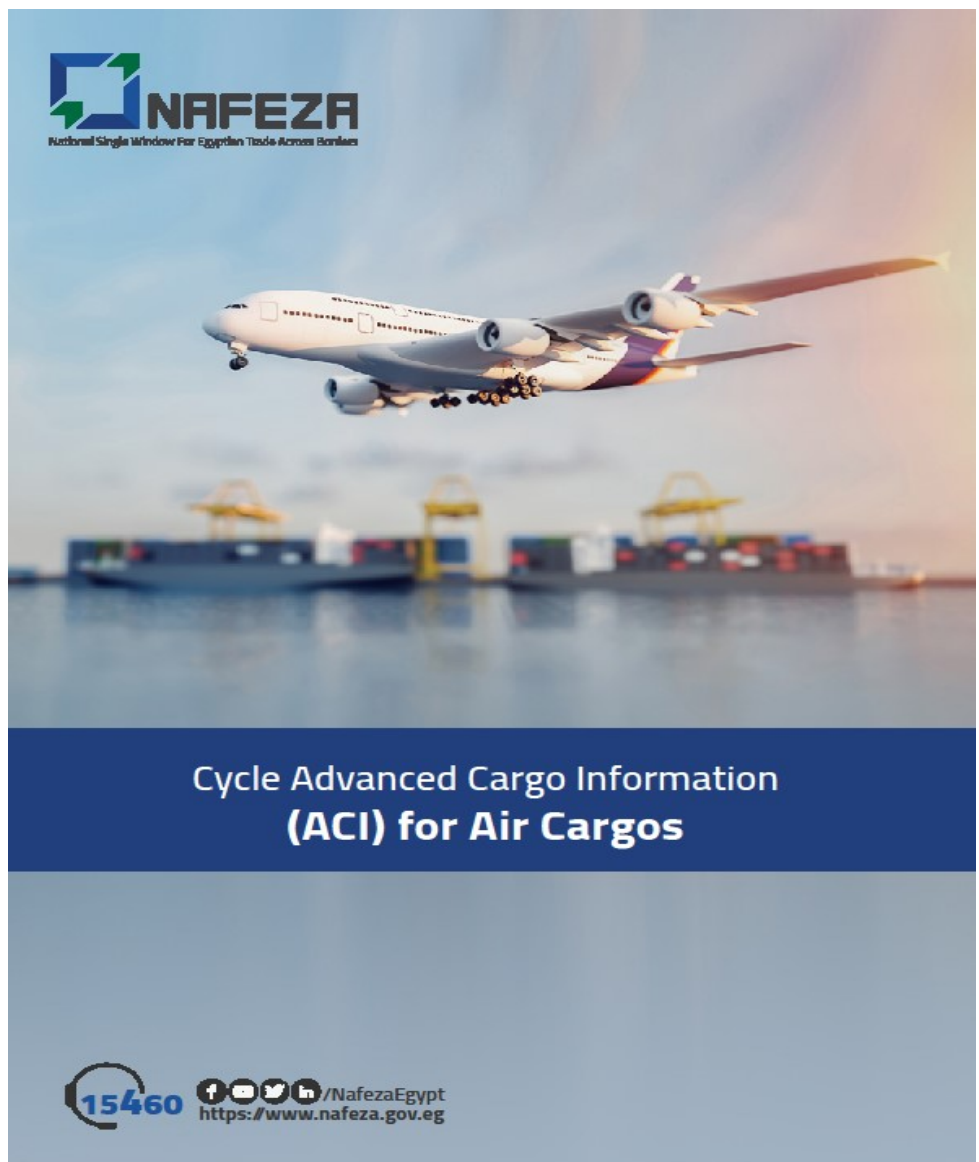


Business Update—ECU WW EGYPT LTD



Dear All,

The Egyptian government has finally decided to apply the ACI system on the air shipments starting from 15 May 2022 as an experimental phase and mandatory on October 1st 2022. Therefore, please adhere to the attached instructions published by the Egyptian customs.



For any further clarification, please contact:

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Market Update— WINDLOG, BRAZIL



Lockdown in Shanghai affects logistics operations around the world

The lockdown in Shanghai, China, due to an outbreak of Covid-19 is already impacting global logistics. The Chinese city's port is the world's largest cargo-handling port and one of the most important for international trade. Although it continues to operate, the port has faced congestion and delays in exports. The reflexes extend to other ports around the world.

"Due to the congestion in Chinese ports, we are facing problems of lack of equipment for export in Brazil and other countries around the world due to the delay in the return of these containers that are currently stuck in Chinese ports. The fact is aggravated because the ports of Shanghai and Shenzhen are also considered important hubs for global shipping," says Eduardo Martins, manager of maritime and road exports for Windlog, a company specializing in logistics.

The current situation makes it impossible for China to proceed with large-scale imports of inputs, which directly affects the pace of local production and manufacturing of goods for subsequent export of these products also on a large scale. The logistical delays are reflected in the increased cost of transporting goods, impacting the inflation scenario in global markets.

"As China is currently the largest importer and exporter in the world ranking, it is a fact that there will be less supply of inputs and manufactured products produced in China, which is consequently another factor to be considered in the scenario of increased inflation in global markets," says the manager.

About Windlog

Windlog is one of the main logistics companies in Brazilian market. With more than 5000 clients, 10 offices in the whole country and international agents around the world. In 17 years Windlog has consolidated itself as one of the best freight forwarder in Brazil, with 3 certifications, AEO, ISO 9001 and ISO 14001.



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Market Update— WINDLOG, BRAZIL



Lockdown in Shanghai affects logistics operations around the world

In Brazil, companies that eventually have their main input suppliers in China will need to resort to suppliers from other countries, which will certainly sell the inputs at less competitive prices, which will directly influence the increase in costs and pass on the final price of the goods.

"The companies that work with suppliers from China will have to look for new suppliers in other countries, and eventually it will be necessary to alternate the maritime shipments to the air modal, in which the transit time is shorter, but with a higher cost, when compared to the maritime modal transportation. The same strategy applies to exports, with the possibility of a reduction in the flow of exports to direct the production for sale in local markets," explains Eduardo Martins.



Eduardo Martins

Ocean & Road Export Manager

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Business Update—DSH, Australia**2022- Conclusion of the 2021-2022 Brown Marmorated Stink Bug (BMSB) Season in Australia**

In response to the expansion of BMSB throughout many parts of the world, the Department of Agriculture and Water Resources (the department), implemented seasonal measures to manage the risk of BMSB from entering and establishing in Australia during the 2021-2022 BMSB risk season.

During the risk season, certain goods manufactured in, or shipped from identified target risk countries as sea cargo were subject to the heightened measures. This applied to goods shipped between 1 September 2021 and 30 April 2022 (inclusive).

On 30 April 2022, the 2021-22 seasonal measures for BMSB concluded. Goods shipped on vessels departing from BMSB identified target risk countries on or after 1 May 2022, will no longer be subject to the BMSB seasonal measures including the SPI on arrival.

Goods shipped on vessels departed on or before 30 April 2022 that are still en route to Australia, **will remain** subject to the BMSB seasonal measures on arrival.

Importers are reminded that it is their responsibility to continue to ensure that any goods imported, are free of biosecurity risk material throughout the year, not just during periods of heightened seasonal measures.

The 2022-23 season will begin on 1st September 2022, which discussion China may be added to the list of target risk countries.

www.dshglobal.com.au

Market Update—Premiere Logistics Ltd, China



Shanghai capacity slowly recovers – still many challenges

Shanghai capacity creeps back but trucking is still in trouble under the lockdown strategy. It also causes global trade to cost \$28bn so far, with the clothing, textiles and automotive industries suffering the most exposure.

Trucking capacity remains a major hurdle to fully functioning supply chains. All parts and components cannot get in and out of Shanghai without excessive time, expense, and effort. The Covid zero policy has exerted huge pressure on regional transport and logistics in Shanghai and Ningbo, which heavily increase the occurrence of delays and waiting time for vessels and limited transport to and from the seaport and airport. A Shenzhen-Hong Kong freighter service is now operating to address this trucking problem.

Flexport pointed out that airlines have increased rate levels, in spite of the slight recovery of flight capacity and extremely sufficient trucking capacity. Rates maintain at around same levels as last week and the market is quite strong before the holiday.

However, the flight frequency in South China is still vulnerable to the pandemic and Ukraine war.

Westbound Logistics Services said on April 24 that Zhengzhou, Beijing, Guangzhou and Shenzhen airports have been suffering congestion as they handle diverted cargo from Shanghai Airport (PVG).

“Strict controls remain on transport in and out of PVG, while many flights remain suspended. Being China’s major international hub, this has led to traffic from outer regions being diverted elsewhere.

“Airports such as Zhengzhou, Beijing, Guangzhou and Shenzhen have been carrying the weight of this diverted volume, leading to congestion, a shortage of airline pallets and little or no capacity to store cargo.”

According to some statistics from Russell Group, the cargo delay at Shanghai has caused clothing and automotive industry to cost \$884m and \$767m respectively. It added: “It is not just exports that are

Market Update—Premiere Logistics Ltd, China

PREMIERE | logistics

**PREMIERE
ERA**

impacted... Russell analysis estimates that more than \$298m of meat [imports] will be impacted in this period."

Suki Basi, a managing director of Russel Group, believed that the delay in China have not only created chaos across the global economy, but also hit consumers and corporates. Especially the western countries which are suffering high inflationary pressures, supply chain disruption will continue to push up prices and damage economies, which slow down the economic recovery.

There are signs this latest supply chain crisis may be winding down, however. In its latest update, FourKites said there had been stable shipment volumes at the port of Shanghai over the past week, although throughput is still down 22% compared with 12 March, pre-lockdown.

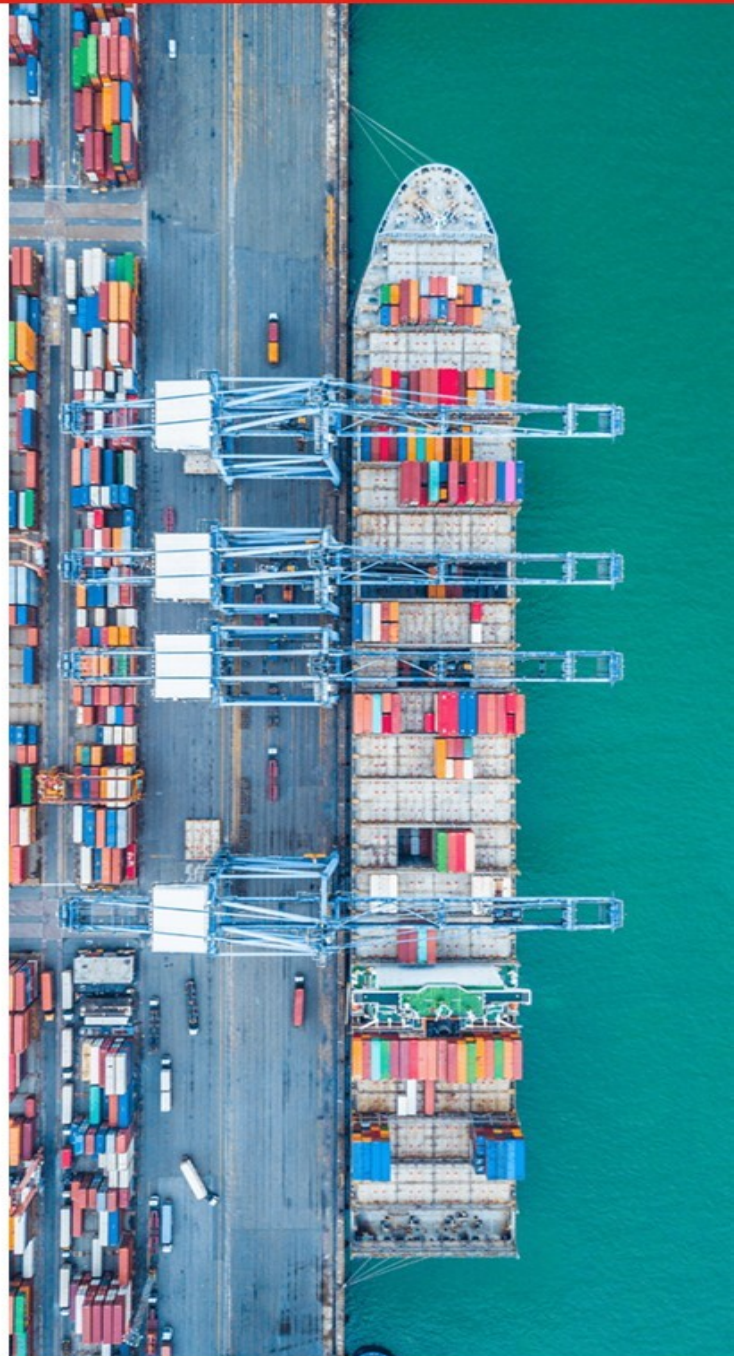
The data paints a similar picture for transpacific trades, where China's total 14-day average shipment volume for US cargo was down 36% as of 20 April, when compared to 12 March, but, FourKites added "this has shown some signs of recovery over the past couple of weeks, as shipment volume is now down only 20% as of 29 April".

Furthermore, while dwell time for exports are still up 31% at 6.4 days, this marks a 10% decrease since the peak on 22 April, the company noted.

Supply chain firm Woodland Group said there was still "heavy berth congestion" across all terminals in Shanghai, with vessels being pushed to Yangshan from Waigaoqiao to alleviate delays.

"There are current delays of three-to-five days at Waigaoqiao terminals, and up to two days for Yangshan terminals," it added.

With Covid cases now falling for nearly a fortnight, more factories are set to restart production, according to local media reports, adding to the 2,000 manufacturers that have already been permitted to come back online.



Industry News

WAR IN UKRAINE ROILS OCEAN & AIR LOGISTICS

Beyond the human tragedy, the crisis is also impacting freight and supply chains in multiple ways, from higher fuel costs to sanctions and disrupted capacity.

Key insights:

1. Rising oil prices due to the war in Ukraine is expected to increase freight rates across all modes soon.
2. Airspace bans are reducing Asia-Europe capacity through grounded Russian carriers and cancelled flights.– Many carriers that continue to fly will have to circumvent Russia – shippers will carry the additional fuel costs and find less available cargo capacity on these flights due to the extra weight of the added fuel.-Reduced capacity, higher fuel costs, as well as some War Risk Surcharges are already pushing air cargo rates up
3. Diverted ships and ocean carriers suspending new bookings to Russia could result in congestion at alternate ports in the region and in pile-ups at origin ports in Europe and elsewhere. Container rates were stable few days back but are expected to climb globally on rising fuel costs, and shipments in the region could also face War Risk Surcharges.– If sanctions or fear of disruption shifts significant numbers of containers from Asia-Europe rail to ocean, this new demand will also put upward pressure on Asia-Europe ocean rates.
4. Asia-US West Coast prices increased 4% . This rate is 204% higher than the same time last year.
5. Asia-US East Coast prices climbed 2% , and are 218% higher than rates for this week last year.

For logistics, the most widespread impact across all modes will likely be rising fuel costs. As oil prices soar, we can expect carriers to pass increased costs on to shippers.

Air Cargo

Ripples from the war are disrupting air cargo – especially Asia-Europe operations – in several ways beyond rising oil prices. Fighting has grounded much of the Ukrainian Antonov freighter fleet, removing that capacity from the market. But the bigger disruption will come from the European Union, US and multiple other countries banning Russian air carriers from using their airspace – and Russia returning the favor (they are expected to ban US carriers soon).

European, American and other carriers who do fly will take alternate, longer, more costly routes. Carriers will pass along the additional fuel costs, and the weight of the additional fuel could also reduce the amount of cargo they can carry, further reducing capacity. Some carriers are also already introducing War Risk Surcharges to compensate for the costs of adjusting operations. These multiple factors reducing capacity and increasing costs for shippers were already reflected in climbing Asia-Europe air cargo rates at the end of last week.

Ocean Freight

On the regional level, most ships near Ukraine were diverted to alternate nearby ports at the outset of the hostilities. Many of the top ocean carriers have also suspended new bookings to or from Russia. These developments could increase volumes at other regional ports and are already resulting in pile-ups at origin ports in Europe and elsewhere, possibly causing congestion and increasing rates on these lanes.

In addition to higher fuel costs from climbing oil prices that are expected to be felt by shippers across the globe, carriers who continue to service ports in the region may introduce War Risk Surcharges for these shipments.

Also, approximately 10k TEU travel across Russia by rail from Asia to Europe each week. If sanctions or fear of disruption shifts significant numbers of containers from rail to ocean, this new demand will also put upward pressure on Asia-Europe rates as more shippers compete for already scarce capacity.

[Source—Forwarder Magazine](#)

Netting Update



June Netting Calendar

| 2022 | AIR NETTING CALENDAR | | | | | | |
|-------|----------------------|----------------|----------------|--------------------|-----------------------|-------------------|-------------|
| MONTH | CNC SEND OUT | CNC SEND OUT | CNC SEND OUT | LAST DAY | FINAL DAY! | PAYMENTS FROM | SETTLEMENT |
| | FIRST PRE REPORT | 2ND PRE REPORT | 3RD PRE REPORT | PRE REPORTS | FINAL REPORTS WILL BE | PARTICIPANTS HAVE | PAY OUT DAY |
| | | | | CAN BE SENT TO CNC | SENT BY CNC | TO BE WITH CNC | BY CNC |
| | Monday | Tuesday | Wednesday | Thursday | Friday | Monday | Monday |
| June | 20 | 21 | 22 | 23 | 24 | 27 | 04-July |
| | | | | | | | |

HOLIDAYS around THE WORLD

| Country | Date | Occasion |
|--|---------|------------------------------------|
| Kenya | 01-Jun | Madaraka day |
| Korea | 01-Jun | Local governments Election day |
| Indonesia | 01-Jun | Pancasila's Birthday |
| Romania | 01-Jun | Children's day |
| Malaysia | 1-2 Jun | Hari Gawai |
| Italy | 02-Jun | Republic Anniversary |
| U.K. | 02-Jun | Spring Bank Holiday |
| U.K. | 03-Jun | Platinum Jubilee Bank Holiday |
| Thailand | 03-Jun | H. M. The Queen's Birthday |
| China, Taiwan | 3-5 Jun | Dragon boat festival holiday |
| Hong Kong | 03-Jun | Tuen Ng Festival |
| Uganda | 03-Jun | Martyrs' Day |
| Israel | 04-Jun | Shavuot Eve |
| Poland, Germany | 05-Jun | White Sunday - BB State (Germany) |
| Israel | 05-Jun | Shavuot |
| Hungary, Germany, France, Denmark, Netherlands, Estonia, Belgium | 06-Jun | White Monday |
| Spain | 06-Jun | White Monday - Barcelona |
| New Zealand | 06-Jun | Queen's birthday |
| Ireland | 06-Jun | June bank holiday |
| Australia | 06-Jun | Western Australia day – Perth only |
| Norway | 06-Jun | Pentecost |
| Sweden | 06-Jun | National Day |
| Korea | 06-Jun | Memorial Day |
| Malaysia | 06-Jun | Agong's Birthday |
| Uganda | 09-Jun | National Heroes Day |
| Portugal | 10-Jun | Portugal Day |

HOLIDAYS around THE WORLD

| Country | Date | Occasion |
|--------------------------|-----------|--|
| Philippines | 12-Jun | Independence day |
| Romania | 12-Jun | Orthodox whit Sunday |
| Ukraine | 12-13 Jun | DAY OF THE HOLY TRINITY |
| Russia | 11-13 Jun | Russia Day |
| Australia | 13-Jun | Queen's birthday |
| Cyprus | 13-Jun | White Monday |
| Romania | 13-Jun | Orthodox whit Monday |
| Srilanka | 14-Jun | Poson Full Moon Poya Day |
| South Africa | 16-Jun | Youth day |
| Poland | 16-Jun | Corpus Christi |
| Germany | 16-Jun | Corpus Christi (BW, BY, HE, NW, RP, SL, SN and TH States only) |
| Portugal | 16-Jun | Holy Corp Day |
| El Salvador | 17-Jun | Father's Day |
| Israel | 21-Jun | June Solstice |
| Latvia | 23-Jun | Midsummer's eve |
| Estonia | 23-Jun | Victory Day |
| Sweden, Finland, Estonia | 24-Jun | Midsummer's eve |
| Australia | 24-Jun | Borroloola Show Day |
| Canada | 24-Jun | St. Jean Baptiste day - Montreal |
| Spain | 24-Jun | St. John the Baptist - Barcelona |
| Italy | 24-Jun | Patron Saint's Day - Genoa |
| Latvia, Lithuania | 24-Jun | St. John's day |
| New Zealand | 24-Jun | Matariki |
| Chile | 27-Jun | Feast of Saint Peter and Paul |
| Ukraine | 28-Jun | Constitution Day |
| Egypt | 30-Jun | June 30th Anniversary |