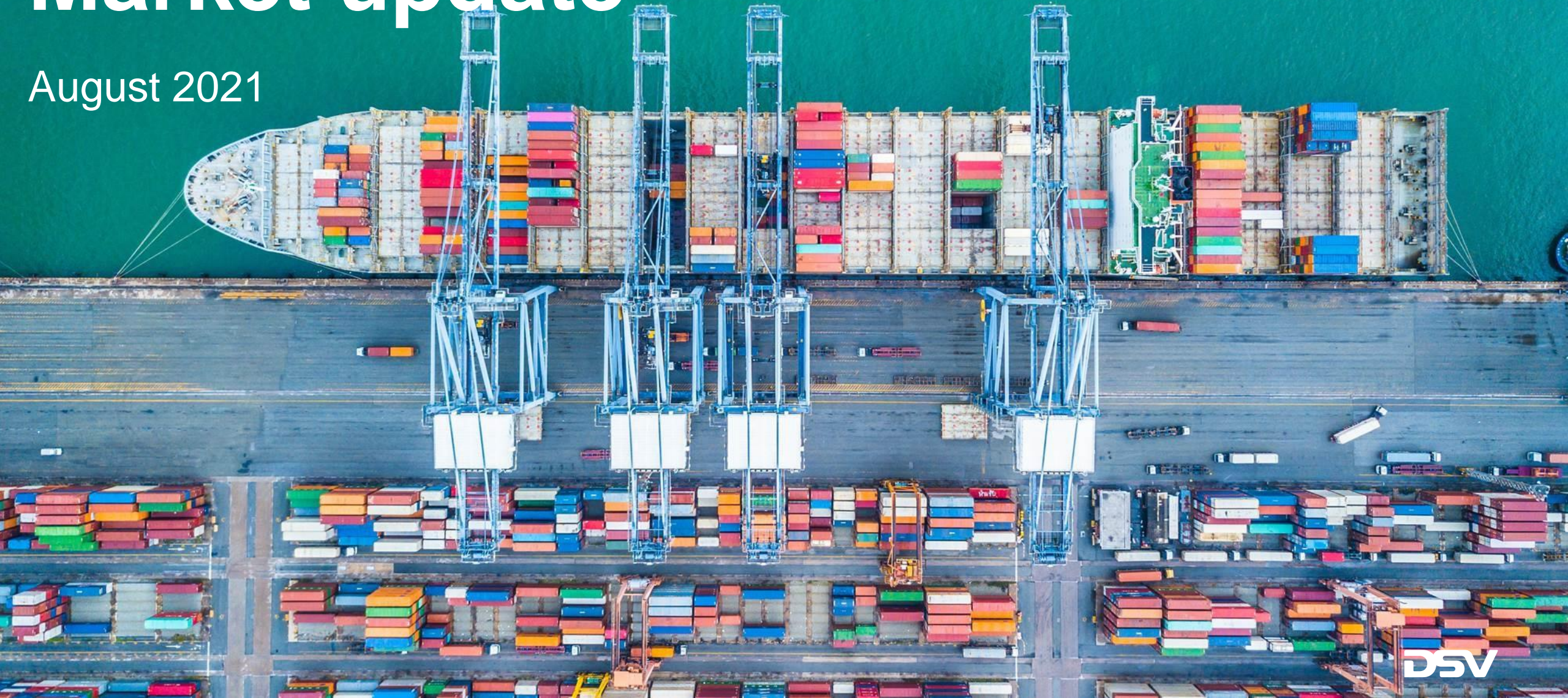


DSV-Panalpina Market update

August 2021



Agenda

1

**Covid 19
Overview**

2

**Outlook for the
coming months**

3

**Ocean port
disruption**

4

Ocean update

5

Airfreight update

Global COVID-19 Freight Restrictions Overview

Delta mutation is increasing number of COVID cases again, while vaccination is moving fast

EUROPE

Europe is on lockdown are being lifted, travel restrictions still banned out of the EU until end of August

Citizens coming from other countries are subject to antigen or PCR test.

UK: Passengers are subject to test and quarantine unless they have a vaccination certificate

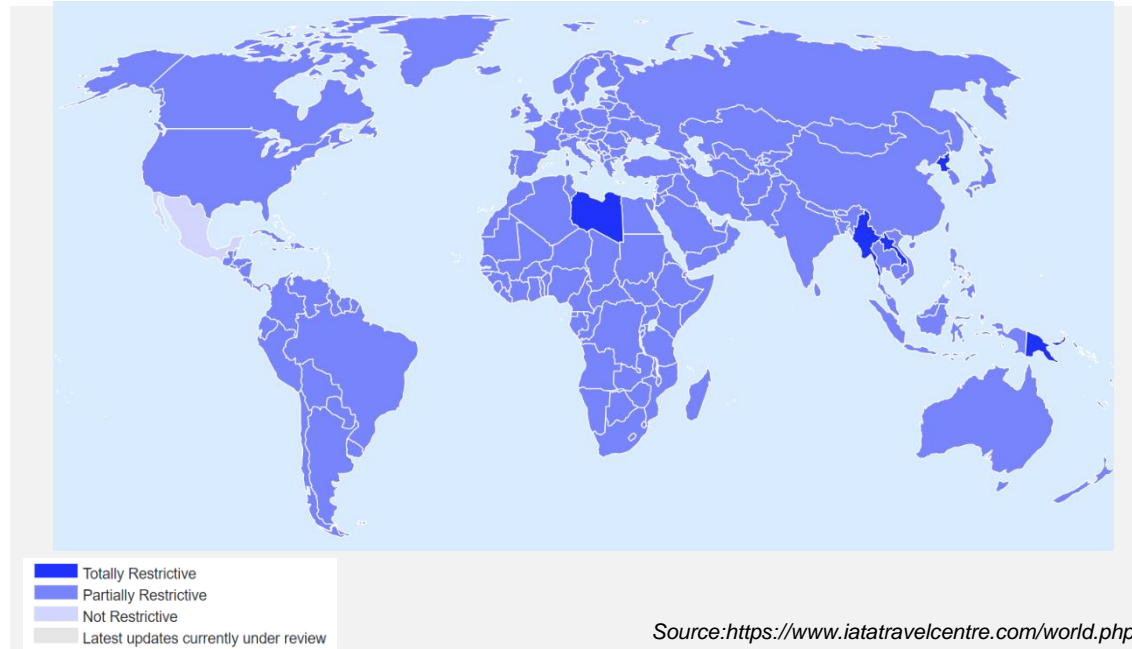
NORTH AMERICA

Passengers entering or transiting through the USA must have a negative COVID-19 test taken at most 3 days before departure from the first embarkation point.

LATIN AMERICA

All flights from UK India and South Africa are suspended to Argentina, Brazil, Chile, this is still on hold

COVID-19 Travel Regulations Map as per IATA



AFRICA and MIDDLE EAST

South Africa All passengers must present a negative corona virus test and they are only allowed to travel to 3 airports, Cape Town, Durban and Johannesburg.

Saudi Arabia Restrictions to travellers coming from Argentina ,Brazil, India South Africa and United Kingdom

ASIA PACIFIC

China: The latest outbreak has so far infected more than 400 people in 25 cities, including the capital city, Beijing, and in Wuhan for the first time since it contained the initial Covid-19 outbreak last year. Cases have been reported in 17 of the 31 provinces. China will hold travel for non essential non-emergency travel.

Myanmar: Until August 31st all flights to Myanmar are suspended

Malaysia: Until August 31st all f.

Australia: Quarantine-free travel between New Zealand and

INDIAN SUB-CONTINENT.

India: Until August 31st passenger planes are banned to enter the country. Cargo planes are allowed to enter the country.

Zero tolerance for COVID-19 infections in China affects air freight and ocean freight in and out of the country

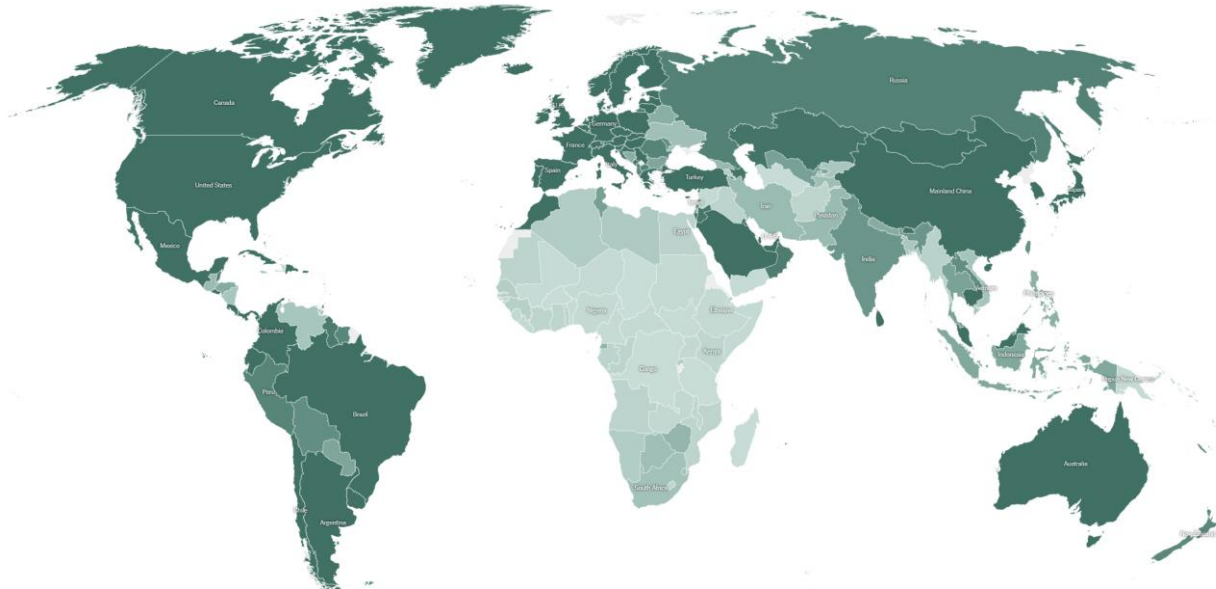
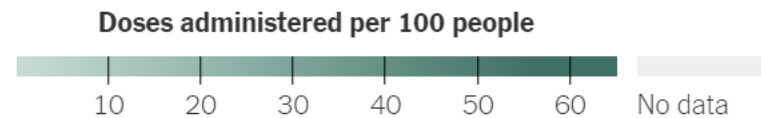


- A case of infection at Shanghai airport has led to the Chinese authorities imposing a number of stricter restrictions.
- All aircraft, as well as all goods individually, must now be gassed (disinfected), and the aircraft's stay on land is reduced to just 4 hours.
- As these preventive measures on the part of the Chinese are extremely restrictive, they are already affecting the efficiency in relation to the actual 'ground handling' out in China and have led several airlines to cancel scheduled flights.
- The expectation for the coming months is unfortunately that transit times will be longer with the risk of definite bottlenecks at Chinese airports and ports.
- In addition, there is an imminent risk that more airlines will pull additional capacity out of the market, which will put further pressure on the remaining capacity and the rate level of air freight in and out of China.

More than 4.72 billion vaccine doses have been administered worldwide, equal to 61 doses for every 100 people.

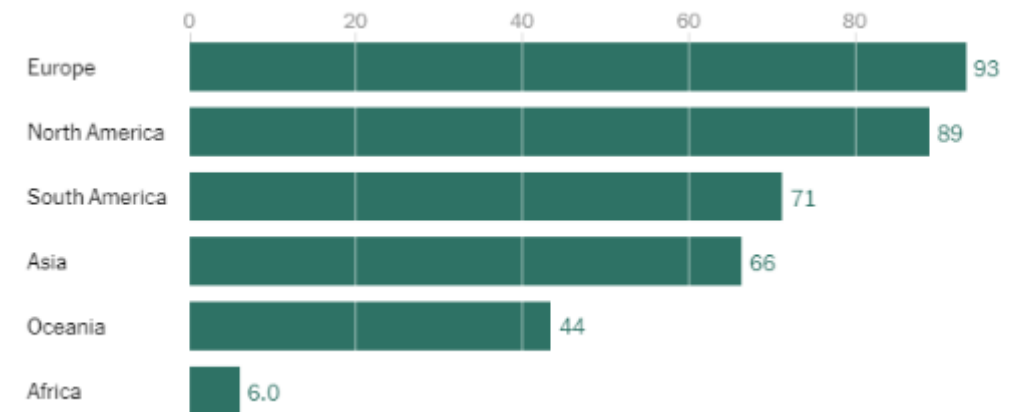
There is also a striking divide between continents. Africa has the slowest vaccination rate of any continent, with some countries yet to start mass vaccination campaigns

Doses administered per 100 people



<https://www.nytimes.com/interactive/2021/world/covid-vaccinations-tracker.html>

Vaccination rates by continent



Vaccine roll out (16 vaccines rolled out globally):

Oxford-Astra Zeneca: 179 countries
Pfizer-Biontech: 107 countries
Sinopharm-Beijing: 60 countries
Moderna: 56 countries

Gamaleya (Sputnik V): 47 countries
Sinovac: 35 Countries
Johnson & Johnson: 27 countries
Bharat Biotech: 6 countries

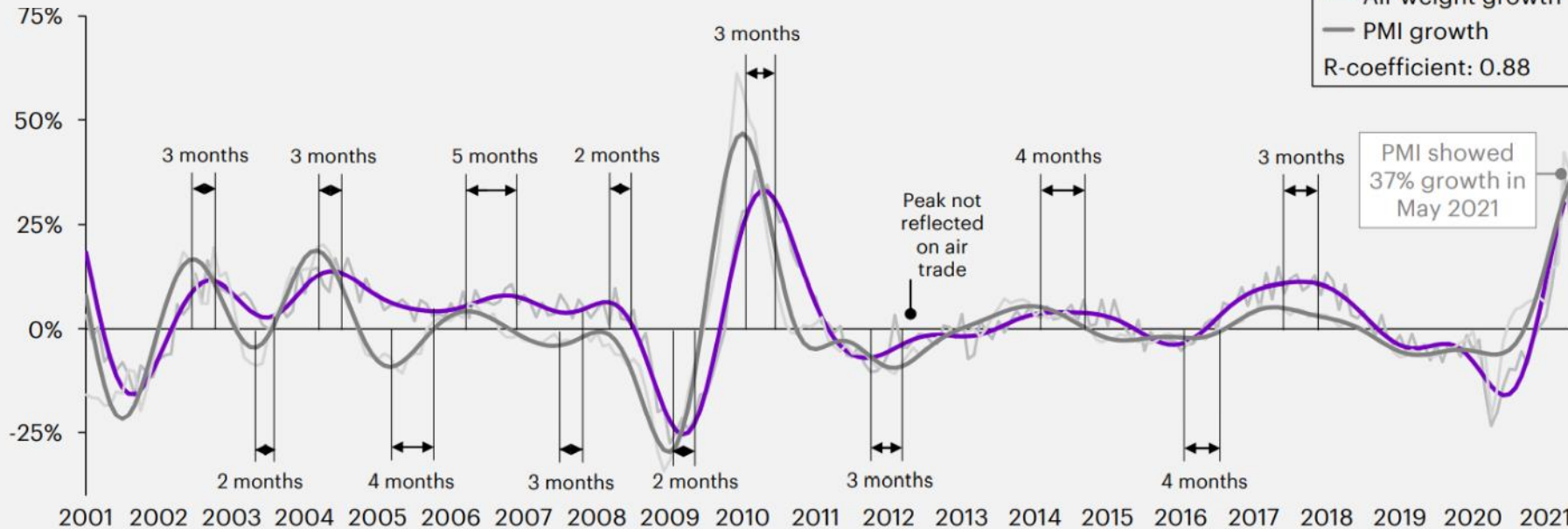
Economy outlook



The Purchasing Managers Index (PMI) hints at strong air freight demand in the coming months

Global monthly air trade & PMI growth, 2001 – 2021

YoY (%)



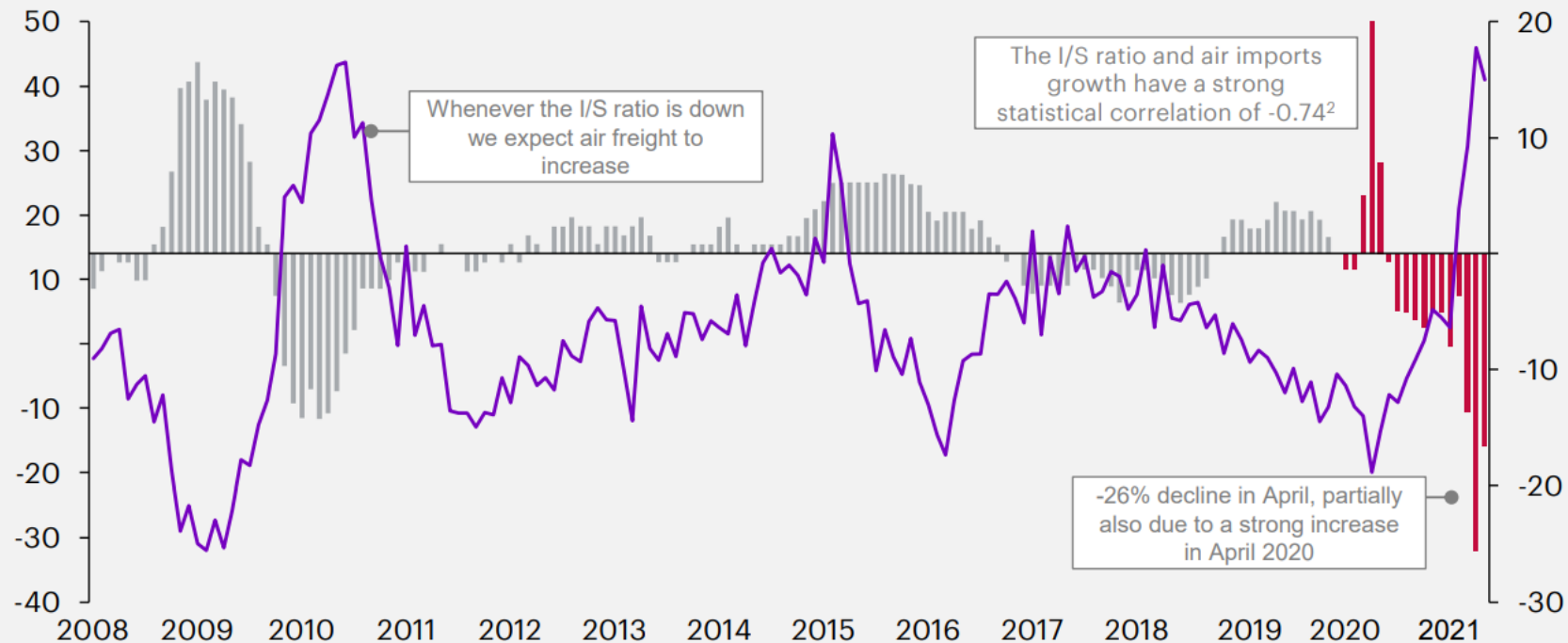
Double-digit PMI growth has not been recorded for almost 10 years

Notes: Air trade values until May 2021 (in weight); PMI values until June 2021; PMI is JP Morgan Global Manufacturing PMI
Source: Market Economics, Seabury Cargo Global Air Trade Database; Seabury Cargo analysis (July 2021)

A negative Inventory / Sales ratio indicates the increased demand in cargo freight to the USA may continue in the coming months

USA I/S ratio and air imports, 2008 – May 2021

YoY growth (%)



Notes: Air trade values until May 2021 (in weight); PMI values until June 2021; PMI is JP Morgan Global Manufacturing PMI
Source: Market Economics, Seabury Cargo Global Air Trade Database; Seabury Cargo analysis (July 2021)

- Businesses will need to restock their inventories, which historically is related to an increase in air freight demand

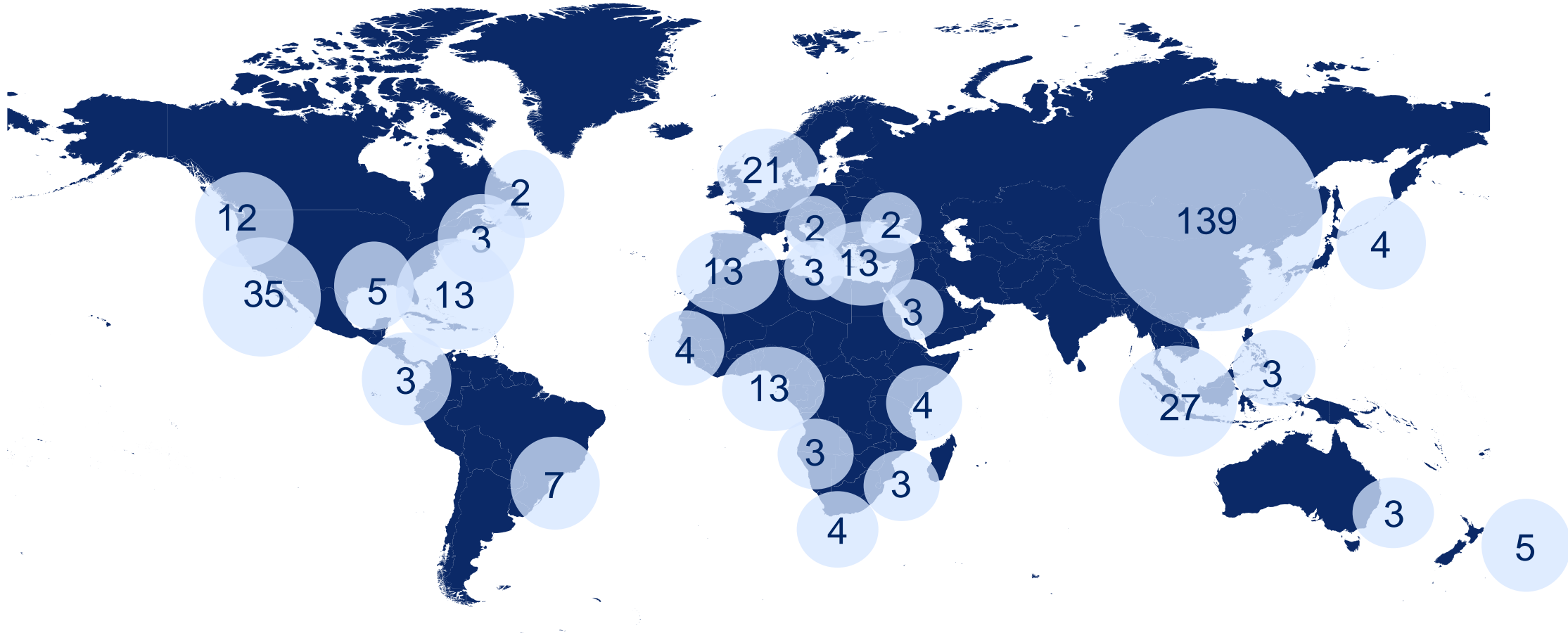
- However, the current capacity constraints, due to flight bans, will limit a stronger increase in air freight

Ocean ports situation



Global port congestion – 332 vessels waiting at the ports, or 10% of global vessel capacity










161 of the vessels, or 48% of them are waiting in Asia, and 24% in North America, after Ningbo closure it is expected to have a bigger problem



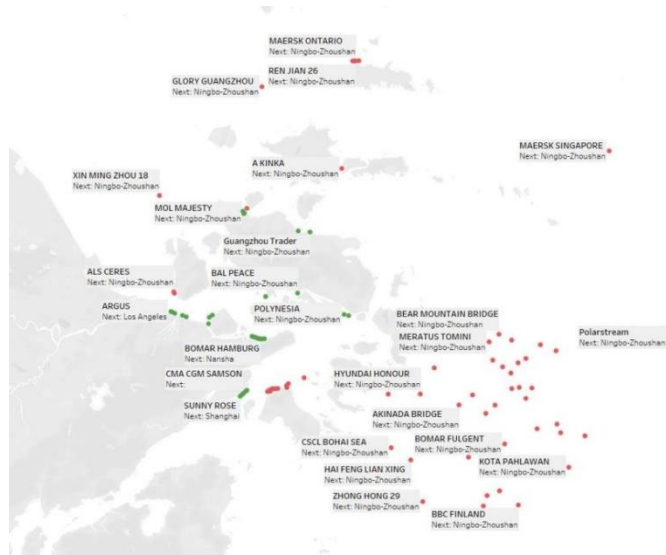
Source: Marine Traffic August 17th 2021



Asia Pacific Port Situation

Country	Port	Waiting Time (days)	Condition	
	Shanghai WGQ	4-5 Days	All terminals are under heavy congestion. Due to siltation, shallow points were found in the channel that vessel inbound/outbound draft need to be controlled under 11m these days	
	Ningbo	3 Days	Delays are increasing on the days, and we expect to have more	
	Xiamen		Port was closed at 4 Jul @ 0400hrs to 4 Jul @ 0630hrs due to dense fog	
	Yantian	3 days	The port operations have returned to normal. Laden gate-in is still restricted with ETA-7 but the daily quota has increased to 11000 boxes, started from 3 Jul. Yard density was around 77% yesterday with 53 gangs now deployed	
	Nansha	2 Days	For those vessels with huge discharge, or mega sized vessels with high draft may have to wait 5 days or even more. Loading (only) vessels will be prioritized by terminal to ease yard congestion. Yard utilization improved, with density around 75%. With more vessels started to reinstate a YTN call, it is expected that congestion will be much improved at the weekend	
	Shekou	2 Days	The container yard utilisation has remained around 85% as of yesterday. In view of the minor improvement of the yard congestion, the terminal now accepts export laden container gate-in 4 days prior to vessel ETA (as of 22 Jun and to date) for a quota of 8000 boxes	
	Hong Kong		Port operations are normal, but HIT remains under heavy congestion & low productivity. with waiting & delay time of around 4-5 days. For those vessels with net discharge they can expect to wait 5 days or even more for a berth. Pure loading vessels will be prioritized by terminal to ease yard congestion. Yard is fully utilized as of yesterday at 95-100%.	
	Thailand	Bangkok	2 Days	Ongoing terminal congestion (Yard @ 100%, reefer plugs @ 100% capacity) with a First Come First Serve situation at the pilot station
	Vietnam	Ho Chi Minh City	7 Days	Cat Lai import CY is severely congested. Authorities are encouraging carriers to only load but not unload. (albeit there is actually no prohibition on unloading). Authorities have also suspended the acceptance of imported cargo transferred from Cai Mep. Subsequently, carriers need to provide import unloading information in real time. SNP may implement a share system and notify all carriers 3-7 days before the ship arrives. The carrier continues to call as normal and monitor the situation with backup solutions provided in/out of VICT.
	Philippines	Manila	2 Day	Port operations are relatively normal this week, however the terminals remain somewhat congested.
	Bangladesh	Chittagong		Reefer yard remains full in Chittagong. Terminals are under severe berth congestion with low productivity an ongoing concern.
	Cambodia	Myanmar		MIP terminal is already full and cannot take any more vessels. AWPT (Asia World Port) terminal also remains full. Trucking/Customs and general port operations are operating slowly or even suspended due to reduced manpower and resources.
	S. Korea	Pusan	2 Days	Port operations are normal, but the Pilot was
	Malaysia	Port Klang	3 Days	Port operations are normal but with relatively low productivity. There is congestion in WP. Also, the yard utilization worsened to over 95% this week.
	Singapore	Singapore	2 Days	Vessel operations remain impacted with lower productivity and higher pre/post ops idle time. The terminal is under heavy congestion with a waiting/delay time of around 1-2 days.

Partial reopening Meishan terminal scheduled for next week (August 24th , not confirmed yet by Chinese authorities)



- Ningbo is after Shanghai and Singapore, the third largest ocean container terminal in the world. This disruption will cause a ripple effect similar to Yantian terminal closure two months ago.
- We are now on day 7 of the closure and increasing congestion challenges should be expected in the other terminals in Ningbo and an impact on Shanghai should also be anticipated.
- Meishan terminal affects mainly to the services ASIA to EUROPE and ASIA to North AMERICA of THE ALLIANCE (CMA CGM/APL, Cosco Shipping and Evergreen Line)
- Terminal , except Meishan terminal which was closed. No effective on rest five terminals.
- Vessel deployment, the vessels initially planned to berth Meishan terminal could omit Ningbo or change to rest of terminals. Shipping lines are seeking alternatives , need to be checked case by case.

Vietnamese Terminal Suspends Some Operations Due to COVID-19 Surge



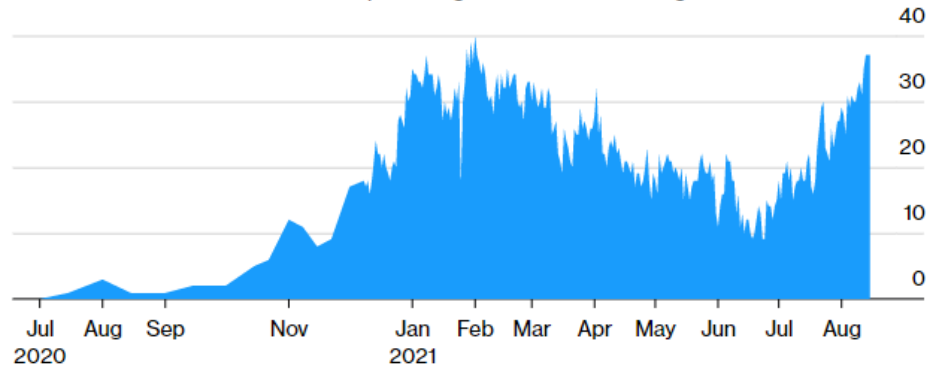
- After a month of rising COVID-19 cases across Vietnam, the ports corporation has been forced to suspend some operations at Ho Chi Minh's largest international terminal and is threatening to stop receiving cargo ships entirely if it can not clear its yard and reduce the backlog. Saigon Newport Corporation said that it was taking the measures because the container yard has reached 100 percent of capacity, while staffing has been reduced by half due to the surge of COVID-19 cases during July.
- The operators are encouraging carriers and their customers to adjust scheduled and shift cargoes away from Ho Chi Minh's terminal to alternate ports. They are also requesting all incoming ships to advance notify the port of the estimated volume of import containers and empties on the vessel before arrival for the next two weeks.

Los Angeles port facing largest congestion of the year

Choke on the Water

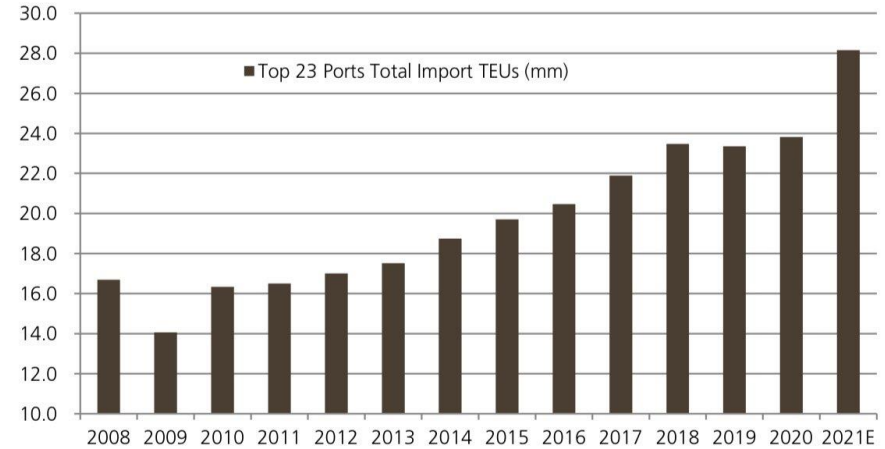
Bottlenecks at key West Coast ports have lingered since November

■ Number of anchored container ships waiting to offload at L.A.-Long Beach



Source: Marine Exchange of Southern California & Vessel Traffic Service L.A./Long Beach

Figure 1: Total U.S. Import TEUs Could Exceed 28 mm In 2021 (Implies 18% Y/Y Growth)



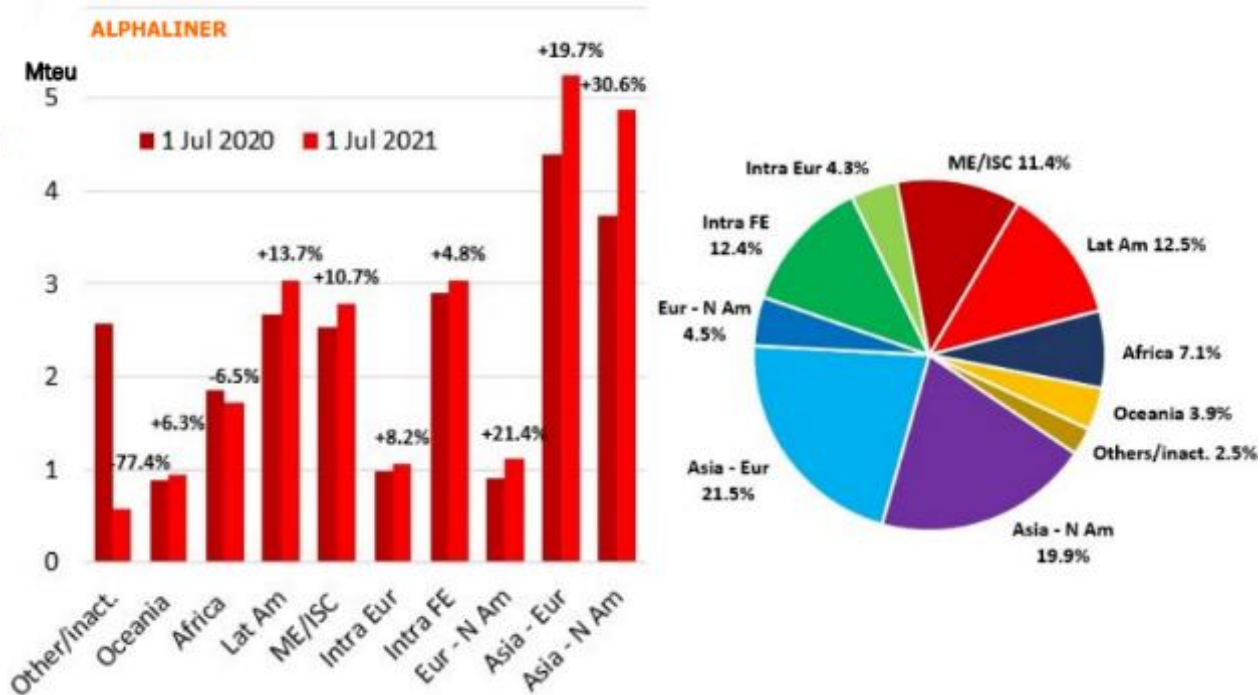
Source: Bloomberg and UBS Analysis and Estimates

- **July, August look 'super-strong':** Not only must all the delayed Yantian cargo be handled, but the traditional peak season will simultaneously ramp up, it is expected a bigger port congestion issue at Los Angeles.
- The total number of **container ships in the port complex of Los Angeles rose back to 49 on Monday**. The number of ships at anchor rose to 32 on of the highest recorded in the year.
- **The anchorage numbers could continue to climb.** Vessel tracking data from MarineTraffic shows a caravan of at least **36 container ships currently en route** from China to the U.S.

Ocean freight Update



Higher revenue potential attracts capacity to East-West routes



- Over the course of the last year, the share of the global cellular fleet deployed in the Asia -Europe and/or Asia -North America trades has increased from 34.6% to 41.4%. The fleet capacity percentage on all East -West mainline trade routes, which includes the Transatlantic on top of the two aforementioned trades, has risen from 38.5% in July 2020 to 45.9% in July 2021.
- The liner shipping scene has changed completely over the last twelve months. A year ago, 11% of the cellular fleet was idle, unassigned or deployed on small niche trades. This has come down to only 2.5%, which is a normal percentage as this category also includes ships out of service for mandatory surveys or dry-docking.

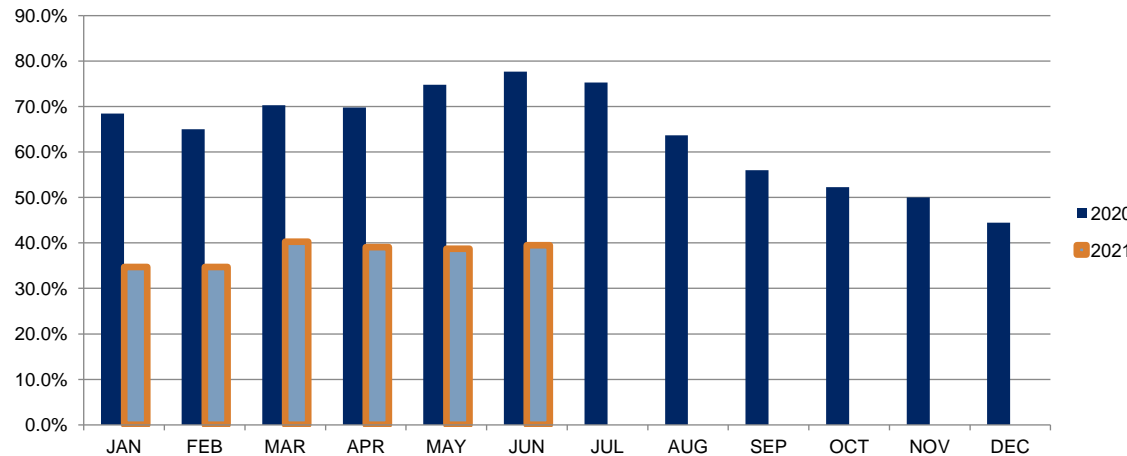
Source: Alphaliner

2021 is the worst recorded vessel schedule reliability

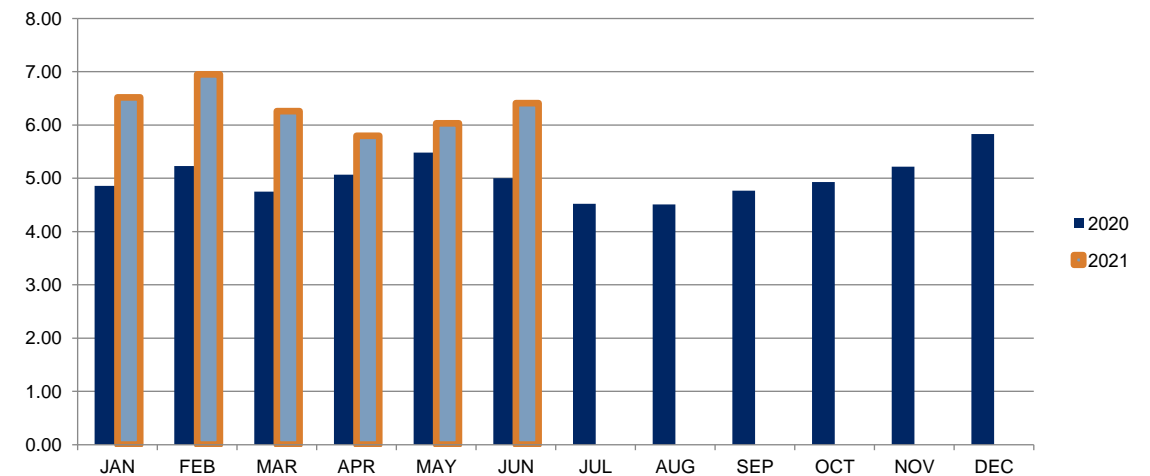
Average days of delay is increasing to 6 days

Global		Jan	Feb	Mar	Apr	May	Jun
Schedule Reliability	2020	68.5%	65.0%	70.3%	69.8%	74.8%	77.7%
	2021	34.7%	34.7%	40.3%	39.1%	38.7%	39.5%
	Change	-33.8%	-30.3%	-30.0%	-30.7%	-36.1%	-38.2%
Avg. delay of LATE vessels	2020	4.86	5.23	4.75	5.07	5.48	5.00
	2021	6.52	6.95	6.26	5.80	6.03	6.41
	Change	1.66	1.72	1.52	0.73	0.55	1.42

Schedule Reliability



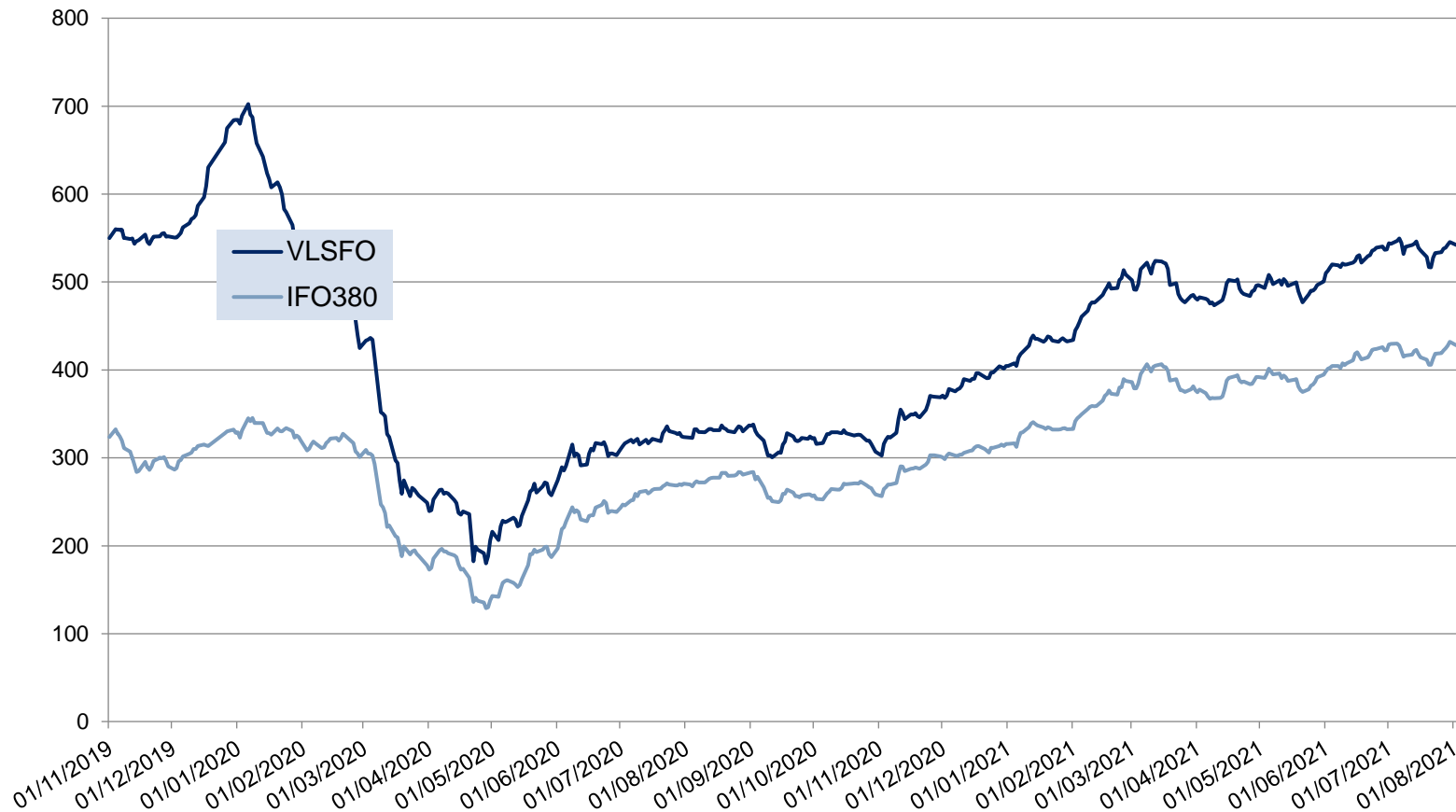
Average delay of late vessels



Source: Sea-Intelligence Maritime Analysis

Bunker price development

Scrubber growth slows despite widening bunker spread



Source: Ship&Bunker

COMMENTS

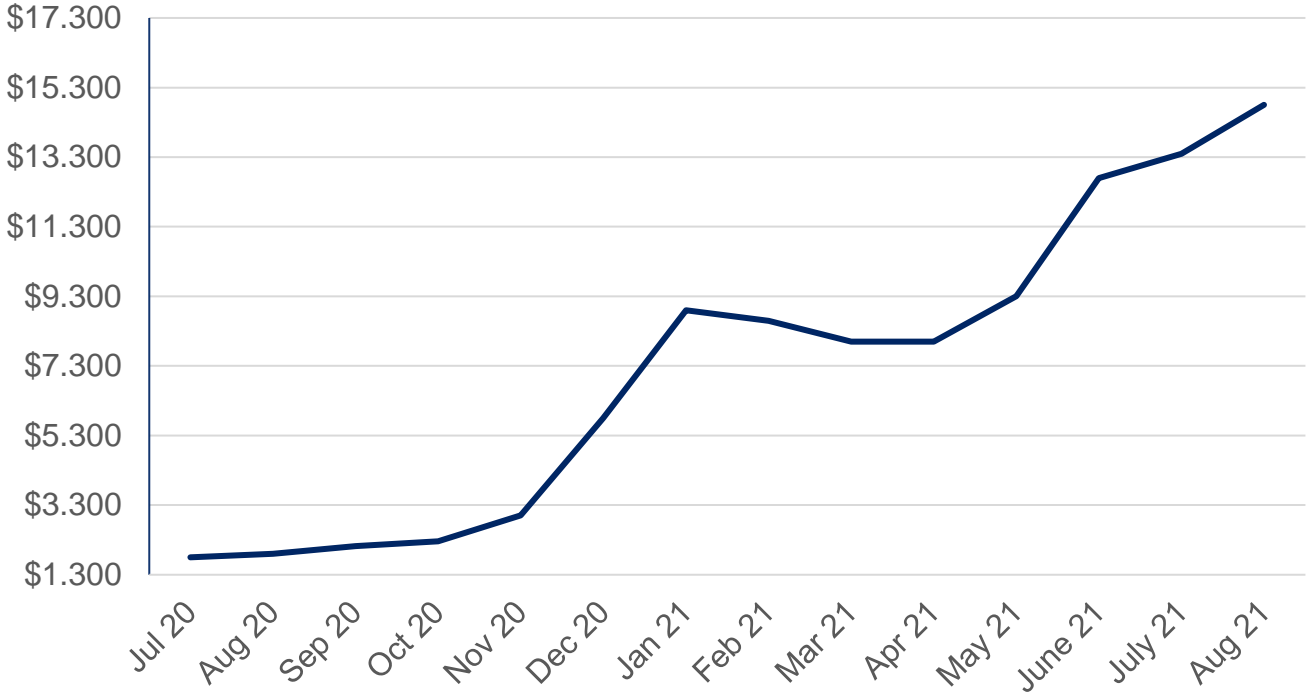
- The number of scrubber-fitted containerships joining the world fleet has slowed sharply, with just 85 vessels of 760,000 teu added in the first half of 2021.
- It compares to 250 ships of 2.3 Mteu added in the same period in 2020. The total number of scrubber-fitted ships reached 785 units of 6.95 million teu at end June and it since increased to 816 ships and 7.10 Mteu.
- Can anticipate for BAF increase in line with the continuing upward trend in VLSFO price

Ocean Freight Asia - Europe

SCFI is at ALL TIME HIGH and still increasing

Alert: To guarantee space and equipment carriers are applying additional surcharges that are not part of the index rate aggregation and they can be a large amount. Carriers have partially stopped accepting bookings for the time being in some origins

SCFI – North Europe WB Rate Index (US\$/40ft)



Source: SCFI Week 32

Rates have escalated more due to lack of containers and space. SCFI is not showing real cost with surcharges

SCFI Levels Week 32-2021:

- Shanghai – North Europe: USD 14,814/ FEU
- Shanghai – Mediterranean: USD 14,102/ FEU

Spot market rates are on high level, with challenges to find space

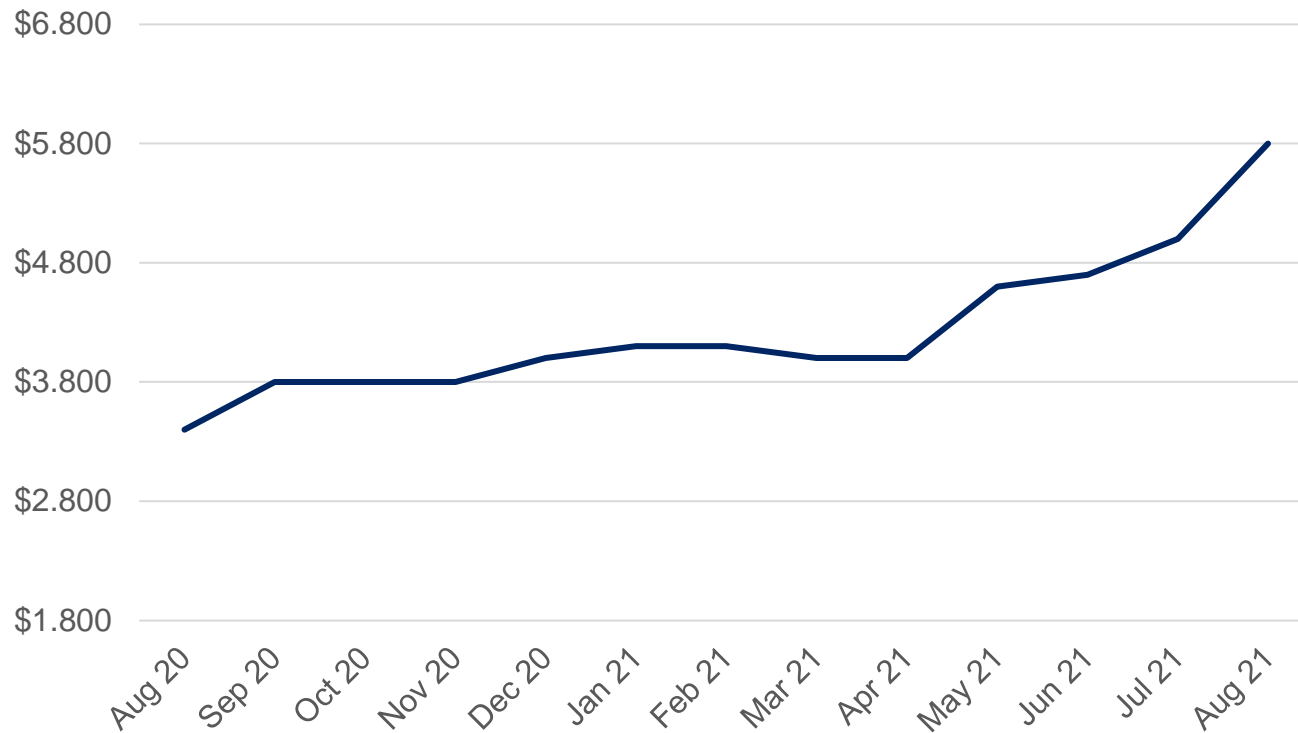
- Premium rates are increasing significantly to a “no-limit-level”
- Hamburg, Antwerp and Rotterdam are congested (7 days)
- Demand is strong and is exceeding the weekly allocation.



Ocean Freight Asia - North America

Space remains extremely tight for cargo out of Asia, situation will remain Q1-2022

SCFI Transpacific EB Rate Index (US\$/40ft)



Source: SCFI Week 32 2021

Alert: To guarantee space and equipment carriers are applying additional surcharges that are not part of the index rate aggregation and they can be a large amount.

Carriers have partially stopped accepting bookings for the time being in some origins

The current spot rates plus premiums are now basically the moving rate to get on a vessel for this month and we expect this to continue into 2022

SCFI Levels Week 32-2021:

- Shanghai – US West Coast: USD 5,744/ FEU
- Shanghai – US East Coast: USD 10,452/ FEU

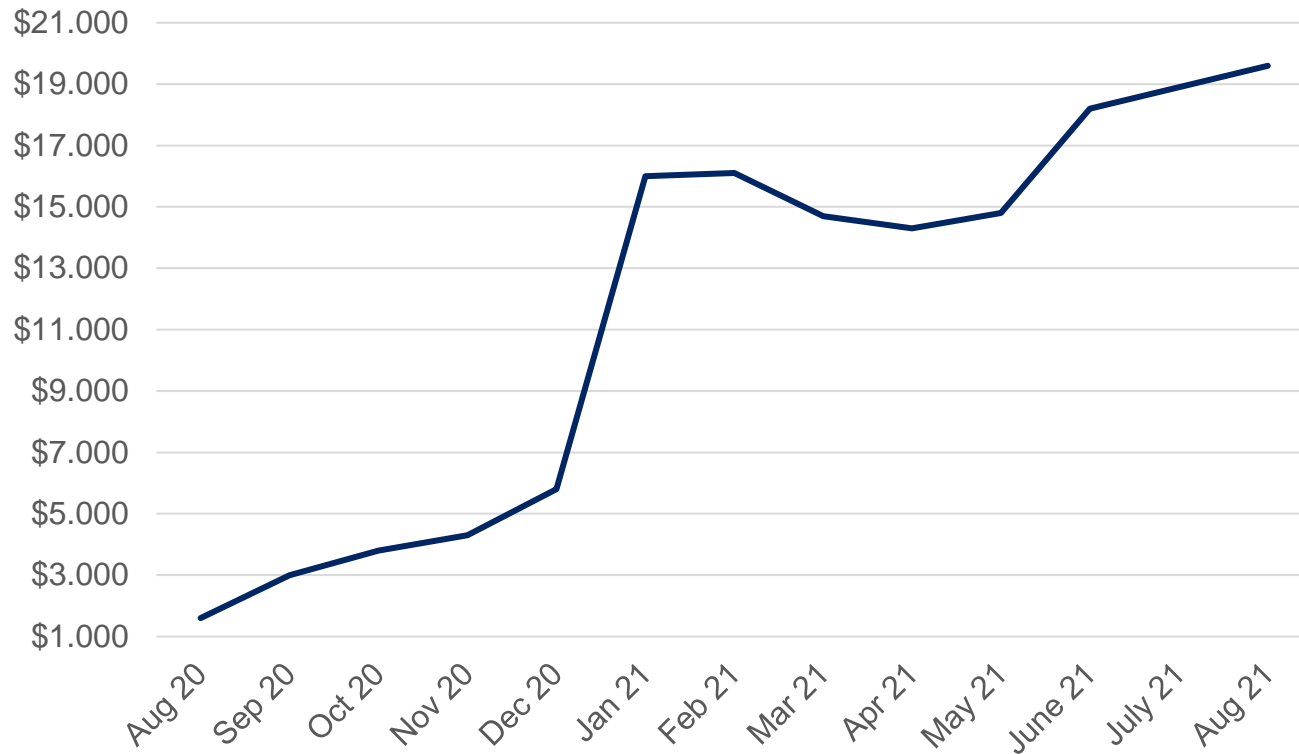
All lines are now short on equipment for most of Asia and are requiring customers to use 40'std or 20'std equipment as 40'HC boxes are in short supply

- Lines are still blanking sailings to the USA due to the congestion and for them to get their schedules back to pro forma as many ships are still anchored outside the harbor in many ports in the USA
- There is no more capacity due to come into the market anytime soon from newbuilds

Ocean Freight Asia – South America (East Coast)

Capacity remains unchanged. Ocean Carriers are NOT adding new tonnage or capacity in the system.

SCFI to Santos Brazil (US\$/40ft)



Source: SCFI Week 27-2021

Alert: To guarantee space and equipment carriers are applying additional surcharges that are not part of the index rate aggregation and they can be a large amount.

Carriers have partially stopped accepting bookings for the time being in some origins

SCFI Levels Week 32-2021:

- Shanghai – Santos: USD 19,640/ FEU

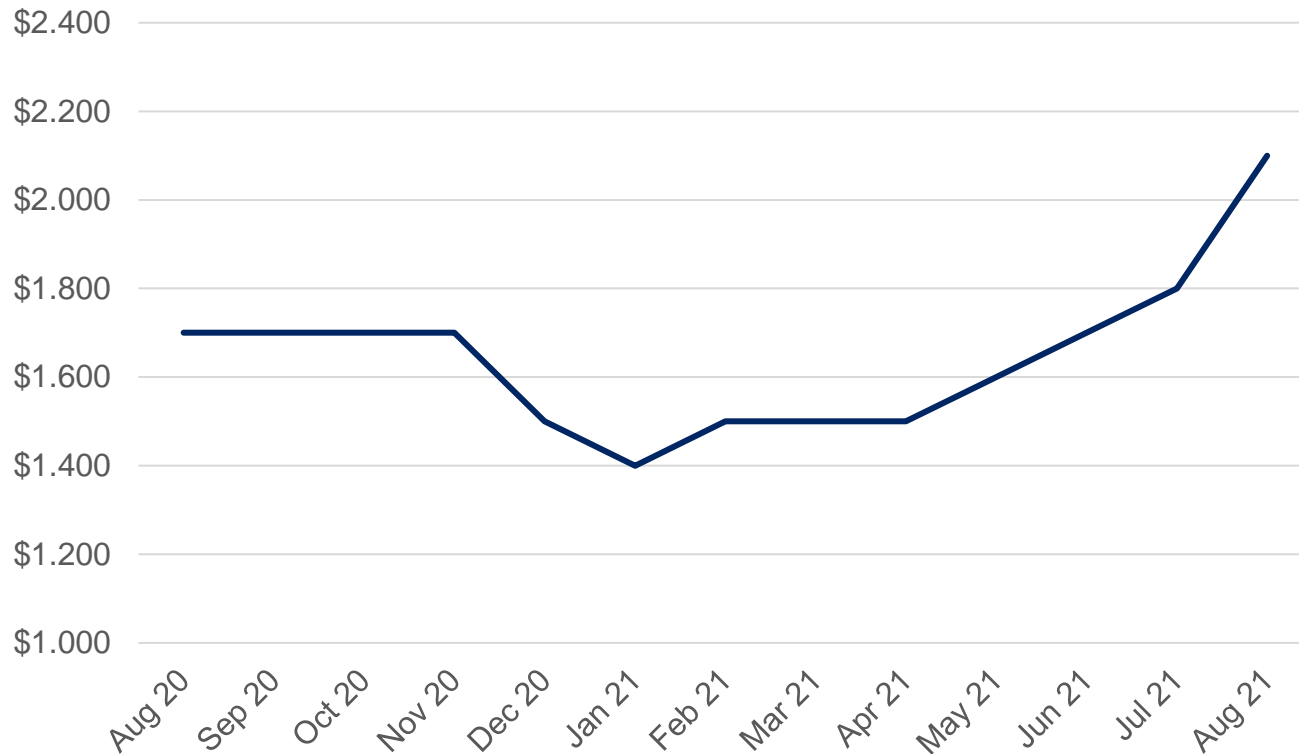
We recommend being open to any kind of equipment available, being 20, 40's Dry or HC and also to NOR (non-operating reefers)

- Ocean-Freight rates are GOING UP AGAIN.
- With Peak Season around the corner (Q3), we expect further pressure on the utilization levels. As capacity remains unchanged, and with an increasing demand.
- The ocean freight market is far from stable.
- As the Spot market (FAK) floats and follows demand, we are seeing rates at never seen levels

Ocean Freight Europe – Asia

Carriers are turning empty equipment around for repositioning back to the Far East where Transpacific Eastbound rates are higher

Drewry Rotterdam Shanghai (US\$/40ft)



Source: Drewry Week 27-2021

Alert: To guarantee space and equipment carriers are applying additional surcharges that are not part of the index rate aggregation and they can be a large amount. Carriers have partially stopped accepting bookings for the time being in some origins

Drewry Levels Week 32-2021:

- Rotterdam – Shanghai: USD 2,010/ FEU

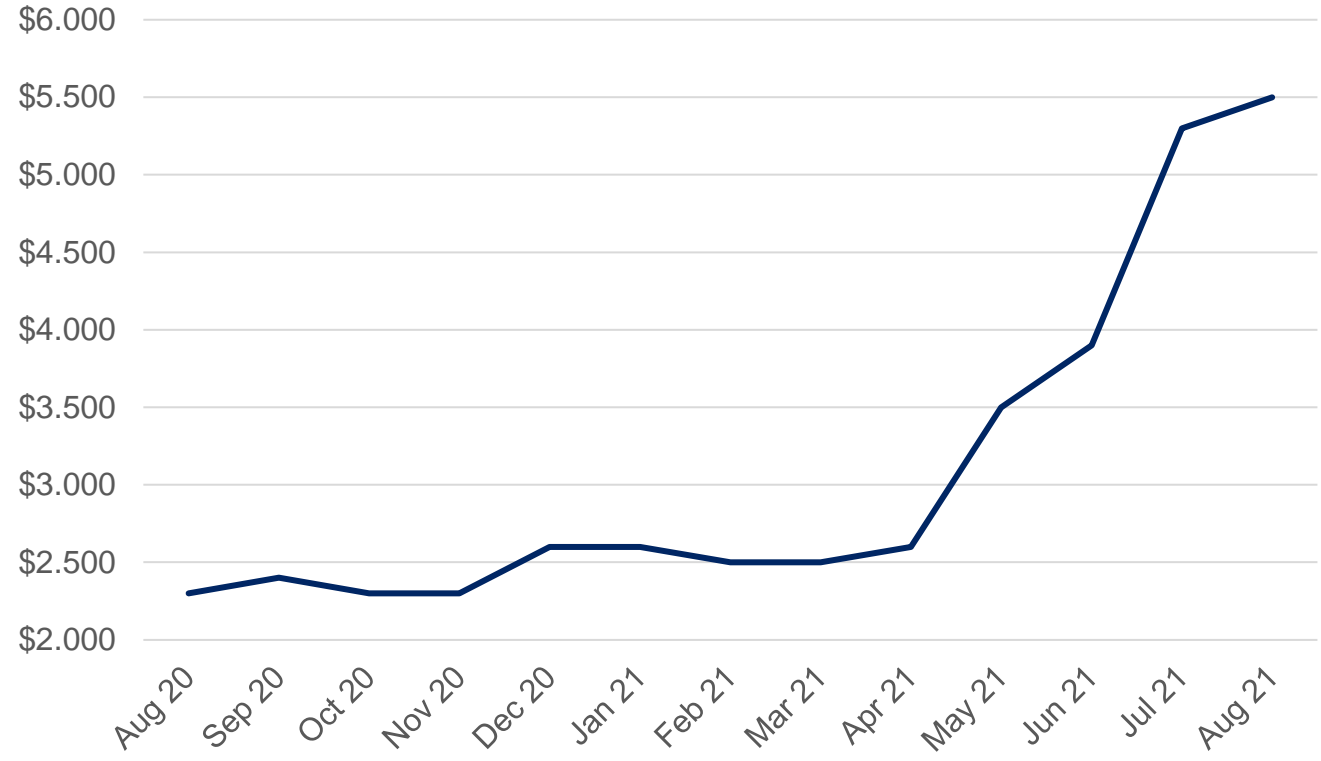
Transatlantic Trade seeing more blank sailings and vessel schedule timeliness issues

- Congestion (Port Facility) surcharge applicable for the Port of New York.
- Congestion surcharge in place by majority of Ocean Carriers for United Kingdom ports.
- Carriers are expected to push for additional increases as a result of on-going capacity constraints & equipment availability problems

Ocean Freight Europe – North America

Rates are increasing due to pressure of space and containers

Drewry Rotterdam New York (US\$/40ft)



Source: Drewry Week 32-2021

Alert: To guarantee space and equipment carriers are applying additional surcharges that are not part of the index rate aggregation and they can be a large amount. Carriers have partially stopped accepting bookings for the time being in some origins

Drewry Levels Week 32-2021:


- Rotterdam – New York: USD 5,525/ FEU

Bookings need to be placed 6-8 Weeks in advanced

- Carriers are turning empty equipment around for repositioning back to the Far East where Transpacific Eastbound rates are higher and more profitable. In some cases empty containers are moved without loaded cargo to expedite repositioning.
- Port concession is adding to the problem, situation is critical



Ocean freight market overview – Reaching all time high rates

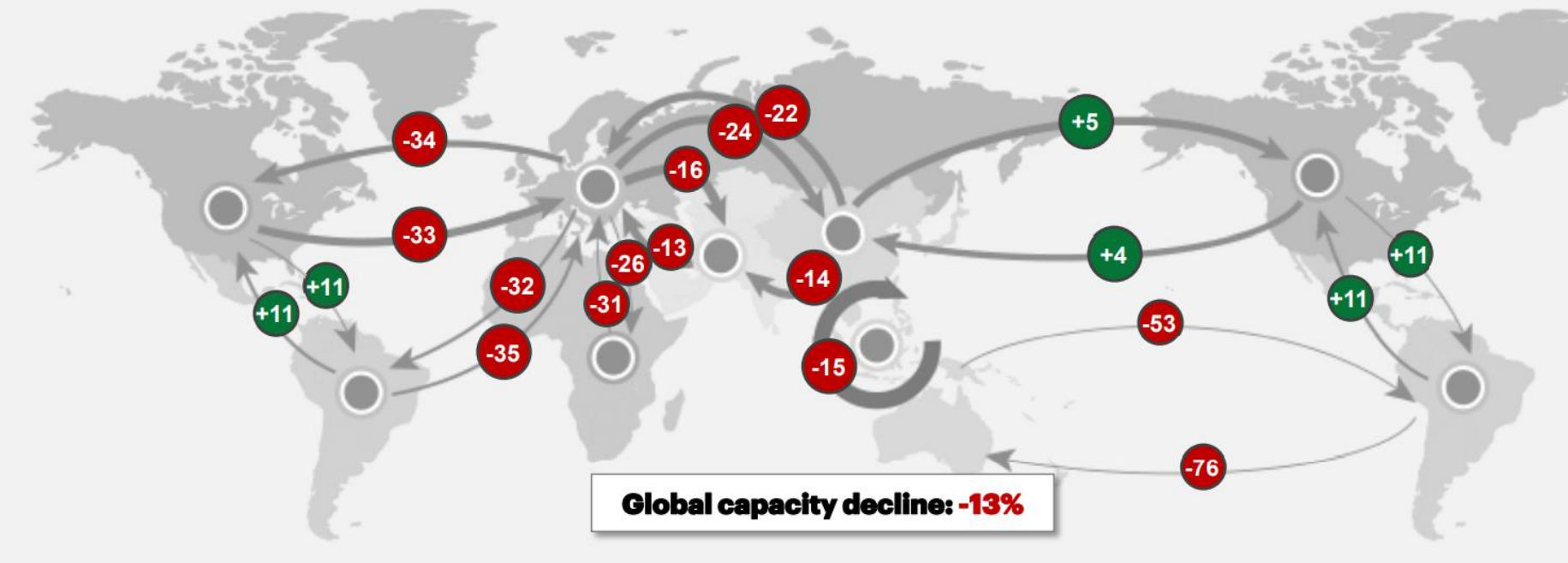
TRADE LANE	COMMENTS	RATES AND SPACE	
ASIA to Europe	<ul style="list-style-type: none"> Lack of Empty Equipment at most origin ports Spot Market rates are on a highest ever level. Demand is growing 	↑	
ASIA to NAM	<ul style="list-style-type: none"> Rates have increased again due to surcharges. Equipment shortage, getting critical in south Asia and south China More ships will anchor in Los Angeles and Oakland 	↑	
Europe to NAM	<ul style="list-style-type: none"> The need of equipment is affecting all trades globally Vessel are full and less capacity available Congestion (Port facility) surcharge for the port of New York applied by Ocean Carriers. This is applicable for all cargo to and from Europe 	↑	
Exports from India	<ul style="list-style-type: none"> Critical to the USWC and Canada. USWC particularly LA/LB is in the most demand and getting to Canada from ISC requires lengthy transshipments in the Medeteranian Space is only confirmed 15 days before departure 	↑	
ASIA to LATAM	<ul style="list-style-type: none"> Booking needs to be placed one month in advance ASIA to LATAM due to longer transit times needs to offset with higher rates Rates are increasing again due to higher demand 	↑	
INTRA ASIA	<ul style="list-style-type: none"> Port congestion at most of Asian ports Australian ports are still congested Average Intra asia rate level have increased due to lack of equipment 	↑	

Airfreight Update



Air cargo capacity was down 13% during 27 Jul – 9 Aug, compared to the same weeks in 2019

Total air cargo capacity growth, 27 Jul - 9 Aug 2021 vs same weeks 2019
% growth vs 2019



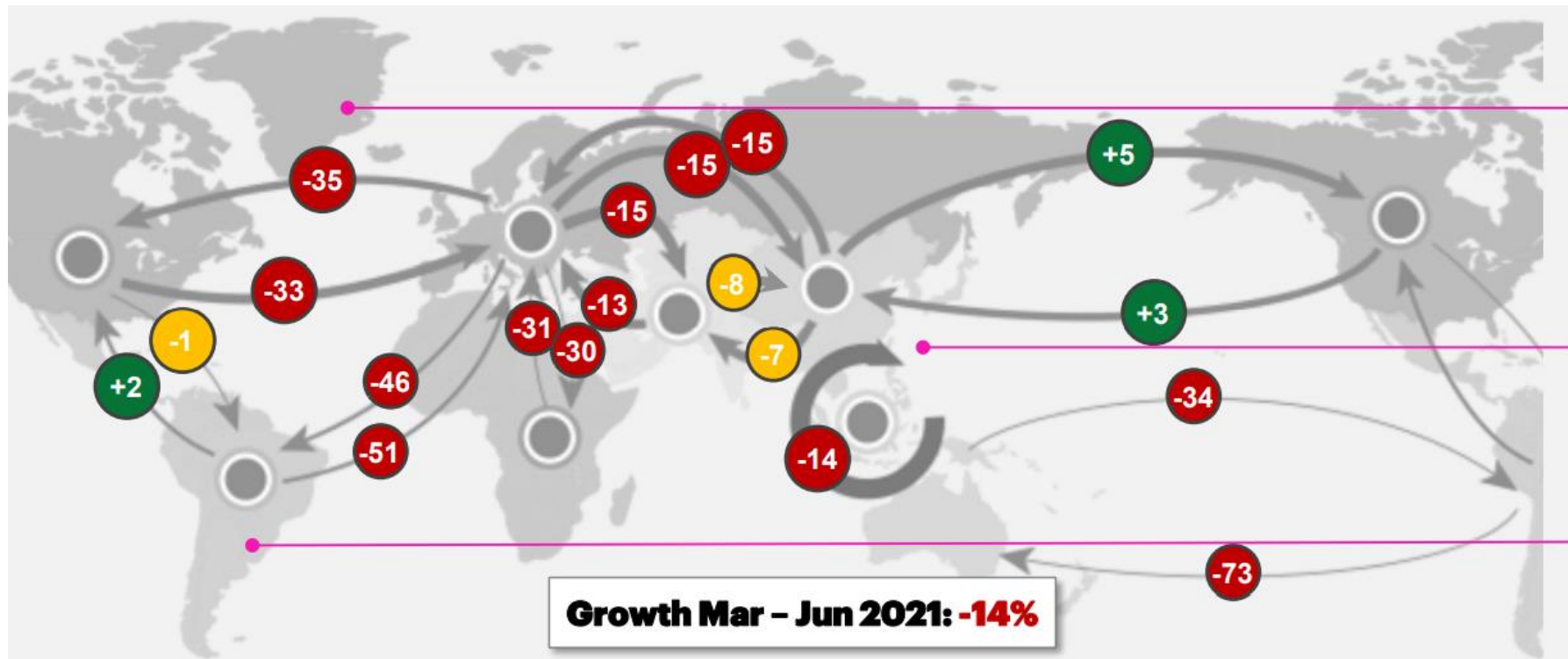
Transatlantic air cargo capacity does not show any signs of recovery and decline remains at -33%

Note: Direct flights only; all flows indicate region-to-region capacity; regions are indicated by color coding; all dates measured in UTC; 1) Total cargo capacity includes international widebody passenger and all freighter flights; Source: Seabury Cargo Capacity Tracking database, Seabury Cargo analysis (August 2021)

Q2 has shown a mixed recovery in air cargo capacity, with most trade lanes still well below pre pandemic levels

Air cargo demand growth for selected trade lanes, Apr - Jun 2021

% vs 2019



Transatlantic air trade is well below its pre-Covid-19 levels

Air trade outbound from **Asia Pacific** had the strongest growth rates to North America

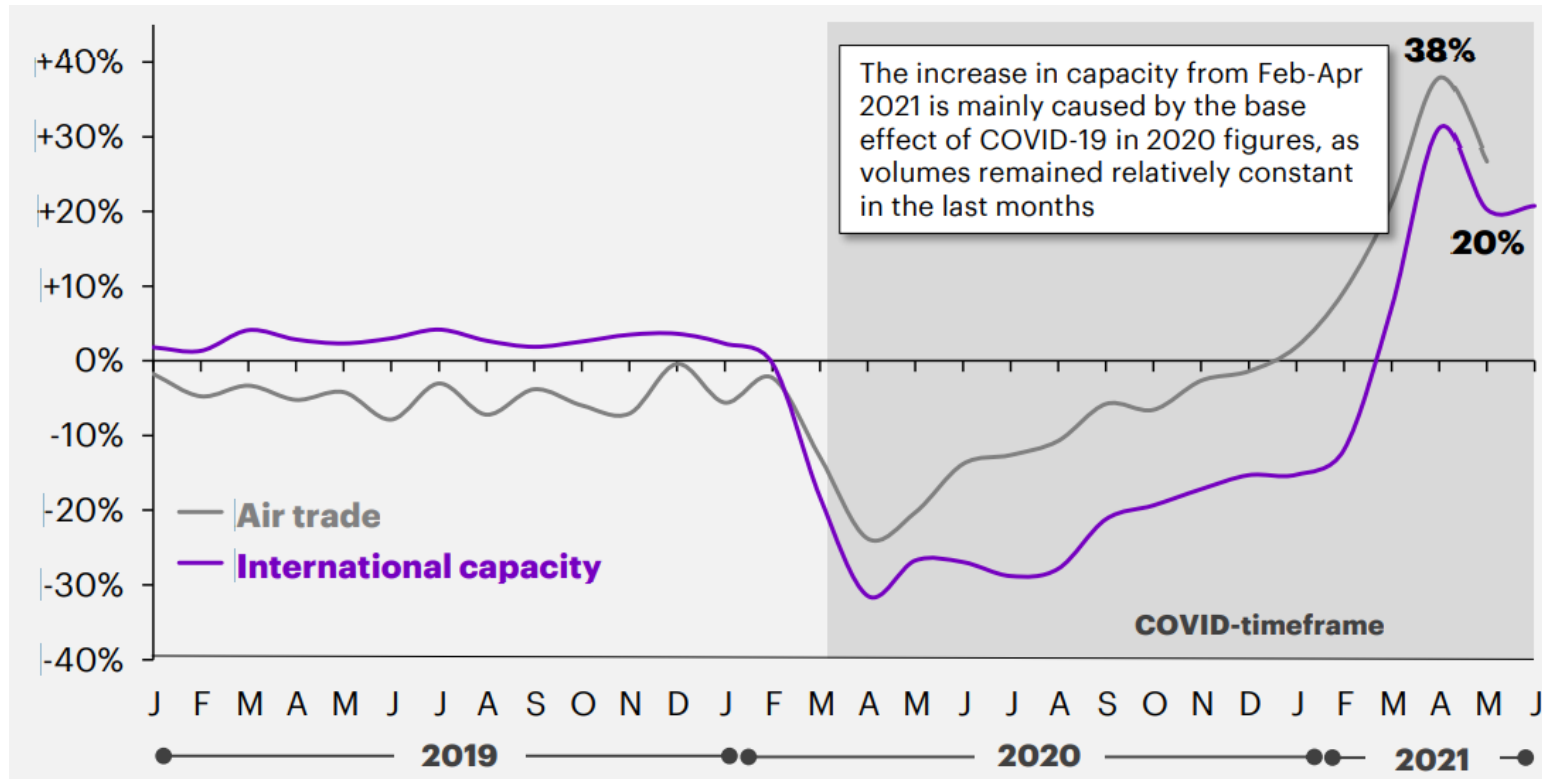
North America – Latin America is the second trade lanes with the largest improvement

Note: Direct flights only; all flows indicate region-to-region capacity; regions are indicated by color coding; all dates measured in UTC; 1) Total cargo capacity includes international widebody passenger and all freighter flights; Source: Seabury Cargo Capacity Tracking database, Seabury Cargo analysis (August 2021)

The air cargo market keeps recovering despite the slower increase in air cargo capacity

Monthly development of international air trade and capacity, Jan'19-Jun'21

Thousand tonnes per week



With available capacity still lagging demand, air cargo load factors have significantly increased

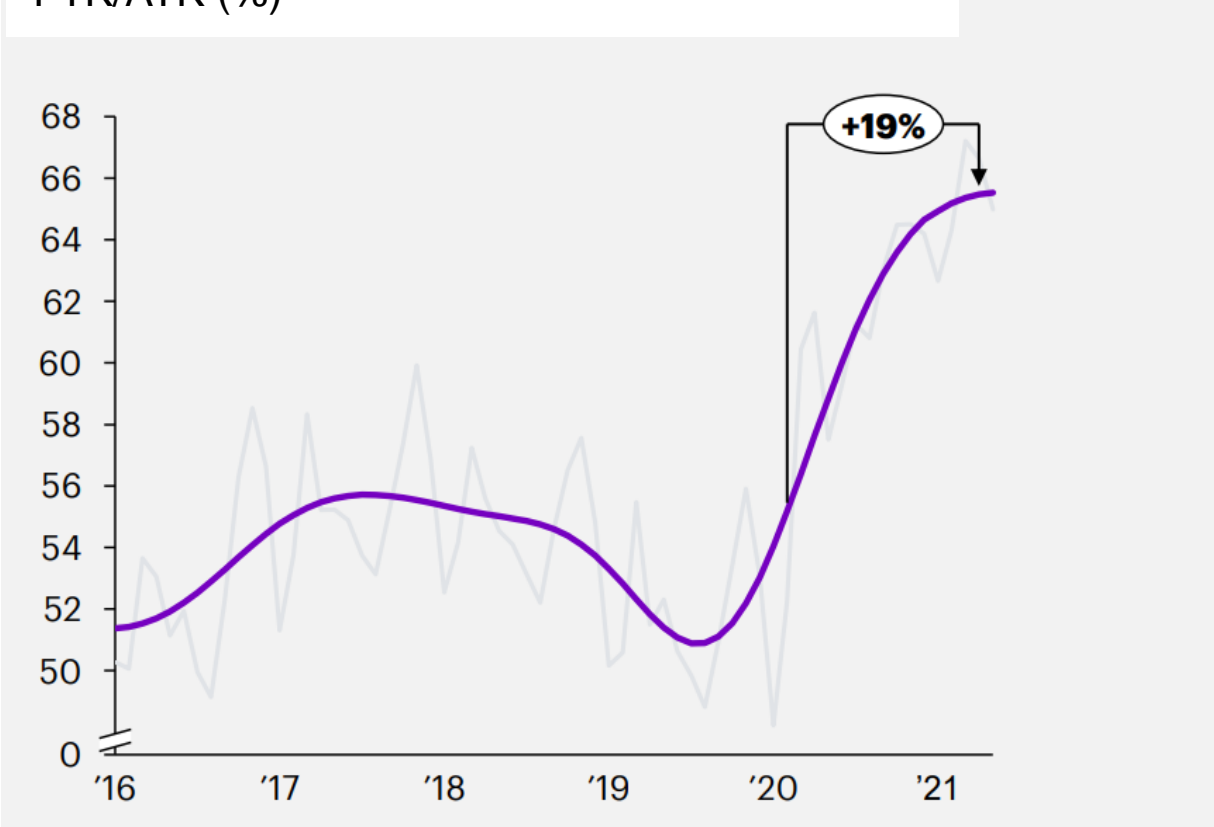
Besides reduced capacity, the increased proportion of freighter capacity (which usually operate higher load factors) has also contributed to the overall load factor increase

Load factors are usually measured on an FTK/ATK basis, while on this overview load factors refer to “tonnes trade over tonnes capacity”

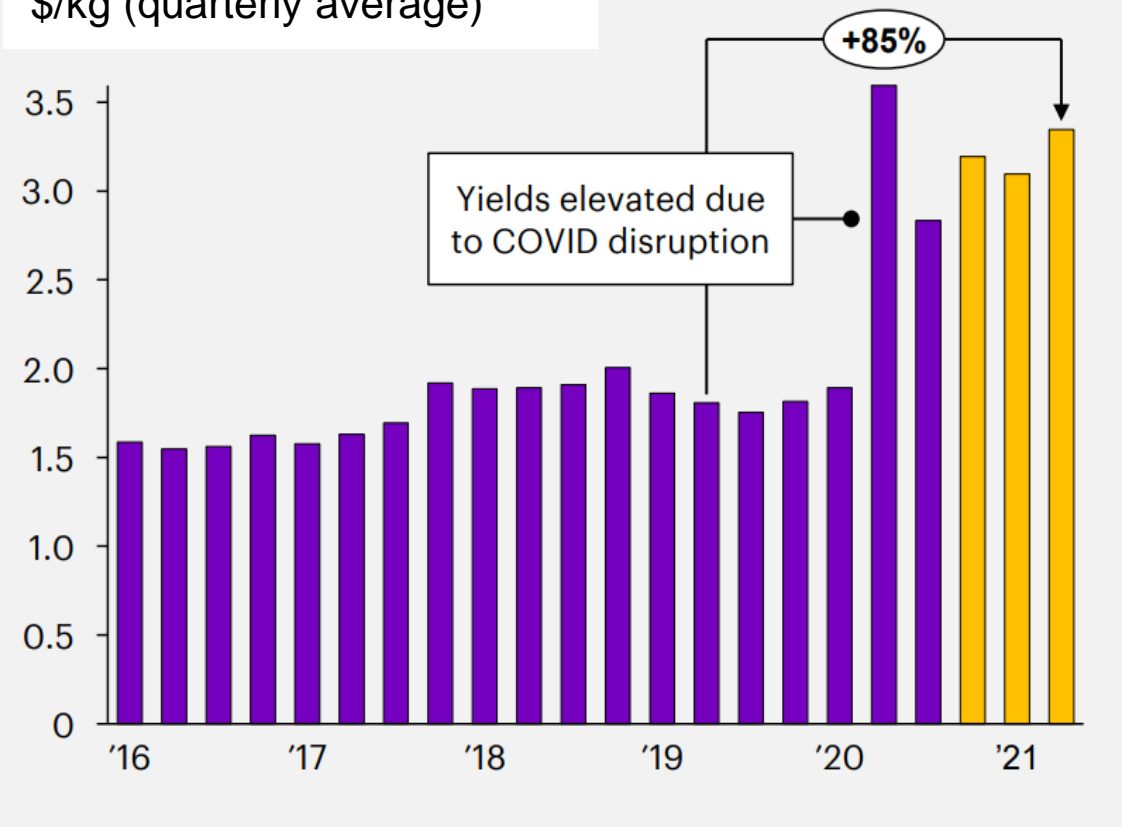
Note: International air trade and international (direct) leg capacity only; Capacity for all freighter aircraft and widebody belly aircraft only;
Source: Seabury Cargo Global Air Trade and Capacity Tracking databases, Seabury Consulting analysis (July 2021)

Load factors and yields remained at historically high levels in the last quarter

International load factor development
FTK/ATK (%)



Gross airline yields
\$/kg (quarterly average)



Load factors have increased ~20% since the beginning of the pandemic

Notes: Gross yields based on IATA cargo eChartbook (until October 2019), WACD yield data (until May 2021); FTK & ATK data based on IATA Carrier Tracker CTK and ACTK, respectively, till May 2021; Source: IATA eChartbook; IATA Monthly Traffic Results; IATA Air Freight Monthly Analysis; WorldACD website; Accenture analysis (July 2021)



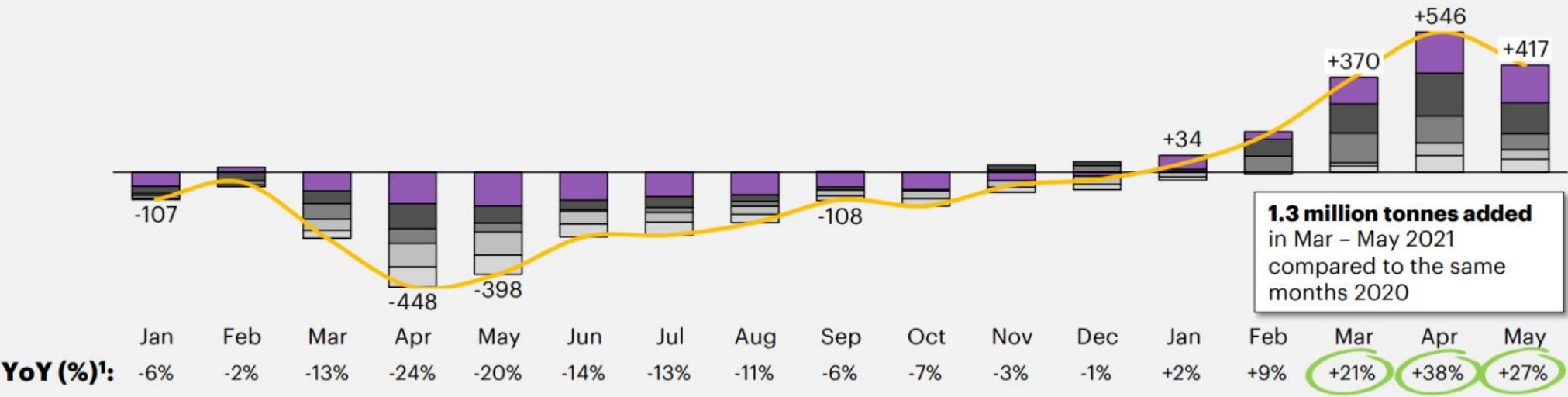
Air imports: Asia Pacific, North America and Europe show the strongest absolute recovery

Global air import change by region, Jan 2020 – May 2021

Thousand tonnes change

Destination region

- Asia Pacific
- Europe
- Other
- North America
- MESA
- Total




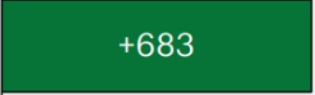







More than 1 million tonnes in air freight have been added in the last three months

1.3 million tonnes added in Mar – May 2021 compared to the same months 2020

Notes: Gross yields based on IATA cargo eChartbook (until October 2019), WACD yield data (until May 2021); FTK & ATK data based on IATA Carrier Tracker CTK and ACTK, respectively, till May 2021; Source: IATA eChartbook; IATA Monthly Traffic Results; IATA Air Freight Monthly Analysis; WorldACD website; Accenture analysis (July 2021)



Business-to-business products are now the main growth driver for air exports

Category	Air weight growth ¹ , Mar – May '21 x1000 tonnes, %	Main sub-industries/commodities	Main destinations
 Intermediate Goods (B2B)	 +683 +49%	Automotive parts (+165k), plastic & rubber consumables (+110k), semiconductors (+61k), machinery for industrial uses (+45k)	
 Final consumer Goods (B2C)	 +209 +31%	Consumer goods for personal consumption (+55), computers and laptops (+51k), clothing & accessories (+52k)	
 Perishables	 +200 +35%	Salmon (+30k), other fresh flowers (+27k), fresh roses (+23k), other fresh fish (+12k), Asparagus (+11k), fresh carnations (+9k)	

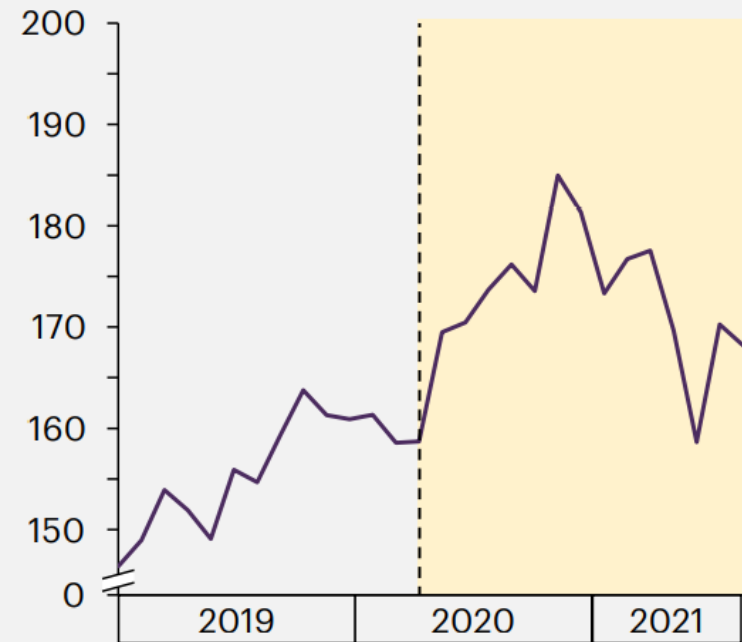
Most of the B2B growth is related to the automotive industry

Notes: 1) Comparing Mar – May 2021 vs same months last year
Source: Seabury Cargo Global Air Trade Database, Seabury Cargo analysis (July 2021)

Air value density has increased since the beginning of the pandemic, partially driven by a change in the industry mix

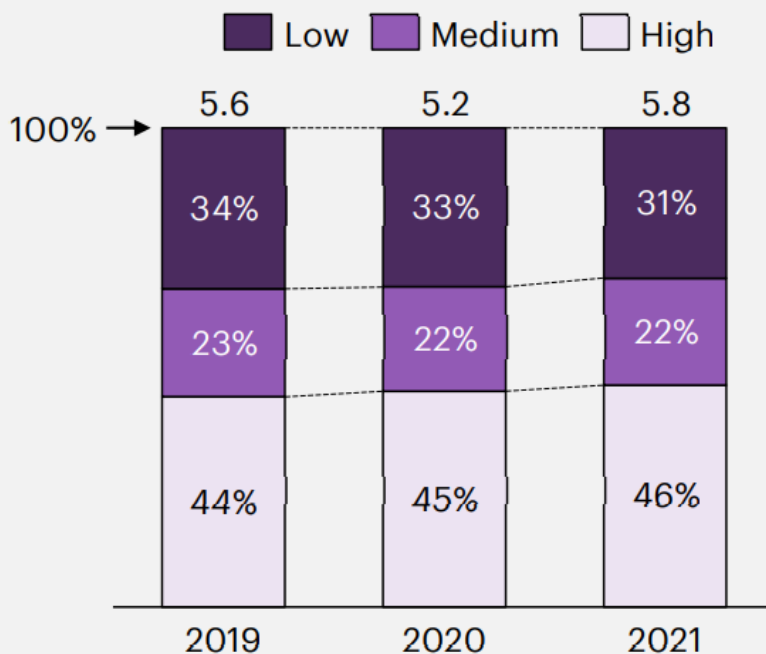
Average value density, 2019 – 2021 YTD

USD/kg



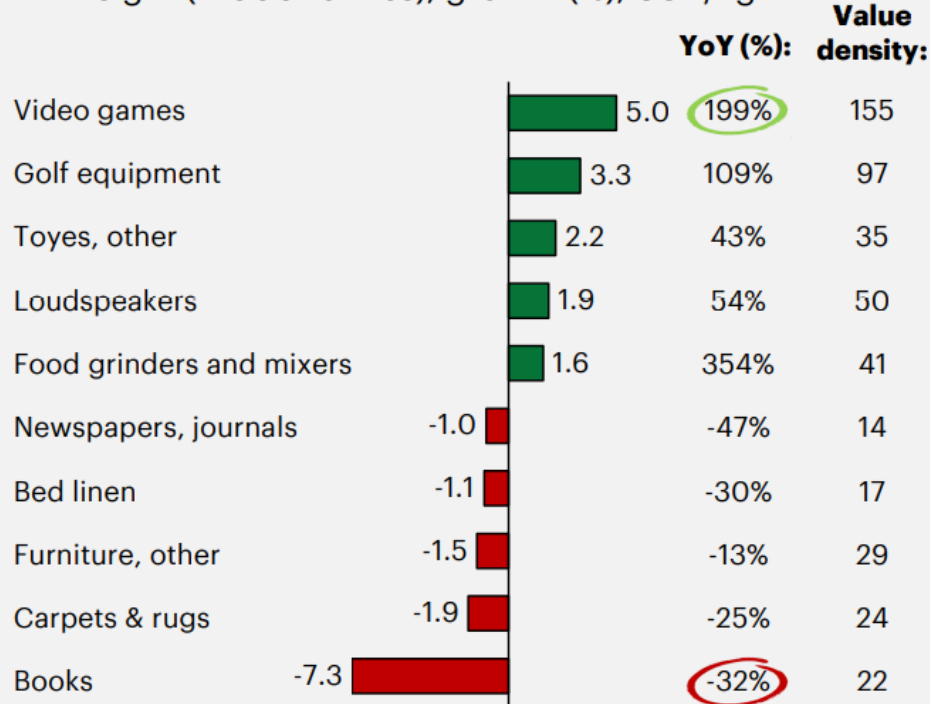
Industries by value classification¹

Share (%), million tonnes



Consumer goods industry growth

Air weight (x1000 tonnes), growth (%), USD/kg







Air exports of higher value density goods increased, while lower value goods have declined in the last months

Notes: 1) Low value goods defined as lower than 30 USD/kg, medium value as between 30 USD/kg and 100 USD/kg and high value as higher than 100 USD/kg
Source: Seabury Cargo Global Air Trade Database, Seabury Cargo analysis (July 2021)

Air freight market overview

Many shipper

TRADE LANE	COMMENTS	RATES AND SPACE	
Exports from China / Hong Kong	<ul style="list-style-type: none"> Due to covid-19 china policy, flight and cargo plane have been cancelled, rates have increased dramatically, in the beginning of peak season Demand is strong due to early peak season and ocean disruption on COvid 	↑	
Exports from JP, KR and South Asia	<ul style="list-style-type: none"> SE Asia sees demand increases in markets like Hanoi (HAN), while Covid lockdowns in Indonesia, Thailand, and Malaysia cool markets. Jakarta (JKT), where rates have soared as a result of the vast majority of capacity being suspended due to the Covid outbreak, is the most impacted origin. 	↑	
Exports from India/Bangladesh	<ul style="list-style-type: none"> Due to covid restrictions situation is critical on space, still more challenge for OCEAN than AIR. All airlines facing issues to get onward for US/Canada specially LAX is very difficult, average transit time 7-9 days 	↑	
Export from Europe	<ul style="list-style-type: none"> Another week continues where we see steady demand from all of the hubs in the EU. While Northern Europe ocean-port congestion continues, we will continue to see strong demand for air cargo. Be open to longer transit times and splitting bookings across multiple uplifts. 	→	
Exports from NAM	<ul style="list-style-type: none"> 100% screening for all airfreight cargo for U.S. exports is in effect as of July 1st, 2021! Ground Handlers report longer lines for cargo throughput for export, as screening takes more time than anticipated.. 	→	