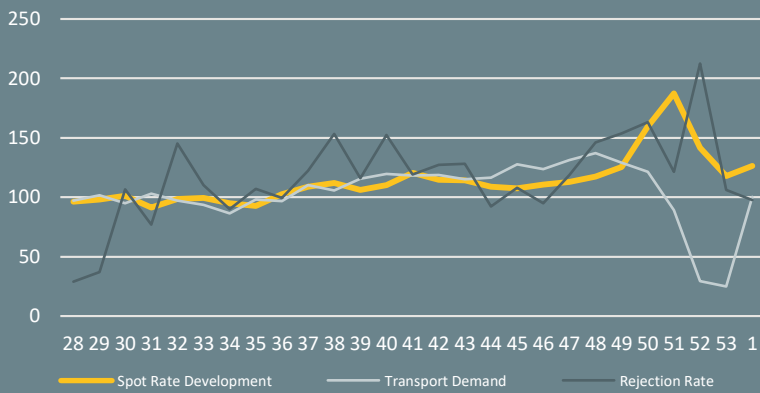


Weekly Brexit Market Monitor

Spot Rates | Transport Demand | Rejection Rate

DE - GB



Very strong bounce back in demand from Germany to Great Britain. It is now at the average level of Q3 which is not typical for CW 1. It seems that freight is moving but at higher price level – rejections of contracted freight went below the Q3 average, but spot rates are still significantly higher

+26%

CW 1 vs. Q3

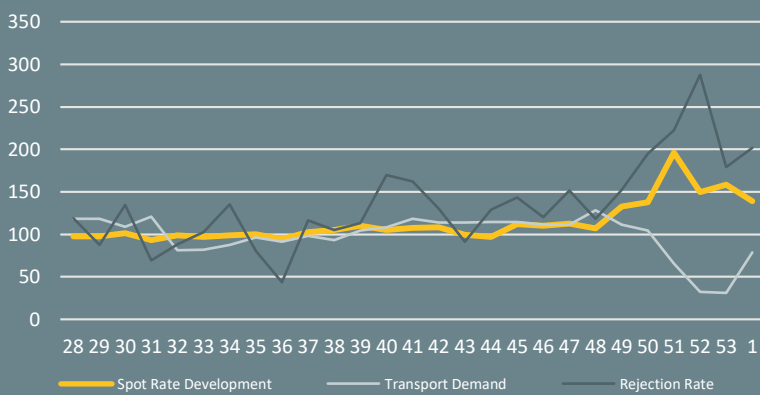
0%

CW 1 vs. Q3

-2%

CW 1 vs. Q3

FR - GB



+39%

CW 1 vs. Q3

-22%

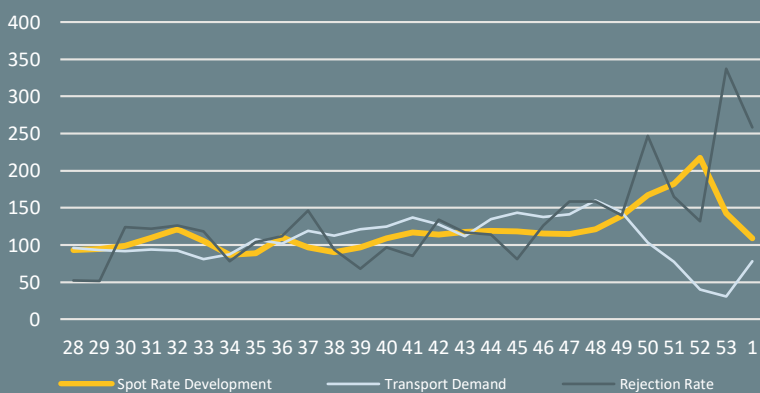
CW 1 vs. Q3

+102%

CW 1 vs. Q3

This lane is still heavily disrupted by multiple factors. However, there seems to be a trend of normalization. Demand in week 1 increased to 78% of the average Q3 level. Rejections are still double the average and spot rates are almost 40% higher. It will be interesting to see what the new equilibrium of spot rates will be.

IT - GB



+9%

CW 1 vs. Q3

-22%

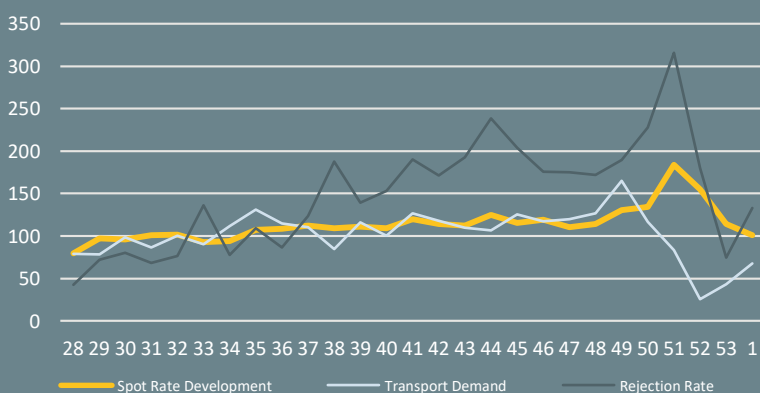
CW 1 vs. Q3

+158%

CW 1 vs. Q3

Volatility is the word that describes best the lane from Italy to Great Britain. Demand is coming back but is still below the Q3 average. The question is how much the stockpiling that happened in weeks 40-50 will impact this figure in the coming weeks. Rejections are still at very high level and spot rates are at +9%.

PL - GB



+1%

CW 1 vs. Q3

-32%

CW 1 vs. Q3

+33%

CW 1 vs. Q3

Continuous drop in demand influenced the rates. After the recent volatility, this lane starts having a rather usual seasonal pattern (rejection rate being the exception). Spot rates are pretty much the same as in Q3. It seems carriers are confident in the preparation of shippers for the new customs procedures.