HLS TRANSPACIFIC MARKET REPORT WK 41 UPDATED ON 10 11 2021

Dear all Partners,

Share below Trans-Pacific market news for your information.

Part I - Transpacific Rates Trend & Market information

All carriers have extended FAK rates till Oct 14, and some of them like CMA/HPL/YML will maintain the current rates till the end of month. Container spot rates from Asia to the US also ease back. The spot rates last week plunged $1,000 per FEU to USWC and more than $700 per FEU to USEC. The most affected routes are to LA/LB where so many new services and extra loaders go. The spot rates from China to LA/LB is around USD8,000 to USD9,000 per FEU. WHL has reduced Shenzhen- LGB/OAK/SEA spot rates from USD12,000 to USD9,500 per FEU. Those new carriers will be more difficult, they don't have Plan B and can't replace the cancel bookings with cleaning backlogs. Some forwarders were able to grab space at heavily discounted rates in last minute deals, which made the market chaotic during the holiday period. The rates to USEC and IPI have relatively modest adjustments as carriers have quite a lot backlogs to clear out in October. The evident adjustment may come in late October or early November.

Market volatility is always coming with policy factor. In addition to conventional production halt in Golden Week holiday, there was quite a lot booking cancellation due to China's power ration injunction. Due to electrical power shortages in China, manufacturers have been forced to cut back production over the past month. The curbs are expected to continue till the end of year. So we see the decline as a temporary reaction to a drop production but not a downward trend in freight rates. We will see some softening in the next few weeks but not a huge drop. We expect the space situation will ease in November and December, and then pick up from January 2022 for Chinese New Year peak season coming.

US intermodal rail traffic strain appears to soften a bit compared to last three months. We learn from carriers that the average rail dwell has fallen from 12 days to 8 days. This was probably thanks to railroads bringing additional yard capacity to increase storage availability as well as carriers working with customers to accelerate container pickup. Carriers have loosened the restrictions on IPI service, but bookings are still limited to some specific ramps. Apparently, the US import volume remains high and carriers still have huge backlogs to clear. The temporary relief is likely because the supply chain congestion slow the cargo movement. However, the cargo is there stuck on vessels at several ports. When ships are eventually get unloaded, the rail traffic may be overwhelmed again by the large number of containers.

With the pause of National holidays, the overall port congestion in China is improving. In Shanghai, the number of vessels at anchor has decreased from 84 to 35, with waiting time reduced as well. The equipment situation also got improved, but the demand is expected to pick up next week as golden week holiday ends.

New solution to supply chain disruption from Asian countries

The rates ex Asian countries incl. Vietnam, Malaysia, Thailand, Korea and also Taiwan, are thousands dollars higher than China mainland. Today the difference might be more significant. The spot rates ex China main ports are going down as volume drops with cut-back production (caused by power cuts). However, the surplus capacity can't be switched to Asian countries as many of them are not on the same string. With the economic recovery from Covid-19 lockdown in Malaysia and Vietnam, the production will resume and demand will further pick up.

The solution is using our feeder service to ship the containers to our Shenzhen/Shanghai hubs for trans-loading, and then take advantage of HLS resources to enjoy much reasonable rates and service from Shenzhen/Shanghai to the US. Even though there will be additional costs for feeder service and trans-loading service, the overall cost is still much cheaper than carrier's direct offer. Should you have any interests, please contact the HLS Asian origin office for more details.

China's Power Cuts orders bring further disruption to supply chain

China are short of coal. The power ration orders have spread to more provinces, including Guangdong, Jiangsu and Zhejiang provinces where a large number of manufacturing hubs locate. China main ports are also located within the affected provinces, including Yantian, Shekou, and Nansha, while Shanghai and Ningbo also process many of the container exports from the Jiangsu and Zhejiang. The curbs are expected to persist through the rest of the year as winter is coming, and the country need ensure the heating supply to people and homes in the cold, northern regions. The production capacity of energy-intensive industries will be limited during the peak season of power supply. With more factories resuming production and rising power after holiday, there might be strengthened measures to guarantee power supply.

The global demand for Chinese goods has been strong as supply from other Asian countries has been affected by the COVID-19 pandemic. The national governments have taken measures to increase coal supply, and asked the power plants to try their best to reduce power cuts. The reality is, though, that the countermeasures will not be easy and they will take time. For long term, Chinese governments still want to promote industrial transformation and new power replacement with wind and photovoltaic power.

Cosco Shipping launches expedited intermodal service from China to Chicago

CEN – Express weekly service (5 vessels x 4,250 TEUs)

Qingdao (T/T 14 days) – Shanghai (T/T 11 days) - Prince Rupert port, BC, Canada

British Columbia is known as Canada's Pacific Gateway, which makes Prince Rupert port as an alternative way into Chicago, Detroit and Tennessee. Cosco's ships will dock at DP World's terminal in Prince Rupert, from where the goods will be transferred to the connected Canadian National Railway line. While ships are currently waiting around nine days to get a berth at LA/LB, Cosco claims its intermodal solution can get containers to Chicago in just 19 days.

Part II - Transpacific Blank Sailing Summary

Congestions in Asia and the US have a considerable on the schedule reliability. Particularly for OCEAN Alliance carriers, they have launched strong blank and omission program. For both origin and destination ports, there could be omit calls for several weeks or change to call on a fortnightly basis.

Attached we prepare the summary of blank sailings, service suspension and semi-structural service adjustment (the second sheet).

Part III - Transpacific Space Situation

Current Space status in China from WK42 to WK44 :

Office	Space and Booking status		Blank Sailings in Aug			
	USWC	USEC	PSW	PNW	USEC	GULF
Shanghai	Space has been full till end of Oct, especially for LAX already full till Nov.	Space has been full till end of Oct, especially for SAV/NYC already full till Nov. Almost all carriers only accept premium bookings.	10	8	8	8
Ningbo	Space has been full till the mid of Nov. Some factory cancelled their bookings, due to power cut	Space has been full till the mid of Nov, almost all premium bookings. Some factory cancelled their bookings, due to power cut	10	7	6	8
Nanjing	Space has been full till late Nov. Only HMM can accept some IPI bookings under supreme rates. Power cut is still going on, many factory can't ship their cargo on time.	Space has been full till late Nov. Carriers has stop FAK bookings. Power cut is still going on, many factory can't ship their cargo on time.	/	/	/	/
Hong Kong	Space has been full till late Nov, YML only accept premium bookings to PNW.	Space has been full till late Nov.	4	5	3	5
Shenzhen	Space has been full till mid of Nov, premium space to PSW has some improvements. FAK is still difficult. Power cut influence are not big so far.	Space has been full till mid of Nov. Power cut influence are not big so far.	6	6	6	4
Nansha	Space has been full till mid of Nov, especially for PNW. Power cut is still going on, some factory extend their shipping plan	Space has been full till mid of Nov. Power cut is still going on, some factory extend their shipping plan	3	2	0	0
Xiamen	Space has been full till mid of Nov, MSC can accept tiny IPI booking under FAK rates, other carriers still premium rates only. Some factory extend their shipping plan, due to power cut	Space has been full till mid of Nov, some factory extend their shipping plan, due to power cut	4	3	1	3
Fuzhou	Space has been full till end of Oct. Only LAX base port has loosen up a	Space has been full till end of Oct. some factory start to cancel bookings, due to power cut	/	/	/	/

	little bit, other destinations are still difficult					
Qingdao	Space has been full till late Nov. Only MSC can accept some IPI bookings under FAK rates. Bookings has decline a little bit, due to power cut.	Space has been full till late Nov, carriers accept premium only. Bookings has decline a little bit, due to power cut.	7	2	5	0
Tianjin	Space has been full till end of Oct, PSW space has some improvements. Some factory extend their shipping plan, due to power cut.	Space has been full till end of Oct, carriers accept premium only. Some factory extend their shipping plan, due to power cut.	1	0	0	0
Dalian	Space has been full till end of Oct. Bookings has decline, due to power cut.	Space has been full till end of Oct. Bookings has decline due to power cut.	/	/	/	/
Taiwan	Space has been full till the end of Oct.	Space has been full till end of Oct.	4	4	3	1

Current Space status in S.E Asia & Korea from WK40 to WK45 :

Here is an updated booking status of Vietnam, Malaysia, Thailand, Indonesia, Cambodia, Korea and Philippines.

Vietnam:

YML

HPH: released premium only, subject to roll

HCM: released with ratio FAK/premium 50:50, subject to roll

MSC

USWC: released with ratio FAK/DT 50:50

USEC: Tampa/Houston: just released DT only

WHL

LGB: can accept ratio 2:1 for Premium/FAK from HCM

OAK/SEA: 100% premium

Principle	Week 42		Week 43		Week 44		Week 45		Week 46	
	17/Oct-23/Oct		24/Oct-30/Oct		31/Oct-06/Nov		07/Nov-13/Nov		14/Nov-20/N	
	WC	EC	WC	EC	WC	EC	WC	EC	WC	E
ONE	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT	TIGHT	TIGHT	TIG
ZIM	FULL	FULL	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT	TIG
COSCO	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT	TIGHT	TIGHT	TIG
HAPAGLLOYD	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT	TIGHT	TIGHT	TIG
HMM	FULL	FULL	FULL	FULL	FULL	TIGHT	FULL	TIGHT	TIGHT	TIG
YANGMING	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT	TIGHT	TIGHT	TIG
CMACGM	FULL	FULL	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT	TIG
MSC	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT	TIGHT	TIGHT	TIG
WANHAI	FULL	TIGHT	FULL	TIGHT	TIGHT	TIGHT	TIGHT	TIGHT	TIGHT	TIG
OOCL	FULL	FULL	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT	TIG
MAERSK	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FULL	TIGHT	TIG
EVERGREEN	FULL	FULL	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT	TIG

Malaysia:

More plants have reopen since OCT under strict SOP as daily Covid cases are still reported high in Malaysia. Space is getting critical due to increasing blank sailing, and the market foresee continuous tight till end of the year. Need advance booking 4-6 weeks.

CMA – Serious container shortage situation in MY

Principle	Week 42		Week 43		Week 44		Week 45	
	17/Oct-23/Oct		24/Oct-30/Oct		31/Oct-06/Nov		07/Nov-13/N	
	WC	EC	WC	EC	WC	EC	WC	E
ONE	Full	Full	Full	Full	Full	Full	Full	Ti
ZIM	Full	Full	Full	Full	Full	Full	Tight	Ti
COSCO	Full	Full	Full	Full	Full	Full	Tight	Ti
HAPAGLLOYD	Full	Full	Full	Full	Full	Full	Full	Ti
HMM	Full	Full	Full	Full	Full	Full	Full	Ti
YANGMING	Full	Full	Full	Full	Full	Full	Full	Ti
CMACGM	Full	Full	Full	Full	Full	Full	Tight	Ti
MSC	Full	Full	Full	Full	Full	Full	Tight	Ti
OOCL	Full	Full	Full	Full	Full	Full	Tight	F
MAERSK	Full	Full	Full	Full	Full	Full	Full	F
EVERGREEN	Full	Full	Full	Full	Full	Full	Full	Ti

Thailand:

Mostly carriers can offer premium only but still subject to space availability. **Need 4-6 weeks to arrange booking in advance.**

ONE/CMA/Cosco/ZIM only release space within our allocation.
MSC release all space under premium only.

ZIM Space to USEC is open by channel EZ spot quote.
Equipment situation : All carrier equipment is tight. 40HC is very short for CMA/ONE/Cosco. Limit CY date only 7 days before ETD. Not allowed to pick up container in advance even we agree to pay Detention charge.

Principle	Week 42		Week 43		Week 44		Week 45	
	17/Oct-23/Oct		24/Oct-30/Oct		31/Oct-06/Nov		07/Nov-13/N	
	WC	EC	WC	EC	WC	EC	WC	
ONE	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
ZIM	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
COSCO	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
HAPAGLLOYD	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
HMM	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
YANGMING	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
CMACGM	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
MAERSK	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
EVERGREEN	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F

Indonesia:

Most of carriers already stop receiving booking to USWC until further notice.

Principle	Week 42		Week 43		Week 44		Week 45	
	17/Oct-23/Oct		24/Oct-30/Oct		31/Oct-06/Nov		07/Nov-13/No	
	WC	EC	WC	EC	WC	EC	WC	E
ONE	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FU
ZIM	-	FULL	-	FULL	-	FULL	-	FU
COSCO	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FU
HAPAGLLOYD	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FU
HMM	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FU
YANGMING	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FU
CMACGM	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FU
MSC	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FU
OOCL	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FU
MAERSK	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FU
EVERGREEN	FULL	FULL	FULL	FULL	FULL	FULL	FULL	FU

Korea:

All carriers equipment status is still tight at Busan where we see heavy port congestion with a delay of 7-8 days.

Blank sailing :

W40 (GME2/PEX3/PEX3/GCC1: TBA, EC1 : TBA, EC6: ONE MODERN 058E, PN4: HYUNDAI BRAVE 097E, TP1/Maple/USAS5/ZP8:TBA)

W41 (AWE2/Manhattan Bridge/NUE2/ECX2:TBA, TP8/Orient/UPAS1/PS1:TBA, TP18/Lone Star/ASUS4/ZGC:TBA)

W42 (TP88/Pelican/ASUS6/ZGX : TBA)

Principle	Week 42		Week 43		Week 44		Week 45	
	17/Oct-23/Oct		24/Oct-30/Oct		31/Oct-06/Nov		07/Nov-13/N	
	WC	EC	WC	EC	WC	EC	WC	
ONE	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
CMACGM	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
ZIM	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
COSCO	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
HAPAGLLOYD	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
HAMSUD	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
HMM	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
YANGMING	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
MSC	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
OOCL	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
MAERSK	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F
EVERGREEN	FULL	FULL	FULL	FULL	FULL	FULL	FULL	F

India:

- Overall space to EC/WC & Gulf is very full. Mostly carrier can offer premium but still subject to space availability.
- Major Carriers HPL / CMA / MSC / ONE / COSCO / MSK are not releasing space, even on PREMIUM.
- Need at least 4-5 weeks to arrange booking in advance.

Principle	Week 42		Week 43		Week 44		Week 4	
	17/Oct-23/Oct		24/Oct-30/Oct		31/Oct-06/Nov		07/Nov-13	
	WC	EC	WC	EC	WC	EC	WC	
ONE	FULL	FULL	FULL	FULL	FULL	FULL	FULL	
COSCO	FULL	FULL	FULL	FULL	FULL	FULL	FULL	
HAPAGLLOYD	FULL	FULL	FULL	FULL	FULL	FULL	FULL	
CMACGM	FULL	FULL	FULL	FULL	FULL	FULL	FULL	
MSC	FULL	FULL	FULL	FULL	FULL	FULL	FULL	
OOCL	FULL	FULL	FULL	FULL	FULL	FULL	FULL	
MAERSK	FULL	FULL	FULL	FULL	FULL	FULL	FULL	

Cambodia :

- All sailings have been over booked from week 42 to week 47. A lot of bookings are pending for space.
- Cosco/OOCL/CMA/ZIM are short of equipment specially for 40'GP & 40'HC. WHL are short of 40'GP
- WANHAI can support more space to USEC from ETD 18-OCT onward. HMM can support us a few space only.

Principle	Week 42		Week 43		Week 44		Week
	17/Oct-23/Oct		24/Oct-30/Oct		31/Oct-06/Nov		07/Nov-1
	WC	EC	WC	EC	WC	EC	WC
ONE	FULL	FULL	FULL	FULL	FULL	FULL	FULL
CMACGM	FULL	FULL	FULL	FULL	FULL	FULL	FULL
ZIM	-	FULL	-	FULL	-	FULL	-
COSCO	FULL	FULL	FULL	FULL	FULL	FULL	FULL
HAPAGLLOYD	FULL	FULL	FULL	FULL	FULL	FULL	FULL
HMM	FULL	FULL	FULL	FULL	FULL	FULL	FULL
YANGMING	FULL	FULL	FULL	FULL	FULL	FULL	FULL
MSC	FULL	FULL	FULL	FULL	FULL	FULL	FULL
WANHAI	FULL	-	TIGHT	-	TIGHT	-	TIGHT
OOCL	FULL	FULL	FULL	FULL	FULL	FULL	FULL
MAERSK	FULL	FULL	FULL	FULL	FULL	FULL	FULL
EVERGREEN	FULL	FULL	FULL	FULL	FULL	FULL	FULL

Philippines:

Feeder vessels have heavy delay and can't connect with planned MV/V.

Principle	Week 42		Week 43		Week 44		Weel
	17/Oct-23/Oct		24/Oct-30/Oct		31/Oct-06/Nov		07/Nov-
	WC	EC	WC	EC	WC	EC	WC
ONE	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT
CMACGM	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT
ZIM	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT
COSCO	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT
HAPAGLLOYD	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT
HMM	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT

YANGMING	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT
MSC	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT
WANHAI	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT
OOCL	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT
MAERSK	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT
EVERGREEN	FULL	FULL	FULL	FULL	TIGHT	TIGHT	TIGHT

Part IV - Equipment situation

Origin	20GP	40GP	40HC
Shanghai	Normal	CMA shortage	CMA shortage
Ningbo	Normal	Normal	CMA is tight
Yangzi River Origin	Normal	Normal	HMM shortage
Fujian Province	Normal	FZ: CMA/MSC is tight XM: MSC shortage	FZ: CMA/MSC is tight
Shenzhen	Normal	CMA/MSK/ZIM is tight	CMA/MSK/ZIM is tight
Hong Kong	Normal	Normal	Normal
Nansha	Normal	MSC/CMA shortage	COSCO/HMM/HSD/YML/OOCL/CMA shortage
Qingdao	CMA shortage	MSC/CMA shortage	YML/CMA/ONE shortage
Tianjin	Normal	CMA shortage	CMA shortage
Dalian	Normal	Normal	Normal
Taiwan	MSC/ZIM shortage	MSC/ZIM shortage	MSC/ZIM shortage
Vietnam	HCM: Normal	HCM: Normal	HCM: Normal
	HPH: Normal	HPH: MSC/HPL shortage	HPH: MSC/HPL shortage
Thailand	All carrier equipment is tight. Limit CY gate-in date only 7 days before ETD. Not allowed to pick up container in adva **shortage for CMA,ONE & COSCO**		
Malaysia	CMA/YML shortage	CMA, YML, HMM, ZIM, MSK, EMC, Cosco & HPL have shortage at all ports of Por Klang/Penang/Pasir Gudang/TPP.	
Indonesia	Normal	Normal	Normal
Korea	All carriers/All types equipment status is very tight, need to check case b		
Cambodia	Normal	CMA/WHL/COSCO/OOCL/ZIM SHORTAGE	CMA/COSCO/OOCL/ZIM SHORTAGE
Philippines	COSCO Shortage	COSCO Shortage	CMA/MSC/YML/ZIM Shortage
India	TIGHT	TIGHT	TIGHT

Part V - HLS Asian Offices Status Update on Week 39

Country	Hong Kong	China	Taiwan	Korea	Cambodia	Phi
HLS Offices Status	**Normal**	**Normal**	**Normal**	**Partial WFH until 15 Oct 2021**	**Normal**	**WF 20 C**
Government Policy	1) 21 days community quarantine of immigration by Government guidance. 2) Relax Social restriction , except of office, home , public transportation	Strict policy on immigration.	Strict policy on immigration.	1) 14 days quarantine of immigration 2) Government decided to reinforce social distance all over the country due to cases increase in Korea. Government implements the social distancing level to the highest level (max two people can meet after 6.p.m. in public. 3) All types of events are prohibited, while only relatives can attend weddings and funerals.	1) The Covid situation is better now in Cambodia and expect government will allow to operate school, restaurant & others biz as normal from Oct 01, 2021 2)All visitors into Cambodia, required for quarantine 14 days	1) GCQ categor then EC from 8/ 2) Metr under lo except f authoriz such as deliveri
Sea Transportation	Normal but less capacity	Normal but less capacity	Space n Equipment shortage seriously	Normal but less capacity	Most of carriers are having equipment shortage almost all sizes. All booking had been waiting week by week for equipment & space.	2-3 days for feed MVSL sp lacking Philippi Equipm is lackin for 40D. equipm stable s

Sea Terminals	Serious port congestion	Serious port congestion	Normal	Normal	Normal	Feeders customs both co to conge Manila p
Air Transportation	Limited Flights	Limited Flights	Limited Flights	Limited Flights	Air space is very tight. Some airlines need clear their space backlog	Flight re continu commer resume and Clar limited i due to p aircraft operatio Other in gateway except f
Domestics Transportation	Normal except Cross Border between Hong Kong and Shenzhen will be delay	Normal except Cross Border between Hong Kong, Shenzhen , Guangzhou will be delay	Normal	Normal	Normal	Require Long qu empty C slow em
Trucks / Driver	Normal except drivers require permit for cross border between Shenzhen & Hong Kong	Normal except Cross Border between Hong Kong, Shenzhen , Guangzhou will be delay	Normal	Normal	Normal	Travel re die to lo New Co variant i threaten city trav with aut personn

Part VI - Holidays Notices (in November 2021)

Hong Kong Office - Public Holidays
November 2021 - No Public Holiday in Hong Kong
China Branch Office - Public Holidays
November 2021 - No Public Holiday in China
Taiwan Branch Office - Public Holidays
November 2021 - No Public Holiday in Taiwan
Malaysia Branch Office - Public Holidays
Deepavali : 4 November, 2021(Thursday)
Vietnam Branch Office - Public Holidays

November 2021 - No Public Holiday in Vietnam

Thailand Branch Office - Public Holidays

November 2021 - No Public Holiday in Thailand

Indonesia Branch Office - Public Holidays

November 2021 - No Public Holiday in Indonesia

Korea Branch Office - Public Holidays

November 2021 - No Public Holiday in Korea

India Branch Office - Public Holidays

Deepawali/Diwali : 4 November, 2021 (Thursday)

Guru Nanak Jayanti : 19 November, 2021 (Friday)

Cambodia Branch Office - Public Holidays

Independence Day : 9 November, 2021 (Tuesday)

Water Festival Ceremony : 18 - 20 November, 2021 (Thursday to Saturday)

LA Office - Public Holidays

Veterans Day : 11 November, 2021 (Thursday)

Thanksgiving Day : 25 November, 2021 (Friday)

Philippines Branch Office - Public Holidays

All Saints Days : 1 November, 2021 (Monday)

All Souls Day : 2 November, 2021 (Tuesday)

Bonifacio Day : 30 November 2021 (Tuesday)

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Please feel free to send your feedback, comments and questions to us.