

# The embargo causes container congestion at the port, and ginger and garlic are resold in large quantities around the Netherlands

## Detail Introduction :

Usually, most of China's agricultural products exported to Eastern Europe and Russia are transshipped to the destination port through Dutch, German or Turkish ports. The recent situation has had a considerable impact on Chinese exporters. The resale volume near the port is large, resulting in lower and lower prices and fierce market competition.



In an interview with Global Fruit and Vegetable Network, Manager Zhang introduced the recent shipments of goods exported to Eastern Europe and Russia. "Recently, some of our containers arrived at the port of Rotterdam, which should have been transferred to the port of St. Petersburg by the shipping company. However, due to trade restrictions, the local port prohibited the continued delivery of these goods to Russia, and this batch of goods can only be stacked at the port for the time being. On the other hand, it is reported that the port of Rotterdam is already full of containers from all over the world, in the same situation waiting for transshipment.

"Not only our company, but also domestic trading companies exporting ginger, garlic and other agricultural and sideline products to Eastern Europe and Russia are facing the same dilemma. Many exporters hope to find merchants in countries near the transshipment port to digest the goods accumulated in the port. As a result, the resale volume in the surrounding areas of the Netherlands is relatively large recently, and there has been a phenomenon of mutual bargaining, and the price is getting lower and lower.

The ex-factory prices of ginger and garlic also showed a downward trend. "In addition to the transportation problem, the exchange rate of the ruble has recently depreciated seriously, which has a great impact on the Russian side's import settlement." Manager Zhang said.

"In addition to the goods sent to Russia, the goods exported to Ukraine are more affected. Because the port of Odessa was closed after the war, the shipping company had to find a nearby port to unload the goods, such as the port of Turkey. The resale of goods is a big challenge for exporters.