

NEWSLETTER



Article 1: Tariff war| After China and the United States cut tariffs each other, merchants stepped up production, container bookings nearly tripled, and port scheduling was busy

Article 2: New classification required for logistics activities from 2025

Article 3: Logistics firm eyes e-commerce expansion in Nigeria

Article 4: Temu to stop selling goods from China directly to US customers

Article 5: DAB hosts talk on strengthening HK's logistics role



Tariff war|

**After China and the United States
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After China and the United States sharply lowered each other's tariffs, orders from the two countries have resumed one after another, manufacturers have worked overtime to produce and ship, and the number of container bookings to the United States has nearly tripled. The Washington Post revealed that Treasury Secretary Bessant and other aides told Trump that if he did not lower tariffs on China, it would endanger his supporters, and finally persuaded him to change his mind and start negotiations with China.

After China and the United States lowered tariffs each other, American customers re-placed orders in the Chinese market, hoping to ship goods quickly, but some merchants in Yiwu, Zhejiang Province said that it was not easy.

Hu Chunxia, the operator of Yiwu International Trade City: "He asked me how much I still had in that order, and I said that I had sold all your goods, and we just happened to have a customer from the Middle East and Greece."

There are also underwear manufacturers who work overtime to produce and ship 100 million yuan of goods within 90 days of suspending further tariffs.

Wang Jinwei, chairman of Zhejiang Tianpai Knitting Company: "At present, we can leave a lot of goods, and orders continue to be inquired, saying when the orders in the next three quarters will be shipped."

Foreign trade enterprises have stepped up shipments, responsible for more than a quarter of the country's exports to the United States, Shenzhen Yantian Port, on Wednesday there were five cargo ships to the United States, a number of shipping companies want to urgently coordinate berths docking, Yantian Port scheduling is very busy.

The data shows that the number of container bookings placed by the United States from China to the United States has soared nearly threefold. Freight rates naturally rose sharply, and some shipping companies charged \$6,000 for a standard container in early June, compared with only \$2,500 before. Earlier, the U.S. line ships changed their routes to Europe, etc., and now they have to adjust back, and it is expected that the freight rate will fall back in two weeks.

New classification required for logistics activities from 2025

A new concept has been added to the regulation on the network of regulated parks: from 1 January 2025, certain companies will only be able to carry out logistics activities on the site if they have obtained the title of “Logistics Park”. As this will require several administrative tasks, it is recommended that interested parties apply for the title as early as possible, given the short deadline.



Anikó Edit Szűcs and Zsófia Takó, experts of DLA Piper Hungary’s Real Estate Group, provided a summary of the topic.

The Regulation defines the concept of Logistics Parks in a complex way. A Logistics Park is defined as “an area with a logistics base, with at least 60% logistics (warehousing, transport) capacity, mainly market-driven, with infrastructure where the most important group of basic services is directly linked to logistics or where service activities take place and where there is integrated cooperation between logistics, industry, municipalities and investment operators“. This concept should be considered in conjunction with the fact that a Logistics Park can only be an area of at least 3 hectares which is classified as an industrial or economic area based on the urban development plan or municipal decision in force.

Within the category of Logistics Park, the legislation also distinguishes between intermodal, regional and local logistics parks. The significance of this is that only one intermodal or one regional logistics park title can be granted in a municipality, with deviations from this only being permitted by the Council for Science and Innovation, Technology, Industry and Logistics Parks

To obtain the title of Logistics Park, it is not sufficient to meet the above conditions, but to obtain the qualification, it is necessary to apply to the competent ministry emphasized Zsófia Takó, Junior Associate at DLA Piper Hungary’s Real Estate Group.

Logistics firm eyes e-commerce expansion in Nigeria



Meest China, a global logistics firm, is betting heavily on Nigeria's expanding e-commerce sector. The company cites the country's growing internet access, digital payment adoption, and increasing online shopping culture as key factors driving demand for smarter logistics solutions.

The International Business Development Director at Meest China, Bohdan Khomenko, outlined the company's strategy for tapping into Africa's burgeoning logistics market, with Nigeria standing out as a key growth hub.

"Nigeria is one of the most populous countries in Africa, with over 220 million people. Many of them are increasingly eager to access quality services, not only in major cities but also in more remote regions," Khomenko explained to The PUNCH.

This growing customer base is driving demand for reliable and efficient delivery systems, a trend Meest China aims to capitalize on.

The rise in internet penetration and e-commerce activity in Nigeria has been a crucial driver of this opportunity. Nigeria now ranks among the top five African nations in internet coverage, alongside South Africa, where Meest China also operates.

The surge in online banking, digital payment habits, and the growing culture of e-commerce make Nigeria a fertile ground for logistics expansion.

Khomenko noted that the Nigerian government's commitment to digitalisation has further encouraged growth in the sector. Initiatives focused on integrating digital processes across various industries, alongside the encouragement of local businesses to adopt digital platforms, align well with Meest China's services.

"Digital payments are becoming more common, and the public is gradually shifting away from cash transactions," Khomenko said.

"This, coupled with a culture of trust in online transactions, creates an ideal environment for our logistics services, including deliveries from Chinese marketplaces, product sourcing, quality checks, and even customer lending."

Temu to stop selling goods from China directly to US customers



Temu has said it will stop selling goods imported from China in the US directly to customers from its platform.

The online marketplace said sales would now be handled by "locally based sellers", with orders fulfilled from within the country.

The move comes as a duty-free rule for low-value packages is closed.

Temu, and rival Chinese retail giant Shein, had previously relied on the so-called "de minimis" exemption to sell and ship low-value items directly to the US without having to pay duties or import taxes. Temu said it had been actively recruiting US firms to join the platform. "All sales in the US are now handled by locally based sellers, with orders fulfilled from within the country. "The move is designed to help local merchants reach more customers and grow their businesses," it added.

Supporters of the de minimis loophole, which applied to parcels worth less than \$800 (£600), argue it helped streamline the customs process. But both Trump and his predecessor, Joe Biden, said it damaged American businesses and was used to smuggle illegal goods, including drugs. Chinese online retailers like Shein and Temu had benefited greatly from the loophole.

Both platforms attracted millions of US customers with marketing blitzes that showcased their ultra-low prices. And it was the de minimis exemption that helped them offer those deals so cheaply. Shein did not immediately respond to BBC requests for comment.

Last month, in almost identical statements, Shein and Temu said they had seen operating expenses rise "due to recent changes in global trade rules and tariffs", adding they would

DAB hosts talk on strengthening HK's logistics role



The DAB held its fourth round table on Thursday to gather opinions on how to strengthen Hong Kong's status as an international logistics and aviation hub.

The party said it would compile different views and submit a report to the government, to push forward the city's development in trading and logistics.

Speaking on RTHK's Hong Kong Today programme, lawmaker Holden Chow said the discussion generated a lot of ideas.

"Some key takeaways here is: first of all, stakeholders believe, the guests believe, that Hong Kong has always enjoyed an international logistic hub status, but we do face some kind of challenges on the status of our container port, we face a lot of competition from other mainland cities.

"But at the same time, they do give some suggestions of how to ramp up our effort to reinforce our logistical status. Like, for example, we should make good use of technology. The industry itself should actually upgrade the technology. We could do a sort of a smart logistic systems,"

Chow added. Chow also noted the tariffs imposed by the Trump administration made it imperative for Hong Kong to diversify into new markets. "Given that we have seen [US President] Donald Trump's unpredictable behaviour, and he is totally unpredictable, and he could change in a split of a second, and he could actually change his policy right away, so we face this sort of uncertainty," he said. "For guests and stakeholders, they believe that in the long run, we should actually explore more markets outside the United States, given that sort of uncertainty."



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