

FrachtNEWS

LOGISTICS MARKET REPORT



GLOBAL MARKET

OCEAN FREIGHT

TYPHOON-DRIVEN DELAYS DISRUPT CONTAINER VESSEL OPERATIONS

Container shipping networks across major trade routes are facing tighter effective capacity as typhoons and terminal disruptions at Asia ports contribute to widespread vessel delays. According to Sea-Intelligence, approximately 8.5% of the global container fleet is currently being absorbed by delays, representing roughly 3 million TEU of capacity. “The main driver of the worsening delays, and hence capacity absorption, is a continuing stream of typhoons impacting major ports in Asia,” Sea-Intelligence explained (Goldstone, 2026). Operational performance has weakened, and the disruption has coincided with declining schedule reliability. Sea-Intelligence examined previous congestion cycles to estimate how quickly conditions could stabilize. The normalization process could take several months based on recovery patterns following previous periods of significant congestion. “The current situation is

therefore unlikely to be fully resolved before Chinese New Year peak in 2027” (Goldstone, 2026). The pace of improvement will depend partly on how quickly local port operations normalize following recent severe weather impacts. As the typhoon season progresses, the industry will gain a clearer indication of whether current conditions represent a temporary weather-related disruption or a longer-lasting constraint on vessel availability. Shippers should remain attentive to carrier service changes, port congestion and vessel arrival performance across Asian trade lanes.

Source: Goldstone, C. (2026, September 28). *Delays mount as port disruption in Asia ties up 3m teu of box capacity*. The Loadstar. <https://theloadstar.com/delays-mount-as-port-disruption-in-asia-ties-up-3m-teu-of-box-capacity/>

CHINESE-BUILT VESSEL FEES EXPECTED TO REMAIN PAUSED THROUGH JANUARY

The maritime industry could see an additional two-month delay in the implementation of U.S. port fees on Chinese-built vessels following an extension of broader trade arrangements between the United States and China. Maritime insurer NorthStandard stated that “the previously expected resumption of the reciprocal port charges on [Nov. 10] should now be deferred until [Jan. 10, 2027] subject to formal implementation measures yet to be announced” (Angell, 2026). As of Sept. 25, the U.S. Trade Representative (USTR) had not issued an official update. Industry groups are using the additional time to advocate for alternative approaches to strengthening U.S. maritime capabilities. A coalition representing 238 organizations has asked the USTR to maintain the suspension, arguing that vessel fees alone are unlikely to address the broader challenges facing domestic shipbuilding.

Source: Angell, M. (2026, September 25). *Port fees on Chinese-built ships likely off table until January*. Journal of Commerce. <https://www.joc.com/article/port-fees-on-chinese-built-ships-likely-off-table-until-january-6294466>

GLOBAL MARKET

OCEAN FREIGHT



PANAMA CANAL ADDS NEOPANAMAX SLOTS WHILE CONTINUING WATER MONITORING



GLOBAL MARKET

OCEAN FREIGHT

The Panama Canal Authority (ACP) is increasing vessel transit availability at the Neopanamax locks following an improvement in water conditions at Gatun Lake. Beginning October 15, 2026, the Canal will accommodate 10 daily Neopanamax transits, bringing combined availability across the Neopanamax and Panamax locks to 33 daily slots. Rainfall across the Canal watershed has recently remained near average, while water-saving initiatives at the locks have also contributed to improved operating conditions. The changes could provide additional transit flexibility for container carriers and other vessel operators using the key maritime gateway. “The ACP said it will continue to closely monitor water conditions and rainfall levels and communicate any further adjustments as circumstances allow” (Port Technology Team, 2026).

Source: Port Technology Team. (2026, September 29). *Panama Canal increases Neopanamax transit capacity*. Port Technology International. <https://www.porttechnology.org/news/shipping/panama-canal-increases-neopanamax-transit-capacity/>

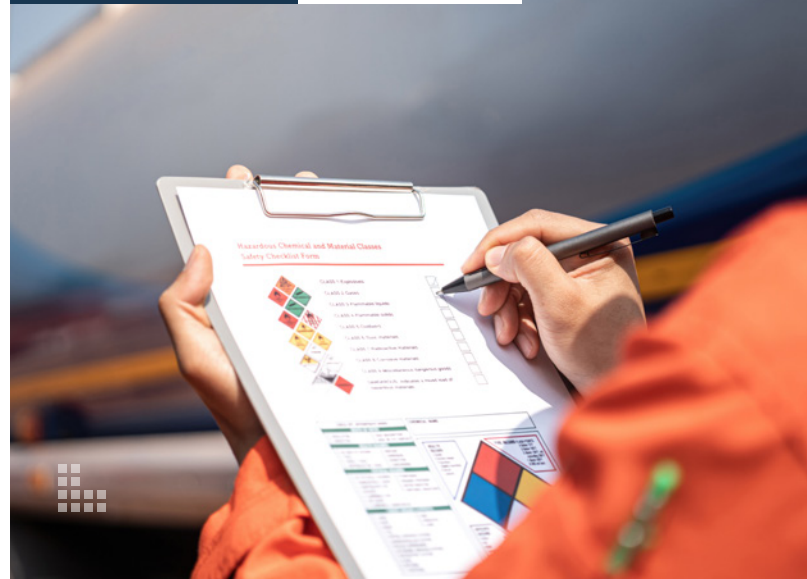
IATA URGES INDUSTRY-WIDE ACTION ON UNDECLARED DANGEROUS GOODS THREAT

IATA has published a new whitepaper calling for a coordinated, multilayered approach to tackling undeclared and misdeclared dangerous goods across the air cargo supply chain. The association's data shows that 80% of dangerous goods incidents reported in the first half of 2025 involved hidden or undeclared items, with lithium batteries and concealed e-cigarettes among the most common. IATA global head of cargo Brendan Sullivan stated: "A comprehensive multi-layer approach beginning as far upstream the supply chain as possible is essential" (Brett, 2026). IATA urged governments, manufacturers, online marketplaces, airlines and airports to strengthen their respective oversight, training and cargo acceptance controls.

Source: Brett, D. (2026, September 24). *IATA calls for stronger approach to dangerous goods across the supply chain*. Air Cargo News. <https://www.aircargonews.net/airlines/2026/09/iata-calls-for-stronger-approach-to-dangerous-goods-across-the-supply-chain/>

GLOBAL MARKET

AIR FREIGHT



IATA'S NEW AIRWAY BILL RULES SPARK LIABILITY DISPUTE BETWEEN AIRLINES AND INDUSTRY



GLOBAL MARKET

AIR FREIGHT

Nearly three months after IATA introduced new Direct Air Waybill rules on 1 July, significant confusion persists across the industry over liability allocation. The framework gives airlines a clearer route to pursue freight intermediaries when shipments go wrong, rather than seeking recourse from unknown underlying shippers. FIATA director general Dr Stéphane Graber argued the changes unfairly shift risk, stating: "Simply transferring liability to parties that may have limited ability to control the underlying risks is unlikely to provide an adequate solution" (Lennane, 2026). Transport lawyers confirm both sides have valid arguments, and bilateral agreements between airlines and forwarders can override the default provisions.

Source: Lennane, A. (2026, September 24). *Liability the battleground as forwarders and airlines question new DAWB rules*. The Loadstar. <https://theloadstar.com/liability-the-battleground-as-forwarders-and-airlines-question-new-dawb-rules/>

AI INFRASTRUCTURE BOOM DRIVES AIR CARGO GROWTH AS E-COMMERCE VOLUMES RETREAT

The two dominant air cargo growth verticals of recent years are increasingly moving in opposite directions. Data centre-related US air imports surged over the first seven months of 2026, with server shipments alone up 181% year-on-year, while China-EU e-commerce volumes fell 29% following the introduction of new import duties. Overall air cargo volumes remained positive, growing 5.8% year-on-year, led by a 24% surge on Asia Pacific-to-North America lanes. Aevean's Maarten Wormer noted the starkest decline was on Asia Pacific-to-Middle East routes due to the ongoing conflict, stating the trade lane recorded "the largest fall in demand" of any corridor tracked (Brett, 2026).

Source: Brett, D. (2026, September 11). *Leading air cargo verticals see demand levels diverge*. Air Cargo News.
<https://www.aircargonews.net/supply-chains/2026/09/leading-air-cargo-verticals-see-demand-levels-diverge/>



GOLDEN WEEK CAPACITY HOLDS AS PEAK SEASON EXTENDS



According to Xeneta, "shippers are so far seeing fewer blank sailings on trans-Pacific and Asia-Europe services for China's Golden Week holiday that starts Oct. 1 compared with the previous three years" (Wallis, 2026). The lower level of cancellations comes as cargo demand and ongoing supply chain disruptions extend the traditional peak shipping season. Weather-related vessel delays in China and draft restrictions at the Panama Canal are contributing to operational challenges across major shipping networks. However, additional schedule adjustments could still emerge during Golden Week. Shippers should continue monitoring carrier schedules, particularly as carriers balance cargo demand, port congestion and available vessel capacity.

Source: Wallis, K. (2026, September 21). *Ocean carriers blanking fewer Golden Week sailings – for now*. Journal of Commerce.
<https://www.joc.com/article/ocean-carriers-blanking-fewer-golden-week-sailings-for-now-6292049>

OPERATIONAL CHALLENGES LIMIT SEASONAL PRICING RELIEF IN TRANS-PACIFIC TRADE

Seasonal demand patterns may not bring the usual degree of pricing relief to the Trans-Pacific trade this fall, as operational challenges continue to restrict effective vessel capacity. Ocean container pricing is expected to remain elevated despite the traditional slowdown associated with China's Golden Week and the fourth-quarter off-season. Linerlytica noted, "Momentum remains strong for October, with sufficient cargo backlog from recent delays to keep demand high during the National Day holidays in China, aided by planned blanked sailings during the Golden Week break" (Koo, 2026). With several factors influencing vessel availability simultaneously, shippers should closely monitor blank sailings, booking conditions and carrier schedule changes during and immediately following Golden Week.

Source: Koo, A. (2026, September 23). *Transpac rates set to stay high, despite slowdown to Golden Week*. The Loadstar.
<https://theloadstar.com/transpac-rates-set-to-stay-high-despite-slowdown-to-golden-week/>



ASIA MARKET

OCEAN FREIGHT

SUEZ RETURN ACCELERATES AS CARRIERS REPOSITION CAPACITY TO ASIA



ASIA MARKET

OCEAN FREIGHT

Ocean carriers are expanding Suez Canal transits on selected Asia-Europe services as they work to reposition vessels and restore service performance disrupted by severe weather and port congestion in China. "Schedule reliability on the Asia-Europe trades has been decimated by four typhoons in seven weeks that created berthing delays lasting up to 14 days across Shanghai, Ningbo-Zhoushan, and Yantian, with terminals closed and ships sheltered from the storm" (Knowler, 2026). The shift is particularly noticeable on Mediterranean-to-Asia backhaul services, while Suez usage on Asia-North Europe routes is also increasing. Shippers should continue monitoring carrier advisories and vessel schedules, as both congestion recovery and Red Sea security developments could influence transit times and service patterns in the coming weeks.

Source: Knowler, G. (2026, September 14). *Risky Suez backhauls to speed delayed Asia-Europe services*. Journal of Commerce.
<https://www.joc.com/article/risky-suez-backhauls-to-speed-delayed-asia-europe-services-6287729>

IQUIQUE PLANS FOR FUTURE CARGO DEMAND THROUGH INFRASTRUCTURE EXPANSION

Rising cargo activity at the Port of Iquique is reinforcing long-term planning efforts as Empresa Portuaria Iquique (EPI) explores expansion opportunities as part of Tarapacá's broader regional logistics strategy to improve area-wide connectivity. EPI recently conducted an assessment of Punta Ballena, north of Iquique, to examine whether the area could support new infrastructure serving cargo generated by domestic and cross-border trade corridors. According to EPI General Manager Rubén Castro, "the idea is to transform the Tarapacá Region so that the Port of Iquique becomes the logistics hub of northern Chile" (PortalPortuario, 2026). The current upward trend in volume is reinforcing the need for further port improvements. The project could provide greater flexibility for future cargo growth while supporting Iquique's evolving role in international supply chains.

Source: PortalPortuario. (2026, September 16). *Iquique Port Authority evaluates space to enhance infrastructure north of the city.* PortalPortuario. <https://portalportuario.cl/empresa-portuaria-iquique-evalua-espacio-para-potenciar-la-ciudad/>



EU DUTY CHANGE TRIGGERS STEEP CHINA-EUROPE E-COMMERCE DECLINE AS AIR CARGO FLOWS SHIFT



Chinese low-value e-commerce exports to the EU fell 65% year-on-year in August following the introduction of a €3-per-item duty, deepening a 54% decline already recorded in July. The contraction is most pronounced on China-Europe lanes, while exports to other regions showed only modest declines. Industry executives at the EU CBEC E-Commerce Forum in Liège warned that supply-chain disruptions that once occurred every seven years could now happen "every seven months or every seven weeks" (Goldstone, 2026). Despite the current slump, some analysts remain optimistic that e-commerce volumes will recover as platforms adapt their strategies, while the US market has already begun showing early signs of partial recovery.

Source: Goldstone, C. (2026, September 22). *Continued China-Europe ecommerce slump exposes shifting air cargo flows.* The Loadstar. <https://theloadstar.com/continued-china-europe-ecommerce-slump-exposes-s-cargo-flows/>

CANADA MOVES TO STRENGTHEN PORT AND RAIL LABOR STABILITY

Canada is pursuing changes to its federal labor framework aimed at improving stability across critical transportation networks, including ports and railways. The proposed Building Canada Strong Act, or Bill C-39, would introduce earlier bargaining requirements and additional mediation measures intended to help unions and employers address disputes before they escalate into work stoppages. According to a labor relations source, “the contract between International Longshore and Warehouse Union (ILWU) Canada and maritime employers for British Columbia ports expires in March 2027, with formal negotiations expected to begin this November” (Szakonyi, 2026). The combination of infrastructure development and labor-relations reform reflects a broader effort to increase the predictability of Canadian trade corridors.

Source: Szakonyi, M. (2026, September 23). *Canada seeks labor-employer guardrails against port, rail disruption*. Journal of Commerce. <https://www.joc.com/article/canada-seeks-labor-employer-guardrails-against-port-rail-disruption-6293286>

NORTH AMERICA MARKET

OCEAN FREIGHT



AMERICAS FREIGHTER CAPACITY GETS A BOOST AS AIRLINES REPOSITION FOR Q4 DEMAND



NORTH AMERICA MARKET

AIR FREIGHT

Airlines are rapidly repositioning freighter capacity toward the Americas as transpacific demand strengthens and e-commerce flows into Europe slow. Cathay Cargo is adding significant freighter lift to the Americas from September to meet current demand and prepare for Q4, including a leased A330 converted freighter joining its operation later this year. ANA Group is also restructuring its Narita-Dallas and Narita-New York routes into a combined transpacific operation, while increasing Southeast Asia frequencies. The shift reflects a broader industry trend of carriers making “agile network optimisations” to respond to customer requirements (Lennane, 2026), as scarce aircraft are increasingly deployed where demand is strongest.

Source: Lennane, A. (2026, September 15). *Freighter capacity on the move as airlines redraw global networks*. The Loadstar. <https://theloadstar.com/freighter-capacity-on-the-move-as-airlines-redraw-global-networks/>

MEXICO'S AVIATION SAFETY AT RISK AS REGULATOR FACES SEVERE BUDGET REDUCTION

Mexico's national aviation regulator AFAC faces a proposed budget cut of over 73% for 2027, triggering widespread alarm across the aviation industry. IATA and Mexico's National Chamber of Air Transport jointly warned the planned allocation falls far short of what is needed, stressing: "All of this demands a solid aeronautical authority with technical capacity, operational strength and adequate financial resources for its correct operation" (Putzger, 2026). The cuts arrive at a critical moment — with a pending FAA safety audit whose results could jeopardise Mexico's Category 1 aviation safety rating, potentially restricting Mexican carriers from expanding US routes and intercontinental connections to Asia and Europe.

Source: Putzger, I. (2026, September 21). *Mexican aviation alarmed as AFAC faces 73% budget cut*. The Loadstar.

<https://theloadstar.com/mexican-aviation-alarmed-as-afac-faces-73-budget-cut/>

NORTH AMERICA MARKET

AIR FREIGHT



EQUIPMENT CONSTRAINTS ADD TO OPERATIONAL CHALLENGES AT INDIAN PORTS



INDIA MARKET

OCEAN FREIGHT

Exporters across India are experiencing tighter access to empty containers as stronger outbound cargo volumes coincide with disruptions to ocean carrier operations. The challenges are particularly visible at JNPA (Nhava Sheva Port), where container depots have reported difficulty supplying equipment for scheduled export shipments. Highlighting the diversification of India's outbound trade, Federation of Indian Export Organization's president SC Ralhan said, "our exporters are increasingly leveraging new and emerging opportunities while strengthening their presence in traditional markets" (Mathais, 2026). With export activity remaining elevated, equipment availability could remain an important consideration for shippers. India has historically relied on container repositioning and equipment arriving from the Far East to replenish inventories. Early coordination with carriers and logistics providers may help identify potential container constraints before cargo is scheduled to move.

Source: Mathais, A. (2026, September 24). *India's exporters struggling with shortage of empty boxes in JNPA*. The Loadstar.

<https://theloadstar.com/indias-exporters-struggling-with-shortage-of-empty-boxes-at-jnpa/>