

# FrachtNEWS

Logistics  
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Report

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Ocean Freight



## Suez Canal Authority Offers Incentive to Revive Container Ship Traffic

In a strategic move to revitalize the Suez Canal as a preferred route for container shipping, the Suez Canal Authority (SCA) has introduced a 15% rebate for containerships exceeding 130,000 net tons aiming to lure carriers back from longer routes around the Cape of Good Hope. The temporary incentive, valid for 90 days starting May 14, applies to both northbound and southbound transits. According to the SCA, the decision was prompted by “requests from containership owners and operators, and in light of recent positive developments in the security situation in the Red Sea and Bab al-Mandab Strait” (van Marle, 2025). Since the onset of Houthi-led disruptions in the Red Sea, many ocean carriers opted for alternative routing around southern Africa.

This shift has not only impacted transit volumes but has also strained Mediterranean port networks, causing delays and congestion as carriers scrambled to develop new transshipment strategies. French carrier CMA CGM appears poised to reinstate full transits through the canal while other carriers continue to remain cautious despite the financial relief and improved security conditions. As the SCA seeks to restore confidence in the canal, the coming weeks will be critical in assessing whether security improvements and financial incentives are sufficient to bring global container carriers back on board.

**Source:** van Marle, G. (2025, May 13). *15% rebate for box ships as Suez Canal Authority woos carriers*. The Loadstar. <https://theloadstar.com/suez-canal-authority-offers-15-rebate-on-box-ship-transits-as-it-woos-carriers/>



# Tariff Reprieve Triggers Ocean Freight Surge and Shipper Uncertainty



In the wake of a temporary reduction in U.S. tariffs on Chinese imports, global shippers are experiencing renewed pressure as ocean freight carriers move swiftly to raise rates and capitalize on a wave of accelerated shipments. “The pause acted as the starting gun for businesses to ship as many goods as possible,” noted Emily Stauboll, a senior shipping analyst at Xeneta (Goldstone, 2025). This surge in demand has prompted carriers to announce general rate increases (GRIs) for early June, unsettling companies operating under long-term freight agreements. As shippers weigh short-term gains against long-term strategy, the message is clear: agility and diversification may be the best defenses in an unpredictable market.

**Source:** Goldstone, C. (2025, May 22). *Ocean rates rise after tariff pause acts as ‘starting gun’ for more front-loading.* The Loadstar. <https://theloadstar.com/ocean-rates-rise-after-tariff-pause-acts-as-starting-gun-for-more-front-loading/>

# MSC Takes Lead in Global Port Deal with CK Hutchison

In a significant development for the global logistics industry, CK Hutchison Holdings Ltd. has confirmed that Mediterranean Shipping Company (MSC), under the leadership of the Aponte family, is the primary investor in a consortium set to acquire 43 ports from the Hong Kong-based firm’s global port assets. The announcement, made during CK Hutchison’s annual general meeting, follows weeks of public and regulatory attention over the scope and implications of the transaction. Dominic Lai, co-managing director at CK Hutchison, addressed investor questions at the meeting, stating, “Yes, it has been from the beginning” when asked if MSC was the main backer behind the bid (Pang et al., 2025). The ports in question include strategic locations such as two facilities along the Panama Canal—an area long considered geopolitically sensitive. This acquisition highlights the evolving dynamics of global port management and reinforces MSC’s strategic vision to expand its infrastructure footprint.



**Source:** Pang, J., Kwok, D., & Anne, R. M. (2025, May 22). *CK Hutchison confirms Aponte’s MSC is main investor in ports deal.* Reuters. <https://www.reuters.com/sustainability/boards-policy-regulation/ck-hutchison-confirms-apontes-msc-is-main-investor-ports-deal-2025-05-22/>





## Global Market

Air Freight

# IATA to Lower 2025 Air Cargo Growth Forecast Amid Market Adjustments

The International Air Transport Association (IATA) is set to lower its air cargo growth estimate for 2025, stepping back from the previously forecasted 6% increase as the sector shifts away from pandemic-driven surge levels. Andrew Matters, IATA's Director of Sustainability and Economics, noted that recent trends show a "return to a more sustainable" growth pace (Goldstone, 2025). This revision reflects rising economic uncertainties and a slowdown in global trade activity. Despite these challenges, ecommerce continues to be a key factor sustaining positive prospects for the industry over the longer term.



**Source:** Goldstone, C. (2025, May 15). *IATA to downgrade air cargo growth forecast 'to something more sustainable'*. The Loadstar. <https://theloadstar.com/iata-to-downgrade-air-cargo-growth-forecast-to-something-more-sustainable/>

## Global Market

Breakbulk

# Stable Charter Market Sees Slight Uptick Amid Ongoing Uncertainty



Toepfer Transport's May 2025 market analysis reports a slight increase in average daily charter rates for 12,500 dwt multipurpose vessels, suggesting steady momentum in the sector. According to the company, "the vast majority of the multipurpose fleet being exempt from USTR port dues for ships built in China, plus the suspension of a significant portion of US import duties" have supported this growth (Kershaw, 2025). From a logistics and investment planning standpoint, this uncertainty underscores the need for strategic agility. Companies operating in the MPP space must balance current operational opportunities with the risk of rapid policy shifts that can alter investment horizons and asset valuation. Navigating the multipurpose vessel market will require continued attention to geopolitical developments and their potential to reshape the competitive and regulatory landscape.

**Source:** Kershaw, D. (2025, May 9). *Toepfer Transport's monthly multipurpose shipping rate update*. Heavy Lift & Project Forwarding International. <https://www.heavyliftpf.com/sectors/toepfer-transport-monthly-multipurpose-shipping-rate-update/21174.article>

**North America Market**

Ocean Freight



# SHIPS for America Act: Re-introduction of the U.S. Legislation Complicates Carrier Strategies



**Source:** Staubøll, E. (2025, May 6). *SHIPS for America Act – another unexpected headache for shippers already feeling tariff and port fee pain.* Xeneta. [https://www.xeneta.com/blog/ships-for-america-act-another-unexpected-headache-for-shippers-already-feeling-tariff-and-port-fee-pain?utm\\_campaign=Industry%20Technology%20Blogs&utm\\_medium=email&\\_hsenc=p2ANqtz-IXONEuU2ncHq1aX3T-9CfQff8ZpcPPxLaxCVF4qzflXx7B19DI9z62gYyOO4cHCXaa7Wu0H\\_lw5evJU-qyUemtlggA0kAAkxLfbx1P2JEmYeLZE&\\_hsmi=360151993&utm\\_content=360151993&utm\\_source=hs\\_email](https://www.xeneta.com/blog/ships-for-america-act-another-unexpected-headache-for-shippers-already-feeling-tariff-and-port-fee-pain?utm_campaign=Industry%20Technology%20Blogs&utm_medium=email&_hsenc=p2ANqtz-IXONEuU2ncHq1aX3T-9CfQff8ZpcPPxLaxCVF4qzflXx7B19DI9z62gYyOO4cHCXaa7Wu0H_lw5evJU-qyUemtlggA0kAAkxLfbx1P2JEmYeLZE&_hsmi=360151993&utm_content=360151993&utm_source=hs_email)

As 2025 continues to challenge global supply chains, the recent reintroduction of the SHIPS for America Act marks another regulatory hurdle for importers navigating already complex tariff landscapes. Under this act, shipping companies may be taxed based on the proportion of their fleets or newbuild orders tied to certain Chinese shipyards—particularly those owned by the China State Shipbuilding Corporation. These new fees will apply to both Chinese and non-Chinese carriers. This legislation, layered atop existing U.S. Trade Representative (USTR) port fees, creates new exposure to tonnage-based charges that vary based on where vessels are built or repaired—posing strategic complications for shippers evaluating cost-effective freight solutions. Section 415 of the Act stipulates a phased mandate requiring up to 10% of cargo from China to be transported on U.S.-built ships, with penalties for noncompliance. Xeneta industry analyst Emily Staubøll explains, “If the rules of the game are changing so dramatically from one week to the next, procuring and operating freight requires an understanding of the dynamics and nuances at play across service providers” (Xeneta, 2025). As the new U.S. Administration considers this act, shippers must consider flexible strategies to try and maintain a measure of control amid uncertainty.

## U.S. Port Leaders Urge Measured Approach to U.S. Crane Policy

In response to the U.S. Trade Representative’s (USTR) revised tariff proposal, the American Association of Port Authorities (AAPA) reaffirmed its strong opposition to new fees on Chinese-manufactured ship-to-shore (STS) cranes, arguing that these fees could hinder port development without effectively fostering a domestic crane manufacturing industry. AAPA CEO Cary Davis expressed skepticism about the effectiveness of the proposed tariffs, noting, “Applying a new 100 percent tariff to Chinese STS cranes will not create a domestic crane manufacturing industry out of thin air” (The Maritime Executive, 2025). To mitigate these challenges, AAPA proposes a one-to-two-year delay in implementing the tariffs and advocates for Congressional tax credits to incentivize domestic crane production. The AAPA supports reshoring efforts but stresses the need for a balanced approach that avoids undermining port operations and broader U.S. industry interests.

As the USTR finalizes its proposal, the AAPA continues to advocate for policies that strengthen domestic capabilities without imposing undue burdens on port communities.

**Source:** The Maritime Executive. (2025, May 19). *Ports: USTR Fees on Chinese Cranes Will Not “Magically” Revitalize Industry.* The Maritime Executive. <https://maritime-executive.com/article/ports-ustr-fees-on-chinese-cranes-will-not-magically-revitalize-industry>







## North America Market

Air Freight



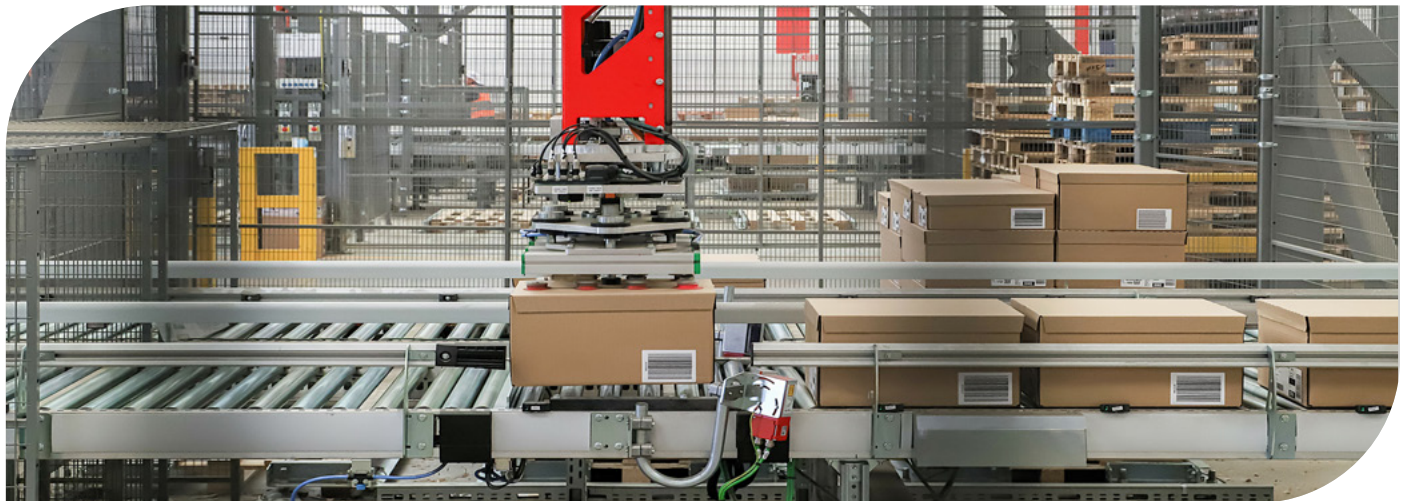
# US-China Tariff Pause Boosts Transpacific Cargo Activity

The air cargo market is showing early signs of recovery following a 90-day partial suspension of US-China trade tariffs. This détente reduces most duties to 10–30% and reinstates lower fees on e-commerce parcels, prompting a sharp uptick in transpacific freight activity. “Sources now expect both volume and capacity to ratchet up again in a race to restock empty shelves,” (Brett, 2025) said the TAC Index, noting that rates had already begun to rebound following prior declines. Freighter capacity rose 40% in a week as shippers act quickly before the temporary trade relief expires.



**Source:** Brett, D. (2025, May 13). *Transpacific volumes to rise following US-China trade détente*. Air Cargo News. <https://www.aircargonews.net/business/e-commerce/transpacific-volumes-to-rise-following-us-china-trade-detente/>

# Temporary Tariff Relief Spurs Ecommerce Freight Growth



E-commerce is expected to drive a resurgence in transpacific cargo flows after the US and China agreed to a 90-day tariff reduction, lowering duties to 10% and causing freighter capacity from China to the US to rise by 60%. Analysts forecast a spike in shipments as importers rush to restock ahead of the peak season. “There is already a large amount of cargo ready to go,” (Lennane, 2025) said logistics analyst Lars Jensen, citing pent-up demand.

Despite lingering economic uncertainty, rising capacity signals renewed confidence in the trade lane.

**Source:** Lennane, A. (2025, May 12). *Ecommerce likely the front-runner in resurgence of transpacific trade after deal*. The Loadstar. <https://theloadstar.com/e-commerce-likely-the-front-runner-in-resurgence-of-transpacific-trade-after-deal/>



## Asian Market

Ocean Freight



# Cargo Surge Strains Asian Ports Amid Temporary US-China Tariff Relief

The recent easing of tariffs between the United States and China has sparked a wave of eastbound trans-Pacific shipments, straining major Asian ports. The surge follows a 90-day tariff suspension agreed upon during bilateral trade talks in May. "The port congestion in China, not helped by occasional bad weather, is taking out functional capacity at a time when it is needed most" (Wallis, 2025). Equipment imbalances are compounding the situation. The impact is not limited to China. Ports in Japan along with major transshipment hubs in Asia are also facing growing backlogs. Without mitigation, the ripple effects of this volume surge are expected to impact global supply chains well into the summer.



**Source:** Wallis, K. (2025, May 19). *US tariff-linked cargo rush causes port congestion, box shortages in China*. Journal of Commerce. <https://www.joc.com/article/us-tariff-linked-cargo-rush-causes-port-congestion-box-shortages-in-china-6007083>

# Ocean Carriers Ramp Up Trans-Pacific Services Amid Rising Demand

The trans-Pacific shipping lane is gearing up for a resurgence as ocean carriers respond to a notable uptick in import demand from China. After a period marked by suspended sailings and service reductions, major carriers are reinstating weekly vessel schedules and adding extra loaders to address tight container availability. "Even so, capacity remains tight in the near term as some ships that once served the trans-Pacific have been redeployed to other lanes" (Angell, 2025).

As the shipping industry recalibrates, it remains clear that returning to full capacity on the trans-Pacific trade will be a phased process influenced by vessel availability and evolving market dynamics.

**Source:** Angell, M. (2025, May 21). *Trans-Pacific services set for restart as carriers scramble to restore capacity*. Journal of Commerce. <https://www.joc.com/article/trans-pacific-services-set-for-restart-as-carriers-scramble-to-restore-capacity-6009352>







## Asian Market

Air Freight

# Aircraft Delivery Delays Pose Risk to Asia Pacific Trade and Capacity

Persistent supply chain disruptions are significantly impacting aircraft deliveries in the Asia Pacific, with over 20% expected to be delayed in 2025. According to the Association of Asia Pacific Airlines (AAPA), this is placing considerable strain on both passenger and cargo operations, as average load factors have reached a historic high of 83%. "Pandemic-induced supply chain disruptions remain unresolved," (Jeffrey, 2025) stated Subhas Menon, Director General of AAPA, underscoring the urgent need for coordinated solutions. These delays present a growing threat to regional trade growth and aviation sustainability objectives.

**Source:** Jeffrey, R. (2025, May 13). *Asia Pacific trade growth under threat from aircraft delivery delays*. Air Cargo News. <https://www.aircargonews.net/airlines/freighter-operators/asia-pacific-trade-growth-under-threat-from-aircraft-delivery-delays/>



## Latin American Market

Ocean Freight



# Mounting Container Backlog in Buenaventura Threatens Colombia's Supply Chain Stability



**Source:** Barbosa, J. (2025, May 19). *The paralysis in Buenaventura puts the country's competitiveness at risk, warns Colfecar*. 360 radio. <https://360radio.com.co/paralisis-en-buenaventura-pone-en-riesgo-la-competitividad-del-pais-advierte-colfecar/184009/>

Colombia's logistics sector is grappling with a critical challenge at the port of Buenaventura, the country's primary Pacific trade hub. The Colombian Federation of Road Freight Transporters (Colfecar) has raised concerns about a growing backlog of empty containers, which is disrupting the supply chain and jeopardizing the nation's ability to compete in global markets. "The lack of coordination among the actors in the supply chain has transformed an operational situation into a structural crisis," the union explained, emphasizing that carriers lack clear direction on "when, where, or how to return the containers," leading to severe congestion at transfer points (Barbosa, 2025). To address the crisis, Colfecar has called for the formation of a collaborative task force involving the Ministries of Transportation and Commerce, the Superintendency of Transportation, the National Directorate of Transportation (DIAN), port authorities, shipping companies, and other stakeholders. The goal is to implement coordinated, long-term solutions to streamline container management and prevent further economic fallout.



## Latin American Market

Ocean Freight

## DP World Expands Caucedo Hub to Strengthen Caribbean's Role in Global Trade

DP World has unveiled a major infrastructure investment aimed at transforming its Caucedo logistics hub in the Dominican Republic into a critical node for transshipment and near-shoring in the Americas. The move is expected to significantly increase capacity and operational scope at the port. Sultan Ahmed bin Sulayem, chairman and CEO of DP World, highlighted the strategic initiative stating, "By boosting capacity and enabling near-shoring opportunities, we will transform Caucedo into

the most advanced logistics hub in the Caribbean, not only strengthening supply chain resilience across the Americas but also creating a powerful engine for economic growth and job creation in the Dominican Republic" (van Marle, 2025).

**Source:** van Marle, G. (2025, May 12). DP World announces "transformative" expansion plan for Caucedo hub. The Loadstar. <https://theloadstar.com/dp-world-announces-transformative-expansion-plan-for-caucedo-hub/>



## Latin American Market

Air Freight

## Stronger Transatlantic Links: LATAM Expansion to Boost South America–Europe Trade

LATAM Cargo services between South America and Europe are set to grow significantly, with 15 weekly flights launching in October to meet rising demand. The enhanced schedule will improve connectivity across major hubs like São Paulo, Santiago, and Lima, as well as secondary cities such as Montevideo and Buenos Aires. According to LATAM Cargo CEO Andrés Bianchi, this move reflects a commitment to "strengthening routes where we can offer differentiated and reliable service" (Jeffrey, 2025).

**Source:** Jeffrey, R. (2025, May 16). LATAM to increase South America–Europe freighter operations. Air Cargo News. <https://www.aircargonews.net/airlines/latam-to-increase-south-america-europe-freighter-operations/1080122.article>





**European Market**

Ocean Freight



## Limited Alternatives and Worsening Delays as European Port Congestion Deepens

Congestion across major European ports has intensified, now averaging five to six days of delay, with no clear relief in sight. Industry experts warn that operational bottlenecks, labor shortages, and restricted inland waterway access are compounding the situation for shippers and logistics planners across the continent. Unfortunately, options for shippers are limited. While alternative ports may offer slightly shorter wait times, the benefit is marginal. “You have ports where there is less congestion, but we are talking about one or two days,” explained Jannik Amstutz, senior manager of ocean freight for Germany at Flexport (Goldstone, 2025). This situation underscores the need for adaptive strategies in logistics planning. Stakeholders are urged to stay proactive, leveraging real-time updates and contingency routes to navigate these ongoing challenges effectively.

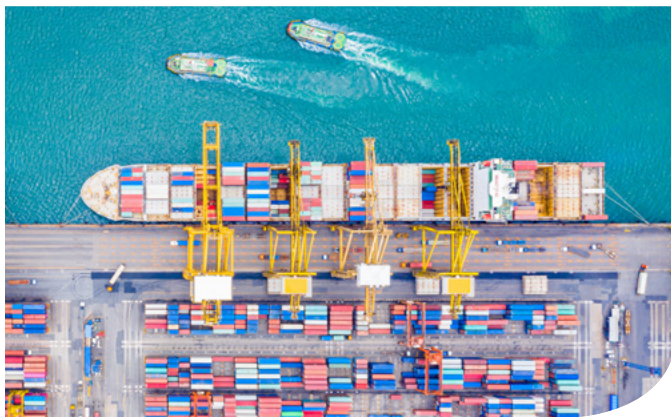


**Source:** Goldstone, C. (2025, May 21). *European port congestion now at five-to-six days, and getting worse.* The Loadstar. <https://theloadstar.com/european-port-congestion-now-at-five-to-six-days-and-getting-worse/>

**Middle East Market**

Ocean Freight

## Carriers Introduce Emergency Fees as Pakistan Trade Routes Shift Amid Regional Tensions



Shipping lines are taking decisive action to stabilize operations in and out of Pakistan, as ongoing geopolitical friction with India disrupts port access and trade flows. In response, several major ocean carriers have begun implementing emergency operational surcharges on cargo moving from Pakistan, citing safety, reliability, and network continuity concerns. “The port embargo imposed by both sides has opened a lucrative opportunity for feeder operators, as mainliners are forced to reroute Pakistan cargo to hub ports such as Sri Lanka’s Colombo and Salalah and Jebel Ali in the Middle East” (Mathais, 2025). These developments underscore the resilience of global carriers in adapting to shifting trade environments and operational challenges. While surcharge announcements are viewed as last-resort measures, they reflect a broader industry focus on ensuring reliable trade continuity in complex environments.

**Source:** Mathais, A. (2025, May 13). *Carriers impose ‘emergency operation’ surcharges on Pakistan cargo.* The Loadstar. <https://theloadstar.com/carriers-impose-emergency-operation-surcharges-on-pakistan-cargo/>