Logistics Market Report

Global Market 🤇

Ocean Freight





Navigating Global Trade Disruptions: UNCTAD's Warning

NCTAD alerts to escalating trade disruptions due to Red Sea attacks, Black Sea tensions, and Panama Canal climate impacts. The Suez Canal's trade volume dropped by 42%, and the Panama Canal saw a 36% reduction in transits amidst a severe drought. Container ship transits fell by 67%, driving shipping rates up, with Shanghai-Europe rates tripling. Rerouted ships burn more fuel, raising CO2 emissions. Energy prices surge, impacting global supplies and affecting consumers and producers. "The crisis is also impacting global food prices, with longer distances and higher freight rates potentially cascading into increased costs. Disruptions in grain shipments from Europe, the Russian Federation and Ukraine pose risks to global food security, affecting consumers and lowering the prices paid to producers." ("Red Sea, Black Sea and Panama Canal," 2024 January 26). Developing countries face heightened vulnerability. UNCTAD calls for swift industry adaptations and international cooperation to address geopolitical and climate challenges, emphasizing support for vulnerable nations.

Source: Red Sea, Black Sea and Panama Canal: UNCTAD raises alarm on global trade disruptions. UNCTAD. (2024, January 26). <u>https://unctad.org/news/red-sea-black-sea-and-panama-canal-unctad-raises-alarm-global-trade-disruptions</u>



Ocean Freight



FMC Addresses Rising Costs Amid Red Sea Security Crisis

he US Federal Maritime Commission (FMC) is set to hold a public hearing on February 7, providing clarity on its decision to permit ocean carriers to immediately apply surcharges. These surcharges aim to counteract rising costs associated with ship diversions in response to the escalating security situation in the Red Sea.

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Carriers, typically required by the US Shipping Act to give 30 days' notice before imposing special charges, have sought waivers from the FMC to expedite the process. The commission, recognizing the urgency as vessels reroute around southern Africa to avoid heightened attacks by Houthi militants in Yemen, has recently granted these waivers.

The FMC's decision reflects the need for carriers to "quickly reroute vessels around southern Africa to avoid escalating attacks on commercial shipping by Houthi militants based in Yemen" (Griffis, 2024). The forthcoming hearing aims to elaborate on the FMC's considerations and decisions in approving these time-sensitive surcharges.

Source: Griffis, T. E. (2024, January 12). *FMC to hold February hearing on carriers' Red Sea-linked surcharges*. Journal of Commerce. <u>https://www.joc.com/article/fmc-hold-february-hearing-carriers-red-sea-linked-surcharges_20240112.html</u>



Global Market

Ocean Freight

Navigating The Red Sea Crisis

hief Analyst Peter Sand shares crucial insights on the Red Sea crisis, highlighting disruptions in ocean freight marked by surging rates and service unreliability. Sand notes the complexity of the situation, stating, "There is never a straight line to a resolution. Perhaps the missile strikes in Yemen by the US and UK signal the beginning of the endgame, but, in the short term, things will likely get worse before they get better for ocean freight supply chains" (Hennessey, 2024).

This assessment emphasizes the need to stay informed and adapt strategies amid uncertainties in the industry, making Sand's insights invaluable for those addressing the challenges posed by the Red Sea Crisis.



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Source: Hennessey, P. (2024, January 12). Red Sea Crisis: The Xeneta Newsfeed. Xeneta. https://www.xeneta.com/blog/red-sea-crisisnewsfeed?utm_campaign=Industry+Technology+Blogs&utm_ medium=email&_hsmi=289763462&_hsenc=p2ANqtz-okmvCjJZFzFyMNugbdR9x_z1MGaLHOMR5ErZJ0mz506BgA bLBSka3MB4x-n1dOiEfynSwOxs_G0PIc8jrEydcPKHEqQ&utm_ content=289763462&utm_source=hs_email

Container Lines Amid Red Sea Crisis

ontainer lines are grappling with unprecedented challenges as Red Sea diversions disrupt global shipping. The need for additional ships to maintain cargo volume, coupled with heightened security concerns from coalition air strikes in Yemen, has driven up spot container freight rates and rental prices for ships.

Initial diversions caused disruptions, prompting liners to charter short-term "extra loaders." Now, with diversions entrenched, liners must add vessels to maintain schedules, navigating the extended route around the Cape of Good Hope.



The chartering market presents a challenge, with few available vessels due to long-term leases. Liners, desperate for ships during the supply chain crisis, secured more vessels to capitalize on elevated freight rates, boosting profitability.

Container lines face uncharted waters, strategically addressing

vessel shortages, security issues, and evolving geopolitics. Adapting with resilience, the industry navigates through the Red Sea crisis, shaping its future amid geopolitical challenges.

Source: Miller, G. (2024, January 17). Container Lines "scramble" to rent more ships amid Red Sea Crisis. FreightWaves. https://www.freightwaves. com/news/container-lines-scramble-to-rentmore-ships-amid-red-sea-crisis **Global Market**

Ocean Freight

Revolutionizing the Seas: Maersk and Hapag-Lloyd's Bold Move in the Shipping Industry

n a strategic move set to reshape container shipping alliances, Maersk and Hapag-Lloyd have introduced the groundbreaking Gemini Cooperation. Initial details about their collaborative network have been disclosed, with anticipation of further adjustments before finalization.

The Gemini Cooperation's pioneering network encompasses seven vital trades:

- Asia US West Coast
- Asia US East Coast
- Asia Middle East
- Asia Mediterranean
- Asia North Europe
- Middle East / India Europe

- Transatlantic

"Maersk and Hapag-Lloyd aim to have 26 mainline services, which will be complemented by a global network of dedicated shuttles centred around owned and/ or controlled transshipment hubs – thereof 14 shuttle services in Europe, 4 in the Middle East, 13 in Asia and 1 in the Gulf of Mexico" (Karamalegkos, 2024). These shuttle services are designed to facilitate swift connections with flexible capacity between hubs and ports served by shuttles, ensuring adaptability to market demands.

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Source: Karamalegkos, A. (2024, January 19). Maersk, Hapag-Lloyd Reveal Initial Service Network Plan for Gemini. Container News. https://containernews.com/maersk-hapag-lloyd-reveal-initial-service-network-plan-forgemini/



February 2024	ŀ	LOGISTICS MARKET REPORT	ŀ	Fracht GROUP
Global Marke	t Air Freight			

Yield Versus Weight Tracker

The Champ Market Analytics Air Cargo Market Tracker is a useful tool that provides insight into the monthly trends in demand and yield in the air freight industry. You can access the chart using the link below.

Access the chart here: <u>https://www.aircargonews.net/data-hub/champ-cargo-systems-air-cargo-market-tracker/</u>



Air Cargo Market Surges Despite Challenges



R ecent data from WorldACD indicates a substantial 5% year-over-year increase in global air cargo demand up to January 21, with growth across major regions—excluding North America. According to WorldACD, "Figures from the company show that in the two weeks running to January 21, air cargo demand levels are up 5% compared with the same period last year" (Brett, 2024).

Despite rising demand, a 12% surge in airline capacity has led to a 22% drop in rates to \$2.35 per kg, though still 32% higher than pre-COVID-19 levels.

The shift from sea to air or sea-air transport may be a response to vessels avoiding the Red Sea, causing disruptions. A 21% increase in tonnages from the Middle East & South Asia suggests a conversion from ocean to air cargo. The approaching Lunar New Year and disruptions in international container shipping may present challenges in the next few weeks, potentially diverting more traffic towards air cargo.

Source: Brett, D. (2024, January 26). *January air cargo volumes "significantly up" on last year*. Air Cargo News. <u>https://www.aircargonews.net/data/</u>january-air-cargo-volumes-significantly-up-on-last-year/

Global Market (Air

Air Freight

The Rise of Sea-Air Routes Amidst Red Sea Shipping Dynamics

n response to the persistent threat of rebel missile attacks, major container shipping lines are consistently bypassing the Red Sea, leading to a surge in air cargo volumes. Recent data substantiates reports from a month ago, indicating that businesses are opting for air transport over ocean vessels

for certain Asia exports bound for Europe and North America, mitigating the impact of delays.

As of mid-January, there were limited tangible signs of the airfreight sector diverting cargo typically booked for ocean vessels transiting the Suez Canal. A notable alternative gaining traction is the hybrid sea-air mode, offering expedited transit compared to ocean shipping and a cost-effective alternative to pure airfreight. "It is evident that the maritime industry is strategically adapting to geopolitical challenges, with major container shipping lines choosing to circumvent the Red Sea due to security concerns. This shift has notably bolstered air cargo volumes, aligning with recent reports of businesses favoring air transport to circumvent



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delays in the shipment of Asia exports to Europe and North America" (Kulisch, 2024).

Source: Kulisch, E. (2024, January 25). Sea-air routes gain as bypass option for Red Sea Shipping delays. https://www.freightwaves.com/news/ sea-air-routes-gain-as-bypass-option-for-redsea-shipping-delays

North American Market

Air Freight

YVR Secures \$75M Federal Funding to Boost Cargo Capacity

ancouver International Airport (YVR) is set to expand its cargo handling capacity by over 50% with a \$75 million investment from the Government of Canada through the National Trade Corridor Fund. Matched by YVR, this funding aims to move 160,000 more tonnes by 2027, enhancing the supply chain between Canada and global markets. The increased capacity is expected to benefit local businesses, consumers, and boost YVR's global competitiveness. CEO of YVR states, "This investment strengthens our nation's trade corridors, meeting industry demands and contributing to the economic vitality of our region" ("YVR Welcomes Funding," 2024).



Source: YVR Welcomes Funding to Increase Cargo and Supply Chain Capacity for the Region. (January 11, 2024). Retrieved from Air Cargo News. https://news.yvr.ca/yvr-welcomes-funding-to-increase-cargo-and-supplychain-capacity-for-the-region/





Streamlining Panama Canal Operations: A 50% Reduction in Ship Queues

Ocean Freight

n recent months, a significant transformation in seaborne trades in the western hemisphere has resulted in a remarkable 50% reduction in the queue of ships waiting for transit at both ends of the Panama Canal. According to the latest data from the Panama Canal Authority (ACP), only 45 ships are currently awaiting transit, contrasting sharply with the historical average since the canal's expansion in 2016.

Latin American Market

This shift is a direct result of strategic measures taken by authorities, including reductions in daily transit numbers and maximum draft. As the original article reports, "The queue of ships waiting at both ends of the Panama Canal stands at just half the historical average since the waterway expanded back in 2016, highlighting the dramatic shift in seaborne trades in the western hemisphere seen in recent months since authorities slashed daily transit numbers as well as the maximum draft" (Chambers, 2024).

Last August, at the peak of canal congestion, the queue

exceeded 160 ships. At that time, the canal administrators announced extended restrictions, prompting the shipping industry to explore alternative routes.

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For vessels waiting for a northbound trip today, a prolonged wait is anticipated, with the average queue duration for non-booked northbound vessels standing at 15.1 days. In contrast, southbound ships experience a shorter waiting period of 3.6 days, as reported by ACP data.

The recent increase in daily transits to 24, facilitated by favorable weather conditions with significant rainfall over the past seven weeks, signifies a positive development for streamlined Panama Canal operations. This adaptation underscores the resilience of the shipping industry in optimizing routes amid dynamic challenges, ensuring efficient and responsive logistics solutions.

Source: Chambers, S. (2024, January 18). Number of ships waiting for Panama transit slashed in half. Splash247. https://splash247.com/ships-waiting-for-panama-transit-slashed-in-half/



Fracht GROUP

Latin American Market

Ocean Freight

Maersk Adopts Rail Solution Amid Panama Canal Drought

n response to the decline in large ship crossings due to the Panama Canal's low water levels, A.P. Moller-Maersk shifts its Oceania-Americas (OC1) service to utilize the Panama Canal Railway. The 47-mile railroad provides an alternative to cargo ships, connecting Australia and New Zealand with Philadelphia and Charleston, SC. Maersk's move creates two rail loops, ensuring uninterrupted cargo flow despite canal limitations. As stated by Maersk, vessels that used the Panama Canal will now use a "land bridge," highlighting the strategic adjustment to address environmental constraints.



Source: Mahoney, N. (2024, January 16). *Maersk to use freight rail to circumvent Panama Canal Amid Drought*. FreightWaves. <u>https://www.freightwaves.com/news/maersk-to-use-freight-rail-to-circumvent-panama-canal-amid-drought</u>

Sudeste Port Partners with RightShip for Green Maritime Solutions

B razil's Port of Sudeste, based in Itaguai, Rio de Janeiro, has teamed up with RightShip to introduce the Maritime Emissions Portal (MEP) to Latin America, marking a significant leap towards eco-friendly practices in the region (Seatrade Maritime, 2024).

RightShip's MEP, a sophisticated digital tool, integrates AIS vessel movement data with the company's vessel insights. This collaboration pioneers the use of MEP in Latin America, emphasizing a commitment to environmental responsibility within the maritime sector.

The MEP's core purpose is to calculate and pinpoint ships' emissions, identifying opportunities to reduce environmental impact. It plays a vital



role in helping ports and terminals measure and manage their emissions effectively, aligning with global, regional, and national sustainability goals.

According to RightShip, MEP is designed to "calculate ships' emissions

and identify areas of opportunity to reduce environmental impact" (Labrut, 2024).

Source: Labrut, M. (2024, January 10). Brazil's Port of Sudeste to deploy Rightship's emission portal. Seatrade Maritime. <u>https://www.</u> seatrade-maritime.com/ports/brazils-portsudeste-deploy-rightships-emission-portal



China Expedites South American Trade with New Maritime Route

n a groundbreaking move, the port of Dalian in northeast China now connects directly to South America through a weekly container service operated by Wan Hai Lines. This development signifies a robust trade relationship between China and South American nations, according to Zhou Zhiwei, an analyst at the Chinese Academy of Social Sciences.

The route, which covers countries like Colombia, Ecuador, and Mexico, is completed in just 25 days—seven days faster than previous routes. This acceleration is expected to enhance connectivity between northeastern China and Latin American countries. The initiative aims to facilitate the swift import of cold chain products, particularly fruits and marine products, with a focus on efficiency.

Quoting China Media Group, "A new maritime connection between the port of Dalian in northeast China's Liaoning province and South America began operating this month, the first for a container service" (MundoMaritimo, 2024).

This strategic move not only highlights a thriving trade market but also positions itself as a catalyst for economic collaboration and essential goods exchange. The shortened route promises positive impacts on logistics and supply chains, fostering increased trade and cooperation.

Source: MundoMaritimo (2024, January 9). China Incrementa Servicios de Portacontenedores a Sudamérica a medida que Aumenta El Comercio bilateral. MundoMaritimo. https:// mundomaritimo.cl/noticias/china-incrementaservicios-de-portacontenedores-a-sudamericaa-medida-que-aumenta-el-comercio-bilateral

European Market

Ocean Freight

Navigating Trans-Atlantic Rate Shifts: MSC and CMA CGM's Strategic Move

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n their latest strategic move, Mediterranean Shipping Co. (MSC) and CMA CGM are implementing rate adjustments on the trans-Atlantic westbound trade route. This initiative aims to break free from the persistently stagnant pricing that has characterized the market in recent months. Despite these efforts, the challenge lies in the absence of evident surges in demand for U.S. imports from Europe and a lack of widespread capacity withdrawals. This poses a hurdle to generating substantial positive momentum in elevating spot market rates.

As reported by the Journal of Commerce on January 5, 2024 "Mediterranean Shipping Co. and CMA CGM have



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announced rate increases on the trans-Atlantic westbound trade lane in a bid to shift prices off the stubbornly flat levels they have maintained through the last few months. But with no indication of increasing demand in US imports from Europe or widescale capacity withdrawals, there is little positive momentum behind moves to increase spot market rates" (Knowler, 2024).

Source: Knowler, G. (2024, January 5). *MSC, CMA CGM look to push stagnant trans-atlantic rates higher.* Journal of Commerce. <u>https://www.joc.com/article/msc-cma-cgm-look-push-stagnant-trans-atlantic-rates-higher_20240105.html</u>

Surge in Asia-Europe & Mediterranean Shipping Costs

midst ongoing challenges in the Red Sea and Suez Canal, global shipping routes are witnessing a significant transformation. Approximately 90% of containerized vessels initially destined for the Suez Canal have shifted routes via the Cape of Good Hope. This strategic adjustment has led to a fourfold increase in shipping rates, notably impacting the Asia-Europe and Asia-Mediterranean trade corridors.

"About 90% of all the containerized fleet that would have ideally taken the Suez Canal have now re-routed via the Cape of Good Hope. And the impact? Rates quadrupling on the Asia-Europe and Asia-Mediterranean trade" (Krishnan, 2024). This shift underscores the adaptability of the industry to unforeseen challenges. As businesses navigate these changes, strategic supply chain management becomes critical, emphasizing the need for flexibility and contingency planning in the complex web of global logistics.

Source: Krishnan, G. (2024, January 19). *Red Sea-Suez Crisis Quadruples Asia-Europe & Med Rates*. Container News. <u>https://container-news.com/red-sea-suez-crisis-quadruples-asia-europe-med-rates/</u>



European Market

Ocean Freight

Pause in Asia-Europe Contracts Amid Red Sea Uncertainty

mid the ongoing shipping disruption in the Red Sea, ocean carriers have temporarily halted the offering of long-term agreements to the Asia-Europe market. The complexity of the situation has made it challenging to assess the factors crucial for determining fixed contract rate levels. According to a spokesperson from Hapag-Lloyd, long-term deals will not be extended "until the Red Sea situation settles." The decision is influenced by the lack of clarity regarding the duration of diversions, the uncertain impact

on equipment availability, and the potential consequences on port utilization caused by ships arriving outside their scheduled windows.

"Ocean carriers have stopped, for now, offering long-term agreements to the Asia-Europe market because the Red Sea shipping disruption is making it impossible to assess the factors that determine fixed contract rate levels. Long-term deals will not be offered 'until the Red Sea situation settles' (Knowler, 2024).

This suspension reflects the industry's response to the dynamic challenges



posed by the Red Sea disruption, as carriers navigate uncertainties and prioritize adaptability in their contract offerings.

Source: Knowler, G. (2024b, January 12). Ocean carriers suspend Asia-Europe contract offers until Red Sea "settles." Journal of Commerce. https:// www.joc.com/article/ocean-carriers-suspendasia-europe-contract-offers-until-red-seasettles_20240112.html

European Market



Cargolux and Norwegian Air Shuttle Lead in E-Sustainable Aviation Fuel Adoption

argolux and Norwegian Air Shuttle have committed to sourcing e-sustainable aviation fuel (E-SAF) from Norsk e-Fuel post-2026. The offtake agreements exceed 140,000 tons, showcasing a significant dedication to sustainable aviation. Both airlines will strategically support two additional production facilities by 2030.

E-fuels, created by capturing carbon dioxide or carbon monoxide and combining them with hydrogen from water, fueled by wind, solar, and nuclear energy, are key to this initiative.



"The total volume of the offtake agreements signed by the two airlines covers more than 140,000 tons of fuel supply" (Brett, 2024).

This commitment signifies a major step in the aviation industry's journey towards a sustainable future, with Cargolux and Norwegian Air Shuttle leading the charge.

Source: Brett, D. (2024, January 17). *Cargolux signs up for e-SAF to power freighters*. Air Cargo News. <u>https://www.aircargonews.net/airlines/freighter-operator/cargolux-signs-up-for-e-saf-to-power-freighters/</u>



Ocean Freight



Navigating the Trans-Pacific Shipping Surge: Rate Hikes and Surcharges Impacting Importers and Forwarders

he landscape of Asia-US trades is witnessing a significant shift as importers and forwarders face heightened spot rates. This surge follows carriers' implementation of general rate increases (GRIs) on January 15, along with peak-season surcharges (PSS) for shipments to both the West and East coasts. Importers shipping to the East Coast via the Panama or Suez canals, or navigating the southern tip of Africa, are encountering additional surcharges. The multifaceted adjustments in rates reflect the complex nature of the current market conditions. "The new rate increases could be stickier than they would have normally been due to the knock-on effects of carrier disruptions linked to the militant attacks on shipping in the Red Sea" (Mongelluzzo, 2024).

Source: Mongelluzzo, B. (2024, January 17). *Trans-Pacific carriers hit customers with higher rates, flurry of surcharges.* Journal of Commerce. https://www.joc.com/article/trans-pacific-carriers-hit-customers-higher-rates-flurry-surcharges_20240117.html







Navigating Shifts in India-US Ocean Rates

R ecent market dynamics reveal intriguing shifts in India-US ocean freight rates, indicating the possibility of reaching highs not seen since the second half of 2022. Although still below pandemic-induced levels, short-term contract prices for shipments from India to the US have surged two to three times on average in the past two weeks, as reported by local freight forwarders to the Journal of Commerce.

"To push pricing on the trade lane to second-half 2022 highs by the end of this month is conceivable, given current Red Sea-linked fluctuations," notes the Journal of Commerce (Mathew, 2024).

This development prompts industry stakeholders to monitor trends closely and adapt logistics and pricing strategies accordingly.

Source: Mathew, B. (2024, January 16). *India-US ocean rates seen inching to covid peaks on red sea woes*. Journal of Commerce. <u>https://www.joc.com/article/india-us-ocean-rates-seen-inching-covid-peaks-red-sea-woes_20240116.html</u>

Asian Market

Ocean Freight

Intra-Asia Shippers Confront Capacity Challenges and Surging Freight Rates

n the dynamic landscape of intra-Asia trade, shippers find themselves caught in a challenging intersection of rising freight rates and a capacity crunch. Deep-sea services, crucial for these trades, are experiencing delays attributed to extended transits around the Cape of Good Hope, according to shipping executives.

Exporters in Asia are encountering the impact firsthand as equipment shortages compound the challenges. The timing is particularly critical as intra-Asia trade approaches its zenith, compounded by delayed container returns to Asia due to vessel diversions triggered by ongoing attacks on commercial shipping in the Red Sea by Houthi militants.

As we navigate these complexities, it becomes evident that key trade lanes, such as China-Vietnam and China-Thailand, are witnessing a significant shift. Deep-sea services are progressively claiming a larger portion of the intra-Asia volumes on these routes, magnifying the repercussions of the current predicament.

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In the words of industry insiders, this double whammy poses a considerable challenge: "Exporters are already seeing equipment shortages just as intra-Asia trade is close to peaking" (Wallis, 2024).

The delays in container returns and the disruptions in vessel schedules are creating a domino effect, amplifying the strain on logistics and supply chain dynamics.

Source: Wallis, K. (2024, January 16). Intra-asia shippers face capacity crunch, equipment shortages as rates surge. Journal of Commerce. <u>https://www.joc.com/article/intra-asia-shippers-face-capacity-crunch-equipment-shortages-rates-surge_20240116.html</u>





Ocean Freight



DP World Terminals Face Escalating Disruption Amidst Deepening Dispute with MUA



he conflict between DP World and the Maritime Union of Australia (MUA) has reached a critical point, exacerbating disruptions at DP World's Australian container terminals. In response, DP World has taken a firm stance, withholding wages for employees engaged in work bans, aiming to counter what they perceive as the MUA's strategy to prolong industrial action.

A DP World spokesperson reported disruptions at Port Botany, Melbourne operations, and Brisbane terminal on Friday, signaling a significant escalation following unproductive meetings between the two parties. Highlighting the urgency of the situation, Nicolaj Noes, DP World's executive vice-president Oceania, stressed the necessity of government intervention, attributing the decision to reject partial work bans to the continuous operational challenges.

In a message to customers, Ravi Sheshadri, DP World's vice-president commercial ports and terminals Oceania, emphasized the severity of the industrial action, urging federal government involvement. Sheshadri stated, "Following a severe escalation of industrial action that has seen DP World employees encouraged by the MUA to not work across the nation's terminals," (<u>Ackerman, 2024</u>) warning of potential compounding delays ranging between two and eight weeks.

The Maritime Union of Australia's assistant national secretary, Adrian Evans, squarely placed blame on DP World for delays, accusing the company of advocating for cuts directed by the Dubai government. Evans expressed frustration with DP World's refusal to negotiate, asserting the MUA's determination not to be bullied and calling for solidarity against external pressures.

Source: Ackerman, I. (2024, January 15). *Disruption deepens at DP World as dispute with mua ratchets up (updated) - daily cargo news*. The DCN. <u>https://www.thedcn.com.au/news/</u>containers-and-container-shipping/breaking-news-disruption-deepens-at-dp-world-terminals-as-dispute-with-mua-ratchets-up/?utm_source=DCN%2BDaily%2BNewswire&utm_campaign=f55c32820d-EMAIL_CAMPAIGN_10_06_2021_COPY_01&utm_medium=email&utm_term=0_505d67c448-f55c32820d-143540829&mc_cid=f55c32820d&mc_eid=9382390649

Oceania Market (

Ocean Freight

Unveiling the Future Container Port at Kwinana

he Western Australian government recently disclosed its visionary plans for a state-of-theart container port in Kwinana, positioning it as the successor to the existing operations at the Port of Fremantle. This strategic move comes after an exhaustive 18-month consultation period with key stakeholders, resulting in a preferred design and location that will revolutionize container operations.

The proposed container terminal at Kwinana, situated along the shoreline of the current Kwinana Bulk Terminal, is designed to accommodate larger vessels than the Port of Fremantle. The comprehensive plan includes the construction of a new breakwater to bolster port and ship protection, substantial upgrades to crucial freight roads such as Anketell Road, Kwinana Freeway, and Roe Highway, the duplication of freight rail between the terminal and Cockburn, and enhancements to key intermodal terminals (IMTs) at Kenwick and Forrestfield. Additionally, a new IMT at Kewdale is on the horizon, establishing a pivotal logistics hub east of Perth to support significant business activities.

The meticulous planning for the Kwinana container terminal, spanning several years, is a response to the anticipated capacity constraints at the current Port of Fremantle within the next two decades. Notably, the government assures that the chosen location will minimize disruptions to critical public services.

As the freight operations transition to Kwinana, the Port of Fremantle will retain its status as a functional port, serving cruise, visiting naval, and recreational vessels. Western Australian Premier Roger Cook emphasized the long-term benefits of this infrastructure overhaul, stating, "A worldclass port in Kwinana is critical for our State to remain a global economic and industrial powerhouse for decades to come, supporting thousands of local WA jobs. Through this design, we can ensure WA can continue to meet trade demand long into the future – while strengthening our supply chain lines and improving road safety in the southern suburbs" (Ackerman, 2023).

Source: Ackerman, I. (2023, November 30). *Plans for new container port at Kwinana revealed - daily cargo news*. The DCN. <u>https://www.thedcn.com.au/news/containers-and-container-shipping/plans-for-new-container-port-at-kwinana-revealed/?utm_source=DCN%2BDaily%2BNew%E2%80%A6</u>





Ethiopian Cargo Expands

thiopian Cargo & Logistics Services, recognized as the foremost air cargo network operator on the African continent, has initiated a pioneering freighter service to Casablanca, Morocco, effective January 9, 2024. This strategic move signifies the addition of Casablanca as the 35th destination served by Ethiopian Cargo & Logistics Services within Africa.

In expressing enthusiasm about the launch, Mr. Mesfin Tasew, the CEO of Ethiopian Airlines Group, stated, "We are thrilled to announce the commencement of freighter services to Casablanca, Morocco. This venture marks our debut in the Maghreb region and is a significant milestone within our global freighter network. The inclusion of Casablanca brings our total African freighter destinations to 35, solidifying our dedication to providing dependable and efficient services.

As the preeminent cargo network operator in Africa and a pivotal global air cargo service provider, Ethiopian Airlines remains committed to extending its services worldwide, establishing new routes to facilitate global trade and the seamless flow of goods. The freighter service to Casablanca is executed with the utilization of the state-of-the-art Boeing 777-200F cargo aircraft, boasting a payload capacity exceeding 100 tons" (Ababa, 2024).

Source: Ababa, A. (2024, January 9). Ethiopian cargo and logistics services adds Casablanca as its 35th freighter destination in Africa. Ethiopian Cargo and Logistics Services Adds Casablanca as Its 35th Freighter Destination in Africa. https://corporate.ethiopianairlines.com/Press-release-open-page/ethiopian-cargo-and-logistics-services-adds-casablanca-as-its-35th-freighter-destination-in-africa

General Fracht News Sources:

joc.com xeneta.com freightwaves.com container-news.com aircargonews.net news.yvr.ca splash247.com seatrade-maritime.com mundomaritimo.cl thedcn.com.au corporate.ethiopian airlines.com