

FrachtNEWS

LOGISTICS MARKET REPORT



GLOBAL MARKET

OCEAN FREIGHT

RENEWED SECURITY CONCERNS CHALLENGE COMMERCIAL SHIPPING THROUGH THE STRAIT OF HORMUZ

Maritime security conditions in the Strait of Hormuz remain highly uncertain following renewed military exchanges between the United States and Iran, raising ongoing concerns for vessel operators, cargo owners, and the global shipping community. Although commercial traffic continues to transit the waterway, recent incidents demonstrate that the region remains one of the world's most closely monitored maritime corridors. Within a 48-hour period, two commercial vessels were reportedly targeted while navigating the strait, including a Panama-flagged tanker and a containership. While both incidents resulted in limited physical damage and no reported injuries or environmental impacts, they prompted additional military action and reinforced concerns surrounding navigational safety. The latest exchanges have placed additional pressure on diplomatic efforts intended to stabilize the region. The previous agreement designed to restore maritime confidence has largely unraveled, with «the fragile peace framework governing the Strait of Hormuz has effectively collapsed in all but name» (Chambers, 2026). This assessment reflects the growing difficulty of maintaining

predictable shipping conditions amid continuing geopolitical tensions. Another emerging concern involves vessel routing through the strait. Iran has reiterated its preference for ships to follow designated transit corridors near its coastline, while Oman has promoted an alternative passage developed in cooperation with the International Maritime Organization (IMO). Differing views over preferred navigation routes could create additional operational complexity for shipowners and voyage planners as regional authorities continue evaluating future transit procedures. Despite heightened security concerns, commercial shipping has continued to transit the Strait of Hormuz, demonstrating the resilience of the maritime industry even during periods of elevated geopolitical risk. Vessel operators, charterers, insurers, and logistics providers remain focused on voyage planning, risk assessment, and close coordination with maritime authorities as conditions continue to evolve.

Source: Chambers, S. (2026, June 29). *Hormuz security in tatters as US and Iran trade fresh strikes*. Splash247. <https://splash247.com/hormuz-security-in-tatters-as-us-and-iran-trade-fresh-strikes/>

PREPARING SOUTH AMERICAN LOGISTICS FOR THE NEXT MAJOR EL NIÑO

Meteorologists are closely monitoring the possibility of a strong El Niño event developing later this year, prompting transportation and logistics professionals to evaluate how changing weather conditions could influence cargo movement across South America. “While the severity and timing remain uncertain, previous episodes demonstrate how climate disruptions can extend far beyond the regions directly affected” (Branco, 2026). One of the most critical areas to watch is Brazil’s Amazon Basin, where previous drought conditions demonstrated the importance of reliable inland navigation. Alternative gateway ports could experience increased cargo volumes, longer equipment dwell times, and greater demand for repositioning empty containers as transportation providers adapt to changing river conditions. Flexible routing strategies, diversified port access options, equipment repositioning, and resilient transportation networks will play an increasingly important role in maintaining cargo continuity should weather-related disruptions emerge across the continent.

Source: Branco, V. (2026, June 25). A ‘super’ El Niño could reshape South American trade flows. *Journal of Commerce*.
<https://www.joc.com/article/a-super-el-nino-could-reshape-south-american-trade-flows-6243477>



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CONTAINER SHIP ORDERBOOK REFLECTS GROWING FOCUS ON REGIONAL FLEET RENEWAL



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Global investment in container ship construction continues to accelerate, but the focus of new vessel orders is evolving. “While contracts for large vessels fueled the growth in shipbuilding orders during 2024, demand for new container ships began to shift toward midsize vessels during 2025 and 2026” (Mundomarimo, 2026). The changing order profile suggests that shipping lines are balancing efficiency with operational flexibility. Rather than concentrating solely on the world’s largest container vessels, companies are expanding investments in ships designed to serve regional markets, feeder networks, and ports with more limited infrastructure. This approach provides additional routing options while helping modernize aging vessel segments. Looking ahead, fleet expansion strategies are expected to remain closely aligned with changing cargo flows, network optimization, and long-term transportation planning.

Source: Mundomarimo. (2026, June 24). Container ship construction orders approach 13 million TEUs. Mundomarimo.
<https://www.mundomaritimo.cl/noticias/libro-de-ordenes-de-construccion-de-portacontenedores-se-acerca-a-los-13-millones-de-teus>

TRANSPACIFIC AIR CARGO STRAINED AS AI INFRASTRUCTURE RACE INTENSIFIES

Rising semiconductor shipments linked to AI infrastructure development are placing significant pressure on transpacific air cargo capacity. According to Xeneta, aircraft utilization on Asia-Pacific to North America routes is approaching operational limits as demand for data center components continues to surge. The company noted that semiconductor-related cargo has become a primary growth driver, overtaking e-commerce volumes. As Niall van de Wouw explained, companies prioritize speed because “receiving the infrastructure they need to build data centers and deploy AI applications as fast as possible” (Brett, 2026) is critical to maintaining competitiveness.

Source: Brett, D. (2026, June 19). *Semiconductor demand helps push transpac aircraft utilisation to its limits.* Air Cargo News. <https://www.aircargonews.net/supply-chains/2026/06/semiconductor-demand-helps-push-transpac-aircraft-utilisation-to-its-limits/>.



SAF MANDATES ALONE INSUFFICIENT TO DECARBONIZE AIR CARGO, NEW ANALYSIS WARNS



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Sustainable aviation fuel has become aviation’s primary decarbonization tool, but new analysis suggests current UK and EU SAF mandates alone may deliver only modest emissions reductions by 2030. A recent industry sustainability report found that air freight accounted for over 57% of transport-related emissions, underscoring the scale of the challenge. Voluntary airline commitments — with many carriers targeting 10% SAF use by 2030 — alongside Book & Claim programs and operational improvements are seen as essential complements to regulation. The report concluded that “growing customer demand for lower-emission transport options” (Simsek, 2026) is accelerating adoption of alternative fuels and multimodal solutions across global logistics networks.

Source: Simsek, A. (2026, June 22). *Why sustainable aviation fuel alone may not be enough to decarbonise air cargo.* Air Cargo Week. <https://aircargoweek.com/why-sustainable-aviation-fuel-alone-may-not-be-enough-to-decarbonise-air-cargo/>

GLOBAL AIR CARGO RATES PEAK BUT MARKET FUNDAMENTALS POINT TOWARD GRADUAL RELIEF

Global air cargo spot rates reached a three-year high in April, driven by Middle East conflict disruptions, though analysts signal the worst may be over as capacity gradually returns. Xeneta’s Chief Airfreight Officer Niall van de Wouw noted that the spike was fundamentally a supply issue, stating: «Now capacity is coming back, rates will come down, but not as quickly as they went up. Ultimately, market fundamentals will prevail.» (van de Wouw & Zhang, 2026). Softening e-commerce volumes from China add further uncertainty to the demand outlook for Q3 and Q4, as the market navigates a delicate balance between recovering capacity and persistent geopolitical disruption.

Source: van de Wouw, N. & Zhang, W. (2026, May 1). *Global air cargo spot rates hit a three-year high in April, but market fundamentals will calm costs for shippers.* Xeneta.
<https://www.xeneta.com/news/global-air-cargo-spot-rates-hit-a-three-year-high-in-april-but-market-fundamentals-will-calm-costs-for-shippers>



GLOBAL MARKET

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UPDATED MARKET INDICATORS PROVIDE BROADER VIEW OF CHARTER ACTIVITY



GLOBAL MARKET

BREAKBULK

The global multipurpose and heavy-lift shipping sector experienced a recent modest softening in charter market conditions. According to Toepfer Transport’s June 2026 market update, “a decline has been observed in the number of time charter transactions involving F-type vessels, adding that the gap between charter rates for E/F-types and more modern vessels has become increasingly volatile” (Kershaw, 2026). To improve visibility into evolving fleet dynamics, Toepfer announced an expansion of its market assessment methodology. The company will now include a separate index tracking F500-type vessels, providing additional insight into charter conditions for newer-generation multipurpose ships. As vessel designs continue to advance and fleet composition changes over time, market participants are increasingly seeking more precise benchmarks to evaluate charter conditions and operational planning.

Source: Kershaw, D. (2026, June 11). *Toepfer Transport’s monthly multipurpose shipping rate update.* Heavy Lift & Project Forwarding International.
<https://www.heavyliftpf.com/shipping/2026/06/11/toepfer-transport-s-monthly-multipurpose-shipping-rate-update/>

ASIA-EUROPE SHIPPING DEMAND CONTINUES DRIVING MID-YEAR MARKET ADJUSTMENTS

International container shipping between Asia and Europe continues to experience strong seasonal momentum as elevated cargo volumes and sustained vessel utilization shape carrier planning for the second half of the year. “Ocean carriers on the Asia-Europe trade have announced substantial spot rate increases and peak season surcharges from July 1, the same day contracted cargo will be hit by a significant quarterly bunker fuel adjustment” (Knowler, 2026). Recent trade data highlights continued momentum in Asia-Europe containerized imports. April import volumes reached one of the highest monthly totals recorded during the past two years, reflecting continued growth in cargo movement into European markets. Analysts believe this sustained demand demonstrates the resilience of international trade flows despite ongoing geopolitical uncertainty and evolving transportation conditions.

Source: Knowler, G. (2026, June 11). *Asia-Europe ocean shippers face hefty July 1 rate increases*. Journal of Commerce. <https://www.joc.com/article/asia-europe-ocean-shippers-face-hefty-july-1-rate-increases-6236541>



EUROPE MARKET

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EARLY RETAIL DEMAND KEEPS TRANS-PACIFIC SHIPPING ACTIVITY ELEVATED



ASIA MARKET

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International trade activity across the Asia-United States transportation corridor is showing strong momentum as importers continue advancing shipments ahead of anticipated regulatory changes while retailers replenish inventories to meet ongoing consumer demand. “The frontloading that began in May and continues now is being driven primarily by two factors: tariffs and bunker fuel” (Mongelluzzo, 2026). Industry executives note that this acceleration is not expected to continue indefinitely. While the pace of advance ordering may eventually ease, inventory management requirements are expected to remain an important driver of cargo movement during the months ahead. Proactive planning will remain essential for maintaining reliable cargo movement during the extended seasonal shipping period.

Source: Mongelluzzo, Bill. (2026, June 24). *Asia-US spot rate continues as retail restocking enters the mix*. Journal of Commerce. <https://www.joc.com/article/asia-us-spot-rate-surge-continues-as-retail-restocking-enters-the-mix-6242985>

GLOBAL PORT PERFORMANCE HIGHLIGHTS GROWING IMPORTANCE OF OPERATIONAL RESILIENCE

The latest Container Port Performance Index (CPPI), jointly released by the World Bank and S&P Global Market Intelligence, highlights the continued strength of Asian port operations while underscoring the growing importance of resilience in worldwide cargo transportation systems. The annual report evaluates more than 400 container ports worldwide by measuring vessel turnaround times and overall port efficiency using vessel tracking and port call data. Bertrand De la Borde, Global Director for Transport and Logistics at the World Bank, emphasized the strategic role of ports in supply chain performance, stating that, “Ports are not just passively exposed to external shocks; they also dynamically shape how those shocks are transmitted” (Chambers, 2026). The report further suggests that continued investments in efficiency, flexibility, and operational resilience will remain essential as global trade networks navigate an increasingly dynamic transportation environment.

Source: Chambers, S. (2026, June 11). *Chinese ports dominate global efficiency rankings.* Splash247.
<https://splash247.com/chinese-ports-dominate-global-efficiency-rankings/>



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ASIA’S SUPPLY CHAIN REALIGNMENT RESHAPES GLOBAL AIR CARGO TRADE LANES



ASIA MARKET

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A structural shift away from China-centric manufacturing is fundamentally redrawing Asia’s air cargo map. According to Aevean data, US high-tech air imports grew 57% year-on-year in Q1 2026, with Taiwan leading at 276% growth, Vietnam up 110% and Thailand rising 223%, while China contracted 32%. The “China Plus X” diversification strategy — now adopted by roughly 60% of companies — is generating new cargo flows across multiple Asian manufacturing hubs. Industry analysts confirm the trend is structural: “We believe the high-tech air exports from Taiwan, Vietnam and Thailand are structural and will continue to show substantial mid-term growth” (Sebastian, 2026).

Source: Sebastian, N. (2026, June 15). *How Asia’s supply chain shift is redrawing the air cargo map.* The STAT Trade Times.
<https://www.stattimes.com/air-cargo/how-asias-supply-chain-shift-is-redrawing-the-air-cargo-map-1359485>

MARITIME OPERATORS ASSESS PORT RESILIENCE FOLLOWING VENEZUELA EARTHQUAKE

Recent seismic activity in northern Venezuela has created new operational challenges for maritime transportation and cargo logistics, underscoring the importance of contingency planning during natural disasters. Following two powerful earthquakes and a series of aftershocks, authorities and port operators have focused on assessing critical infrastructure while working to maintain the continuity of essential trade and maritime services. “The immediate maritime concern is not a declared nationwide port closure, but the potential for short-notice disruption caused by infrastructure inspections, aftershocks, power and telecommunications outages, damaged road access, reduced staffing, and pressure on emergency services” (Hellenic Shipping News, 2026). Continued assessments will help determine any longer-term impacts on regional shipping activities, while the maritime sector remains an important link in supporting humanitarian relief and commercial trade throughout the recovery process.

Source: Hellenic Shipping News. (2026, June 26). *Venezuela earthquake emergency and maritime operational outlook*. Hellenic Shipping News. <https://www.hellenicshippingnews.com/venezuela-earthquake-emergency-and-maritime-operational-outlook%E2%80%8A/>



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CHILE ADVANCES MAJOR PORT EXPANSION TO STRENGTHEN FUTURE CARGO CAPACITY



LATAM MARKET

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Chile has taken a significant step toward expanding its maritime transportation network with environmental approval for the Puerto Exterior project at the Port of San Antonio. Following a comprehensive multi-year environmental review, regional authorities authorized the next phase of development for what is expected to become one of South America’s most advanced container port facilities. According to Empresa Portuaria San Antonio (EPSA), the project is intended to enhance the nation’s ability to support future trade requirements. As the organization noted, “This initiative will allow the country to endow the port infrastructure that Chile requires to maintain the competitiveness of foreign trade” (Schuler, 2026). As shipping networks continue to evolve, investments in modern terminal infrastructure will play an important role in improving cargo flow, enhancing vessel accessibility, and supporting long-term transportation planning throughout South America’s Pacific coast.

Source: Schuler, M. (2026, May 26). *Chile Approves \$4.45 Billion ‘Outer Port’ Expansion at San Antonio*. gCaptain. <https://gcaptain.com/chile-approves-4-45-billion-outer-port-expansion-at-san-antonio/>

INDIA-EUROPE SHIPPING DEMAND INTENSIFIES AS VESSEL SPACE BECOMES INCREASINGLY CONSTRAINED

Transportation activity between India and Northern Europe is becoming increasingly challenging as vessel space tightens across major trade lanes, prompting shippers and logistics providers to adjust booking strategies well in advance of scheduled departures. Industry participants report that growing export demand, combined with reduced vessel availability, is creating a more competitive environment for securing space. Forwarders have reported that available sailings are filling quickly, leading to restricted booking opportunities and a greater likelihood of cargo being deferred to later departures. One logistics executive observed that, “Vessels for Europe are heavily overbooked. We should expect a lot of cargo rollovers through the first half of July” (Mathew, 2026). Businesses engaged in international commerce may benefit from maintaining proactive communication with logistics providers while monitoring schedule changes that could influence cargo movement throughout the summer shipping season.

Source: Mathew, B. (2026, June 24). *Ocean rates surge on India-Europe trade as capacity tightens*. Journal of Commerce. <https://www.joc.com/article/ocean-rates-surge-on-india-europe-trade-as-capacity-tightens-6242847>



INDIA MARKET

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NORTHERN INDIA EXPANDS AIR CARGO CAPACITY WITH NEW LOGISTICS GATEWAY



INDIA MARKET

AIR FREIGHT

Noida International Airport (NIA) has launched cargo operations, providing northern India with an additional gateway to support growing trade volumes and relieve pressure on Delhi’s air cargo infrastructure. Designed as an integrated logistics hub with multimodal connectivity, the facility is expected to improve access between manufacturing centers and international markets. Industry leaders view the development as a strategic step for regional supply chains. As airport representative Shailendra Bhatia noted, NIA is “more than an aviation asset” (Mathais, 2026) and is being developed as a comprehensive logistics platform to support long-term trade growth.

Source: Mathais, A. (2026, June 22). *NIA provides alternative gateway to congested Delhi for Indian air cargo*. The Loadstar. <https://theloadstar.com/nia-provides-alternative-gateway-to-congested-delhi-for-indian-air-cargo/>

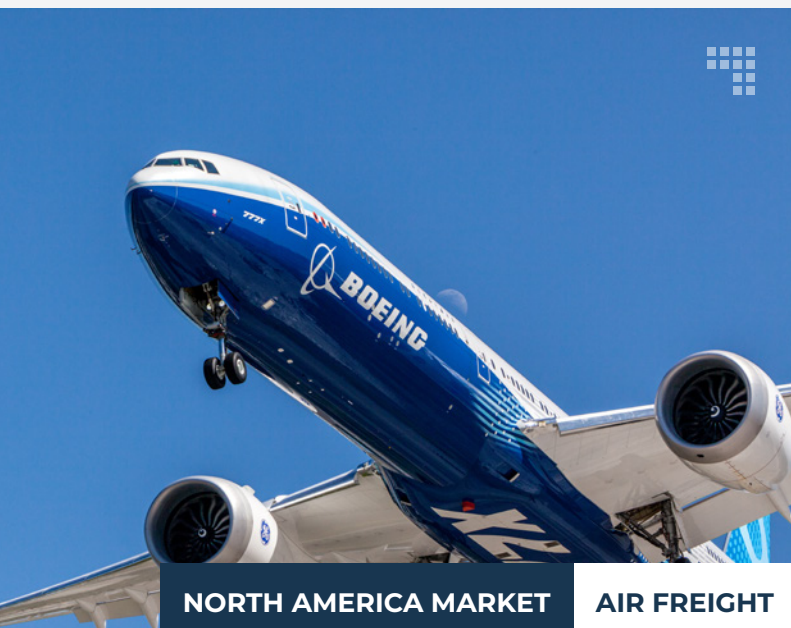
EARLY US PEAK SEASON STRAINS TRANSPACIFIC AIR CARGO CAPACITY

An early 2026 peak season is driving transpacific shippers to consider air freight alternatives as ocean capacity tightens, but constrained air cargo space is limiting options. The US National Retail Federation declared peak season had arrived ahead of schedule, with June import forecasts running 14.3% above 2025 levels driven by front-loading ahead of anticipated cost increases. Transpacific airfreight capacity remains especially tight, absorbed by sustained semiconductor, AI server and data centre demand. Industry observers noted the modal shift to air is selective rather than broad, targeting “critical, high-value, or time-sensitive cargo such as semiconductors, electronics, and spare parts” (Putzger, 2026).

Source: Putzger, I. (2026, June 22). *Capacity constraints limit air cargo ability to assist with early peak.* The Loadstar. <https://theloadstar.com/capacity-constraints-limit-air-cargo-ability-to-assist-with-early-peak/>



NATIONAL AIRLINES LAUNCHES COMMERCIAL OPERATIONS WITH INAUGURAL BOEING 777F CHARTER FLIGHT



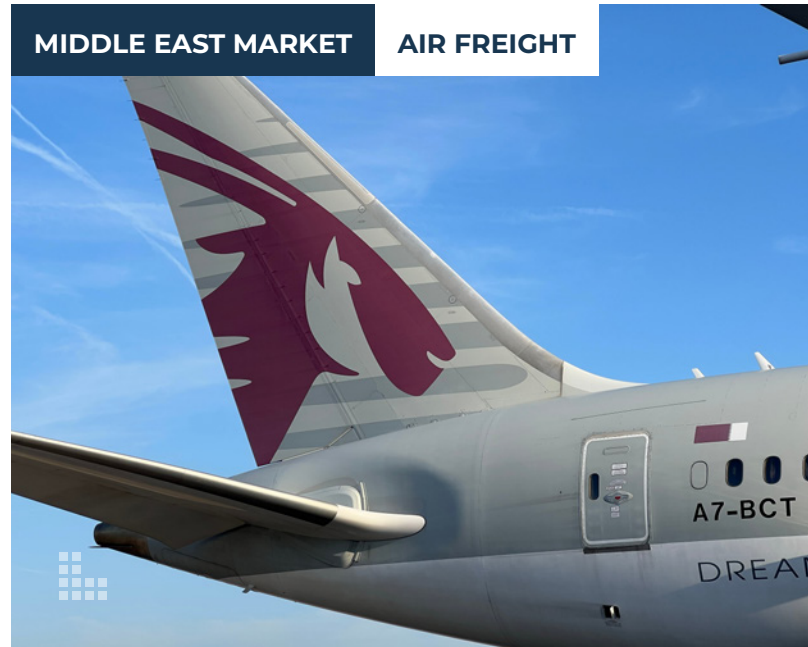
Florida-based National Airlines, part of National Air Cargo, has commenced commercial operations with its first Boeing 777-200 freighter, completing its inaugural charter cargo mission from JFK. The aircraft — the first of four on order since 2024 — offers a payload capacity exceeding 105 tons, significantly expanding the carrier’s long-haul capabilities. A second 777-200F was also delivered last month, accelerating the fleet modernisation programme. National Airlines stated the 777F “brings exceptional long-range capability, fuel-efficient performance enabling faster and more reliable cargo solutions across international markets” (Jeffrey, 2026), with on-demand charter services ready to deliver critical, oversized and time-sensitive shipments globally.

Source: Jeffrey, R. (2026, June 5). *National Airlines’ first 777F begins operations.* Air Cargo News. <https://www.aircargonews.net/editorial/2026/06/national-airlines-first-777f-begins-operations/>

QATAR AIRWAYS RESTORES NETWORK AND STRENGTHENS LEADERSHIP FOR NEXT GROWTH PHASE

Qatar Airways Group has restored 85% of its pre-crisis network, marking a significant recovery milestone following the regional disruptions that heavily affected operations earlier this year. The achievement coincides with the launch of its Summer 2026 schedule, featuring more than 140 daily departures from Doha to over 160 destinations worldwide. The Group also created two senior leadership roles — Chief Operating Officer and Chief Customer Officer — to drive operational excellence and customer experience. Group CEO Hamad Al-Khater stated: “These appointments are about what comes next. We will move faster, sharpen our focus on excellence, and put the customer at the heart of every decision we make” (STAT Times, 2026).

Source: STAT Times. (2026, June 18). *Qatar Airways restores 85% network, names new executives.* The STAT Trade Times.
<https://www.stattimes.com/air-cargo/qatar-airways-restores-85-network-names-new-executives-1359535>



SOUTH AFRICA'S CAPE SHIPPING CORRIDOR GAINS STRATEGIC IMPORTANCE AMID ROUTE CHANGES



As shipping companies continue adjusting routes to avoid security risks in the Middle East, the Cape of Good Hope has become an increasingly important alternative corridor for international maritime trade. According to Sandile Ndlovu, Executive Director of the Aerospace, Maritime and Defence Industry Association (AMD), “Increased shipping traffic creates opportunities for local ports, logistics operators, ship repair facilities, bunkering providers, maintenance companies and maritime security operators” (Venter, 2026). The increased demand for these services could further position South Africa as an important support center for vessels operating along alternative global trade routes. Investments in port efficiency, maritime services, and supporting infrastructure remain central to improving reliability and strengthening international trade connectivity.

Source: Venter, L. (2026, June 10). *Cape route diversions create new opportunities.* South Africa's Freight News.
<https://www.freightnews.co.za/article/cape-route-diversions-create-new-opportunities>