

FrachtNEWS

Logistics
Market
Report

 Global Market

Ocean Freight



US Sinks 3 Ships, Kills 10 After Houthi Red Sea Attack

“U.S. helicopters repelled an attack by Iran-backed Houthi militants on a Maersk ([MAERSKb.CO](https://www.maersk.com)) container vessel in the Red Sea, sinking three ships and killing 10 militants, according to accounts by American, Maersk, and Houthi officials on Sunday.

The naval battle occurred around 0330 GMT on Sunday as the attackers sought to board the Singapore-flagged Maersk Hangzhou, Maersk and U.S. Central Command (CENTCOM) said. Helicopters from the USS Eisenhower and USS Gravelly joined the ship's security team in repelling the attackers after receiving a distress call, CENTCOM said. Maersk said it was pausing all sailing through the Red Sea after the attack.

The United States launched Operation Prosperity Guardian on Dec. 19, saying more than 20 countries had agreed to participate in the efforts to safeguard ships in Red Sea waters near Yemen.

Maersk, one of the world's top cargo shippers, said on Dec. 24 it would resume sailing through the Red Sea. However, attacks have continued and U.S. allies have proven reluctant to commit to the coalition, with nearly half not declaring their presence publicly.”

Source: Gronholt-pedersen, J., & Elimam, A. (2023, December 31). Maersk pauses Red Sea sailings after Houthi attack on container ship. Reuters. <https://www.reuters.com/world/middle-east/maersk-pauses-red-sea-sailings-after-houthi-attack-container-ship-2023-12-31/>



Updated List: Shipping Firms Reactions To Houthi Attacks In The Red Sea

Iranian-backed Houthi militants in Yemen have stepped up [attacks on vessels in the Red Sea](#) to show their support for Palestinian Islamist group Hamas fighting Israel in Gaza.

The attacks, aimed at a route that allows [East-West trade](#), especially of oil, to use the Suez Canal to save the time and expense of circumnavigating Africa, prompted some shipping companies to [reroute vessels](#) earlier in December. Below are companies' reactions (in alphabetical order) to the situation in the Red Sea:

CMA CGM

The French shipping group is planning a [gradual increase](#) in the number of vessels transiting the Suez Canal, it said on Dec. 26. "This decision is based on an in-depth evaluation of the security landscape and our commitment to the security and safety of our seafarers," CMA CGM said in a statement.

The company had previously rerouted several vessels via the Cape of Good Hope.

EURONAV EUAV.BR

The Belgian oil tanker firm said on Dec. 18 it would avoid the Red Sea area until further notice.

EVERGREEN 2603.TW

The Taiwanese container shipping line said on Dec. 18 its vessels on regional services to Red Sea ports would sail to safe waters nearby and wait for further notification, while ships scheduled to pass through the Red Sea would be rerouted around the Cape of Good Hope. It also temporarily stopped accepting Israeli cargo.

FRONTLINE FRO.OL

The Norway-based oil tanker group said on Dec. 18 that its vessels would avoid passages through the Red Sea and the Gulf of Aden.

GRAM CAR CARRIERS GCC.OL

The Norwegian shipping company, which specializes in pure car truck carriers, said on Dec. 21 its vessels were restricted from passing through the Red Sea.

HAPAG-LLOYD HLAG.DE

The German container shipping line told Reuters on Dec. 29 it has decided to continue to [divert its vessels around the Suez Canal](#) for security reasons. It added that a next assessment would be made on Jan. 2.

A projectile believed to be a drone struck one of its vessels sailing close to the coast of Yemen on Dec. 15. No crew were injured.

HMM 011200.KS

The South Korean container shipper said on Dec. 19 it had ordered its ships from Europe that would normally use the Suez Canal to reroute via the Cape of Good Hope for an indefinite period of time from Dec. 15.

HOEGH AUTOLINERS HAUTO.OL

The Norwegian shipping company said on Dec. 20 it would stop Red Sea transit after the Norwegian Maritime Authority raised its alert for the southern part of the sea to the highest level.

KLAVENESS COMBINATION CARRIERS KCKC.OL

The Norway-based fleet operator said on Dec. 28 it was unlikely to sail any of its vessels in the Red Sea, unless the situation improves.

MAERSK MAERSKb.CO

The Danish shipping group said on Dec. 31 it was [pausing se all sailing through the Red Sea for 48 hours](#), after Houthi militants attacked the container vessel Maersk Hangzhou with missiles and small boats.

On Dec. 27 it had scheduled several dozen container vessels to travel via the Suez Canal and the Red Sea in the coming days and weeks.

MSC

[Mediterranean Shipping Company \(MSC\)](#) said on Dec. 16 its ships would not transit through the Suez Canal, with some already rerouted via the Cape of Good Hope, a day after two ballistic missiles were fired at its vessel.

OCEAN NETWORK EXPRESS

Ocean Network Express (ONE), a joint venture of Japan's Mitsui O.S.K. Lines 9104.T, Nippon Yusen



Read Also: [299 Containerships Reroute to Avoid the Red Sea, Doubling in Number from Last Week](#)

9101.T and Kawasaki Kisen Kaisha 9107.T, said on Dec. 19 it would reroute vessels away from the Suez Canal and the Red Sea. Instead, its ships will navigate around the Cape of Good Hope or temporarily pause their journey and move to safe areas.

OOCL

The Hong Kong-headquartered container group said on Dec. 21 it had guided its vessels to either divert route or suspend sailing to the Red Sea. The company, owned by Orient Overseas (International) Ltd 0316.HK, has also stopped cargo acceptance to and from Israel until further notice.

O.S.K. Lines9104.T, Nippon Yusen9101.T

Japan's largest shipping companies said their vessels with links to Israel were avoiding the Red Sea area. Both companies also said they were monitoring the situation.

WALLENIUS WILHELMSSEN WAWI.OL

The Norwegian shipping group said on Dec. 19 it would halt Red Sea transits until further notice. Rerouting vessels via the Cape of Good Hope will add 1-2 weeks to voyage durations, it said.

YANG MING MARINE TRANSPORT 2609.TW

The Taiwanese container shipping company said on Dec. 18 it would divert ships sailing through the Red Sea and the Gulf of Aden via the Cape of Good Hope for the next two weeks."

Source: Laudani, P., Niemiec, I., Calero, J., Nissi, M., Donovan, K., Heavens, A., Maclean, W., & Kerry, F. (Eds.). (2023, December 31). Updated List: Shipping Firms' Reactions to Houthi Attacks in the Red Sea. gCaptain. Retrieved from <https://gcaptain.com/updated-list-shipping-firms-reactions-to-houthi-attacks-in-the-red-sea/> (c) Copyright Thomson Reuters 2023.

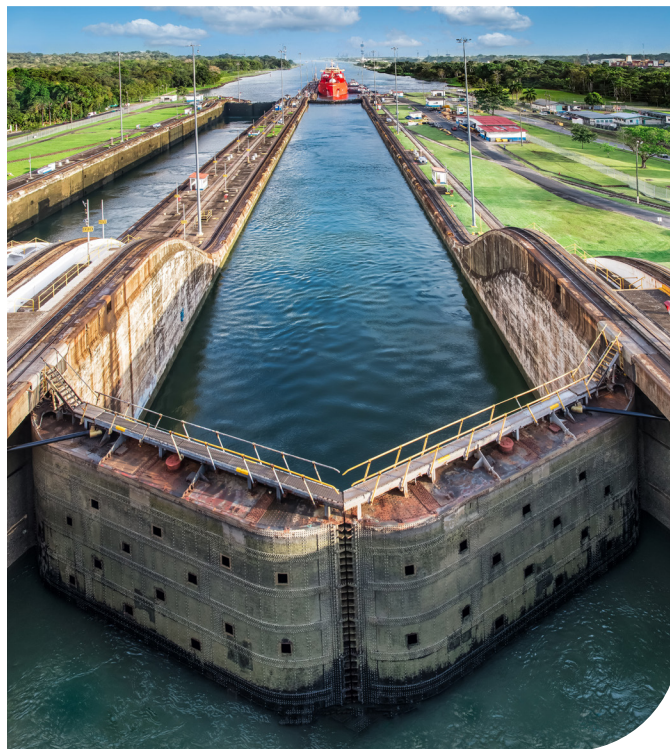
Panama Canal Drought Could Boost New Year Rates

“Chief analyst at Xenata, Peter Sand, said the dry season could see services for the US East Coast diverted via Suez though with the security situation in the Red Sea deteriorating the industry may face some tough choices regarding the routing for services.

“Rates could easily double as a consequence,” said Sand, adding, “There are seven weekly services that transit the Panama Canal, if they were all to be re-routed via Suez that would require an extra three ships on each service to maintain the weekly calls.”

He qualified that saying that vessels would have to operate at current speeds, but if they increased speeds by a single knot it could reduce the requirement to two ships, while slowing down could raise the number to four extra ships.

“Shippers had been hoping for a period of lower rates but now with both canals becoming choke points the upshot could see delays to cargo, higher costs and greater uncertainty,” claimed Sand, “I call it a slow-burning disaster”.



Source: Evans, M. A. (2023, December 19). Panama Canal drought could boost New Year rates. Container News. <https://container-news.com/panama-canal-drought-could-boost-new-year-rates/>

Container Shipping Outlook 2024: Rising Risk of Delays, Disruptions

An in-depth Q&A with Flexport’s Nerijus Poskus on the risks ahead

“The supply chain crisis is long over, but America’s importers still have a lot to keep them up at night as they plan for 2024. Two key container shipping “chokepoints” – the Panama Canal and the Babel-Mandeb Strait in the Red Sea – are simultaneously under threat. Container-line financials are under severe pressure, forcing ever more vessel sailings to be cancelled. The dockworkers union serving East and

Gulf Coast ports is threatening to strike next October. While freight rates are low, concerns over delays in import shipments are high. For an overview of the disruption risks in the year ahead, and advice on how U.S. importers can mitigate those threats, FreightWaves spoke in-depth with Nerijus Poskus, global head of ocean procurement for freight forwarder and supply chain logistics platform Flexport.”



Source: Miller, G. (2023, December 8). Container shipping outlook 2024: Rising risk of delays, disruptions. FreightWaves. <https://www.freightwaves.com/news/container-shipping-outlook-2024-rising-risk-of-delays-disruptions>

Air Cargo Poised to Benefit from Ocean Shipping Issues in 2024

Air cargo could benefit from a reduction in ocean shipping reliability next year as box lines contend with antitrust rule changes.

Speaking at the TIACA executive summit, Xeneta chief airfreight officer Niall van de Wouw ranked the criteria shippers considered when selecting between air and ocean. He said that reliability was by far the most important ahead of environmental impact and price.

Van de Wouw said that airfreight rates rise – indicating higher demand – when ocean schedule reliability decreases. He pointed out that airfreight rates reached a peak in April last year when ocean reliability was at its lowest.

Looking at the current market, Van de Wouw said that the low rates in ocean sailing meant shipping lines were missing out sailings to balance supply and demand. “Interestingly enough, we have seen [reliability] go down a little bit,” said Van de Wouw. “They say there is a bloodbath in rates on the ocean side which means more blank sailings, they cancel the vessels, which reduces the reliability which makes shippers a little bit worried.”

And next year there could be further disruption after the European Commission in October decided not to extend container shipping’s block exemption from certain competition rules. The current block exemption runs until April 25, but after this date container carriers will be less able to cooperate on operations.”

Source: Brett, D. (2023, November 10). Air cargo poised to benefit from ocean shipping issues in 2024. Air Cargo News. <https://www.aircargonews.net/business/supply-chains/air-cargo-poised-to-benefit-from-ocean-shipping-issues-in-2024/>



“Interestingly enough, we have seen [reliability] go down a little bit,” said Van de Wouw. “They say there is a bloodbath in rates on the ocean side which means more blank sailings, they cancel the vessels, which reduces the reliability which makes shippers a little bit worried.”



Air Cargo Market 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.



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

Mother Nature Helps Push Up Airfreight Rates



The overall rise was driven largely by some big moves out of China, with capacity seemingly impacted by various events including heavy snowfall in Anchorage, disrupting TransPacific traffic, plus volcanoes and earthquakes elsewhere in addition to the wars in Ukraine and Gaza."

Airfreight rates continued to rise last week [Week 46] as weather conditions, volcanic activity and wars put capacity under pressure. The latest figures from TAC Index show that the overall Baltic Air Freight Index was up 4.6% in the week to November 20 compared with the previous seven days. The increases were led by China as prices out of Hong Kong increased by 11.5% compared with a week earlier and are now down by 2.2% compared with a year ago.

Outbound Shanghai increased by 5.3% compared with a week earlier reducing its year-on-year decline to 1.3% "led by double-digit gains to Europe". "Rates from both Hong Kong and Shanghai to the US are now comfortably above where they were a year ago", TAC said in its weekly round up.

Source: Brett, D. (2023b, November 21). Mother nature helps push up airfreight rates. Air Cargo News. <https://www.aircargonews.net/freight-forwarder/mother-nature-helps-push-up-airfreight-rates/>



North American Market

Ocean Freight



US Imports Dragged Down by Seasonality, Panama Canal Crisis

“The good news for container lines: U.S. imports are still higher than they were before the pandemic. The bad news: This year’s string of month-on-month gains is over. Seasonality, combined with worsening conditions at the Panama Canal, pulled down imports in November — a negative for freight rates.

According to data from Descartes (NASDAQ: DSGX) released Thursday, U.S. ports handled 2,099,408 twenty-foot equivalent units of imports last month, 9% less than in October.”

Volumes were up 7.4% versus last November, but this was a case of easy “comps.” In November 2022, volumes were in mid-crash due to bloated inventories amassed at the tail end of the supply chain crisis. China has been the main volume driver this year, both on the way up and down. The American and Chinese economies remain intimately intertwined, regardless of geopolitical tensions and rhetoric on diversifying supply chains.

U.S. imports from China totaled 783,467 TEUs in November, down 11.7% from October, according to Descartes. The reduction in imports from China accounted for half of last month’s countrywide month-on-month decline, but even so, Chinese cargo accounted for 37.3% of total volumes.

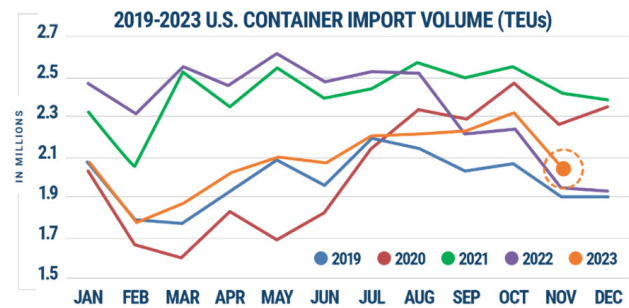


Chart: Descartes Datamyne

Descartes’ data, which is based on customs filings, showed sizable month-on-month declines in New York/New Jersey (down 62,062 TEUs or 16.1% versus October), Houston (down 46,857 TEUs or 26.7%) and Charleston, South Carolina (down 22,632 TEUs or 18.7%).

According to Chris Jones, Descartes’ executive vice president of industry and services, “The Panama drought finally appears to be impacting U.S. container import volume at East and Gulf Coast ports, which could worsen with the Panama Canal Authority’s plans to further reduce the number of daily transit slots in coming months.” As evidence of Panama Canal fallout, Jones pointed to the steep decline in Gulf Coast port volumes in November. It was the largest sequential drop for these ports this year, by far, at over double the pace of the countrywide decline.”

Source: Miller, G. (2023a, December 7). US imports dragged down by seasonality, Panama Canal Crisis. FreightWaves. <https://www.freightwaves.com/news/us-imports-dragged-down-by-seasonality-panama-canal-crisis>

Ports Of Tacoma and Seattle Sign Agreements for Waterway Navigation Improvement Projects

“The Port of Tacoma (POT) and the Port of Seattle (POS) joined the US Army Corps of Engineers (USACE) in ceremonies marking design agreements for the Seattle Navigation Improvement Project and the Tacoma Harbor Navigation Improvement Project. These projects are part of a modernization initiative for the Northwest Seaport Alliance (NWSA), an alliance between the ports of Tacoma and Seattle. To address the needs of the Transpacific trade, POT, POS and NWSA have worked alongside the USACE to complete integrated feasibility studies and environmental assessments. The results indicated that deepening both the Blair Waterway

in Tacoma and the West Waterway in Seattle would enhance the competitiveness of the gateway, enabling the waterways to meet the heightened draft requirements of larger ships and ensuring they can continue to support international trade and trade-dependent jobs across the region.”

Source: Ports of Tacoma and Seattle Sign Agreements for waterway navigation improvement projects. Container News. (2023, December 13). <https://container-news.com/ports-of-tacoma-and-seattle-sign-agreements-for-waterway-navigation-improvement-projects/>



North American Market

Air Freight

US Forwarders Brace for Kickback on Larger Shipment Screening Rules

“US freight forwarders are bracing for shipper kickback on recently implemented security requirements for larger shipments.

At the end of October, shippers wishing to fly cargo that cannot be screened due to size or volume restrictions – such as aircraft engines, oil drums, or oil field drilling equipment – were required to be enrolled in the Transport Security Administration (TSA)’s authorised cargo security programmes in order to move the shipments.

Fried had previously explained that there will only be three options after October 31; join one of the cargo programmes, use seafreight instead of airfreight, or don’t ship the larger cargo at all. Airforwarders Association (AfA) executive



director Brandon Fried said he was expecting shippers to be on his voicemail very soon as shipments began to be held up.

Fried said that the AfA, National Customs Brokers and Forwarders Association of America and the TSA held a series of workshops across the US to raise awareness of the stricter requirements. But “despite our efforts, we were not able to engage a substantial amount of shippers”, said Fried. “As a result [of the workshops], TSA picked up five or six shippers into the certified cargo screening programme,” he added.”

Source: Brett, D. (2023b, November 17). US forwarders brace for kickback on larger shipment screening rules. Air Cargo News. <https://www.aircargonews.net/freight-forwarder/us-forwarders-brace-for-kickback-on-larger-shipment-screening-rules/>

Call for Improvements After ‘Cascade of Delays’ At Anchorage Airport

“Cargo operations are back to normal at Anchorage Airport (ANC) after unprecedented snowstorms caused a “cascade of delays”. But the spotlight is now on the hub to invest in “more and better cargo infrastructure”, said Sean Dolan, CEO of investor NorthLink Aviation. Despite ANC last year being the third busiest cargo airport in the world, its cargo infrastructure has not expanded in more than 20 years.

The airport was hit by a major storm on 8 November that left 17 inches of snow – and just as operations were beginning to recover, another storm, on 13 November, dropped a further 8.7 inches of snow. This had a huge impact on cargo operations and saw many aircraft parked on taxiways for extended periods. One was reportedly stuck for 14 hours.”



Source: Goldstone, C. (2023, November 17). Call for improvements after “cascade of delays” at Anchorage Airport. The Loadstar. <https://theloadstar.com/call-for-improvements-after-cascade-of-delays-at-anchorage-airport/>



Latin American Market

Ocean Freight



Daily Transits at the Panama Canal to Increase in January

“The Panama Canal Authority (ACP) will increase daily transits to 24 starting January following solid amounts of rain over the past six weeks. The measure replaces the previous announcement that forecasted daily transits at 20 slots for January and 18 slots for February.

Currently, 22 vessels transit are allowed daily, divided into six neopanamax and 16 panamax. This restriction is in response to the challenges posed by the current state of Gatun Lake in the middle of the canal, which is experiencing unusually low water levels for this time of the year due to the drought induced by the El Niño phenomenon. Persistent drought has seen the ACP slash the maximum draft on its



larger locks as well as cut daily transit numbers by nearly 50% sparking an exodus of traffic with many ships opting for longer routes either via the capes or via the Suez Canal, a waterway that has run into its own trouble in the past month with the Houthis in Yemen targeting commercial sea traffic in the southern Red Sea.”

Source: Chambers, S. (2023b, December 18). Daily transits at the Panama Canal to increase next month. Splash247. [https://splash247.com/daily-transits-at-the-panama-canal-to-increase-next-month/#:~:text=The%20Panama%20Canal%20Authority%20\(ACP,and%2018%20slots%20for%20February](https://splash247.com/daily-transits-at-the-panama-canal-to-increase-next-month/#:~:text=The%20Panama%20Canal%20Authority%20(ACP,and%2018%20slots%20for%20February)

Latin America: Fluctuations in Import and Export Times Set the Tone in Maritime Freight Transportation

“In the face of extreme weather events, geopolitical conflicts, scarcity of certain products, and operational issues at some terminals, Brazil and other countries in Latin America have been experiencing fluctuations in maritime transportation. This is revealed in a new report by project44.

The document, titled “The Maritime Transportation Scenario: Latin America,” highlights, among other points, that: Brazil, a leader in Latin America in terms of operational capacity in maritime transportation, processed 6.9 million TEUs (twenty-

foot equivalent units) in August, the peak month for sailing cargoes.

The dwell time for import containers has varied among Latin American countries. In Panama, this indicator increased by 75% from October to November. These delays can lead to inventory problems, product shortages, and operational difficulties.

Mexico’s exports recorded a higher dwell time compared to other Latin American countries. Transit times for exporting products from Latin American countries to China have increased, although they remain stable for countries like the Netherlands, Spain, and the United States.”



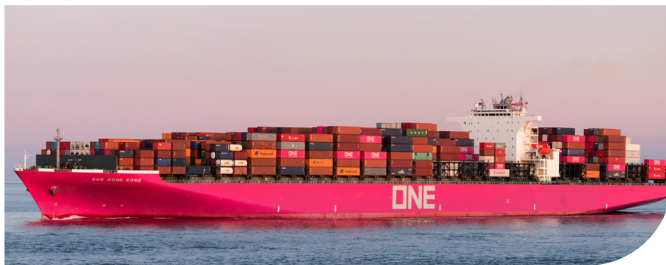
Source: América Latina: Oscilações nos tempos de Importação e Exportação Dão o Tom no transporte marítimo de cargas. Guia Marítimo. (2023, December 7). <https://www.guiamaritimo.com.br/noticias/maritimo/importacao-exportacao-transporte-maritimo-de-cargas>

Latin American Market

Ocean Freight

ONE-FLX Service Available to Book Direct to Latin America

Considering the current delays at the Panama Canal, ONE will temporarily add US East Coast ports to the standard FLX rotation. The FLX service will now call Savannah, Charleston, and Norfolk in addition to its regular calls.



ONE is currently developing an alternate service that will support US East Coast exports to Latin and South America until the Panama Canal situation improves. This service will be available for booking once details are finalized. An additional advisory detailing this service will be published during the week of December 18th.

FLX - Extension to US East Coast Ports

Port Rotation: (new ports of call are in red)

Port Everglades - **Savannah** - **Charleston** - **Norfolk** - Cartagena - Manzanillo (Panama) - **Rodman** - Callao - Paita - Guayaquil - Rodman - Cartagena - Port Everglades

Routing Connection:

To East Coast South America: Connect via Cartagena

To West Coast South America : Direct service or connect via Rodman"

Source: FLX service available to book direct to Latin America. Ocean Network Express. (2023, December 14). <https://us.one-line.com/news/flx-service-available-book-direct-latin-america>

Latin American Market

Air Freight

LATAM Cargo Completes Freighter Fleet Expansion with Latest Arrival

LATAM Cargo has completed its freighter fleet expansion with the addition of another Boeing 767 freighter. The Boeing Converted Freighter is the third 767 delivered to the airline this year and is the final unit of an expansion plan announced in 2021 to convert eight of the aircraft. In total, the carrier now operates a total of 19 767 freighters..

In the short term, the new cargo aircraft will strengthen the export of cherries from Chile during the final quarter of the year and increase available capacity for the markets of Colombia and Ecuador during the Valentine's Day flower season.

Subsequently, it will enable the group to expand its long-haul operations from North America and Europe to South America, LATAM Cargo said."

Source: Brett, D. (2023b, November 14). LATAM Cargo Completes Freighter Fleet expansion with latest arrival. Air Cargo News. <https://www.aircargonews.net/airlines/freighter-operator/latam-cargo-completes-freighter-fleet-expansion-with-latest-arrival/>





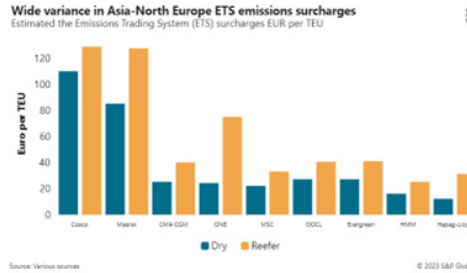
European Market

Ocean Freight



Wide Variances Remain in ETS Levies Ahead of Jan. 1 Start Date

“With just two weeks to go before the European Union’s emissions trading system (ETS) is applied to shipping, there remains a wide variance in surcharges across carriers within the same alliances and trade lanes. While carriers have been revising their ETS surcharges with carbon pricing on the markets becoming clearer ahead of the Jan. 1 implementation, the price differences have shippers and analysts scratching their heads.



“Although the updated levies were based on prevailing EU Allowance (EUA) prices, the overall range is wide, indicating a variety of methodologies, Alphaliner noted in its latest weekly newsletter.”

Source: Knowler, G. (2023, December 14). Wide variances remain in Europe ETS levies ahead of Jan. 1 start date. Journal of Commerce. https://www.joc.com/article/wide-variances-remain-europe-ets-levies-ahead-jan-1-start-date_20231214.html

MSC Proceeds with Hamburg Port Entry

“Mediterranean Shipping Co’s buy-in to the port of Hamburg is proceeding as planned. After the voluntary public takeover offer to the shareholders of Hamburger Hafen und Logistik Aktiengesellschaft (HHLA) was completed MSC and the city of Hamburg now control 92.3% of the HHLA’s share capital. Closing of the transaction whereby MSC will hold a 49.9% stake in HHLA, the city’s top port operator, is currently expected to take place in the second quarter of 2024.

MSC has outlined plans to add an annual extra 1m teu to Hamburg in the coming eight years. A new German headquarters is to be built in Hafencity, and the cruise division, MSC Cruises, is also to have a new home port here with the number of employees in the city doubling to around 700.

“The transaction could mark a turning point for the Port of Hamburg, where volumes had stagnated for more than a decade and where federal support for the maritime and industrial sector has been lukewarm at best in recent years,” analysts at Alphaliner stated earlier this year.”



Source: Chambers, S. (2023a, December 13). MSC proceeds with Hamburg Port Entry. Splash247. <https://splash247.com/msc-proceeds-with-hamburg-port-entry/>



Mexico Market

Ocean Freight



Mayan Train and Oil Industry Move to The Ports of Campeche

“ In September of this year, the ports of Carmen and Seybaplaya, have received 1 million 115 thousand 215.55 tons of general cargo and 10 thousand 487 vessel arrivals, maintaining their growing trend in activities related to the oil industry and the Mayan Train.

The Administracion Portuaria Integral de Campeche (APICAM) announced that on the same date last year, cargo at both port terminals reached 596,203.14 tons and 9,500 arrivals. In the reference period, the Port of Isla del Carmen contributed with 9, 856 arrivals and 298, 331.31 tons of cargo, representing an increase of 8 and 17% respectively, compared to the 9, 143 arrivals and 255, 772.13 tons of cargo of the same period of 2022.

The Port of Seybaplaya reports 631 arrivals and 816, 884.24 tons of cargo, which means an increase of 77% and 140%, respectively, compared to the 357 arrivals and 340, 431.01 tons of cargo registered in the same period of the previous year.

It is worth mentioning that the constant growth of activity in both port terminals is due to the provision of services to the oil industry and the supply of materials to the Mayan train, in the same line, Isla del Carmen port is specialized in general cargo such as tools, spare parts and engines.

In addition, the governor of Campeche, Layda Sansores San Román, announced that Petróleos Mexicanos (Pemex) will donate a dredge for the permanent work of the docks in Puerto Isla del Carmen. As a result of this management, the implementation will keep the navigation lanes in optimal conditions and with constant maintenance. This initiative will have a direct impact on the economic growth and should be completed at the beginning of 2024.”

Source: Herrera, G. G. (2023, August 11). El Dragado Permanente en Puerto Isla del Carmen Reactivará La Actividad Portuaria: Apicam. La Jornada Maya. <https://www.lajornadamaya.mx/campeche/222967/el-dragado-permanente-en-puerto-isla-del-carmen-reactivara-la-actividad-portuaria-apicam-layda-sansores-pemex>

Mexico Market

Ocean Freight

Port of Manzanillo Sees Benefits from Nearshoring

“The port of Manzanillo has increased the handling of imported containerized cargo, benefiting from nearshoring said José Antonio Contreras, general manager of Contecon Manzanillo. From January to October, 1 million 547,000 TEUs arrived at this Pacific port, which represents an inter-annual increase of 5.4%, according to data from the Ministry of Infrastructure, Communications and Transport (SICT).

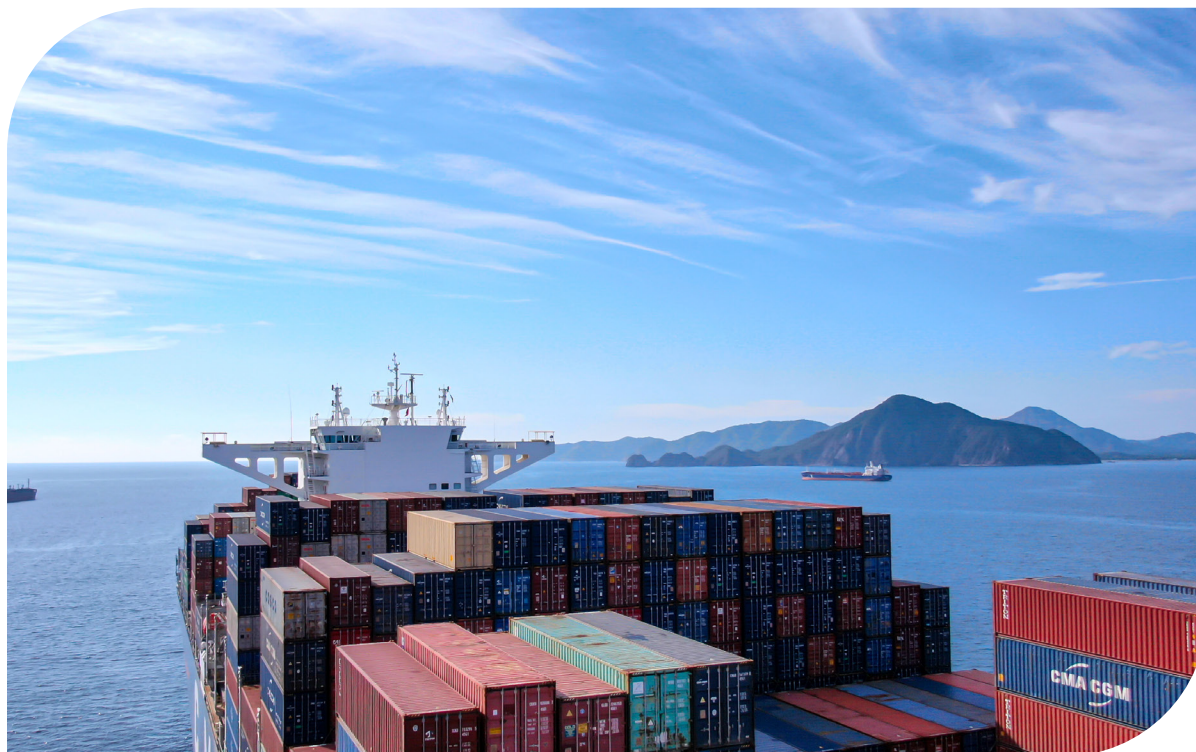
Contreras explained that the inputs, parts and components that arrive from Asia to Manzanillo are subsequently transported, from Contecon’s terminal, the only one that has its own railroad facility in that port, to different production or consumption nodes, mainly to El Bajío, the Valley of Mexico and Nuevo León.

In this line, as part of a third phase of investment in Mexico with different partial stages until 2025, Contecon will

complete a yard in the first quarter of 2024 and will have new quay and yard cranes in April. The company will also begin phase four in 2024, which will involve another US\$100 million and will be completed in 2026. It will also double the size of its rail facility. In addition to construction, the phases will include major and minor equipment purchases.

Currently, the Contecon Manzanillo terminal has an installed capacity of around 1.4 million TEUs and, upon completion of the phases, will reach 2.2 million TEUs. Ports in Mexico are inalienable, imprescriptible, and unseizable assets of the State.”

Source: Morales, R. (2023, December 17). Ven Beneficios en Puerto de Manzanillo por el nearshoring. Ven beneficios en Puerto de Manzanillo por el nearshoring. <https://www.eleconomista.com.mx/empresas/Ven-beneficios-en-Puerto-de-Manzanillo-por-el-nearshoring-20231217-0064.html>





Silk Way West Unveils Plans for New Cargo Village

“ In another signal of a changing world, Silk Way West Airlines showcased plans for a major new facility as it expands its fleet. At the Caspian Air Cargo Summit held in Baku on October 24 and 25, all-cargo carrier Silk Way West revealed plans to build its own ‘Cargo Village’ in the Alat Free Economic Zone (AFEZ) in Azerbaijan around 65 kms south of Baku.

The AFEZ plans also include the development of a new airport with stands for 18 widebody aircraft on a four km long runway and taxiway as well as an air traffic control centre, fuel and fire services and other related airport services.

First phase construction, which will begin next year, is for a 20,000 sq m cargo terminal with a bonded warehouse, a light industrial unit as well as perishable and processing facilities. Jawad Dbila, business development advisor for the new development, said: “Other facilities will be following shortly afterwards. It will be operational in 2025,” he added.



Eight thousand hectares has been set aside for AFEZ overall. Not only is this to be a ‘smart city’ but the AFEZ will have a single regulator, a business centre as well as customs.

“Yes, the New International Cargo Airport and Silk Way Cargo Village in Alat Free Economic Zone is indeed unique in the region,” said Dbila. “It is the only international cargo airport within a free zone, offering an attractive business environment with special preferences and opportunities for carriers, freight forwarders and investors. This distinction makes it a pioneering and highly advantageous hub for cargo operations in the area.”

Source: Brett, D. (2023a, November 3). Silk way west unveils plans for new Cargo Village. Air Cargo News. <https://www.aircargonews.net/monthly-exclusive/silk-way-west-unveils-plans-for-new-cargo-village/>

Indian Airfreight Traffic Takes Off as Rates and Marketshare Increase

“ Indian airfreight forwarders are reporting a noticeable uptrend in freight rates to/from major global markets as volumes grow because of the festive demand boost.

Air cargo rates from India to North America have increased by an average of 8% to 10% over the past two months, while India-Europe

rates are up about 10%, versus the averages seen during June-August, a typical lean period following the demand downturn after the pandemic-linked trade upswing, say forwarders.”

Source: Lennane, A. (2023, November 21). Indian airfreight traffic takes off as rates and marketshare increase. The Loadstar. <https://theloadstar.com/indian-airfreight-traffic-takes-off-as-rates-and-marketshare-increase/>



General Fracht News Sources:

theloadstar.com
aircargonews.net
economista.com
lajornadamaya.mx
splash247.com
joc.com

one-line.com
guiamaritimo.com
container-news.com
freightwaves.com
bbc.com