

# Fracht News

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## LOGISTICS MARKET REPORT

Global Market



OCEAN FREIGHT



# The Impact of the Israel-Hamas War on Global Logistics and Supply Chain



**T**he Israel-Hamas conflict is a long-standing geopolitical issue characterized by periodic flare-ups of violence and tensions. Considering that its proximity to crucial trade routes and energy resources renders the region a strategic importance, any escalation of the conflict can have ripple effects on the global logistics and supply chain industry, including a primary impact in the Middle East.

To start with, the think tank Global Trade Research Initiative (GTRI) has said that the ongoing Israel-Hamas conflict may lead to delays and complications in the India Middle East Europe Economic Corridor (IMEEC) project. Why? Because the conflict could derail the prospect of a historic peace deal between Israel and Saudi Arabia – a crucial linchpin in the IMEEC framework.

The Israel-Hamas conflict has also raised concerns about the International North-South Transport Corridor (INSTC) corridor's stability. The INSTC is a vital trade route for several locations – a multimodal network of shipping, rail, and road routes that connects India, the Middle East, and Europe. According to reports, the INSTC is a lifeline for many countries in the region, including India, Iran, and Russia, and any disruptions in this corridor can impact trade and logistics in the said nations. Furthermore, this situation highlights the vulnerability of global supply chains to geopolitical events that occur thousands of miles away.

The Israel-Hamas conflict has also prompted the maritime shipping industry to reassess its operations. The maritime trade route through the Suez Canal, which is used for the transportation of goods between Europe and Asia, passes through the Middle East region. Any disturbances in this area can affect shipping schedules and create bottlenecks in the global supply chain. Maritime experts have been closely monitoring the situation. Container xChange's analysis suggests that the Israel-Palestine conflict has already caused

the maritime industry to adjust its routes and schedules to mitigate potential risks.

From an Israeli economic perspective, air cargo volumes have already reduced considerably due to the fact that much capacity has already left the market, mostly belly. Businesses are also under urgent crisis mode and have shuttered operations temporarily with employees remaining at home. However, the shipments of humanitarian relief are increasing as a response to the damage and suffering impacted on both sides."

**Source:**

Sidharth, R. (2023, November 13). *The impact of the israel-hamas war on Global Logistics and supply chain*. Logistics Insider. <https://www.logisticsinsider.in/the-impact-of-the-israel-hamas-war-on-global-logistics-and-supply-chain/#:~:text=As%20quickly%20as%20Hamas%27%20attack,agriculture%2C%20logistics%2C%20and%20commodities.>



## Shipping Industry Faces Rising Fuel Costs from Energy Transition

**"T**he cost of fuel in shipping's energy transition will increase along with compliance costs, according to an executive at Yara Marine Technologies. The Inclusion in shipping in EU carbon market (e.g., Emissions Trading System) in 2024 and introduction of the FuelEU Maritime regulations in 2025 are two EU key initiatives that have major implications for shipping interests doing business in the EU. Aleksander Askeland, Chief Sales Officer of Yara Marine Technologies, a subsidiary of Yara International, told S&P Global Commodity Insights that operating costs,

especially fuel-related costs, will rise along with the expenses of complying with regulatory limits on greenhouse gas emissions. In fact, Askeland believes that in some cases, the cost of EUA (European Union Allowance) credits could even be equivalent to 50% of the fuel cost."

**Source:**

Schuler, M. (2023, November 13). *Shipping industry faces rising fuel costs from Energy Transition*. gCaptain. <https://gcaptain.com/shipping-industry-faces-rising-fuel-costs-from-energy-transition/>



AIR FREIGHT



## Air Cargo Poised to Benefit from Ocean Shipping Issues In 2024

“**A**ir 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/>



# Air Cargo Market

## Yield Versus Weight Tracker



**“T**he 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:**  
<https://www.aircargonews.net/data-hub/champ-cargo-systems-air-cargo-market-tracker/>



# Mother Nature Helps Push Up Airfreight Rates

**“A**irfreight 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.

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.”

**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



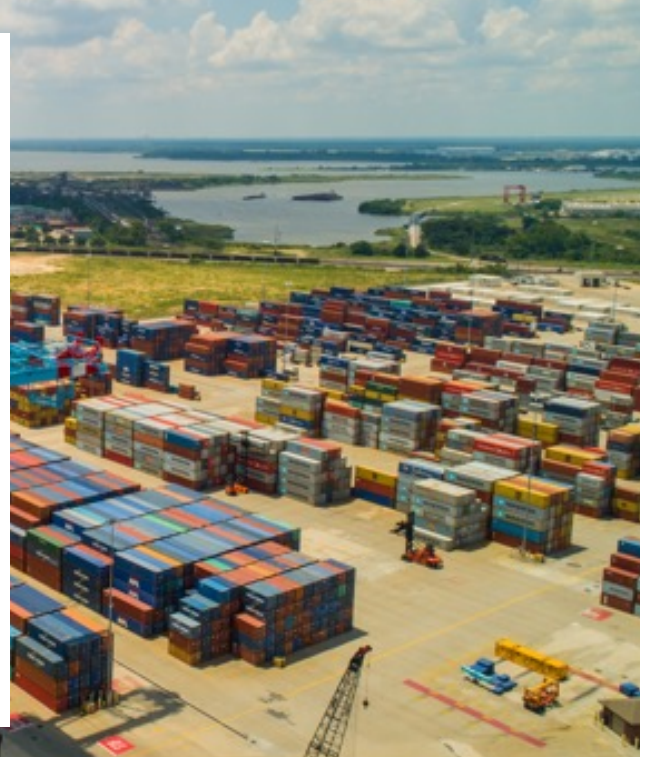
OCEAN FREIGHT

### Mobile Looks to Boost Container Terminal Capacity to Handle Intermodal Demand

“As it moves closer to increasing its container handling capacity by about 70% within two years, the Port of Mobile is already considering another significant capacity boost after that, the port’s chief said. Mobile is looking for the additional container space as it expects to serve growing demand for intermodal service out of the port.”

**Source:**

Angell, M. (2023, November 7). *Mobile looks to boost container terminal capacity to handle intermodal demand.* Journal of Commerce. [https://www.joc.com/article/mobile-looks-boost-container-terminal-capacity-handle-intermodal-demand\\_20231107.html](https://www.joc.com/article/mobile-looks-boost-container-terminal-capacity-handle-intermodal-demand_20231107.html)



## Trade Growth Continues at Port of Long Beach

“Cargo moving through the Port of Long Beach saw a significant increase in October, marking the second consecutive month of year-over-year growth. The port attributed the rise in cargo volume to preparations for the upcoming holiday shopping season and ongoing efforts to recapture market share.

“Cargo is rebounding, and we are continuing to collaborate with our industry partners to recapture market share and invest in infrastructure that will position us for future growth,” said Port of Long Beach CEO Mario Cordero stated. “We are anticipating moderate growth through the rest of the year as retailers continue to stock shelves for the winter holidays.”



**Source:**

Schuler, M. (2023b, November 15). *Trade growth continues at Port of Long Beach.* gCaptain. <https://gcaptain.com/trade-growth-continues-long-beach-port/>



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



# Shipping Locks in Panama Canal Diversion Plans



**T**he global seaborne trading map is in flux as shippers and shipowners reassess alternate routes to the parched Panama Canal, a waterway that accounts for 3% of all global maritime trade, which is in the process of slashing the amount daily transits in half as a drought prevention measure.

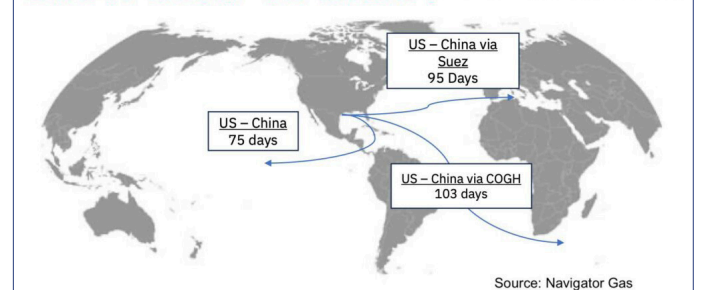
Analysis carried out for Splash by Sea, Oceanbolt and VesselsValue shows the scale of ongoing vessel diversions, with ships now taking far longer to get their destinations. Sea data shows there has been a clear increase in the tonne days of global voyages for most sectors in the months since the Panama Canal Authority (ACP) started cutting daily transits as well as slashing draft limits on its larger locks.

Looking at diversion routes, Sea analysis shows that several sectors are seeing the highest callings for this month since 2018. This includes containerhips going via the Cape of Good Hope and the Suez Canal attracting far more tonnage than normal, while down south the Magellan Strait welcomed more than 30 extra ships last month compared to the same period last year. At the Panama Canal itself, there has been a clear change in the composition of vessel types passing through with bulkers and tankers much lower year-on-year.

Charlotte Cook, trade analyst manager at Veson Nautical, a conglomerate that includes shipping data giants Oceanbolt and

VesselsValue, told Splash that there had been a clear increase in the average hauls on the dry bulk US Gulf to China lane as well as for LNG and LPG trades on the same route, something that first started to manifest in July when the first transit cuts were instituted by the ACP, leading to more ships heading via the Suez”

## SLOW BOAT TO CHINA Panama alternatives



**Source:** Chambers, S. (2023, November 15). *Shipping locks in Panama canal diversion plans*. Splash247. <https://splash247.com/shipping-locks-in-panama-canal-diversion-plans/>

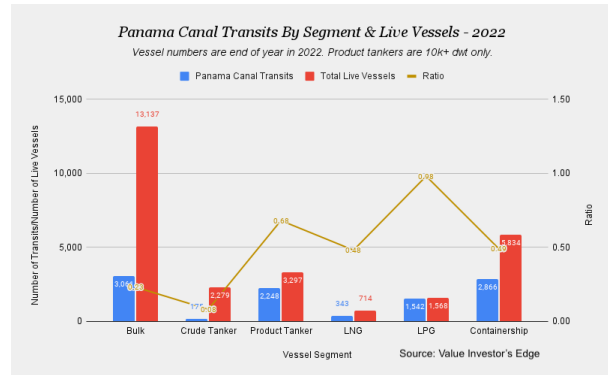


# Prospect of No Large Tankers and Gas Carriers Transiting The Panama Canal from Next Year

“T here’s a real prospect no large tankers could be transiting the Panama Canal from the start of the next year, with VLGCs also likely to be pushed out from the interoceanic waterway, bringing dramatic changes to world seaborne gas and oil trading patterns, stretching the tonne/mile picture in the process. At its maximum, the canal can handle 40 ship transits a day, a figure that has been eroded this year as months of record drought take their toll. In tandem, canal administrators have been forced to cut maximum draft limits for ships transiting the waterway’s larger neopanamax locks by close to 2 m.

In 2023, there has been 41% less rainfall than usual, lowering Gatun Lake to unprecedented levels for this time of year. The lake is the vital slice of freshwater necessary for ships to transit as well as supplying water to more than 50% of the country’s population. Each vessel that transits through the set of locks uses approximately 52m gallons of water. The canal’s administrators will whittle the number of transits from 31 down to just 18 in the coming three months, a figure that will stay until further notice. At this point, slots for the newer, larger neopanamax locks will be down to eight per day, which will mostly be taken up by container vessels with the occasional gas carrier. For dry bulk, there is growing consensus

that more large ships will look to take alternate routes rather than waiting around at the canal.”



**Source:** Chambers, S. (2023a, November 6). *Prospect of no large tankers and gas carriers transiting the Panama Canal from next year.* Splash247. <https://splash247.com/prospect-of-no-large-tankers-and-gas-carriers-transiting-the-panama-canal-from-next-year/#:~:text=There%20a%20real%20prospect%20no,mile%20picture%20in%20the%20process.>

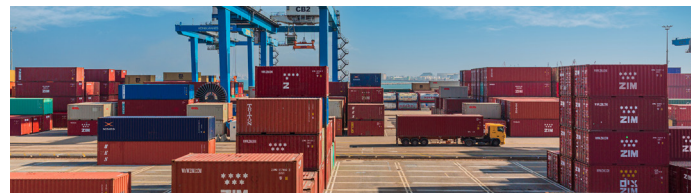
# ZIM Reorganizes Its Services with The Closure of “Canada Feeder Express”

## “CGX” and “VEL” itineraries modified to ensure a smooth transition

“Z IM announced the suspension of its ‘Canada Feeder Express’ service, which operated on the Kingston-New York-Halifax-Kingston route. To cushion the change, they introduced modifications to other services, integrating New York and Halifax into their ‘Central America Gulf Express’ (‘CGX’) route, Alphaliner reports. The revised itinerary for the “CGX” service now covers Kingston, New York, Halifax, Kingston, Houston, Altamira, Santo Tomás de Castilla, Puerto Cortés and Kingston. The new route spans four weeks and uses four vessels with capacities ranging from 957 to 1,118 TEUs.

Simultaneously, the port of Moín, originally served by the “CGX”, will maintain continuous coverage through ZIM’s ‘Venezuela Line’ (‘VEL’) service, which will expand its service to the Costa Rican port, with calls in Kingston, Port Cabello, La

Guaira, Georgetown, Cartagena, Cristóbal, Moín and Kingston. This service will use three ships with capacities from 1,118 to 1,756 TEUs, with weekly frequencies.”



**Source:** *Zim reorganiza Sus Servicios con el cierre del.* MundoMaritimo. (2023, November 17). <https://www.mundomaritimo.cl/noticias/zim-reorganiza-sus-servicios-con-el-cierre-del-canada-feeder-express>



AIR FREIGHT

## LATAM Cargo Completes Freighter Fleet Expansion with Latest Arrival



**L**ATAM 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:**

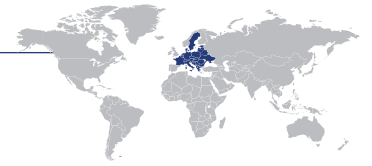
Brett, D. (2023b, November 14). *LATAM Cargo Completes Freighter Fleet expansion with latest arrival*. Air Cargo News. <https://www.aircargonews.net/airlines/freighter-operator/latam-cargo-completes-freighter-fleet-expansion-with-latest-arrival/>



European Market



OCEAN FREIGHT



# Industry Warns Over Ports Call Evasion of EU ETS

“The European Tugowners Association (ETA) has called on the European Commission to prevent cargo diversion from EU ports and carbon leakage which could possibly occur due to the Emissions Trading System (ETS) introduction. ETS said that there was a risk of cargo diversion due to ETS inclusion in shipping which is coming into force next January. According to the Association, this directly affects the competitiveness of European ports and the entire supply chain related to these ports.

There is a risk of shipping companies avoiding costs derived from the ETS by changing the order of port calls, so the

main part of the voyage is done between two non-EEA ports and reconfiguring the routes, making non-EEA terminals transshipment ports and thus, diverting much of the traffic that feeds the major European terminals.”

Source:

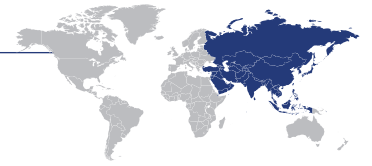
Lepic, B. (2023, November 1). *Industry warns over ports call evasion of EU ETS*. Splash247. <https://splash247.com/industry-warns-over-ports-call-evasion-of-eu-ets/>



Asia Market



OCEAN FREIGHT



# Last-Ditch GRI Bid by Carriers as Weak Spot Rates Drag Down New Contract Rates



“Asia-Europe Ocean carriers are becoming increasingly concerned that their failure to substantially boost container spot rates this month will result in annual contracts being reset at significantly lower levels. And, as the start of the Asia-Europe contract negotiating season looms – annual agreements on the trade generally run from January to December – carriers are making a last attempt to jack up prices. For instance, CMA CGM and Hapag-Lloyd have both restated their Asia-North Europe and

Asia-Mediterranean FAK [freight all kinds] GRIs [general rate increases] after the planned 1 November GRIs failed to stick.”

Source:

Wackett, M. (2023a, November 6). Last-ditch Gri bid by carriers as weak spot rates drag down new contract rates. The Loadstar. <https://theloadstar.com/last-ditch-gri-bid-by-carriers-as-weak-spot-rates-drag-down-new-contract-rates/>

AIR FREIGHT

# 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/>





Oceania Market



OCEAN FREIGHT



# Additional Industrial Action Announced at DP World in Wake of Cyberattack

**“T**he Maritime Union of Australia will continue with protected industrial action at DP World terminals as it recovers from a cyberattack that halted operations at its four Australian terminals.

Australia’s National Cyber Security Coordinator Air Marshal Darren Goldie said in a statement yesterday that although port operations had resumed “it does not mean that this incident has concluded”.

“The Australian government is continuing to work with DP World Australia to support the management of any further consequences, including any ongoing disruption to Australia’s supply chains,” Air Marshal Goldie said.

“Investigations into the incident remain ongoing and remediation work is likely to continue for some time.”

## MORE PIA ANNOUNCED

In the meantime, the MUA has announced a new round of protected industrial action.

DP World have announced that members of the Construction, Forestry, Maritime, Mining and Energy Union (CFMMEU, MUA Division) have, despite continued efforts to reach an understanding, outlined a further series of work bans and stoppages up to and including **Monday 4 December**.

A spokesperson for DP World told DCN the company acknowledges the right of MUA to take industrial action in support of its bargaining claims. “Their decision to notify further periods of industrial action is disappointing under the circumstances,” the spokesperson said. “It’s crucial for all parties to work together in order to maintain the efficiency and integrity of our supply chain operations.”

MUA assistant national secretary Adrian Evans accused DP World’s local management of sabotaging the negotiation process. “There is absolutely no reason why the local HR managers who’ve been deliberately sabotaging the



negotiation process these past six months can’t meet with us this week to finish bargaining on a new agreement,” he said.

The union commenced industrial action in early October after negotiations for a new enterprise bargaining agreement broke down, and their protected industrial action at all terminals includes bans on any work on any ship for eight hours after it arrives in addition to bans on overtime, shift extensions, call ins, and more.

## IMPACTS ON SHIPPING

The disruption at DP World has resulted in shipping lines changing some services and switching around port calls.

Maersk announced that it would make changes to its trans-Tasman Polaris service following what it said was “prolonged disruption at Australian ports due to the ongoing industrial action”.

### Source:

Ackerman, I. (2023, November 15). *Additional industrial action announced at DP World in wake of Cyberattack - daily cargo news*. The DCN. <https://www.thedcn.com.au/news/containers-and-container-shipping/additional-industrial-action-announced-at-dp-world-in-wake-of-cyberattack/>





## Project Logistics Provider of the Year 2023 – winner: FRACHT GROUP

“Awarded to a logistics provider of any size that has developed its project cargo services to adapt to new market opportunities and challenges, as well as customer demands, the Project Logistics Provider of the Year trophy went to Fracht Group.

In order to be recognised as a unique project logistics service provider, Fracht has invested in own equipment and expanded its services beyond the logistics scopes. Offering special installation services, as well as designing, fabricating and installing grillage and sea-fastening equipment, Fracht strives to add value to its projects by reducing risks of interfaces via its one-stop-shop solution.

Below you find the criteria on which the participating companies have been evaluated:

### Project Logistics Provider of the Year

This award will be presented to a logistics provider of any size that has developed its project cargo services to adapt to new market opportunities and challenges, as well as customer demands.

The judges will be looking for evidence of how this development - alongside sound technical capability and high safety standards - has shaped the success of your project forwarding business and prepared your company for the future. They will be looking for examples from the past year that demonstrate what sets you apart from the competition.

#### Entries should include evidence of:

- Strategy for growth and enhancement of current services
- A deep understanding of your client base and their requirements
- An ability to adapt to changing market conditions
- A considered approach to safety and environmental issues within the organization”

#### Source:

Heavy Lift & Project Forwarding International. (2023, November 16). Winner reveal: Project Logistics Provider of the year 2023. Heavy Lift & Project Forwarding International. <https://www.heavyliftpfi.com/awards/winner-reveal-project-logistics-provider-of-the-year-2023/29879.article>



# Fracht Group Receives High Commendation for Airfreight Solution of the Year at the Heavy Lift Awards

“Fracht Group’s urgent delivery of a highly dense compressor from Germany to Brazil was highly commended by our judges, wowing them with how it overcame a strict deadline and the challenges of securing appropriate heavy lift airfreight services amidst limited aircraft options because of the Russian-Ukraine war.”

**Source:** Heavy Lift & Project Forwarding International. (2023, October 27). *Winner reveal: Airfreight solution of the year 2023*. Heavy Lift & Project Forwarding International. <https://www.heavyliftffi.com/awards/winner-reveal-airfreight-solution-of-the-year-2023/29872.article>



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Fracht Group is committed to finding solutions utilizing our carrier partnerships.

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