

MARKET UPDATE JULY 2025

FJT LOGISTICS
Your Freight Solutions Partner



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AIR FREIGHT



Air Freight Market Outlook – July 2025

Demand

Global air cargo tonnage grew 3.1% YoY through June 2025, but only 0.8% in June—the lowest monthly growth so far
Strong performance in Asia-Pacific and intra-AP lanes contrasts with declines in ex-EU and ex-EMEA regions
2025 growth forecast revised down to -0.6% from earlier 5-6% estimates due to e-commerce shifts, high-value manufacturing, and tech-driven logistics

Capacity

Global air cargo capacity declined YoY in June and July 2025, though YTD growth shows modest increases on AP-EU, EU-AP, and intra-Asia Pacific routes
Q3-Q4 2025 capacity expected to grow modestly (2-3% YoY), driven by belly space recovery despite aircraft shortages and delivery delays

Rates

Early July 2025 saw first YoY rate increases since April on key lanes including China-North America, driven by capacity constraints and supply chain disruptions
Rates remained stable in early July despite declining Asia-US volumes, highlighting resilience in softening trade lanes

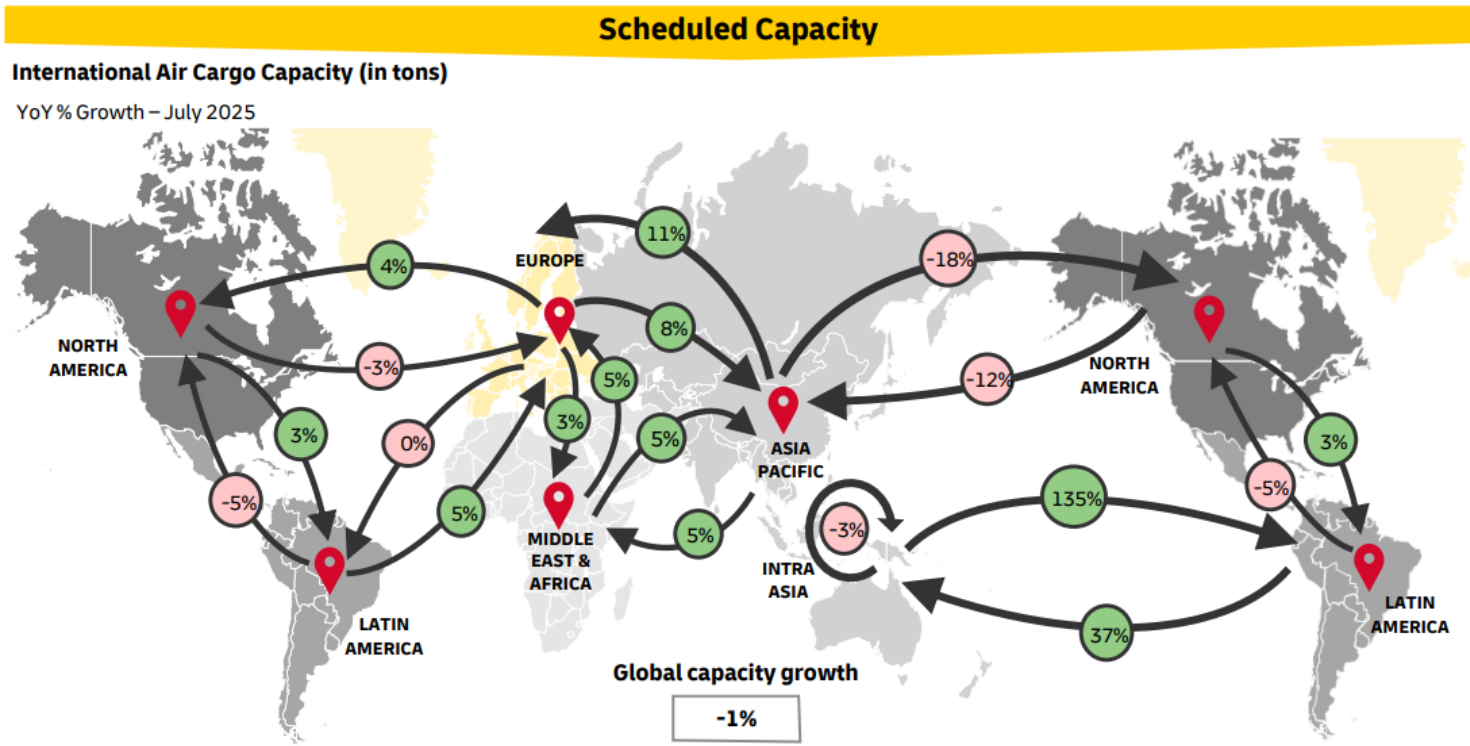
Carriers

Emirates rapidly expanding fleet with 777F freighters and plans to acquire A350F and 777X aircraft through 2030
Airbus and Boeing ramping up production with Airbus targeting 38,757 MAX per month by 2027, while Boeing faces supply chain pressures
Swiss WorldCargo launching Lufthansa Cargo's transatlantic alliance for denser direct connections between Europe and Atlantic markets

Regulation/News

Digital transformation accelerating with e-booking platforms and AI-powered routing becoming standard practice
US updating Annexes 17 (Security) and 18 (Dangerous Goods) to enhance air cargo safety, with in-flight lithium battery promotion and stronger state oversight expected by 2026
Middle East and Ukraine conflicts continue impacting airfreight markets

Global Air Cargo Capacity



Source: Seabury; excl. domestic flights;

OCEAN FREIGHT



Ocean Freight Market Outlook – July 2025

Demand Projections

Growth momentum anticipated to decelerate despite stronger financial performance and better anti-dumping measures, though increased tariffs provided temporary stimulus before regulatory changes take effect
S&P Global PMIs indicate weakening worldwide growth patterns, with June's PMI data suggesting potential Middle East developments and upcoming US trade policy shifts
European import/export activity continues to demonstrate resilience

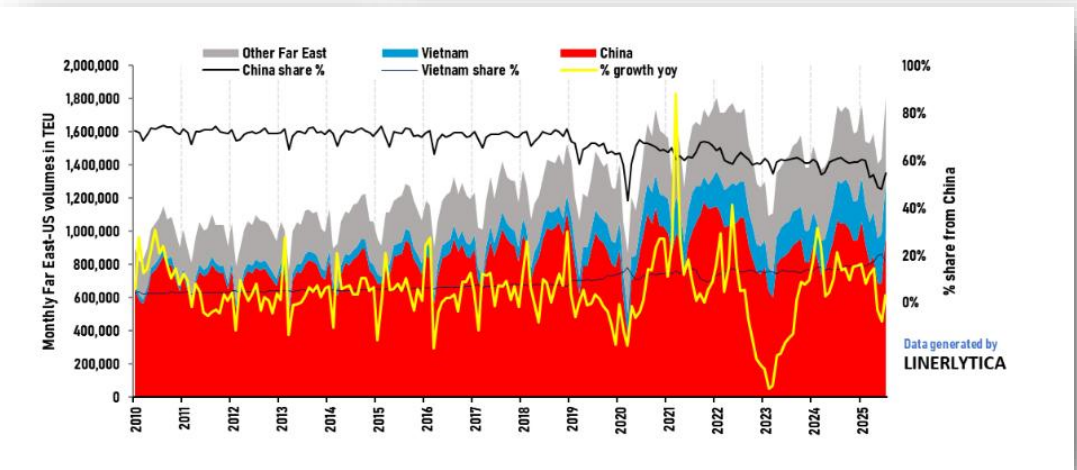
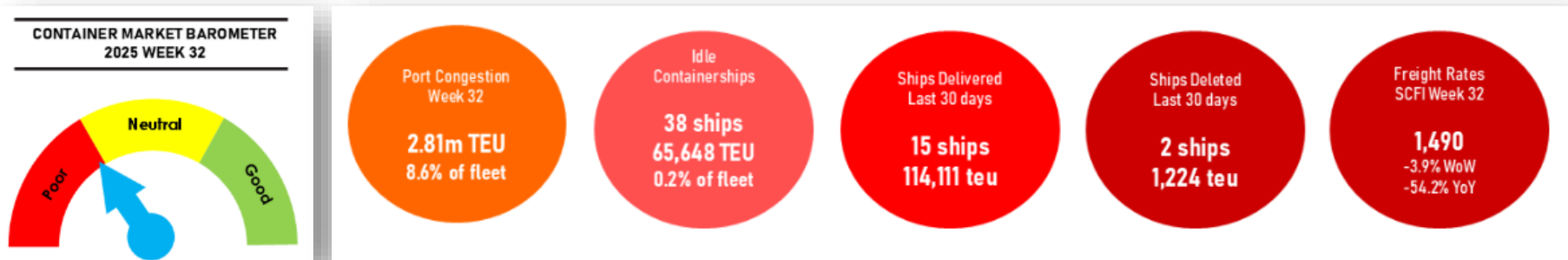
Capacity Forecasting

Iran-Israel conflict resolution may trigger capacity constraints following US attacks on transportation infrastructure, creating shipping risks through the Strait of Hormuz
Freight operators are rapidly expanding Transpacific capacity to secure early market advantages before oversupply emerges and vessel utilization rates decline
Asia-Europe trade corridor maintains robust performance with capacity well-matched to current demand levels
ECSA to Asia route experiencing capacity limitations

Rate Environment

Transpacific spot pricing declining rapidly on West Coast routes while East Coast rates remain relatively stable
European North Continent gateways experiencing deteriorating congestion alongside rising import charges
EC LATAM corridor showing exceptional demand growth with rate premiums exceeding 122% over recent four-week periods, contrasting with West Coast LATAM's alignment with Transpacific pricing trends

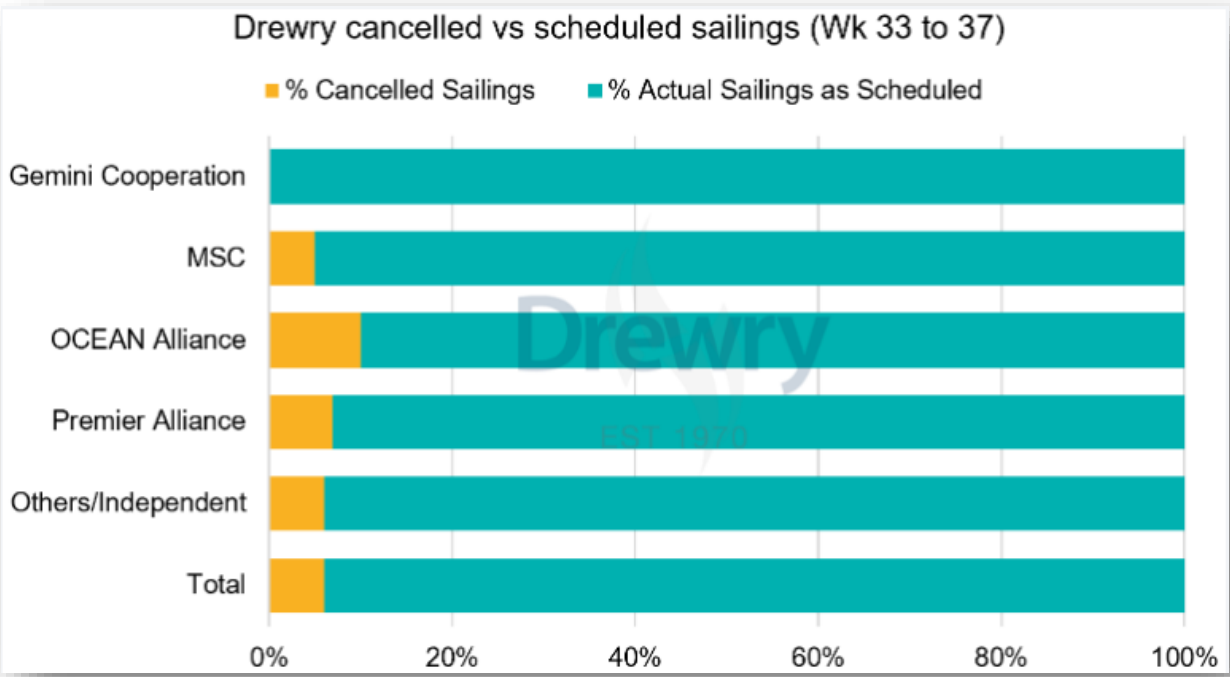
Market Pulse



Transpacific shipping surges ahead of tariff increases

Transpacific container traffic experienced a dramatic upturn in July, with Far East-to-US shipments totaling 1.810 million TEU—setting a new record that slightly exceeded the previous high of 1.805 million TEU from January 2022. China regained market dominance, accounting for 55% of total volume compared to just 48% in the prior two months. While Vietnam's market share decreased from last month's peak of 20% to 17%, Vietnamese shipments still achieved an all-time high of 310,500 TEU.

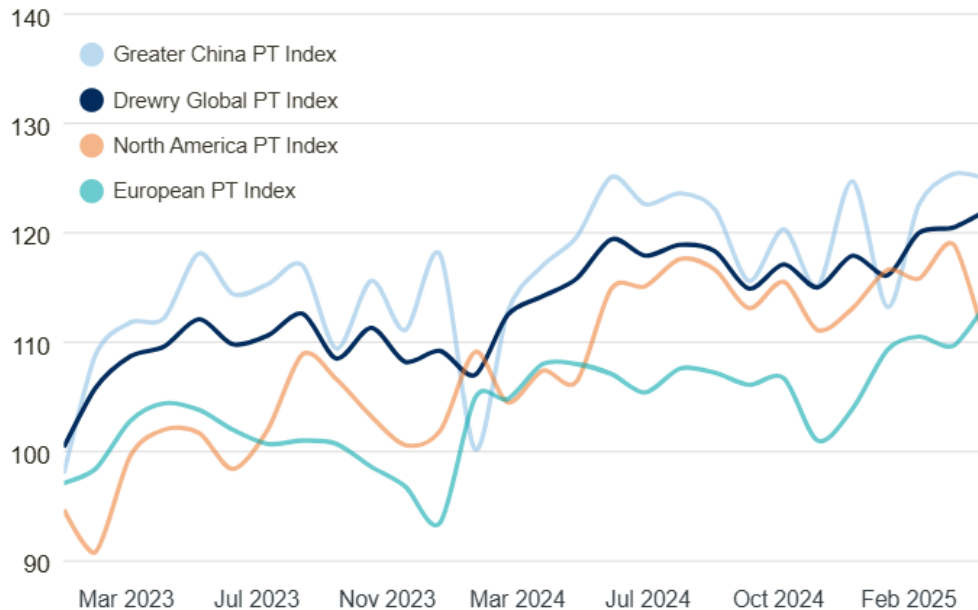
Cancelled Sailings Tracker



- Across the major East-West trades: Transpacific, Transatlantic and Asia-North Europe & Med, **43** cancelled sailings have been announced between week 33 and week 37, out of a total of **720** scheduled sailings, representing **6%** cancellation rate.
- During this period, **49%** of the blank sailings will occur on the Transpacific Eastbound, **33%** on the Asia-North Europe and Med and **19%** on the Transatlantic Westbound trade.

Global Port Throughput Index (PTI)

Drewry Global Container Port Throughput Index (PTI)



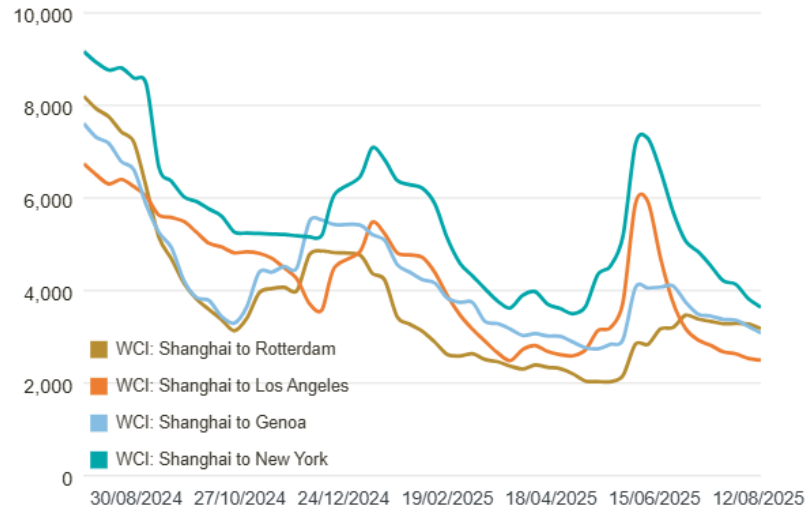
- The Global Container Port Throughput Index went up **1.4%** in May compared to April. This was **5.4%** higher than May last year. The 12-month growth rate slightly increased to **6.5%**.
- The Greater China Container Port Throughput Index softened by **0.4%** in May 2025, reaching 124.9 points. The largest ports in the region continue to experience robust growth, with the top 5 ports up **7.2%** YoY on average in May. Shanghai in particular had a good month, with volumes surging **10.2%** YoY.

Market Rates

Drewry World Container Index (WCI) - 14 Aug 25 (US\$/40ft)



Drewry WCI: Trade Routes from Shanghai (US\$/40ft)



- Drewry's World Container Index (WCI) declined for nine consecutive weeks and continued to stabilize after a volatile period. The unpredictability began after US tariffs were announced in April, which caused rates to surge from May through early June. Subsequently, the market saw a huge decline until mid-July, before the downward trend lost momentum and the rate of decrease slowed considerably.
- Drewry's Container Forecaster expects the supply-demand balance to weaken again in 2H25, which will cause spot rates to contract. The volatility and timing of rate changes will depend on Trump's future tariffs and on capacity changes related to the introduction of US penalties on Chinese ships, which are uncertain.

Market Development – Major Trades

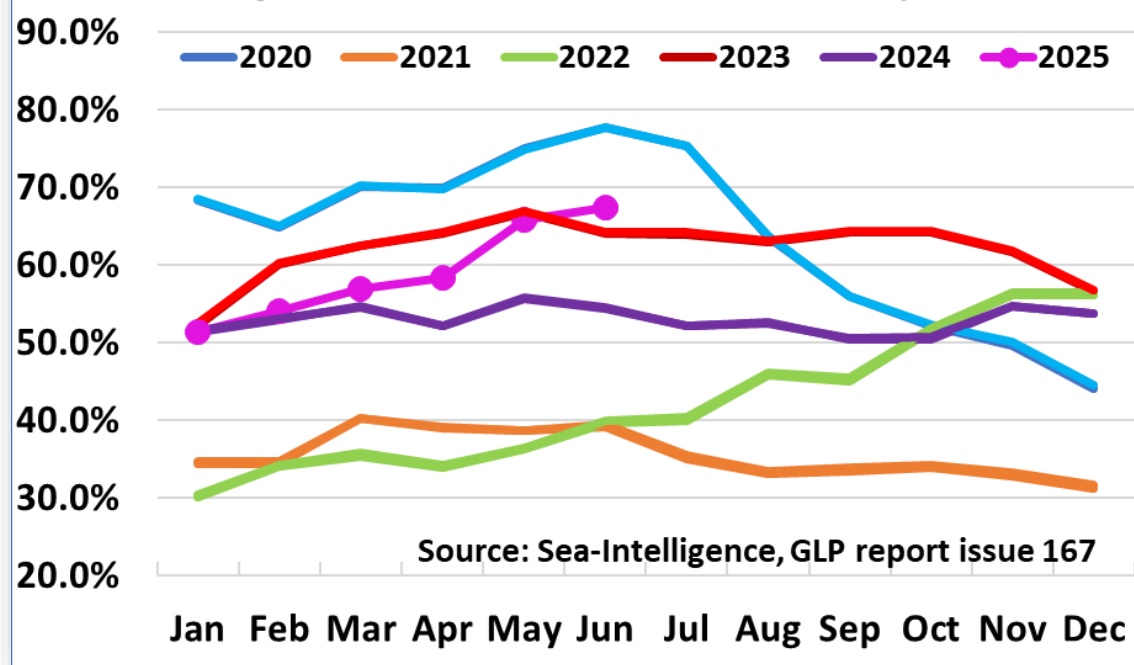
Market Development on Key Regional Tradelanes														
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		Jul	Aug	Sep
Asia	→ Intra	R	R	R	R	A	A	A	R	R	Forecast	R	A	A
	→ N. America	R	R	R	R	A	A	A	A	R		A	A	A
	→ Europe	R	R	R	R	A	A	A	A	A		R	A	A
	→ Middle East	R	R	R	R	A	A	A	G	A		R	R	R
	→ S. America	R	R	R	G	A	G	G	G	R		R	R	A
	→ Africa	R	R	R	R	A	G	G	G	G		A	A	A
	→ Oceania	R	R	R	R	A	A	A	A	A		A	A	A
	→ East Med	R	R	R	R	A	A	A	A	A		R	R	R
East MED	→ Europe	R	R	G	R	A	A	A	A	A		A	A	A
Europe	→ N. America	G	G	A	R	R	A	A	R	R		R	A	A
	→ Asia	A	A	A	A	G	G	G	G	G		G	G	G
N. America	→ Asia	G	G	G	G	G	G	G	G	G		G	G	G
S. America	→ N. America	G	G	A	R	A	A	A	A	A		A	A	A

R Demand > Capacity
 A Demand, Capacity balanced
 G Demand < Capacity

- Demand Asia outbound lanes exceeds capacity leading to challenges and services constraints.
- Scheduled ocean capacity on China–South America trade lane grew by +17M TEU from Jan to Jul 2025 versus 2024 triggered by China’s strategic investment in South American ports.
- Volatility is expected to persist as trade tensions and political uncertainties dampen business outlook.

Schedule Reliability

Fig. 1: Global Schedule Reliability



- In June 2025, schedule reliability recorded a 1.6 percentage point improvement M/M and reached 67.4%.
- This is the highest figure recorded since November 2023 and continues the trend of consistent M/M improvements since February this year.
- On a Y/Y level, schedule reliability was up 12.8 percentage points. Maersk was the most reliable top-13 carrier with schedule reliability of 81.0%, followed by Hapag-Lloyd with 76.5%. The next 7 carriers were in the 60%-70% range, and the remaining carriers were in the 55%-60% range. Yang Ming had the lowest June 2025 reliability of 55.4%.

References : intra Asia = Asia – IBPC, TP EB = Asia-NAWC, Asia-Europe = Asia-North Europe, Asia-AMLA = Asia-WCSA, AMNO-Asia = Transpacific WB, Asia-East Med = Asia-Med



FJT BULLETINS



Port Congestion Update

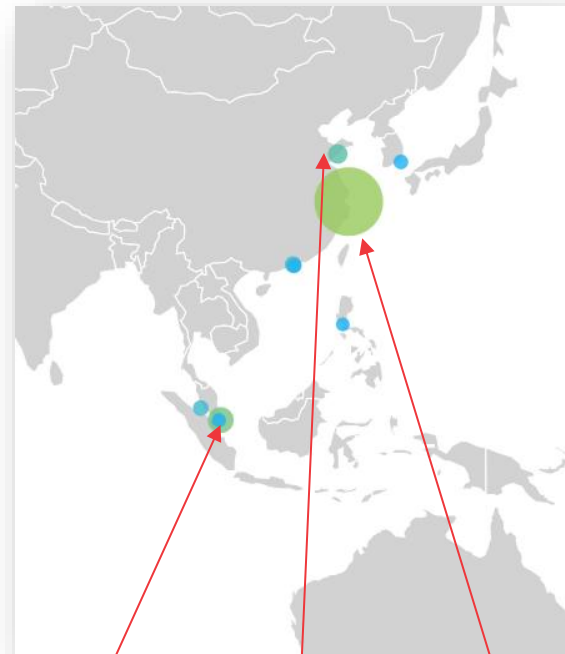
Current Situation :

- Severe congestion at major Chinese ports: Shanghai and Ningbo handled more than 100 anchored vessels in early July, with waiting times of 1–3 days and around 135 ships anchored at the Shanghai–Ningbo anchorage.
- Qingdao saw up to 37 ships waiting with 2-day anchorage delays; Xiamen experienced temporary closures due to fog.
- Transshipment hubs such as Singapore and Port Klang are heavily congested; carriers reported two week dwell times at Singapore and berth delays of more than two days at Port Klang as yards reached 85–90 % utilization.

Forecast for August 2025

- Congestion in Chinese gateways should gradually ease as pre tariff exports subside; however typhoon season weather and ongoing blank sailings mean 1–3 day waiting times are still expected through August.
- Singapore transshipment bottlenecks are likely to persist into August; two week dwell times could continue until volume eases.

Current APAC Containership Port Congestion



Singapore

TEU at Anchorage: 211,972
TEU at Port: 419,829.5
Ships at Anchorage: 23.5
Ships at Port: 57.5
Queue to Berth Ratio: 0.41

Qingdao

TEU at Anchorage: 111,877
TEU at Port: 141,172
Ships at Anchorage: 32
Ships at Port: 25.5
Queue to Berth Ratio: 1.25

Shanghai/Ningbo

TEU at Anchorage: 881,555.5
TEU at Port: 571,702
Ships at Anchorage: 157.5
Ships at Port: 83.5
Queue to Berth Ratio: 1.89

Blank Sailing Update

China to Australia

- Carriers executed numerous blank sailings on China–Australia services to manage oversupply; CA2, CAT, A3S and Wallaby services cancelled departures across weeks 27–30, replacing 9 000 TEU vessels with 6 000 TEU ships.
- Capacity cuts since mid June removed about 18 000–20 000 TEU from the China–Australia lane, resulting in around 10 % of scheduled sailings being blanked

Forecast for August 2025

- Carriers may continue to cancel sailings through August as demand softens; shippers should monitor schedules closely and maintain flexibility.
- Additional blank sailings could spread to other regions (Asia–Europe and Asia–US) as carriers manage capacity in response to weaker demand

Equipment Availability Outlook

- Equipment availability is generally sufficient worldwide, thanks to record container production over 2.3 million new boxes were produced in 2025, reducing concerns of global box shortages.
- However, tight vessel space and blank sailings in June–July caused pockets of shortage in East and South China; some carriers rationed equipment at Shanghai and Ningbo as they redeployed vessels to more profitable trades.

Forecast for August 2025

- Empty container supply in Asia should improve as carriers reposition equipment post blank sailings; nevertheless, local shortages may persist at Chinese ports if weather delays disrupt vessel schedules.

Vessel Space and Capacity

- Carriers replaced large vessels with smaller 6 000 TEU ships on China–Australia services (CA2, CAT, A3S, Wallaby). Combined with blank sailings, this reduced capacity by about 18,000–20,000 TEU and increased load factors to around 95 percent, leaving little buffer for additional demand.
- Port congestion and weather disruptions caused vessels to skip or delay calls. Australian exporters face rollovers and extended transit times, while some carriers temporarily halted acceptance from certain Chinese ports
- Space is expected to remain tight on China–Australia routes as carriers continue blank sailings and vessel downgrades; demand may rise as peak season cargoes move, exacerbating capacity constraints.

European Port & Inland Operations

Key terminals across the continent are experiencing some moderate disruption as we move through the summer months. In Northern Europe, **Antwerp** continues to face high yard density and low gang availability, with waiting times running higher than usual. To help alleviate the situation, customers are kindly asked to collect their import containers as soon as possible after discharge.

London Gateway and the Port of **Rotterdam**, meanwhile, remain stable, with minimal waiting times and moderate yard density.

Further south, **Algeciras** and **Tanger Med 2** are operating efficiently despite high volumes, although yard peaks are forecasted for the first few weeks of August.

Inland Update

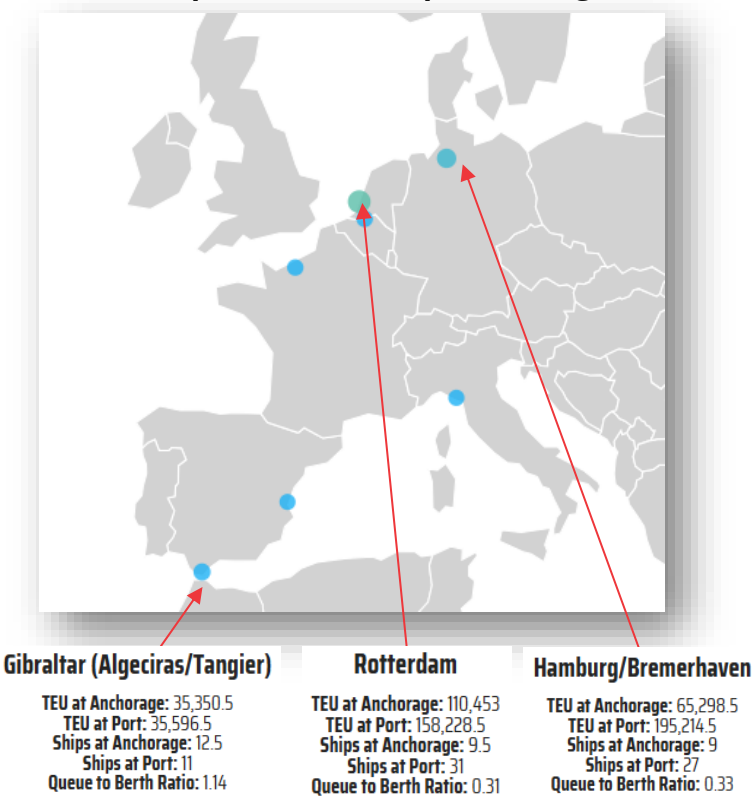
In Germany, changes have been made to the import container release process at Hamburg, Bremerhaven, and Wilhelmshaven. Effective from 1st October 2025, the new process will replace the PIN-based release system with a digital authorization known as ‘secure release order’.

A separate Peak Season Surcharge also comes into force for truck transport in and out of the Port of **Venice** due to difficulties accessing the terminal.

Customs Update

At the end of July, the European Union and US agreed on a new deal for trade and tariffs that sets a 15% baseline on goods being exported to the US from the EU. The UK, meanwhile, faces slightly lower baseline tariffs of 10%.

Current Europe Containership Port Congestion





THANK YOU

For more information please contact:
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