

MARKET UPDATE SEPTEMBER 2025

FJT LOGISTICS
Your Freight Solutions Partner



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TABLE OF CONTENT

Air Freight

- Market Outlook
- Global Air Cargo Capacity
- Q3 2025 – What to Expect ?

Ocean Freight

- Market Outlook
- Market Pulse
- Cancelled Sailings
- Global Port Throughput Index (PTI)
- Market Rates
- Capacity vs Demand – Major Trades
- Schedule Reliability
- Melbourne Port Focus

FJT Bulletins

- Asia Pacific
- Europe



AIR FREIGHT



Air Freight Market Outlook

Demand

Global air cargo tonnage rose 3.5% YoY YTD through July 2025, with July volume bouncing back at 6% in YoY July—the strongest monthly growth after Apr 2025; strong gains ex-Asia Pacific, Intra-AP and Europe • Air freight demand and pricing will be shaped by global economic performance alongside geopolitical factors such as trade policies, tariffs, and tensions, which together influence trade flows and market stability.

Capacity

Global air cargo capacity has been contracting since May 2025, driven by steep double-digit declines in freighter supply over the past four months. While passenger bellyhold capacity is helping to cushion the shortfall, it remains insufficient to generate overall growth.

Jet Fuel

Global jet fuel demand is rising, though growth is tempered by regional travel restrictions, improved fuel efficiency, and gradual SAF adoption. While balancing demand with sustainability remains a challenge, the long-term outlook is positive as air travel continues to recover and evolve.

Rates

Global air cargo spot rates experienced volatility, with some regions witnessing rate increases due to seasonal demand and capacity constraints. Conversely, other areas saw rate declines as demand softened and capacity adjustments were made.

Regulation/News

Australia tightening cargo security: From Sept 26, Australia will align with US/Canada by imposing stricter rules on cargo from Europe and CIS. Shipments on passenger aircraft must come only from shippers with an Established Business Relationship (EBR) with the forwarder

(Source : DHL, Linerlytica, CH Robinson)

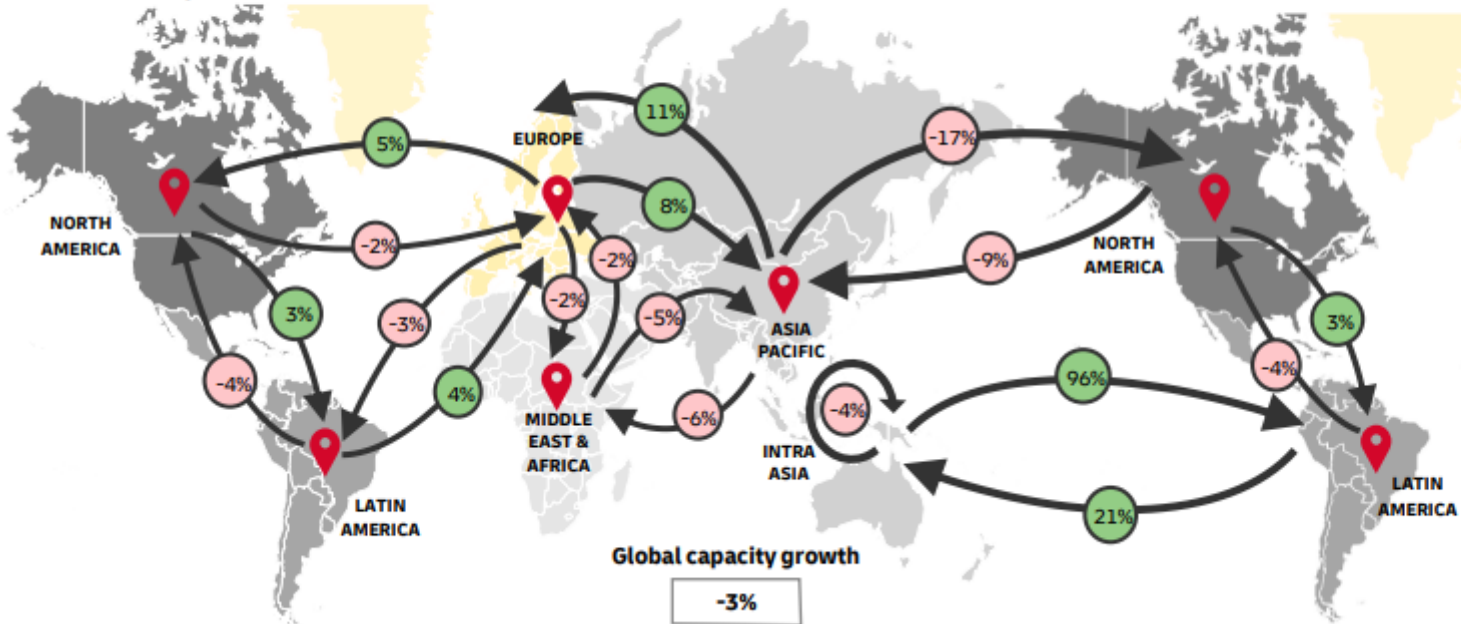
Air Freight Global Cargo Capacity

Global Air Cargo Capacity

Scheduled Capacity

International Air Cargo Capacity (in tons)

YoY % Growth – Aug 2025



Source: Seabury; excl. domestic flights;

(Source : DHL, Linerlytica, CH Robinson)



Global air cargo capacity fell -3% YoY in August 2025, with a slight 0.4% YoY increase YTD, continuing a four-month consecutive decline



Regional tradelanes impacting the decline remain AP-AMNO and Intra-AP; growth observed for AP-EU and EU-AP



Freighter capacity has been declining consistently since Feb 2025, with last 4 months showing double digit decline, whereas passenger capacity growing at 5% consistently



Capacity Adjustments: airlines are rationalizing capacity as importers complete inventory buildup, leading to flight cancellations and route diversions, especially in markets previously strained by tariff-driven surges

Air Freight Market Outlook – 2025 Q3 (What To Expect)

GEOPOLITICAL FACTORS

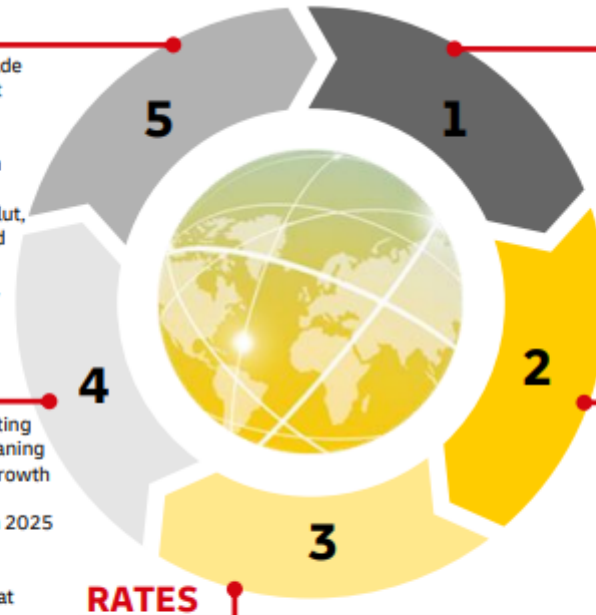
- U.S.-China tensions and tariffs continue to reshape global trade flows and supply chain strategies, encouraging firms to pivot from “just-in-time” toward “just-in-case” models through nearshoring and diversification
- Geopolitical risks—like tensions in Ukraine and U.S. tariffs on India’s oil imports—global oil benchmarks remain relatively strong. However, analysts warn of an impending oil supply glut, which could put downward pressure on prices later in Q3 and into early 2026.
- Q3 2025 is shaping up as a period of heightened geopolitical volatility—driven by trade fragmentation, strategic tensions, defense realignments, and tech-driven power shifts.

ECONOMIC GROWTH

- Russia slashes its 2025 growth forecast from 2.5% to 1.5%, citing high interest rates (21% in 2024, now lowered to 18%) and waning industrial momentum. The IMF projects an even lower 0.9% growth rate. Q2 GDP grew just 1.1%, down from 4.0% a year earlier
- Euromonitor projects global real GDP growth at 2.9% for both 2025 and 2026—slower than the 3.3% seen in 2024. Developed economies are expected to decelerate, with the U.S. at 1.6%, Eurozone between 1.0–1.2%, the UK around 1.1%, and Japan at 0.7%, while India stands out with stronger momentum
- Manufacturing Contraction: China’s manufacturing sector is expected to contract for the fifth consecutive month in August 2025, with the official PMI forecasted to rise slightly to 49.5 from July’s 49.3, indicates continued contraction, as the PMI remains below the 50-point mark that signals expansion

Source: DGF Desk Research, IATA, WACD, Seabury, S&P, IMF, WTO, aircargonews
DHL | Airfreight State of the Industry | Bonn | August 2025

(Source : DHL, Linerlytica, CH Robinson)



DEMAND

- Asia continues to drive air cargo demand through e-com and manufacturing exports, but U.S. tariff changes, including the removal of duty-free exemptions for low-value shipments, are creating challenges. In North America, tariffs have disrupted supply chains, raising costs and slowing processing times
- European carriers are optimizing networks and targeting high-demand corridors, yet the continent remains affected by global trade tensions and economic uncertainties
- Q3 2025 is navigating through a phase of moderate growth, stakeholders must remain vigilant and adaptable to the evolving landscape shaped by geopolitical developments, trade policy changes, and economic factors

CAPACITY

- Global air cargo capacity growth slowed to -3% YoY by August 2025. Freighter capacity saw the steepest decline, dropping -16% YoY, while belly capacity moderated as passenger markets began to flatten at 5%
- H2 2025 presents a dynamic environment for the air freight industry. While demand remains strong, particularly in e-com sectors, capacity constraints and external factors such as geopolitical tensions and regulatory changes pose challenges

RATES

- Air freight rates are expected to stay stable/elevated through Q3 2025 due to supply constraints and strong e-com demand, with volatility and premium pricing likely to persist into year-end amid geopolitical and logistical shifts.
- Week 33, average spot rates from Asia held relatively stable despite tariff volatility: US\$4.89/kg to the U.S. (-3% WoW) with signs of charter capacity returning on transpacific lanes, and US\$3.76/kg to Europe, where declines from Japan (-10%) and China (-3%) were offset by increases from South Korea (+5%), Vietnam (+4%), and Malaysia (+9%)

OCEAN FREIGHT



Ocean Freight Market Outlook

Despite strong YTD growth, 2025 volume trend has largely remained flat, while capacity continues to grow, causing rates to decline to 2023 levels



Capacity

+7%

YoY¹⁾

- **7% YoY fleet growth** in line with historical average, used to meet **demand** (and demand **spikes**), is **effectively reduced to 4% growth** over last few years given **port congestion** and **Suez detour**
- **Orderbooks are full** and growth **ambitions appear steep** in light of global trade headwinds



Demand

+9%

YTD²⁾

- **9% YTD market demand growth** (until June) has been **strong**, but **2025 volumes** are sequentially **flat into June**, driven by significant **decline in Asia-North America** volumes
- Tariffs slow down US related trade growth, but other trades continue on higher level - **globalization is here to stay, with US tariffs seemingly stimulating a shifting pattern**



US imports

-2%

Q2/25 vs.
Q2/24

- **-2% decline of ocean imports into US** comparing Q2 of this year with Q2 of last year
- **China + X** is becoming a **reality**, as imports from **VN, ID and MY grow** at the **expense of China** (-20%)
- Decline is driven by **18% average US import tariffs**, with some countries reaching up to 50%



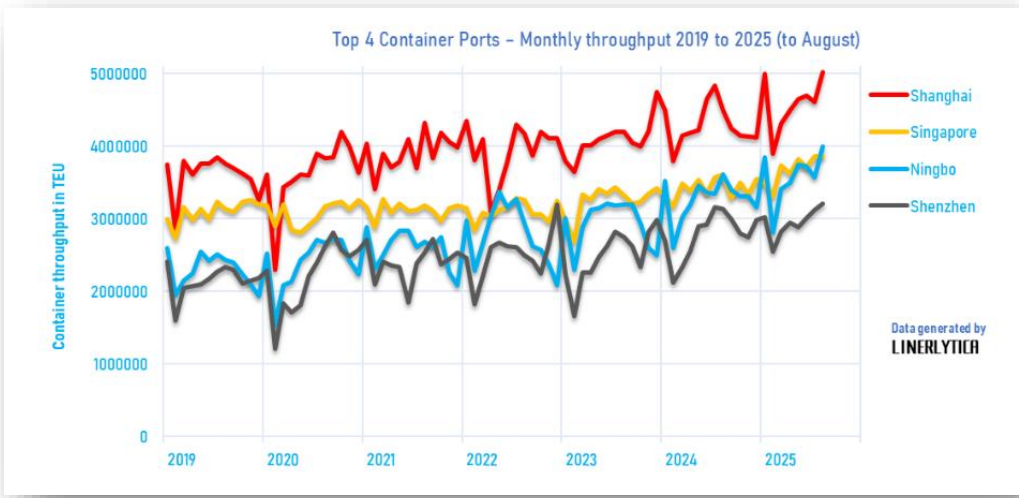
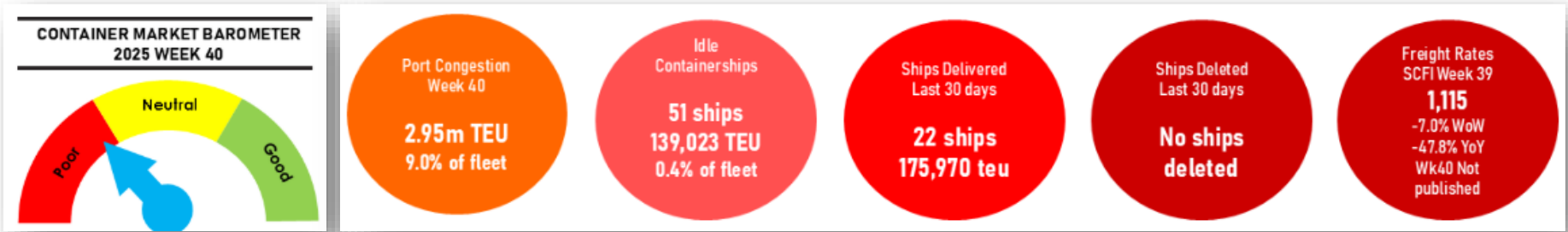
Rates

-48%

YoY

- **-48% YoY SCFI³⁾ decline** is reflected in spot rates that are **back to 2023 levels** on many trades
- **Summer peak season** has been **short-lived**, and **pre-holiday peak** came in **weaker than expected**
- Carriers have been **slow to manage capacity**, but **start to act** as rates are stabilizing on lower levels

(Source : DHL, Linerlytica, CH Robinson)



Chinese container volumes at record high despite US tariffs

Shanghai and Ningbo recorded their highest ever monthly container throughput in August, as global container volumes have remained resilient despite the gloomy trade and economic outlook.

Total volumes at the 2 largest Chinese ports exceeded 5m teu and 4m teu respectively in the past month and continue to defy the impact of the US tariffs, with significant growth recorded on the Intra-Asia, Indian subcontinent, Latin America and Africa routes.

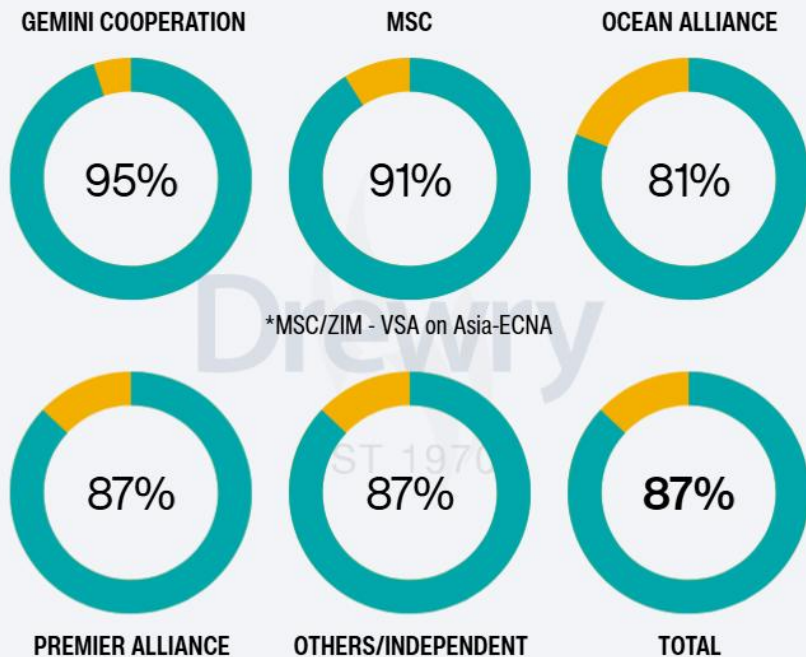
Global container throughput is expected to grow by a better than expected 3.2% for the full year as the US tariffs have failed to dampen global volume growth.

(Source : Linerlytica)

Cancelled Sailings Tracker

Drewry Cancelled Sailings Tracker

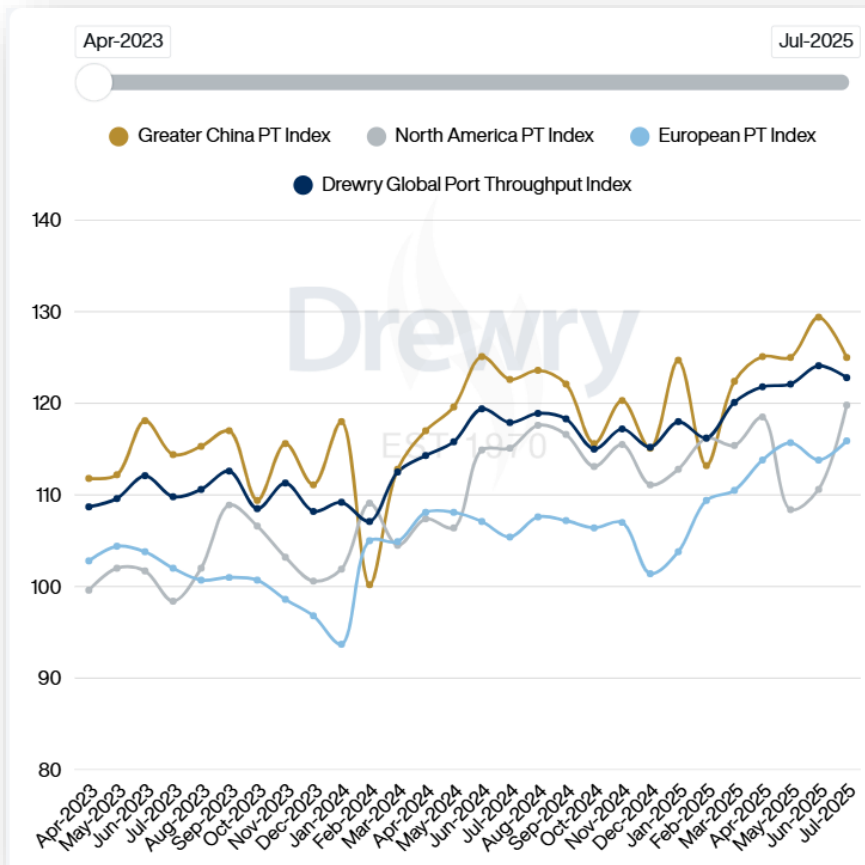
Percentage of sailings to operate as scheduled: Weeks 40-44



(Source : Drewry)

- Across the major East-West trades: Transpacific, Transatlantic and Asia-North Europe & Med, **43** cancelled sailings have been announced between week 40 and week 44, out of a total of **716** scheduled sailings, representing **13%** cancellation rate.
- During this period, **50%** of the blank sailings will occur on the Transpacific Eastbound, **37%** on the Asia-North Europe and Med and **13%** on the Transatlantic Westbound trade.
- Notably the Ocean Alliance displays the highest cancellation rate - **19%** with the majority of the cancellations occurring on the Transpacific EB.

Global Port Throughput Index (PTI)



(Source : Drewry)

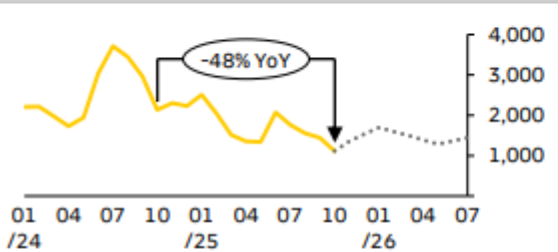
- The Global Container Port Throughput Index decreased **1.1%** in July compared to June. This was **4.1%** higher than July last year.

Drewry further upgraded its full year growth forecast to **3.3%**.

- The Greater China Container Port Throughput Index fell **3.4%** in July 2025, and the 12-month average growth rate in GC slowed to **5.6%**. The largest ports in the region start to experience an anticipated slowdown.
- The North and Southeast Asia decreased **3.0%** Month over Month in July but was up **3.7%** YoY.
- Singapore jumped **4.3%** MoM, a new monthly high. Laem Chabang had a strong month too.

In September, rates typically drop, but recent decline came in stronger than expected as demand stayed behind expectations

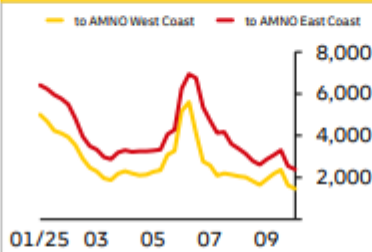
Shanghai Containerized Freight Index (SCFI)
in USD, weighted average of rates ex Shanghai



- After a **short summer peak**, rates have declined across key worldwide tradelanes, resulting in a **YoY decline of -48%**
- **Futures** foresee rates to remain rather low, with a slight rate **increase** towards the **end of 2025**

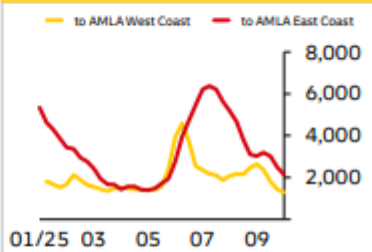
- Pre-holiday **peak season** came in **weaker than expected**, which caused rates to decline as **carriers were not aggressive enough** to manage capacity
- **Carriers** are now **starting to act** to stabilize rates at current levels
- Further details on **next slide**

Rates to North America, 2025
in USD/FEU¹⁾



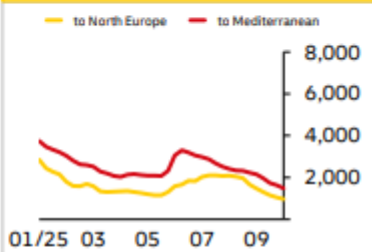
- After **short-lived climb** in early September, rates have **dropped again**
- **Declining US imports** require thorough capacity mgmt.

Rates to Latin America, 2025
in USD/TEU



- Latin America** remains volatile:
- **West Coast** rates under pressure, particularly to MX
 - **East Coast** rates are declining but stronger than West Coast

Rates to Europe, 2025
in USD/TEU



- **Europe** had a **stable** year throughout the summer, with **solid demand**
- **Volumes** are now **dropping as expected** for the season

Capacity vs Demand – Major Trades

Carriers have been reluctant to reduce capacity while volumes remain rather flat, which has led to declining rates in Q3; capacity is expected to become scarcer towards the end of the year

Market development on key regional tradelanes, 2025

for top 18 regional tradelanes

Origin	Destination	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Asia (excl. IPBC)	Asia (excl. IPBC)	R				R	R	R		R	R		
	North America	R					R	R			G		
	Europe	R					R	R			G		R
	Middle East	R				G		R	R				R
	IPBC									R	R	R	
	Latin America (WC)	G		G	G	G	R				G	G	G
	Latin America (EC)	G		G	G	G	R						
	Africa	R		G	G	G	G			R	R		
	Oceania	R								R	R		
IPBC	Asia (excl. IPBC)									G	G	G	G
	North America									G	G	G	R
	Europe									G	G	G	R
Europe	Asia (excl. IPBC)		G	G	G	G	G	G	G	G	G	G	G
	North America	R	R			R		G	G	G	G	G	G
	Latin America (WC)				R	R	R	R	R	R	R	R	R
	Latin America (EC)	G	G	G	G	G	G	G	G	G	G	G	G
North America	Asia	G	G	G	G	G	G	G	G	G	G	G	G
Latin America	North America	R											

Forecast

Observations

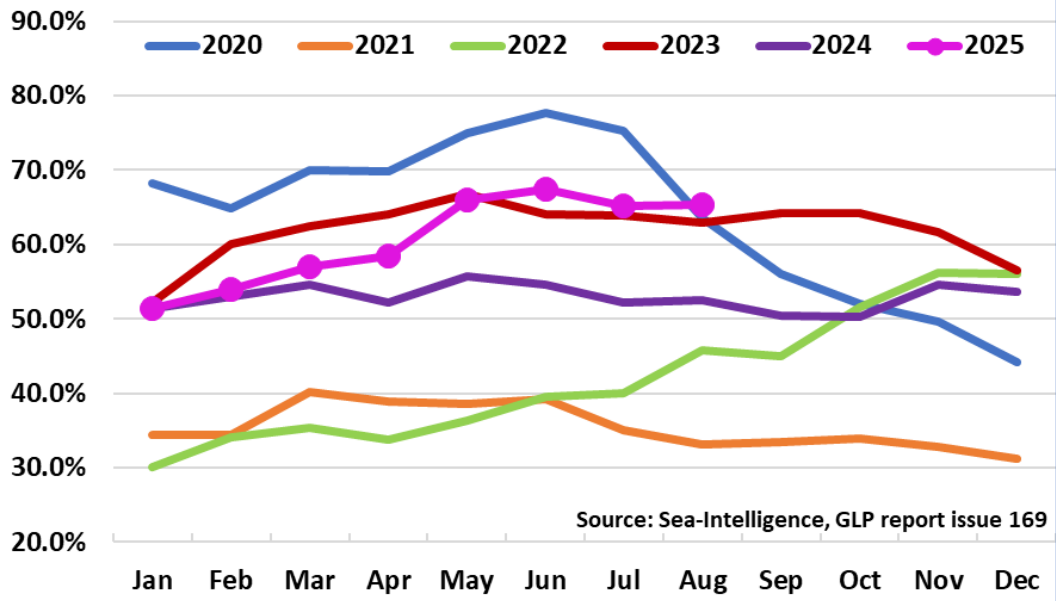
based on DHL Global Forwarding expertise

- **Seasonal demand uptick** with Chinese Golden Week and year-end holidays has been **less pronounced** than expected
- **Carriers** have been **slow to reduce capacity and blank sailings**
- Hence, **Freight rates** are **generally trending downward**, particularly on **key East-West lanes** from Asia to North America or Europe
- **Space remains tight** on shipments within the **Eastern Hemisphere**, e.g., shipments within Asia, or from Asia to IPBC or Oceania
- As **sailings are blanked** and **demand patterns change**, capacity is becoming **scarcer** latest by end of year

	Previously not assessed
G	Capacity exceeds demand
	Capacity and demand balanced
R	Demand exceeds capacity

(Source : DHL, Drewry)

Fig. 1: Global Schedule Reliability



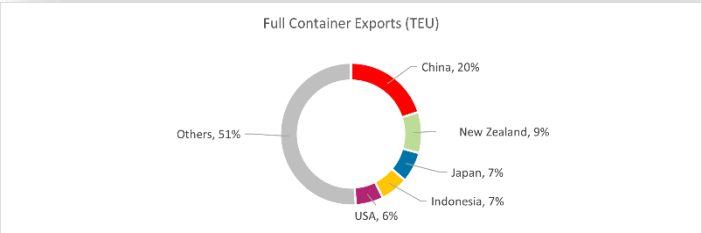
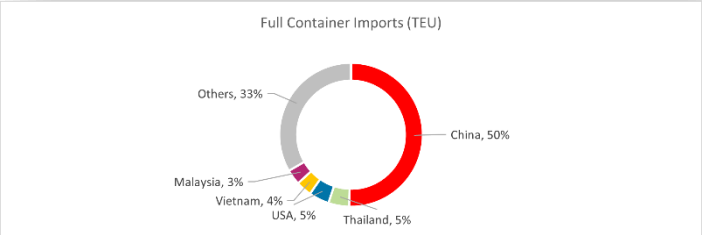
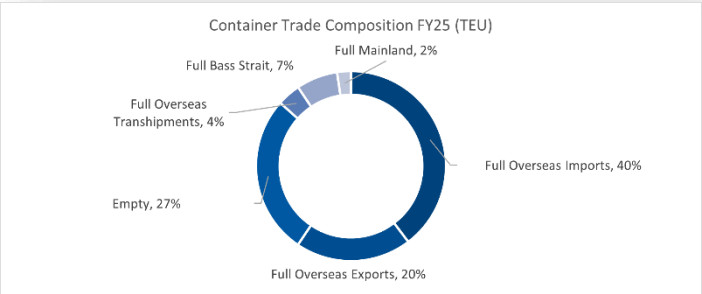
- In August 2025, global industry schedule reliability recorded a marginal M/M improvement of 0.1 percentage points to 65.3%, the second-highest figure for the month (across 2019-2025).

On a Y/Y level, schedule reliability in August 2025 was up 12.7 percentage points. The average delay for late vessel arrivals increased M/M by 0.07 days to 4.80 days.

- Maersk was the most reliable top-13 carrier with schedule reliability of 76.4%, followed by Hapag-Lloyd with 72.4%. The next 6 carriers were in the 60%-70% range, with the remaining carriers in the 50%-60% range. Wan Hai had the lowest August 2025 reliability of 53.3%.

(Source : Sea Intelligence, Linerlytica)

Melbourne Port Focus



Port of Melbourne achieves record trade performance in FY25

Port of Melbourne handled \$154 billion in trade value and 3.39 million TEU in FY25—both all-time records. The port processes over 9,200 TEU daily and manages one-third of Australia's container trade, 21% more than any other Australian port.

Furniture leads imports (9% of total, up 23% year-on-year), while wheat dominates exports at 6% of container share.

China remains the largest trading partner, accounting for 50% of imports and 20% of exports. Southeast Asia is emerging as a key region, growing from 19% to 27% of exports since FY20. With container trade expected to double over 30 years, the port has invested nearly \$1 billion in infrastructure since 2016.

A proposed fourth terminal and nine other projects feature in the Draft 2055 Port Development Strategy, due for publication by December 2025.

(Source : portofmelbourne.com)



FJT BULLETINS



APAC Bulletin (1/2)

Port Congestion Update

Current Situation (September 2025):

The extraordinary Typhoon Ragasa hit Guangdong: operations at Yantian, Nansha, Shekou, Chiwan, Mawan, Dachan Bay and Hong Kong were suspended from 22–25 September. Authorities reopened on 25 September, but operators expect delays of three to seven days.

The average waiting times of about 2.19 days in Shanghai, 2.13 days in Ningbo and 1.25 days in Qingdao. At Yantian the average was 1.14 days, but the typhoon added 4–5 days of berth delay. In Singapore yard utilisation was 95 % and at Port Klang yard density reached 85 %, with waiting time of around one day.

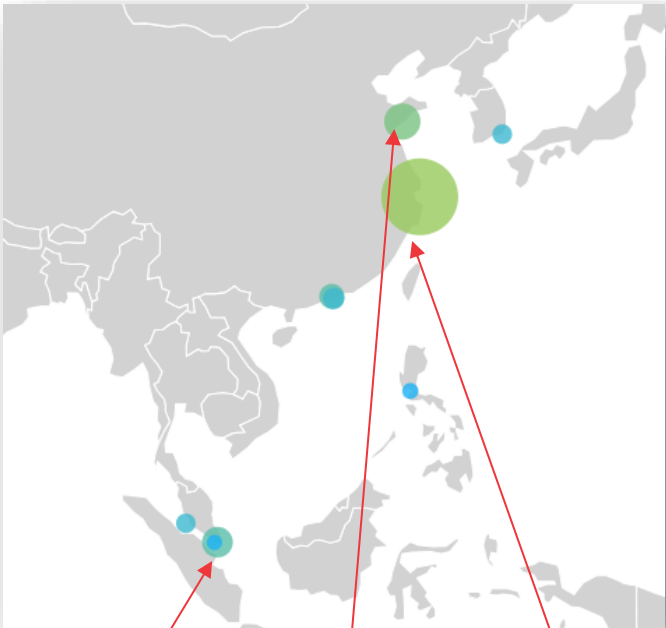
Heavy congestion at some Chinese ports: Huangpu and Wuhan see average delays of six days, while Qinzhou reaches eleven days. Moderate queues (3–5 days) affect Shanghai and Ningbo (more than 150 ships anchored in the Shanghai–Ningbo area) and Qingdao (about 40 vessels waiting). Mild delays (1–2 days) are reported at Ningbo, Yantian, Nansha, Foshan and Zhangjiagang.

Forecast for September 2025:

The Golden Week holiday (1–8 October) will bring factory closures and slow outbound cargo. Carriers have already scheduled numerous blank sailings, which may reduce capacity and intensify congestion at major ports such as Shanghai, Ningbo and Qingdao.

After Golden Week, analysts expect carriers to restore capacity quickly to clear the backlog, which should help normalize waiting times. However, delays caused by Ragasa will continue into early October and another tropical storm (Bualoi) threatens Vietnam and South China, potentially causing further disruptions.

Current APAC Containership Port Congestion



Singapore	Qingdao	Shanghai/Ningbo
TEU at Anchorage: 165,492.5	TEU at Anchorage: 216,243.5	TEU at Anchorage: 583,881.5
TEU at Port: 336,236	TEU at Port: 167,256	TEU at Port: 558,995.5
Ships at Anchorage: 18	Ships at Anchorage: 51	Ships at Anchorage: 119.5
Ships at Port: 52.5	Ships at Port: 29.5	Ships at Port: 85
Queue to Berth Ratio: 0.34	Queue to Berth Ratio: 1.73	Queue to Berth Ratio: 1.41

A.P.A.C Bulletin (2/2)

Current Situation (September 2025):

Carriers used blank sailings to limit space and raise rates, pushing Asia–US West Coast prices up despite weak demand. On the China–Australia route, frequent cancellations and vessel downsizing cause delays and disruptions, especially at smaller ports, while abundant capacity keeps rates under pressure.

Forecast (October 2025):

Major alliances plan multiple cancellations around Golden Week, tightening space further, especially on China–Australia trade. After early October, extra loaders and possible vessel redeployments aim to clear backlogs and ease capacity, though last-minute changes remain possible due to weather or demand shifts.

Empty Container Availability

Current Situation (September 2025):

About 41% of containers moved globally are empty, costing over USD 20 billion yearly to reposition. Blank sailings and route changes slow container returns, causing congestion and space shortages. Asia–North Europe and Asia–Mediterranean trades lack around 500,000 TEU capacity, with carriers adjusting networks due to new U.S. fees on Chinese vessels. NOR container shortages persist in China, worsened by transshipment hub delays, while Australia still faces acute equipment shortages despite eased Transpacific demand.

Forecast (October 2025):

After Golden Week, repositioning of empties should gradually improve, easing shortages in Asia. New U.S. port fees starting 14 October will push some carriers to redeploy ships, potentially worsening equipment imbalances and transit times. NOR container shortages in China are expected to continue into the peak season.

Vessel Space

Current Situation (September 2025):

Peak season began with high vessel utilization and early closures. New services and extra loaders were added, but blank sailings still cause delays. The APAC market is split between premium carriers with higher rates and budget lines competing for space. Despite weak demand on some routes, selective cancellations maintain elevated rates.

Forecast (October 2025):

Golden Week will tighten space as many sailings skip rotations, but capacity should improve after 8 October with extra loaders. Christmas demand will keep China–Australia volumes high. Post-Golden Week may see oversupply on Transpacific and Asia–Europe routes, though weather and hub congestion could still cause delays.

European Port & Inland Operations

In north Europe, Germany authorities is working closely with customers and port authorities on the implementation of new container release process - Secure Release Order. This new process - mandated by law for Hamburg and Bremerhaven with effect from 1 October 2025 - will replace the existing PIN-based release system with a digital authorization. This ensures that only one traceable party at any given time is authorized to pick up full import containers from the port, supporting safe and secure supply chains for the customers. Starting 15th October 2025, a German Ports ID will be mandatory to obtain a release.

Koper terminal in Slovenia continues to see rail constraints due to Slovenian railway infrastructure works until the end of the year. Approaching colder months, strong winds are expected around north Europe that could affect operations for intermittent periods and at short notice.

Customs Update

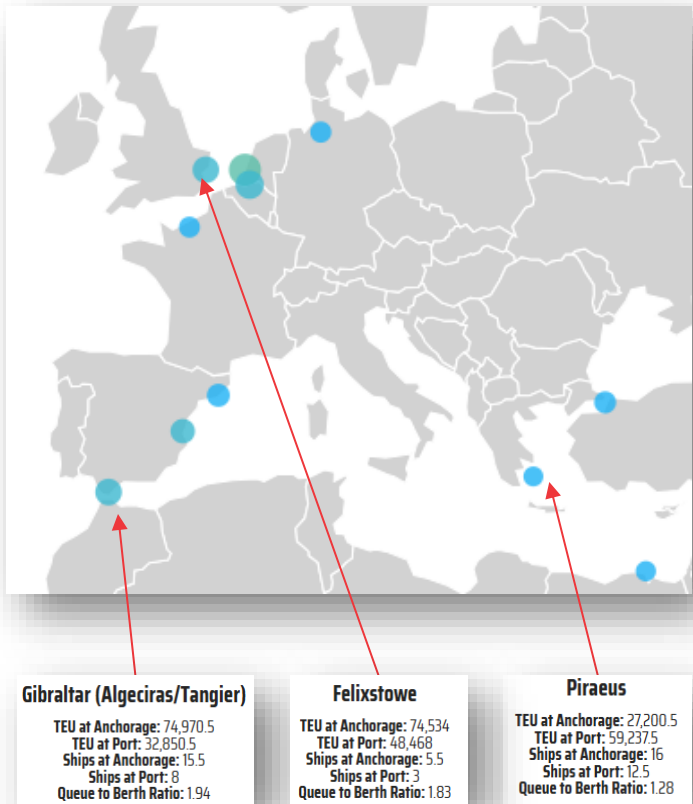
The European Commission has announced a major update to the EU Dual-Use Export Control List, tightening oversight of sensitive technologies in line with the 2024 export control strategy.

Newly added categories include quantum technologies, semiconductor equipment, advanced computing, additive manufacturing, and biotech tools, alongside revised technical definitions.

Following a two-month Council and Parliament review, companies should assess their portfolios, update compliance systems, and engage with supply chain partners to prepare for licensing and reporting obligations.

In trade relations, the EU has moved to implement the EU-US Joint Statement on automotive tariffs, cutting US duties on EU car exports from 27.5% to 15% retroactive to 1st August 2025. The change has already saved exporters over €500 million in a single month.

Current Europe Containership Port Congestion





THANK YOU

For more information please contact:
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