



Market Report 6/2025



Contents

Market Trends

- *Latin American logistics market continues strong growth; China's influence in region also growing*
- *South Africa's Transnet facing extremely dire financial situation*
- *Foreign Trade Zones becoming increasingly important throughout the world*

RECENT TRENDS.....	1-4
MERGERS/ACQUISITIONS.....	12

Trade & Compliance

- *Tariff updates on a country-by-country basis*
- *UK and India reach a new trade deal*
- *New U.S. Section 232 investigations target air and rail freight*

TARIFFS/SURCHARGES.....	8
LAWS/LEGISLATION.....	9-10

Technology

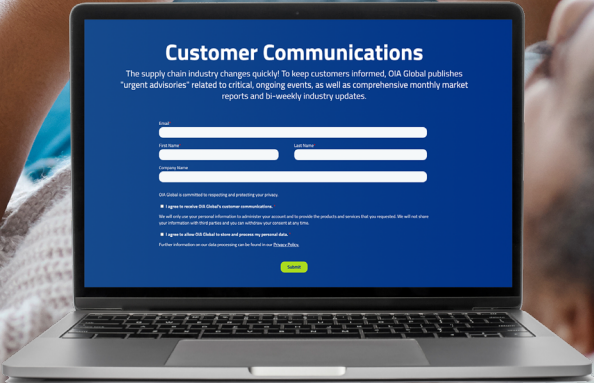
- *Vietnam expanding Haiphong port and adding railway connections*
- *DP set to invest >\$2.5b across India, Africa, Europe, and South America*
- *Mexico's national action plan for maritime decarbonization*

SUSTAINABILITY/ESG.....	11
INFRASTRUCTURE.....	6-7
TRANSPORT TECHNOLOGY.....	12



Note: All monetary figures are shown in United States Dollars (USD) unless stated otherwise.

Sign up to automatically receive future editions directly in your inbox!



Subscribe

Market Trends



BACK TO TOP



Egypt **cut** transit fees for some vessels crossing the Suez Canal, hoping to **revive** the critical trade route after the U.S. agreed to a ceasefire with Yemeni militants. Container ships with a net tonnage of at least 130,000 tons, laden or empty, will be **offered** a 15% discount for a period of 90 days, according to the Suez Canal Authority.



U.S. Census Bureau data **shows** the country's average inventory levels are at +/- 42 days, leaving logistics managers with limited time to make strategic adjustments in their supply chain.



Vietnam is **increasing** imports from China, which reached a post-pandemic record in April '25, exceeding \$15b.



U.S. Trade Representative Jamieson Greer recently **met** with the leaders of South Korea's two largest shipbuilding companies (HD Hyundai Co. and Hanwha Ocean Co.) and both companies **expressed** support for the United States' efforts to **bolster** its domestic shipbuilding capacity.



Transnet SOC Ltd., South Africa's state-owned transport and logistics company, will run out of money for operations and debt-servicing within three months unless it gets a government bailout. Beset by corruption, theft and dilapidated infrastructure, Transnet is seeking to boost private participation in its ports and railways, whose poor performance has continuously dragged down the South African economy. The company's container ports rank among the least efficient globally, according to the World Bank and S&P Global Market Intelligence.



Senior rail managers from China, Kazakhstan, Uzbekistan, Turkmenistan, Iran, and Turkey recently met to collaboratively develop China-Europe container traffic strategies. Increased demand on this route has already been shown, particularly between China and Iran via Kazakhstan, which was 2.6x greater between January-April '25 than during the same period in 2024.



The Gemini Cooperation's network implementation is on track to complete its full phase-in by June '25 as around 95% of the 340 vessels have joined.

Forwarders and airlines **fear** new bottlenecks at different airports as cargo growth continues to outpace infrastructure investment.

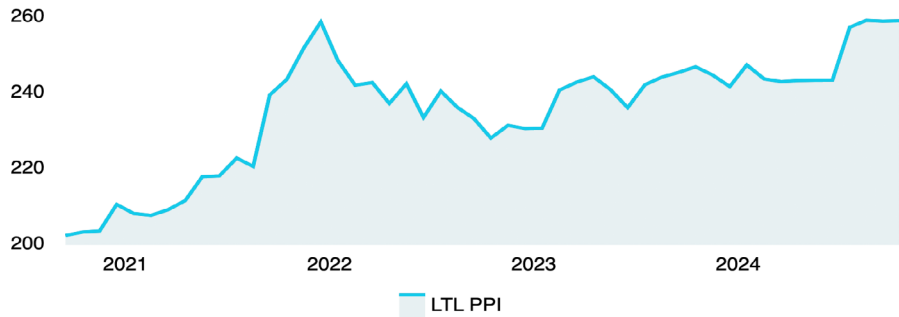
FedEx Freight will **split off** from its parent company, FedEx Corp., in 2026, with a focus on serving small businesses and less-than-truckload (LTL) e-commerce business.



LTL Pricing Level with 2022 Peak for Three Months

U.S. less-than-truckload (LTL) pricing has [flatlined](#), but at the highest point on record. The graphic below [shows](#) producer price indices based on the selling price for trucking services.

- United Parcel Service (UPS) [reintroduced](#) UPS Ground with Freight Pricing, a service option that targets shipments weighing >150 pounds typically hauled by LTL carriers as part of a palletized shipment.

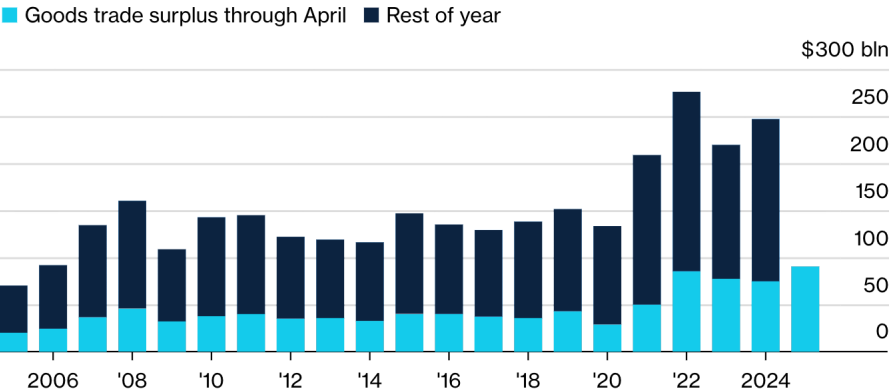


Source: US Bureau of Labor Statistics data, JOC analysis



China's Trade Surplus with the EU Hit a Record Through April

China's exports to Europe are [rising](#) while China's imports from the EU are shrinking.



Source: China's General Administration of Customs.

Latin American Logistics Market Continues Strong Growth

Latin America's logistics market reached \$360b in 2024 and is projected to grow at a compound annual growth rate (CAGR) of 6.6% through 2030. Latin American airfreight carriers are **adding** cargo capacity as they anticipate healthy demand in a market that appears safe from tariff disruption:

- Avianca is taking delivery of two Airbus A330 passenger to freighter (P2F) aircraft, bringing its cargo fleet to nine aircraft.
- LATAM is **waiting** for the arrival of its last converted Boeing 767 freighter.



"In the Latin American region, we have observed robust demand in both directions. The Latin American e-commerce boom continues, particularly in key markets such as Brazil, Mexico, Colombia, Chile and Argentina. Growth in e-commerce is strong in fashion, electronics, health and beauty sectors."

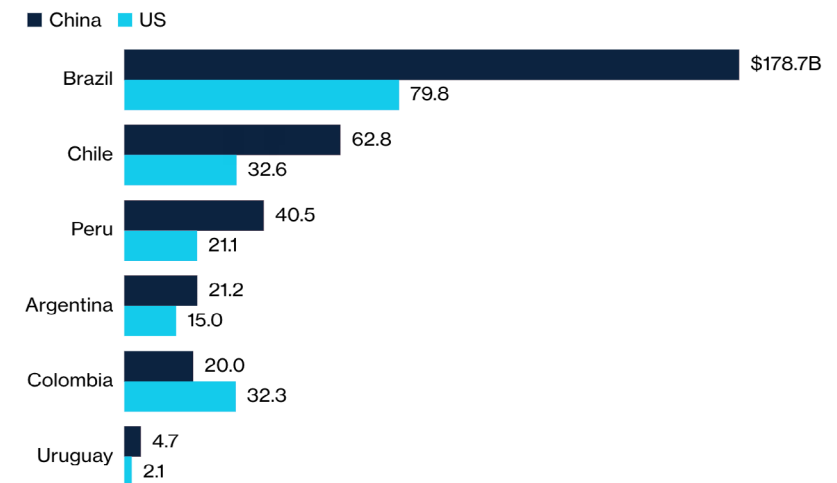
- Lorena Sandoval, Sales Director for Florida, the Caribbean & Latin America at American Airlines Cargo

China Dominating South American Commerce

China is diversifying its exports away from the U.S. and now relies on the U.S. for just 15% of its total shipments, down from almost 20% in 2018. **During recent meetings with leaders of Latin American and Caribbean nations, Xi Jinping, President of China, pledged to import more products from the region and provide a \$9.2b credit line to support development.**

- Colombia recently joined China's Belt & Road Initiative (BRI), which help countries build modern supply chain infrastructure, among other things.

The graphic below **shows 2023's total trade value (by partner).**



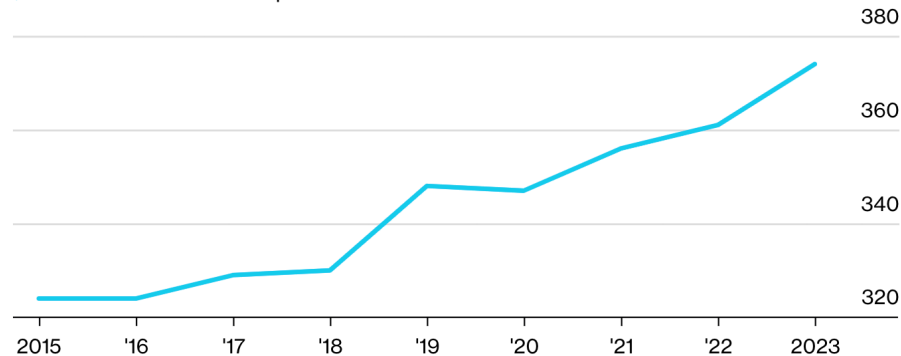
Source: International Monetary Fund import data compiled by Bloomberg.

Foreign Trade Zones Become Increasingly Critical Amongst International Trade

Foreign Trade Zones (FTZs) continue to be a key enabler of U.S. exports as the number of active FTZ operations has climbed since the first USA/China trade conflict in '18/'19.

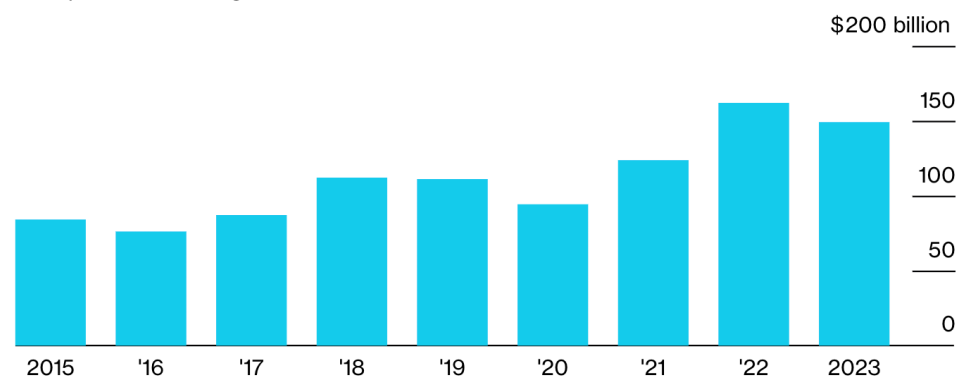
Foreign trade zones (FTZs)—also known as free trade zones—are specially designated areas within the U.S. that operate outside of normal customs protocols, allowing companies to temporarily avoid import taxes or completely under certain conditions. The goal of an FTZ is to incentivize companies to make products in the U.S. that tariffs and other barriers might have otherwise encouraged them to make elsewhere, to employ American workers for supply chain functions like storage and handling, and to create more efficient supply chains for manufacturers who export often.

Active FTZ Production Operations



Source: Foreign-Trade Zones Board annual report to Congress.

Exports from Foreign Trade Zones



TransPacific Trade Surges as Shippers Race to Beat 90-day Tariff Pause

Following news of a new 90-day hiatus in the China-U.S. trade tensions, Transpacific container spot rates jumped upward due to an immediate surge in demand, with importers racing to pull cargo across the Pacific before the pause ends. Overall, Chinese maritime trade is still at high levels, with the number of containers processed at Chinese ports +6% year-over-year (YoY), with 16 straight weeks of improvement.

- Hapag-Lloyd [said](#) China-USA container bookings jumped by 50% after the announcement, and CMA CGM [experienced](#) a sharp upswing in demand for freight transport out of China.
- Drewry [expects](#) an increase in Transpacific spot rates in the coming week due to a shortage in capacity.

The sudden surge in demand, [coupled](#) with uncertainty about long-term availability of Chinese imports, appears likely to [trigger](#) another frontloading event and [create](#) an early start to peak season for key industries, particularly retail. Ports and shipping lines are [expecting](#) businesses try to stockpile Black Friday and Christmas goods, which will translate into a rush of arrivals at U.S. West Coast ports.

The cargo surge has ship owners [scrambling](#) to coordinate berths and adjust vessel schedules. [Forwarders expect congestion and container shortages to worsen in the next few weeks as carriers redeploy vessels to Transpacific services from Asia-Europe trades to meet shippers' increased demand.](#) For example, the port situation at Singapore and Shanghai, two of the world's busiest ports, has deteriorated and wait times have increased.

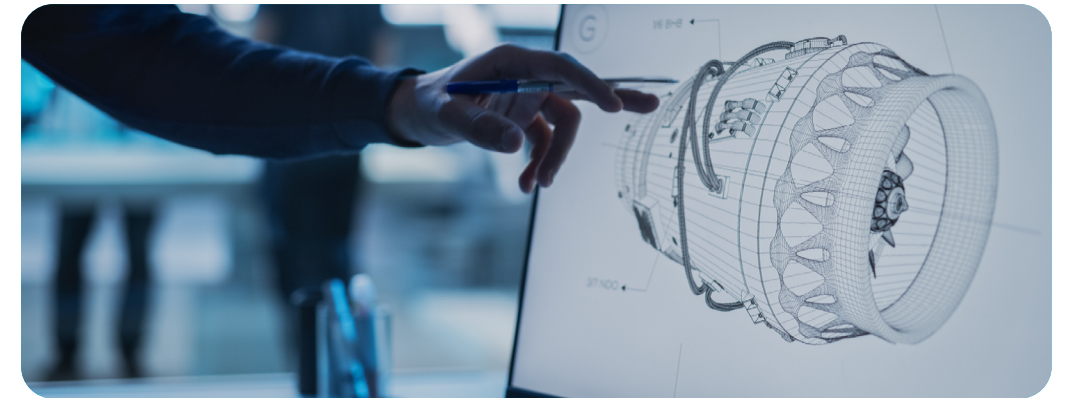
- For customers shipping from mainland China or Hong Kong to the U.S., we recommend reviewing logistics strategies to minimize potential cost and clearance impacts. Early booking remains key, particularly on routes into Europe and the Americas.

"It's a fluid situation. What we're seeing is a constant rebalancing of the supply chain and between indicators like freight rates, bookings and sailings."

- Jayendu Krishna, a Director at Drewry

Aircraft Manufacturers Continue Receiving Orders that Can't be Completed for 5+ Years








- Qatar Airways agreed to [purchase](#) as many as 210 Boeing widebody aircraft, including the 787 Dreamliner and the larger 777X model, a \$96b value before accounting for significant discounts on large orders, which is customary.
- Saudi Arabia's sovereign wealth fund also committed \$4.8b for Boeing aircraft.
- International Airlines Group (IAG) is [purchasing](#) 32 Boeing 787-10 aircraft and 21 Airbus A330neo planes, with options for additional planes later. This \$10b fleet [investment](#) is IAG's largest order yet for widebody jets.



Boeing's problems, though, are about increasing production, not winning new orders. The company has a backlog of 5,643 planes it needs to build, and it would take more than nine years to work through this backlog at its current output. The average wait time for airlines receiving new planes has jumped to 5.5 years, with a record order backlog of around 17,000 planes.

DP World Continues to Expand Global Influence

Dubai Ports (DP) World will invest \$2.5b towards major infrastructure projects across India, Africa, South America and Europe:

-  Constructing a new \$510m terminal at Tuna Tekra in Gujarat on India's northwestern coast. With a 1.1km berth and 2.19m TEU annual capacity, the terminal will connect India's vast hinterland to global markets through a network of roads and railways.
-  Developing of the new deep-sea port at Banana Port on the Democratic Republic of Congo's (DRC) Atlantic coast. The 450,000 TEU a year facility is expected to bring significant cost and time savings to the country's trade, as it will attract more direct calls from larger vessels in Asia and Europe.
-  Further up the West African coast, work is already **underway** on the new 1.2m TEU a year Ndayane Port in Senegal. The \$830m investment will support the country's strategic development for the rest of the century.
-  A \$140m berth expansion at the Port of Posorja in Ecuador will expand the dock to a total of 700 meters, enabling it to accommodate two post-Panamax vessels simultaneously.
-  Investing \$1b to **build** two new shipping berths and a second rail terminal at the London Gateway logistics hub.
-  Investing \$760m to **increase** cargo capacity at the Port of Caucedo in the Dominican Republic. The project is **expected** to **increase** Caucedo's capacity by 24%, up to 3.1m TEUs from 2.5m TEUs, and will expand the port's adjacent Free Trade Zone (FTZ).
-  DP World and Asian Terminals, a Philippine port operator and developer, have **invested** \$100m into capacity expansion at the Manila South Harbor (MSH), the Philippines' international trade gateway.



The United Arab Emirates (UAE) will dominate Egyptian logistics for many more years thanks to recent deals from Abu Dhabi (AD) Ports Group and Dubai Ports (DP) World.

- AD Ports signed a 50-year agreement in the East Port Said industrial and logistics zone at the northern end of the Suez Canal, allowing them to build and operate a new shipping terminal.
- In 2022, DP World signed a similar agreement in the port of Sokhna at the northern end of the Red Sea, 25m southwest of the canal's entrance.



A diverse consortium is moving forward with a \$550m project to expand Duqm's port facilities in Oman. Besides its container handling infrastructure, the port already has an international airport nearby, and maintenance and dry dock facilities for supporting merchant vessels. **Importantly, Duqm lies on Oman's south-east Arabian Sea coast, giving it direct access through the Straits of Hormuz with no restraints or requirements.**



The Vancouver Fraser Port Authority (VFPA) will issue a request for qualification (RFQ) in July '25 for a construction partner to create the landmass and wharf component of the Roberts Bank Terminal 2 (RBT2) project, a significant step towards delivering the project. **Built on a new man-made island adjacent to the current Deltaport container facility, RBT2 will increase to the container facility's capacity by 50%, providing 2.4m TEUs of additional capacity each year.**



Port Canaveral in central Florida continues to experience strong volume growth and has **mapped out** a comprehensive five-year plan to expand capacity and capabilities across all aspects of its operations, including >\$500m in investments for landside and waterside improvements.



Vietnam's prime minister, Pham Minh Chinh, officially **requested** expedited construction of the 460km standard-gauge railway from Haiphong/Hanoi to Lao Cai on the Chinese border. It is one of three new rail lines planned to connect Vietnam with China, and if construction begins at the end of 2026 as planned, completion is anticipated by 2035.

CMA CGM **signed** a \$600m deal with Saigon Newport Corporation to build and **operate** 7-8 new deepwater container terminals in Haiphong in northern Vietnam. The terminals **will have** a combined capacity of 1.9m TEUs once operational in 2028.



OIA's New Road Consolidation & Storage Solutions Throughout Africa

Road freight and bonded warehousing solutions for the mining, energy, agriculture, and construction sectors.

Less than truckload (LTL) road consolidations from Johannesburg to:

- **Zambia:** Lusaka, Ndola, Kitwe, Solwezi
- **Zimbabwe:** Harare, Kwekwe, Gweru, Bulawayo
- **Democratic Republic of Congo (DRC):** Lubumbashi, Likasi, Kolwezi
- **Malawi:** Blantyre, Lilongwe
- **Angola:** Luanda
- **Botswana:** Gaborone, Francistown, Orapa
- **Mozambique:** Maputo
- **Namibia:** Windhoek, Walvis Bay, Otjiwarongo

Full truckload (FTL) road freight service is available in all the above countries as well as Kenya, Tanzania, Eswatini, and Lesotho.

OIA also offers diverse contract logistics solutions, including bonded warehouse facilities in Kitwe (Zambia) and Lubumbashi (DRC)!

These sites are strategically positioned to serve an increased demand for reliable and secure storage, particularly in the small mining towns across Africa's Copperbelt region.

[Learn More](#)

Trump Tariff Updates

The U.S. has released a deluge of different tariffs in recent months. Here's where each tariff, threatened or realized, currently stands.

- [Bloomberg updates](#)
- [SupplyChainDive updates](#)

The United States Court of International Trade (CIT) [rejected](#) the Trump Administration's recent tariff policies, striking down a series of import duties imposed under the International Emergency Economic Powers Act (IEEPA). Following the administration's appeal, a federal appeals court temporarily [reinstated](#) those duties, [leaving](#) the tariffs in a grey zone. The uncertainty is likely to drag on now that it's become a back-and-forth legal process.

The Trump administration insists that tariffs are here to stay, one way or another, and that it will leverage different legislative strategies to continue imposing such levies on foreign nations.

The issue is further complicated because it's unclear whether goods will be [exempt](#) from tariffs if they arrive in the U.S. by the given deadlines or if they merely need to be loaded at origins by those dates.

Latest Updates



The UK's Department for Business & Trade [reached](#) a new trade deal with India:

- Expected to [increase](#) bilateral trade by £25.5b (\$34b) a year from 2040 onward.
- Cuts levies on 90% of British products sold in India, including whisky, food and electrical devices.



U.S. duties on imported solar equipment from four Southeast Asian countries—Cambodia, Malaysia, Thailand and Vietnam—are set to take effect, following the U.S. International Trade Commission's [assessment](#) that the imports [threaten](#) domestic manufacturers.



U.S. ports face almost \$7b in tariff costs under the Trump administration's [proposed](#) levy on Chinese-built cranes, according to the American Association of Port Authorities (AAPA), which has joined other stakeholders in calling for a delay to allow the U.S. to develop a domestic crane industry before cutting China out of the market.



Pakistan's trade capabilities, significantly hindered by India's trade embargo amidst heightened tensions, now face a wave of emergency surcharges and blanked sailings from the world's leading container lines, including Hapag-Lloyd, CMA CGM, and others.



Lawmakers in the U.S. have reintroduced the SHIPS for America ACT, legislation that will establish a 'strategic commercial fleet' of active vessels for commercial and military purposes. The bill says that the number of vessels "shall not be more than 250 vessels at any point in time." Currently, the United States has <200 oceangoing vessels, of which only 80 participate in international commerce, [compared](#) with 5,500+ Chinese vessels.

A recent Executive Order, "[Enforcing Commonsense Rules of the Road for America's Truck Drivers](#)" targets truck drivers in the U.S. who can't speak English well. Under the new guidance, commercial motor vehicle drivers who [fail to comply](#) with the Federal Motor Carrier Safety Administration's (FMCSA) longstanding English-language proficiency requirements will be placed out of service and [taken off](#) the road.

The U.S. Senate's Commerce Committee has advanced bipartisan legislation, the "[Household Goods Shipping Consumer Protection Act](#)," which seeks to restore and enhance the Federal Motor Carrier Safety Administration's (FMCSA) authority to [address](#) fraud and deceptive practices in freight transportation.

U.S. Department of Transportation (DOT) Secretary Sean Duffy announced the next major steps toward the federal government's automated vehicle (AV) framework, which includes easing crash reporting requirements and expanding the Federal Motor Vehicle Safety Administration's (FMCSA) standard exemptions. NHTSA is also expanding the AV exemption program to include domestically produced vehicles.

The U.S. will designate multiple vessels for violations of United Nations (UN) sanctions against North Korea, following a new Open-Source Centre (OSC) investigation which [identified](#) six vessels [involved](#) in extensive sanctions evasion activities: *ARMANI*, *CARTIER*, *CASIO*, *SOPHIA*, *YI LI 1*, and *AN YU*.



The U.S. Department of Energy (DOE) cleared a path for LNG exports, deeming them in public interest.

Section 232 Investigations Target Road & Air Freight

The U.S. Commerce Department launched several new Section 232 investigations:

- [Assessing](#) imports of medium- and heavy-duty trucks and parts, according to a Federal Register [filing](#).
- [Investigating](#) the commercial aircraft industry to [assess](#) potential tariffs or quotas on imports of aircraft, jet engines and aircraft parts.

Revised USTR Plan is Less Harsh, but Still Expected to Increase Costs

The United States Trade Representative (USTR) concluded its Section 301 investigation into China's maritime, logistics, and shipbuilding sectors and will begin to phase in higher fees on Chinese-owned and Chinese-built vessels calling U.S. ports. Although the rules take effect immediately, fees are set at \$0 for the first 180 days and will begin increasing after October 14th, 2025. The revised plan is less disruptive to the shipping industry than the first iteration released in February '25 but is still expected to increase shipping costs.

- Carriers will no longer be penalized for having Chinese-built vessels in their fleet—only for Chinese-built vessels deployed on U.S. trades
- Carriers will be levied solely on their first U.S. port call rather than on each port call
- Tonnage taxes are capped at five sailings annually





EU/UK Release Wide-Ranging Sanctions Package Against Russia Without Waiting for U.S. Help

The European Union **adopted** its 17th sanctions package **against** Russia, its most comprehensive effort yet. Notably, these restrictions come without a corresponding package from the U.S.

- The latest iteration **adds** 189 shadow fleet vessels, so the total number of EU-sanctioned ships now **stands** at 342, a rapid increase since the end of 2024 when the list was only 79 vessels.
- The EU **blocked** 58 new companies and 17 individuals, **taking** the totals to 600 and 1,944, respectively.
- U.S.-sanctioned tankers have emerged in the maritime supply chain that moves Russian oil to India, raising questions about India's stance just as imports hit a record 2.19m barrels a day.

This shadow fleet has tripled in size since Russia's invasion of Ukraine in 2022 and now accounts for as much as 18% of all the international tanker trade. 700+ older, anonymously owned, flagless ships, or ships using fraudulent flag registries, continue to **illicitly ship** oil products and other cargo around the globe. **Shippers are continuously working to circumvent sanctions, often using new tankers that haven't been sanctioned yet.**

Related Measures

-  The Panama Maritime Authority (PMA) will **strengthen** its ship-to-ship (STS) oil transfer operation requirements for tankers flying the Panamanian flag.
-  The Swedish government is tightening control of foreign ships by requiring them to provide insurance information. The new measures, which are set to **take effect** on July 1st, 2025, will authorize the Swedish Coast Guard and the Swedish Maritime Administration to collect insurance data not only from vessels calling at a port in Sweden but also from those passing through the country's territorial waters.



Researchers at the University of California believe that digital port queuing systems can help cut shipping emissions drastically. They compared emissions before and after the new queuing system was implemented at Los Angeles and Long Beach and observed a 16-24% reduction in emissions per voyage post-implementation, with the findings published in the journal *Marine Pollution Bulletin*.



Worldwide, ports continue to rely on the longtime “first-come, first-served” system for ship berthing, where vessels typically race across the ocean and then line up at ports and idle as they wait to be unloaded.



The newly-founded Global Green Shipyard Alliance (GGSA) is bringing together five major shipyards across Europe, Asia and the Middle East:

- Spain’s Astilleros Shipyard Group
- Germany’s BREDO Dry Docks
- IMC Shipyard Services Group, which operates facilities in Singapore, China and Thailand

Together, the founding members aim to drive adoption of clean technologies, enhance environmental performance, and support sustainable shipbuilding and retrofitting practices.



The Port of Rotterdam Authority introduced Carbonbid, a sustainability initiative that allows companies to receive financial support for reducing GHG emissions in the port area.

The Getting to Zero Coalition, a non-profit organization focused on decarbonization of the maritime industry, released its first benchmarking tool to assess and document the collective actions of its members.

Kuehne+Nagel announced the launch of its carrier engagement sustainability program and has already signed individual Memoranda of Understanding (MoU) agreements with 14 different global airline carriers.



Mexico’s National Action Plan (NAP) for maritime decarbonization is officially underway, setting the course for a greener and more resilient shipping future. Next, Mexico will conduct a baseline assessment of its maritime sector’s greenhouse gas (GHG) emissions to guide the plan’s development.



“Mexico’s extensive coastline and network of over 100 ports offer a unique opportunity to drive sustainable growth in the maritime sector. With strong national ambition and cross-sector engagement, GreenVoyage2050 is pleased to collaborate on this important initiative in Mexico—bringing together actors from shipping, ports, and energy to co-create an ambitious, yet practical National Action Plan for maritime decarbonization.”

- Subaskar Sitsabeshan, Programme Officer at the International Maritime Organization’s (IMO) GreenVoyage2050 Program

Transport Technology



The Digital Container Shipping Association (DCSA) and HMM [shared](#) details about the world's first successful standards-based, interoperable electronic bill of lading (eBoL) transaction, which they claim marks a "significant advancement toward secure, scalable, and truly paperless global trade."



Uber Freight is [placing](#) artificial intelligence (AI) at the center of freight management system, which is powered by a proprietary large language model trained on nearly \$20b in freight data and integrated directly into the company's transportation management system (TMS). Uber Freight plans to fully integrate the agents and Insights AI into its TMS by the end of 2025.



Mergers & Acquisitions

Delta Air Lines and Korean Air Lines will [acquire](#) a 25% stake in WestJet for \$550m, with Delta buying a 15% minority interest for \$330m and Korean paying \$220m for a 10% stake.

DHL will take a minority stake in parcel carrier Evri in a deal that [positions](#) DHL to bolster its presence in the UK market while merging its British e-commerce unit into Evri's operations.

WiseTech Global, an Australian supply chain software provider which owns the CargoWise platform, [agreed to purchase](#) its peer E2open in a \$3.25b deal.

CK Hutchison [confirmed](#) that Mediterranean Shipping Company (MSC), is the main investor in a consortium working to acquire 43 of its global port assets, in a deal reportedly worth \$22.8b. Previously, MSC had not been named in the bidding group, which is led by BlackRock, a U.S.-based investment firm.



Since 1988, OIA Global has grown to become a world leader in supply chain management by delivering creative end-to-end logistics solutions with an industry-leading customer experience. Unlike many other companies, OIA goes beyond transportation management to offer customized contract logistics services, such as warehousing distribution and inventory management, as well as 4PL supply chain orchestration, innovative packaging design, raw materials management, and several advanced technology solutions.



oiaglobal.com