

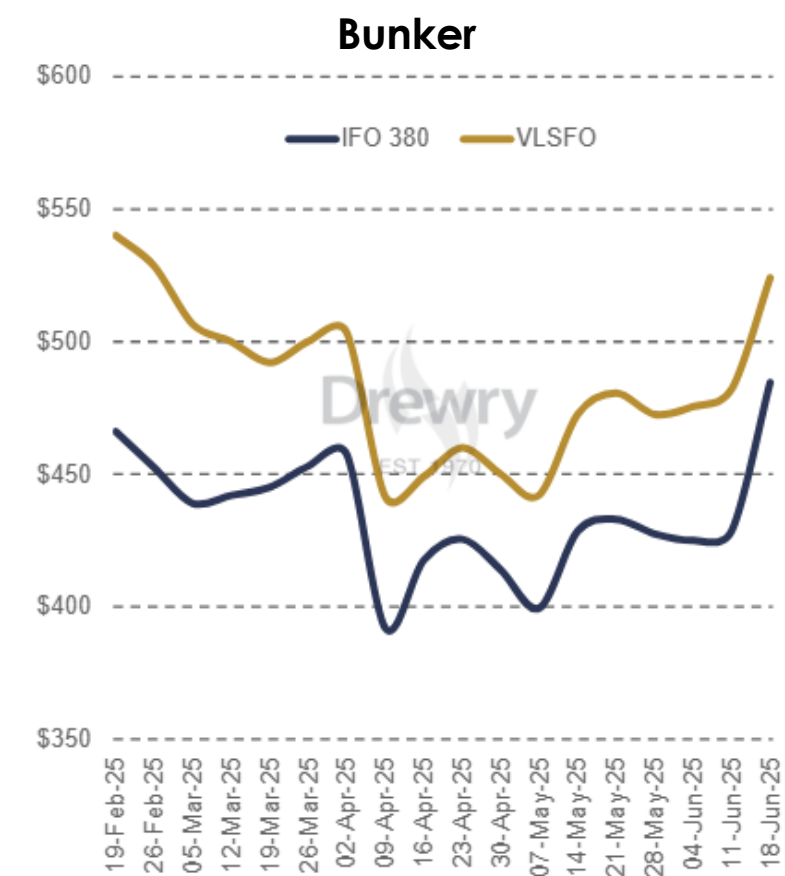
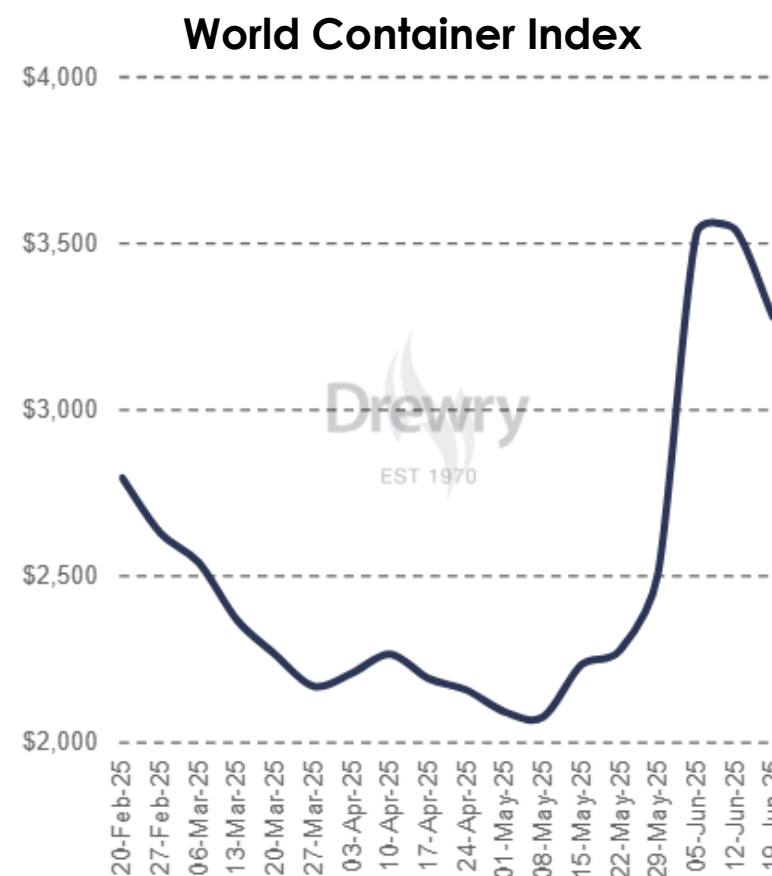


GLOBAL TRANSPORTATION MARKET REPORT

JUNE 2025



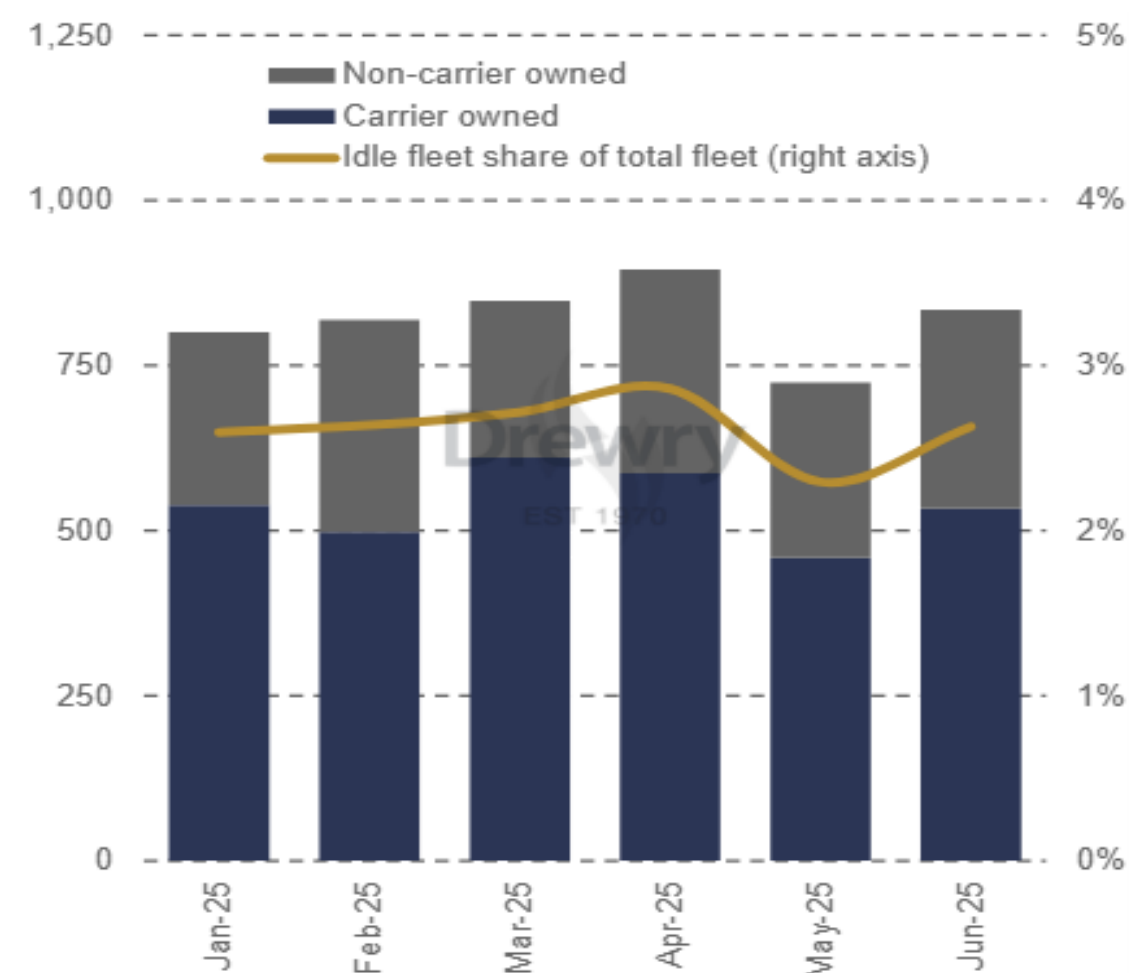
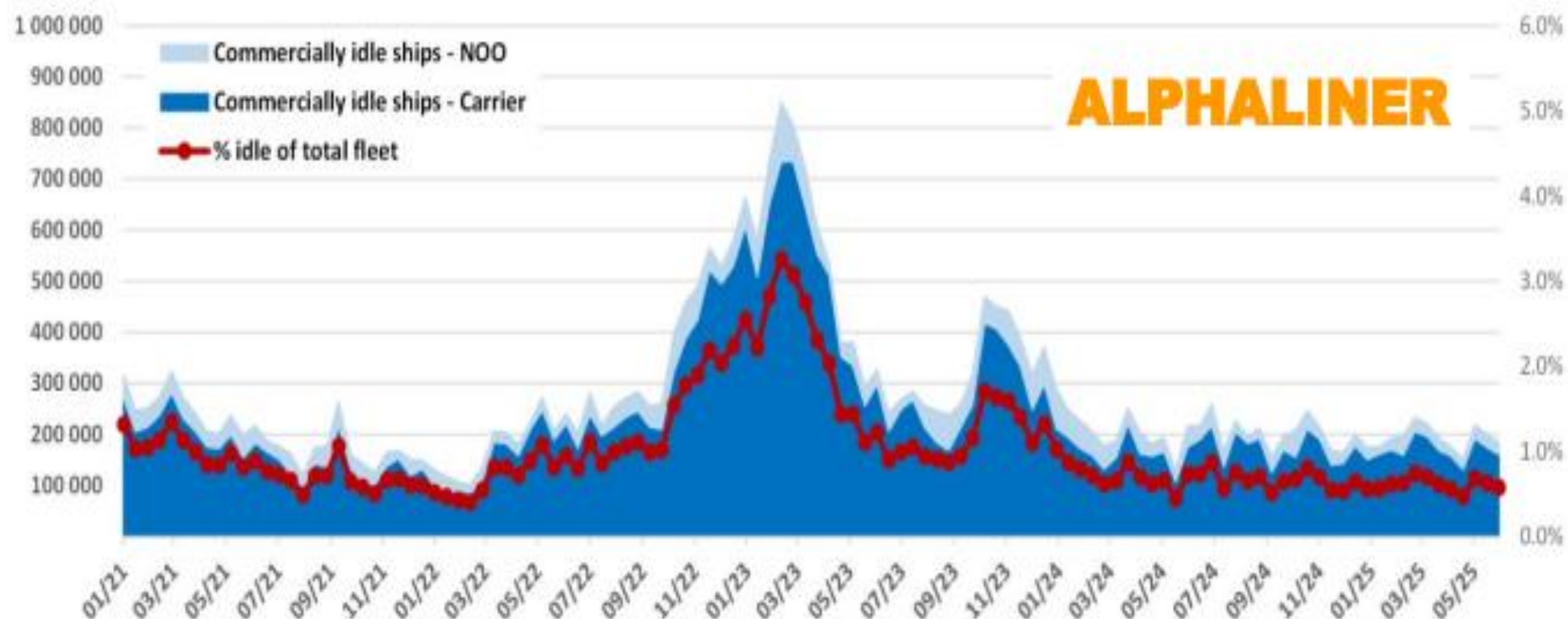
Global Ocean Trends



- The spot rate market experience a short-term surge, but pricing is expected to decline due to increasing capacity and reduced peak season surcharges
- Importers are shifting away from the spot market and appear to be favoring contract rates, which are now more economical
- Due to tariff impacts, container imports to the United States and the west coast of Canada have fallen month over month
- Red Sea diversions continue to disrupt capacity, particularly on westbound lanes from the Far East, but rates are expected to stabilize or potentially decline as new ship builds enter the market. The region is experiencing further disruption with the Strait of Hormuz and the conflict between Israel and Iran. Analysts are watching the waterway for risk and possible closures.

Capacity and Idle Fleet

- Commercially idle container vessels increased slightly to 70 over the past weeks, with total idle capacity amounting to 185,157 TEUs
- Demand for larger (12,500+ TEU) vessels is very high, with trends indicating large volumes of cargo being front-loaded to beat tariff threats
- Carriers received delivery of six vessels in June, including two 20,000+ TEU ships for CMA and Hapag-Lloyd



Ocean Trade Lanes

- Across the key transpacific, transatlantic, and Asia–North Europe and Mediterranean routes, 55 sailings will be blanked between weeks 24 (June 9–15) and 28 (July 7–13), out of 709 scheduled sailings – an 8% cancellation rate. Most blank sailings over the next five weeks are expected on the eastbound transpacific route (47%), followed by Asia–North Europe and the Mediterranean (29%) and westbound transatlantic (24%). During the same period, sailing reliability is slipping, with 92% of weekly departures expected to proceed on time.
- Global port congestion continues to strain supply chains. In Europe last week, waiting times for a berthing window reached up to 23 hours in Rotterdam and 41 hours in Antwerp. Delays are also mounting in Shanghai, Singapore, and Port Klang in Malaysia, with transshipment bottlenecks particularly acute in Singapore. U.S. gateways like Los Angeles and New York remain congested, leading to vessel bunching, extended transit times, and additional complexity across inland transport networks.
- A surge in frontloading on the China–U.S. trade lane is adding to the pressure, as shippers move cargo ahead of a potential policy change on Aug. 14. This demand spike is placing further strain on transpacific routes and accelerating rate increases. In response, carriers have significantly reduced blank sailings—down 52% on the U.S. East Coast (from 23 to 11) and 28% on the West Coast (from 33 to 24) between May and June.
- Some carriers are temporarily suspending bookings with calls in the Persian Gulf, however as the situation between Israel and Iran evolves, services are resuming

	Available space; quick booking turn time.
	Capacity well utilized; some space available.
	Demand higher than supply; space agreements challenged.

Trade Lane	Status
TPEB to USEC	
TPEB to USWC	
CBP to N Eur	
CBP to MED	
SE Asia to N Eur	
SE Asia to MED	
ISC to US	
N Eur to ISC	

Trade Lane	Status
N Eur to AP	
MED to AP	
US to N Eur	
US to MED	
MED to US	
N Eur to US	
US to ISC	
Med to ISC	

Ocean Carrier Updates

CMA CGM

- MEDEX: A Mediterranean-Middle East-Indian Subcontinent loop rerouted via Suez, improving transit
- LRX: New Eastern Mediterranean-Red Sea service replacing the LMX loop, connecting Jeddah with Turkey
- Kilima Xpress: Revamped Far East-East Africa loop launching in July, linking China and southeast Asia
- Mona Express: Revised intra-Red Sea loop focusing on Jeddah, Djibouti, and Sudanese ports
- Mona Express 2: Reinstated Gulf-Red Sea loop with new calls at Abu Dhabi and Berbera
- Las Palmas-Nouadhibou Shuttle: New feeder loop replacing direct Nouadhibou calls on the Wazzan loop
- Wazzan: Mediterranean-West Africa loop now excluding Nouadhibou, focusing on North Africa and Canary Islands

MSC

- South India to East Africa: New loop connecting Colombo and Vizhinjam with Dar es Salaam

HMM and Yang Ming (Premier Alliance)

- MD5: Eastbound-only slots on MSC's "Jade" service from Spain to the Far East, branded as "MD5"

ONE (Ocean Network Express)

- IGS: Reinstated UAE-India loop via slot agreement on Unifeeder/X-Press Feeders "ASX" service

SITC

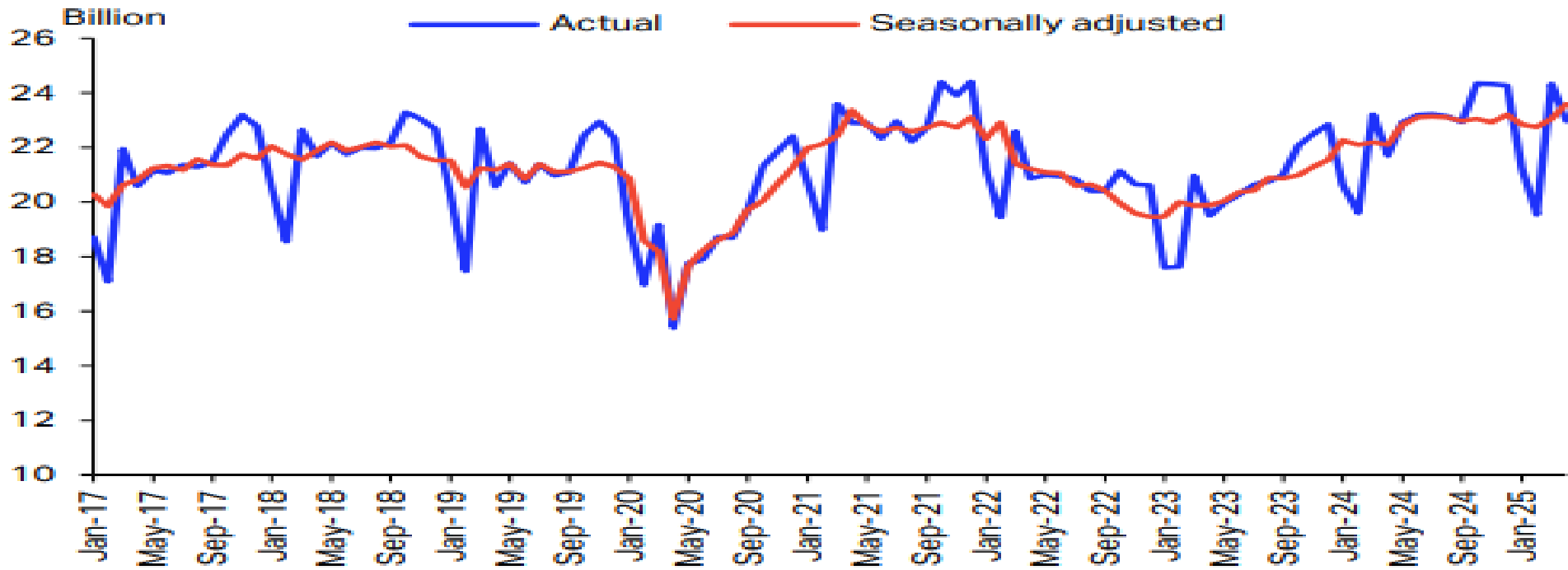
- SKU: Resumed China-Japan (Kyushu) loop with weekly sailings linking Ningbo, Shanghai and southern China with central Vietnam
- CJV7: Revised China-Vietnam loop with a shorter turnaround and updated port calls

Maersk

- Egypt-Croatia Shuttle: New East Mediterranean-Adriatic feeder connecting Alexandria and Rijeka every 11 days

Air Freight Overview

- Global growth in air cargo should decelerate more substantially over the second half of 2025 and year-over-year. Tariffs will reduce trade, as will the removal of the de minimis exemption.
- Declining ocean cargo rates makes air freight a less attractive alternative
- Military conflicts in the Middle East and Ukraine continue to impact global trade and restrict airspace availability. After a ceasefire between Israel and Iran on June 24, carriers are working to resume normal scheduling as much as possible while implementing their own security approaches to destinations. See Slide 9 for details.



Source: IATA Sustainability and Economics, IATA Information and Data - Monthly Statistics

	World share ¹	April 2025 (% year-on-year)				April 2025 (% year-to-date)			
		CTK	ACTK	CLF (%-pt)	CLF (level)	CTK	ACTK	CLF (%-pt)	CLF (level)
TOTAL MARKET	100.0%	5.8%	6.3%	-0.2%	43.9%	3.4%	4.2%	-0.3%	45.1%
Africa	2.0%	4.7%	9.7%	-2.0%	41.6%	-5.5%	5.6%	-4.7%	40.1%
Asia Pacific	34.2%	10.0%	9.4%	0.3%	44.8%	7.9%	7.7%	0.1%	45.2%
Europe	21.5%	2.9%	3.3%	-0.2%	51.9%	2.5%	2.7%	-0.1%	55.7%
Latin America	2.9%	10.1%	8.5%	0.6%	39.0%	8.2%	7.9%	0.1%	37.1%
Middle East	13.6%	2.3%	5.5%	-1.3%	43.5%	-5.3%	0.3%	-2.6%	43.8%
North America	25.8%	4.2%	4.6%	-0.2%	38.6%	3.2%	2.2%	0.4%	40.4%
International	87.3%	6.5%	6.9%	-0.2%	50.0%	4.1%	5.3%	-0.6%	50.6%
Africa	2.0%	4.8%	8.8%	-1.7%	43.2%	-5.5%	4.7%	-4.5%	41.5%
Asia Pacific	30.6%	10.1%	11.2%	-0.6%	53.4%	8.1%	10.5%	-1.2%	52.0%
Europe	21.0%	2.9%	3.0%	0.0%	53.6%	2.6%	2.2%	0.2%	57.9%
Latin America	2.5%	12.5%	9.1%	1.3%	43.7%	8.2%	8.1%	0.0%	41.7%
Middle East	13.6%	2.4%	5.4%	-1.3%	43.9%	-5.3%	0.3%	-2.6%	44.2%
North America	17.5%	6.9%	5.0%	0.9%	47.6%	7.3%	3.9%	1.5%	48.9%

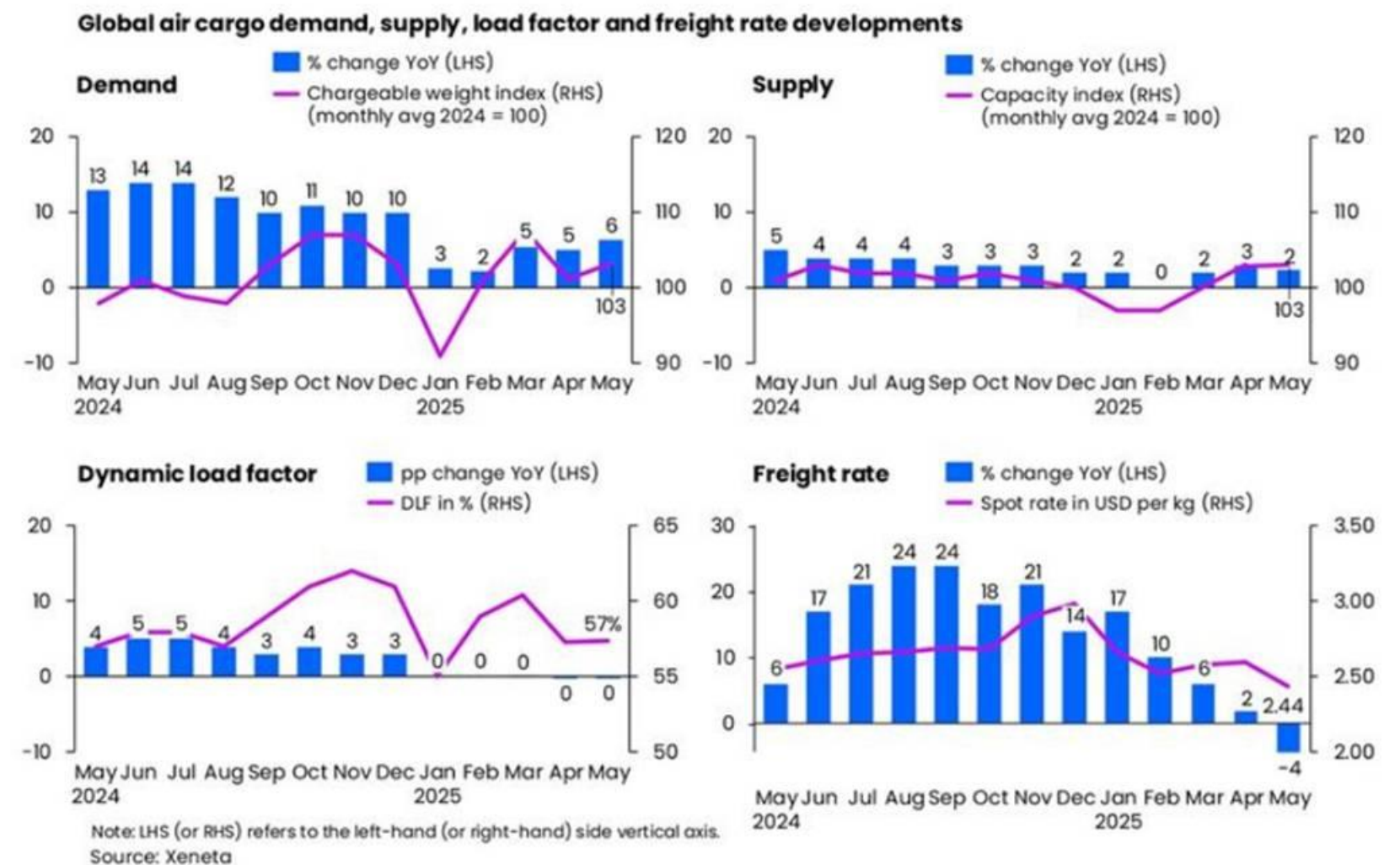
Note 1: % of industry CTK in 2024

Note 2: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.

Airfreight Demand | Load Factor | Rate Development

- Data shows that the air freight market dodged a bullet in terms of demand levels in May; however, rates have started to come under pressure as weak market sentiment continues
- Demand surged when the U.S. and China postponed tariff increases for 90 days as of May 14
- Despite the addition of widebody freighter capacity, the market may struggle to keep pace with demand growth as older aircraft are retired from service
- Widebody freighter capacity is only estimated to grow at 1% per year with Boeing 777 freighter production scheduled to end in 2027. Meanwhile, the first deliveries of the next generation of widebody freighters (777-8F and A350F) are not scheduled until 2028 and the second half of 2027, respectively (assuming no further production delays).
- Recent escalations and U.S. involvement in the conflict between Israel and Iran caused a great deal of disruption in the Middle East including airspace closures and mass flight cancellations. Comparatively moderate capacity deployed on lanes to the Middle East means many supply chains will not be greatly impacted, especially since freighter lift to Doha and Dubai continues. Routing cargo via Middle East carrier partners will allow for continued freight flows in the region.

Global air cargo spot rate registered its first decline since April 2024



Air Trade Lanes

- Middle East airspace has been severely impacted with the conflict between Israel and Iran. The airspace in both countries is closed sporadically with suspensions being lifted as the situation evolves. Routes are continuing to be deviated around the region on a carrier-by-carrier basis.
- Major airports in countries such as Iraq, Jordan, Lebanon, Syria and the United Arab Emirates have reported delays and cancellations, particularly for routes passing through or near Israeli and Iranian airspace. Aviation authorities have issued warnings urging caution, while several airlines have opted to avoid the entire region, citing concerns over missile strikes and unpredictable military activity.
- No passenger flights will depart from Brussels on June 25 due to a planned national strike. Both the Brussels Airport and Charleroi Airport cancelled all departing flights. The airports will not have enough staff available to continue operations as normal during the national day of action.
- Demand and volume will be monitored closely as tariffs continue to be implemented and/or suspended
- Middle East destinations can be serviced with carriers into the region continuing to operate and/or resuming operations if the June 24 ceasefire remains in place

	Available space; quick booking turn time.
	Capacity well utilized; some space available.
	Demand higher than supply; space agreements challenged.

Trade Lane	Status
AP to US	
US to AP	
Europe to AP	
AP to Europe	
Europe to US	
US to Europe	

Trade Lane	Status
US to LATAM	
LATAM to US	
Europe to LATAM	
LATAM to Europe	
India to US	
US to India	

Air Carrier Updates – Middle East

Air France/KLM

- Cancellations to Doha, Dubai and Riyadh through June 25
- Flights into Tel Aviv canceled through July 14 (Air France) and Sept. 1 (KLM)

British Airways

- Cancellations of flights to Dubai
- Bahrain and Doha destinations are cancelled through July 7 and June 27, respectively
- Flights for later in the week are being held as "on time" to Dubai International unless the situation escalates

Emirates

- Freighter operations continue into Dubai
- Flights to Baghdad, Basra and Tehran were to remain grounded until June 30 but are now operating normally

Etihad

- Cancelled all flights to Tel Aviv until June 30 due to the heightened security measures in Israel
- Suspended flights to Amman, Jordan, effective June 20
- Passengers traveling between Abu Dhabi and Beirut will experience revised schedules starting June 21

Lufthansa

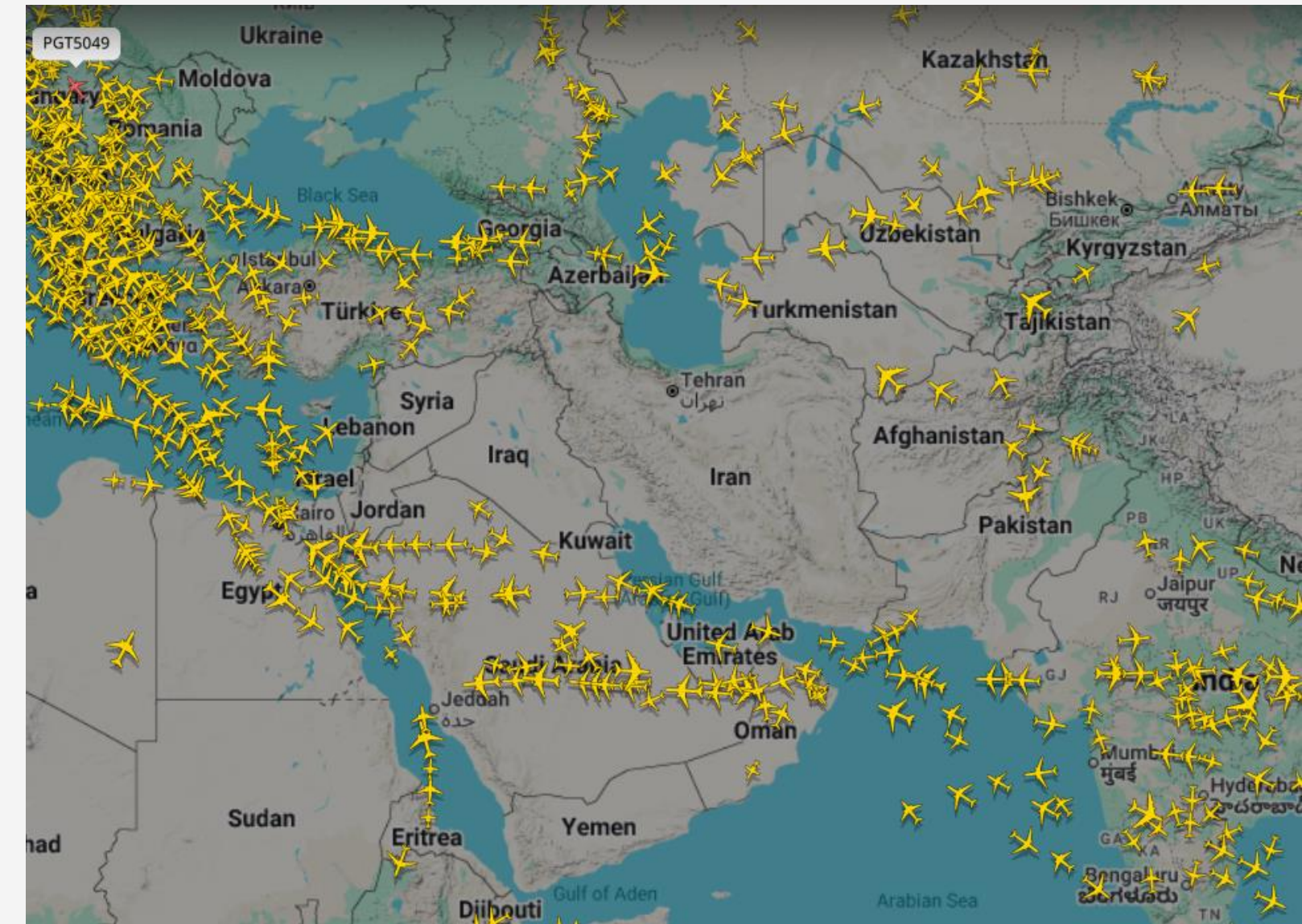
- Suspension of flights into Tehran and Tel Aviv through July 31
- Flights to Beirut are suspended through June 30
- Amman and Erbil flights are suspended through July 11

Qatar Airlines

- Freighter operations continue into Doha, but cargo cancellations at transshipment points will be impacted
- Suspended flights to Iran, Iraq, and Syria's Damascus International Airport

United Airlines

- Suspension of flights into Dubai until further notice



Deviations around the regional conflict between Israel and Iran have been noted by flight routings immediately following the start of missile attacks.

North American Transportation

- The U.S. freight market remains reasonably flat month-over-month with truckload rates slightly down (~1%). Year-over-year prices are up ~1%.
- The typical seasonal upswing in reefer rates due to produce shipments is underway; however, prices remain below 2024 levels
- Inventory destocking (especially in industrial markets) is inhibiting LTL demand. Expect pricing increases of 3–5% through the end of 2025.

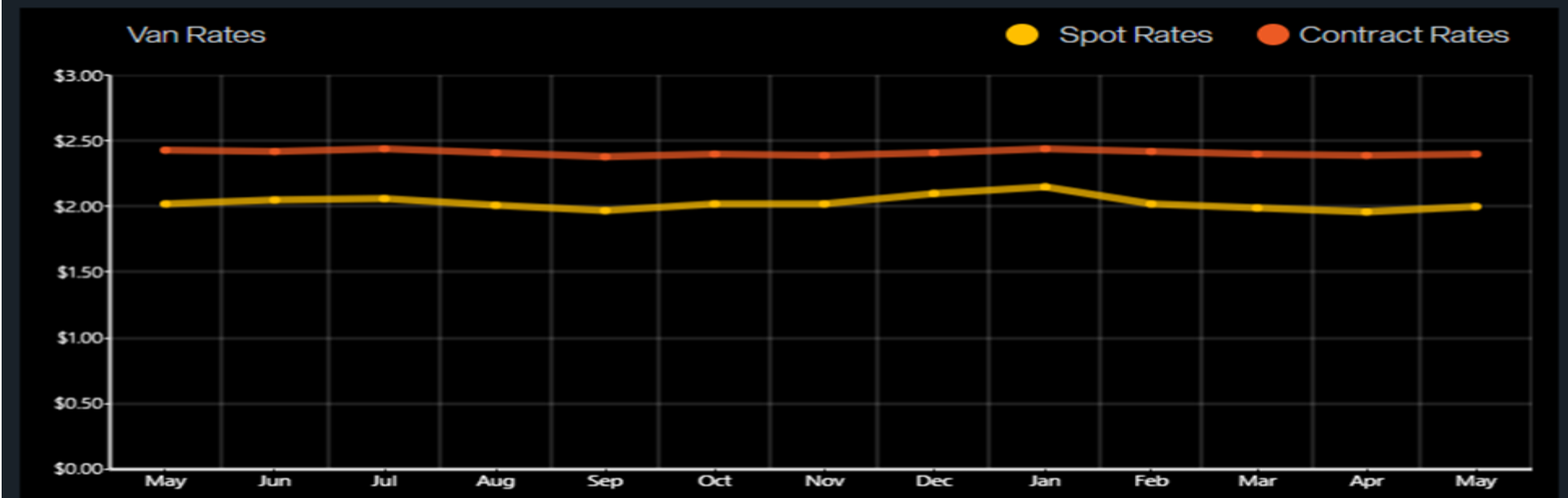


National Spot Rates

Capacity loosens after Roadcheck disruptions



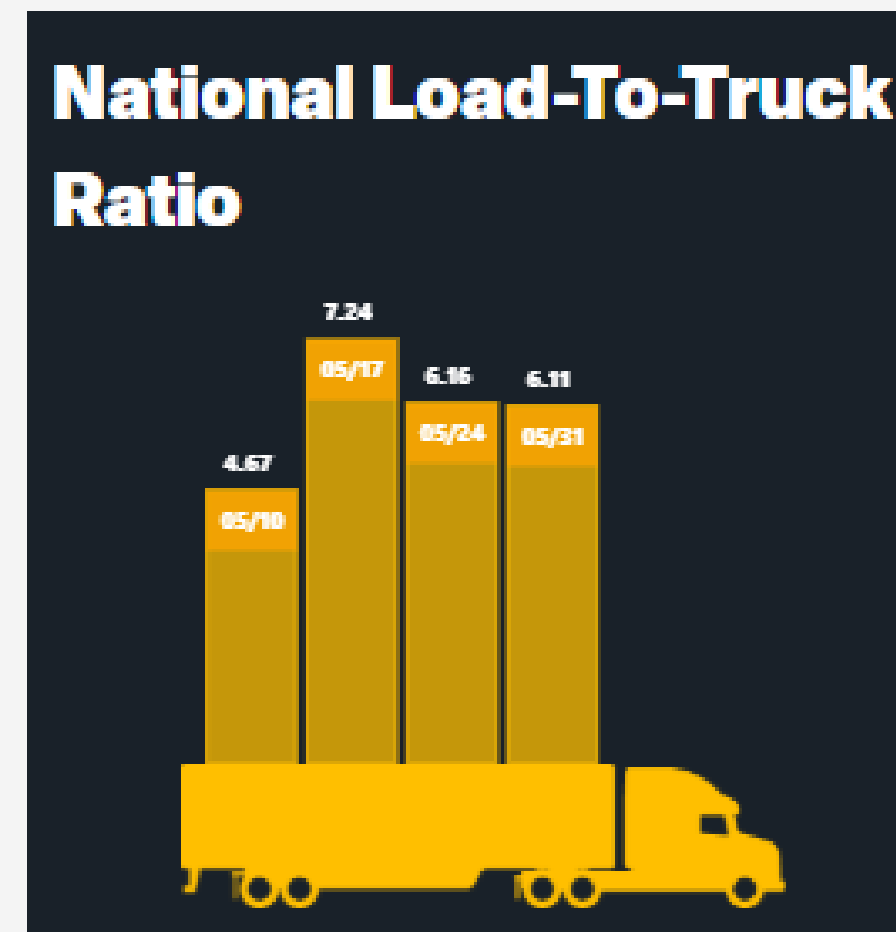
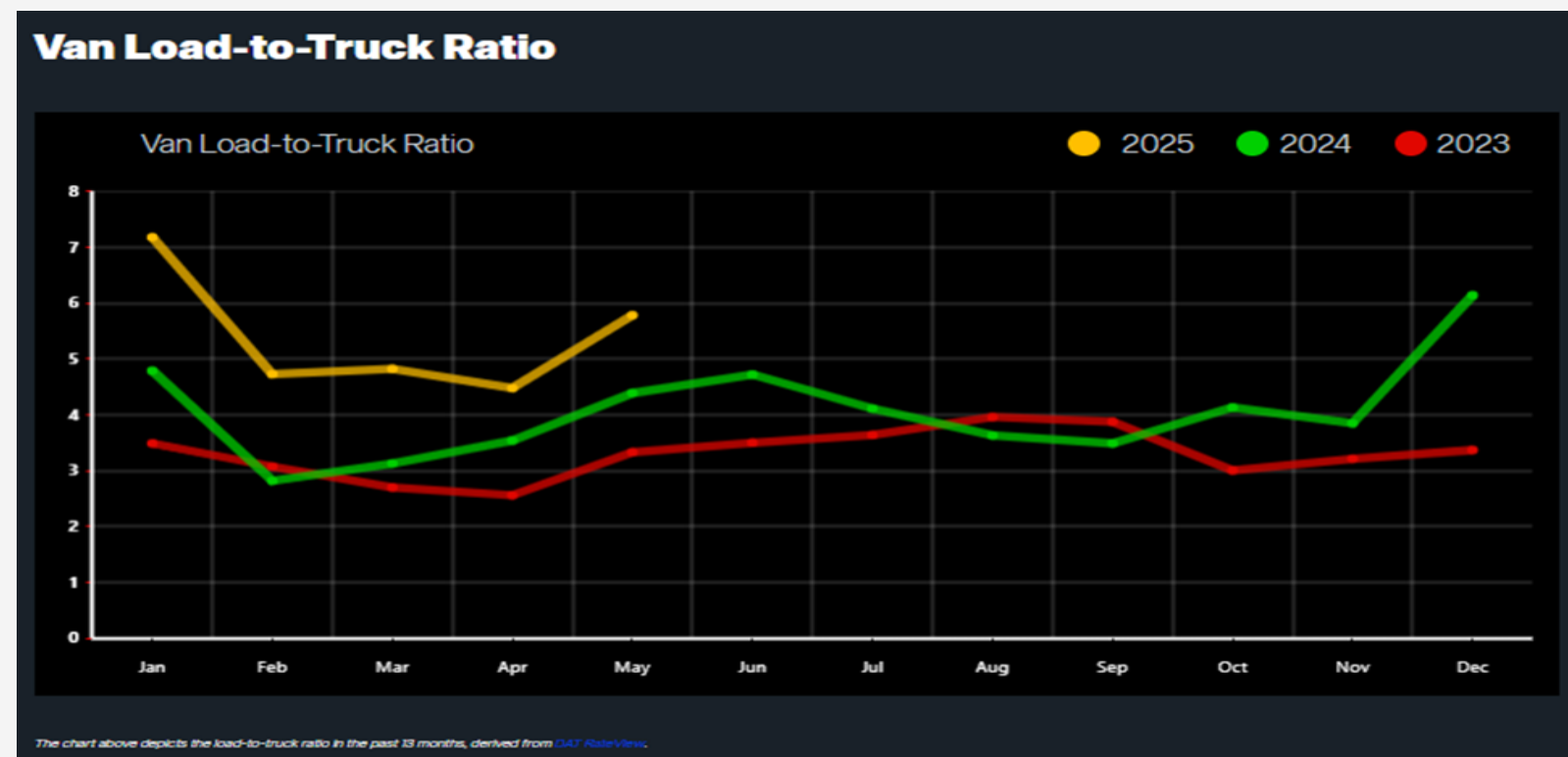
Van Rates



The chart above depicts national average rates (including fuel surcharges) in the past 13 months, derived from DAT RateView.

North American Transportation

- May shipments across all domestic modes were down 4% for the year and flat month-over-month. Year-to-date, shipments are down about 5%, reflecting weak demand.
- The Carolinas, Texas and U.S. Southeast are experiencing higher demand and rates. The southern California market is also seeing tighter conditions with carrier demand and rates out of California expected to increase due to high volumes of containers inbound from Asia as shippers front-load cargo to take advantage of the tariff pause.



Turn insight into action with AIT

Partner with a global network of experts
on logistics plans tailored to your business



International Air
Kent Thompson
kthompson@aitworldwide.com



Ocean
Nathalie Pals
npals@aitworldwide.com



North American Domestic Product
Dale Grosso
dgrosso@aitworldwide.com

