

TRANSPORT STATUS
Ocean Transportation
Trade Lane Status & Impacted Trade Lanes

January 2026



OCEAN TRANSPORTATION

Trade Lane Status

Jan 2026		North America	LATAM	DESTINATION	Middle East, Turkey & Africa	Asia Pacific
ORIGIN	North America	●	●	●	●	●
	LATAM	●	●	●	●	●
	Europe	●	●	●	●	●
	Middle East, Turkey & Africa	●	●	●	●	●
	Asia Pacific	●				



RED

Demand has exceeded available capacity



YELLOW

Demand is higher and/or capacity is limited



GREEN

Demand and capacity are at normal levels

OCEAN TRANSPORTATION Impacted Trade Lanes

January 2026 CBP & Asia Pacific

Origin	Destination	Status	Details
AP	AP	●	<ul style="list-style-type: none"> > Pre-CNY demand is tightening the space for Intra-Asia > Rates: Expected to see a modest increase in January as volumes rebound ahead of the Chinese New Year. > Capacity: Additional capacity will enter the market in January with new and revised services > Recommend: Shippers should expect stable to slightly firmer rates in January and plan shipments early for pre-CNY movements > Port Condition: Asian ports are operating normally, though pre-CNY cargo flows may cause short-term congestion at major export and transshipment hubs.
China Base Ports	ALL	●	<ul style="list-style-type: none"> > Trade Shows more caution than confidence as seasonal demand is rising ahead of the Chinese New Year, and volumes are expected to increase. > Rates: Strong China-Southeast Asia demand is driving up freight rates > Capacity: Demand for Chinese exports remains strong, and capacity on key routes may be tight, particularly during peak seasons > Recommend: Secure capacity in advance. Early booking is recommended before the December holidays. > Port Condition: Overall operating normally without serious delay. Except: Main ports are congested, waiting time 1-3days
AP	Oceania	●	<ul style="list-style-type: none"> > Oceania trade remains moderate, with demand affected by seasonal factory closures, peak consumption timing, and vessel utilization below 70%. > Rates: Expected to remain broadly stable through January, supported by port congestion. > Capacity: Capacity is at its highest level since mid-2023, partially offset by low utilization and operational bottlenecks at major ports. > Recommend: Equipment availability for exports is challenging. Early booking is recommended. > Port Condition: Overall operating normally; Australian ports face congestion, berthing delays, inspections, and industrial action, particularly in Sydney, Melbourne, and Brisbane, affecting vessel turnaround.

OCEAN TRANSPORTATION

Impacted Trade Lanes

January 2026 CBP & Asia Pacific (Continued)

Origin	Destination	Status	Details
AP	LATAM	●	<ul style="list-style-type: none"> > Seasonal demand is rising, driven by the holiday period and Chinese New Year, with strong demand. > Rates: Rates are expected to stabilize in December. > Capacity: Carriers are monitoring market balance as China expands exports to alternative markets. > Recommend: Plan shipments ahead to avoid potential congestion or seasonal demand spikes. > Port Condition: Port congestion in LATAM is expected to remain manageable, with minor delays reported at key ports like Santos, Buenos Aires, and Manzanillo.
AP	ISC	●	<ul style="list-style-type: none"> > Strong demand for tech goods and, particularly, for high-tech products and machinery from Southeast Asia, continues to drive the market. > Rates: GRI and PSS for January 2026 have been announced, but implementation depends on market conditions, and rates remain stable 1H January. > Capacity: Increasing the fleet size is helping to alleviate capacity pressures, though temporary disruptions could still happen. > Recommendation: Book early for Southeast Asia exports: Due to strong demand, especially for high-tech goods, early booking is advised for Southeast Asia exports to India. > Port condition: Overall operating normally without serious delay. Except: Mundra, Chennai, Nhava Sheva, Kolkata, waiting time 1-2 days
AP	META	●	<ul style="list-style-type: none"> > Uncertainty continues around a potential return to Red Sea transits, with Premier Alliance still planning to route vessels via South Africa in 2026. > Rates: Anticipates these rates to stabilize in January. > Capacity: Capacity tightened sharply. > Recommend: Shippers should remain vigilant due to ongoing geopolitical risks in the Red Sea and capacity fluctuations. > Port Condition: Port operations remain stable, while cautious steps toward resuming Red Sea and Suez Canal transits could gradually improve network efficiency and sailing reliability.

OCEAN TRANSPORTATION Impacted Trade Lanes

January 2026 Europe

Origin	Destination	Status	Details
Europe	Asia	●	Space is available ex NWC and Med, with a prenotice of abt.1-2 weeks.
Asia	Europe	● ●	Space is tight with all shipping lines and rollings occur. We suggest to book 3-4 weeks in advance.
Europe	Africa	●	For most Sub Sahara Africa destinations, we recommend a prenotice of 2-3 weeks ex Europe. Congestion in many African ports, mainly South Africa. Consider extended transit times to South Africa. No capacity issues from Mediterranean ports, 1-2 weeks prenotice is sufficient.
Europe	Europe/Med	●	Recommend to book 3 weeks in advance. Space to Egypt remains tight ex NWC. Mersin port is heavily congested. No space issues ex West Med to East Med, prenotice of 2 weeks will suffice.
Europe	LATAM/Mexico	●	Please consider 2 weeks booking prenotice for South America West Coast and Mexico. Space to South America East Coast is sufficiently available.
Europe	North America	●	Space ex North Europe is available under our contracts. Bookings can be placed with abt. 2 weeks prenotice . Tighter space ex West Med, with min. prenotice 3-4 weeks.
Europe	MEA/ISC	●	Recommend to book 2-3 weeks in advance for export bookings.
Europe	Oceania	●	Please consider a prenotice of 2-3 weeks ex all Europe.
Europe	Port Congestion	●	Port congestion has improved. Average delays are 2-3 days in most ports.

OCEAN TRANSPORTATION

Impacted Trade Lanes

January 2026 North America

Origin	Destination	Status	Details
North America	Asia	●	Capacity continues to be readily available for exports to Asia from all US origins. The challenge for this trade is consistency due to increased blank sailings as we approach the Lunar New Year. Customers are encouraged to book 3-4 weeks in advance to allow for adjustments as needed.
China Base Ports	North America	●	President Trump's trade War with the world continues to cause global shipping unrest, specifically on the Asia to US Trade. With agreement of a 90-day reprieve on 145% tariffs between China and US in mid-May, volumes rose dramatically on this Trade, and have now caused major over booking, capacity allocation issues in June from China/Asia to US. Carriers are pouncing on the instability to raise rates dramatically on the Spot/FAK market and charge Peak Season charges over \$2000-\$3000.
Southeast Asia	North America	●	Same as info for China to NA. SE Asia has also benefited from the Trade War by many US customers sourcing goods away from China to suppliers in SE Asia (specifically Vietnam, Thailand, and Malaysia). This also has caused many disruptions in the movement of goods for June as carriers are overbooked, roll poll of 3000-5000, blank sailings, etc. Increased charges on these lanes are consistent with China/US.
North America	Europe	●	Capacity is open for exports from the USEC to North Europe. Demand for the US Gulf (particularly Houston) continues to be strong but capacity is limited. Rates remain stable despite the increase in demand. USEC trade to N. Europe is open and rates are very competitive.
North America	LATAM	●	Services to Latin America have open capacity. WCSA is an area of opportunity with new services. Service to ECSA remains status quo. Customers are encouraged to book 4-6 weeks in advance.
North America	META	●	Service for this trade remains inconsistent. Rates and capacity vary by destination. Limited options and long transit times continue to be the challenge. A handful of carriers have started shipping via the Suez canal. Congestion is expected to be a residual effect of the Suez sailings. Will continue to monitor the situation.
North America	North America	●	Service and capacity is available with niche providers.

OCEAN TRANSPORTATION Impacted Trade Lanes

January 2026 LATAM

Origin	Destination	Status	Details
LATAM	North America	●	<p>EC – As US is keeping 50% tax over Brazilian lumber, granite and cellulose, shipping lines are showing stability, with immediate open space. Good time for negotiating long validity contracts.</p> <p>WC – Rates to the United States remain stable, however, transit times are not being met due to congestion at transshipment ports such as Cartagena and Manzanillo, Panama. Space is becoming available on ONE for shipments to the United States, making this a good time to export cargo to this destination.</p>
LATAM	LATAM	●	<p>EC – Space remains stable in most lines Intra-Latam in both Caribbean and WCSA destinations. Slack season is driving freight rates down in Spot tools.</p> <p>WC – A slight relief in operations at main WCSA ports: Callao and San Antonio, as export volumes seasonally dropped. Rates keeping stable and container availability is always a point of attention, despite no big problems being reported.</p>
LATAM	Europe	●	<p>EC – The free trade agreement between EU and MERCOSUL has just been signed after 20 years of negotiation. As exports may increase, GRIs are expected. In the meantime, lines keep open space and rates stable.</p> <p>WC – December saw high utilization levels (~95–100%), a sharp shift from typical end-of-year softness, as carriers sought to keep schedules reliable and cargo moving. While broader ocean freight rates saw volatility and some downward pressure on certain lanes, Europe connections remained relatively firm, driven by sustained export activity and constrained effective capacity</p>
LATAM	Asia	●	<p>EC- Brazil is expecting a reduction in soy exports to China, which affect all shipping lines. On the other hand, cotton exports have reached a record high. Still not enough to fill the vessels, which is affecting the rates to go down.</p> <p>Exports to India sub-continent destinations are still challenging, due to operational reasons. Some companies have even suspended the service and rates are going up.</p> <p>WC - Growing importance of direct and semi-direct services between Asia and the west coast of South America. The Port of Chancay (Peru) is beginning to strategically position itself within transpacific networks, with a progressive impact on transit times and regional connectivity.</p>

OCEAN TRANSPORTATION **Impacted Trade Lanes**

January 2026 META

Origin	Destination	Status		Details
META	AP			Space and equipment are limited. There maybe delays with transshipment via Singapore and Port Klang.
META	China Base Ports			Space and equipment are available with all carriers especially for direct sailings.
META	Europe			Space is limited. It is recommended to book 2 weeks in advance.
META	LATAM			Space and equipment are limited with all carriers however bookings must be done 2 week in advance.
META	META			Space and equipment are available however bookings must be done 1 week in advance, with all carriers and Nvocc.
META	North America			Space is generally limited. It is recommended to book 2 week in advance.