TRANSPORT STATUS

Ocean Transportation

Trade Lane Status & Impacted Trade Lanes

February 2026

OCEAN TRANSPORTATION

Trade Lane Status

DESTINATION

ORIGIN

Feb 2026	North America	LATAM	Europe	Middle East, Turkey & Africa	Asia Pacific
North America	Green	Green	Green	Yellow	Green
LATAM	Yellow	Yellow	Green	Green	Green
Europe	Yellow	Green	Green	Green	Green
Middle East, Turkey & Africa	Yellow	Green	Green	Green	Green
Asia Pacific	Yellow	Green	Yellow	Yellow	Red

RED
Demand has exceeded available capacity

YELLOW
Demand is higher and/or capacity is limited

GREEN
Demand and capacity are at normal levels

PSA | BDP

OCEAN TRANSPORTATION

Impacted Trade Lanes

February 2026 CBP & Asia Pacific

Origin	Destination	Status	Details
AP	AP		**> Pre-CNY demand is tightening the space for Intra-Asia, while port and road congestion is adding operational pressure before an expected post-holiday slowdown.** **> Rates: Early February ocean rates are firming but expected to decrease slightly further through February.** **> Capacity: Additional capacity will enter the market with new and revised services** **> Recommend: Requiring bookings 2–3 weeks in advance to avoid delays and potential blank sailings** **> 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		**>Pre–Lunar New Year shipments are supporting short-term, driven by high-tech cargo, but volumes are expected to soften quickly after the CNY holiday.** **> Rates: Early February ocean rates are firming due to pre-holiday front-loading, but are expected to drop sharply once Lunar New Year factory closures begin.** **> Capacity: capacity remains available as carriers accept pre-stowage cargo to stabilize February volumes.** > Recommend: Secure capacity in advance. Early booking is recommended > Port Condition: Overall operating normally without serious delay. Except: Main ports are congested, waiting time 1-3days
AP	Oceania		**> High demand, strong vessel utilization, and higher rollover risk for late bookings are expected during the CNY period.** **> Rates: Expects rates to decline in February.** **> Capacity: A massive oversupply is making current blank sailings ineffective at stabilizing the market** **> Recommend: Take advantage of the price war, but watch for sudden service withdrawals if rates become unsustainable.** > 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

February 2026 CBP & Asia Pacific (Continued)

Origin	Destination	Status	Details
AP	LATAM		**> New tariffs on Chinese goods and stricter customs rules are slowing shipments as USMCA renewal talks continue.** **> Rates: Rates may further decrease as expected through February.** **> Capacity: Carriers may manage capacity through blank sailings** **> Recommend: Leverage the current oversupply and negotiate lower spot rates.** > 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		> Strong demand for tech goods and, particularly, for high-tech products and machinery from Southeast Asia, continues to drive the market. **> Rates: Pre-CNY pressure keeping rates firm for the start of the month.** > 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		**> A few carriers are testing Suez routes, but a full-scale return depends on safety and would initially trigger months of severe congestion** **> Rates: Expected rates to remain stable in February** **>Capacity: Space available, as more large vessels enter the trade.** **> Recommend: Expect sudden schedule changes as carriers like pause Suez transits and revert to Cape of Good Hope routes due to concerns about geopolitical risk.** **> Port Condition: Port operations remain stable,but localized delays may occur if vessels bunch up following sudden re-routings.**

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Impacted Trade Lanes

February 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 still tight with all shipping lines but slightly improving. 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 ex NWC . 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 . Space situation ex West Med has improved, and we recommend a prenotice of 2-3 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. Currently port operations are hampered by weather conditions.

Impacted Trade Lanes

February 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.

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February 2026 LATAM

Origin	Destination	Status	Details
LATAM	North America		The trade remains solid and stable, with a generally soft rate environment aligned with global trends; no major changes in rates or capacity are expected toward late February and early March, although week-to-week capacity may tighten due to blank sailings and equipment repositioning. In Colombia, conditions are stable, supported by U.S. consumption and nearshoring-related flows. In Chile, rates to the U.S. remain stable, and space is improving on ONE services, supporting exports; however, transit times are being affected by congestion at transshipment hubs such as Cartagena and Manzanillo (Panama). In Peru, space to the U.S. is progressively improving on certain services, while U.S. ports are seeing localized disruptions from winter storms and extreme weather. The main reliability risk continues to be Brazil, particularly Santos/Rio Grande waiting times, which can impact end-to-end performance even for U.S.-bound routings connected via ECSA hubs. Action: Prioritize service reliability and rollover protection (especially on Brazil-involved loops), keep alternate gateways pre-approved, maintain routing flexibility, confirm cut-offs early, and build contingencies for time-sensitive cargo.
LATAM	LATAM		Overall steady; pricing remains lane-specific and sensitive to operational disruption. Santos is showing ~14–38h waiting time across terminals, and Rio Grande ~67–68h, largely tied to berth-window adherence and weather/operational constraints—expect schedule variability. In Chile, mid-month holidays caused temporary congestion and pushed rates up to Buenaventura, Guayaquil, and Callao, while Santos, Cartagena, and U.S.-bound routes remained more stable. Callao is experiencing moderate delays due to truck scheduling and yard density, with reefer equipment under pressure during Dec–Mar and dry equipment relatively available. Action: Keep routing flexible when Brazil ports are in the rotation; build buffers and pre-approve alternates.
LATAM	Europe		Colombia remains stable; some lanes show slightly longer transit times, largely offset by improved schedule reliability. Chile is seeing additional Mediterranean services, mainly supporting 40'HC demand, though winter conditions in Europe may slightly extend transit times. European gateways are intermittently impacted by winter storms and occasional temporary terminal closures. Overall transit times remain above historical levels due to network adjustments and weather-driven disruption. Red Sea security and rerouting continue to affect vessel availability and schedules; diversions via the Cape of Good Hope materially impact transit planning. There are early signs of selective resumptions via Red Sea/Suez under naval escorts from mid-Feb 2026, which could ease pressure if expanded. Action: Treat Europe lanes as reliability-volatile (detours/congestion); negotiate with shorter validity and adjustment clauses, and plan with conservative transit buffers until routings normalize.
LATAM	Asia		LATAM demand remains weak, attempted GRIs are not holding, and rates continue to slide; utilization around ~80% with more blank sailings expected after Chinese New Year (notably relevant for Brazil). For Colombia COSCO's WSA5 launch is positioned to improve connectivity and efficiency on Colombia–China movements (carrier network enhancement). In Chile (reefer peak): Cherry season continues to drive capacity prioritization; CMA CGM launched Cherry Express 2025 with 23-day San Antonio → Shanghai transit and announced adjustments on ACSA1/M2X during the season—expect tighter space on some sailings, especially for non-reefer cargo. Peru: Ports operating with solid productivity (Callao and other Peru ports reported working normally in Week 5 update); capacity pressure is more seasonal/reefer-driven than terminal-driven.

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February 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 Nvoccs.
META	North America			Space is generally limited. It is recommended to book 2 week in advance.