Situación / previsión de Fletes marítimos y aéreos

Información actualizada a 20 de Septiembre

Ocean Freight Market Update

Asia → North America (TPEB)

- Golden Week capacity concerns no longer pose a concern when compared to last year.
    - U.S. Market: The continued downtrend in floating market rates leading into Golden Week—despite the planned blank sailings—indicates that demand from shippers will not be materializing. Congestion at the U.S. ports remains under control and the called-off U.S. railroad strike spells good news for inland congestion concerns, as well.
    - Canada: The West Coast ports (Vancouver/Prince Rupert) are operating at near yard capacity creating vessel berthing delay issues for Vancouver (12 vessels total, down 6 from last week). The port and IPI congestion has been consistent week-to-week but is down overall from its peak over the summer.
- Rates: Rates remain soft in many major pockets.
- Space: Open, except in a few pockets.
- Capacity/Equipment: Open, except in a few pockets.
- Recommendation: Book at least 2 weeks prior to cargo ready date (CRD).

Asia → Europe (FEWB)

- Demand remains sluggish with no pre-Golden Week cargo rush. Space is available but schedule reliability continues to be affected by a large amount of blank sailings, vessel sliding, and port omissions. Serious port congestion in Europe, particularly Hamburg and Rotterdam, is causing further delays and late return of vessels to Asia.
- Rates: Ongoing rate pressure on spot rates due to low demand.
- Capacity/Equipment: Generally open space despite the impact of blank sailings and vessel delays.
- Recommendation: Allow flexibility when planning your shipments due to anticipated congestion and delays.

Europe → North America (TAWB)

- Capacity is likely to increase late in Q4 2022 as Transatlantic Westbound (TAWB) becomes the most lucrative trade for carriers based on Dollar/nautical mile calculations. US railroads strike has been tentatively called off as unions appear to have reached an agreement with rail companies.

- Rates: For the first time in months we are seeing signs of rates dropping slightly, just not at the same pace as other trades. Most Q4 FAK are an extension of Q3 rates.
- Space: Still very tight on the U.S. East Coast (USEC) with some space open for direct routing to the U.S. West Coast (USWC). Some space is available out of Turkey.
- Capacity/Equipment: Equipment availability remains the biggest challenge for all EU origins, particularly in the Mediterranean region. Low empty stacks at inland depots, prioritize pick up from the Port of Loading.
- Recommendation: Book 4 or more weeks prior to CRD. Request premium service for higher reliability and no-roll.

Indian Subcontinent → North America

- Further rate decreases seen across most port pairs as capacity continues to outweigh demand.
- Rates: changes occurring with more velocity across the market. USWC being the most affected where rates are coming closer to Transpacific Eastbound (TPEB) levels. USEC rates are declining, but at a slower pace.
- Capacity/Space: Space is available across most lanes at standard (non-premium) rates. Decreases in port congestion globally is effectively increasing capacity as ships are experiencing less delays covering shorter periods of time. Increase of capacity expected on USEC services as Pakistan recovers from nation-wide flooding.
- Equipment: Smaller ports and inland container depots (ICD) will continue to have sporadic deficits based on import/export cargo mix.
- Recommendation: Take advantage of declining rates.

North America → Asia

- USEC ports continue to see challenges with vessel congestion and some vessel strings still omitting Charleston and Savannah entirely. Erratic vessel schedules continue to cause significant challenges with changes in posted earliest return dates and vessel cut-offs at the port. For USWC, arrivals and available capacity for Los Angeles is generally open whereas Oakland and Seattle are more fluid.
- Rates: No GRI's announced for September/October.
- Capacity/Equipment: Deficits on containers and chassis continue to plague Inland Port Intermodal (IPI) origins. Chicago remains the most reliable. Availability for standard equipment has not been an issue for most ports. Capacity from the US Southeast to India remains constrained due to continuing port omissions for Charleston and Savannah. Overall capacity for Indian ports requiring a transshipment service remains very tight from both the USEC and USWC.
- Recommendation: Please place bookings 4 weeks prior to vessel Estimated Time of Departure (ETD).

North America → Europe

- Congestion issues for the port of Hamburg have lightened. However, with labor action commencing this week for the port of Liverpool, expect additional stress on the schedule-network that may lead to congestion and backlog for other UK ports. USWC service to Europe remains extremely tight due to void sailings and skipped ports caused by systematic delays.
- All carriers continue their booking stop for shipments to Ukraine, Russia, and Belarus.
- Rates: No further GRI announcements for September or October.
- Capacity/Equipment: USEC service to Northern Europe has capacity available however Savannah has irregular challenges due to it being omitted on certain vessel strings. Vessel capacity from the port of Houston has been very tight due to a significant increase in demand and delayed vessels.
- Deficits are still plaguing many IPI origins. Availability for standard equipment at ports has not been an issue, but special equipment is hard to come by.
- Recommendation: Please place bookings 3 to 4 weeks in advance for East or Gulf Coast sailings and 6 weeks for Pacific.

North America Vessel Dwell Times

Vessels, Wait Time, Rail Dwell

	Port	Vessels Waiting	Average Wait for Berth	Rail Backlog (median, all locations)	Specific Call-Outs
USWC	LA/LB	11	2 days	16 days	
	OAK	10	18 days	18 days	90% yard utilization, significant rail dwell congestion
	SEA/TAC	0	2 days	13 days	
CAWC	VAN	12	30-44 days	6 days	84% yard utilization
	PRR	1	3 days	10 days	95% yard utilization
USEC/ GULF	NY/NJ	15	4 days	8 days	APM: 2-7 days vessel wait time PNCT: 1-2 weeks vessel wait time / dredging operation
	NOR	0	1 day	5 days	
	CHS	0	1 day	4 days	
	SAV	37	16 days	3 days	Smaller vessels occupying wider berths when available; high import volume & XLs
	HOU	24	10 days	N/A	Improvements WoW

Green: Improvement over last week

Orange: Consistent over last week

Red: Deterioration over last week

Source: MarineTraffic, Port Websites, Flexport Analysis

Air Freight Market Update

Asia

- N. China: Demand has slightly increased compared to last week, largely driven by the approaching month's end and pre-holiday rush. The market is still stable as inflation, supply chain disruptions, and Covid-19 restrictions in China continue to affect consumer demand and production capabilities. Some airlines have begun canceling a few passenger freighters to offset costs and low demand. Rates have increased a bit over last week but are overall maintaining lower levels.

- S. China: Rates continue to drop in response to low market demand. The market continues to see 1-2 days of additional transit time in regards to the Shenzhen-Hong Kong border situation.
- Taiwan: The market remains slack with capacity widely available. There are no impacts to production as a result of the weekend's earthquakes.
- SE Asia: The Malaysian and Thai export markets continue to be soft, with airlines unable to fulfill capacity and rates still dropping. Ex-Vietnam the market is beginning to pick up as passenger travel resumes and peak season approaches. Space ex-HAN is also starting to tighten in anticipation of China's long holiday.

Europe

- Demand continues to trend at low levels. Capacity available in the market exceeds current demand requirements.
- Demand is expected to slowly start picking up.
- Over the coming months, expect capacity to drop and rates to rise as passenger flight frequency decreases.
- Jet fuel prices continue to slowly decrease, reaching the lowest level since the first quarter of 2022.

Americas

- Export demand remains steady from all markets.
- Demand to Hong Kong has seen a large increase.
- US airports are running at a normal pace.
- Capacity is opening up further, especially into Europe, where most carriers have increased the number of passenger flights for their summer schedules.
- Rates remain stable week over week.

Trucking & Intermodal

UK/Europe

- UK trucking traffic is being impacted by extremely low water levels across the continent. This has brought inland navigation close to a full stop. Barges temporarily cannot go on the Rhine past Cologne, blocking the whole Western/South-Western part of Germany from being serviced via waterways. Low water fees apply for inland barge terminals in Germany & the

Netherlands, as barges can only take half loads. This is putting pressure on Rotterdam/Antwerp capacity, as 38% of all containers move to/from Rotterdam via waterways, resulting in overbooked rail and truck options.

Americas

US Import/Export Trucking: Market Trends

- Canadian congestion continues with yard utilization >90% across the board, along with continued rail congestion. Efforts to mitigate congestion in Toronto and Montreal include CN opening additional relief container yards which could potentially impact drayage rates.
- Chassis shortages persist, notably in Chicago, NYNJ, Memphis (95% utilization, 10+ day street dwell time) and in LA (9.8 day street dwell for 40', which is down ~1 day from August).
- East coast and gulf congestion continues with vessels at anchor in New York and Norfolk. Savannah congestion has increased to 42 ships (up from 36) awaiting berths at the end of August, with wait times in the 9-18 day range. Import container dwell time averages over 10 days.

US Domestic Trucking: Market Trends

- Tender rejections by carriers have decreased by 70% YoY from 20.8% to 6%, meaning carriers are accepting more loads due to having more capacity.
- Spot rates crept up in August by $0.02/mi after bottoming out at a 16-month low (down ~35% YTD). Contract rates followed after edging up for several months due to fuel surcharge (FSC) schedules.
- Load-to-Truck ratios have leveled out going into Q3 but are still down ~33% YoY. This is the key barometer for supply/demand in the marketplace.