ASIA PACIFIC FREIGHT REPORT

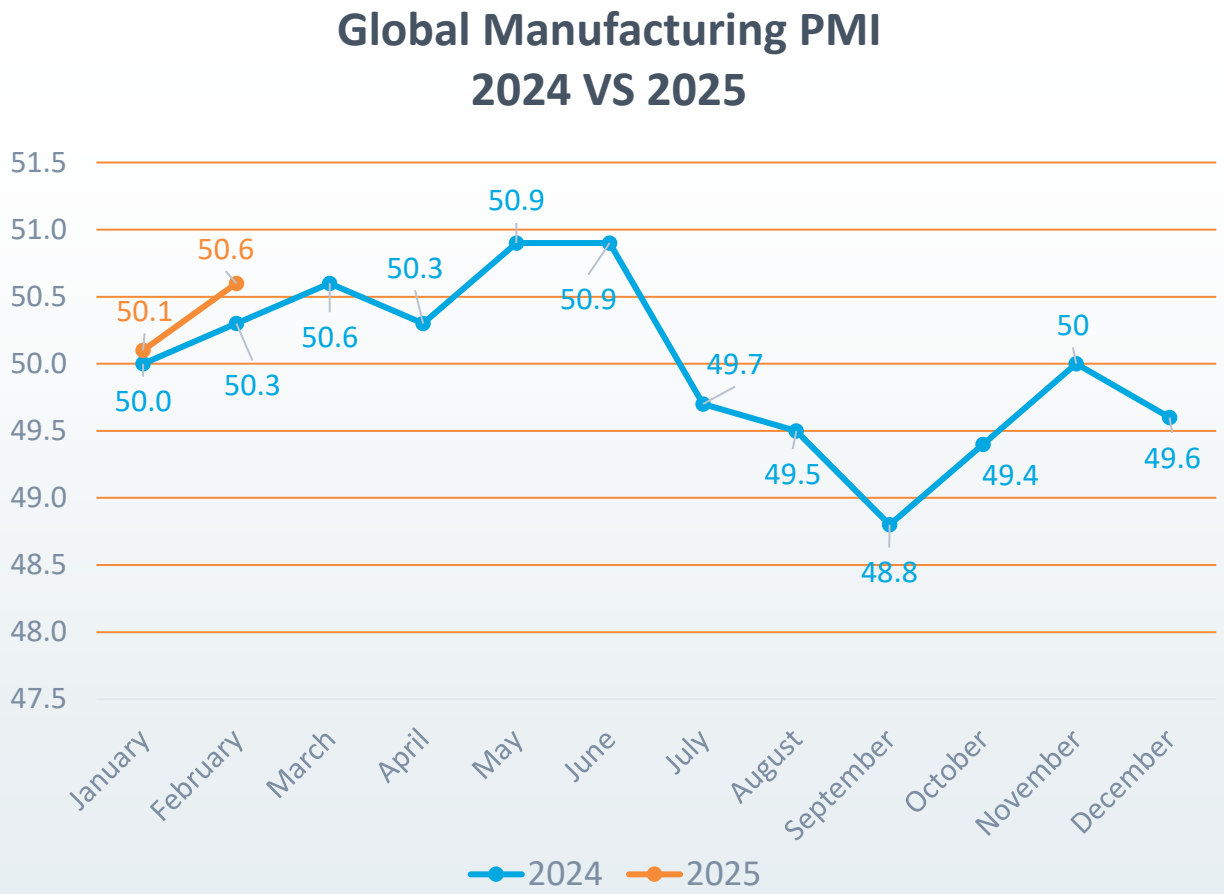
April 2025

DIMERCO

ECONOMIC INDICATORS

APRIL

The Global Manufacturing PMI inched up from 50.1 in January 2025, to 50.6 in February 2025, indicating a positive trend of expansion. However, the current geopolitical tensions may play a factor in disrupting the expansion.



Source: S&P Global PMI

ECONOMIC INDICATORS

ASIA PACIFIC MANUFACTURING PMI

Manufacturing Purchasing Managers Index (PMI)	2024											2025	
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Global	50.3	50.6	50.3	50.9	50.9	49.7	49.5	48.7	49.4	50.0	49.6	50.1	50.6
USA	52.2	51.9	50.0	51.3	51.6	49.6	47.9	47.3	48.5	49.7	49.6	51.2	52.7
China	50.9	51.1	51.4	51.7	51.8	49.8	50.4	49.3	50.3	51.5	50.5	50.1	50.8
Taiwan	48.6	49.3	50.2	50.9	53.2	52.9	51.5	50.8	50.2	51.5	52.7	51.1	51.5
Hong Kong	49.7	50.9	50.6	49.2	48.2	49.5	49.4	50.0	52.2	51.2	51.1	51.0	49.0
Japan	47.2	48.2	49.6	50.4	50.0	49.1	49.8	49.7	49.2	49.0	49.6	48.7	49.0
S. Korea	50.7	49.8	49.4	51.6	52.0	51.4	51.9	48.3	48.3	50.6	49.0	50.3	49.9
Singapore	50.6	50.7	50.5	50.6	50.4	50.7	50.9	51.0	50.8	51.0	51.1	50.9	50.7
Vietnam	50.4	49.9	50.3	50.3	54.7	54.7	52.4	47.3	51.2	50.8	49.8	48.9	49.2
Malaysia	49.5	48.4	49.0	50.2	49.9	49.7	49.7	49.5	49.5	49.2	48.6	48.7	49.7
Philippines	51.0	50.9	52.2	51.9	51.3	51.2	51.2	53.7	52.9	53.8	54.3	52.3	51.0
Indonesia	52.7	54.2	52.9	52.1	50.7	49.3	48.9	49.2	49.2	49.6	51.2	51.9	53.6
Thailand	45.3	49.1	48.6	50.3	51.7	52.8	52.0	50.4	50.0	50.2	51.4	49.6	50.6
India	56.9	59.1	58.8	57.5	58.3	58.1	57.5	56.5	57.5	56.5	56.4	57.7	56.3
Australia	47.8	47.3	49.6	49.7	47.2	47.5	48.5	46.7	47.3	49.4	47.8	50.2	50.4

The manufacturing Purchasing Managers' Index™ (PMI™) is a survey-based economic indicator designed to provide a timely insight into changing business conditions in the goods-producing sector.

A PMI reading over 50 indicates growth or expansion of the manufacturing sector of the country as compared to the previous month, while a reading under 50 suggests contraction. A reading at 50 indicates that the number of manufacturers reporting better business is equal to those stating business is worse.

Source: S&P Global PMI

AIR FREIGHT MARKET

APRIL

Capacity Shifts & Demand Fluctuations

- The Intra-Asia market remains strong due to the transportation of raw materials and parts among China, Taiwan, Singapore, Thailand, Vietnam, and Malaysia. With production shifting away from China and eCommerce demand remaining soft, carriers may allocate more capacity to Southeast Asia instead.
- TPEB traffic saw a slight surge in the second week of March but began to stabilize from the third week. This trend is expected to continue into April.
- eCommerce demand has remained weak since February, leading to ongoing BSA and charter cancellations, particularly for shipments to the US. This has resulted in an oversupply of capacity relative to demand.

AIR FREIGHT MARKET

APRIL

Spot Rate Overview

The recent surge in spot rates in early March is driven by shippers moving goods before the quarter-end. Many shippers had been holding shipments since January, waiting for tariff announcements by the Trump administration. With the quarter-end approaching, goods were released, and the market has now quieted.

> *Based on current trends, we expect the market slowdown to persist until June, unless there's a surge in eCommerce demand or new tariffs are introduced in the coming weeks. The increase in cargo volume was brief, lasting only two weeks and primarily from key gateways in China. Compared to the same period in 2024, the volume increase is not significant, with no notable capacity shortages in the market.*

Kathy Liu
VP, Global Sales and Marketing
Dimerco Express Group

Learn more on Key Trade Policy Changes and Tariffs to Watch in 2025

OCEAN FREIGHT MARKET

APRIL

Market Dynamics & Key Challenges

- The ocean freight market will see moderate growth in 2025, but overcapacity from new deliveries is driving market rates softer. US tariffs and shifting supply chains are accelerating the move away from China, increasing traffic from Southeast Asia and boosting Intra-Asia trade.
- Regulatory changes (IMO's CII, EU ETS) are raising operational costs, pushing carriers toward cleaner technologies and slow-steaming practices, which could reduce effective capacity.

Regional Market Trends

- Intra-Asia remains the dominant trade lane, with rising demand from shifting supply chains.
- North America and Europe are seeing slower growth, while emerging markets in Africa and Latin America offer expansion opportunities.
- Port congestion in Europe is straining capacity and may disrupt shipping schedules, reducing availability for Asia-bound routes in the next 1–2 months.

OCEAN FREIGHT MARKET
APRIL

Impact of Supply Chain Shifts & US Policies

- US Port Tax on Chinese-built/operated vessels may lead to vessel redeployments, skipping smaller US ports, and increased intermodal movements, causing congestion and higher costs.

Carrier Strategies & Rate Outlook

- Carriers are focusing on capacity management, via blank sailings and slow-steaming, to stabilize freight rates.
- Investments in sustainability (alternative fuels, efficiency measures) are increasing due to regulatory pressure.
- Freight rates have continued to decline since the Chinese New Year, with General Rate Increases (GRIs) planned for April to counter falling rates.

OCEAN FREIGHT MARKET

APRIL

With U.S. tariffs and potential port taxes on Chinese-built or operated vessels accelerating the shift away from China, Southeast Asia is absorbing a surge in manufacturing and trade flows. But without rapid improvements in vessel capacity and port infrastructure, we're heading toward a major stress test in Intra-Asia logistics. The real risk isn't just cost—it's congestion, bottlenecks, and a new era of supply chain unpredictability.

Peter Lin
Vice President – Ocean Freight
Dimerco Express Group

Learn more on Key Trade Policy Changes and Tariffs to Watch in 2025

FREIGHT MARKET SITUATION

TAIWAN MARKET

Taiwan	TO ASIA		TO EUR		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate	Capacity	Rate
Air	Upturn	Stable	Tight	Rising	Tight	Rising	Tight	Rising
Ocean	Upturn	Stable	Upturn	Stable	Soft	Stable	Soft	Stable

Air Freight

- Taiwan's export growth is driven by AI, high-tech products, and increased e-commerce transshipment from China and Singapore to the US and Europe.
- Flights from TPE to ORD and LAX are fully booked until the end of March, with freight rates rising due to high demand.
- Demand remains stable for shipments to India, but routes to MAA and BOM remain tight; early booking is recommended for urgent shipments.
- Fuel surcharge adjustment effective March 16: TC I & TC II: TWD 34/kg | TC III: TWD 12/kg

Ocean Freight

- US-bound cargo volume has dropped by about 30%, limiting the potential for price increases. US importers have already stocked up, and inflation has weakened consumer purchasing power, reducing short-term restocking demand.
- Rates to the US West Coast continue to decline, prompting carriers to implement more blank sailings. European rates remain at a low point but are expected to rise in early April.
- The renewal of service contracts in April will further impact rate dynamics from Taiwan.

Key for available space	SOFT	UPTURN	TIGHT	BACKLOG	SERIOUS
	Supply is more than demand	Market is picking up, but demand of space can still be met by current supply.	Space Gets tight. Pre-arrangement of space is needed.	Backlog of 1-2 days is found in the market.	Space demand critical, turndown of booking found. Consider alternatives

FREIGHT MARKET FORECAST FOR APRIL

CHINA MARKET

Air Freight	TO ASIA		TO EUR		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate	Capacity	Rate
East China	Tight	Rising	Soft	Stable	Soft	Stable	Soft	Stable
North China	Soft	Stable	Upturn	Rising	Upturn	Rising	Upturn	Rising
South China	Soft	Stable	Soft	Stable	Soft	Stable	Soft	Stable
Hong Kong	Soft	Stable	Soft	Stable	Upturn	Rising	Upturn	Stable

Ocean Freight	TO ASIA		TO EUR		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate	Capacity	Rate
East China	Upturn	Stable	Soft	Falling	Soft	Falling	Soft	Falling
North China	Soft	Stable	Soft	Falling	Soft	Falling	Upturn	Falling
South China	Upturn	Rising	Soft	Stable	Soft	Stable	Soft	Stable
Hong Kong	Soft	Stable	Upturn	Falling	Soft	Stable	Soft	Stable

Key for available space	SOFT	UPTURN	TIGHT	BACKLOG	SERIOUS
	Supply is more than demand	Market is picking up, but demand of space can still be met by current supply.	Space Gets tight. Pre-arrangement of space is needed.	Backlog of 1-2 days is found in the market.	Space demand critical, turndown of booking found. Consider alternatives

NORTH & EAST CHINA

North China

Air	• Since the middle of March, the e-commerce goods market has gradually returned to normal, and it is expected to have a positive impact on the overall cargo volume in the following period.

East China

Air	• The East China air freight market remains stable despite growing demand for air cargo. However, ongoing developments in the US may continue to disrupt the market. Capacity demand for US-bound shipments remains soft.
Ocean	• For long-haul routes, spot market booking prices have continued to drop. • Rates for Southeast Asia routes, particularly to Indonesia, Thailand, and Vietnam, have slightly increased due to the end of Ramadan and the upcoming Songkran Festival.

SOUTH CHINA & HONG KONG

South China

Air	• Rates to the US are experiencing sharp fluctuations. • Rates to CGK, MNL, and SIN are rising slightly due to increased demand for e-commerce and electronic products, while other Southeast Asian destinations maintain stable pricing and space conditions.
Ocean	• From South China to Thailand, the traditional durian (popular tropical fruit) season will follow the Songkran Festival. The increased demand for reefer containers into Thailand is expected to impact export shipping space, leading to a short-term seasonal rise in freight rates.

Hong Kong

Air	• E-commerce shipments to the US continue to use alternative customs forms, driving increased demand for shipping space. While freight costs to the US West Coast remain stable, rates to the East Coast are rising.

CHINA – EUROPE FREIGHT TRAIN

- Rising temperatures since March have reduced weather-related disruptions for railway transportation.
- Congestion at Alashankou, Khorgos, Erenhot, and Manzhouli has eased, stabilizing transit times at 2–3 days.
- Operating efficiency in the North and Central corridors has improved; overall transit times now within 20 days.
- Slower trade growth on the Asia-Europe route and declining ocean freight rates are pressuring railways.
- Capacity remains soft, and spot market rates on major routes have dropped by about 8%.

Origin	Destination	T/T
Xi'an | Chengdu | Zhengzhou	Hamburg	20-22
Xi'an | Wuhan | Chongqing (Express)	Duisburg	16-28
Xi'an | Chengdu	Milan	24
Zhengzhou	Liège	23
Xi'an | Chengdu | Zhengzhou	Małaszewicze	12

FREIGHT MARKET SITUATION

SOUTH KOREA MARKET

S. Korea	TO ASIA		TO EUR		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate	Capacity	Rate
Air	Upturn	Stable	Soft	Stable	Upturn	Stable	Upturn	Stable
Ocean	Soft	Falling	Soft	Falling	Soft	Falling	Soft	Falling

Air Freight

- Bookings to the US should be made at least two weeks in advance due to high demand and tight space availability.
- For ICN to SIN, bookings should be made at least one week in advance as demand remains high and space is limited.
- Fuel surcharges will decrease slightly from March 16 to April 15 based on market conditions.

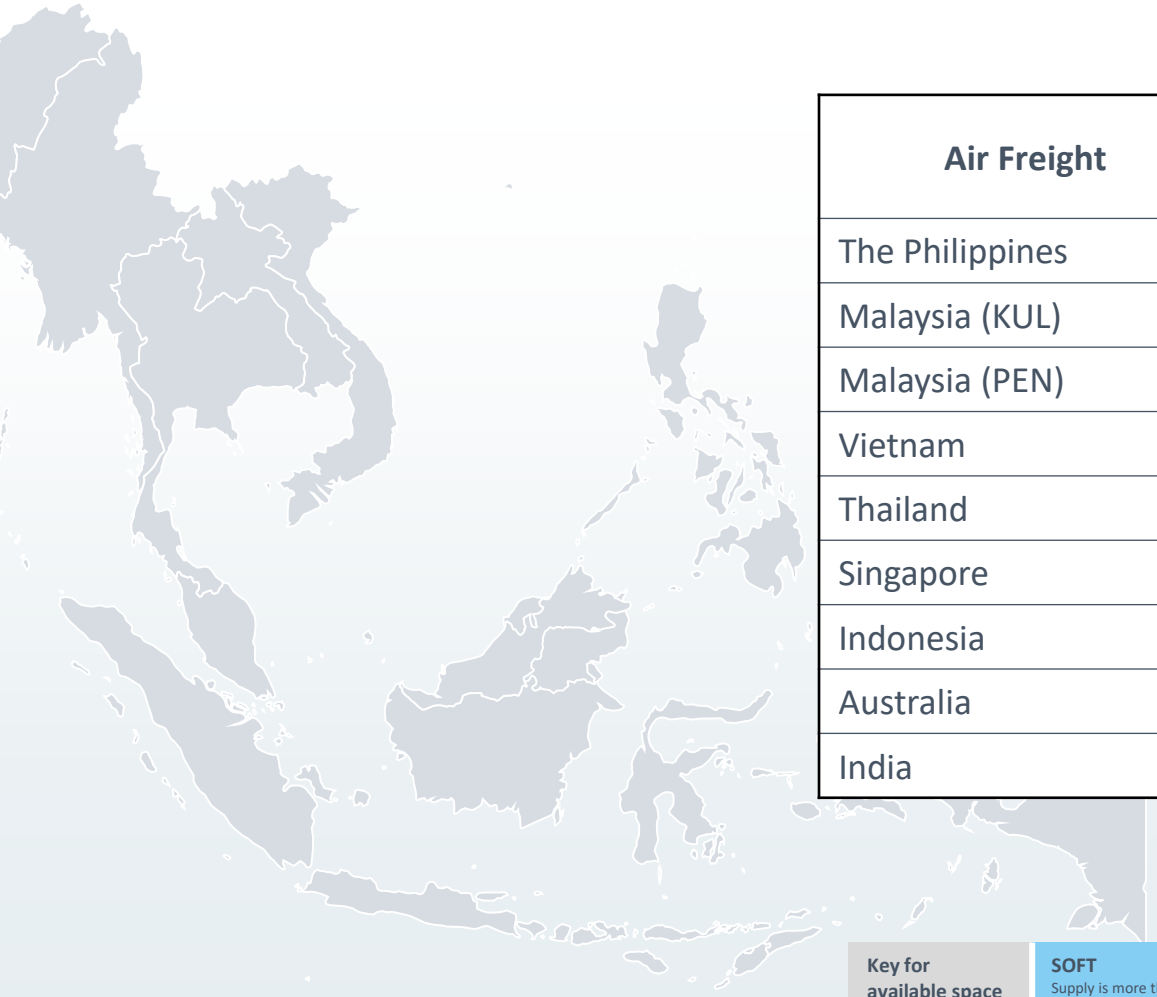
Ocean Freight

- Shipping carriers implemented a General Rate Increase (GRI) in March to sustain ocean freight rates to the US and EU. However, weak demand and intense competition led to a renewed decline in rates.

Key for available space	SOFT	UPTURN	TIGHT	BACKLOG	SERIOUS
	Supply is more than demand	Market is picking up, but demand of space can still be met by current supply.	Space Gets tight. Pre-arrangement of space is needed.	Backlog of 1-2 days is found in the market.	Space demand critical, turndown of booking found. Consider alternatives

FREIGHT MARKET FORECAST FOR APRIL

SOUTHEAST ASIA, INDIA & AUSTRALIA MARKET

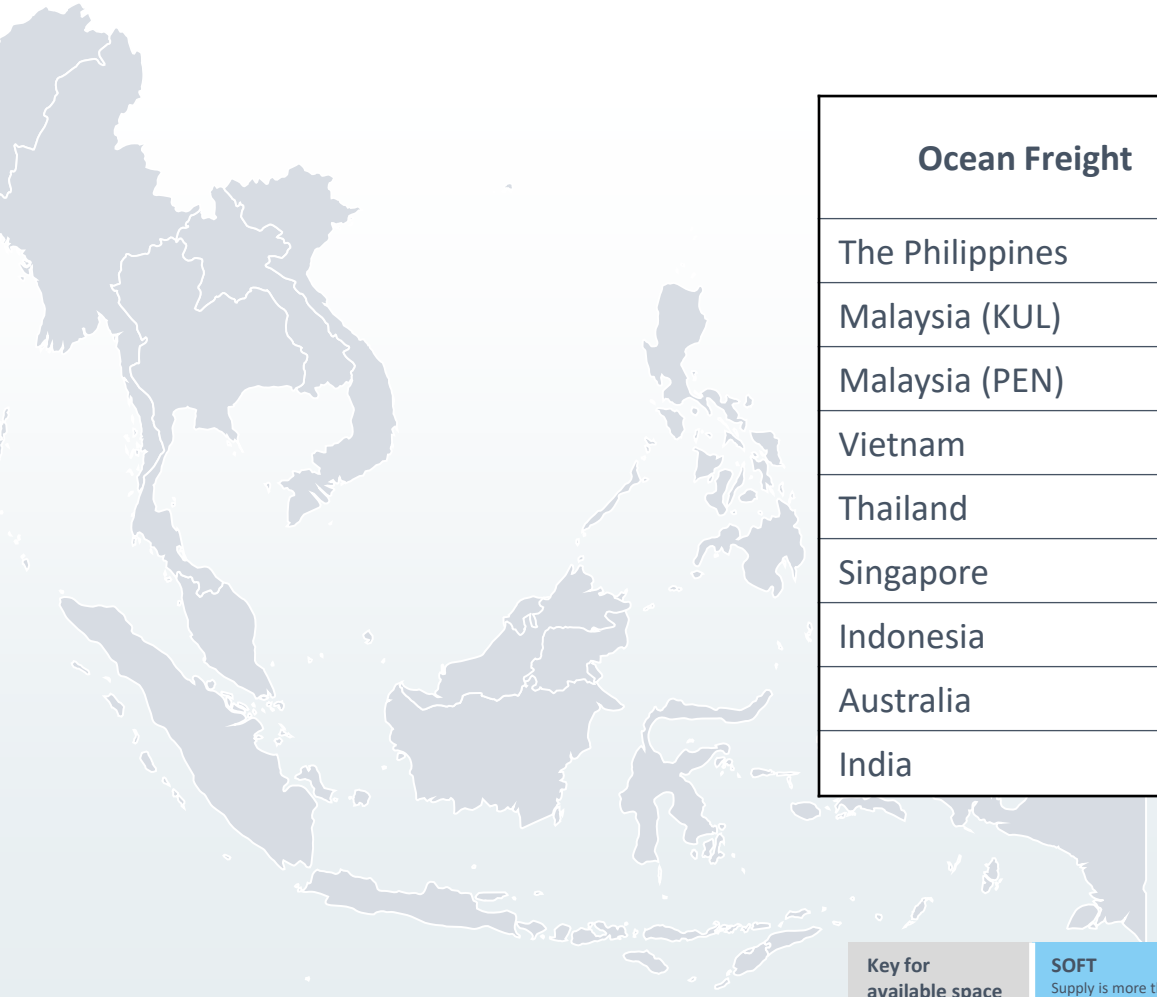


Air Freight	TO ASIA		TO EUR		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate	Capacity	Rate
The Philippines	Soft	Stable	Upturn	Stable	Upturn	Rising	Upturn	Rising
Malaysia (KUL)	Upturn	Rising	Soft	Stable	Soft	Stable	Soft	Stable
Malaysia (PEN)	Upturn	Stable	Tight	Rising	Tight	Rising	Tight	Rising
Vietnam	Soft	Stable	Upturn	Stable	Upturn	Rising	Upturn	Rising
Thailand	Tight	Rising	Tight	Rising	Tight	Rising	Tight	Rising
Singapore	Upturn	Stable	Upturn	Stable	Upturn	Stable	Upturn	Stable
Indonesia	Upturn	Stable	Tight	Stable	Tight	Stable	Tight	Stable
Australia	Upturn	Rising	Soft	Stable	Soft	Stable	Soft	Stable
India	Soft	Stable	Upturn	Stable	Upturn	Stable	Upturn	Stable

Key for available space	SOFT	UPTURN	TIGHT	BACKLOG	SERIOUS
	Supply is more than demand	Market is picking up, but demand of space can still be met by current supply.	Space Gets tight. Pre-arrangement of space is needed.	Backlog of 1-2 days is found in the market.	Space demand critical, turndown of booking found. Consider alternatives

FREIGHT MARKET FORECAST FOR APRIL

SOUTHEAST ASIA, INDIA & AUSTRALIA MARKET



Ocean Freight	TO ASIA		TO EUR		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate	Capacity	Rate
The Philippines	Soft	Stable	Tight	Rising	Tight	Rising	Tight	Rising
Malaysia (KUL)	Upturn	Stable	Upturn	Stable	Upturn	Stable	Upturn	Stable
Malaysia (PEN)	Soft	Stable	Soft	Stable	Upturn	Stable	Upturn	Stable
Vietnam	Soft	Stable	Soft	Stable	Soft	Stable	Soft	Stable
Thailand	Upturn	Stable	Upturn	Rising	Tight	Rising	Tight	Rising
Singapore	Soft	Falling	Soft	Stable	Soft	Stable	Soft	Stable
Indonesia	Soft	Stable	Tight	Rising	Tight	Rising	Tight	Rising
Australia	Soft	Falling	Soft	Falling	Soft	Falling	Soft	Falling
India	Soft	Stable	Soft	Stable	Soft	Stable	Upturn	Rising

Key for available space	SOFT Supply is more than demand	UPTURN Market is picking up, but demand of space can still be met by current supply.	TIGHT Space Gets tight. Pre-arrangement of space is needed.	BACKLOG Backlog of 1-2 days is found in the market.	SERIOUS Space demand critical, turndown of booking found. Consider alternatives

FREIGHT MARKET SITUATION

SOUTHEAST ASIA

Philippines

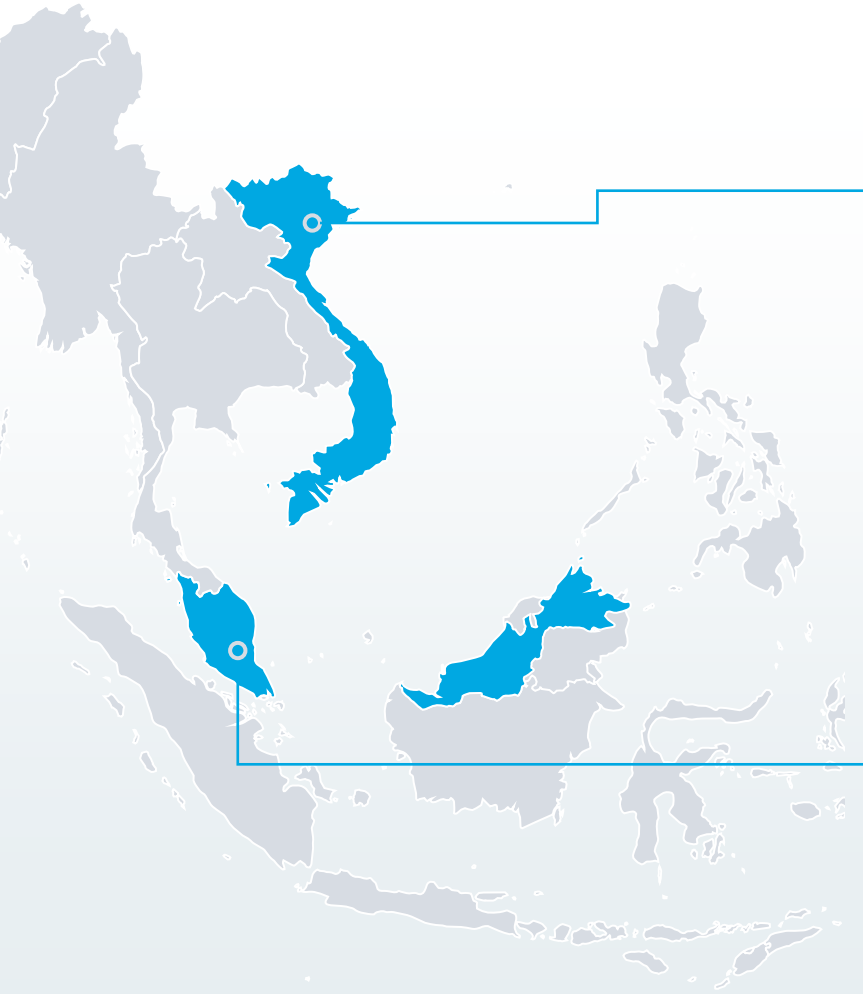
Air	• There may be high demand for air export before holy week holidays (April 16-20) which may raise freight costs. Secure space 2-3 weeks in advance to avoid last-minute price hikes, especially for late April.
Ocean	• There is no congestion at Manila North and South Ports • High container yard utilization is affecting empty container returns. Although recovering, some container returns may be diverted outside Metro Manila due to higher imports than exports.

Indonesia

Air	• Indonesia's Eid al-Fitr (Mar 31-Apr 1) may impact space and rates post-holiday. Recommended to avoid scheduling shipments during this period.
Ocean	• April capacity to Europe and the US will be tight as delayed March cargo rolls over, potentially driving up rates.

FREIGHT MARKET SITUATION

SOUTHEAST ASIA



Vietnam

Air	• Shipments from Vietnam to the US and Europe face capacity allocation challenges due to constraints at transit hubs. • Long national holiday at the end of April may affect capacity and rates.
Ocean	• The demand to the US and Europe is expected to be weak in April, further reducing the rates, but it is still recommended to book at least 2 weeks before departure time. • Slight port congestion continues in HCM, delaying freight by 1-2 days.

Malaysia

Air	• Shipment rush continues from PEN to US and Europe, leading to backlogs towards the end of Q1. • Hari Raya holiday in April 1 may affect freight capacity and rates. It is recommended to ship before the holiday.
Ocean	• Since Nov 2023, Malaysia Customs has mandated container scanning at Malaysian Ports to combat smuggling, reaching 100% for KUL west port in 2024. Now, the control will shift to the Border Protection Agency, potentially tightening rules further and causing additional delays.

SOUTHEAST ASIA

Thailand

Air	• Chakri Memorial Day (April 7) and Songkran holiday (April 13-15) are expected to increase air export demand before the holidays. • Fruit export season starting in April is expected to constrain airline capacity and raise rates by USD 0.3/kg. • April is a hot month in Thailand; shippers of temperature-sensitive goods should notify airlines in advance. • Effective April 1, repacking in TG warehouse cargo reception area is prohibited; violations may lead to entry card confiscation (one month or permanent).
Ocean	• Ocean freight from Thailand remains stable compared to March. • Due to the Songkran long holiday (April 13-15), it is recommended to not immediately dispatch shipments after the holiday as the terminals are likely to experience congestion. • Capacity to Europe is steady, requiring one week of prebooking (down from 1-2 weeks), but rates have risen 50% due to severe port congestion in Europe and higher fuel prices. • US-bound capacity remains tight, but pre-booking time has shortened from 3-4 weeks to 1-2 weeks.

FREIGHT MARKET SITUATION

SOUTHEAST ASIA & AUSTRALIA

Australia

Air	• Air freight capacity demand is robust for intra-Asia lanes, particularly to Southeast Asia and China.
Ocean	• Ocean freight rates have been declining across major trade lanes.

Singapore

Air	• Air freight demand is expected to be slower compared to March.
Ocean	• Ocean freight activity is expected to remain stable for April as shippers continue managing compliance with US import tariffs.

FREIGHT MARKET FORECAST FOR APRIL

NORTH AMERICA

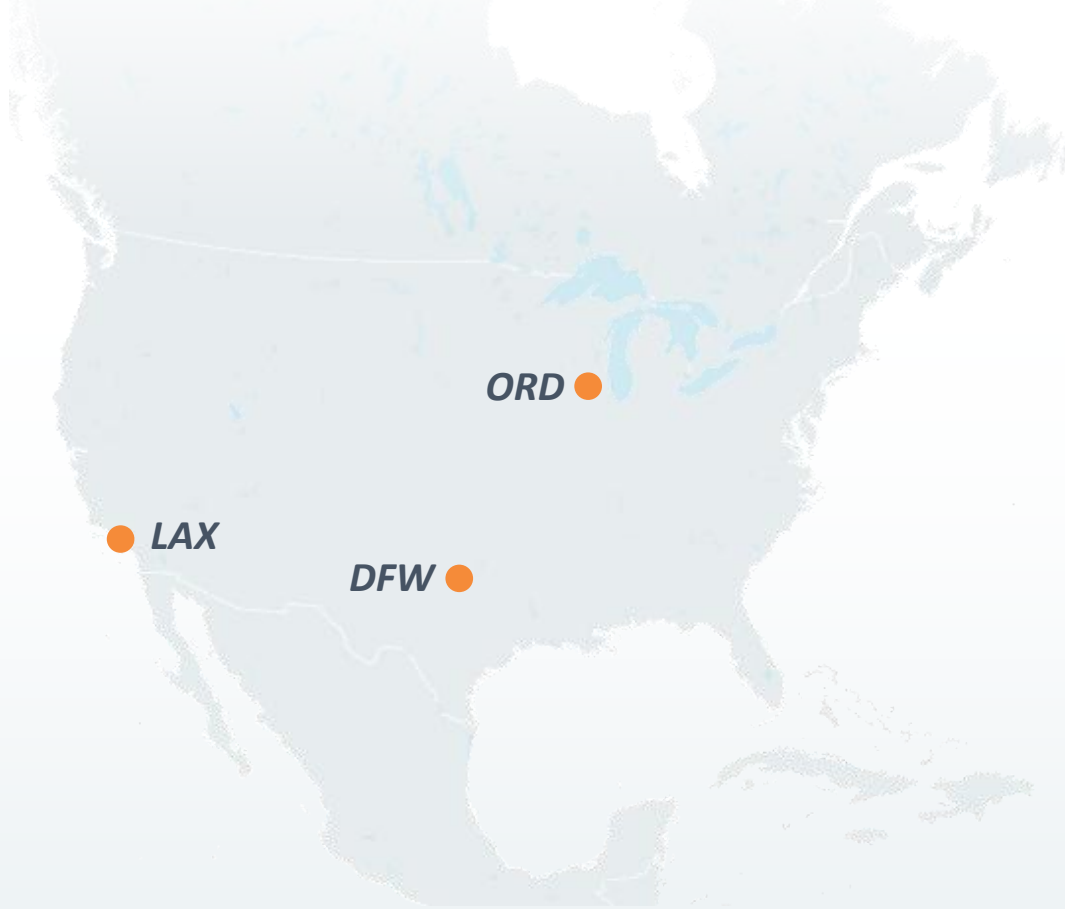
Air Freight	TO ASIA		TO EUR	
	Capacity	Rate	Capacity	Rate
USWC (LAX)	Upturn	Stable	Upturn	Stable
USWC (SFO)	Upturn	Stable	Soft	Stable
US Central (ORD)	Upturn	Stable	Soft	Stable
US Central (DFW)	Upturn	Rising	Upturn	Rising
USEC (NYC)	Soft	Stable	Soft	Stable
Canada (VAN)	Soft	Stable	Soft	Stable
Canada (TOR)	Soft	Falling	Soft	Stable

Ocean Freight	TO ASIA		TO EUR	
	Capacity	Rate	Capacity	Rate
USWC (LAX)	Backlog	Stable	Tight	Stable
USWC (SFO)	Soft	Stable	Soft	Stable
US Central (ORD)	Upturn	Stable	Soft	Falling
US Central (DFW)	Upturn	Stable	Tight	Stable
USEC (NYC)	Soft	Falling	Upturn	Falling
Canada (VAN)	Soft	Stable	Soft	Stable
Canada (TOR)	Upturn	Stable	Upturn	Stable

Key for available space	SOFT	UPTURN	TIGHT	BACKLOG	SERIOUS
	Supply is more than demand	Market is picking up, but demand of space can still be met by current supply.	Space Gets tight. Pre-arrangement of space is needed.	Backlog of 1-2 days is found in the market.	Space demand critical, turndown of booking found. Consider alternatives

FREIGHT MARKET SITUATION

NORTH AMERICA



Los Angeles (LAX)

Air	• Carrier capacity will increase with the start of summer schedules in April, which should come with some instances of rate reduction, but it won't help destinations with much higher demand.
Ocean	• Delays at transshipment ports continue. • Ocean Export bookings require pre-booking, with a 2–4-week advance notice for all destinations.

Chicago (ORD)

Air	• With the pre-summer peak season approaching for retail and e-commerce, freight demand has dropped due to tariffs. • Rates are expected to stay high, while trucking rates remain stable but may increase.
Ocean	• Ocean rates continue to decline due to tariff increases and a weakening US economy.

Dallas (DFW)

Air	• CX has increased its Fuel Surcharge
Ocean	• Space to Europe is tight. Pre-booking is essential, as Rotterdam's Rail/CY cut-off is a month after the pickup request date.

FREIGHT MARKET SITUATION

NORTH AMERICA

Toronto (YYZ)

Air	• Several Asian airlines have increased/introduced freighter frequencies in 2025 (CX, KE, CI). The market is more competitive and even more so with the upcoming summer schedule. • Canada Customs Release Before Payment program registration deadline is April 19, all importers must be prepared to avoid customs delays. Details can be found in the CARM portal.
Ocean	• Shipping has declined due to tariff wars, but new markets and trade agreements (Ecuador-Canada, EU) may open new lanes. • Port and rail congestion on imports is causing delays, creating a false perception of freight capacity constraints.

Vancouver (YVR)

Air	• Air export volume is low from Vancouver; the air rate will be stable in April. • New tariff between US & Canada may start on April 2nd.
Ocean	• The market is soft in March, with low export volume and ocean freight rates from Vancouver. The new US-China tariff in April may impact this further, so it's important to monitor the situation. • There is significant congestion at both the Vancouver port and rail terminal, with vessels waiting 5-10 days for berthing. • Dwelling time at the rail terminal is longer than usual due to a railcar shortage. If shipping to an inland destination, consider booking via Prince Rupert instead of Vancouver.

FREIGHT MARKET FORECAST FOR APRIL

EUROPE

Air Freight	TO ASIA		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate
The Netherlands	Soft	Stable	Soft	Rising	Backlog	Rising
Germany	Soft	Stable	Backlog	Rising	Backlog	Rising
United Kingdom	Soft	Stable	Soft	Rising	Backlog	Rising

Ocean Freight	TO ASIA		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate
The Netherlands	Backlog	Rising	Backlog	Rising	Backlog	Rising
Germany	Soft	Stable	Backlog	Rising	Backlog	Rising
United Kingdom	Soft	Stable	Backlog	Falling	Backlog	Falling

Key for available space	SOFT	UPTURN	TIGHT	BACKLOG	SERIOUS
	Supply is more than demand	Market is picking up, but demand of space can still be met by current supply.	Space Gets tight. Pre-arrangement of space is needed.	Backlog of 1-2 days is found in the market.	Space demand critical, turndown of booking found. Consider alternatives

EUROPE

Air Freight

- The EU has imposed tariffs on €26 billion worth of US goods in response to US steel and aluminum tariffs. The European Commission announced that the countermeasures will be implemented in two steps, starting on April 1, with full enforcement by April 13.

Ocean Freight

- Rotterdam Port is experiencing severe congestion, impacting transport efficiency and increasing waiting times.
- Rising container handling demand is putting pressure on terminals, carriers, and shippers.
- Some shipping lines are bypassing Rotterdam on certain sailings, offloading containers at nearby ports like Antwerp, Hamburg, and Felixstowe. Containers unloaded at these ports require further transport to Rotterdam.

MEXICO

Air Freight	TO ASIA		TO EUR		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate	Capacity	Rate
Mexico North	Upturn	Stable	Upturn	Stable	Soft	Stable	Soft	Stable
Mexico Central	Upturn	Stable	Upturn	Stable	Soft	Stable	Soft	Stable
Mexico South	Upturn	Stable	Tight	Stable	Soft	Stable	Soft	Stable
Mexico North: MTY/ALT | Mexico Central: MEX/NLU/GDL/VER | Mexico South: ZLO/LSC/CUN/MID								

Ocean Freight	TO ASIA		TO EUR		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate	Capacity	Rate
Mexico North	Upturn	Stable	Upturn	Stable	Upturn	Stable	Upturn	Stable
Mexico Central	Upturn	Stable	Upturn	Stable	Upturn	Stable	Upturn	Stable
Mexico South	Tight	Stable	Tight	Stable	Tight	Stable	Tight	Stable
Mexico North: MTY/ALT | Mexico Central: MEX/NLU/GDL/VER | Mexico South: ZLO/LSC/CUN/MID								

Key for available space	SOFT	UPTURN	TIGHT	BACKLOG	SERIOUS
	Supply is more than demand	Market is picking up, but demand of space can still be met by current supply.	Space Gets tight. Pre-arrangement of space is needed.	Backlog of 1-2 days is found in the market.	Space demand critical, turndown of booking found. Consider alternatives

MEXICO

Air Freight

- Strong growth in Latin America, including Mexico, has increased the flow of goods.
- Much of the region's air cargo is destined for the US, and changes in US tariffs could indirectly impact Mexico-China trade.
- E-commerce expansion and maritime transport constraints may lead to higher air cargo demand on the Mexico-China route.
- It is recommended to book flights 2-4 days in advance.

Ocean Freight

- The US imposed 25% tariffs on steel and aluminum imports, effective March 12, 2025, raising concerns in the truck manufacturing industry.
- Ocean freight costs from China to Mexico's west coast dropped by 25.25% in January 2025 compared to January 2024, averaging $2,274 per FEU. This decline is likely due to weak ship utilization, as importers advanced purchases before Lunar New Year.
- Long-term rates for 2025 are projected to be 30% higher than in 2024, with shipping companies implementing blank sailings to stabilize prices.

WHAT TO WATCH

Additional US Port Fees on Chinese Vessels

The US is proposing a fee of up to $1.5 million on Chinese-made ships entering US ports, aiming to boost domestic shipbuilding. This could disrupt coal and agricultural exports, as vessel availability shrinks. The coal industry, worth $130 billion, may see a 35% cost increase, threatening competitiveness. Agricultural exports face up to $930 million in extra costs, threatening US export volumes, especially in bulk crops.

Action: Shippers should stay informed about market trends and collaborate with their freight forwarders to plan for potential changes in proposed regulations.

Trade Tensions Delay BSA Negotiations

Trade tensions and tariff uncertainties are leading to delays in Block Space Agreement (BSA) negotiations, as shippers shift to short-term contracts instead of long-term deals for Q2 2025. This has created uncertainty in the air cargo market, impacting both pricing and capacity strategies. Carriers are adjusting their focus, potentially shifting away from China and exploring Southeast Asia and Transatlantic routes.

Action: Shippers should evaluate the benefits of securing long-term contracts to mitigate risks from market fluctuations.

Learn more on Key Trade Policy Changes and Tariffs to Watch in 2025

Dimerco connects Asia with the world like no other global 3PL

We integrate air and ocean freight, trade compliance and contract logistics services to make global supply chains more effective and efficient. The majority of our global shipping projects connect Asia's logistics and manufacturing hubs with each other and with North America and Europe.

We serve customers from 150+ offices, 80+ contract logistics operations, and 200+ strategic partner agents throughout China, India, Asia Pacific, North America, and Europe.

marketing@dimerco.com

www.dimerco.com

© Dimerco Express Group

The Information in our publication is take from a variety of sources based on the information available at the time. It is shared with the Dimerco community for informational purposes only, and we do not accept any liability or responsibility for reliance on this information.