ASIA PACIFIC FREIGHT REPORT

March 2025

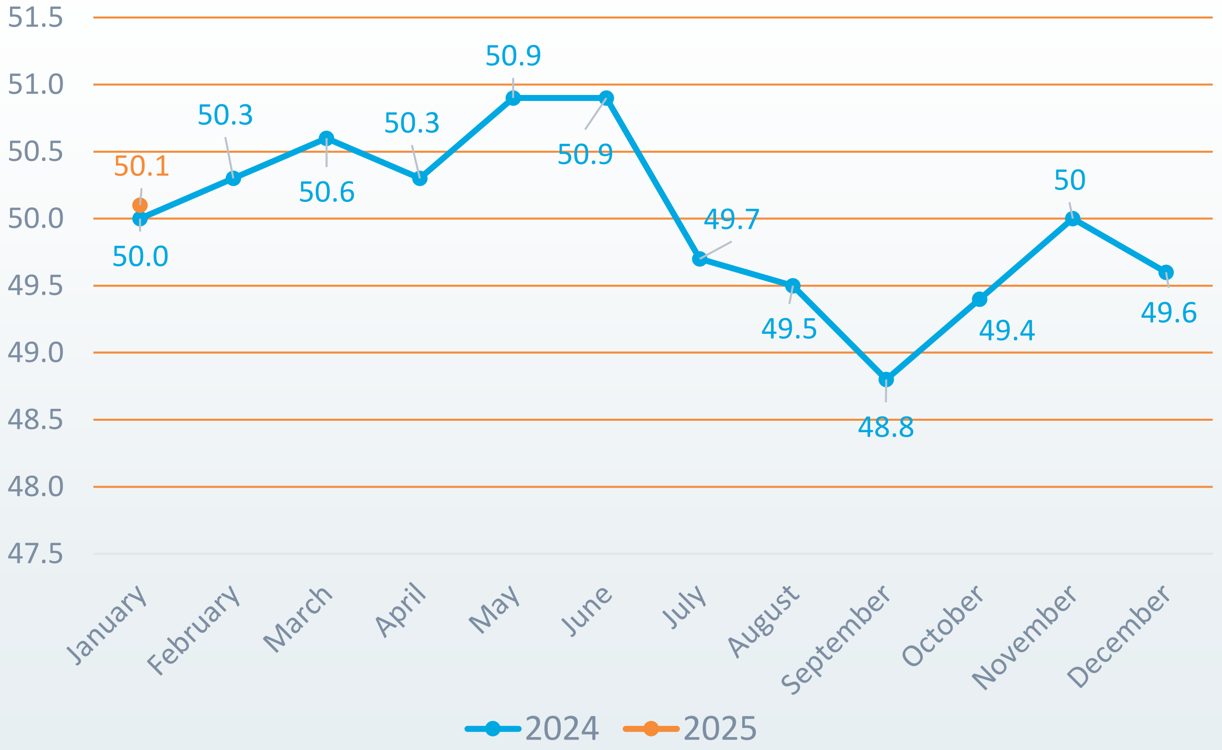
DIMERCO

ECONOMIC INDICATORS

MARCH

The Global Manufacturing PMI inched up from 49.6 in December 2024, to 50.1 in January 2025, indicating a return to expansion after a brief contraction. However, this data was collected before the announcement of U.S. tariffs, which could significantly influence the global manufacturing landscape in the coming months.

Global Manufacturing PMI
2024 VS 2025



Source: S&P Global PMI

ECONOMIC INDICATORS

ASIA PACIFIC MANUFACTURING PMI

Manufacturing Purchasing Managers Index (PMI)	2024												2025
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Global	50.0	50.3	50.6	50.3	50.9	50.9	49.7	49.5	48.7	49.4	50.0	49.6	50.1
USA	50.7	52.2	51.9	50.0	51.3	51.6	49.6	47.9	47.3	48.5	49.7	49.6	51.2
China	50.8	50.9	51.1	51.4	51.7	51.8	49.8	50.4	49.3	50.3	51.5	50.5	50.1
Taiwan	48.8	48.6	49.3	50.2	50.9	53.2	52.9	51.5	50.8	50.2	51.5	52.7	51.1
Hong Kong	49.9	49.7	50.9	50.6	49.2	48.2	49.5	49.4	50.0	52.2	51.2	51.1	51.0
Japan	48.0	47.2	48.2	49.6	50.4	50.0	49.1	49.8	49.7	49.2	49.0	49.6	48.7
S. Korea	51.2	50.7	49.8	49.4	51.6	52.0	51.4	51.9	48.3	48.3	50.6	49.0	50.3
Singapore	50.7	50.6	50.7	50.5	50.6	50.4	50.7	50.9	51.0	50.8	51.0	51.1	50.9
Vietnam	50.3	50.4	49.9	50.3	50.3	54.7	54.7	52.4	47.3	51.2	50.8	49.8	48.9
Malaysia	49.0	49.5	48.4	49.0	50.2	49.9	49.7	49.7	49.5	49.5	49.2	48.6	48.7
Philippines	50.9	51.0	50.9	52.2	51.9	51.3	51.2	51.2	53.7	52.9	53.8	54.3	52.3
Indonesia	52.9	52.7	54.2	52.9	52.1	50.7	49.3	48.9	49.2	49.2	49.6	51.2	51.9
Thailand	46.7	45.3	49.1	48.6	50.3	51.7	52.8	52.0	50.4	50.0	50.2	51.4	49.6
India	56.5	56.9	59.1	58.8	57.5	58.3	58.1	57.5	56.5	57.5	56.5	56.4	57.7
Australia	50.1	47.8	47.3	49.6	49.7	47.2	47.5	48.5	46.7	47.3	49.4	47.8	50.2

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

GLOBAL OUTLOOK

MARCH

Global economic growth slowed for the first time in four months, according to S&P Global Market Intelligence. The January J.P. Morgan Global PMI Composite Output Index dropped to 51.8 from 52.6 in December, indicating a 2.4% annual growth rate.

- Manufacturing rebounded with increased business confidence.
- Inflation hit an eight-month high due to rising cost pressures.
- Uncertainty surrounds upcoming U.S. tariff announcements, which could impact manufacturing and inflation trends.

AIR FREIGHT MARKET
MARCH

> *E-commerce has significantly impacted the air freight market. In 2024, rates began rising right after Chinese New Year, with no clear slack season. However, following policy announcements from the Trump administration, the market slowed considerably after January 20, particularly in the U.S. and Europe. This led to e-commerce platforms canceling charters, disrupting the supply and demand balance.*
>
> *While e-commerce will not disappear, it is shifting from a B2C model to a B2B2C model. This transition is expected to reduce air freight demand, with more shipments moving to ocean freight instead.*

Kathy Liu
VP, Global Sales and Marketing
Dimerco Express Group

OCEAN FREIGHT MARKET

MARCH

Red Sea Reopening Uncertainty

The return of Suez transits through the Red Sea remains uncertain, as carriers will continue rerouting via the Cape of Good Hope until it is deemed completely safe. Shifting back to the Suez Canal is a complex process requiring fleet rescheduling, terminal adjustments, and cost restructuring. Given these challenges, carriers are unlikely to change routes overnight and will likely continue detouring until at least mid-year.

OCEAN FREIGHT MARKET

MARCH

Blank Sailings Decline, Rate Volatility Ahead

The blank sailing rate has dropped significantly post-CNY. While the impact of the Red Sea situation remains uncertain, the introduction of new vessels may increase capacity and put pressure on ocean freight rates.

“

As TPEB contract renewals approach in April, market rates are expected to fluctuate as carriers push GRIs. For Europe westbound, most carriers plan to impose GRIs from March 1, but whether these rates hold will depend on market demand.

”

Alvin Fuh
Vice President – Ocean Freight
Dimerco Express Group

DIMERCO

FREIGHT MARKET SITUATION

TAIWAN MARKET

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

Air Freight

- Demand for AI and high-tech products remains steady, but e-commerce and transfer shipments have slowed as customers await clarity on U.S. tariff policies before finalizing shipping plans.
- Taipei to the U.S.: Shipment demand is picking up, although airlines remain open to rate negotiations for larger volumes.
- Taipei to India: Demand is stable, but routes to MAA and BOM remain tight. Early booking is recommended for urgent shipments.
- Fuel Surcharge – TC I & TC II: TWD 32/kg | TC III: TWD 11/kg

Ocean Freight

- Shipping demand from Taiwan to the U.S. and Europe will be lower in March 2025. The U.S. 10% tariff on Chinese imports did not cause a demand surge, leading to lower freight rates. For Europe, advanced shipments to late 2024 and expected rate hikes have resulted in decreased current cargo volume.
- Freight rates have been falling in February and may continue in March due to low demand. Carriers may adjust capacity to prevent further rate drops.

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 MARCH

CHINA MARKET

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

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

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NORTH CHINA

North China

Air	• Post-Spring Festival recovery is slow, with factories (including e-commerce) reopening gradually. Some airlines have reduced flights. • Full recovery expected by March, with factories and airlines returning to normal. • Freight rates likely to rise slightly in March as market demand recovers, especially for U.S. and European lanes.
Ocean	• Cargo volume is gradually recovering post-Spring Festival; carriers may try rate increases starting in March. • U.S. tariff policy adjustments under the Trump administration have caused customers to take a wait-and-see approach, reducing cargo volume. • The reduced capacity on the USWC lane, due to new alliances and lower cargo volume, has led to a more balanced supply and demand.

EAST & SOUTH CHINA

East China

Air	• The Shanghai air freight market is expected to fully recover, with a significant rebound in demand.
Ocean	• The Shanghai export market is recovering slowly, but freight rates continue to decline. • U.S. route faces uncertainty due to Trump tariffs, with weak demand and ongoing rate adjustments post-Spring Festival. • European market is recovering with stable demand, using suspensions and consolidation to balance supply and demand, while spot rates decline. • Southeast Asia route remains stable, with a slight drop in freight rates.

South China

Air	• The U.S. e-commerce tariff policy has reduced cargo volume, leading to some airlines canceling flights. • General cargo is expected to recover, with e-commerce shipments to the U.S. resuming gradually, depending on customs clearance capacity.
Ocean	• The shipping market is still recovering post-Spring Festival, with more route suspensions and idle capacity, causing freight rates to keep declining.

CHINA – EUROPE FREIGHT TRAIN

- Customs clearance efficiency at ports rebounded, with transit times at Alashankou and Khorgos ports within 2-3 days, improving north-running liner train efficiency.
- All platforms have updated March's space allocation and booking prices. Due to slow market recovery and oversupply, spot rates are down 20-25% compared to last year.
- Chengdu to Lodz booking prices rose, while others stayed the same.
- Chongqing prices remained steady with volume bundling. Yiwu and Wuhan saw price declines, with Wuhan being more competitive in East China.

Origin	Destination	T/T
Xi’an | Chengdu | Zhengzhou	Hamburg	20-22
Xi’an | Wuhan | Chongqing (Express)	Duisburg	18-20
Xi’an | Chengdu	Milan	27-28
Zhengzhou	Liège	23
Xi’an | Chengdu | Zhengzhou	Małaszewicze	14-16

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	Tight	Stable	Tight	Stable
Ocean	Soft	Falling	Soft	Falling	Upturn	Falling	Soft	Falling

Air Freight

- Bookings to the U.S. should be made at least 2 weeks in advance due to high demand and limited space.
- ICN to SIN bookings should be made at least 1 week in advance as demand remains high with limited space.
- Fuel surcharge will increase slightly from Feb 16 to Mar 15 based on market conditions.

Ocean Freight

- Ocean freight rates are stable or slightly down as cargo volume declines across all lanes.

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

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	Stable	Tight	Rising
Malaysia (KUL)	Upturn	Stable	Upturn	Stable	Upturn	Stable	Upturn	Stable
Malaysia (PEN)	Upturn	Stable	Tight	Rising	Tight	Rising	Tight	Rising
Vietnam	Soft	Stable	Soft	Stable	Upturn	Stable	Upturn	Stable
Thailand	Upturn	Stable	Tight	Rising	Tight	Rising	Tight	Rising
Singapore	Upturn	Stable	Upturn	Stable	Tight	Stable	Tight	Stable
Indonesia	Tight	Stable	Tight	Stable	Tight	Stable	Tight	Stable
Australia	Upturn	Rising	Upturn	Rising	Upturn	Rising	Upturn	Rising
India	Soft	Stable	Upturn	Stable	Upturn	Stable	Upturn	Stable

Key for available space	SOFT	UPTURN	TIGHT	BACKLOG	SERIOUS
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FREIGHT MARKET FORECAST FOR MARCH

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	Upturn	Rising	Tight	Rising	Tight	Rising
Malaysia (KUL)	Tight	Stable	Tight	Stable	Tight	Stable	Tight	Stable
Malaysia (PEN)	Soft	Stable	Soft	Stable	Upturn	Stable	Upturn	Stable
Vietnam	Soft	Stable	Upturn	Rising	Upturn	Rising	Upturn	Rising
Thailand	Upturn	Stable	Tight	Rising	Tight	Falling	Tight	Falling
Singapore	Soft	Stable	Soft	Stable	Soft	Stable	Soft	Stable
Indonesia	Tight	Rising	Tight	Rising	Tight	Rising	Tight	Rising
Australia	Upturn	Stable	Upturn	Stable	Upturn	Stable	Upturn	Stable
India	Soft	Stable	Soft	Falling	Soft	Rising	Soft	Rising

Key for available space	SOFT	UPTURN	TIGHT	BACKLOG	SERIOUS
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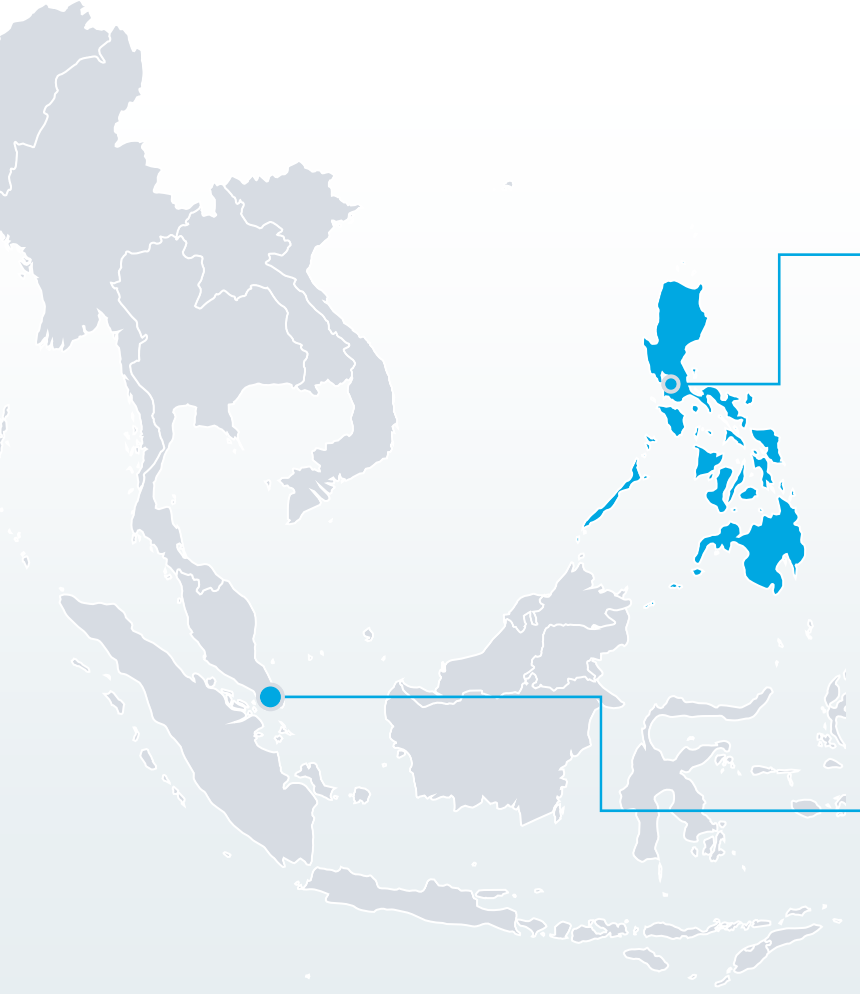
FREIGHT MARKET SITUATION

SOUTHEAST ASIA



Philippines

Air	• Expect exports from the Philippines to the U.S. to shift from air freight to ocean freight due to U.S. tariffs. • Ad hoc rates may be available for large shipments on Asia-Pac lanes; early booking secures space and special rates.
Ocean	• March freight capacity remains stable, but long-haul shipments should be booked 2 weeks in advance. • With the summer season starting in the Philippines, expect fewer disruptions from rain and typhoons. • Container movement and yard utilization should improve during this non-peak period.

Singapore

Air	• Space may tighten by late March • Intra-Asia backlogs possible in March due to February freighter cancellations during the festive season.
Ocean	• Singapore export capacity and rates should remain stable in early March. • Changes in Singapore freight activity will depend on how Chinese exporters respond to U.S. tariffs.

FREIGHT MARKET SITUATION

SOUTHEAST ASIA

Vietnam

Air	• Vietnam air exports have decreased as the overall air freight market, particularly from China to the U.S., slows due to the tariff announcement.
Ocean	• Vietnam export rates may rise post-Lunar New Year, especially for long-haul shipments. Tariffs**,** slight port congestion and capacity shifts add uncertainty. • There is a slight port congestion in HCM, delaying freight 1-2 days. • Booking 2-3 weeks before ETD is recommended.

Malaysia

Air	• Rates from KUL to Asia and Europe remain stable, but U.S. rates may rise due to U.S. tariffs. • Several airlines are rerouting exports from China to Kuala Lumpur (KUL) for U.S. destinations, impacting space availability and rates. • PEN exports are increasing after the Chinese New Year break in early February.
Ocean	• Early March marks the start of Ramadan in Malaysia, which may impact freight movements. • PEN export is stable

FREIGHT MARKET SITUATION

SOUTHEAST ASIA

Thailand

Air	• Space and rates for Intra-Asia lanes remain stable. • U.S./Canada lanes have higher demand than capacity; book 3-5 days in advance. • EU lanes are seeing limited demand.
Ocean	• Ocean freight rates to the EU have increased due to additional PSS charges, but space is improving with more capacity. Pre-booking is required 1–2 weeks in advance. • Rates to the U.S. have decreased with reduced PSS charges, but space from Thailand is tight, with only 1 sailing per week. Pre-booking is required 3–4 weeks in advance.

Indonesia

Air	• Space may tighten and rates rise before Indonesia's long holiday at the end of March, as shippers arrange shipments in advance. • Trucking restrictions during the holiday will impact rates. • Import shipments should be scheduled to arrive before or after the holiday.
Ocean	• With Ramadan in March, expect rising rates and limited space.

FREIGHT MARKET SITUATION

AUSTRALIA AND INDIA

Australia

Air	• A post-Chinese New Year recovery may lead to higher cargo volumes from Asia. Freight rates are likely to stabilize or increase slightly as airlines adjust capacity to demand.
Ocean	• Australia’s container volume grew by 8.9% in 2024, reflecting strong trade performance, with this trend expected to continue into March.

India

Air	• Air freight capacity and rates for March are expected to increase due to the financial year-end in India.

FREIGHT MARKET FORECAST FOR MARCH

NORTH AMERICA

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

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

San Francisco (SFO)

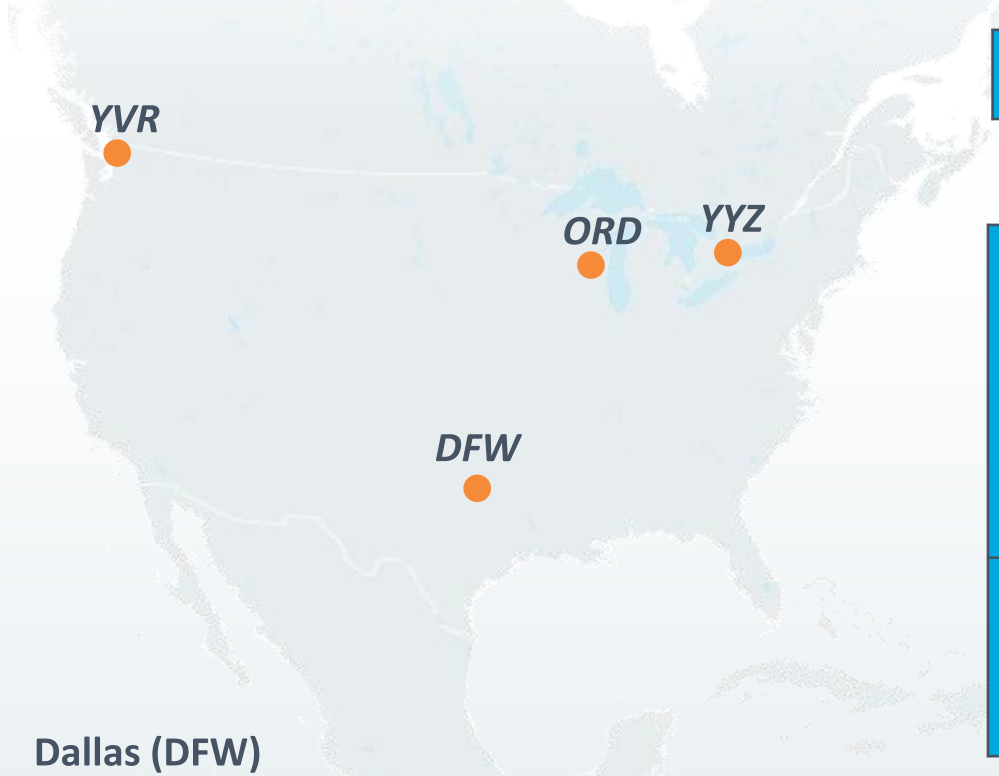
Air	• Heavy perishables exported from Tacoma and Seattle ports will reduce space availability.

Los Angeles (LAX)

Air	• Post-Lunar New Year flight cancellations due to weak inbound demand from Asia. • Tariff concerns may continue to impact airline flight schedules and capacity. • The withdrawal of Polar Air service in March could lead to increased rates in/out of LAX. • Asparagus season will drive higher demand for trans-Atlantic flights.
Ocean	• Shippers can expect potential space constraints from the West Coast to Asia, especially in Manila. • It is recommended to book at least a month in advance to mitigate the risk of delays.

FREIGHT MARKET SITUATION

NORTH AMERICA



Toronto (YYZ)

Air	• New airlines (CI, HU) are now operating in YYZ, increasing competition.

Vancouver (YVR)

Air	• A weaker Canadian dollar could increase export demand and raise freight rates. • March typically sees a post-Chinese New Year manufacturing rebound and seasonal export surges (e.g., perishables, tech products), potentially driving air freight demand and tightening capacity. • Use lightweight packaging and consolidate shipments to maximize space.
Ocean	• Tariffs may require rerouting cargo through Vancouver, affecting demand. • Book early, especially for Asia-Pacific routes, and consider Prince Rupert as an alternative to Vancouver for inland shipments.

Chicago (ORD)

Air	• Increased shipper activity due to pending tariffs will require longer booking lead times.

Dallas (DFW)

Ocean	• Space availability to India and the Netherlands is becoming limited. It is advised to make bookings for all incoming shipments in advance.

TRUMP CONFIRMS IMPORT TARIFF

President Donald Trump has confirmed the final date for tariffs on Mexico, Canada, and an additional 10% on China, citing insufficient efforts to combat fentanyl trafficking. He has also announced tariffs on EU imports, particularly autos, triggering backlash. The EU has vowed retaliation, warning of economic turmoil. Markets have reacted with uncertainty and volatility.

Origin	Additional Duties	Implementation Date
Mexico & Canada	25%	March 4, 2025
China	20% (Currently at 10%)	March 4, 2025
Europe	25% (On Automotives)	To be Announced

FREIGHT MARKET FORECAST FOR MARCH

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	Soft	Stable	Soft	Rising	Soft	Rising
Germany	Soft	Stable	Backlog	Rising	Backlog	Rising
United Kingdom	Soft	Stable	Soft	Falling	Soft	Falling

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EUROPE

Air Freight

- The European Commission (EC) is pushing to remove the de minimis exemption for low-value parcels, aligning with the U.S. This exemption has driven a surge in air cargo imports from China.
- The EC is calling for joint action from member states to curb unsafe, counterfeit, and non-compliant goods. Its consumer protection authority has launched a coordinated action against Shein.

Ocean Freight

- Capacity surged in late February on the North Europe to U.S. East Coast trade lane ahead of upcoming U.S. steel and aluminum tariffs, while Mediterranean utilization remained stable.

FREIGHT MARKET FORECAST FOR MARCH

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	Upturn	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	Upturn	Stable	Tight	Stable	Backlog	Rising	Backlog	Rising

Mexico North: MTY/ALT | Mexico Central: MEX/NLU/GDL/VER | Mexico South: ZLO/LSC/CUN/MID

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MEXICO

Mexico’s Economy

- Mexico's economy grew 0.5% year-over-year in the fourth quarter, with full-year growth at 1.2%, the lowest since the start of the pandemic in 2020. The main concern is the risk of a tariff war.
- Mexico has benefited from nearshoring, with U.S. importers shortening supply chains and international producers, including Chinese companies, setting up facilities. However, the potential 25% U.S. tariff in April could disrupt this trend.

WHAT TO WATCH

Trumps Tariff to Fuel Global Supply Chain and Geopolitical Tension

Starting March 4, President Trump's tariffs on Mexico, Canada, China, and the EU will reshape global supply chains and the geopolitical landscape. The 25% tariffs on Mexican and Canadian goods, along with the hike on Chinese imports, will disrupt trade flows, driving companies to explore new sourcing options. EU retaliation over auto tariffs adds further uncertainty. Geopolitical tensions and market volatility are expected, requiring businesses to adapt to minimize disruptions.

Action: Diversify suppliers and explore alternative shipping routes can help mitigate the impact of increased tariffs.

USTR Proposes New Port Fees on Chinese Ships Amid Ongoing Trade Tensions

The U.S. Trade Representative (USTR) proposed a port usage fee targeting Chinese vessel operators and ships. Fees range from $1 million to $1.5 million per U.S. port call, with additional charges for fleets and orderbooks tied to China. A $1 million refund applies for U.S.-built vessel calls. If implemented, this could raise shipping costs and shift logistics to non-Chinese-built vessels or alternative ports in Canada and Mexico.

Action: Explore different carriers and routing options to identify more cost-effective and efficient alternatives.

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

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