



ASIA PACIFIC FREIGHT REPORT

August 2025

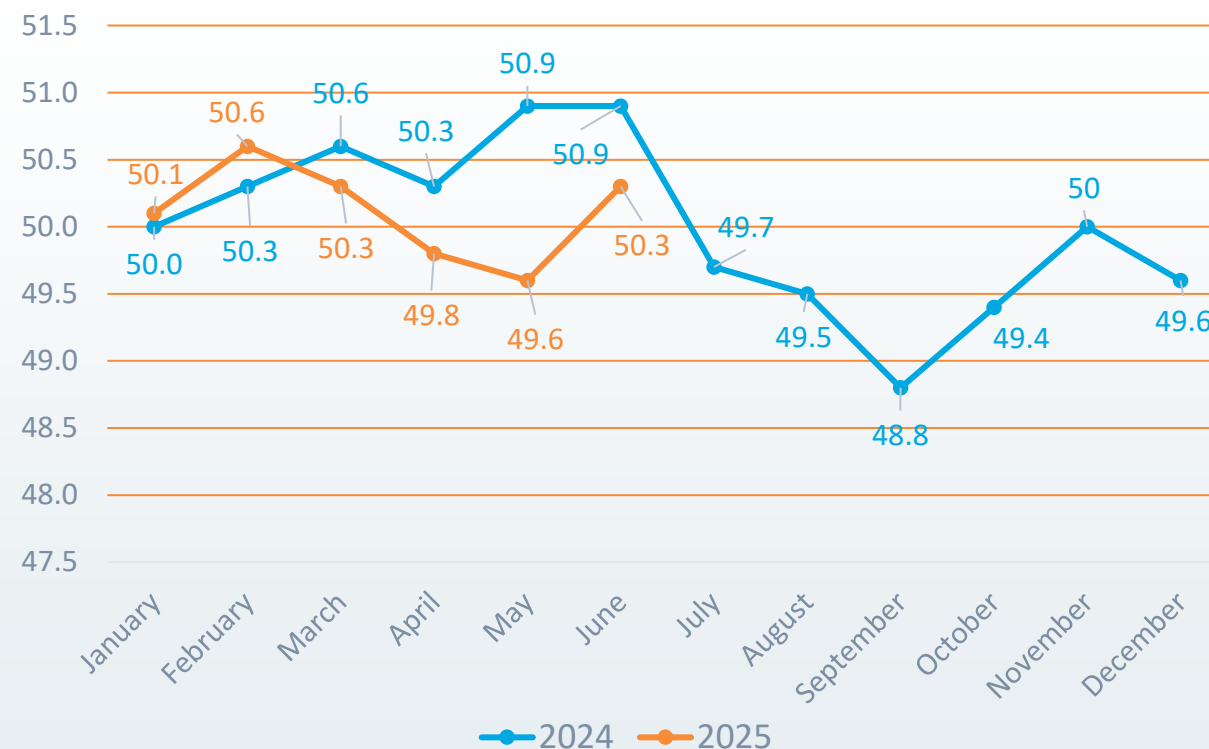


ECONOMIC INDICATORS

AUGUST

Global manufacturing rebounded in June with a PMI of 50.3, up from 49.6 in May, largely driven by US companies building up inventories ahead of potential tariffs. However, weak business confidence and rising inflation in the US are widening price gaps globally, which could lead to diverging interest rate decisions among major economies.

**Global Manufacturing PMI
2024 VS 2025**



Source: S&P Global Manufacturing PMI

ECONOMIC INDICATORS

ASIA PACIFIC MANUFACTURING PMI

Manufacturing Purchasing Managers Index (PMI)													
	2024							2025					
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Global	50.9	49.7	49.5	48.7	49.4	50.0	49.6	50.1	50.6	50.3	49.8	49.6	50.3
USA	51.6	49.6	47.9	47.3	48.5	49.7	49.6	51.2	52.7	50.2	50.2	52.0	52.9
China	51.8	49.8	50.4	49.3	50.3	51.5	50.5	50.1	50.8	51.2	50.4	48.3	50.4
Taiwan	53.2	52.9	51.5	50.8	50.2	51.5	52.7	51.1	51.5	49.8	47.8	48.6	47.2
Hong Kong	48.2	49.5	49.4	50.0	52.2	51.2	51.1	51.0	49.0	48.3	48.3	49.0	47.8
Japan	50.0	49.1	49.8	49.7	49.2	49.0	49.6	48.7	49.0	48.4	48.7	49.4	50.1
S. Korea	52.0	51.4	51.9	48.3	48.3	50.6	49.0	50.3	49.9	49.1	47.5	47.7	48.7
Singapore	50.4	50.7	50.9	51.0	50.8	51.0	51.1	50.9	50.7	50.6	49.6	49.7	50.0
Vietnam	54.7	54.7	52.4	47.3	51.2	50.8	49.8	48.9	49.2	50.5	45.6	49.8	48.9
Malaysia	49.9	49.7	49.7	49.5	49.5	49.2	48.6	48.7	49.7	48.8	48.6	48.8	49.3
Philippines	51.3	51.2	51.2	53.7	52.9	53.8	54.3	52.3	51.0	49.4	53.0	50.1	50.7
Indonesia	50.7	49.3	48.9	49.2	49.2	49.6	51.2	51.9	53.6	52.4	46.7	47.4	46.9
Thailand	51.7	52.8	52.0	50.4	50.0	50.2	51.4	49.6	50.6	49.9	49.5	51.2	51.7
India	58.3	58.1	57.5	56.5	57.5	56.5	56.4	57.7	56.3	58.1	58.2	57.6	58.4
Australia	47.2	47.5	48.5	46.7	47.3	49.4	47.8	50.2	50.4	51.2	51.7	51.0	50.6

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

AUGUST

Manufacturing Rebounds Slightly, but Uncertainty Lingers

Global manufacturing picked up slightly in June, with production rising at the fastest pace in three months. This was mainly due to US companies rushing orders before the new tariffs took effect on July 9. However, overall growth is still slower than before the pandemic, and businesses remain cautious because of ongoing trade tensions and global uncertainties.

US Retail Sales Slip as Consumers Turn Cautious

Retail sales in the US fell in June for the first time since February, with most categories down except digital products. Shoppers are cautious amid tariff concerns and unclear policies. Many companies have already frontloaded inventories, which may dampen export demand. While the economy stays stable and new policies may help, trade uncertainty continues to affect consumer behavior and global shipping for the rest of 2025.



AIR FREIGHT MARKET

AUGUST

“

With the updated US tariffs taking effect on August 1, shippers are unsure how to plan their shipping schedules. This is especially true for key manufacturing and transit hubs such as Singapore, India, Taiwan, and China, where final tariff announcements are still pending.

At the same time, August is peak typhoon season in South China, Hong Kong, Taiwan, and the Philippines, which may cause delays and flight rescheduling in these areas.

”



Kathy Liu

VP, Global Sales and Marketing
Dimerco Express Group

OCEAN FREIGHT MARKET

AUGUST

Container Shipping Remains Unstable

The global container shipping market remains unstable due to trade tensions and changing demand. Blank sailings rose in July and August, especially on Asia to US routes, as carriers try to manage excess capacity. Earlier, demand spiked as companies rushed shipments before the US tariff deadline, but it has since weakened, causing rates to drop.

Although the US extended its tariff pause with China until August 12, many shippers had already frontloaded goods, limiting July volumes. To stabilize the market, carriers plan to cut service capacity from Asia to the US by 6.2 percent in August. Shippers are advised to stay flexible, as more schedule changes and capacity shifts are expected.



OCEAN FREIGHT MARKET

AUGUST

Geopolitical Risks Keep Ocean Freight Under Pressure in H2 2025

The second half of 2025 remains challenging for ocean freight due to ongoing geopolitical risks and policy uncertainty. Tensions between Israel and Iran have eased slightly with a fragile ceasefire, but risks of renewed conflict keep freight rates elevated. At the same time, Houthi attacks in the Red Sea have resumed, forcing vessels to reroute around Africa, which increases transit times and strains vessel availability.

“ *In the US, unclear tariff policies are causing unpredictable shipping and sourcing patterns. Although a temporary tariff pause has helped in the short term, higher tariffs are expected in August. This is leading to rushed shipments now but may result in reduced trade and higher costs later. With conflict risks, tariff uncertainty, and vessel supply imbalances, the ocean freight market is likely to stay unstable. Shippers should stay flexible and prepare for continued disruptions.* ”



Alvin Fuh

Vice President – Ocean Freight
Dimerco Express Group

US TARIFF UPDATE

AUGUST

Country-Specific Reciprocal Tariff

President Trump announced on social media that the US has now issued tariff letters to **25 countries** in total, between those issued since July 14 (23 countries) and those issued on July 22 (2 countries). These letters lay out the country-specific reciprocal tariff rates that will apply to those countries' goods as of 12:01 a.m. EDT on August 1, 2025, when the latest extension to the pause on country-specific reciprocal tariffs expires.

Terms outlined in the tariff letters are still remain the same as:

- New tariff rates will take effect on August 1st, 2025.
- The letters state that the tariff rates are separate from “Sectoral Tariffs.” While it is unclear, that language suggests that the new tariff rate could potentially be stacked on top of (imposed in addition to) Section 232 tariffs on various industrial sectors.
- Tariffs can be modified, upward or downward, depending on the continued relationship between the US and the specified country.
- Any retaliatory tariff rate will be added to the reciprocal tariff rate specified in the letter.

Trading Partner	New Reciprocal Tariff Rate*	Initial Tariff Rate*	Difference	Trade Details	Tariff Letter Issued
Algeria	30%	30%	0%	\$1.3 billion	Link
Bangladesh	35%	37%	-2%	\$5.7 billion	Link
Bosnia and Herzegovina	30%	35%	-5%	\$116 million	Link
Brazil	50%	10%	40%	\$6.8 billion	Link
Brunei	25%	24%	1%	\$118.5 million	Link
Cambodia	36%	49%	-13%	\$11.4 billion	Link
Canada	35%	25%	10%	\$54.8 billion	Link
European Union	30%	20%	10%	\$235.5 billion	Link
Indonesia	19%	32%	-13%	\$16.4 billion	Link
Iraq	30%	39%	-9%	\$5.4 billion	Link
Japan	15%	24%	-9%	\$62.6 billion	Link
Kazakhstan	25%	27%	-2%	\$1.1 billion	Link
Libya	30%	31%	-1%	\$899 million	Link
Loas	40%	48%	-8%	\$654 million	Link
Malaysia	25%	24%	1%	\$22.1 billion	Link
Mexico	30%	25%	5%	\$22.1 billion	Link
Myanmar (Burma)	40%	44%	-4%	\$524 million	Link
Moldova	25%	31%	-6%	\$72.3 million	Link
Philippines	19%	17%	2%	\$4.4 billion	Link
Serbia	35%	37%	-2%	\$543 million	Link
South Africa	30%	30%	0%	\$7.9 billion	Link
South Korea	25%	25%	0%	\$60.2 billion	Link
Sri Lanka	30%	44%	-14%	\$2.5 billion	Link
Thailand	36%	36%	0%	\$41.5 billion	Link
Tunisia	25%	28%	-3%	\$599 million	Link

[View the latest US Tariff table here](#)

US TARIFF UPDATE

AUGUST

Definition of Transshipment

- No official definition has been released
- The Administration has recently hinted at how they'll define transshipment:
 "includes goods made with a significant portion of components from a third country and then assembled" in Indonesia or Vietnam
- Commerce Secretary Lutnick recently defined transshipping in this way: "if another country sells their content through products exported by Vietnam to us."
- A signal about the prominence of the issue for the President is the inclusion of transshipping language in every new trade letter / agreement; even in one sent to Kazakhstan
- Companies producing products in third countries using Chinese components should continue to watch this issue carefully
- No guidelines have been issued to further define "significant portion" or to otherwise inform importers about how the 40% tariff will be applied.

US TARIFF UPDATE

AUGUST

Trade Negotiations Deal with Other Countries

Indonesia: President Trump announced a trade deal with Indonesia lowering tariffs on Indonesian exports to 19%, while U.S. goods enter Indonesia tariff-free. The deal includes Indonesian purchases of U.S. energy, agriculture, and Boeing aircraft. Indonesia will clarify terms before the August 1 deadline.

The Philippines: The U.S.-Philippines trade deal sets a 19% tariff on Philippine goods entering the U.S., with no tariffs on U.S. exports to the Philippines. The U.S. imported USD \$14 billion worth of goods from the Philippines last year. This is the fifth recent trade agreement by the U.S.

Japan: The US-Japan deal imposes a 15% tariff on Japanese imports and includes a USD \$550 billion Japanese investment in the U.S. Details on investment terms and profits are not yet clear. Japan will review the agreement carefully.

Brazil: The U.S. imposed a 50% tariff on Brazilian imports and initiated a Section 301 investigation into Brazil's trade practices, citing digital trade barriers and weak intellectual property enforcement. These new tariffs may prompt a supply chain shift in industries such as coffee beans, redirecting trade flows from Brazil-US toward Brazil-Asia and Europe.

150 of the US' smaller trading partners: likely to receive duty rates of between 15% & 20%.

US TARIFF UPDATE

AUGUST

European Union's Reaction

European Commission President Ursula von der Leyen announced that the EU will extend its planned countermeasures, originally set to take effect on July 15, in response to President Trump's steel and aluminum tariffs. The extension, now lasting until early August, allows time for further negotiations with the US. EU trade ministers have met to prepare contingency plans should talks fail to prevent the proposed 30% tariff. There are reports stating that the tariffs may be at 15% for EU but the decision is not yet final.

USMCA Exemption

Trump's letter to Mexico did not address if USMCA-compliant goods would still be exempt from the Mexico tariffs after August 1st, 2025. The White House reportedly told news outlets last week that the USMCA exemption would still apply under the Canada's 35% tariff, but stressed that could change; it is unclear if this same rationale would be applied to goods produced in Mexico.

Mexico Reaction

Claudia Sheinbaum, President of Mexico, said progress has been made in U.S. bilateral trade discussions regarding security and combating fentanyl trafficking. She stated that only minor details remain.

US TARIFF UPDATE

AUGUST

New Section 232 Tariff Investigations

Starting August 1, 2025, the US will impose a 50% Section 232 tariff on imported copper, though no official notice has been released. The Commerce Department also launched new security investigations on polysilicon and unmanned aircraft systems. Polysilicon derivatives, key to semiconductors and solar tech, remain undefined. If deemed security risks, these imports could face tariffs, signaling stronger efforts to protect US electronics and semiconductor supply chains.

Items	Status	Tariff Rate
Automobile and Auto Parts	Effective May 3 rd , 2025	25%
Steel and Aluminum (All countries except UK)	Effective June 4 th , 2025	50%
Copper	Effective August 1 st , 2025	50%
Timber & Lumber Semiconductors and Chip Making Equipment	Investigation since March 10 th	-
Pharmaceuticals and Ingredients	Investigation since April 1 st	-
Heavy Trucks Processed Critical Minerals	Investigation since April 22 nd	-
Commercial Aircraft and Jet Engines	Investigation since May 1 st	-

WHAT TO WATCH

Market Watching for August 1

With the **August 1 deadline approaching**, the US will release tariff rates for all countries gradually. This creates uncertainty for carriers, shippers, and logistics providers. Stakeholders should closely monitor announcements and remain flexible, as changes could affect costs, routing, and demand. Last-minute shifts may trigger market volatility, especially for Asia–US and intra-Asia trade lanes.

Carriers Adjust to Weak Demand

Carriers are canceling sailings and introducing rate increases in response to soft ocean demand. However, these strategies may shift based on how the market reacts after the August 1 tariff announcements. If demand rises, capacity may return. Shippers should plan ahead, secure space early, and stay informed on pricing changes in key trade lanes.

US-China Talks May Extend Tariff Deadline

Treasury Secretary Scott Bessent will meet with Chinese officials in Stockholm next week to discuss ongoing trade negotiations. While most countries face an August 1 deadline for tariff decisions, **the US and China have until August 12**. Bessent indicated this deadline will likely be extended, signaling continued diplomatic engagement and a possible delay in imposing tariffs as both sides seek a longer-term trade solution.

WHAT TO WATCH

Monsoon Season Disrupts Asia Supply Chains

Heavy rainfall in regions like South Korea, the Philippines, and Vietnam is disrupting logistics operations. Delays in flights, port handling, and trucking are expected. Shippers should improve cargo protection to avoid water damage and maintain close coordination with local partners. Disruption risk remains high throughout August as extreme weather patterns continue across the region.

Middle East Tensions Extend Red Sea Disruptions

Ongoing conflict, including Israel's strikes in Syria and the West Bank, signals continued instability in the Middle East. Safe passage through the Red Sea remains unlikely, forcing rerouting around Africa. This adds time and cost to Asia–Europe and Asia–US routes. Shippers should expect extended disruptions and include longer lead times in planning through the rest of 2025.



REGIONAL MARKET HIGHLIGHTS

Explore by region. Click directly to the market that matters most to your business

- [Northeast Asia](#)
- [Southeast Asia, India & Australia](#)
- [North America](#)
- [Mexico & Europe](#)

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

Air Freight

- As Taiwan has not yet been assigned a tariff rate by the US, several high-tech companies in sectors such as artificial intelligence continue to drive the country's export growth.
- Air freight rates for direct flights from Taipei to the US are rising. For non-urgent shipments, shippers can consider using indirect services.
- For Taipei to India lane, there is a capacity constraint at MAA (Chennai) and BOM (Mumbai).
- The fuel surcharge adjustments stay at TWD 28/kg for TC I and II and TWD 10/kg for TC III (went into effect on June 16).

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, turnaround of booking found. Consider alternatives

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

Ocean Freight

- The overall ocean freight market has slowed following the peak season shipments in May and June, despite some back-to-school orders and shippers taking advantage of lower rates.
- An oversupply of capacity, coupled with high inventory levels in the US, continues to put downward pressure on rates. If demand remains weak, carriers may begin cancelling sailings by mid-August and introduce short-term rate promotions.

Trade Lane	August Rate Trend	Notes
Taiwan → USWC	Flat to low	Possible late-month rebound
Taiwan → USEC	Maintain or slightly decrease	Still more stable than USWC
Taiwan → Europe	Flat to mild drop	Demand remains weak
Taiwan → Intra-Asia	Stable	Short routes, heavy competition

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FREIGHT MARKET SITUATION

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	Falling	Soft	Stable	Soft	Stable
North China	Soft	Stable	Soft	Stable	Upturn	Stable	Upturn	Stable
South China	Soft	Stable	Soft	Stable	Soft	Stable	Soft	Stable
Hong Kong	Upturn	Stable	Soft	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	Stable	Upturn	Rising	Soft	Stable	Soft	Falling
North China	Soft	Stable	Upturn	Stable	Soft	Stable	Soft	Falling
South China	Soft	Stable	Upturn	Stable	Soft	Stable	Upturn	Stable
Hong Kong	Soft	Stable	Soft	Stable	Soft	Stable	Soft	Falling

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FREIGHT MARKET SITUATION

NORTH CHINA



North China

Air	<ul style="list-style-type: none"> Due to the reduction in load capacity resulting from high temperatures, the carrying capacity of airlines has been significantly reduced, especially on routes to the US. Due to the holidays in some European countries, the freight volume on European routes has decreased.
Ocean	<ul style="list-style-type: none"> For Asia-bound routes, the supply and demand for capacity is balanced. EMC and ESL have launched new route in July, direct to Colombo/Nhava, Sheva/Mundra. Capacity to West India remains soft with stable rates, while East India faces tight space and increasing rates. To Europe, OA Alliance canceled 3 large vessels in July to balance supply and demand and stabilize rates. EMC continues imposing overweight surcharges for heavy containers.

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FREIGHT MARKET SITUATION

EAST CHINA



East China

Air	<ul style="list-style-type: none"> • The European holidays in August weakened overall demand. • To Singapore, Bangkok and Kuala Lumpur, the capacity is tight and rates will remain at July levels.
Ocean	<ul style="list-style-type: none"> • To Asia, August rates are expected to stay at July levels, with a potential drop. • To Thailand and Vietnam, cargo volumes are low with carriers introducing special rates to attract cargo in late July. • The rates to East India are higher due to limited vessel capacity. • To the US, the rates are expected to remain stable. • KMTC are deploying new vessels to the US southwest coast. • To Europe, the volume is rising and capacity is tight.

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FREIGHT MARKET SITUATION

SOUTH CHINA & HONG KONG



South China

Air	<ul style="list-style-type: none"> • TEMU's Fully Managed Model is recovering; market demand remains stable. • The European holidays in August weakened overall demand. • New capacity has been added in the market from SZX (Shenzhen) to KUL (Kuala Lumpur), BKK (Bangkok) and MNL (Manila).
Ocean	<ul style="list-style-type: none"> • MSC will suspend 'PEARL' service ex Yantian and Xiamen to LAX (Los Angeles) and OAK (Oakland) in August, affecting capacity to USWC. The vessel space is around 9000 TEUs. Therefore, in August, MSC only has one sailing scheduled per week. This service is named 'SANTOSA' ex Yantian and Xiamen to LGB and OAK, with vessel space around 15000 TEUs.

Hong Kong

Air	<ul style="list-style-type: none"> • Demand for Asia remains strong, with capacity currently tight. • The demand is declining to the US west coast.
Ocean	<ul style="list-style-type: none"> • Overall demand and supply for August is stable. • Capacity to Chennai, Jakarta and Singapore is soft.

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FREIGHT MARKET SITUATION

CHINA – EUROPE FREIGHT TRAIN

- **China to Europe:** Capacity and rates are both stable. The Xi'an Express service operates twice a week, with rates sinking by USD100 for the Wednesday service.
- **Europe to China:** Due to the cutbacks in the public timetabled train services, the capacity is tight. The rates have increased by around USD 400. If space is booked in advance, a discount of USD 200 is available.
- Smooth transshipment at Alashankou and Khorgos ports shorten the changeover time to about 3 days, with a 50% increase in efficiency.

Origin	Destination	T/T
Xi'an Chengdu Zhengzhou	Duisburg	18-23
Xi'an Zhengzhou Chongqing	Małaszewicze	11-13
Xi'an Chengdu Zhengzhou	Milan	18-23



FREIGHT MARKET SITUATION SOUTH KOREA



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

Air Freight

- The market remains stable as the summer vacation season begins, but conditions could change if there is a surge in urgent or spot cargo from customers.
- Bookings to the US should be made at least 1 week in advance to meet high demand and tight space availability.
- Fuel surcharge will slightly increase due market condition from Jul. 16th to Aug. 15th .
- Asiana Airlines will be integrated with Air Incheon as of August 1, 2025.

Ocean Freight

- US freight rates have declined since June, now dropping to less than half of their peak levels. This trend is expected to continue.
- Rates in the Asia region remain stable with no notable changes.

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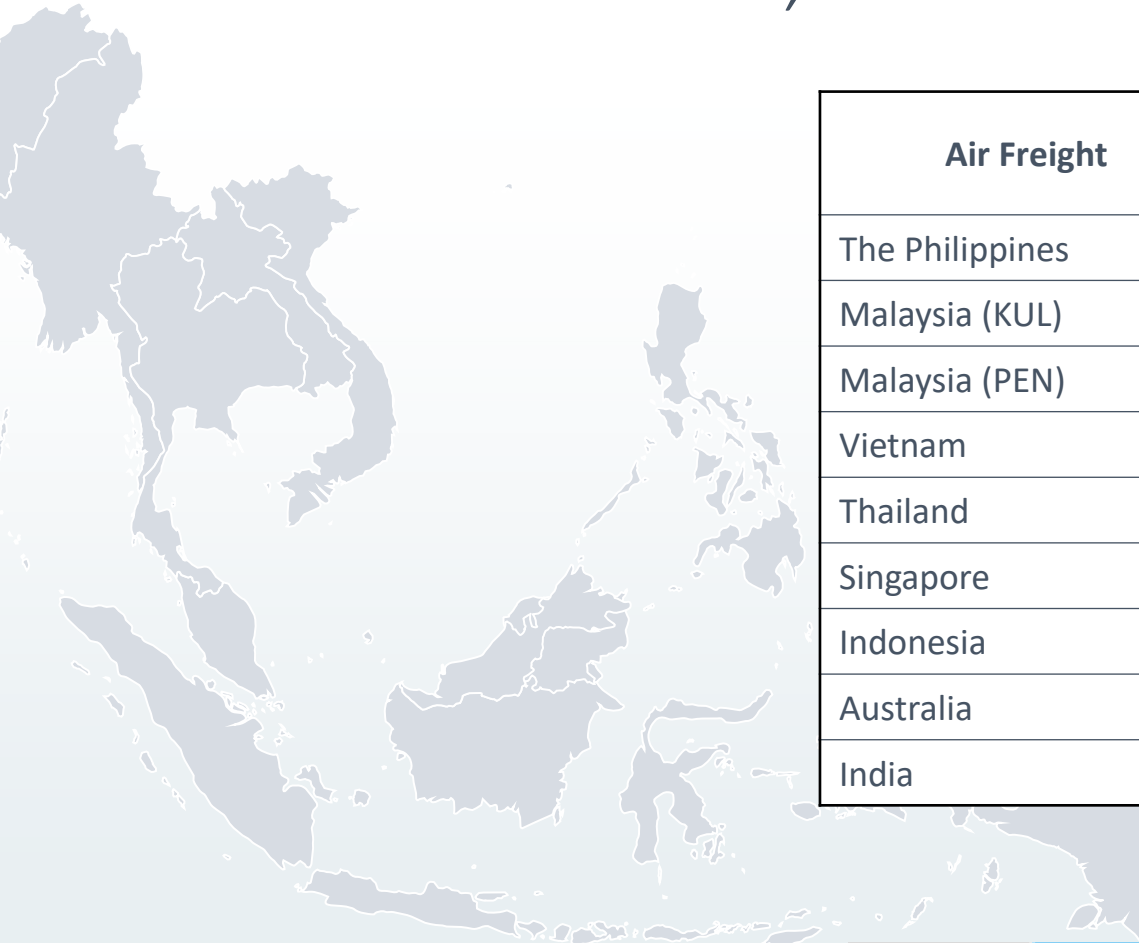
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FREIGHT MARKET FORECAST FOR AUGUST

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

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FREIGHT MARKET FORECAST FOR AUGUST

SOUTHEAST ASIA, INDIA & AUSTRALIA MARKET

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

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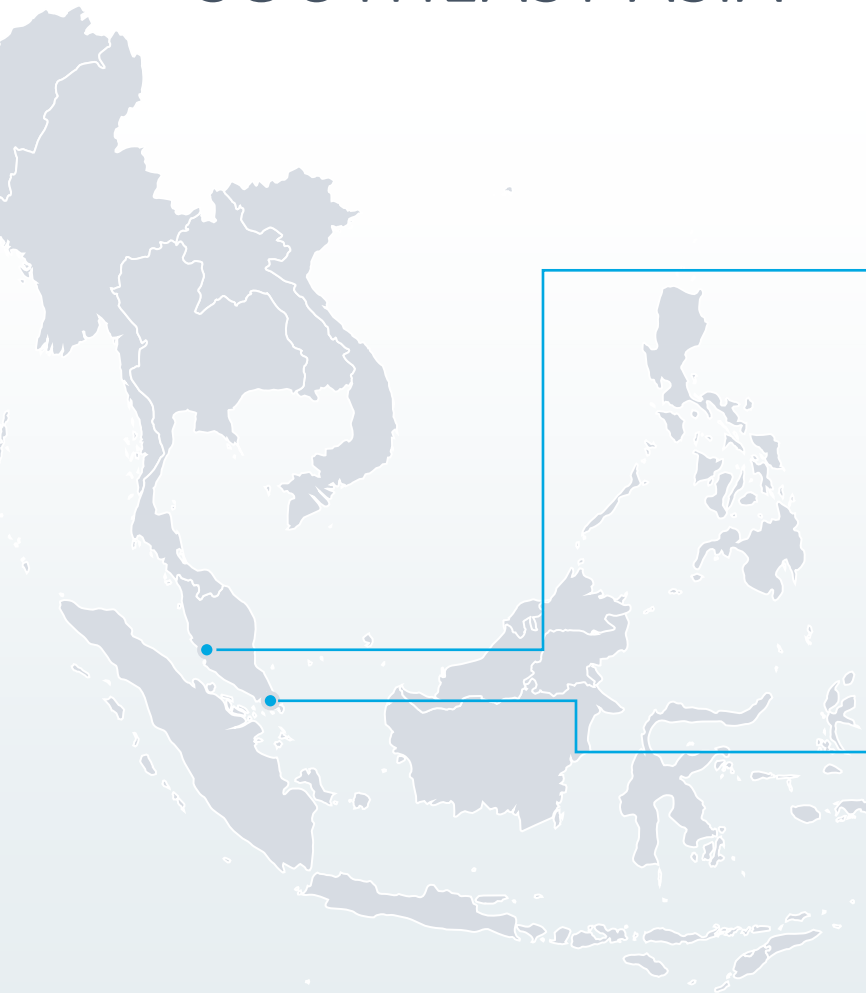
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FREIGHT MARKET SITUATION SOUTHEAST ASIA



Malaysia

Air

- With Malaysia now subject to a 25% US tariff, demand for exports to the US continues to surge ahead of the August tariff increase deadline. This has led to rising rates and tighter capacity. It remains unclear how the trend will evolve after the deadline.

Ocean

- Port Klang remains congested, with vessel waiting times reaching up to 70 hours. Some carriers may choose to skip the port entirely. The high container yard utilization, currently at 85 to 90 percent, is further worsening the situation.

Singapore

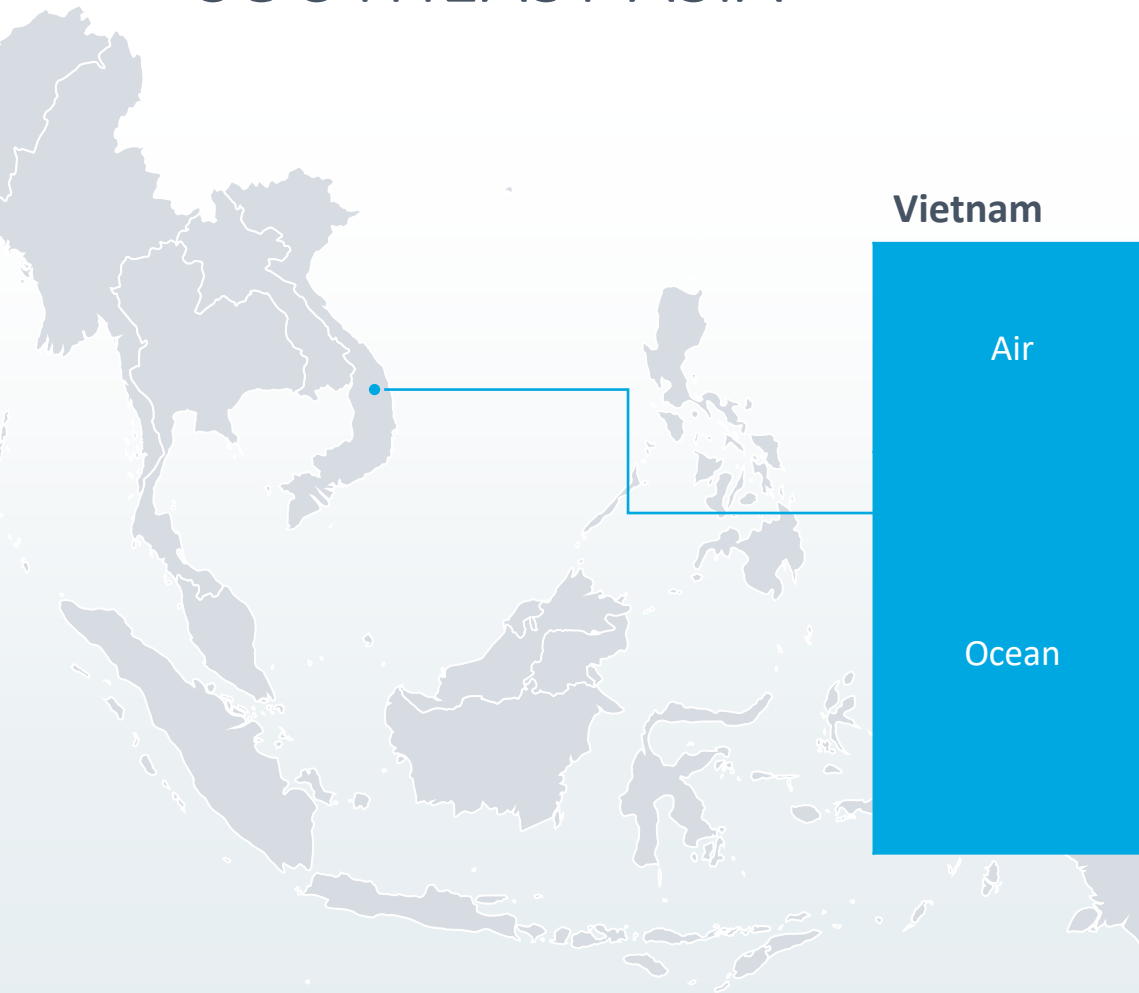
Air

- There is a surge in shipments to the US ahead of the August tariff deadline, leading to higher rates and capacity constraints.
- The tariff rate to be applied to Singapore will influence its role as a regional hub in Asia-Pac and could significantly impact capacity demand.

Ocean

- There are currently no ocean freight capacity or rate issues from Singapore. However, some shippers are holding back their shipments due to uncertainty around the upcoming US tariffs.
- Capacity and rates may fluctuate after the August tariff deadline, when shippers are expected to make more informed decisions about their supply chains.

FREIGHT MARKET SITUATION SOUTHEAST ASIA



Vietnam

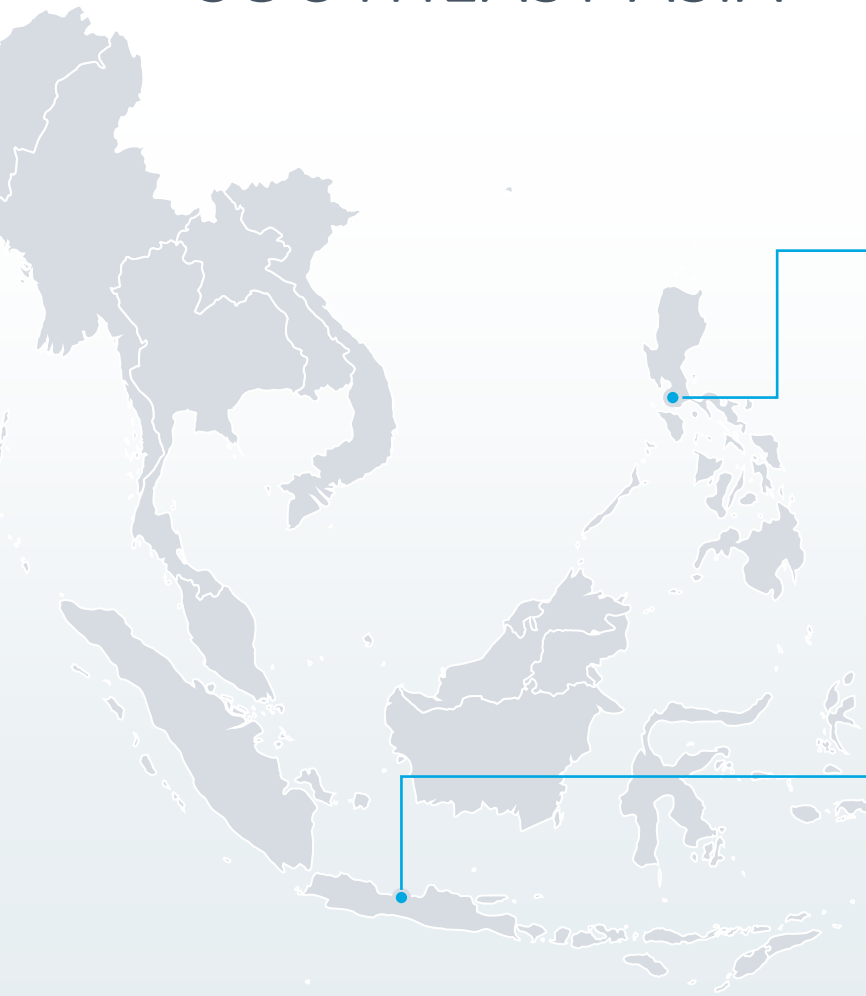
Air

- Exports from Vietnam to the US are surging as shippers rush to beat the August tariff deadline. Capacity is extremely tight, as airlines prioritize US-bound flights from major hub stations. Since Vietnam does not have direct flights to the US, shipments rely on connecting flights through these hubs.

Ocean

- Ocean freight rates from Vietnam to the US are expected to be affected by the General Rate Increase (GRI) in mid-August. However, it will still depend on the supply and demand situation affected by the tariff deadline.
- The overall from Vietnam to Asia and Europe is generally quite stable for August.
- There is still ongoing port congestion in Cat Lai port which can cause an average of 1-2 days waiting time.
- For large volume cargo, it is recommended to book 2-3 weeks before the departure date.

FREIGHT MARKET SITUATION SOUTHEAST ASIA



Philippines

Air

- With a 19% US tariff on Philippine goods taking effect soon, shippers are rushing to export before the deadline, which is driving up rates to the US.
- As typhoon season runs from June to November, it is recommended to use proper packaging, especially for high-value cargo, to minimize the risk of moisture damage during transit.

Ocean

- August marks the beginning of the "ber" months in the Philippines, when importers start stocking up for the holiday season from September to December. Vessel delays or rerouting may occur during this period due to the ongoing typhoon season.

Indonesia

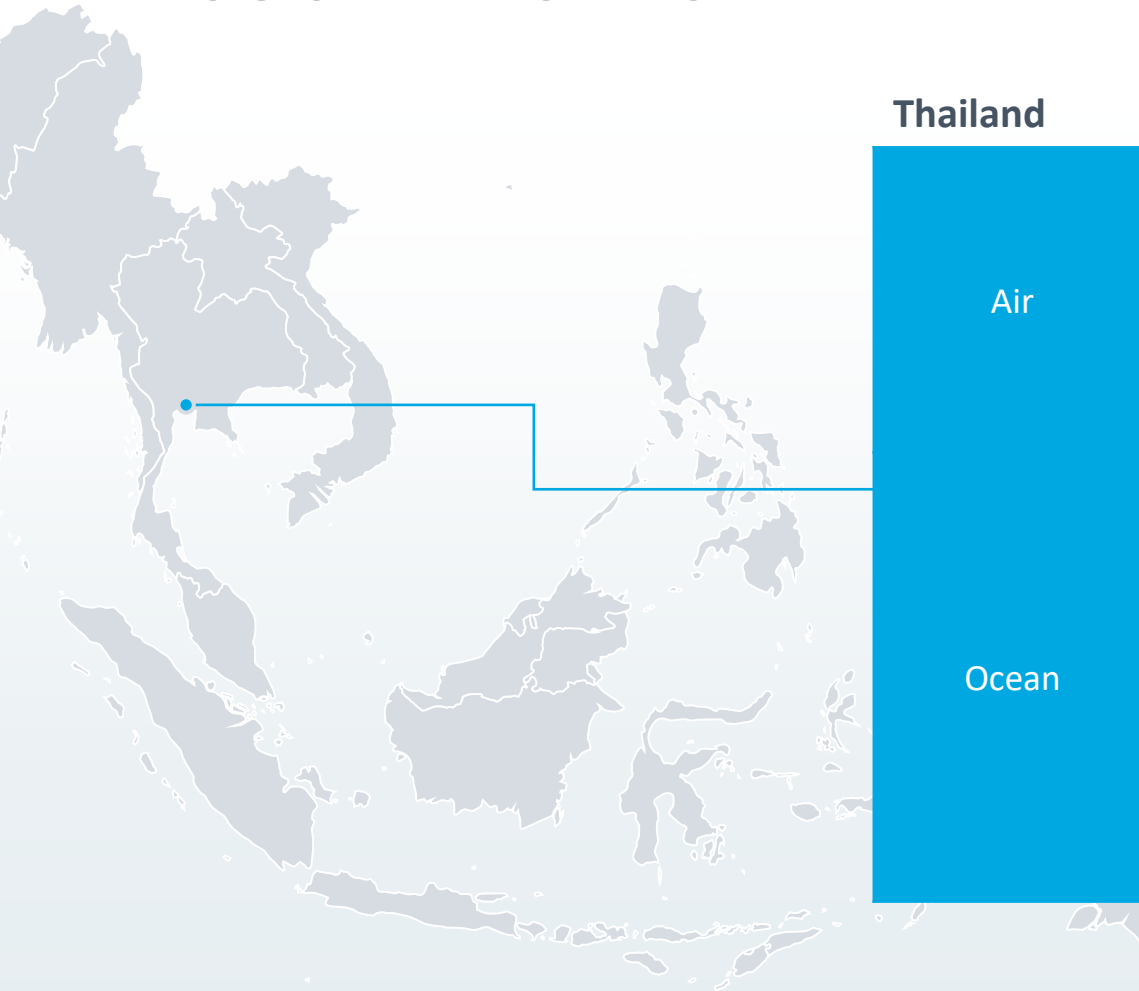
Air

- Air freight capacity from Indonesia to Intra-Asia remains soft. Some airlines are offering promotional rates for these routes.
- Space to Europe and the US is tight due to congestion at key transit hubs.
- Current air exports from Indonesia are mainly driven by e-commerce and perishable goods.

Ocean

- Indonesia's ocean freight rates are trending downward in a generally slow market. However, it is still recommended to secure bookings at least one week before the departure date to ensure space availability.

FREIGHT MARKET SITUATION SOUTHEAST ASIA



Thailand

Air

- With Thailand subject to one of the highest US tariff rates in Southeast Asia at 36%, many exporters are rushing to ship goods before the August deadline. This surge in activity is driving up freight rates and tightening available space.
- Intra-Asia export volume remains stable with slight space constraints.
- The rainy season continues in Thailand, so shippers are advised to use proper packaging to prevent cargo damage.

Ocean

- Port congestion and container shortages at Laem Chabang have improved, easing some of the earlier operational challenges.
- Rates to Europe have increased as carriers impose an additional surcharge due to rising energy costs and ongoing congestion in European ports.
- Booking Recommendations:
 - **Intra-Asia & Europe:** Book at least 1 to 2 weeks in advance
 - **US and Canada:** Book at least 2 to 3 weeks in advance
- Thailand's public holiday from August 9 to 13 may impact logistics. Avoid import and export activities during this period to prevent delays.

FREIGHT MARKET SITUATION

AUSTRALIA & INDIA

Australia

Air

- Air freight rates and capacity from Australia are expected to remain stable throughout August.
- There is strong demand for parcels and time-sensitive retail goods, driving steady export. It is recommended to book 3 days prior to departure date.

Ocean

- Ocean freight rates are rising due to a surge in volume and tightening capacity across key lanes, including Asia and the US.
- Growing interest from companies expanding into the Australian market is also driving up cargo demand.



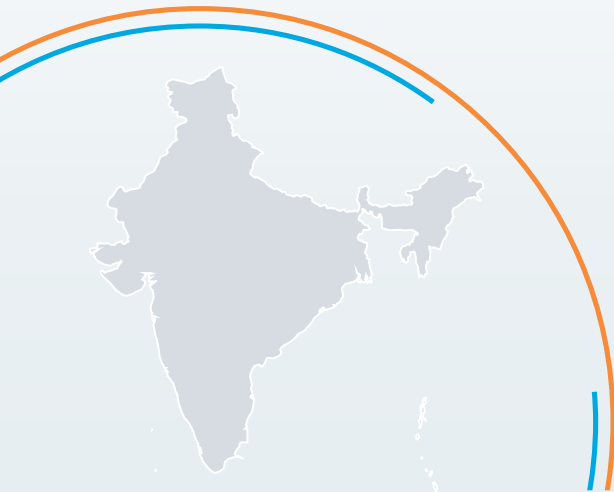
India

Air

- For the US sector, the upcoming tariff changes are expected to impact both capacity and rates for shipments from India to the US.
- With the ongoing monsoon season in several parts of India, shrink wrapping is recommended to protect cargo from potential water damage.

Ocean

- Rates from India to Europe have increased due to some carriers implementing blank sailings, reducing capacity and pushing up rates.



FREIGHT MARKET FORECAST FOR AUGUST

NORTH AMERICA

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

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

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, turnaround of booking found. Consider alternatives
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FREIGHT MARKET SITUATION

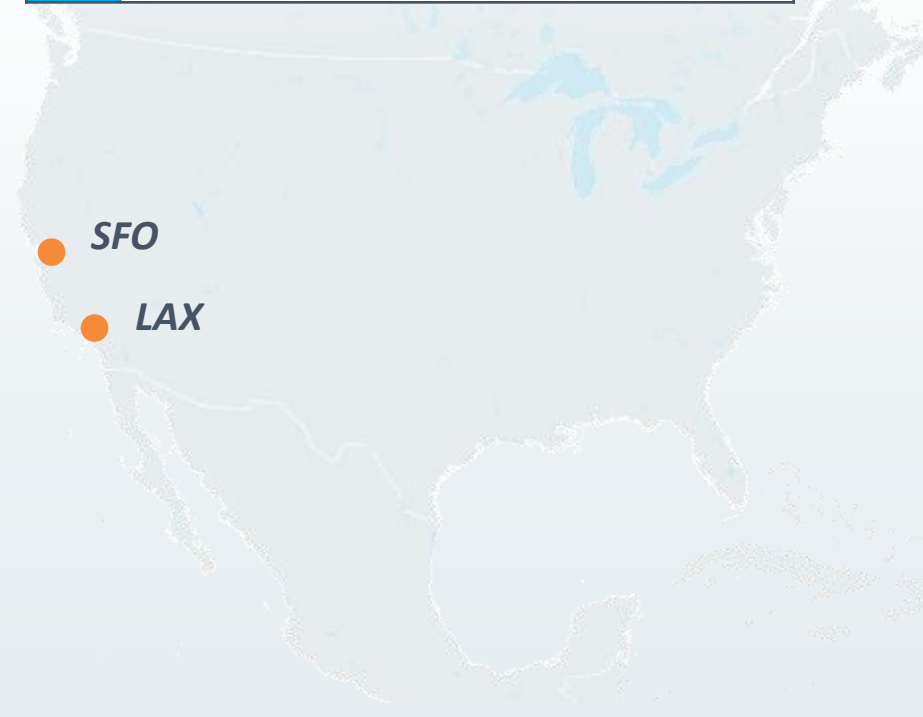
NORTH AMERICA

Los Angeles (LAX)

Air	Air Export <ul style="list-style-type: none"> Perishable goods such as grapes and peaches are occupying much of the available capacity to Asia. Several carriers have rerouted flights to Seattle to support cherry exports. While overall rates remain stable, airlines are gradually shifting toward dynamic pricing models. In Q3, Latin American exports are expected to decline as more aircraft are scheduled for maintenance. Air Import <ul style="list-style-type: none"> Importers should anticipate backlogs at LAX due to staffing shortage and the onboarding of the new US tariffs. Some airlines are experiencing delays of up to two days, with terminal fees rising to as high as \$260. Airline storage fees now stand at USD \$1 per kg per day, with a minimum charge of \$250 per day. Since cargo cannot leave the terminal without customs clearance, it is critical to have your customs broker information and HTS code ready prior to import. Airlines only provide 24 hours of free storage.
	Ocean <ul style="list-style-type: none"> It now recommended to book at least 1 month before departure to plan for unexpected delays.

San Francisco (SFO)

Air	<ul style="list-style-type: none"> There is higher volume of passenger loads and baggage during summer months, in addition to the strong perishable export market from the US.
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FREIGHT MARKET SITUATION NORTH AMERICA



Chicago (ORD)

Ocean

- It is expected that there will be an increase in import rates. Some steamship lines have already announced peak season surcharges.

Dallas (DFW)

Air/Ocean

- Reliability issues for ocean freight have led to shippers opting for air freight, especially for high-value cargo.
- Air freight capacity to Asia is expected to be tight with possible delayed rollovers. It is recommended to book at least 7 days before the departure date.
- New supply chain security measures are being rolled out, so ensure that your cargo is properly labeled, sealed, and documented.

FREIGHT MARKET SITUATION NORTH AMERICA

Toronto (YYZ)

Air	<ul style="list-style-type: none"> The air freight market from Toronto remains soft, with rates continuing to decline. Given the wide range of flight options available, it is advisable to check flight availability and rates 4 to 5 days before the cargo ready date to secure the best schedule and pricing.
Ocean	<ul style="list-style-type: none"> Blank sailings are leading to delays, longer transit times, and potential port congestion. It is advisable to secure bookings 2 to 3 weeks in advance of the planned departure date to ensure space and schedule reliability.

Vancouver (YVR)

Air	<ul style="list-style-type: none"> Passenger flight capacity is tight due to high demand from perishable exports, and space is expected to be fully utilized. Freighter capacity is also critically constrained.
Air & Ocean	<ul style="list-style-type: none"> In addition to providing the commercial invoice and packing list, shippers must also submit their CERS (Canadian Export Reporting System) declaration for both imports and exports. For imports, shippers should ensure the consignee has an active CARM (CBSA Assessment and Revenue Management) account and a valid RPP (Release Prior to Payment) bond. Without these, shipments may face clearance delays and additional costs.

FREIGHT MARKET FORECAST FOR AUGUST

MEXICO



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

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, turnaround of booking found. Consider alternatives
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FREIGHT MARKET SITUATION

MEXICO



Air Freight

- Asian air cargo to Mexico declined by 23.9%, from 50,809 tons to 38,651 tons YoY. The data reflects overall weakening demand from both regions during Jan–Apr 2025, per the Federal Civil Aviation Agency (AFAC).

Ocean Freight

- Ocean freight rates between Asia and Mexico could rise by up to 100% in the coming weeks due to container shortages. The surge is driven by strong US importer demand, as buyers rushed to ship goods from China during a temporary pause in the tariff conflict. This has led to global equipment imbalances and already pushed rates up by 50%.

FREIGHT MARKET FORECAST FOR AUGUST

EUROPE

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

Air Freight

- Spot rates on key Europe–Asia routes have seen mild fluctuations but remain largely stable.
- Airlines are adjusting capacity in line with summer schedules, with increased passenger flights boosting belly hold space on European routes.



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, turnaround of booking found. Consider alternatives
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FREIGHT MARKET FORECAST FOR AUGUST

EUROPE

Ocean Freight	TO ASIA		TO USEC		TO USWC	
	Capacity	Rate	Capacity	Rate	Capacity	Rate
The Netherlands	Upturn	Stable	Tight	Stable	Tight	Stable
Germany	Upturn	Stable	Upturn	Stable	Upturn	Stable
United Kingdom	Upturn	Stable	Tight	Rising	Tight	Rising

Ocean Freight

- Major ports such as Rotterdam, Antwerp, Hamburg, and Bremerhaven continue to face severe congestion, with berth delays ranging from 48 to 80 hours during the summer peak.
- Port backlogs across Northern Europe are expected to persist into Q3 and Q4, driven by infrastructure and labor challenges.
- Carriers are actively adjusting capacity to help mitigate congestion and minimize delays at these key European gateways.



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, turnaround of booking found. Consider alternatives



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