



September 2025

SUCAFINA

Logistics Report

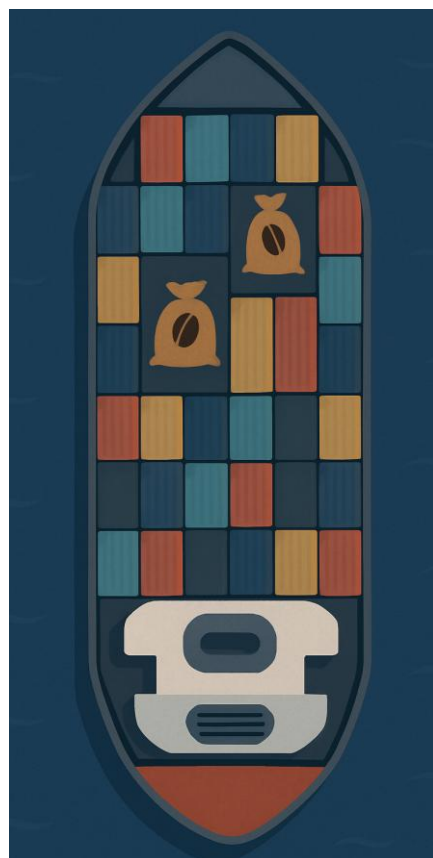


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EXECUTIVE SUMMARY

- **Maritime security in the Red Sea** is the main near-term risk, with recent Houthi attacks driving up war-risk premiums and forcing rerouting or revised insurance terms for ships linking the coffee belt to Europe/Asia.
- **Container freight rates** have generally softened/stabilized since mid-summer after volatility tied to tariff announcements.
- Major **regulatory shifts** are imminent: the IMO Net-Zero framework (fuel standard + GHG pricing) is moving toward adoption and will materially raise shipping operating costs; political pushback (notably U.S. diplomatic pressure) is already a factor.
- Suez rebates and operational upgrades have continued to influence **routing economics**. Panama Canal revenues and changed pricing practices are affecting some Latin-America-Asia routing decisions and prices.



**This report was updated from its original version on 24/09/2025*



SECURITY & INSURANCE: RED SEA / BAB EL-MANDEB

What Happened:

Over the past two months, renewed Houthi attacks — including a suspected strike in early September — have driven up risks in the Red Sea. Attacks in July and August led insurers to raise war-risk premiums, with some shipowners responding by demanding higher rates or altering routes. While Suez/Bab el-Mandeb transits remain high, insurance costs for Red Sea passages have more than doubled on some trades compared to calmer periods.

War-risk surcharges now appear as a separate line item on Red Sea voyages, and some underwriters require voyage-specific clauses if owners or operators are perceived to have links to Israel.

Practical Notes for Exporters:

- Confirm war-risk coverage and premium quotes for Suez/Bab el-Mandeb transits before sailings.
- Consider contingency routing and booking earlier to mitigate capacity spikes.



ALLIANCES & CARRIER NETWORK CHANGES

What Happened:

In 2025, shipping alliances reshuffled, with older pacts dissolving and new agreements like Gemini emerging. Carriers are adjusting networks to capture routes and scale, affecting capacity and schedule reliability on major east–west lanes.

Implications for Coffee Flows:

- Schedule reliability: alliance changes can shift which carriers call on which transshipment hubs — this may change transit times and port-of-call options for exporters.
- Supplier selection: diversify carriers/ alliances where possible to reduce exposure to a single carrier's network reconfiguration.



TARIFFS & TRADE POLICY

Tariff turbulence (notably U.S. moves on tariffs and broader trade-policy shifts) is reshaping trade flows. New U.S. tariffs and litigation have unsettled container markets, adding freight volatility while creating substitution opportunities for buyers.



Brazil is currently the coffee origin most impacted by the tariff structure, with a 50% tariff currently imposed.

The current tariff was announced as part of the U.S. 'Liberation Day' reciprocal tariff policy in April and came into effect on August 6, 2025. Reports indicate that many buyers are now postponing shipments due to the elevated costs.

Impact on Trade Flow

In August 2025, Brazilian coffee exports to the U.S. dropped sharply by about 46% year-over-year, from roughly 562,723 to 301,099 (60-kg) bags. Instant coffee exports also plunged by nearly 60%.

U.S. roasters are delaying shipments, holding inventory for some weeks while awaiting potential changes or relief. Delays are costly for Brazilian exporters, especially due to pre-shipment financing dynamics.





US PORT FEES ON CHINESE VESSELS TO COME IN EFFECT ON OCTOBER 14

The U.S. government has announced the introduction of **new port usage fees** targeting commercial vessels that are **Chinese-built, Chinese-owned, or Chinese-operated**. This policy is scheduled to take effect on October 14, 2025.

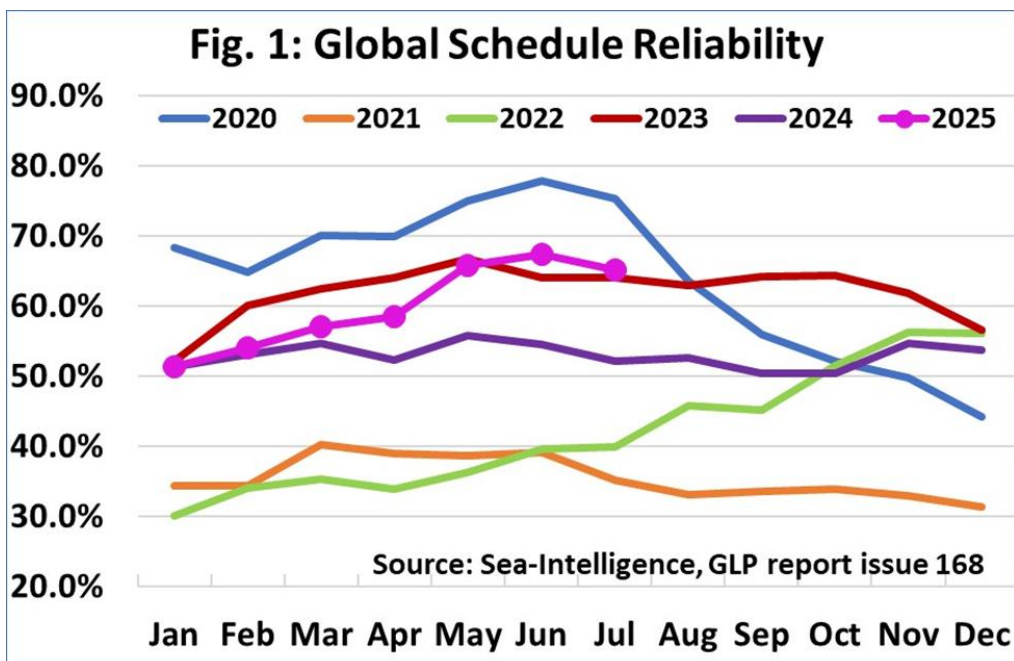
Key Highlights of the New Port Fee Policy

- **Effective Date:** October 14, 2025
- **Chinese built vessels fees:** \$18 per net ton or \$120 per container



Please check out our [previous logistics report](#) (pg. 2) for full details on tariffs for Chinese built vessels.

SCHEDULE RELIABILITY



In June/ July , schedule reliability improved by 5 points month to month to 62%, the highest since November 2023. Significant regional improvements were noted in several trades.



MARKET OVERVIEW

TRADE LANE	COMMENTS
APAC > Global	• Capacity is flat, no issue with space • Decrease in SPOT rates • Congestion at some major ports remains an issue
INDIA > Global	• Capacity is tight • Rates have a slight upwards trend
Brazil > Global	• Capacity is getting tighter • Port congestion and gate windows still critical • 1-2 roll overs still expected for some cases
CAM > Global	• Capacity is tight • Container shortages in 20s and 40s from Honduras/Nicaragua • 1-2 roll overs with most carriers
EA > Global	• Capacity is good • Containers are available with shortages in Ethiopia and Uganda • Port Congestion is manageable





FOOD FOR THOUGHT

Some things to keep in mind as we head towards the end of Q3 and into !4.

INSURANCE REVIEW

→ Secure voyage-specific war-risk cover if transiting via Bab el-Mandeb/Suez.

ROUTING CONTINGENCY PLAN

→ Model cost/time tradeoffs for Suez vs. Cape alternatives (include potential Suez war-risk surcharge + extra bunker for Cape).

COMMUNICATE TO BUYERS

→ Transparently share any surcharges, traceability compliance costs, and expected lead-time changes so contracts/price lists are updated

MONITOR POLICY CALENDAR

→ IMO Oct 2025/late-2025 sessions and other enforcement timetables are decision points





of vessels waiting



low



medium



severe

MAIN PORTS: STATUS UPDATE