



SUCAFINA

Logistics Report

May 2026



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UPDATE ON THE STRAIT OF HORMUZ

As of May 2026, severe instability in the Strait of Hormuz, including a near-total blockade by Iranian forces, has caused container shipping traffic to drop by more than 95%, leaving around 0.5 million TEUs (Twenty-Foot Equivalent Units) stranded in the Gulf. The disruption has forced widespread rerouting, created container shortages and driven freight rates sharply higher worldwide, resulting in major cargo delays across global supply chains.

Cont. on Pg. 2





Update on the Strait of Hormuz (*cont. from pg. 1*)

Nature of the Instability:

- *IRGC Control:* Iran's Islamic Revolutionary Guard Corps (IRGC) has reportedly increased its presence around the strait, with reports of restricted vessel movements, selective passage controls and concerns around ships operating in "dark" conditions by disabling AIS tracking systems.
- *Fuel Shock:* The disruption caused Brent crude prices to rise above \$90 per barrel, increasing pressure on global supply chains and extending the impact beyond freight and logistics costs alone.
- *Long-term Outlook:* While discussions around reopening the strait continue, shipping analysts anticipate prolonged disruption, with recovery likely to take months even after restrictions ease due to vessel backlogs, equipment shortages and network imbalances.



Impact on Container Shipping (as of May 2026):

- *Massive Traffic Collapse:* Daily ship transits dropped from roughly 130 in February 2026 to nearly zero in March, disrupting a critical maritime corridor that carries around a quarter of global seaborne oil volumes and significant containerized cargo.
- *Stuck Vessels and Cargo:* Roughly 3,200 vessels were reported trapped in the Gulf or waiting outside the strait. Approximately 500,000 TEUs are stranded at Gulf ports or at sea, leading to equipment imbalances.
- *Soaring Costs and Surcharges:* Reduced shipping capacity has pushed container spot rates sharply higher, with carriers introducing substantial risk surcharges.
- *Operational Rerouting:* Shipping lines are rerouting vessels around the Cape of Good Hope, increasing transit times and adding significant costs for trade routes linking Asia, the Middle East and Europe.
- *Insurance Crisis:* War-risk insurance premiums have become prohibitive or have been withdrawn, making passage through the area commercially unviable for many.

Consequences for Global Supply Chains

- **Bottlenecks:** The situation has compounded the existing, separate crises in the Red Sea, causing a massive strain on global vessel capacity.
- *Delayed Consumer Goods:* Businesses relying on just-in-time logistics are facing major delays as containers are trapped, leading to product shortages and higher inventory costs.
- *Regional Economic Strain:* Developing economies are particularly exposed to the resulting inflationary pressures and logistical bottlenecks.



RED SEA UPDATES

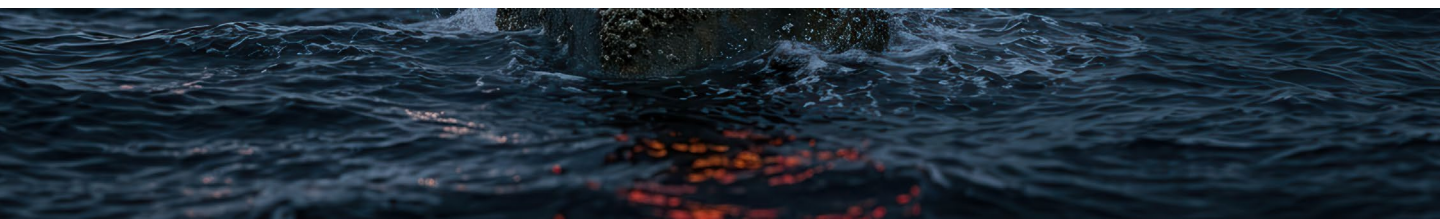
Red Sea instability, driven by Houthi militant attacks, has forced over 75% of container ships to reroute around the Cape of Good Hope, adding roughly 10–14 days to Asia-Europe voyages. This crisis has caused a ~90% drop in Suez Canal container transit, triggered severe capacity shortages and significantly boosted spot freight rates, creating long-term disruption for global supply chains.



Key Impacts on Container Shipping (2026 Context):

- *Voyage Time and Costs:* Ships are bypassing the Suez Canal for the longer route around Africa, which can add up to 30–40 days to journeys, causing higher operational expenses and surging insurance premiums.
- *Capacity Crunch:* The extended voyages have absorbed significant shipping capacity, leading to a 15–20% reduction in available capacity during peak times in 2024 and maintaining tight market conditions into 2026.
- *Port Congestion:* Rerouted ships are arriving off-schedule, causing congestion at various transshipment hubs.
- *Rising Costs:* Shippers face significantly higher spot freight rates, with Asia-Europe rates increasing substantially.
- *Environmental Concerns:* The longer route has resulted in higher fuel consumption, increasing CO2 emissions by over 30%.
- *Long-Term Impact:* While some ceasefires were proposed in early 2025, uncertainty remains high, with analysts predicting long-term structural changes to shipping routes and sustained higher costs.

The situation has created a "perfect storm" for logistics, resulting in increased freight costs, inventory worries, and severe disruptions to container availability, particularly impacting retailers and manufacturers reliant on timely deliveries.





FUEL SURCHARGE IMPACT

Fuel surcharges, often called Bunker Adjustment Factors (BAF), are additional fees added to container shipping rates to account for changes in fuel prices. As of April 2026, higher fuel costs, combined with disruptions on major shipping routes such as the Strait of Hormuz, have pushed these charges up significantly, increasing overall freight costs.

Current 2026 Context: Due to recent escalations in the Middle East, ocean carriers like MSC, CMA CGM, and Maersk have implemented emergency fuel surcharges, sometimes applied retroactively to cargo already in transit

Key Implications of fuel surcharges on container shipping:

- *Voyage Time and Costs:* Ships are bypassing the Suez Canal for the longer route around Africa, which can add up to 30–40 days to journeys, causing higher operational expenses and surging insurance premiums.
- *Capacity Crunch:* The extended voyages have absorbed significant shipping capacity, leading to a 15–20% reduction in available capacity during peak times in 2024 and maintaining tight market conditions into 2026.
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BRAZIL EXPORT LOGISTICS UNDER PRESSURE

What Happened:

Brazil's large soybean and agricultural harvest overwhelmed northern logistics corridors, especially around Amazon export terminals, like Miritituba. Truck queues stretched for kilometers, slowing inland transportation and export throughput.

Although soybeans were the primary cargo affected, coffee exporters faced indirect impacts:

- reduced truck availability,
- terminal congestion,
- chassis shortages,
- rail prioritization toward grains.

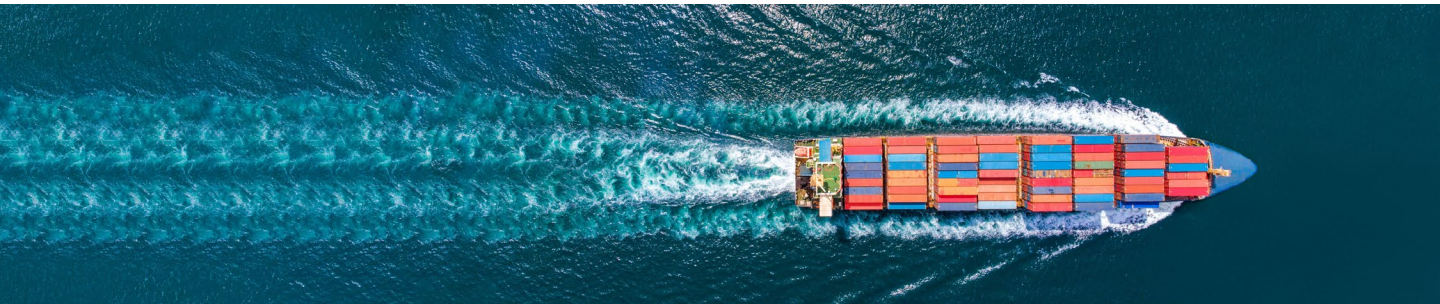
Coffee Sector Implications

Brazilian coffee exporters are seeing:

- increased inland freight volatility,
- tighter booking windows,
- terminal scheduling pressure,
- competition for equipment during peak agri-export season.

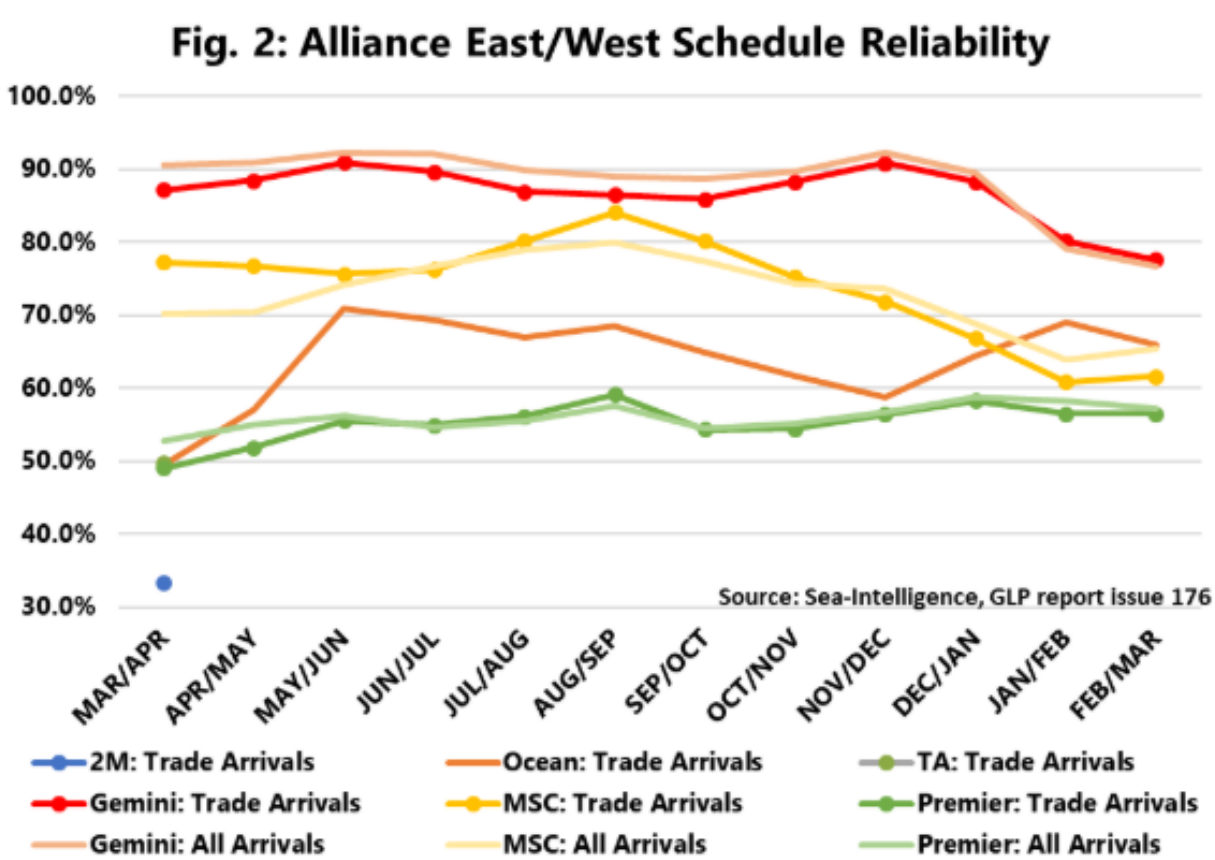
Meanwhile, expectations for a strong Brazilian coffee crop are increasing export demand forecasts for H2 2026.





SCHEDULE RELIABILITY

Hapag-Lloyd was the most reliable top-13 carrier in March 2026 with schedule reliability of 72.3%, followed by Maersk with 70.8%. Eight carriers had reliability in the 60-70% range, while two were in the 50-60% range, and Wan Hai was the least reliable carrier with schedule reliability of 46.6%. Only two carriers recorded an M/M decline in schedule reliability, while 11 of the 13 carriers recorded a Y/Y improvement.



In February/March 2026, Gemini Cooperation recorded 76.8% schedule reliability across ALL arrivals and 77.6% across TRADE arrivals, followed by MSC at 65.4% for ALL arrivals and 61.6% for TRADE arrivals. Premier Alliance recorded 57.2% for ALL arrivals and 56.5% across TRADE arrivals. For the "old" alliances, "ALL arrivals" remain equal to "TRADE arrivals," and Ocean Alliance scored 65.9%.



MARKET OVERVIEW

TRADE LANE	COMMENTS
APAC > Global	- Capacity is flat, no issue with space - Increase in spot rates
INDIA > Global	- Capacity is tight - Rates have a slight upwards trend
Brazil > Global	- Capacity is manageable - Port congestion and gate windows still an issue 1 roll over still expected for some cases - Rates are stable
CAM > Global	- Capacity is tight - Container shortages in 20s and 40s from Honduras/Nicaragua
EA > Global	- Capacity is good - Containers available - Some congestion challenges in Dar and Mombasa



