



SUCAFINA

Logistics Report

March 2025



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2025 – FROM OPTIMISM TO VOLATILITY

The early weeks of 2025 began with optimism as key developments unfolded. A strike along the U.S. East Coast was averted, bringing relief to many, and a ceasefire in Gaza sparked renewed hopes for stability in the Red Sea region. For a moment, progress seemed possible.

However, this hope was short-lived. The initial momentum quickly gave way to uncertainty, as unpredictable events created one of the most volatile periods in recent memory, leaving the future unclear.

Read on to learn more.....



Image Source: Don't ask



US CUSTOMS TARIFFS

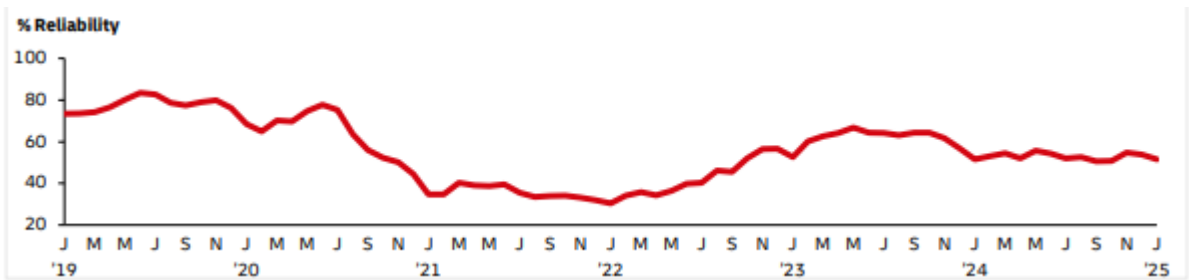


Let's start with the recent changes in U.S. customs tariffs, a topic still surrounded by uncertainty. At the beginning of February, the U.S. briefly imposed a 25% import tariff on goods from Mexico and Canada, only to reverse the decision after a day. Then, on March 5, Trump renewed these tariffs only to delay them two days later.

Meanwhile, a new 10% tariff on Chinese imports was introduced, along with plans to remove the **de minimis*** rule, which previously exempted small shipments from customs clearance. While the 10% tariff remains, the **de minimis** rule's removal has been postponed until a new customs system is in place. In response, China has already imposed tariffs on various American goods.

**The de minimis rule is a trade regulation that allows small shipments to enter a country without being subject to customs duties or extensive clearance procedures*

GLOBAL SCHEDULE RELIABILITY



Global schedule reliability for the whole of 2024 was between 50-55%.

In January/February, the score was 51.5% within the same range of 2024.





FLUCTUATING SPOT RATES: IMPACT OF SHIPPING REALIGNMENTS AND GLOBAL UNCERTAINTIES

Spot rates for shipments from Asia to Europe and the Pacific have recently dropped significantly. While seasonal factors like Chinese New Year certainly play a role, other forces are also driving this decrease. A major factor is the February 1st realignment of shipping lines into new alliances. During this transition, carriers are focused on operational adjustments and are being cautious to avoid losing market share.

Looking ahead, the trajectory of freight rates depends on key global events. If the Red Sea crisis continues, rates may rise as summer approaches and demand increases. However, if the US trade war slows consumer spending, freight demand could fall sharply — pushing spot rates lower even if ships continue their detours around Africa.

Conversely, if the Red Sea crisis is resolved and the Suez Canal reopens, freight volumes from Asia to Europe could experience a short-term drop. The reopening of the Suez Canal would shorten supply chains by ~10 days, leading to an oversupply of goods in importer inventories. As a result, importers would likely cut back on orders, causing a significant drop in freight volumes. This would lead to a steep decline in spot rates, potentially bringing them back to levels seen before the pandemic.

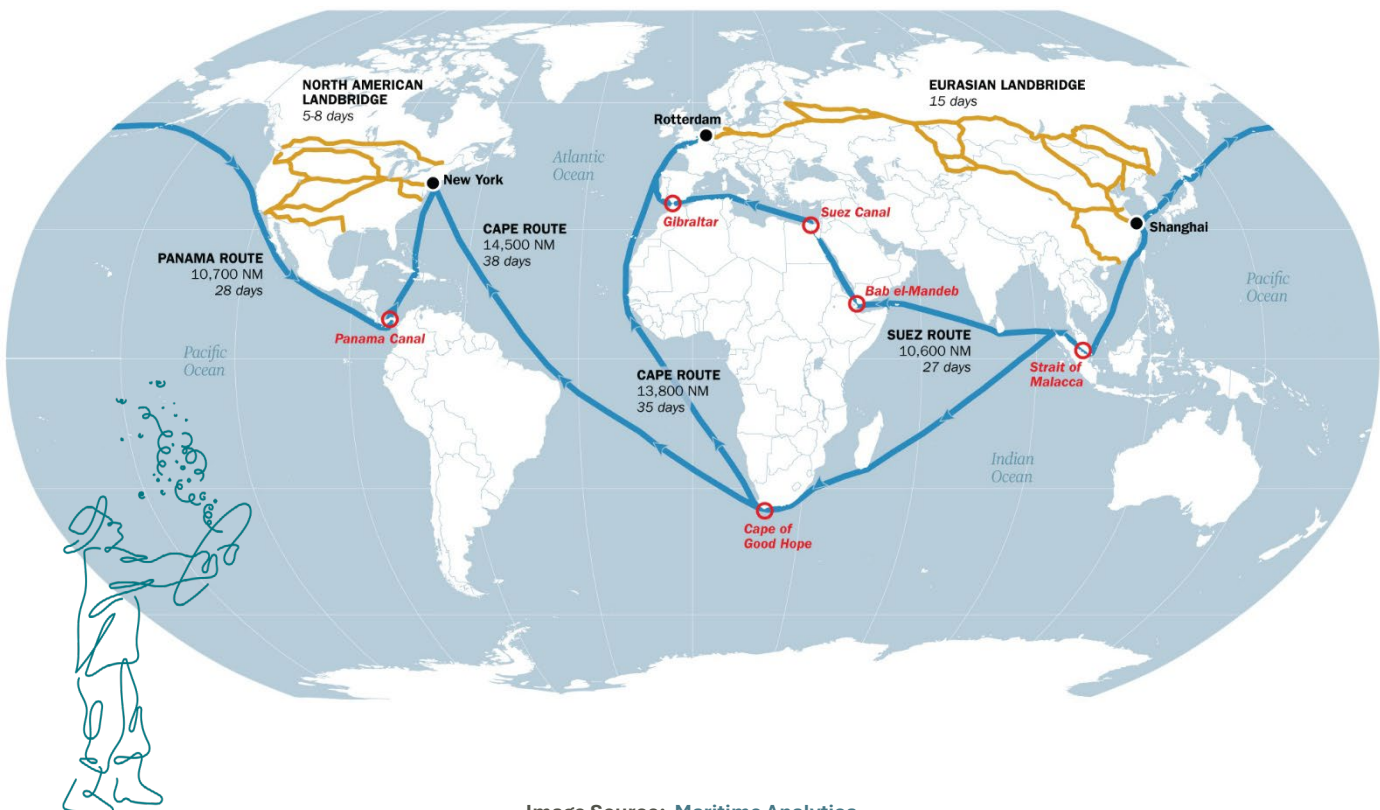


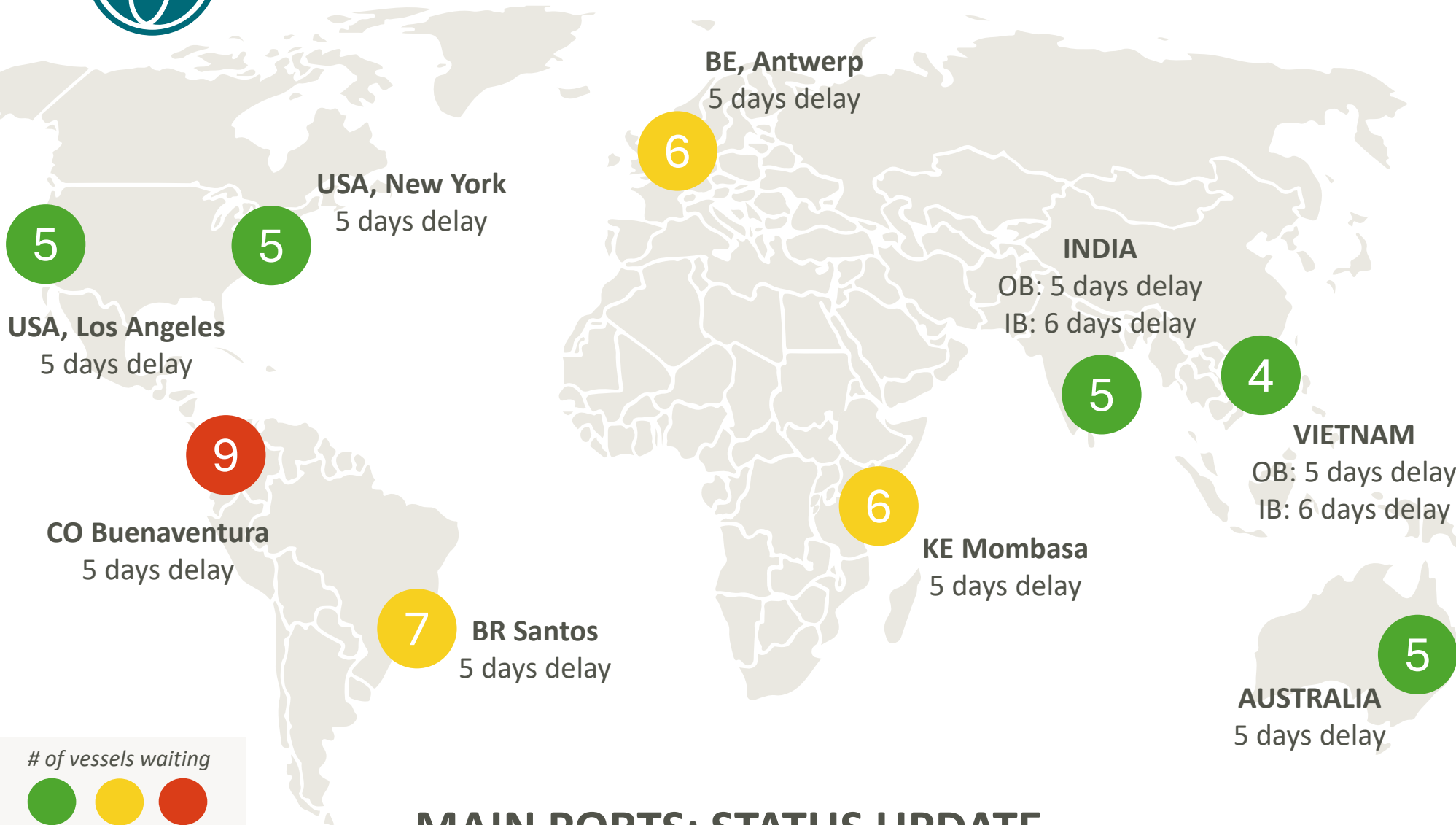
Image Source: [Maritime Analytica](#)



MARKET OVERVIEW

TRADE LANE	COMMENTS
APAC > Global	<ul style="list-style-type: none">• Capacity is fair• Congestion at some major ports remains an issue• Strikes at Rotterdam created longer TT in NWC ports
INDIA > Global	<ul style="list-style-type: none">• Capacity is loosened• Rates have stabilized with a downwards trend
Brazil > Global	<ul style="list-style-type: none">• Capacity is tight but getting better• Port congestion and gate windows still critical• 1-2 roll overs still expected for some cases
CAM > Global	<ul style="list-style-type: none">• Capacity is tight• Some shortages in 20s from Honduras/Nicaragua• 1-2 roll overs with most carriers
EA > Global	<ul style="list-style-type: none">• Capacity is good• Containers available• Port Congestion is manageable





of vessels waiting

low medium severe

MAIN PORTS: STATUS UPDATE