Market Report 4/2025

OIA GLOBAL™

Contents

Note: All monetary figures are shown in United States Dollars (USD) unless stated otherwise.

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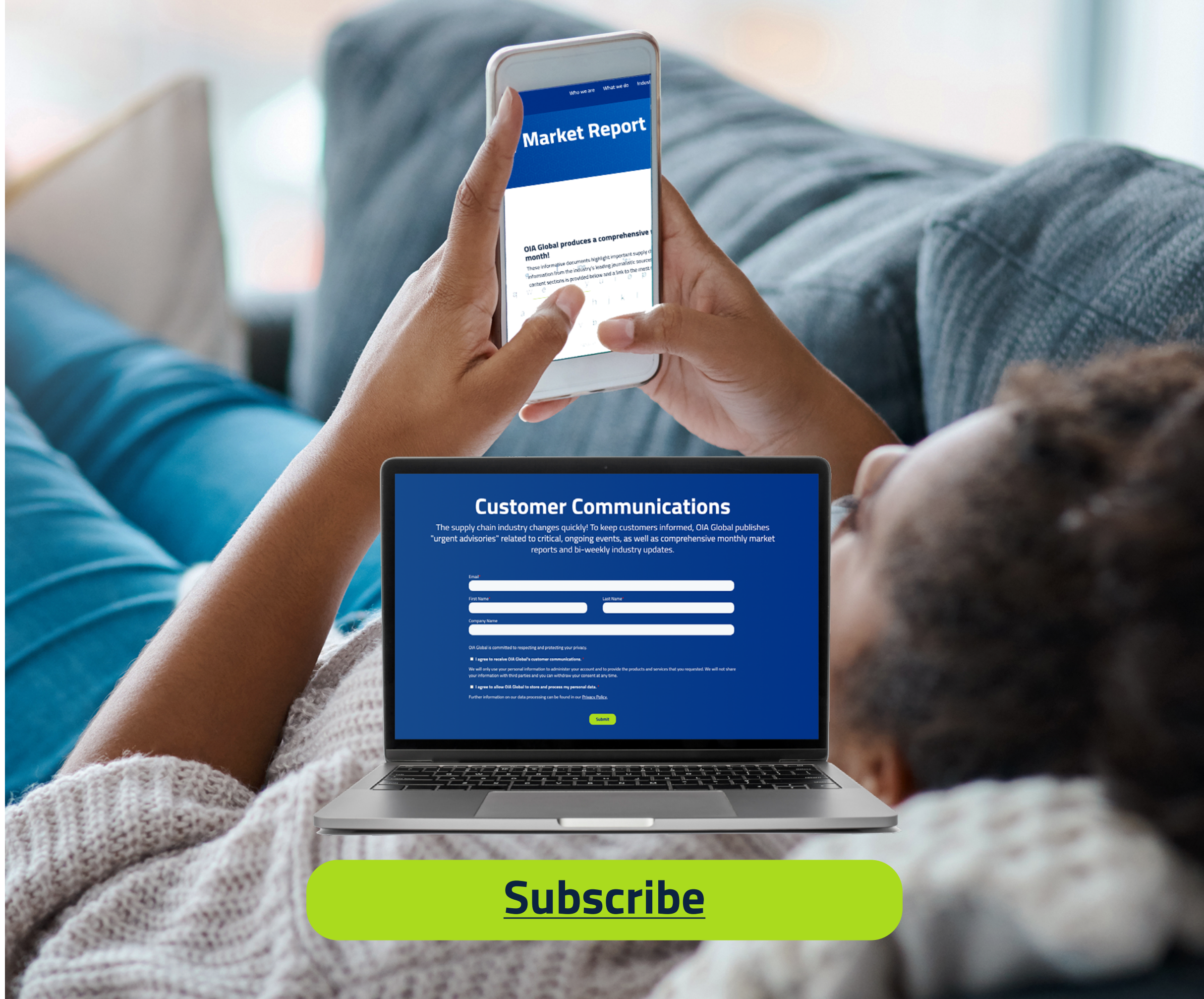

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Market Trends

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China's container production **reached** an all-time high of 8.1M TEUs in 2024, as demand surged due to the ongoing Red Sea crisis.

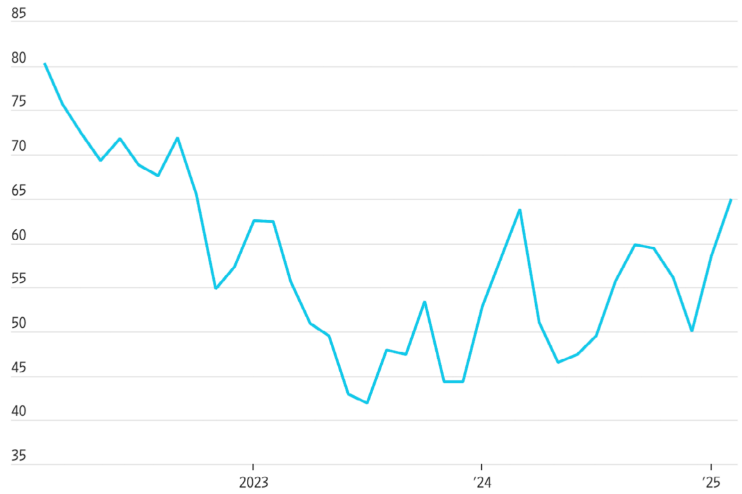
China imported $2.4B worth of liquified natural gas (LNG) from the United States in 2024; however, trade flow data in early April '25 shows that no LNG cargo has been **delivered** for 60+ days amidst heightened trade tensions.

LNG-capable vessels are steadily gaining within the global fleets' overall share of vessels, in parallel with the **expansion** of LNG port infrastructure. Newbuild LNG orders currently comprise 37.79% of the global orderbook (1,037 vessels). **The number of ports equipped with LNG bunkering facilities (storage tanks, distribution pipelines, advanced safety systems, etc.) has increased to 201 globally, 60 more than in 2021.** An additional 57 ports are expected to be upgraded with LNG bunkering facilities by the end of 2026.

French shipping giant CMA CGM will **invest** $20B in the United States to develop maritime infrastructure, logistics and terminals. The investments will be made over four years and will **include** new vessels, air cargo and logistics bases. Rodolphe Saadé, CMA's Chairman, said the company would spend $8B on container ships and $7B on logistics while also investing $4B in ports and $1B in air cargo.

U.S. Inventory Levels Expanded in February '25

Many retailers have been **bulking up** their inventories and moving merchandise forward in their normal schedules in an attempt to blunt the impact of tariffs. This strategy is a hedge against the increased costs, but it also increases retailers' risk of having large stockpiles of unsold goods during a time when consumer spending is slow.



Source: Logistics Managers Index via WSJ.

New Shipping Alliances Need More Time for Full Network Implementation

Maersk and Hapag-Lloyd are phasing in Gemini Cooperation services, with the new network expected to be fully deployed by the end of Q2 '25. **The new networks will require two full cycles from Asia to Europe and back to Asia before they are fully implemented.** Executives have warned customers that operational disruptions and delayed schedules will occur while some old and new services run in parallel.

Additionally, Mediterranean Shipping Co. (MSC) is moving services from its 2M Alliance with Maersk to a standalone network, while the Premier Alliance (HMM, ONE, & Yang Ming) adjusts to services without Hapag-Lloyd.

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TRUMP TARIFFS SPARK HEIGHTENED TRADE TENSIONS

Section 232 Tariffs

On March 12, 2025, the United States imposed a 25% rate for all countries, on the original steel and aluminum products and derivatives plus the new list of derivative steel and aluminum products not classified in Harmonized Tariff Schedule (HTS) Chapter 73 and Chapter 76, respectively.

The additional duty for the new list of derivative products not classified in Chapters 73/76 shall only apply to the declared value of the steel or aluminum content of the derivative articles. The quantity of steel or aluminum content will be reported in kilograms (KG). If the value of each derivative content is not known, then the full value of the product shall be reported.

- All General Approved Exclusions (GAE), tariff rate and absolute quotas expired March 11th.
- A duty exemption applies only to the new list of derivative products. If the steel or aluminum was melted and poured in the U.S. then this exemption does not apply to the original list of steel and aluminum products.

Automobiles: 25% effective from 12:01 a.m. EST on April 3, 2025. This includes passenger vehicles (sedans, SUVs, minivans, and cargo vans) and light trucks.

Automobile Parts: 25% effective from 12:01 a.m. EST on May 3, 2025. This includes engines and engine parts, transmissions and powertrain parts, and electrical components.

Reciprocal Tariffs

On April 2, 2025, invoking his authority under the International Emergency Economic Powers act (IEEPA), U.S. President Donald Trump **signed** an aggressive and wide-ranging "reciprocal tariff" **policy**, **establishing a 10% baseline tariff for imports into the United States from all countries, with even higher tariff rates for the countries in which the U.S. has the largest trade deficits.** *(Effective 5 April 2025)*

The plan imposes steep tariff rates on many notable countries:

- China: 84%
- South Korea: 25%
- EU: 20%
- Taiwan: 32%
- Vietnam: 46%
- India: 26%
- Japan: 24%
- UK: 10%

(Effective April 9, 2025)

Goods Not Subject to Reciprocal Tariffs

- **U.S. Content:** U.S. content of imported articles if the subject articles have at least 20% U.S. content.
- **In-transit exemption:** Goods loaded onto a vessel at the port of loading and in transit on the final mode of transport before the effective dates listed above.
- Steel and aluminum articles subject to SEC 232 tariffs
  - Automobiles and automobile parts subject to SEC 232 tariffs
- Energy products, bullion, and certain critical minerals that are not available in the U.S.
  - Copper, pharmaceuticals, semiconductors, lumber articles, etc.
- All articles that may become subject to future SEC 232 tariffs

Latest Updates

Laws / Legislation

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Trade negotiations are evolving quickly! **All parties in the supply chain industry should recognize that these widely impactful laws will change regularly and significantly.**

OIA Global publishes timely advisories on its website, including news about the latest tariff developments. We also encourage you to bookmark some of these helpful resources for daily updates with the latest information.

Latest Updates

Key Resources

- White House Presidential Actions (Executive Orders)
- Yahoo Finance - Latest News Updates
- U.S. International Trade Commission: Harmonized Tariff Information

Country	Tariffs Charged to the U.S.A. Including Currency Manipulation and Trade Barriers	U.S.A. Discounted Reciprocal Tariffs	Country	Tariffs Charged to the U.S.A. Including Currency Manipulation and Trade Barriers	U.S.A. Discounted Reciprocal Tariffs
Algeria	59%	30%	Moldova	61%	31%
Oman	10%	10%	Angola	63%	32%
Uruguay	10%	10%	Democratic Republic of the Congo	22%	11%
Bahamas	10%	10%	Jamaica	10%	10%
Lesotho	99%	50%	Mozambique	31%	16%
Ukraine	10%	10%	Paraguay	10%	10%
Bahrain	10%	10%	Zambia	33%	17%
Qatar	10%	10%	Lebanon	10%	10%
Mauritius	80%	40%	Tanzania	10%	10%
Fiji	63%	32%	Iraq	78%	39%
Iceland	10%	10%	Georgia	10%	10%
Kenya	10%	10%	Senegal	10%	10%
Liechtenstein	73%	37%	Azerbaijan	10%	10%
Guyana	76%	38%	Cameroon	22%	11%
Haiti	10%	10%	Uganda	20%	10%
Bosnia and Herzegovina	70%	35%	Albania	10%	10%
Nigeria	27%	14%	Armenia	10%	10%
Namibia	42%	21%	Nepal	10%	10%
Brunei	47%	24%	Sint Maarten	10%	10%
Bolivia	20%	10%	Falkland Islands	82%	41%
Panama	10%	10%	Gabon	10%	10%
Venezuela	29%	15%	Kuwait	10%	10%
North Macedonia	65%	33%	Togo	10%	10%
Ethiopia	10%	10%	Suriname	10%	10%
Ghana	17%	10%	Belize	10%	10%

Businesses should ensure that the commodity codes of their products are correct in anticipation of any potential negative impacts.

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USTR TARGETS CHINA'S DOMINANT SHIPBUILDING INDUSTRY

Following a lengthy investigation, the United States Trade Representative (USTR) recommended imposing steep fees on Chinese shipping companies and any Chinese-built vessel that enters a U.S. port. The proposal includes:

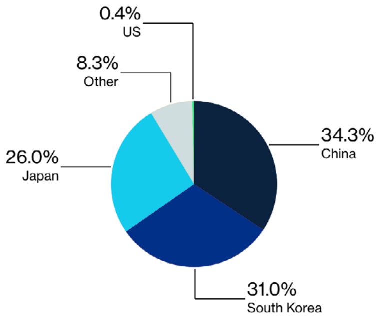
- Charging Chinese-owned ships up to $1M fee per port call
- Charging Chinese-built vessels up to $1.5M fee per port call
- Charging a $1M port entry fee for any shipping line that has placed >50% of its newbuild vessel orders with Chinese shipyards

Operators outside of China could face sliding scale fees for Chinese-built ships, depending on factors such as the carrier's current fleet and the number of orders at Chinese shipyards. The proposals wording would apply to any ship operator with even one Chinese-built ship in its fleet or on order.

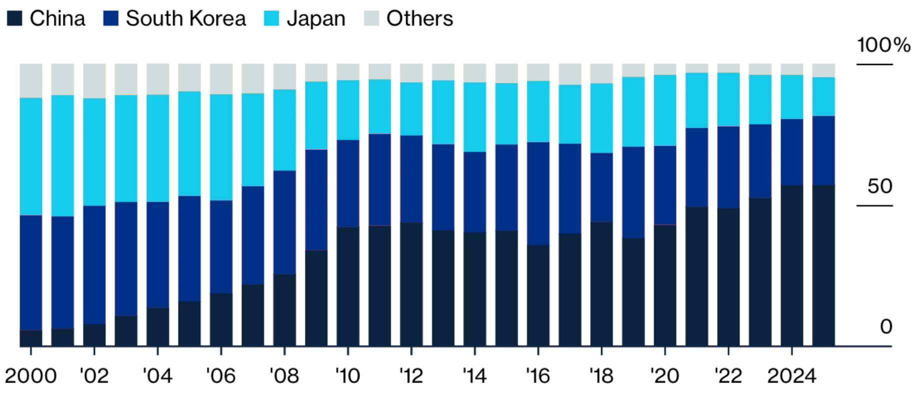
- About 300 companies, trade groups and individuals that oppose the USTR's proposal recently submitted comments or spoke in person during a two-day hearing held in Washington DC.

These potential port fees have already limited the availability of ships needed to move agriculture, energy, mining, construction, and manufactured goods. The USTR's proposal, if implemented, would leave U.S. energy exporters and importers with a significantly smaller pool of vessels to use, given that roughly 1/5 of the global tanker fleet is Chinese built. And these challenges will only grow because Chinese shipyards are expected to build >60% of the world's future tanker fleet.

In deadweight tons, Asian nations have built most of the vessels currently used in the global maritime trade.



China has established long-term dominance in shipbuilding, undercutting the competition while simultaneously growing its market share. **China has built more than 1/3 of the ships currently on the water, and more than half of all merchant ships built in 2023 were from Chinese yards.** China increased its share of global shipbuilding tonnage from just 5% in 1999 to >50% in 2023, filling the gap left by traditional vessel-building nations like Japan.



"Currently, nobody can match the price advantage that Chinese yards can offer." With newbuild prices that far undercut the competition, China's shipyards can also boast far larger capacity for each order, with many "committed to massive expansion projects that allow them to create numerous newbuilding slots for 2027 and beyond." - AlphaLiner

U.S. shipyards were building 70 ships annually in 1975, but just five annually today (<0.01% of global tonnage). Vessels built at U.S. shipyards are significantly more expensive than those constructed in North Asian yards and require much longer lead times. Currently, the only reason that people order newbuild ships at U.S. yards is to comply with cabotage laws under the Jones Act.

- For maritime engineering equipment, China initially targeted 10% of the global market share by 2011 but now seeks 40% market share by 2026.

RUSSIA CONTINUES CIRCUMVENTING WESTERN SANCTIONS, BUT WITH MORE CHALLENGES

The sanctions imposed on 10 January 2025 were the toughest yet on Russia's oil sector and the most aggressive toward its petroleum supply chain, placing restraints on dozens of oil traders, oilfield service providers, tanker owners and managers, insurance companies and energy officials:

- Blacklisted 150+ new vessels involved in shipping Russian energy products, in particular, oil tankers in the Urals and East Siberia
- Targets major oil producers *Gazprom Neft* and *Surgutneftegas*
- Pressures two of Russia's biggest providers of vessel indemnity insurance: *Ingosstrakh Insurance Co.* and *Alfastrakhovanie*

Initially, the January 10th sanctions package had a throttling effect on Russian oil flows because it blacklisted critical ships, but these restraints and their efficacy have waned with time. Western sanctions continue to disrupt and impede, but not halt, the flow of Russian oil. For example, the recent delivery of a two-million-barrel of Russian oil to China took 7x longer than it normally would, but it still arrived.

Russia faces a debilitating problem as it needs to find new tankers for its huge volumes, and the more tankers that it can reactivate, the more it can work around preexisting sanctions. They continue to amass a huge "shadow fleet" of tankers owned by little-known countries and managed by ever-changing shell companies. **Since the invasion of Ukraine, Dubai, Hong Kong and several other globalized cities have seen dozens of shell companies emerge to serve as conduits, and although these small companies are often easy to identify and shut down, they are also being created faster than sanctions can respond to, creating a never-ending game for authorities.**

- Collectively, China and India have bought about 81% of Russia's seaborne crude oil exports since the Ukraine war began. India still remains the largest single buyer of Russia's seaborne crude. Oil refiners in India—eager to keep importing cheap crude products from Russia—are working with merchants, shippers and other middlemen to alter their supply chains as tougher sanctions take effect while also widening their support for Russian insurers to keep the discounted barrels flowing.

- Shipyards in the E.U.—Damen shipyard in Brest, France, and Fayard A/S in Denmark—are actively repairing Russian ice-class tankers and offering them dry dock facilities, allowing them to continue moving gas through the Arctic region despite sanctions.

Laws / Legislation

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The European Commission proposed a new strategy to simplify the EU's Carbon Border Adjustment Mechanism (CBAM). Small businesses that import <50 tons annually with <100 tons of embedded CO_2 will be exempt, while others will benefit from simplified processes.

The EU is increasing its enforcement of the Import Control System 2 (ICS2)—an advanced cargo information system designed to improve supply chain security—on requirements for all non-EU imports. It will become mandatory for all house-level filers (freight forwarders, importers, ground handling agents, etc.) to connect to ICS2 and submit entry summary declarations (ENS), filings for any shipments they handle. The pre-arrival customs processes will also begin to apply to all transport modes, including road and rail, in addition to the preexisting air, maritime, and inland waterway requirements.

PANAMA DEREGISTERS 100+ SANCTIONED SHIPS

In a major compliance crackdown, the Panama Maritime Authority (PMA) has removed 107 vessels from its registry due to international sanctions violations, with an additional 18 vessels in the de-registration pipeline. Panama has the world's largest ship registry by ship count, with 8,700+ vessels representing 15% of global merchant fleet tonnage.

U.S. FMC INVESTIGATES GLOBAL SHIPPING "CHOKEPOINTS"

The Federal Maritime Commission (FMC) may block foreign container ships from entering U.S. ports if it finds that the country where they're registered is causing choke points at various shipping locations around the world. The FMC is targeting seven key choke points.

"The Commission will investigate whether constraints in global maritime chokepoints have created unfavorable shipping conditions caused by the laws, regulations or practices of foreign governments or the practices of foreign-flag vessel owners or operators." - David Eng, FMC Secretary

1. The English Channel
2. The Malacca Strait
3. The Northern Sea Passage
4. The Singapore Strait
5. The Panama Canal
6. The Strait of Gibraltar
7. The Suez Canal

U.S. ELIMINATES DE MINIMUS PARCEL CLASSIFICATIONS FOR LOW-VALUE IMPORTS

U.S. President Donald Trump signed an Executive Order eliminating duty-free *de minimis* classifications for low-value imports from China, which will take effect on 2 May 2025 at 12:01 a.m. EDT.

- Targets packages <$800 from China and Hong Kong
  - The U.S. Secretary of Commerce will submit a report within 90 days assessing the impact and considering whether to extend these rules to packages from Macau.
- Carriers must report shipment details to U.S. Customs & Border Protection (CBP).
  - According to CBP, 61% of all *de minimis* entries come from China alone and about 70% of the *de minimis* traffic from China falls under the Section 301 product list.

U.S. CBP has faced a surge in *de minimus* shipments in recent years as Americans continue to embrace global E-commerce. Companies typically leverage the de minimis exemption for direct-to-consumer parcels transported via air cargo as it limits their logistics costs.

Parcels shipped under the *de minimis* rule have much less rigorous information requirements than goods declared on formal customs entries, and CBP is trying to improve its ability to stop contraband from entering the country via such packages.

Infrastructure

London Gateway, a deep-sea port 48km east of Central London will soon begin major construction as part of a £1B ($1.3B) expansion project. The project is slated to begin in May '25 and is expected to take four years to complete.

Newcastle International Airport in the northeast of England plans to develop a new cargo hub for regional exports on a 750,000 square foot site.

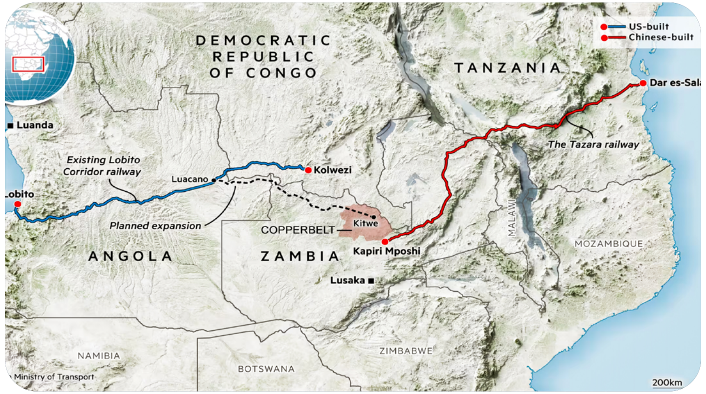
Pakistan Railways and Etihad Rail, the national railway of the United Arab Emirates (UAE), are collaborating to enhance the operational efficiency of Pakistan's rail network. The UAE will fund the construction of a new 50km freight line from the Port of Karachi to the Pipri marshalling yard, with plans to construct related logistics facilities and terminals.

- For context, in January '24 the UAE pledged to invest >$3B to support the development of railway infrastructure in Pakistan.

Banana Port will serve as the Democratic Republic of the Congo (DRC)'s sole ocean gateway and primary trade hub, enhancing the DRC's role within international trade. This key infrastructure project will be located on the Atlantic coast in Kongo Central province and should expedite trade by consolidating all administrative and customs activities and improving the government's visibility and control over foreign trade. The port will be built in stages, with the first phase accommodating large vessels via a 600-meter quay, with a 450,000 TEU annual handling capacity and 30 hectares of storage space. The second phase will also expand the quay wall by >2kms.

Ethiopian Airlines Group and the African Development Bank will collaborate to build a new airport, known as Bishoftu, near Ethiopia's capital, Addis Ababa. Estimated to cost $7.8B, the airport is also set to be Africa's largest.

The Tazara railway project in Zambia and Tanzania demonstrates China's ongoing approach to overseas investment and development just as Western funding gets cut further.



After signing a 33-year lease extension with the Port Authority of New York and New Jersey, Maersk's APM Terminals will invest >$500M to improve cargo handling capacity at its 350-acre Elizabeth terminal, the port's second-largest container terminal.

In support of Maersk's expected growth in Latin America, DP World signed an eight-year strategic agreement with Maersk to expand its private terminal in the Port of Santos, Brazil, which should increase capacity by +/- 50%. The terminal can currently handle 1.4M TEUs annually, and DP World is investing R$450M (USD $79M) to expand the terminal's container-handling capacity to 1.7M TEUs by the end of '26. The company will invest an additional R$1.6B (USD $280M) to further increase capacity to 2.1M TEUs by the end of '27.

South Carolina Ports completed its $55M expansion project at Inland Port Greer, improving its intermodal capabilities and enhancing connectivity between the Port of Charleston and other inland markets. The project expanded the overall container yard, increasing cargo capacity by +/- 50% while also adding 9,000 feet of rail line for longer trains.

The Port of Tacoma is more than doubling the size of its roll-on/roll-off (RoRo) terminal facilities after agreeing to build a new $200M complex for RoRo and breakbulk cargo. The 22-acre two-berth terminal will be adjacent to the existing 19-acre East Blair 1 (EB1) terminal.

BNSF Railway is planning to build a new $1.5B terminal with an adjacent transload center in Barstow, California, to handle more intermodal volume.

RECENT COMPANY ACQUISITION

The acquisition of JF Moran, a premier U.S.-based customs brokerage firm, expands OIA Global's trade compliance expertise and strengthens OIA's North American footprint via JF Moran's well-established presence in the U.S. Northeast and Southeast.

Since its founding in 1937, JF Moran has earned a strong reputation for regulatory expertise and client-focused solutions. The company's highly skilled customs team shares OIA's commitment to service excellence and enhancesOIA's ability to deliver strategic global logistics solutions.

Learn more

jf moran

Sustainability/ESG

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The Panama Canal unveiled a dedicated transit option for low-emission vessels, called NetZero Slot. The first phase of the NetZero Slot will be introduced on October 5 '25, providing a dedicated weekly transit slot for Neopanamax vessels that meet strict low-emission criteria. To qualify, vessels must be equipped with dual-fuel engines and use fuel with a carbon intensity of less than 75 $gCO_2(e)/MJ$, measured from extraction to combustion (Well-to-Wake). Notably, this slot will not be offered through an auction but through a competition in Period 1A, held 30 days before the transit date.

Norfolk Southern (NS) Railway has doubled its use of biofuels during the last two years in an effort to reduce carbon emissions. **Additionally, NS Railway has introduced a new program, called RailGreen, to help shippers measure and reduce their supply chain emissions by transporting goods via rail instead of truck.** This will allow intermodal customers to purchase verified carbon certificates reflecting their use of lower-emission freight options. The certificates, known as environmental attribute certificates (EACs), can be used in corporate sustainability reports and filings related to so-called Scope 3 emissions, which are indirect emissions from a company's supply chain.

Lee Zeldin, the Environmental Protection Agency's (EPA) Administrator announced that the EPA is reviewing emissions regulations from the Biden-Harris administration for light-, medium- and heavy-duty vehicles, also known as the Clean Trucks Plan or the "EV mandate" because it targets nitrous oxide emissions for heavy-duty trucks. U.S. President Donald Trump has repeatedly said he will try to reinstate weaker automobile emissions standards, signaling a return to GHG pollution limits of 204 grams per mile (gpm) for cars and 284gpm for light trucks, formerly applied to vehicles of model year 2020.

The Dutch government's H2ESTIA Project is working to develop the "world's first" zero-emission general cargo ship powered by liquid hydrogen. A combination of hydrogen fuel cell systems and batteries will be the primary propulsion system. Plus, the ship will incorporate wind-assisted propulsion and waste heat recovery solutions to reduce hydrogen consumption and enhance energy efficiency.

The 272-ton tugboat *Sakigake*, the world's first commercial-use ammonia-fueled vessel, finished its 3-month demonstration voyage, demonstrating a greenhouse gas (GHG) emissions reduction of up to 95%. NYK Line owns the vessel and conducted trial operations in Tokyo Bay, demonstrating the potential of ammonia as a maritime fuel.

Berg Propulsion, a Swedish marine propeller systems manufacturer, is producing propeller shafts made of climate-neutral steel. The GreenForge production process, originally developed by Björneborg Steel, draws on renewable electricity sources and leverages (at scale) the fossil-free biogas rDME or substitutes bio-propane instead of propane. After auditing, data shows the process can cut 95% of the CO_2 generated during conventional production, with other measures mitigating the remaining emissions to ensure full climate neutrality.

Daimler Truck aims to create Europe's largest semi-public charging network for electric trucks by 2030, with 3,000+ fast-charging points. Daimler hopes to launch the network in Q3 '25.

The Port of Long Beach plans to allocate up to 70% of its annual budget for zero-emission (ZE) truck incentives.

Seas At Risk, a non-government organization (NGO), recently published the 'Wind First!' study showing that retrofitting sails on large, existing vessels can save close to $500,000 in fuel costs while also reducing fuel consumption and carbon emissions by +/-12% annually.

Transport Technology

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SINGAPORE REMAINS WORLD LEADER IN DRIVING & ADOPTING IMO'S DIGITALIZATION STRATEGIES

The International Maritime Organization (IMO) wants to create a comprehensive strategy for maritime digitalization that will leverage emerging technologies to improve efficiency, safety, and sustainability. This work builds on previous milestones like the mandatory Maritime Single Window (MSW) regulations which were introduced in '24. The MSW requires ships and ports to use a single digital platform to exchange information, which streamlines port call procedures. The IMO's strategy on maritime digitalization is set to be adopted by the organization's highest governing body, the IMO Assembly, by the end of '27.

In support of the IMO's digital initiatives, Singapore and Rotterdam are building a digital corridor and have successfully trialed port-to-port data exchange for vessel arrivals and departures timestamps. These efforts aim to optimize vessel arrival planning and overall port operations. Both ports have also established ship-to-shore (STS) data exchange infrastructure, saving time and minimizing data entry errors via automated data filing. The first phase of the trial began in March '25, with an enhanced solution scheduled for testing in the second half of '25.

- An ongoing example: protocol optimization for just-in-time (JIT) arrivals require the exchange of large volumes of data which necessitates the standardization of definitions between all parties involved, such as exactly when the vessel is classified as "arrived" in port or considered to be "berthed."

Other Key Initiatives

Singapore, already the world's largest bunkering port, is working to fully embrace digital bunkering. Starting April 1, 2025, bunker suppliers will be required to provide digital bunkering services and issue electronic bunker delivery notes (e-BDNs) as a default.

The Maritime & Port Authority of Singapore (MPA), in partnership with the Government Technology Agency of Singapore (GovTech), developed Singapore's first Maritime Digital Twin and launched it on March 24, 2025. This simulation model integrates real-time data to enhance decision-making and improve maritime operations in Singapore's waters.

In an unusual move, two of Japan's leading shipbuilders, *Onomichi Dockyard* and *Tsuneishi Shipbuilding*, are partnering to develop new dry bulk carrier designs as part of the BINGO 42 (Beyond Innovation, Navigating Green Ocean) initiative. One of the key goals was to enhance each other's conventional hull forms, with the designers lengthening the conventional hull by 3 meters (nearly 10 feet). The optimized hull form improves cargo capacity and fuel efficiency.

North American Class 1 rail company Canadian Pacific Kansas City (CPKC) introduced its first high-powered hydrogen locomotive into regular mainline service, with the retrofitted AC4400CW locomotive based in Golden, British Columbia.

Waabi, a generative artificial intelligence company, and Volvo Autonomous Solutions announced a partnership to develop and deploy autonomous semi-trucks.

A study by Parcel Monitor showed that businesses using advanced supplier management systems experienced a 25% reduction in supply chain disruptions and a 15% increase in supplier reliability. Importantly, such improvements can lead to better preparedness during peak seasons or more agile responses to market demands.

MERGERS & ACQUISITIONS

Hanseatic Global Terminals, a Hapag-Lloyd subsidiary, acquired a majority stake in terminal operator CNMP at the French port of Le Havre from Seafrigo Group, expanding its reach into the reefer business.

CMA CGM's takeover of Air Belgium's cargo operations gained court approval so the deal will move forward. CMA's air cargo division currently operates four freighters: three Boeing 777Fs and an Airbus A330F, with two more 777Fs expected to be delivered soon.

Descartes, a leading logistics software company, acquired 3GTMS, a widely used domestic transportation management system (TMS) provider in a $115M all-cash deal that strengthens Descartes' TMS reach within the U.S. market, especially for less-than-truckload (LTL) shipments.

Medlog USA, a subsidiary of Mediterranean Shipping Co. (MSC), agreed to acquire a majority ownership stake in intermodal logistics provider COFC Logistics, one of the most popular options for shippers looking to transport 53' domestic containers via BNSF Railways.

BlackRock agreed to buy two major ports on the Panama Canal as part of a $22.8B deal, which includes an 80% stake of CK Hutchison's ports subsidiaries (43 ports in 23 countries). The remaining 20% stake is held by port operator PSA, which is owned by Temasek, Singapore's sovereign wealth fund. Chinese authorities from the State Administration for Market Regulation said they plan to review the sale in greater detail.

Blackstone, a U.S. private equity investor, spent £235M to take a 22% holding stake in several UK airports: Aberdeen, Glasgow, and Southampton.

DISRUPTION

- A 24-hour nationwide strike recently paralyzed Belgium's ocean ports, airports, and transportation services.
- Severe congestion continues to plague European ports as new alliances deploy new vessel strategies into the marketplace, in addition to labor stoppages, poor weather and fully occupied container yards.

Since 1988, OIA Global has grown to become a world leader in supply chain management by delivering creative end-to-end logistics solutions with an industry-leading customer experience. Unlike many other companies, OIA goes beyond transportation management to offer customized contract logistics services, such as warehousing distribution and inventory management, as well as 4PL supply chain orchestration, innovative packaging design, raw materials management, and several advanced technology solutions.

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