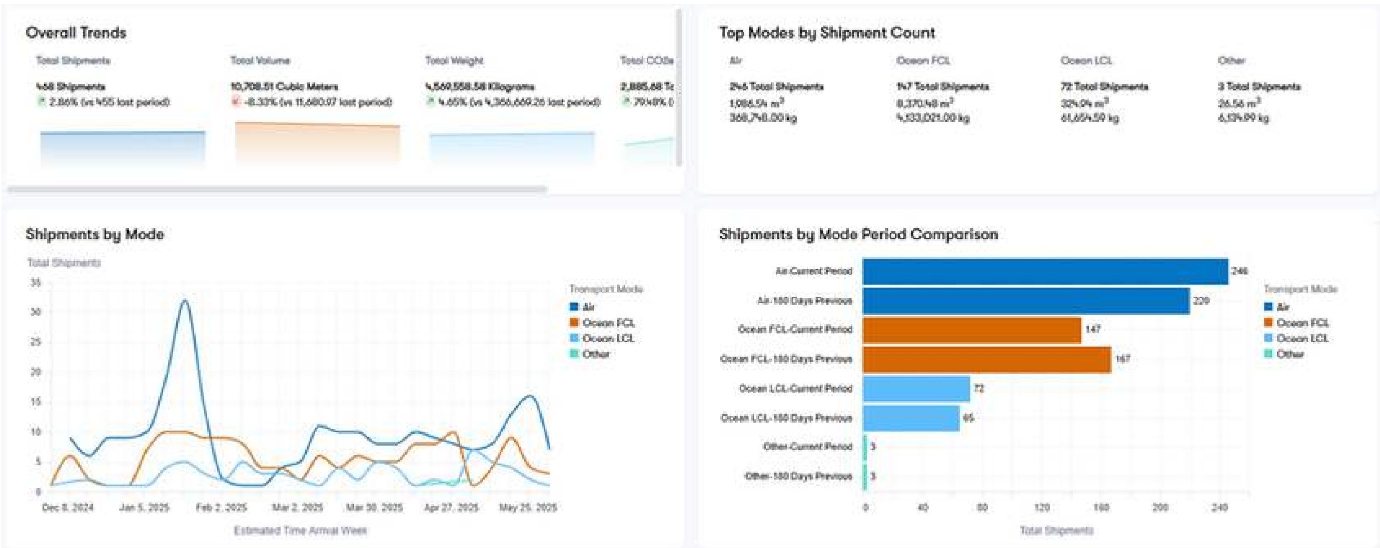
GLOBAL LOGISTICS

Celebrating 10 Years

S.A.L. Online Portal Updates

The S.A.L. Online Portal now has a refreshed analytics screen, offering users a more intuitive and insightful experience. The new layout features enhanced visual dashboards, real-time shipment data, and key performance metrics—all in one central view. Users can now easily track transit times, carrier reliability, and exceptions, helping to drive smarter, faster decisions across their supply chain. With improved filtering and export options, the updated analytics screen is designed to give customers greater control and clarity over their freight movements.
For more information, contact marketing@salglobal.au



Source: Logixboard

Western Sydney International Airport – First Major Piece Completed

Western Sydney International Airport (WSI) has reached a significant milestone with the completion of its 3.7 km runway and key airside facilities, marking a major step toward its planned late 2026 opening. As Australia's first 24-hour curfew-free airport, WSI is poised to enhance freight and passenger connectivity, particularly benefiting Western Sydney's growing population and logistics sector. The airport's modern infrastructure, including rapid exit taxiways, is designed to facilitate efficient aircraft movements, reducing turnaround times. With major carriers like Qantas, Jetstar, and Singapore Airlines already committed, WSI is set to become a pivotal hub in Australia's aviation landscape, offering expanded opportunities for trade and travel.

Source: DCN, travelweekly.com.au, The Guardian, WSI Airport

Shipping Line Services and Rates

A wave of rate restorations and surcharges has been announced by several major carriers, impacting shipments to and from Australia and surrounding regions. Effective mid-June 2025, MSC, COSCO, OOCL, PIL, ZIM/GoldStar, and ANL will implement rate increases ranging from USD 200–500 per TEU for southbound cargo from Northeast and Southeast Asia. ANL and Hapag-Lloyd have also introduced Peak Season Surcharges (PSS) on North Europe–Australia and Australia–East Africa routes, respectively. CMA CGM and Swire Shipping have applied emergency surcharges on services involving Pakistan, Europe, and the Indian Subcontinent, while OOCL has announced a rail arbitrary increase between Melbourne and Adelaide. These changes reflect broader market pressures and shifting seasonal demand.
Contributing to capacity challenges, the availability of 40-foot equipment in China remains constrained due to a surge in demand for China–US volumes, driven by recent tariff discussions. In contrast, 20-foot dry containers remain readily available across the region. Most carriers are looking to raise rates to Sydney, Melbourne, and Brisbane from 15 June, though increases are less likely for Australia’s West Coast and New Zealand due to ongoing oversupply in those trades.
Source: FTA

Shipping Line Schedule and Reliability

Australia and New Zealand continue to see softened demand, prompting a series of blank sailings across key services. TS Lines has cancelled sailings, followed by Yang Ming Line (YML) and PIL - reflecting ongoing rate pressure and reduced cargo volumes. In response to shifting demand, the A3N service will upsize vessels and add a new direct port call at Ningbo, China, with the first vessel arriving on 8 July 2025. This enhancement will offer two direct sailings per week from Ningbo to Australia's East Coast. While the existing A3C service continues to provide the fastest transit to Sydney, the new A3N route will offer the quickest link from Ningbo to Melbourne. Despite these improvements, market demand remains weak.

Global shipping schedule reliability is showing signs of gradual improvement, with early indicators for May 2025 suggesting continued progress. March figures recorded a global reliability level of 57.5%—up from 54.9% in February—marking the highest rate since November 2023 and one of the strongest performances since the pandemic began.

However, it’s important to note that this data does **not** factor in transhipments, which are a key component of Australian import and export routes. For many Australian-bound shipments, disruptions are often compounded by delays at transhipment hubs such as Singapore and Port Klang—both currently experiencing congestion and equipment imbalances. These factors may mean Australian cargo sees less of the global improvement in reliability than direct-route markets.
On the China–Australia trade lane, May data shows 7 blank sailings out of 160 scheduled, indicating a cancellation rate just under 5%. This is a noticeable improvement from April’s 13% cancellation rate (18 out of 138 sailings), suggesting some easing of disruption—potentially due to stabilising demand or more consistent capacity planning.
Despite this, local Australian port operations continue to face challenges. Labour shortages, weather-related disruptions, and restricted inland transport capacity—particularly in Western Australia—are adding layers of complexity to an already strained supply chain. These issues may dampen the benefits of improved global schedule reliability for Australian importers and exporters.
As alliances continue to restructure (such as the new Maersk–Hapag-Lloyd Gemini service), the industry may see further transitional gains. But with ongoing geopolitical volatility and vessel diversions (e.g., via the Cape of Good Hope), the market remains cautious. Sustained improvements will rely heavily on careful capacity planning and local operational resilience.
Source: Drewry, Sea-Intelligence, FTA