



## Europe Congestion

Northern Europe's key container ports — including Antwerp, Hamburg, Rotterdam, and London Gateway — continue to experience significant congestion, with widespread disruptions impacting supply chains across the region.

The challenges are being driven by a combination of factors: labour shortages, strike action, restricted inland transport capacity, and terminal yards operating at full capacity. These pressures have severely limited operational efficiency and vessel turnaround times.

Further compounding the issue are critically low inland water levels on the Rhine River, which have reduced barge capacity and shifted more freight to Europe's already strained rail and road networks. Rail services are now experiencing delays of up to 10 hours, with some shipments being rerouted hundreds of kilometres due to a recent landslide.

Industry experts anticipate these disruptions will continue for another three to four months, until container volumes stabilise and inland transport networks recover.

We encourage clients with cargo moving through these ports to remain flexible with planning and allow for extended lead times. For any questions or support with rerouting options, please don't hesitate to contact our team.

## Cathay Cargo Update

Cathay Cargo has announced a strategic shift in its Australian operations, relocating its weekly freighter service from Toowoomba Wellcamp Airport to Brisbane Airport. The move is aimed at improving connectivity and operational efficiency, with Brisbane offering greater access to international markets and increased handling capacity.

The freighter, operating a Boeing 747-8F, continues to serve routes between Hong Kong and Australia, flying into Melbourne, Sydney and now Brisbane every Tuesday.

This adjustment aligns with Cathay's broader network optimisation strategy and is expected to provide enhanced service reliability for cargo moving in and out of Queensland.

For customers shipping via Cathay, the change means closer proximity to key logistics hubs and better integration with existing infrastructure. If you'd like to know more about how this may impact your air freight shipments, please reach out to our team.



## Shipping Schedule and Reliability

Shipping schedule reliability has reached its highest level in 18 months, rising to 57.5%. While still below historical norms, this marks the strongest performance since November 2023 and indicates ongoing stabilisation in vessel schedules despite ongoing geopolitical volatility and diversions. However, between 28 April and 1 June, we saw a 13% cancellation rate on China–Australia sailings, reflecting continued market instability and the need for flexible planning in the months ahead.

## India–Pakistan Cargo Ban Disrupts Regional Trade

Rising tensions between India and Pakistan have led to mutual cargo bans, disrupting trade routes across the Subcontinent. Following an April 22 attack in Kashmir, India imposed a ban on all goods to and from Pakistan, effective 2 May, citing national security. Pakistan responded with a similar ban, allowing only in-transit cargo with valid documentation to proceed.

As a result, many ocean carriers are now avoiding key Pakistani ports such as Karachi and Port Qasim, with some shipments being rerouted via Colombo. Though direct trade between the two countries is limited, the restrictions are impacting third-country cargo and transshipment operations.

Air cargo has also been affected, with airlines rerouting flights to avoid each other's airspace, causing longer transit times and higher costs.

S.A.L. Global is monitoring the situation closely. For advice on alternative routing or support with impacted shipments, please reach out to our team.

## General Rate Increase (GRI) for North and South East Asia to Australia

After two months without any General Rate Increases (GRIs), shipping rates have remained competitive heading into June. However, from 15 June, several shipping lines have announced upcoming rate increases of approximately USD 500 per TEU for shipments departing North East Asia to Australia, and USD 300 per TEU for those departing South East Asia to Australia.

## Shipping Heavy Equipment in Containers

Have you ever wondered whether large machinery like a bulldozer or generator can be safely transported in containers? The answer is yes! While shipping heavy equipment may seem overwhelming and presents unique challenges, with careful and creative planning, machinery can be transported securely and arrive without a hitch. It's essential to consider factors such as equipment size, container type, and weight limits when organising your shipments.



### Key points to consider for shipping heavy equipment in containers

- Assess Equipment Dimensions and Weight

Ensure the equipment fits within container size and weight limits. If it's too large or heavy, partial disassembly or alternative shipping methods may be necessary.

- Choose the Right Container Type or Loading Options

Select a container that suits the equipment's specifications—this may include standard containers, Open-Top containers, or Flat-Rack equipment for oversized or awkwardly shaped cargo. Alternative options are Roll On/Roll Off (RO/RO) or Break-bulk.

- Secure the Load Properly

Stability during transit is critical. Use appropriate restraints like chains, straps, and bracing to prevent movement and damage.

- Meet Regulatory Requirements

Comply with all international shipping standards and ensure any required permits or documentation are obtained before departure.

- Use Experienced Handling Services

Engage logistics professionals who are experienced in moving heavy machinery to manage the process safely and efficiently from packing to final delivery.

## Dehire and Collection of Containers

Friendly Reminder: Once an empty container has been advised, please allow up to 3 business days for collection. We will always endeavour to have these collected at our earliest convenience,