Logenix Global Insider

The Official Newsletter of Logenix International

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AUGUST 2026 KEY DEVELOPMENTS

In January 2025, the Trump administration launched a sweeping review of U.S. foreign aid, proposing a significant restructuring that includes consolidating key functions within the State Department.

August 06 — The State Department announces nearly $2B for global health and humanitarian assistance through faith-based organizations. Read more.

August 26 — Nearly $7.5B in U.S. international affairs funding is at risk of expiring by September 30, including more than $3B for global health. Read more.

One of the most severe security and transportation crises in the African region is unfolding across Mali. In recent months, coordinated attacks by al-Qaeda-linked militants and Tuareg separatists have targeted military positions, transportation corridors, and strategic locations across the country. At the same time, attacks on fuel convoys and blockades of major roads have disrupted the movement of essential supplies throughout the country. Multiple international governments currently advise against travel to Mali because of the country's security risks.

Mali is a landlocked country in western Africa and depends heavily on road corridors connecting the country with neighboring ports. As security conditions deteriorate along these corridors, it's harder for critical supplies to reach the millions of people who depend on them. Despite these challenges, Logenix supports shipments into Mali on a weekly basis, providing customers with the local expertise and operational oversight needed to navigate an unpredictable environment.

Moving cargo into Mali requires more than securing transportation. Every shipment must be evaluated against current security conditions, available transportation capacity, customs, and other potential disruptions. Logenix 24/7 intelligence gathering aligns closely with our in-country partners to continuously assess the evolving conditions and identify the safest and most viable transportation options.

As with the many other conflict areas we serve, Logenix was managing large ocean shipments of critical medical supplies when the violence erupted this past spring. When security conditions made the route from Dakar into Bamako impossible, a protected storage location in Kayes, near the Senegal border, was chosen for the deliveries. Even the prospect of crossing the border necessitated special trucking arrangements. Since spring, dozens of ocean containers and weekly air shipments have been safely and expertly managed into the country supporting multiple clients. Logenix continues to monitor and adapt its approach to keep important supplies moving into Mali.

When people depend on critical or life-saving supplies in areas beset by conflict or civil unrest, Logenix's experience and expertise meet the challenges. In Mali, where current security conditions can change with little warning and traditional transportation routes can become inaccessible overnight, overcoming the challenges requires more than logistics; it requires intelligence, planning, local expertise, and the ability to adapt.

By bringing all of these capabilities together, Logenix continues to keep critical supplies moving to the people who need them most.

GLOBAL MARKET UPDATE

Ongoing vessel delays continue to absorb capacity that would otherwise be available to shippers. Global capacity absorbed by delays reached 5% in June 2026, compared with a pre-pandemic baseline of 2.2%, meaning an additional 2.8% of global vessel capacity is currently unavailable. According to Sea Intelligence, this equates to approximately 1.7 million TEU of capacity being absorbed by delays, highlighting the continued impact of congestion and schedule disruptions across global shipping networks.

Maersk reported a strong Q2, with revenue increasing 20% to $15.8 billion and EBITDA reaching $3 billion. Higher spot rates from all carriers, Far East export demand, and ongoing disruptions from the Strait of Hormuz tighten capacity and lead to higher freight rates to/from most ports.

Over the next five weeks (weeks 36–40), 45 blank sailings are expected out of 750 scheduled departures, representing a 6% cancellation rate, with 94% of services still expected to operate. Cancellations are primarily concentrated on the Transpacific eastbound trade (54%), followed by Asia–North Europe/Med (28%) and the Transatlantic (18%).

AIR INSIGHTS

- CHINA AIRLINES (CI) HAS ADDED ONE WEEKLY B777 FREIGHTER FLIGHT FROM DELHI (DEL) TO FRANKFURT (FRA), OPERATING ON SUNDAYS.
- AIR FRANCE-KLM HAS AVAILABLE CAPACITY TO JOHANNESBURG (JNB) AND MUMBAI (BOM), WITH DAILY PASSENGER SERVICES FROM PARIS (CDG) AND AMSTERDAM (AMS), PLUS ADDITIONAL FREIGHTER CAPACITY TO JOHANNESBURG THREE TIMES WEEKLY FROM AMSTERDAM AND MUMBAI ONCE WEEKLY FROM PARIS.
- CHINA EASTERN WILL INCREASE SERVICE BETWEEN SHANGHAI PUDONG (PVG) AND AMSTERDAM (AMS) FROM 7 TO 12 WEEKLY FLIGHTS FROM SEPTEMBER 23 TO OCTOBER 23, 2026.
- AIR ALGERIE WILL LAUNCH A NEW ALGIERS (ALG)–SHANGHAI PUDONG (PVG) SERVICE ON OCTOBER 26, 2026, OPERATING THREE WEEKLY FLIGHTS

OCEAN INSIGHTS

- HMM WILL LAUNCH A NEW GULF–INDIA–EAST AFRICA (GIA) SERVICE IN SEPTEMBER 2026, CONNECTING INDIA WITH EAST AFRICA. THE SERVICE WILL OPERATE ON THE ROTATION NHAVA SHEVA – MUNDRA – DAR ES SALAAM – MOMBASA – NHAVA SHEVA, WITH THE FIRST SAILING SCHEDULED FOR THE FOURTH WEEK OF SEPTEMBER.
- EFFECTIVE LATE AUGUST 2026, MESSINA LINE WILL LAUNCH A NEW RED SEA EXPRESS SERVICE CONNECTING THE INDIAN SUBCONTINENT WITH THE RED SEA. THE ROTATION OF NHAVA SHEVA – JEDDAH – SOHAR – NHAVA SHEVA. THE FIRST VESSEL IS SCHEDULED TO DEPART NHAVA SHEVA ON AUGUST 31.
- RECENT TYPHOONS HAVE CAUSED SEVERE CONGESTION AT SHANGHAI, NINGBO, AND SHENZHEN PORTS, RESULTING IN VESSEL DELAYS AND PORT OMISSIONS. CONGESTION AND SCHEDULE DISRUPTIONS ARE EXPECTED TO CONTINUE OVER THE NEXT TWO WEEKS.
- ETHIOPIA AND DJIBOUTI ARE ADVANCING PLANS TO OPERATIONALIZE THE GALAFI ONE-STOP BORDER POST, ESSENTIALLY REDUCING BORDER CLEARANCE TIMES AND IMPROVE CARGO MOVEMENT.

Global air cargo tonnage declined -5% week over week, with volumes falling across all major origin regions except Central & South America (+2%). Europe and Asia Pacific recorded the largest declines at -6%, followed by Africa (-5%), while South Asia decreased -4%.

On a two-week-over-two-week comparison, rates remained largely unchanged, with Africa (-2%) and South America (-2%) the only regions to record declines. Capacity decreased -1%, with all regions recording small declines except Africa (+3%).

From a yearly standpoint, global air cargo rates increased +22% YoY, led by South Asia (+47%), followed by Africa, Asia Pacific, and Europe, all increasing +21%. Chargeable weight increased +3% YoY, with South Asia (+5%) and Africa (+4%) leading the growth. Capacity grew slightly +1% YoY, with Africa (+9%) recording the largest increase.

These data points make it clear that the lack of capacity increases by air carriers is the leading cause of the double digit YOY rise in global air rates.

Industry News

Hapag-Lloyd eyes expanded services in East Africa through Mombasa

“The German maritime transport company is looking to expand its East Africa operations as Kenya Ports Authority invests in Mombasa and Lamu capacity, infrastructure and port efficiency.“

Read Article

New typhoon deals fresh blow to Shanghai, Ningbo recovery as congestion mounts

“A fresh round of typhoon disruption is threatening to deepen congestion at China’s major container ports, with carriers already facing prolonged waits at Shanghai and Ningbo after a succession of storms disrupted operations and vessel schedules across the country’s east coast.”

Read Article

Capacity squeeze looms as Panama Canal restrictions tighten

“CMA CGM has postponed its $150 per teu Low Water Surcharge on cargo moving from South America’s west coast through Panama Canal, where more restrictions on draught and transits are expected.”

Read Article

Thank You

We would like to thank all of our clients and partners for the impactful collaborations both featured and not featured in this newsletter.

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