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# CANADA Daily News and Updates

## Ocean Updates

- Container Spot Rates Surge as June GRIs Kick In
- Red Sea and Suez Canal Traffic Increases But Carriers Still Avoid Transits
- Trump Job Cuts Hobble NOAA Team That Reopens Ports After Hurricanes

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## Ocean Updates

### Container Spot Rates Surge as June GRIs Kick In

Container spot freight rates on the transpacific and Asia-Europe trades saw a massive jump this week, as a series of June 1 general rate increases (GRIs) took effect and held for the remainder of the week.

All the major indices showed large double-digit gains, apart from the Shanghai Containerised Freight Index, underlining a recently noticeable trend that the SCFI's movement has tended to indicate the following week's movement on Drewry's World Container Index (WCI).

This week's Shanghai-Los Angeles reading on the WCI saw spot rates climb 57% week on week, to finish at \$5,876 per 40ft, matching the 58% increase recorded on last week's SCFI for the same route.

Meanwhile, the WCI's Shanghai-New York route was up 39% week on week, to end at \$7,164 per 40ft, compared with the previous week's SCFI reading for its Shanghai-U.S. east coast base port route, which climbed 46%.

On both trades, shippers were faced with increasingly scarce capacity – in the Global Trade This Week podcast, DSV's Pete Mento simply said: "Good luck with getting on a ship right now, because there's no space," noting that many U.S. importers have decided to take advantage of the tariff pause while it is still open, because "the money they spend on the containers is still cheaper than the tariffs would have been..."

And they also had to swallow June 1 GRIs of between \$1,000 and \$3,000 per 40ft.

Read more in an [article from gCaptain](#).

### **Red Sea and Suez Canal Traffic Increases But Carriers Still Avoid Transits**

Egypt is attempting to rebuild traffic in the Suez Canal following the attacks of the Houthis in 2023 and 2024 that chased away most vessels.

The country announced its latest efforts in May, reporting it would offer large containerships a 15 percent discount on fees. The 90-day promotion was an attempt to lure the major east-west traffic between Asia and Europe into the canal. The Suez Canal Authority also hosted a meeting with representatives of the major carriers, reporting that they were receptive to restoring the diverted routes.

The commander of the EU effort to protect ships told Reuters traffic is up 60 percent from the low point in August 2024. He reported they are seeing 36 to 37 ships a day, up from a low of around 20 a day. However, he admitted that it is still below the 72 to 75 a day before the Houthis launched their attacks in late 2023.

Read more in an [article from The Maritime Executive](#).

### **Trump Job Cuts Hobble NOAA Team That Reopens Ports After Hurricanes**

A Florida-based federal emergency response team that reopens U.S. ports after storms and accidents is unstaffed this hurricane season largely due to widespread federal workforce reductions driven by the Trump administration, according to two sources familiar with the matter.

The closure of the National Oceanographic and Atmospheric Administration's Navigation Response Team in Fernandina, Florida – one of the network's six national locations – could mean slower response times and longer port closures if hurricanes slam into the U.S. Southeast this summer, the sources said.

The teams are charged with deploying survey vessels to ports to locate underwater hazards that must be cleared to reopen shipping, and have been crucial in the aftermath of major storms like those that struck the Gulf Coast in recent years, as well as disasters like the 2024 collapse of the Francis Scott Key Bridge in Baltimore.

Read more in an [article from Reuters](#) in HuffPost.

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