



GLOBAL APERTURE

According to the Federal Reserve Bank of New York's Global Supply Chain Pressure Index, [supply chain stress indicators continued rising in May 2026](#) to levels not seen since pandemic-era disruptions in 2023. As disruptions linked to the Iran conflict added pressure across transportation, warehousing, and manufacturing networks, analysts reported longer delivery times, tightening warehouse capacity, and higher transportation costs across key markets. Many carriers continue to reroute vessels around southern Africa to avoid the Red Sea, extending transit times and reducing available capacity.

On May 12, The United Kingdom announced that it will lead [a multinational maritime security mission](#) involving more than 40 nations to help secure commercial shipping through the Strait of Hormuz amid ongoing regional conflict and maritime threats. The planned defensive operation will include autonomous mine-hunting systems, counter-drone technology, Royal Air Force Typhoon fighter jets, and the Royal Navy destroyer HMS Dragon, with the goal of restoring confidence in vessel movements through the strategically important waterway.

Global air cargo tonnage [rebounded in April 2026](#), according to new data from industry analytics firm World ACD, rising 5% year over year as Gulf-based airlines continued restoring operations following earlier Middle East disruptions. Demand softened slightly in early May due to holiday-related slowdowns and the end of seasonal flower shipments, while renewed hostilities in the Gulf on May 4 triggered additional airspace closures, flight reroutings, and operational delays across several trade lanes.

REGIONAL FOCUS – AMERICAS

The Commercial Vehicle Safety Alliance's [annual International Roadcheck inspection](#) period began on May 12 across North America, with enforcement this year focused on electronic logging devices and cargo securement. Industry analysts said the 72-hour inspection campaign can temporarily tighten trucking capacity as some drivers reduce operations during the period, contributing to added volatility and potential disruptions ahead of the summer shipping season.

United States: U.S. container imports [are expected to remain below 2025 levels](#) through at least early fall as retailers slow inventory replenishment amid inflation concerns, weakening consumer confidence, and ongoing disruption tied to the Strait of Hormuz crisis. According to the National Retail Federation and Hackett Associates, import volumes may temporarily rise in May and June due to comparisons with weak 2025 figures, but volumes are projected to decline again from July through September as supply chain uncertainty continues.

REGIONAL FOCUS – ASIA-PACIFIC

Pakistan: Officials in Pakistan announced [immediate tariff reductions and expanded storage incentives](#) at Gwadar Port on May 11 as the country seeks to attract additional transshipment cargo amid ongoing disruption in the Strait of Hormuz linked to the conflict between the United States and Iran. Pakistani officials said the port has already received multiple transshipment vessels this month carrying cargo bound for destinations including Abu Dhabi and Kuwait, as operators look for alternative regional routing options.

India: Jawaharlal Nehru Port Authority (JNPA) says that all five container terminals at the port [are operating without congestion](#), despite recent industry concerns over delays in cargo evacuation. Port officials said the primary issue is a shortage of trailers and drivers arranged by Container Freight Stations and customs brokers, while increased transshipment cargo volumes linked to Middle East disruptions have contributed to higher yard occupancy levels

REGIONAL FOCUS – EUROPE, MIDDLE EAST & AFRICA

European Union: The European Union [will introduce a flat €3 duty](#) on e-commerce parcels valued under €150 beginning July 1, 2026, as part of broader customs reforms that will phase out the current duty-free threshold by 2028. European Union officials also confirmed that consumer orders grouped together and declared as business-to-business shipments will still be treated as taxable consumer imports, while new anti-abuse measures and customs system updates are being developed to strengthen enforcement of high-volume low-value parcel flows.