

# THE NEXT FREIGHT SQUEEZE IS TAKING SHAPE

Panama tightens. Hormuz still hasn't cleared. What it means for the institutions, businesses and systems that make Caribbean trade work.

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# A canal, a drought, and a squeeze that arrived early.

On 20 August the Panama Canal Authority confirmed daily transit capacity falls from 36 vessels to 34 on 4 September, then to 32 on 15 September — after rainfall across the watershed ran 34% below the historical average.

Drewry's World Container Index rose 4% the same week, to US\$4,526 per 40-foot container, driven by the Transpacific.

## One constraint. A chain of institutional decisions.

- Canal constraint → carrier capacity decision
- Capacity decision → freight and surcharge movement
- Freight movement → landed cost, inventory, procurement
- Landed cost → customs valuation, revenue, inflation
- ...and only then, an institutional response.

## **ECCIRA launches in September. So does the test that matters.**

The Eastern Caribbean Citizenship by Investment Regulatory Authority remains on track for a September launch. The European Commission expects interim safeguards from the same five states by the same month.

**The gap between “launched” and “recognised” is the story to track — not the launch itself.**



**Fiscal resilience, trade resilience and institutional resilience are not three separate agendas. They are one agenda, observed from different desks.**

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# THE TRADE & BORDER SIGNAL

Caribbean Trade, Border & Governance Intelligence

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