

# TRADE NEWS WEEKLY

August 11-August 15, 2025

A summary of international business news prepared by the Hawaii Foreign-Trade Zone 9 with the collaboration of the Research and Economic Analysis Division of the Department of Business, Economic Development & Tourism, and based on research and information from various trade publications, which track news and events related to global trade. Other news sources may occasionally be included where indicated.

## Another 90-Day Extension of 10% China IEEPA Tariffs

With the current IEEPA Reciprocal Tariffs 10% rate on products of China, Hong Kong, and Macau scheduled to expire at 12:01 am Eastern Daylight Time (EDT) on August 12, 2025, President Trump issued a new Executive Order (EO) late on August 11, 2025, that extends the current 10% Reciprocal Tariffs rate another 90 days to 12:01 am EDT on November 10, 2025. President Trump states in the EO that the suspension is “necessary and appropriate” because China continues to take significant steps toward remedying non-reciprocal trade arrangements and addressing U.S. economic and national security matters. The White House also posted a U.S.-China Joint Statement confirming the 10% China reciprocal tariff rate, suspension of China-specific 24% rate, and China continuing its retaliatory 10% rate and suspending its 24% rate on U.S. products. A later-released Customs CSMS message confirms continued use of the same HTSUS subheading 9903.01.25 tariff classification for importers to declare the 10% Reciprocal Tariffs rate.

Importers are reminded that this extension only applies to the IEEPA Reciprocal Tariffs on products of China (including Hong Kong and Macau) imported into the United States. Products of China are still separately subject to 20% China IEEPA Fentanyl tariffs and may also be subject to China Section 301 additional tariffs.

**Source: Miller & Company P.C.**

## Brazil Seeks WTO Consultations with U.S. Over IEEPA Tariffs

The Brazilian government announced August 6, 2025, that it has requested consultations with the U.S. under the World Trade Organization (WTO) dispute settlement procedures over the additional tariffs totaling 50 percent established by the Trump administration on imports from Brazil pursuant to the International Emergency Economic Powers Act.

The request for consultations targets both the 10 percent “reciprocal” tariff originally established in April as well as the recently announced 40 percent tariff targeting the Brazilian government’s “unusual and extraordinary policies and actions harming U.S. companies, the free speech rights of U.S. persons, U.S. foreign policy, and the U.S. economy.” The Brazilian government said it hopes to resolve this dispute through bilateral consultations, which would ostensibly take place in the “coming weeks”, but that it will request the formal establishment of a WTO dispute settlement panel if a negotiated solution is not achieved.

While a dispute settlement panel would be able to examine the case and eventually render a decision, an appeal by either party would effectively leave the process in limbo, as the WTO Appellate Body is still unable to conduct business due primarily to longstanding U.S. concerns over its operation.

**Source: FreightWaves**



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## Trade Deals Provide Framework for Rules of Origin

The Trump administration's framework trade deals include provision for "facilitative rules of origin," possibly designed to minimize the potential for trade diversions from mainland China or other regions under the somewhat misleading banner of "transshipment." This report explains what rules of origin (ROOs) are, how they are calculated and where typical rates are set.

- ROOs are normally deployed after lengthy negotiations in free trade deals and typically set a "regional value content" (RVC), which is required to ensure the preferential tariff rates between the two parties are applied. While the overall rate matters, as do the formal calculation methods (build-up versus build-down, for example) and the process of proving content levels. The thresholds often vary greatly by sector.
- In the case of the USMCA, the RVC level is set at 60% on a transaction value basis but is higher for autos. In the case of KORUS, it is 45% on a build-down basis. Asia-region free trade agreements typically have lower thresholds than those implemented by the EU.
- Setting RVCs too high can prove counterproductive, particularly given the narrow spread in rates across the administration's various deals. Until the U.S. agrees ROOs for its duty agreements with other countries/territories, the ability of firms to make strategic supply chain investments may be limited.

**Source: Panjiva Data**

## Retailers: Tariff-Battered Import Volumes Projected 5.6% Weaker in 2025

Import cargo volume at the nation's major container ports is projected to conclude 2025 with a 5.6% decrease compared to 2024's

volume, according to the latest Global Port Tracker report released today by the National Retail Federation (NRF) and Hackett Associates.

"While this forecast is still preliminary, it shows the impact the tariffs and the administration's trade policy are having on the supply chain," said NRF Vice President for Supply Chain and Customs Policy Jonathan Gold, in a release. "Tariffs are beginning to drive up consumer prices, and fewer imports will eventually mean fewer goods on store shelves. Small businesses especially are grappling with the ability to stay in business. We need binding trade agreements that open markets by lowering tariffs, not raising them."

The NRF represents Walmart (NYSE: WMT), Target (NYSE: TGT) and other major retailers.

The Trump administration's on-again off-again trade policy reached a milestone of sorts on Thursday when new tariffs on goods from dozens of countries went into effect amid a flurry of new trade agreements.

In June, U.S. ports processed 1.96 million twenty-foot equivalent units (TEUs), the Global Port Tracker found, an 0.7% increase from May but an 8.4% decrease year-over-year.

Ahead of reported port volume data, the NRF projected that July surged to 2.3 million TEUs as retailers brought in merchandise ahead of this month's tariffs. That would be a 12-month high, up 17.3% from June and down just 0.5% y/y.

August volume is forecast 5% off at 2.2 million TEUs, and September at 1.83 million TEU, 19.5% weaker y/y. Similarly, October is projected 18.9% off at 1.82 million TEUs, and 21.1% lower in November at 1.71 million TEUs. That would be the lowest monthly total since 1.78 million TEU in April 2023. December is forecast at 1.72 million TEUs, off by 19.3% y/y.

The anticipated decrease in overall import volumes from September to December is



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primarily due to cargo being pulled forward earlier in the year because of tariffs. Additionally, the significant year-over-year percentage drops are partly attributable to elevated import levels in late 2024, driven by concerns about potential strikes at East Coast and Gulf Coast ports.

Volume for the first half of the year totaled 12.53 million TEUs, better by 3.6% from 2024. Volume for the remainder of this year would bring 2025 to 24.1 million TEUs, a decrease of 5.6% from 25.5 million TEUs in 2024.

**Source: FreightWaves**

## U.S. Court of Appeals Holds Hearings on IEEPA

The U.S. Court of Appeals of the Federal Circuit held hearings on the Trump administration's use of the IEEPA to impose tariffs, with arguments revolving around the president's discretion and the act's language. The judges appeared to raise questions about whether the trade deficit, which reached US\$1.36 trillion in the 12 months to May 31, 2025, constitutes an "unusual and extraordinary threat" and about potential presidential overreach. The case's resolution might be delayed until the Supreme Court's review that could take until 2026, and in any event, alternative tariff methods may be used, contributing to supply chain uncertainties and potential hesitance in long-term investment decisions.

**Source: Panjiva Data**

## CBP Makes Changes to MID Replacement Test

U.S. Customs and Border Protection (CBP) has made additional changes to a test of global business identifiers that could replace the manufacturer identification code and provide better information on foreign business entities, supply chain roles, and related data. In February 2024 CBP extended this test through Feb. 23, 2027; removed commodity and country of origin limitations on the entries eligible for

the test; and clarified the purpose and scope of the test.

CBP has said that while the MID has served the agency and the international trade community well in the past, it is not always a consistent or unique number and provides only limited identifying information. CBP has therefore developed the Global Business Identifier (GBI) Evaluative Proof of Concept, an interagency project that aims to test and develop a single entity identifier solution that will improve the ability of CBP and partner government agencies to pinpoint high-risk shipments and bad actors and facilitate legitimate trade; create a common language between government and industry; and improve data quality and efficiency for identification, enforcement, and risk assessment.

GBI test participants provide one or more of the following entity identifiers (in addition to other required entry data, which may include the MID) for manufacturers, shippers, sellers, exporters, distributors, and packagers: the 20-digit Legal Entity Identifier, the nine-digit Data Universal Numbering System number, and the 13-digit Global Location Number.

CBP has now made the following changes with respect to this test.

- the test is being renamed from the "Global Business Identifier Evaluative Proof of Concept" (and the resulting acronym "GBI EPoC") to the "Global Business Identifier Test", or "GBI test"
- CBP has entered into an agreement with Altana Technologies USG Inc. to serve as an identity management company and has added Altana to the list of existing IMCs, which include Dun & Bradstreet, GS1, and the Global Legal Entity Identifier Foundation
- a reference to Altana has been added to the relevant sections in the GBI test
- subsection III.B of the GBI test is being divided into two subsections, with subsection 1 providing guidance to importers of record and

licensed customs brokers wishing to participate in the test and subsection 2 providing guidance to identifier and traceability companies that are interested in supporting CBP by becoming GBI test IMCs.

**Source: 2025 Sandler, Travis & Rosenberg, P.A.**

## Savannah Containers Post Best FY Since Pandemic

The Georgia Ports Authority (GPA) moved 5.7 million twenty-foot equivalent container units (TEUs) in fiscal year 2025, an increase of 8.6% or 450,000 TEUs compared to the previous fiscal year.

The fiscal period ending June 30, 2025, was the Port of Savannah's second-busiest year on record, after the pandemic year of FY2022, when GPA handled 5.76 million TEUs.

Savannah's volume grew at a 4.5% compound annual growth rate for fiscal year-to-date compared to 2016, ahead of the 2.7% increase for the entire U.S. container port market.

Savannah moved 410,400 TEUs in June as GPA terminals averaged more than 475,000 TEUs per month in the fiscal year. March, April and May each have totaled more than 500,000 TEUs.

In the past decade, Georgia ports have completed \$3.2 billion in infrastructure projects and over the next ten years, GPA plans to invest another \$4.5 billion in capacity improvements, including five big ship berths in the next eight years. Two big ship berths are currently being upgraded in Ocean Terminal and will be ready 2027-2028. Three big ship berths are planned for Savannah Container Terminal from 2030-2034.

**Source: FreightWaves**

## Consumer Good Trend Assessment

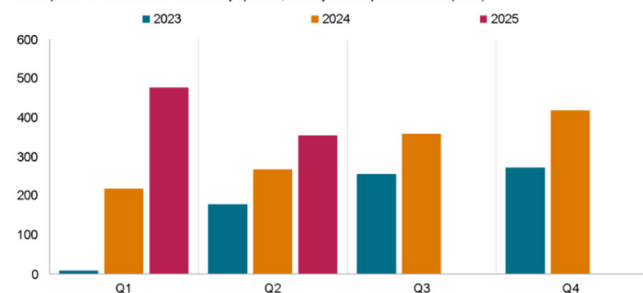
Tracking of consumer trends across a wide range of sectors shows the food sector is

increasingly health-driven, with matcha gaining popularity. Japanese green tea exports rose 16.1% in 2024 and 23.6% in the first quarter of 2025, while U.S. matcha powder imports grew 36.6% in 2024 and 17.0% in the second quarter of 2025, despite a 9.8% decrease in the first quarter of 2025.

- Market Intelligence data shows shorts peak in March, with jorts and cargo shorts trending this summer, boosting denim brands like Levi's. Jorts imports rose 1,311.3% from February to March, while cargo shorts returned to 2015 levels with a 131.1% increase in January.
- Gen-Zers are driving trends with stainless steel water bottles, notably Owala, which saw a 2,322.2% import increase in 2024. Despite continued growth, tariffs of 30% on bottles from mainland China and 50% on steel derivatives pose supply chain challenges.
- Interest in older photographic technologies persists, with instant print camera imports increasing by 23.4% in 2024. Disposable camera imports rose by 35.5% in the first quarter of 2025 due to tariff-related front-loading but fell by 21.9% in the second quarter of 2025.

### Owala water bottle imports continue to grow

US imports of Owala water bottles by quarter, twenty-foot equivalent unit (TEU)



Data compiled July 29, 2025.

Source: S&P Global Market Intelligence.

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**Source: Panjiva Data**



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