

การอัปเดตค่าระวางเรือประจำสัปดาห์ สัปดาห์ที่ 9 พ.ศ. 2563



สรุปค่าระวางเรือประจำสัปดาห์
CONTAINER ALL IN FREIGHT RATE (DRY)

ROUTE	SIZE		Low Sulphur Surcharge (LSS)	Remark
	USD/20'	USD/40'		
Thailand - Shanghai	200	300	Subject to ISOCC USD 60/TEU, USD 120/FEU	Effective till 31-Mar-2020
Thailand - Qingdao	300	450		
Thailand - Hong Kong	100	200		
Thailand - Japan (Main Port)	300	400		
Thailand - Klang	300	500	Subject to ISOCC USD 40/TEU, USD 80/FEU	
Thailand - Jakarta	400	600		
Thailand - Hochiminh	250	350		
Thailand - Manila (North & South)	300	450		
Thailand - Jebel Ali	500	750	Subject to ISOCC USD 87/TEU, USD 174/FEU	
	Subject to War Risk Surcharge: USD 35/TEU, USD 70/FEU			
Thailand - South Korea (Busan)	100	200	USD 70/TEU, USD 140/FEU	
Thailand - South Korea (Incheon)	150	300		
Thailand - Melbourne	225-375	450-700	FAF: USD 172/TEU, USD 344/FEU	
Thailand - Durban / Cape Town	850	1600	Subject to ISOCC USD 182/TEU, USD 364/FEU	
	Subject to SCMC USD 30/BL			
Thailand - Europe (Main Port)	850	1,600	LSS: USD20/TEU, USD40/FEU + ISOCC: USD141/TEU, USD282/FEU	
	Subject to ENS USD30/BL			
Thailand - US West Coast	1,200	1,500	-	Effective till 14-Mar-2020
Thailand - US East Coast	2,280	2,850		

หมายเหตุ: SCMC คือ Security Compliance Management Charge // ISOCC คือ IMO Sox Compliance Charge

สถานการณ์ค่าระวางในช่วงเดือนมีนาคม 2563 อัตราค่าระวาง และค่า Low Sulphur Surcharge ในเส้นทางเอเชีย คิงที่ไม่มีมีการเปลี่ยนแปลง สำหรับเส้นทาง Shanghai อัตราค่าระวางคิงที่อยู่ 200 USD/TEU และ 300 USD/FEU เส้นทาง Hong Kong ค่าระวางคิงที่อยู่ 100 USD/TEU และ 200 USD/FEU เส้นทาง Klang ค่าระวางอยู่ 300 USD/TEU และ 500 USD/FEU เส้นทาง Japan ค่าระวางอยู่ 300 USD/TEU และ 400 USD/FEU เส้นทาง Busan ค่าระวางอยู่ 100 USD/TEU และ 200 USD/FEU และเส้นทางแอฟริกาใต้ ค่าระวางยังคงอยู่ที่ 850 USD/TEU 1,600 USD/FEU

สำหรับเส้นทาง Europe ค่าระวางยังคงที่เช่นเดียวกัน โดยค่าระวางอยู่ 850 USD/TEU และ 1,600 USD/FEU โดยมีการเรียกเก็บค่า ISOCC ในอัตราเดิม คือ 141 USD/TEU ซึ่งเป็นค่าน้ำมันแยกต่างหากจากค่า LSS ส่วนเส้นทาง Australia อัตราค่าระวางปรับลดลง 50 USD/TEU โดยเรียกเก็บอยู่ระหว่าง 225-375 USD/TEU และ 450-700 USD/FEU และมีการเรียกเก็บค่า FAF ในอัตรา 172 USD/TEU

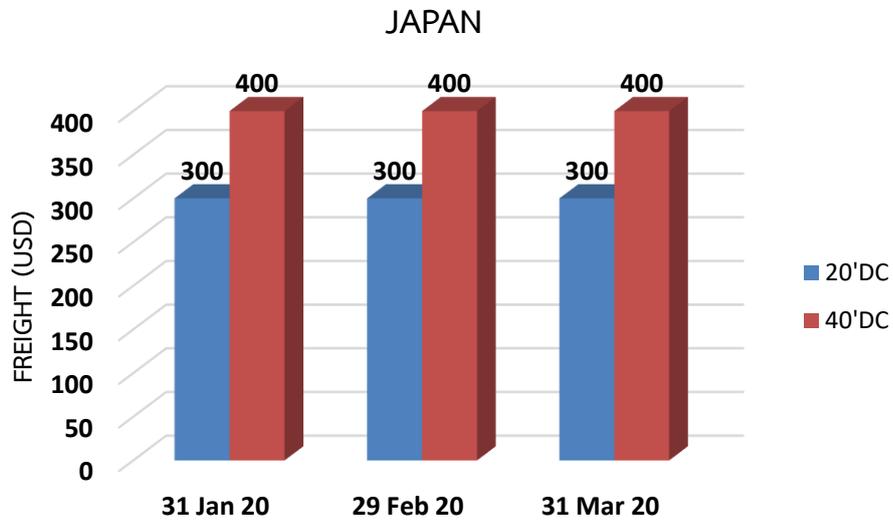
สำหรับเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนแรกของเดือนมีนาคม ค่าระวางยังคงที่เช่นเดียวกัน โดยค่าระวางฝั่ง West Coast อยู่ที่ 1,200 USD/TEU และ 1,500 USD/FEU ในขณะที่ฝั่ง East Coast ค่าระวางคิงอยู่ที่ 2,280 USD/TEU และ 2,850 USD/FEU

CONTAINER FREIGHT RATE (REEFER)

ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20'	USD/40'		
Thailand-Hong Kong	800	900	USD 90/TEU, USD 180/FEU	Effective till 31-Mar-2020
Thailand-Shanghai				
Thailand-Japan (Tokyo, Yokohama)	900	1,200	USD 40/TEU, USD 80/FEU	
Thailand-EU (Main Ports)	1,400	1800	USD 274/TEU, USD 548/FEU	
(DEHAM, NLRTM, FRLEH)				

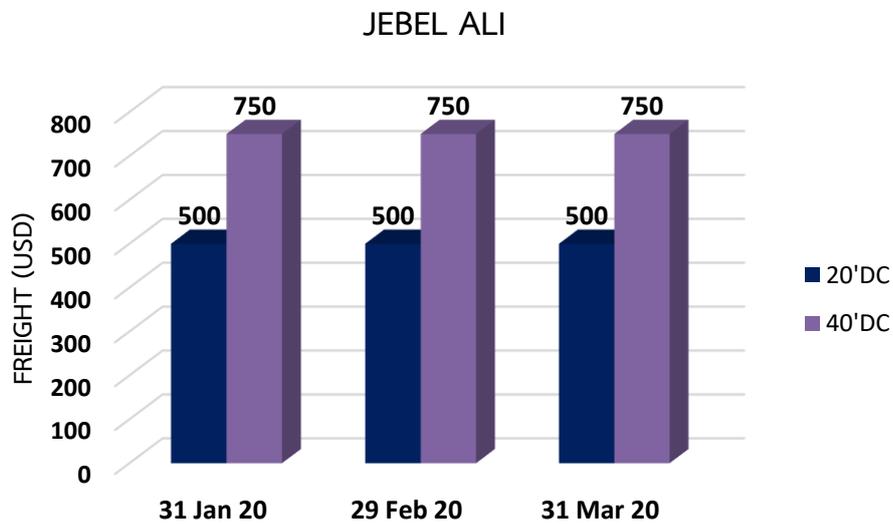
หมายเหตุ: ตู้ Reefer ที่ไปยังเส้นทาง Shanghai มีเรียกเก็บค่า Port Congestion Surcharge ในอัตรา USD 950-1,000/ตู้ เนื่องจากความหนาแน่นภายในท่าเรือ และการขาดแคลนปลั๊กสำหรับตู้ควบคุมอุณหภูมิ

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-ญี่ปุ่น** เดือน ม.ค. ถึง มี.ค. ปี 2563



Subject to Low Sulphur Surcharge: USD60/TEU และ USD120/FEU

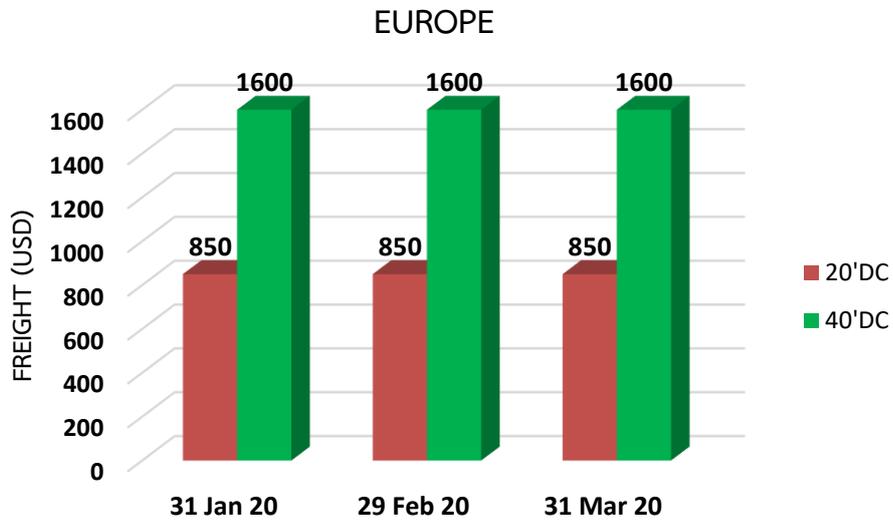
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-Jebel Ali** เดือน ม.ค. ถึง มี.ค. ปี 2563



Subject to

- War Risk Surcharge: USD35/TEU และ USD70/FEU
- Low Sulphur Surcharge: USD87/TEU และ USD174/FEU

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ยุโรป เดือน ม.ค. ถึง มี.ค. ปี 2563



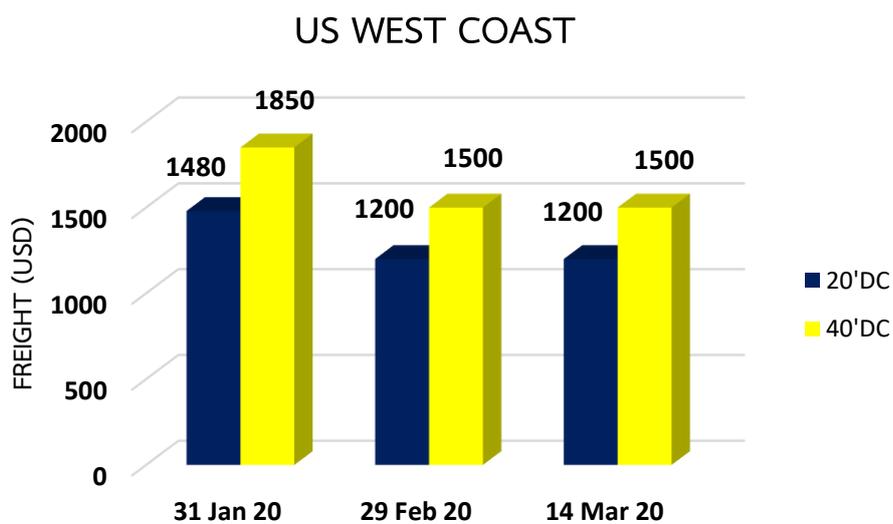
December is subject to

ENS: USD30/BL

Low Sulphur Surcharge: USD20/TEU และ USD40/FEU

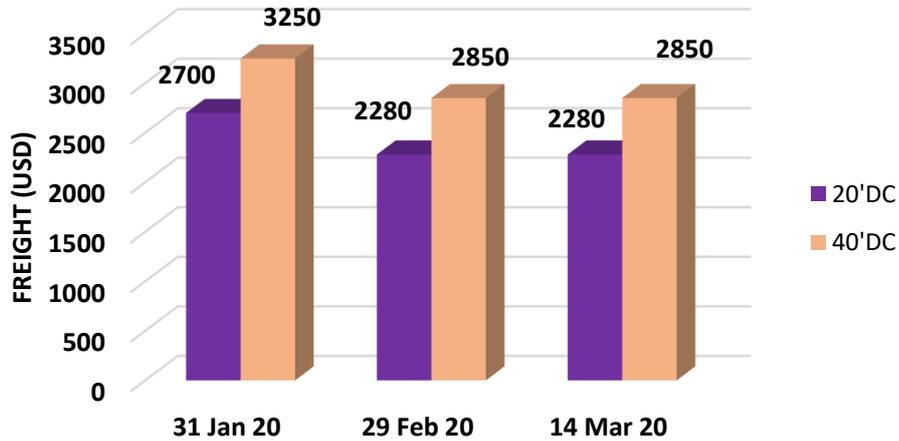
ISOC: USD141/TEU และ USD282/FEU

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา West Coast เดือน ม.ค. ถึง มี.ค. ปี 2563



กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-สหรัฐอเมริกา East Coast** เดือน ม.ค. ถึง มี.ค. ปี 2563

US EAST COAST



รวบรวมประกาศการปรับค่าใช้จ่าย และประกาศสำคัญจากสายเรือ

สายเรือ CNC

- ประกาศปรับการเรียกเก็บค่า Low Sulphur Surcharge สำหรับเดือนเมษายน โดยมีรายละเอียดการเรียกเก็บดังตาราง

LSS Short Distance

Container Type	Currency	20'	40'	40'HC
Dry	USD	40	80	80
Flat Rack/ Open Top/ Tank/ Other Special Equipment	USD	40	80	80
Refrigerated	USD	60	120	120

LSS Long Distance

Container Type	Currency	20'	40'	40'HC
Dry	USD	70	140	140
Flat Rack/ Open Top/ Tank/ Other Special Equipment	USD	70	140	140
Refrigerated	USD	105	210	210

CNC	JP	KR	NC	CC	TW	PRD	HK	PH	VN	TH	KH	SG	MY	BN	ID	MM	BD
JP		Short	Short	Short	Short	Short	Short	Long									
KR	Short		Short	Short	Short	Short	Short	Long									
NC	Short	Short		Short	Short	Short	Short	Long									
CC	Short	Short	Short		Short	Short	Short	Long									
TW	Short	Short	Short	Short		Short	Short	Short	Short	Long							
PRD	Short	Short	Short	Short	Short		Short	Short	Short	Long							
HK	Short	Short	Short	Short	Short	Short		Short	Short	Long							
PH	Long	Long	Long	Long	Short	Short	Short		Short	Long							
VN	Long	Long	Long	Long	Long	Short	Short	Short		Short	Long						
TH	Long	Short		Short	Short	Short	Short	Short	Short	Long							
KH	Long	Short	Short		Short	Short	Short	Short	Short	Long							
SG	Long	Short	Short	Short		Short	Short	Short	Short	Long							
MY	Long	Short	Short	Short	Short		Short	Short	Short	Long							
BN	Long	Short	Short	Short	Short	Short		Short	Short	Long							
ID	Long	Short	Short	Short	Short	Short	Short		Short	Long							
MM	Long		Short														
BD	Long	Short															

สายเรือ Wan Hai

- ประกาศปรับการเรียกเก็บค่า Wan Hai Bunker Surcharge (WBS) โดยมีผลตั้งแต่วันที่ 1 เมษายน - มิถุนายน 2563
รายละเอียดดังตาราง

WBS Matrix(per TEU/standard dry container)

Trade	Bound	≤\$400	\$400.01~450	\$450.01~500	\$500.01~550	\$550.01~600	\$600.01~650	\$650.01~700	\$700.01~750
Intra-Asia	Region A	16	24	32	40	48	56	64	72
	Region B	30	45	60	75	90	105	120	135
Asia - India Sub continent	WB	65	98	130	163	195	228	260	293
	EB	33	49	65	81	98	114	130	146
Asia - Middle East	WB	70	105	140	175	210	245	280	315
	EB	35	53	70	88	105	123	140	158
Asia - Red Sea	WB	80	120	160	200	240	280	320	360
	EB	24	36	48	60	72	84	96	108
Asia - South America West Coast	EB	109	164	218	273	327	382	436	491
	WB	33	49	65	82	98	114	131	147

WBS Matrix(per TEU/Reefer container)

Trade	Bound	≤\$400	\$400.01~450	\$450.01~500	\$500.01~550	\$550.01~600	\$600.01~650	\$650.01~700	\$700.01~750
Intra-Asia	Region A	24	36	48	60	72	84	96	108
	Region B	45	68	90	113	135	158	180	203
Asia - India Sub continent	WB	98	146	195	244	293	341	390	439
	EB	49	73	98	122	146	171	195	219
Asia - Middle East	WB	105	158	210	263	315	368	420	473
	EB	53	79	105	131	158	184	210	236
Asia - Red Sea	WB	120	180	240	300	360	420	480	540
	EB	36	54	72	90	108	126	144	162
Asia - South America West Coast	EB	164	245	327	409	491	572	654	736
	WB	49	74	98	123	147	172	196	221

- ประกาศปรับการเรียกเก็บค่า Bunker Surcharge สำหรับเส้นทางทรานส์แปซิฟิก ดังนี้ โดยมีผลตั้งแต่วันที่ 1 เมษายน - 30 มิถุนายน 2563
 - สินค้าขาเข้าไปยัง US West Coast หรือผ่าน US West Coast
USD 370/20', USD 460/40', USD 520/40'HQ และ USD 585/45'
 - สินค้าขาออกจาก US West Coast มายังเส้นทาง Far East
USD 90/20', USD 115/40', 40'HQ และ USD 130/45'

สายเรือ CMA CGM

- ประกาศเรียกเก็บค่า Rate Restoration Charge สำหรับสินค้าในเส้นทางต่างๆ ดังนี้
 - เส้นทางเอเชีย ไปยัง East Africa และมหาสมุทรอินเดีย เรียกเก็บในอัตรา USD 200/TEU โดยมีผลตั้งแต่วันที่ 15 มีนาคม 2563
 - เส้นทางเอเชีย ไปยังสหรัฐอเมริกา และแคนาดา เรียกเก็บในอัตรา USD 900/20', USD 1,000/40' และ USD 1,125/40'HQ โดยมีผลตั้งแต่วันที่ 1 เมษายน 2563

ประกาศข้อบังคับเรื่อง Seal Mandatory สำหรับสินค้าที่นำเข้าไปยังประเทศสิงคโปร์

สายเรือ Maersk ประกาศแจ้งให้ทราบว่าตั้งแต่วันที่ 15 มีนาคม 2563 สำหรับสินค้านำเข้าไปยังเส้นทางสิงคโปร์ ข้อมูลของ Seal จะต้องถูกส่งไปพร้อมกับการส่ง Shipping Instruction เพื่ออำนวยความสะดวกในการเดินพิธีการขาเข้า ณ ประเทศปลายทาง หากไม่ปฏิบัติตามจะไม่สามารถส่ง Shipping Instruction ผ่านระบบได้ โดยต้องแจ้งข้อมูลเบอร์ดี้ และซีลให้ครบถ้วน

China demand slump causing record void box sailings

The inactive container fleet has now surpassed levels recorded during the global financial crisis of 2009, as carriers slash capacity to stem losses. The reaction of container lines to the lack of cargo export demand from China due to the coronavirus-induced (COVID-19) economic shutdown is becoming evident in record numbers of blanked sailings and inactive vessels. Some analysts now believe that prolonged disruption could result in radical changes to supply chain sourcing by manufacturers, although few see any meaningful short-term alternative to China for large-scale manufacturing volumes.

As reported in Lloyd's Loading List, ongoing factory closures and trucking shortages in China are not only hurting container shipping demand and freight rates, but also posing a threat to 2020 economic growth. "China's extended Lunar New Year holidays and the COVID-19 outbreak have seen demand for cargo space out of China reach a record low during February," noted Alphaliner. "Over the past three weeks, some 30% to 60% of weekly outbound capacity has been withdrawn from the Asia-Europe and transpacific trade, as well as from intra-regional routes." The latest data from Alphaliner offers the clearest evidence yet that lines are doing all they can to stem losses by withdrawing capacity.

According to the shipping analyst, the inactive container fleet reached a massive 2.04 million TEU on 17 February, 8.8% of the global containership fleet. "In absolute terms, inactive vessel capacity easily surpasses the previous highs of 1.52 million TEU recorded during the 2009 financial crisis, and of 1.59 million TEU recorded in 2016 in the wake of the Hanjin Shipping bankruptcy," noted Alphaliner. More Chinese factories were set to boost output this week, and Maersk CEO Soren Skou said last week that around 90% of factory capacity would be in operation by the first week of March.

However, according to Alphaliner, while the re-opening of factories in China is resulting in shipping demand gradually returning, a full cargo volume recovery is likely to take a number of weeks. "Until 'normal' volumes are reached, carriers thus continue to selectively implement blank sailings until the end of March," reported the analyst. Moreover, even despite record void sailings, capacity utilisation on ships that are departing from Asia remains relatively low. "The 19,224 TEU 'megamax' vessel MSC OSCAR for example was only 80% full this week, when the ship set off on its ad-hoc transpacific sailing on a loop otherwise operated by tonnage of 11,000 to 13,500 TEU," noted Alphaliner.

"Poor utilisation hence led to a number of China-West Coast North America services being blanked for several weeks in a row." Freight forwarders have warned that the mass cancellation of sailings from China will cause capacity shortage to backhaul shippers in the coming weeks, with ocean freight rates are also expected to spike in response to the space shortages on both headhaul and backhaul voyages. As reported this week in Lloyd's Loading List, Kuehne + Nagel (K+N) has warned that once Chinese production activity gains momentum, a "cargo rush" risks creating "a severe shortage" in shipping capacity with the prospect of spikes in rates.

K+N noted that all key Chinese ports are operating, albeit with lower efficiency due to the limited workforce. The ports of Shanghai, Tianjin and Ningbo remain congested due to yard density at critical levels and ongoing shortage of reefer plugs at the terminals of these ports. It said loading and discharging operations have slowed down due to a lack of stevedores, and Wuhan port remains closed until further notice. "Ocean carriers reacted to the situation with an additional 32 void sailings on top of the Lunar New Year blank sailings – removing a total capacity of 350,000 TEU per week," K+N highlighted. "Coupled with the expected cargo rush once factories resume operations, shipping capacity will be at a severe shortage.

"This rapid mass cancellation of sailings from China will cause capacity shortage to backhaul shippers in the next 3-6 weeks, depending on geography. As a result, freight rates are also expected to spike in response

to the space shortages on both headhaul and backhaul voyages.” K+N went on to warn that prolonged container turnaround times, resulting from bottlenecks at main Chinese ports, will adversely impact the availability of equipment within the network. It said that ocean carriers are taking measures by announcing a congestion surcharge or cost recovery surcharges, with immediate effect, to cope with the current situation.

Peter Sand, chief shipping analyst at association BIMCO, noted in his latest container shipping report published this week that disruption to Chinese manufacturing trades was having knock-on impacts on neighbouring countries due to the interconnectedness of supply chains. “Manufacturers in one country often rely on those in another,” said the report. “This interconnectedness is the reason why intra-Asian container volumes are an early indicator of what will be exported on the long-distance trades out of Asia. “Manufacturing in China, therefore, is not alone in facing problems. Knock-on effects will be felt by manufacturing and exports throughout the region.”

Sand believes a prolonged downturn in Chinese manufacturing may result in a boost in exports once the virus is contained and manufacturing is back at its usual capacity. “If demand remains unaffected, container shipping may receive a boost although, overall, this is unlikely to make up for lost volumes earlier in the year,” he added. However, Sand also warned that should lower Chinese output continue to disrupt global supply chains for a prolonged period, more radical sourcing patterns might materialise.

“In the short term, if goods are not produced, there are no alternatives and demand will fall,” said the report. “However, in the medium term, alternative producers will start to appear, just as we have seen as a result of the ongoing trade war between the US and China.” In an interview last week with *Lloyd's Loading List*, Essa Al-Saleh, CEO of Agility Global Integrated Logistics, said that despite its trade war with the US and more recently the impact of the coronavirus, China’s dominant role as a fulcrum of global supply chains is set to remain intact.

“One can well understand that the combined effects of these two ‘disruptive’ events have left some shippers scratching their heads in dismay and thinking whether their supply chains are too exposed in China and are considering the relocation of production elsewhere, with perhaps Vietnam and India at the top the list,” he told *Lloyd's Loading List*. “However, China is in a league of its own in many regards. There’s a big ecosystem around the Chinese manufacturing base which would be very difficult to displace. There are the plants, there are supplier clusters in support over there, financing arrangements in place, skills and capabilities on hand, and a cohesive ports infrastructure is at the heart of that.

“It’s easy to do business there; it’s an extremely attractive package. On top of that, it takes years to make large-scale changes to supply chains. So, I think China’s too important, too big, too entrenched in the supply chain infrastructure and ecosystem to be seriously challenged; but, of course, only time will tell.”

Source: <https://www.lloydsloadinglist.com/>

South Korean shipping sector 'heading for disaster' as virus crisis hits industry

As volumes plunge amid the coronavirus crisis, South Korea’s shipping industry is “heading for disaster”. Other than cancelled passenger flights, so far there has been limited impact on cargo operations from the outbreak within Korea, and ports and airports function mostly as normal. But with Korea’s trade so closely linked to China, vast swathes of the shipping sector are suffering from the factory and transport disruption there.

According to HG Jung, commercial director of Korean heavylift carrier Chung Yang Shipping, volumes between the two countries have plummeted. “In terms of container logistics flow, Incheon port has been the most directly affected,” he told *The Loadstar*. “Import containers entering China from Incheon dropped by nearly 60%.” Incheon handles around 3m teu a year, but Korea’s main port, Busan, handles some 21m teu.

Mr Jung said import and export cargo at Busan had fallen more than 10% since the crisis began, but transshipment cargo had “flocked” to the hub.

“Busan port normally has a 60-70% container stack ratio, but it’s reached more than 80% due to the coronavirus. They have secured an alternative storage field in case the situation worsens,” Mr Jung noted. He claimed the crisis had created the “worst ever” slack season for the shipping industry. “Four weeks after the Chinese New Year, the whole shipping industry in Korea is heading toward disaster. “Never before have all the shipping sectors been ‘frozen’ together – just like Princess Elsa waved her dress turning the whole world into ice.”

The shutdown in China has also had a huge impact on Korea’s automotive manufacturers, which have struggled to keep just-in-time supply chains flowing. “This led Korean OEMs to reduce production in February and is highly likely to affect production in March as well,” one Korean ro-ro carrier exec told *The Loadstar*. “This, of course, affects shipping companies like us. In February alone, the volume is expected to drop approximately 35% from the initial production forecast,” she added.

There were already some automotive plant closures in Korea linked to the supply chain disruption, and reports today claim a Hyundai plant in Ulsan, close to the outbreak epicentre in Daegu, has halted production due to a worker testing positive for the virus. In another development, Korean carrier SM Lines is set to cut its executives’ salaries in response to plummeting revenues, as a direct result of the coronavirus, according to a report in *Splash247*.

Meanwhile, Korean Air has announced a cut in US routes next month and 50 countries have banned or restricted the entry of travellers from South Korea, indicating additional belly capacity cuts to follow from both Korean and international airlines. The number of reported virus cases in the country reached 2,337 today, with 13 deaths.

Source: <https://theloadstar.com/>

Failure to recoup higher IMO costs threatens container shipping: consultant

Global carriers must contain costs and standardize how they are pricing fuel use in the wake of the IMO 2020 low-sulfur mandate, or they risk losing the financial gains they realized in recent years, consulting firm AlixPartners warned Thursday. “Carriers could see their hard-fought financial gains of recent years totally evaporate if they fail to control costs, including how they manage fuel costs and customer expectations around fuel costs,” Esben Christensen, global co-leader of the transportation and infrastructure practice at AlixPartners, said in a statement accompanying release of the 2020 Global Container Shipping Outlook study.

Carriers since late last year have been struggling to recoup the higher fuel costs they now face under the IMO 2020 mandate that took effect Jan. 1. Container lines that began burning the more costly very low-sulfur fuel oil (VLSFO) in late 2019 announced interim charges for December, but were not able to fully cover their increased costs, industry analysts told JOC.com earlier this year.

The admonition to manage all-inclusive costs came as AlixPartners noted that public companies in the container shipping sector have seen their combined debt-to-EBITDA ratio, also known as leverage ratio, increase nearly 4 percent for the 12-month period ending Sept. 30, 2019. The study also noted that based upon a commonly used bankruptcy risk measure, carriers’ financial position has eroded as industry-wide debt grew by \$21 billion. Spread of coronavirus disease 2019 (COVID-19), “which has sharply reduced container volumes at Chinese ports,” adds to the industry’s financial uncertainty, the report stated.

AlixPartners’ emphasis on cost control and the importance of all-in pricing discipline will be tested this spring in the annual service contract negotiations between beneficial cargo owners (BCOs) and carriers in the Asia-North America trades. AlixPartners said carriers will likely face “a pressure campaign that could be led

by eastbound trans-Pacific mega-shippers who have a history of driving changes in the way carriers do business.”

Indeed, as BCOs, carriers, truckers, rail representatives, and transportation intermediaries gather in Long Beach, California, beginning this weekend for JOC’s annual TPM conference, the discussion of all-in pricing in 2020-21 service contract negotiations will be front and center at the conference and as the negotiations unfold this spring.

Fuel charges will increase all-in service contract rates

In order for this year’s contract rates to meet or exceed those levels, carriers will have to achieve close to full recovery of the higher fuel costs they are now incurring due to the IMO 2020 mandate. Estimates are that the low-sulfur fuel oil (LSFO) requirement will add \$10 billion to \$15 billion to the industry’s costs this year. Non-vessel-operating common carriers (NVOs) and an industry consultant recently told JOC.com that individual carriers’ charges for LSFO vary widely, and, in fact, they often refer to the charge by different names.

The reason IMO 2020 fuel cost recovery will be so important in this year’s contracts is that the ocean segment of the all-in eastbound trans-Pacific rate is under downward pressure as US imports from Asia deteriorate due to the United States-China trade war and coronavirus developments. Top executives of the ports of Los Angeles and Long Beach said this week they expect cargo volumes in the first quarter will be down 12 to 15 percent from Q1 2019.

Tensions are building between BCOs and carriers concerning what is the true cost of low-sulfur fuel today and how that cost fits into the all-inclusive contract prices. The AlixPartners study indicates there is “frustration on the part of shippers, freight forwarders, and NVOs toward what they’ve long perceived as opacity on the part of the container shipping sector regarding its pricing, now compounded by the implementation of the IMO 2020 rule.”

Source: <https://www.joc.com/>

ตารางสรุปอัตราค่าระวางจากเอเชียไปเส้นทางต่างๆ อ้างอิงจาก Shanghai Containerized Freight Index (SCFI)

Source: <http://en.sse.net.cn/indices/scfinew.jsp>

Shanghai Containerized Freight Index (SCFI)				
Description	Unit	Weighting	Previous Index 21 February 2020	Current Index 28 February 2020
Comprehensive Index			887.72	875.76
Service Routes				
Europe (Base port)	USD/TEU	20%	834	804
Mediterranean (Base port)	USD/TEU	10%	977	928
USWC (Base port)	USD/FEU	20%	1367	1394
USEC (Base port)	USD/FEU	7.50%	2683	2690
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	1027	985
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	863	849
East/West Africa (Lagos)	USD/TEU	2.50%	2892	2916
South Africa (Durban)	USD/TEU	2.50%	1005	1025
South America (Santos)	USD/TEU	5.00%	1711	1582
West Japan (Base port)	USD/TEU	5.00%	224	224
East Japan (Base port)	USD/TEU	5.00%	239	239
Southeast Asia (Singapore)	USD/TEU	7.50%	191	191
Korea (Pusan)	USD/TEU	2.50%	117	117

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