การอัพเดทค่าระวางเรือประจำสัปดาห์ สัปดาห์ที่ 52 พ.ศ. 2563

สรุปค่าระวางเรือประจำสัปดาห์

CONTAINER ALL IN FREIGHT RATE (DRY)

ROUTE	SIZE		Low Sulphur Surcharge (LSS)	Remark
	USD/20’	USD/40’		
Thailand - Shanghai	350	800	Subject to ISOCC USD 17/TEU, USD 34/FEU	Effective till 31-Jan-2021
Thailand - Qingdao	450	950		
Thailand - Hong Kong	250	700		
Thailand - Japan (Main Port)	450	900		
Thailand - Kaohsiung	250	680		
Thailand - Klang	450	1000	Subject to ISOCC USD 11/TEU, USD 23/FEU	
Thailand - Jakarta	550	1100		
Thailand - Ho Chi Minh (Cat Lai)	220	600		
Thailand - Singapore	230	650		
Thailand - Manila (North & South)	450	950		
	Subject to CIC at destination			
Thailand - Jebel Ali	800	1,400	Subject to ISOCC USD 34/TEU, USD 68/FEU	
	Subject to War Risk Surcharge: USD 35/TEU, USD 70/FEU			
Thailand - South Korea (Busan)	250	-	-	
Thailand - South Korea (Incheon)	300	-		
Thailand - Melbourne	1,350-1,450	2,700-2,850	FAF: USD 6/TEU	
Thailand - Sydney	1,650-1,750	3,300-3,450		
Thailand – Durban / Cape Town	2,100	4,200	Subject to ISOCC USD 51/TEU, USD 102/FEU	Effective till 14-Jan-2021
	Subject to SCMC USD 30/BL			
Thailand – Europe (Main Port)	3,650	7,300	PSS: USD 500/TEU, USD 1,000/FEU ISOCC: USD 35/TEU, USD 70/FEU	
	Subject to ENS USD30/BL			
Thailand - US West Coast	3,200	4,000	-	Effective till 31-Dec-2020
Thailand - US East Coast	3,800	4,700		
	Subject to Panama Low Water USD 30/Container			

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

สถานการณ์ค่าระวางในช่วงเดือนมกราคม 2564 สายเรือมีการปรับเพิ่มค่าระวาง ในเส้นทางเอเชีย 100 USD/TEU และ 200 USD/FEU โดยเส้นทาง Shanghai อัตราค่าระวางอยู่ที่ 350 USD/TEU และ 800 USD/FEU เส้นทาง Hong Kong ค่าระวางอยู่ที่ 250 USD/TEU และ 700 USD/FEU เส้นทาง Klang ค่าระวางอยู่ที่ 450 USD/TEU และ 1,000 USD/FEU และเส้นทาง Japan ค่าระวางอยู่ที่ 450 USD/TEU และ 900 USD/FEU สำหรับเส้นทางแอฟริกาใต้ช่วงครึ่งเดือนแรกของเดือนมกราคม ค่าระวางปรับตู้ 40’ ปรับเพิ่มขึ้น 200 USD/FEU ทำให้ค่าระวางอยู่ที่ 2,100 USD/TEU 4,200 USD/FEU โดยสามารถยืนยันราคาได้เพียงช่วงครึ่งเดือนแรก เนื่องจากยังพบปัญหาการขาดแคลนตู้ โดยเฉพาะตู้ 40’HQ

ส่วนเส้นทาง Melbourne ค่าระวางยังคงที่ โดยเรียกเก็บอยู่ระหว่าง 1,350-1,450 USD/TEU และ 2,700-2,850 USD/FEU ส่วนท่าเรือ Sydney ค่าระวางคงที่เช่นเดียวกัน โดยเรียกเก็บอยู่ระหว่าง 1,650-1,750 USD/TEU และ 3,300-3,450

USD/FEU โดยปรับเพิ่มการเรียกเก็บค่า FAF ในอัตรา 6 USD/TEU สำหรับสถานการณ์ขณะนี้ Space ช่วงครึ่งเดือนแรกของมกราคมค่อนข้างแน่น อาจสามารถรับจองระวางได้ช่วงครึ่งเดือนหลังของมกราคม โปรดตรวจสอบกับสายเรือที่ใช้บริการ

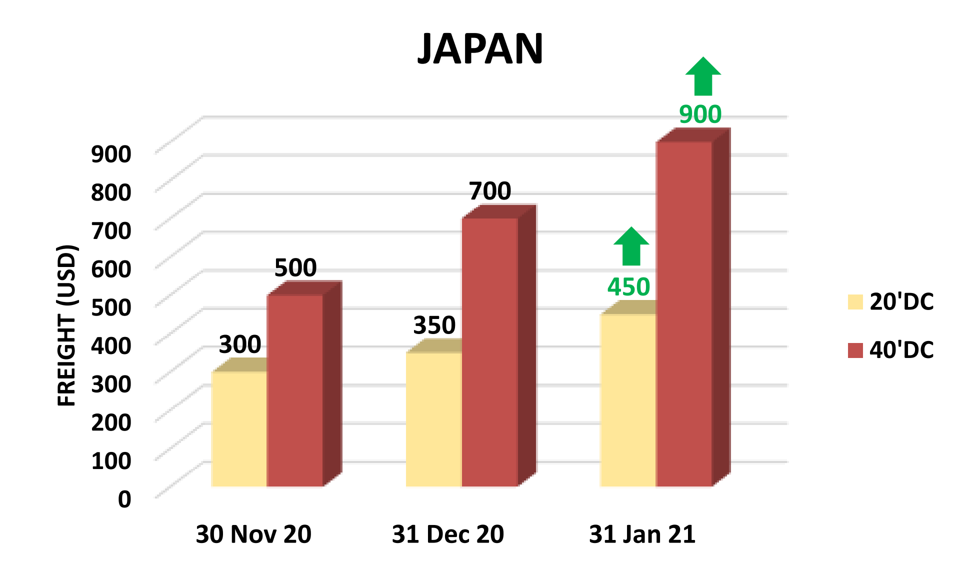
ในขณะที่ เส้นทาง Europe ค่าระวางมีการปรับเพิ่มสูงขึ้นมากเมื่อเทียบกับเดือนธันวาคมที่ผ่านมา โดยปรับเพิ่มขึ้น 1,450 USD/TEU และ 2,900 USD/FEU ทำให้ค่าระวางอยู่ที่ 3,650 USD/TEU และ 7,300 USD/FEU โดยมีการเรียกเก็บค่า Peak Season Surcharge เพิ่มเติมในอัตรา 500 USD/TEU และ 1,000 USD/FEU แต่เนื่องจากปัญหาสถานการณ์ระวาง และตู้ขาดแคลน สายเรือจึงสามารถยืนยันราคาเพียงช่วงครึ่งเดือนแรกของมกราคม

ในขณะที่เส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนหลังของเดือนธันวาคม ค่าระวางยังคงที่ โดยค่าระวางฝั่ง West Coast อยู่ที่ 3,200 USD/TEU และ 4,000 USD/FEU และฝั่ง East Coast ค่าระวางอยู่ที่ 3,800 USD/TEU และ 4,700 USD/FEU ซึ่งขณะนี้ยังคงพบปัญหาเรื่องตู้ขาดแคลนเช่นเดียวกับเส้นทางอื่น รวมถึงปัญหาเรื่อง Port Congestion ในสหรัฐอเมริกา ส่วนค่าระวางเดือนมกราคม อยู่ระหว่างรอยืนยันข้อมูลจากสายเรือ

CONTAINER FREIGHT RATE (REEFER)

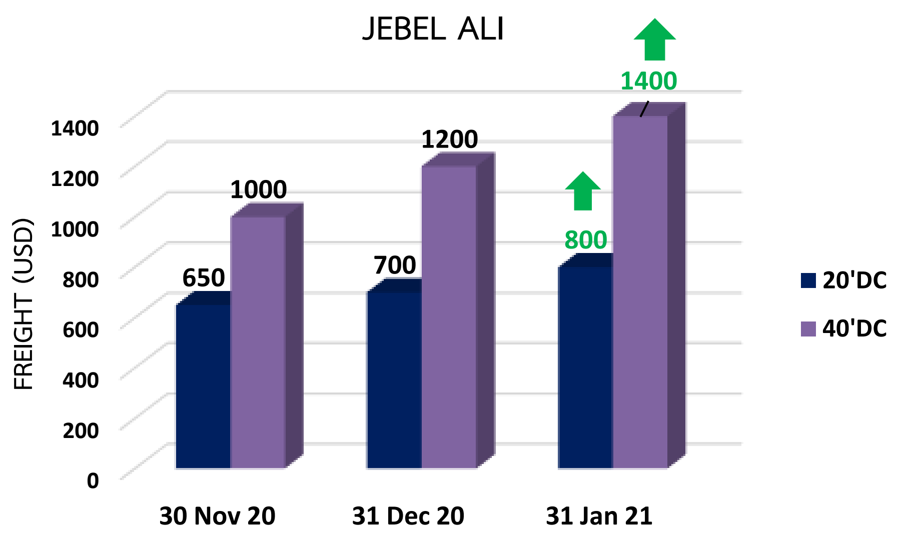
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20’	USD/40’		
Thailand-Hong Kong	1,200	1,300	USD 30/TEU, USD 55/FEU	Effective till 31-Jan-2021
Thailand-Shanghai				
Thailand-Japan (Tokyo, Yokohama)	1,200	1,800	-	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	4,000	6,000	OBS: USD 52/TEU, USD 104/FEU + PSS: USD 500/TEU, USD 1,000/FEU	Effective till 14-Jan-2021

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ญี่ปุ่น เดือน พ.ย. ปี 2563 ถึง ม.ค. ปี 2564



Subject to Low Sulphur Surcharge (Nov.20-Jan.21): USD 17/TEU และ USD 34/FEU

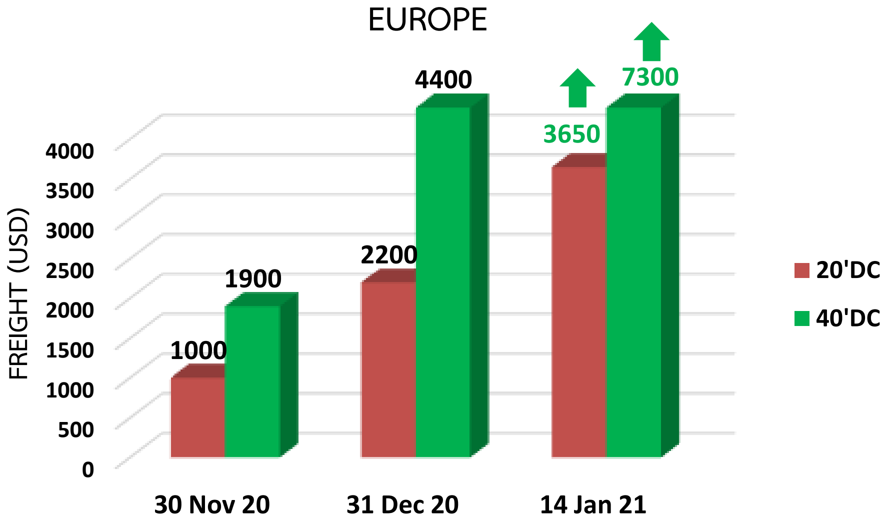
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-Jebel Ali เดือน พ.ย. ปี 2563 ถึง ม.ค. ปี 2564



Subject to

- War Risk Surcharge: USD35/TEU และ USD70/FEU
- Low Sulphur Surcharge (Nov.20-Jan.21): USD34/TEU และ USD68/FEU

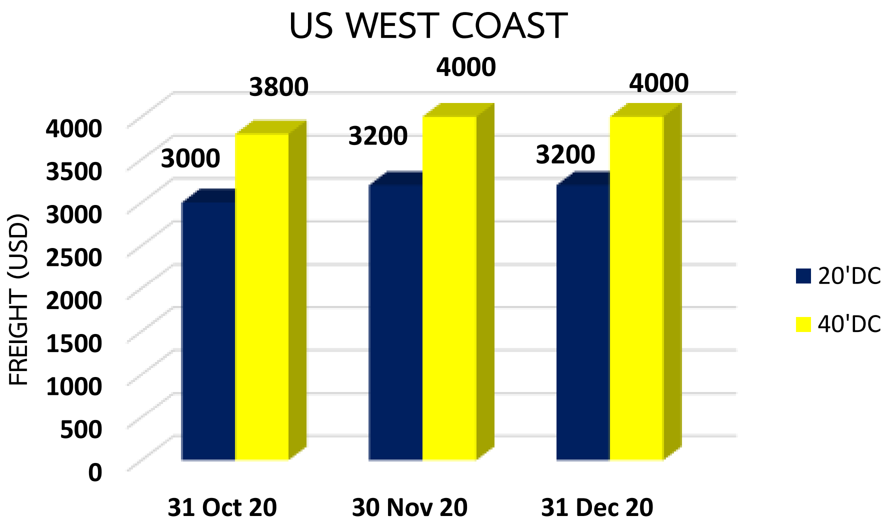
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ยุโรป เดือน พ.ย. ปี 2563 ถึง ม.ค. ปี 2564



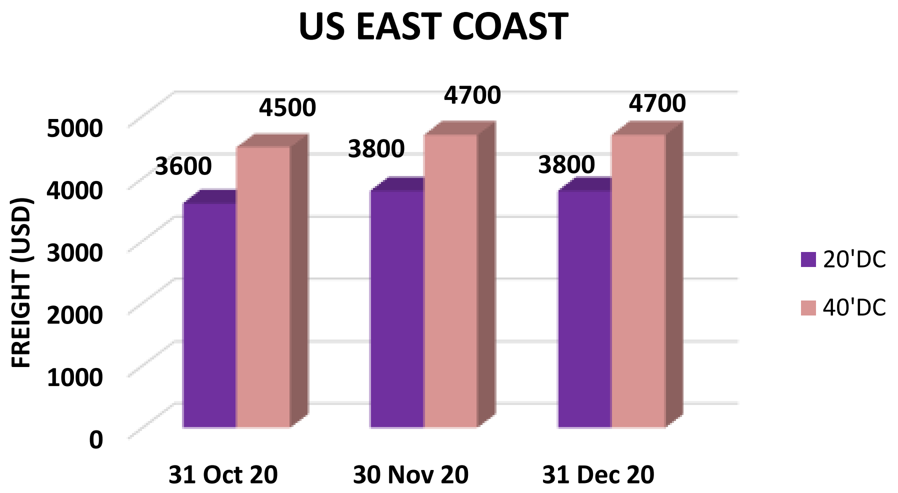
Subject to

- ISOCC (Nov.20): USD53/TEU และ USD106/FEU, (Dec.20) ISOCC included,
  (Jan.21): USD35/TEU, USD70/FEU
- ENS: USD30/BL
- PSS: USD 500/TEU และ USD 1,000/FEU

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



กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา East Coast เดือน ต.ค. ถึง ธ.ค. ปี 2563



Subject to Panama Low Water Surcharge: USD 30/Container

➢ **รวบรวมประกาศสำคัญจากสายเรือ**

สายเรือ ONE

- ประกาศแจ้งยกเลิกการเรียกเก็บค่า Congestion Surcharge (CGD) สำหรับสินค้าประเภท Reefer ไปยังท่าเรือ Tianjin ประเทศจีน เนื่องจากสถานการณ์ความหนาแน่นภายในท่าเรือเริ่มคลี่คลาย โดยเริ่มมีผลตั้งแต่วันที่ 28 ธันวาคม 2563
- ประกาศแจ้งงดรับ Booking ชั่วคราวสำหรับสินค้าประเภท Reefer ไปยังท่าเรือ Dalian เนื่องจากพบปัญหาความล่าช้าในการดำเนินการภายในท่าเรือ เพราะความเข้มงวดในการตรวจสอบตู้สินค้าจากเหตุจำนวนผู้ติดเชื้อโควิด-19 ที่สูงขึ้นใน Dalian โดยเริ่มมีผลตั้งแต่วันที่ 23 ธันวาคม 2563 หากผู้ส่งออกมีสินค้าไปยังเส้นทางดังกล่าว โปรดพิจารณาท่าเรือทางเลือกอื่นในการขนส่ง

สายเรือ Hapag Lloyd

- ประกาศแจ้งเรียกเก็บค่า Container Imbalance Surcharge สำหรับสินค้าจากเส้นทาง South France มายัง East Asia โดยเรียกเก็บในอัตรา USD 200/40’GP, HQ มีผลตั้งแต่วันที่ 15 มกราคม 2564
- ประกาศแจ้งสถานการณ์การขาดแคลนปลั๊กของตู้ Reefer ในท่าเรือ Tianjin เริ่มคลี่คลาย ดังนั้น สายเรือสามารถรับจองระวางตู้ Reefer ไปยังเส้นทางดังกล่าว

สายเรือ MSC และ CNC

- ประกาศแจ้งเรื่องการยกเลิกการเรียกเก็บค่า Congestion Surcharge สำหรับตู้ Reefer ที่เข้าไปยังท่าเรือ Xingang เนื่องจากสถานการณ์ความหนาแน่นภายในท่าเรือ และการขาดแคลนปลั๊กเริ่มคลี่คลาย โดยสายเรือสามารถรับจองระวางได้ตามปกติ มีผลตั้งแต่วันที่ 24 ธันวาคม 2563

สายเรือ Cosco

- ประกาศแจ้งเรียกเก็บค่า General Rate Restoration (GRR) สำหรับสินค้าจากเส้นทาง Far East ไปยังละตินอเมริกาและแอฟริกา ดังตาราง

From	To	Effective Day	Quantum
Far East	West Africa	Jan 12,2021	USD1000/20gp 2000/40gp 2000/40hq
Far East	East Africa	Jan 8,2021	USD300/20gp 600/40gp 600/40hq
Far East	West Africa	Jan 8,2021	USD300/20gp 600/40gp 600/40hq
Far East	East Coast of South America		
Far East	West Coast of South America	Jan 8,2021	USD500/20gp 500/40gp 500/40hq
Far East	Panama& Caribbean	Jan 11,2021	USD500/20gp 500/40gp 500/40hq

Asia-UK rates exceed $10,000 per feu and continue rising

China-Europe ocean freight prices keep increasing to new record highs, especially to the currently troubled UK market, where even the passing of Christmas and an UK-EU trade agreement are unlikely to ease ‘the perfect storm of deep-sea ocean supply chains’. Asia-Europe ocean freight rates are continuing to rise amid surging demand, out-of-position vessels and equipment, and congestion issues affecting multiple ports, with China-UK prices regularly now exceeding $10,000 per forty-foot equivalent unit (feu) and rising further by the week. And even the passing of the pre-Christmas stock build-up and a UK-EU trade agreement are unlikely to ease “the perfect storm of deep-sea ocean supply chains”, according to some freight and logistics specialists.

Although Shanghai-Europe prices listed on the Shanghai Containerised Freight Index (SCFI) show averages just over $3,100 per twenty-foot equivalent unit (teu) including waterborne surcharges, a rise of around 5% on the previous week, the real cost paid by cargo owners has soared even higher amid further surcharges including congestion and container repositioning charges. And for the currently troubled UK freight market, which faces higher pricing than mainland European main base ports even in normal times, rates have soared consistently above $10,000 per feu throughout much of December, reaching $10,500 by the middle of December and continuing to rise, with much higher levels also quoted in the market of $12,000 and $13,000 and even higher, freight sources say.

Peter Wilson, group managing director of logistics and maritime service provider Cory Brothers, told Lloyd’s Loading List in an interview published this week_that by mid to late November, the company had identified and warned customers that very high rates were coming, “moving to the $7,000-$8,000 mark”, making people aware that it would reach $10,000 per 40’ unit. By 15 December, $10,500 had become the market FAK rate required to get any reliable access to capacity, including the base rate and surcharges. Wilson explained: “Even at $8,000, $9,000, $10,000 a box, we’re still not being guaranteed shipment. They are taking in highest-paying freight only.” And even $10,500 won’t get you guaranteed space – “not if someone is prepared to pay more”.

Wilson said he can understand rate increases that may be put in place to “try and mitigate issues, so that people won’t book”, but that’s not the case currently. “The issue is, there’s this huge demand, people are paying, but that’s directly affecting unit price for end consumers, or stuff won’t ship,” he noted.
And those figures are rising further almost by the day, due to higher base rates or surcharges.

Peak-season surcharges

“The UK in particular hasn’t seen peak-season surcharges for about seven years,” highlighted Wilson. “And these surcharges are worth $1,500 a teu to $2,500 for a 40 foot. And they’re increasing along with the base rates.” He continued: “There are some lower level rates available in Europe to get into Rotterdam or into other ports, but the average is quite considerable.”

The additional charges for shipping cargo to the UK compared with base European main port rates fluctuates, but indicators suggest a difference of around $2,000 to $2,500 between rates to Rotterdam and UK ports. Normally Cory would not normally be bringing UK containers into Rotterdam. “But a number of lines are saying that they’re not prepared to quote to UK and will only go into northwest Europe. And obviously, then there’s the potential cost implication of feedering those boxes into the UK,” Wilson highlighted. And those feeder services “are absolutely full; they are at capacity, if you look at ports like Thamesport, Grimsby, Liverpool”. And some Asia-UK services are even being routed to Liverpool. “Liverpool for the China routes is unheard of,” noted Wilson.

Insufficient port capacity

“All of this UK container port capacity is not enough to deal with what we’re facing right now. There is a not enough capacity in any of the ports – deep sea or short sea – to deal with the demand.” All of these factors are not just causing delays and disruption but are also contributing to the huge rises in ocean freight costs, which have risen more than fourfold in less than three months to levels well beyond the high levels listed in indices such as the SCFI.

Taking the SCFI base freight rates as a guide for Shanghai-Rotterdam prices, that might give a Shanghai-Rotterdam average price of $6,200 per feu plus around $2,500 for the UK premium, taking prices to around $8,600 per feu. But UK freight forwarding sources said “the carriers are loading the overall costs with various surcharges” including UK Surcharge (UKS), Peak Season Surcharge (PSS), Equipment Imbalance Surcharge (EIS), along with “feeder costs to the UK, as more calls are going into northwest European ports, etc.”. Although these FAK (freight of all kinds) spot rates only form part of the ocean freight market, the availability of long-term contract rates has also been slashed in recent months.

Named accounts slashed

“You’ve also got named accounts, but capacity on named accounts has been really chopped,” Wilson noted. “We’ve seen 50%, 60% of our named account capacity being trimmed. Others have said 70% of their named account capacity being trimmed down and absolute minimums on named accounts. “And the BCOs are obviously working at BCO rates now; but with all the additional surcharges, you’re looking at, maybe a $3,000-3,500 increase on top of the base kind of BCO rates that were there. So, they’re not paying $10,000, but they’re probably still paying $4,500-5,000.”

These BCO rates are the “base cargo” that lines offer to customers making large numbers of movements a year of perhaps 10,000 to 30,000 teu – chiefly the big supermarket chains. These base cargo rates act as the base for the market for the rest of the year, running from January to December. “They’re in negotiation now for 2021,” says Wilson. Although some indicators suggest that BCO rate may be around $2,500 as a base rate in 2021, Wilson suspects “it may well possibly be higher. But that will set the standard – plus surcharges – across the market for the next twelve months at least.”

Mike Bowden, group marketing and procurement manager for Cory Brothers, does not expect any imminent easing in either pricing or market conditions, despite the passing of the Christmas holiday period, even with a UK-EU trade agreement. In fact, the challenges in recent days of lorry backlogs to the UK channel port of Dover have only added to the complications. “The perfect storm of deep-sea ocean supply chains and now the early EU issues will only worsen in the coming weeks," he said. These observations and expectations are consistent with those of other forwarders. In its latest market update this week, US freight forwarder Flexport noted that container lines had implemented further general rate increases (GRIs) on Asia-Europe services from 15 December, with a further increase expected to be implemented from 1 January. And on the capacity side, it recommended advance booking notice of at least 21 days prior to the cargo ready date (CRD) for Asia-Europe cargo.

Flexport added: "Rates have increased significantly during December and will continue to do so in January in the lead up to CNY (Chinese New Year). There will be severe equipment shortages through CNY and equipment substitution is advised where relevant. Urgent shipments should be booked on premium directly, as even premium offerings have become more limited. "There are widespread restrictions for UK cargo due to port congestion and haulage limitations and there will be further delays and port omissions. Service from feeder outports in East and South China has been suspended until further notice and shipments should be diverted to main ports."

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

'Still-surging demand' for ocean freight

But 'extreme pressure' on rates appears to be relenting, says digital rates specialist Freightos. Still-surging demand for ocean freight and the delays and equipment shortage it has caused, continued to keep rates extremely elevated this week, according to digital rates specialist Freightos.

However, the sustained increase in rates that has persisted since 1 August, appears to finally be relenting as the pace of the rate spike from Asia to North Europe and the Mediterranean finally slowed this week. Prices on these lanes climbed just 4% and 3% respectively after more than doubling since the start of November, its latest international freight update, incorporating the Freightos Baltic Index (FBX), published yesterday, showed. Freightos also noted that China-US West Coast prices (FBX01 Daily) were level at $3,879/FEU - 182% higher than the same time last year.

China-US East Coast prices (FBX03 Daily) were also unchanged at $4,960/FEU - 92% higher than rates for this week last year. "This strong demand that is causing the global container shortage and rate increases may also be slowing the pace of China's recovery, as manufacturers compete for empty containers and even have to contend with "container mafias" charging inflated rates for equipment," commented chief marketing officer, Ethan Buchman.

"Industry analysts are still split as to when the surge will end. Some think the current volumes are creating too large a surplus of inventory for US retailers that will cause trade to plummet when vaccination lets consumers return to spending on services instead of just goods. Others foresee new government stimulus keeping demand healthy, and the eventual curbing of the pandemic continuing that trend." He continued: "But how the pandemic will affect trade is still a wildcard, as shown by a new strain of the virus in the UK causing disruptions to trucking across the channel, as well as rolling disruptions driven by COVID closures, such as at Dalian main port in China."

Buchman added: "Meanwhile, SMB importers who succeeded in receiving inventory in time for the holidays are now facing increased delays and pressure getting orders to customers, as carriers like FedEx and UPS turn down bookings, leaving an overwhelmed USPS (United States Postal Service) as one of the few options."

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

Outlook 2021: Container spot rate strength to 'ripple' into annual contracts

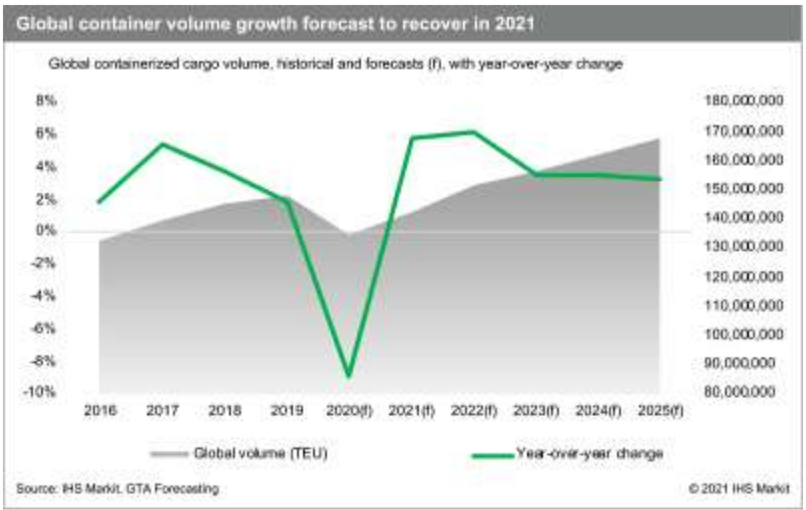
After notching the strongest profits in years thanks to strict capacity discipline, the biggest question facing the container shipping industry in 2021 is less whether it will be able to keep spot rates elevated and more whether that strength will bleed into contract rates. There are already signs of contract rates ticking up, with the China Containerized Freight Index (CCFI), which tracks spot and contract rates, rising 10 percent week to week in late November. Since September, elevated spot rates are spilling into contract rates, according to a review of the CCFI by Sea-Intelligence Maritime Analysis.

“For 2021, this indicates a development wherein overall contract levels are indeed likely to be at significantly higher levels than experienced in recent years, and therefore that the pandemic impact from 2020 will create strong ripple effects in 2021, irrespective of whether the pandemic gets under control,” Sea-Intelligence said in its analysis. US importers heading into trans-Pacific service negotiations say they’re focused on securing capacity and ensuring service reliability, rather than fighting rate increases. Carriers, meanwhile, are reluctant to expand minimum quantity commitments without significantly higher rates, after an extended peak season kept eastbound spot rates from Shanghai to the US West Coast above $3,000 per FEU from July and into December, according to the Shanghai Containerized Freight Index (SCFI).

Rates “are going to be much higher compared to last year, and this is the trend as of now,” Eli Glickman, president and CEO of Zim Integrated Shipping Services, told JOC.com in November. “Now, the rates aren’t the issue; the space is the issue. Customers are willing to pay anything to get space.” But higher spot rates don’t guarantee higher contract rates. The cost to ship a single TEU from Asia to Europe hit a 10-year high of $2,091 in late November, according to the SCFI. But Hapag-Lloyd CEO Rolf Habben Jansen argues that soaring Asia–Europe spot rates are not a true reflection of the overall market, as more than half the containers on the trade are carried under long-term contracts at far lower prices.

Still, the higher spot rates did plenty for carriers’ earnings last year. Maritime analyst Drewry in October upgraded its operating profit expectation for container shipping in 2020 by 16 percent to $11 billion — a level not seen in a decade — following “meteoric third-quarter rate increases.” The 11 container lines that report earnings publicly all recorded positive earnings before interest and taxes (EBIT) in the third quarter, with nine of them reporting year-over-year increases in revenue, according to Sea-Intelligence.

Service correlations



Encouragingly for carriers, the outlook for container volume growth in 2021 is stronger than planned capacity expansion. GTA Forecasting, a sister product of JOC.com within IHS Markit, expects global container volumes to rise 5.8 percent this year compared with 2020. Container capacity, however, will only expand 2 to 3 percent. “Going forward, we project the global compound rate (CAGR) to reach 4.1 percent in the medium term (2021–25) and 3.4 percent in the long term (2021–30),” GTA Forecasting said in its latest “Trends in the World Economy and Trade” report.

Container lines have been reducing their new ship orders in terms of total capacity for years, freeing the lines from the overcapacity that led to price-cutting. The orderbook as a percentage of the global fleet stood at just 8 percent at the end of third quarter 2020, down from 61 percent in 2007, according to a Nov. 13 Hapag-Lloyd earnings presentation. However, the shrinking orderbook, record spot rates on the trans-Pacific and Asia–Europe trades, and strong overall profits have coincided with a massive plunge in on-time vessel performance, frustrating shippers and forwarders alike. Globally, ocean carrier reliability reached a record low of 52.4 percent in October, according to Sea-Intelligence. That was down 3.6 percentage points from September and 26.7 percentage points from October 2019. The average vessel delay across all trades reached 4.86 days in October, up from 4.11 days in the same month the previous year.

Carriers point to unexpected swings in Asia import demand from Western economies, port congestion, and volatile storms on the Pacific and Atlantic as challenging their sailing transits. At the same time, carriers have launched premium trans-Pacific services, offering guaranteed loading, expedited transits, express unloading, and dedicated drayage service. That reflects a step away from the commoditization of container shipping and toward higher levels of service, but this has been undermined by carriers have struggling to deliver on their premium commitments.

As shipper frustration has mounted, regulators have upped their warnings to — and monitoring of — container carriers. Citing market fluctuations, the US Federal Maritime Commission (FMC) in late November told the three major shipping alliances that they need to provide carrier-specific trade data on a monthly, rather than quarterly, basis. Separately, the agency is probing carriers' role in congestion at the ports of Los Angeles, Long Beach, and New York and New Jersey. In its supplemental order, the FMC cited the refusal of some container lines to carry US export cargoes as contributing to congestion at the two largest US container gateways, along with demurrage and detention practices and empty container returns at marine terminals.

"This abandonment of a significant US export industry, the American agricultural industry, is shutting them out of global markets. We are looking into all potential — I repeat — all potential responsive actions" to carriers' refusal to receive export shipments, FMC chairman Khouri said in a Dec. 8 speech at the Global Maritime Conference Online. The agency is looking into whether the refusal of some container lines to reposition containers in the US interior during 2020 equipment shortages violated the Shipping Act of 1984.
Regulators in Asia have been even more aggressive. South Korean authorities on Nov. 12 warned carriers not to prioritize higher-paying Chinese exports, and Chinese regulators on Sept. 11 strongly suggested that carriers inject more capacity and refrain from aggressively raising rates.

Container lines can expect increased regulatory scrutiny and even fiercer actions from regulators if the trajectory of carrier profitability and services widens further in 2021.

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 18 December 2020	Current Index 25 December 2020
Comprehensive Index			2411.82	2641.87
Service Routes				
Europe (Base port)	USD/TEU	20%	3124	3797
Mediterranean (Base port)	USD/TEU	10%	3223	3709
USWC (Base port)	USD/FEU	20%	3900	4080
USEC (Base port)	USD/FEU	7.50%	4874	4876
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	1517	1737
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	2438	2460
East/West Africa (Lagos)	USD/TEU	2.50%	5140	5652
South Africa (Durban)	USD/TEU	2.50%	2505	2658
South America (Santos)	USD/TEU	5.00%	6256	7184
West Japan (Base port)	USD/TEU	5.00%	244	244
East Japan (Base port)	USD/TEU	5.00%	250	251
Southeast Asia (Singapore)	USD/TEU	7.50%	899	910
Korea (Pusan)	USD/TEU	2.50%	206	206

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