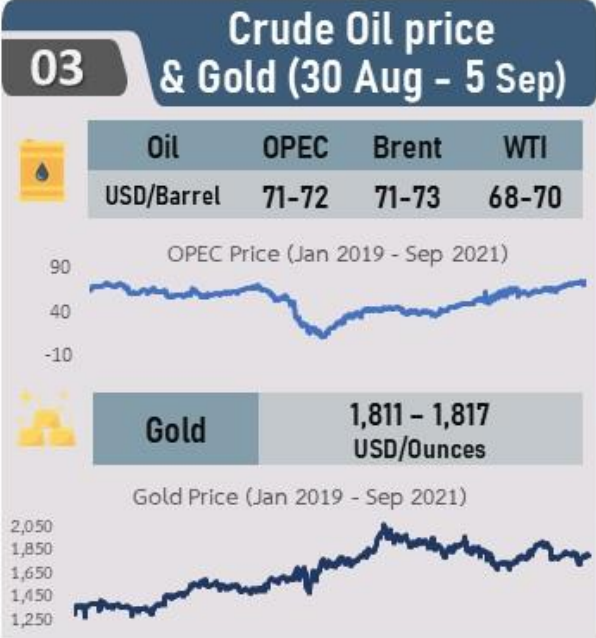
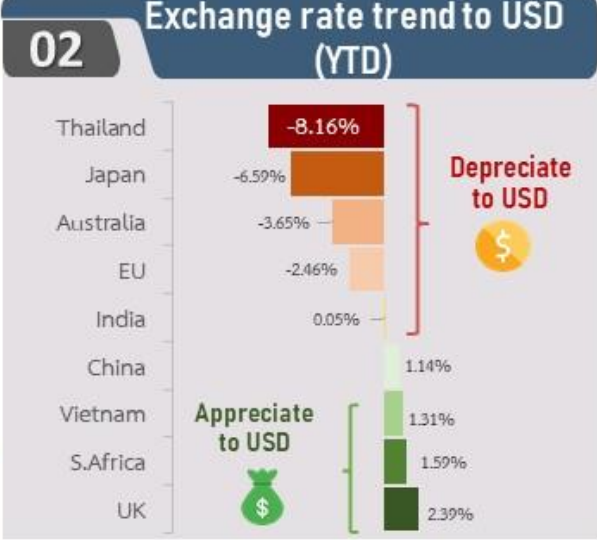


Weekly Briefing (6 Sep 2021)

01 THB rate / currencies

| | | | |
|-------|-------|-------|--------|
| | | | |
| USD | EUR | GBP | AUD |
| 32.45 | 38.48 | 44.86 | 24.01 |
| | | | |
| CNY | JPY | INR | VND |
| 5.03 | 0.29 | 0.44 | 0.0014 |



05 Weekly Top's Stories

รายละเอียดข่าว/บทความ

- PMI จีนหดตัวรุนแรง หลังมาตรการควบคุมโควิด
รายละเอียดข่าว : <https://bit.ly/2WTPrWO>
- ราคาน้ำมันดิบทรงตัวระดับสูง ตามอุปสงค์โลก
รายละเอียดข่าว : <https://bit.ly/3zLZAmH>

การอัปเดตค่าระวางเรือประจำสัปดาห์ สัปดาห์ที่ 35 พ.ศ. 2564



สรุปค่าระวางเรือประจำสัปดาห์

"หมายเหตุ: อัตราค่าระวางที่ปรากฏเป็นอัตราฐานของสายเรือที่ประกาศเป็นทางการ ซึ่งอาจต่ำกว่าอัตราที่มีการเรียกเก็บจริงจากผู้ส่งออก"

CONTAINER ALL IN FREIGHT RATE (DRY)

| ROUTE | SIZE | | Low Sulphur Surcharge (LSS) | Remark |
|--------------------------------------|--|---------------------------------|---|---|
| | USD/20' | USD/40' | | |
| Thailand - Shanghai | 500 | 900 | Subject to ISOCC USD 57/TEU, USD 115/FEU | Effective till 30-Sep-2021 |
| Thailand - Qingdao | 550 | 950 | | |
| Thailand - Hong Kong | 400 | 700 | | |
| Thailand - Japan (Main Port) | 500 | 900 | | |
| Thailand - Kaohsiung | 400 | 800 | | |
| Thailand - Klang | 400 | 800 | Subject to ISOCC USD 33/TEU, USD 67/FEU | |
| Thailand - Jakarta | 400 | 800 | | |
| Thailand - Ho Chi Minh (Cat Lai) | 350 | 650 | | |
| Thailand - Singapore | 400 | 800 | | |
| Thailand - Manila (North & South) | 600 | 1,400 | | |
| | Subject to CIC at destination | | | |
| Thailand - Jebel Ali | 3,200 | 5,400 | Subject to ISOCC USD 56/TEU, USD 112/FEU | |
| Thailand - South Korea (Busan) | 300 | 600 | LSS: USD 60/TEU, USD 120/FEU | |
| Thailand - South Korea (Incheon) | 350 | 700 | | |
| Thailand - Nhava Sheva | 3,100 | 4,400 | ISOCC: USD 45/TEU, USD 90/FEU | Effective till 14-Sep-2021 |
| Thailand - Melbourne | 3,050-3,150 | 6,100-6,250 | FAF: USD 108/TEU, USD 216/FEU | |
| Thailand - Sydney | | | | |
| Thailand - Durban / Cape Town | 4,000 | 7,000 | Subject to ISOCC USD 94/TEU, USD 188/FEU | |
| | Subject to SCMC USD 30/BL | | | |
| Thailand - Europe (Main Port) | 7,025 | 12,950 | ISOCC: USD 88/TEU, USD 176/FEU PSS: USD500/TEU, USD1,000/FEU | |
| | Subject to ENS USD 30/BL | | | |
| Thailand - US West Coast | Standard Rate: 9,160 | Standard Rate: 10,950/11,100 | | Effective till 31-Aug-2021 ** Rate for September is to be advised ** |
| Thailand - US East Coast | Standard Rate: 10,160 | Standard Rate: 12,200/12,500 | | |
| | Premium Rate: 12,000 | Premium Rate: 15,000 | | |
| | Subject to Panama Low Water USD 30-60/Container | | | |

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

สถานการณ์ค่าระวางในช่วงเดือนกันยายน 2564 ค่าระวางในเส้นทางเอเชียส่วนใหญ่คงที่ โดยเส้นทาง Shanghai ค่าระวางคงที่อยู่ที่ 500 USD/TEU และ 900 USD/FEU เส้นทาง Hong Kong ค่าระวางคงที่อยู่ที่ 400 USD/TEU และ 700 USD/FEU เส้นทาง Klang ค่าระวางคงที่อยู่ที่ 400 USD/TEU และ 800 USD/FEU และเส้นทาง Japan ค่าระวางคงที่อยู่ที่ 500 USD/TEU และ 900 USD/FEU ซึ่งขณะนี้ยังคงพบปัญหาการวางเรือที่ค่อนข้างแน่น และตู้สินค้าไม่เพียงพอ โดยเส้นทาง Nhava

Sheva และ Jebel Ali ค่าระวางปรับเพิ่มขึ้น สำหรับเส้นทาง Durban ค่าระวางคงที่อยู่ที่ 4,000 USD/TEU และ 7,000 USD/FEU

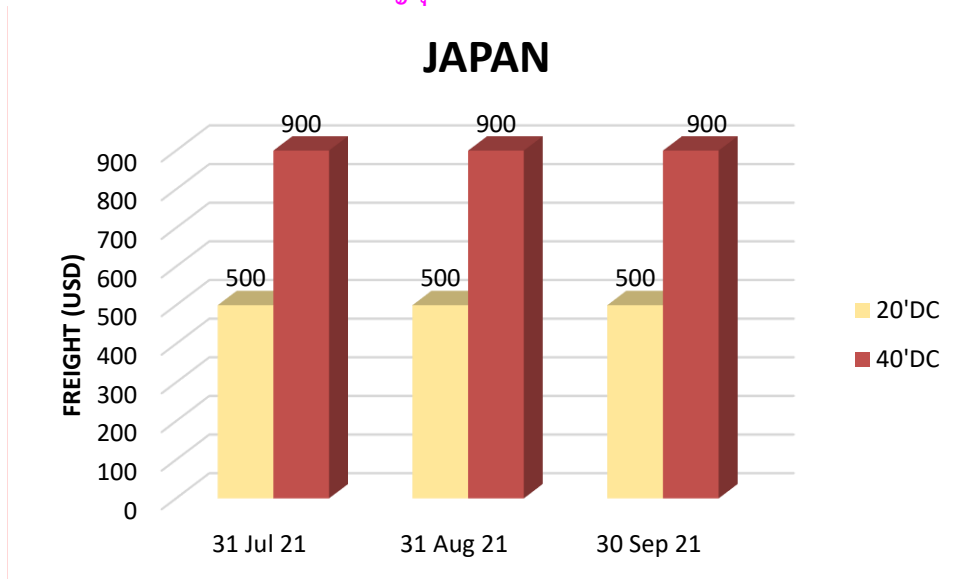
ส่วนเส้นทางออสเตรเลีย พบว่าค่าระวางปรับเพิ่มขึ้น 700 USD/TEU และ 1,400 USD/FEU โดยเรียกเก็บอยู่ระหว่าง 3,050-3,150 USD/TEU และ 6,100-6,250 USD/FEU และมีการปรับเพิ่มขึ้นของค่า FAF ในขณะที่ เส้นทาง Europe ค่าระวางช่วงครึ่งเดือนแรกของเดือนกันยายน ค่าระวางคงที่ โดยค่าระวางอยู่ที่ 7,025 USD/TEU และ 12,950 USD/FEU โดยขณะนี้ยังคงพบปัญหาตู้ไม่เพียงพอ และระวางเรือเต็ม ต้องทำการจองล่วงหน้า

ส่วนเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนหลังของเดือนสิงหาคม ค่าระวางปรับเพิ่มขึ้น 1,000 USD/ตู้ ทั้งฝั่ง West Coast และ East Coast โดยค่าระวางที่เป็น Standard Rate ฝั่ง West Coast อยู่ที่ 9,160 USD/TEU และ 10,950 USD/40', 11,100 USD/40'HQ และฝั่ง East Coast ค่าระวางอยู่ที่ 10,160 USD/TEU และ 12,200 USD/40', 12,500 USD/40'HQ ส่วนค่าระวางที่เป็น Premium Rate อาจสามารถ Apply ได้เฉพาะเรือบางลำ ซึ่งราคา Premium Rate ของฝั่ง East Coast อยู่ที่ 12,000 USD/TEU และ 15,000 USD/FEU ซึ่งสถานการณ์ปัจจุบันยังคงพบปัญหาหระวางเรือเต็ม ขอให้วางแผนการจองล่วงหน้า

CONTAINER FREIGHT RATE (REEFER)

| ROUTE | SIZE | | Bunker Surcharge / Low Sulphur Surcharge | Remark |
|---|-------------|-------------|--|----------------------------|
| | USD/20' | USD/40' | | |
| Thailand-Hong Kong | 1,200 | 1,300 | USD 86/TEU, USD 173/FEU | Effective till 30-Sep-2021 |
| Thailand-Shanghai | | | | |
| Thailand-Japan (Tokyo, Yokohama) | 1,300-1,400 | 1,500-1,700 | USD 27/TEU, USD 54/FEU | |
| Thailand-EU (Main Ports) (DEHAM, NLRM, FRLEH) | 9,000 | 13,000 | OBS: USD 243/TEU, USD 486/FEU + | Effective till 15-Sep-2021 |
| London Gateway / Southampton | 10,000 | 14,000 | PSS: USD 500/TEU, USD 1,000/FEU | |

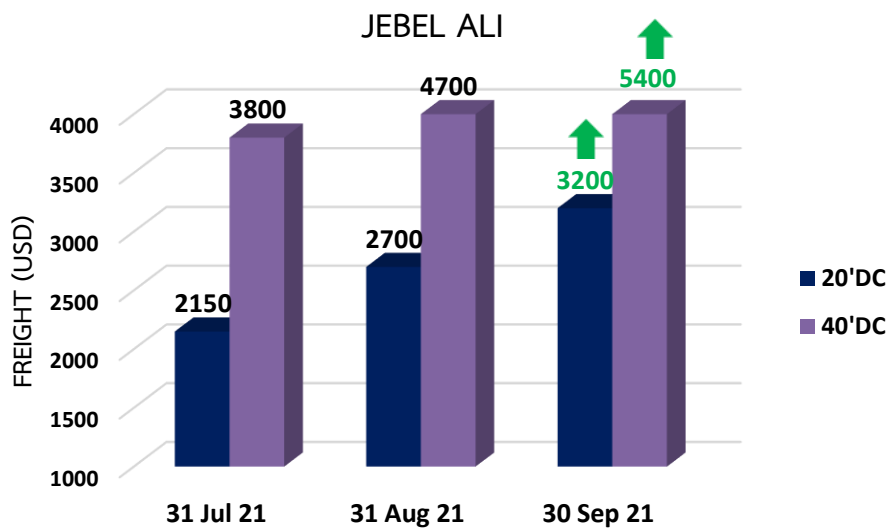
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-ญี่ปุ่น** เดือน ก.ค. ถึง ก.ย. ปี 2564



Subject to Low Sulphur Surcharge (Jul. 21): USD 34/TEU และ USD 69/FEU

(Aug.-Sep.21): USD 57/TEU และ USD 115/FEU

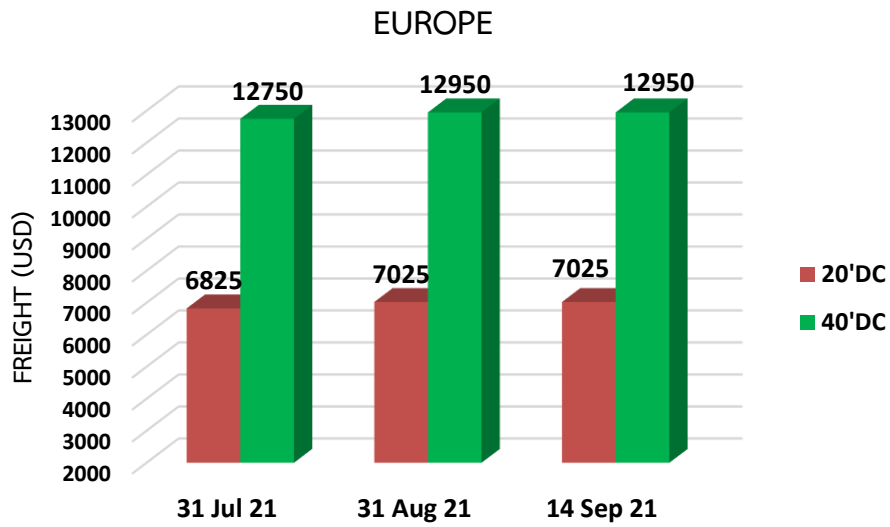
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-Jebel Ali** เดือน ก.ค. ถึง ก.ย. ปี 2564



Subject to

- Low Sulphur Surcharge (Jul.-Sep 21): USD56/TEU และ USD112/FEU

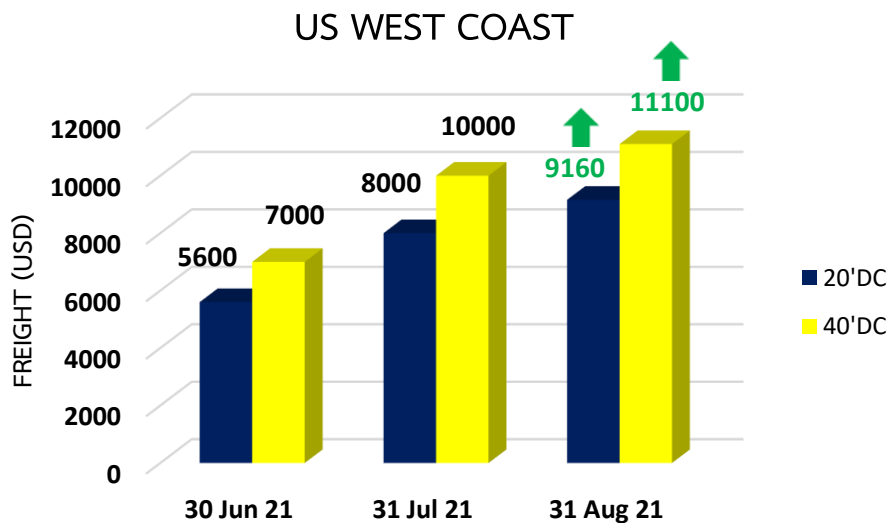
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ยุโรป เดือน ก.ค. ถึง ก.ย. ปี 2564



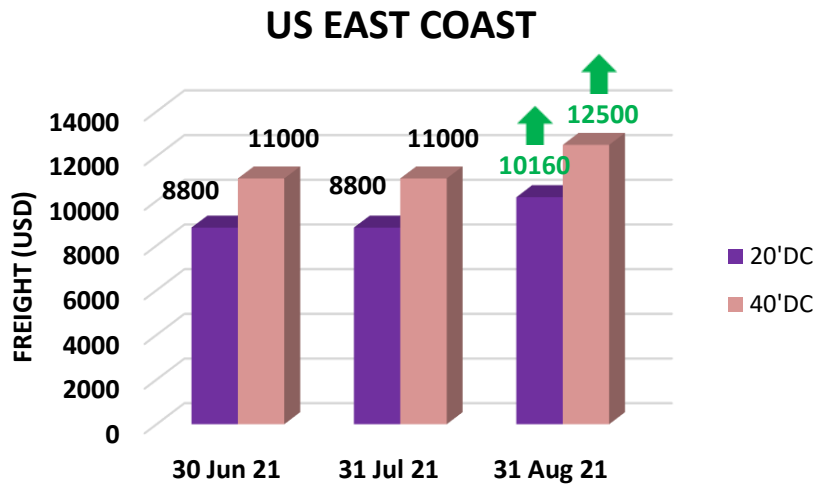
Subject to

- ISOC (Jul.-Sep. 21): USD88/TEU, USD176/FEU
- ENS: USD30/BL
- PSS: USD500/TEU, USD1,000/FEU

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา West Coast เดือน มิ.ย. ถึง ส.ค. ปี 2564



กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-สหรัฐอเมริกา East Coast** เดือน มิ.ย. ถึง ส.ค. ปี 2564



Subject to Panama Low Water Surcharge: USD 30-60/Container

➤ รวบรวมประกาศสำคัญจากสายเรือ

สายเรือ Hapag Lloyd

- ประกาศแจ้งปรับการเรียกเก็บค่า Marine Fuel Recovery (MFR) สำหรับไตรมาสที่ 4/2564 โดยมีรายละเอียดดังตาราง

| Marine Fuel Recovery (MFR) | | |
|-----------------------------|------------------------------|---------------------------------|
| Route | Effective 1-Oct-2021 | |
| | (Dry Container) (USD/TEU) | (Reefer Container) (USD/TEU) |
| South America West Coast | 341 | 493 |
| Central America / Caribbean | 290 | 427 |
| South America East Coast | 333 | 492 |
| North America East Coast | 310 | 451 |
| North America West Coast | 160 | 239 |
| South Europe | 251 | 386 |
| North Europe | 261 | 405 |
| West Africa | 351 | 506 |
| South Africa | 238 | 362 |
| East Africa | 219 | 313 |
| Middle East | 174 | 268 |
| Indian Subcontinent | 182 | 255 |
| Intra East Asia | 110 | 140 |
| Oceania | 209 | 282 |

Ocean freight rates up 85% on last year

Despite only a small rise in August, long-term contracted sea freight rates are expected to rise further, with container lines achieving record-breaking profits, according to Xeneta. After another month of high demand, over-stretched infrastructure and difficult negotiations for shippers, long-term contracted ocean freight rates now stand 85.5% higher than at this point last year.

Xeneta, the ocean and air freight rate benchmarking and market intelligence platform, states that while August saw rates rise by a relatively modest 2.2% (contrasted to July’s astonishing 28.1% jump) “there appears to be little sign of relief on the horizon, with increasing port congestion and relentless demand ahead of the all-important pre-Christmas period. Container ship operators are reaping record-breaking financial rewards as a result”.

Positions of power

Oslo-based Xeneta crowd sources real-time rates from leading shippers to produce the Long-Term XSI® Public Indices, delivering detailed insights of the very latest market movements. Those movements have been following a familiar trajectory throughout the course of 2021, with climbing rates fuelled by demand outpacing supply, supply chain disruption, and the ongoing impact of Covid-19. Patrik Berglund, Xeneta CEO, said: “In the context of 2021, a 2.2% monthly increase in rates appears modest, but in any other year this is an excellent result for carriers.”

“Remember, this is yet another rise on the back of the largest ever monthly increase in July. So, while some may have been expecting – read ‘hoping for’ if you’re a cargo owner – an adjustment downwards, we’re seeing a further demonstration of the powerful position liner operators find themselves in. They really are holding all the cards... and winning big.” Proof of this lies in the latest set of financial results released by key carriers.

Record revenues

August saw OOIL disclose a net profit of US\$2.8bn for the half-year, the best results in the group’s history, while Zim reported a net profit of US\$888m for the second quarter. This figure is higher than the Israeli line’s accumulated total profits for the last five years, showcasing a spectacular turnaround. The firm, like its peers, is now looking to expand to take advantage of what Berglund calls “red hot” market conditions.

Steady gains

August’s XSI® demonstrates that the heat is on across all major trading corridors, with every region seeing import and export benchmarks edging upwards. In Europe imports rose by 0.5%, while exports climbed 3.4%. Although the pace of growth has slowed compared to recent months, it still leaves the respective benchmarks up 123% and 49.1% year-on-year.

Results in the Far East followed a similar pattern, with imports nudging up a further 0.8% (up 50.5% since August 2020) and exports jumping by 2.5% (a massive 115.5% up year-on-year). The XSI® paints the same picture in the US, where imports increased by an additional 2.1% and exports climbed 0.6% month-on-month. The benchmarks now stand 67.2% and 16.8% up compared to the same time last year. Seen as a whole, the XSI® is now scaling record heights and, Berglund suggests, there’s little evidence of the curve pointing downwards in the immediate future.

Cycle of delays

“While we can’t be certain of a repeat of the astronomical monthly increases the industry has grown accustomed to, further gains are certainly not out of the question,” he said. “There’s still a dearth of equipment, high demand and, worryingly, very congested ports that are choking up the supply chain for shippers and retailers. For example, in Europe Maersk is advising customers of wait times up to 10 days at

Antwerp, while Hapag-Lloyd reports that voyage delays have tripled in the first half of 2021 compared to the same period in 2020. A round trip between the Far East and Europe now takes approximately 100 days to complete. The situation isn't much better in the US with wait times of five days (and increasing) at the Port of Los Angeles.”

Berglund said that landside infrastructure is “simply overwhelmed”, with the congestion tying up vessels, and their sought after containers, in an ever-worsening cycle of delays. “With the holiday season logistical rush round the corner things may get worse before they get better,” concluded Berglund, “and that’ll have an obvious knock-on effect on rates. As ever, we’d advise all parties in the chain to keep up to date with the very latest intelligence to understand, and get value out of, this extraordinarily competitive marketplace.” Companies participating in Oslo-based Xeneta’s crowd-sourced ocean and air freight rate benchmarking and market analytics platform include names such as ABB, Electrolux, Continental, Unilever, Nestle, L’Oréal, Thyssenkrupp, Volvo Group and John Deere, amongst others.

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

Carriers’ response to FMC complaint highlights contract complexity

Two major container lines are rejecting accusations by a US importer that they failed to fulfill contracted obligations and colluded on prices, while insisting the US Federal Maritime Commission (FMC) does not have purview over the complaint. The responses from Cosco Shipping and Mediterranean Shipping Co. (MSC) reveal the challenges for shippers trying to resolve commercial disputes via a regulatory agency. Given that the complainant, Pennsylvania-based MCS Industries, was the first shipper to formally complain about service issues and rate increases during the pandemic-driven shipping disruption, the industry is closely watching whether other shippers follow its lead — and how carriers respond.

In separate, tersely worded FMC filings in the past week, Cosco dubbed the complaint “bogus,” while MSC asserted that claims of collusion between the two carriers “are not only implausible and unsupported by any allegations of the complaint, but also do not appear in any of the claims MCS has actually pled.” Cosco further noted that MCS’s complaint was “attested to under penalty of perjury.”

A question of allocation

MCS alleged that both carriers have failed to honor service contracts signed in the first half of 2021 and that they had colluded to drive up ocean freight prices. In the complaint, it said Cosco and MSC “have also greatly benefited by organizing themselves, along with other major non-US shipping lines, into collusive ‘alliances’ at the expense of shippers.” “These collusive ocean alliances give [Cosco and MSC] venue and opportunity to coordinate discriminatory practices such as those alleged herein to violate contracts with shippers like MCS in favor of exploiting profit opportunities on the spot market,” MCS added.

MSC and Cosco are members of separate carrier alliances and do not participate in any vessel-sharing agreements. In its response, MSC said it “expressly denies MCS’s mischaracterization of ocean carrier alliances such as the ‘2M Alliance’ as ‘collusive,’ when in fact such alliances, pursuant to lawfully filed and effective agreements overseen by the [FMC], authorize the parties to share vessels and engage in related cooperative operating activities in various trades that create efficiencies that benefit exporters, importers, and consumers.” Both carriers specifically addressed the issue in MCS’ complaint of failing to carry a sufficient amount of the shipper’s cargo by pointing to language in their respective service contracts that doesn’t commit to specific weekly allocations. MCS claimed MSC only honored approximately one-third of the volumes contracted through service contracts, and alleged Cosco delivered just 1.6 percent of contracted capacity.

In Cosco’s case, the carrier said it had already carried 92 TEU out of an allocation of 500 TEU, called a minimum quantity commitment (MQC), to be carried over the course of its 16-month contract with MCS,

which runs through Apr. 30, 2022. That underscores the extent to which a specific shipper’s frustration at failing to get the capacity it needs on a weekly basis is generally not written into its service contract, and thus is not an issue the FMC can address. Cosco specifically said the contract guaranteed no weekly or quarterly carriage commitments, meaning that it could theoretically handle all 500 TEU of the MQC in the last week of the contract and still fulfill its commitment.

Cosco further said MCS’s booking and space utilization behavior in June and July did not correlate with a failure by the carrier to provide adequate capacity. “As the actual records will show, MCS did not confirm any bookings with CSL [Cosco Shipping] during the month of June 2021 at any origination ports customarily used by MCS to present its containers to CSL for carriage, and even failed to utilize all space offered and confirmed to MCS in July 2021,” Cosco said in its response.

Carriers have improved their technological capabilities in recent years to prioritize capacity for, and provide preferential rates to, shippers that do not cancel bookings late or fail to provide cargo as booked, called no-shows. Maersk recently explained the importance of such tools in the provision of a new flexible, mutually binding contract product it introduced in early 2021.

Space scramble intensifies

Shippers of all sizes have voiced frustration over their inability to get the weekly allocations they need from carriers in 2021. The issue has hit particularly hard for smaller shippers that contract directly with carriers for some of their space needs. Carriers, meanwhile, have said that demand growth over pre-pandemic 2019 levels and global port and inland disruptions have tied up vessel and container capacity and forced them into instituting blank sailings. That prevents them from serving shippers as they would like, but the inability to meet shippers’ weekly allocation needs does not necessarily violate long-term service contracts because the contracts rarely stipulate a commitment to move a particular amount of cargo in any given week.

MSC said as much in its response, saying it “further explicitly denies MCS’s allegation that MSC has been ‘depriving MCS of its contractually agreed space allotments and instead selling their respective capacity...to the highest bidder’; MSC does not sell allotted space until after the prescribed cutoff date.” Maritime analyst and JOC contributor Lars Jensen noted in an Aug. 20 analysis that failure to abide by the “spirit” of service contracts is not the same as failure to actually uphold the contract, and that the issue cuts both ways depending on market dynamics.

“Shippers could wait until the very last sailing before booking their entire MQCs,” he wrote. “If the carrier then could not accept all these bookings at the last minute, it would presumably be a failing on the part of the carrier and not the shipper. But for shippers frustrated with the current situation, this presumably also works in reverse.”

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

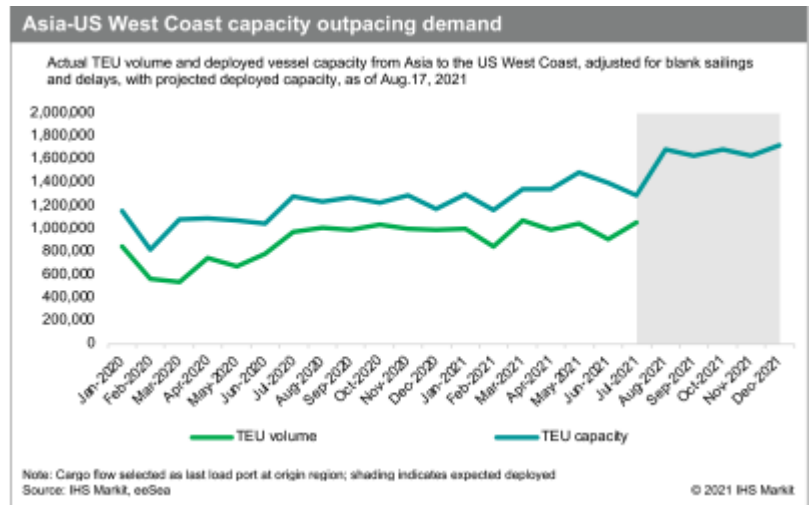
Port congestion sapping major Asia-US ship capacity injection

Container lines are increasing capacity on the Asia-US trades by double-digit percentages, but port congestion in Asia and the US is blunting the actual capacity available to shippers — keeping upward pressure on rates. Container lines this month began upping their deployment of trans-Pacific capacity, with approximately 22 percent more capacity available to the West Coast through December than was available in March through July, according to eeSea, a platform that maps carrier schedules. Carriers are also adding approximately 14.4 percent more capacity to the East Coast through year-end, eeSea said.

Carriers in recent months have announced dozens of extra-loader vessel deployments and several new weekly services to meet surging demand by US consumers that is projected to remain strong through the end of the year. US imports from Asia increased 32.4 percent in the first seven months of the year over the

same period last year, and 21.7 percent from pre-COVID-19 2019, according to PIERS, a JOC.com sister product within IHS Markit.

However, the double-digit increase in capacity is likely to further stress ports that are already contending with vessel bunching in the early days of peak shipping season. For example, there are 40-plus vessels at anchorage in Los Angeles-Long Beach awaiting space, while terminals each day are working about 30 container ships at berth, with more vessels scheduled to arrive daily, according to the Marine Exchange of Southern California.



The ports of Los Angeles and Long Beach provide an egregious example of vessel bunching, but other ports, including Oakland, the Northwest Seaport Alliance of Seattle and Tacoma, Savannah, and New York-New Jersey have contended with vessel bunching on and off over the past few months. Alan Murphy, CEO of Sea-Intelligence Maritime Analysis, said the next three months will be difficult for ports and their severely taxed inland supply chains. “Within the coming months, carriers are aiming at what can at best be described as a capacity explosion on the trans-Pacific trade — good for a booming market, but [it] could lead to even worse congestion,” Murphy said in his Sunday Spotlight newsletter.

Deployed capacity sufficient to meet demand, on paper

Trans-Pacific carriers in March through July deployed 1.37 million TEU of capacity each month to the West Coast. Actual TEU carried averaged about 1 million TEU per month, according to PIERS. Carriers deployed an average of 661,268 TEU capacity per month to the East Coast during the same period, while TEU carried averaged 521,00 TEU per month.

On paper, carriers deployed sufficient capacity to handle the containerized imports from Asia, but glitches throughout the international supply chain reduced the effective capacity of the vessels being deployed. Vessels were delayed leaving some Asian load ports, including Yantian and Ningbo, because of terminal closures related to COVID-19 outbreaks. Once they reached US ports, vessel delays have ranged from several days to more than a week as the ships idled at anchor awaiting berthing space. For example, according to Monday’s Port of Los Angeles Signal, which is published daily, the current average anchorage time at the port is 7.6 days.

Vessel delays at a number of US ports are being caused by terminal congestion and chassis shortages at ports and inland rail hubs. Retailers project that August will set an all-time record for imports. The Global Port Tracker, published monthly by the National Retail Federation and Hackett Associates, projects near-record year-over-year monthly import volumes continuing through the end of the year.

Given the current level of congestion at major US gateways, the capacity increases of 22 percent to the West Coast and 14.4 percent to the East Coast through year-end portend elevated vessel bunching at the ports, congestion at marine terminals, and chassis shortages at ports and inland locations. The capacity gains will also put stress on the intermodal rail networks from both the West and East coasts as railroads continue to “meter” the volume of intermodal containers they move each week from the ports so as not to further

congest their inland rail ramps. “The deployment of more capacity will create a surge of cargo at the destinations, with the potential of making the congestion even worse,” Murphy said.

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 27 Aug 2021 | Current Index 3 Sep 2021 |
| Comprehensive Index | | | 4385.62 | 4502.65 |
| Service Routes | | | | |
| Europe (Base port) | USD/TEU | 20% | 7365 | 7443 |
| Mediterranean (Base port) | USD/TEU | 10% | 7125 | 7289 |
| USWC (Base port) | USD/FEU | 20% | 5949 | 6266 |
| USEC (Base port) | USD/FEU | 7.50% | 11138 | 11648 |
| Persian Gulf and Red Sea (Dubai) | USD/TEU | 7.50% | 3776 | 3830 |
| Australia/New Zealand (Melbourne) | USD/TEU | 5.00% | 3962 | 4154 |
| East/West Africa (Lagos) | USD/TEU | 2.50% | 8412 | 8340 |
| South Africa (Durban) | USD/TEU | 2.50% | 6336 | 6624 |
| South America (Santos) | USD/TEU | 5.00% | 10000 | 10012 |
| West Japan (Base port) | USD/TEU | 5.00% | 280 | 281 |
| East Japan (Base port) | USD/TEU | 5.00% | 281 | 282 |
| Southeast Asia (Singapore) | USD/TEU | 7.50% | 861 | 883 |
| Korea (Pusan) | USD/TEU | 2.50% | 236 | 271 |

สรุปรายงานประจำสัปดาห์ ปริมาณการขนส่งอยู่ในปริมาณสูง และค่าระวางยังคงปรับเพิ่มสูงขึ้น ซึ่งจากการกลับมาระบาดของไวรัสสายพันธุ์เดลตา ทำให้เศรษฐกิจโลกยังมีความไม่แน่นอน สำหรับเส้นทางยุโรป พบว่ามีความต้องการนำเข้าสินค้าประเภทต้านไวรัส และสิ่งของจำเป็นในชีวิตประจำวัน ทำให้หนุนปริมาณการขนส่งให้เพิ่มสูงขึ้น สำหรับเส้นทางสหรัฐอเมริกา พบว่ามีความต้องการสินค้านำเข้าหลายประเภทในปริมาณสูง ซึ่งปัญหาประสิทธิภาพการทำงานในท่าเรือ และการหมุนเวียนตู้ที่ค่อนข้างต่ำ ยังคงเป็นปัจจัยลบในเส้นทาง ในขณะที่เส้นทางออสเตรเลีย ความต้องการการขนส่งสินค้ายังคงอยู่ในระดับสูง และอัตราค่าระวางปรับเพิ่มสูงขึ้น ส่วนเส้นทางญี่ปุ่นพบว่า Demand และ Supply รวมถึงค่าระวางยังอยู่ในระดับคงที่ และสุดท้ายเส้นทางอเมริกาใต้ ยังคงมีปริมาณความต้องการนำเข้าสินค้าจำเป็นในการดำรงชีพ และอุปกรณ์ทางการแพทย์ในระดับสูง ทำให้ระวางเรือในเส้นทางยังคงค่อนข้างแน่น