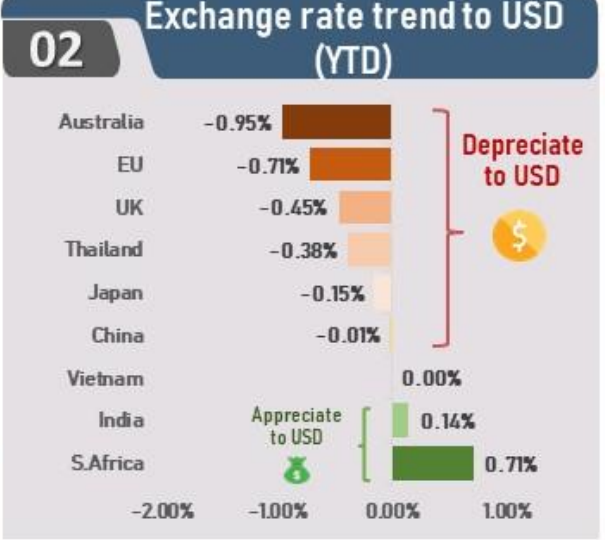


Weekly Briefing (10 Jan 2022)

01 THB rate / currencies

USD	EUR	GBP	AUD
33.59	37.98	45.47	24.07
CNY	JPY	INR	VND
5.26	0.29	0.45	0.0015



03 Crude Oil price & Gold (3-7 Jan 2022)

	Oil	OPEC	Brent	WTI
	USD/Barrel	78-79	78-82	75-80

OPEC Price (Jan 2019 - Jan 2022)

	Gold	1,791 - 1,815
		USD/Ounces

Gold Price (Jan 2019 - Jan 2022)



05 Weekly Top's Stories

รายละเอียด
ข่าว/บทความ

- Fed ไม่ใช่แค่ขึ้นดอกเบี้ย แต่เปิดประเด็นใหม่ 'ลดงบดุล' ขยายสินทรัพย์
รายละเอียดเพิ่มเติม : <https://bit.ly/3n4aW0w>
- Supply chain dysfunction will continue to drive LCL demand, says ECU
รายละเอียดข่าว : <https://bit.ly/3JStO5>

การอัปเดตค่าระวางเรือประจำสัปดาห์ สัปดาห์ที่ 1 พ.ศ. 2565



สรุปค่าระวางเรือประจำสัปดาห์

"หมายเหตุ: อัตราค่าระวางที่ปรากฏเป็นอัตราฐานของสายเรือที่ประกาศเป็นทางการ ซึ่งอาจต่ำกว่าอัตราที่มีการเรียกเก็บจริงจากผู้ส่งออก"

CONTAINER ALL IN FREIGHT RATE (DRY)

ROUTE	SIZE		Low Sulphur Surcharge (LSS)	Remark
	USD/20'	USD/40'		
Thailand - Shanghai	850	1,600	Subject to ISOCC USD 46/TEU, USD 92/FEU	
Thailand - Qingdao				
Thailand - Hong Kong	700	1,300		
Thailand - Japan (Main Port)	650	1,300		
Thailand - Kaohsiung	900	1,700		
Thailand - Klang	650	1,200	Subject to ISOCC USD 27/TEU, USD 53/FEU	
Thailand - Jakarta	650	1,200		
Thailand - Ho Chi Minh (Cat Lai)	550	1,050		
Thailand - Singapore	600	1,250		
Thailand - Manila (North & South)	800	1,500		
	Subject to CIC at destination			
Thailand - Jebel Ali	3,900	6,800	Subject to ISOCC USD 67/TEU, USD 134/FEU War Risk Surcharge: USD 35/TEU, USD 75/FEU	
Thailand - South Korea (Busan)	700	1,400	LSS: USD 100/TEU, USD 200/FEU	
Thailand - South Korea (Incheon)	800	1,600		
Thailand - Nhava Sheva	4,100	6,100	ISOCC: USD 53/TEU, USD 106/FEU	
Thailand - Melbourne	3,850-3,970	7,700-7,835	FAF: USD 165/TEU, USD 330/FEU	Effective till 14-Jan-2022
Thailand - Sydney				
Thailand - Durban / Cape Town	4,150	7,300	Subject to ISOCC USD 113/TEU, USD 226/FEU	Effective till 31-Jan-2022
	Subject to SCMC USD 30/BL			
Thailand - Europe (Main Port)	8,200	14,300	ISOCC: USD106/TEU, USD 212/FEU PSS: USD500/TEU,	Effective till 15-31-Jan-
	Subject to ENS USD 30/BL			
Thailand - US West Coast	Standard Rate: 10,000	Standard Rate: 12,650/13,300		Effective till 14-Jan-2022
Thailand - US East Coast	Standard Rate: 13,360	Standard Rate: 16,700/17,500		
	Subject to Panama Low Water USD 30-60/Container			

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

สถานการณ์ค่าระวางในช่วงเดือนมกราคม 2565 ค่าระวางในเส้นทางเอเชียปรับเพิ่มขึ้นในหลายเส้นทาง โดยเส้นทาง Shanghai ค่าระวางยังคงอยู่ที่ 850 USD/TEU และ 1,600 USD/FEU เส้นทาง Klang ค่าระวางเพิ่มขึ้น 100 USD/TEU และ

200 USD/FEU ทำให้ค่าระวางอยู่ที่ 650 USD/TEU และ 1,200 USD/FEU ส่วนเส้นทาง Hong Kong ค่าระวางเพิ่มขึ้น 100 USD/TEU และ 200 USD/FEU ทำให้ค่าระวางอยู่ที่ 700 USD/TEU และ 1,300 USD/FEU และเส้นทาง Japan ค่าระวางเพิ่มขึ้น 100 USD/TEU และ 200 USD/FEU ทำให้ค่าระวางอยู่ที่ 650 USD/TEU และ 1,300 USD/FEU โดยค่า Low Sulphur Surcharge ปรับเพิ่มขึ้นตามราคาน้ำมันในตลาดโลก สำหรับเส้นทาง Durban ค่าระวางปรับลดลง 50 USD/TEU และ 100 USD/FEU ทำให้ค่าระวางอยู่ที่ 4,150 USD/TEU และ 7,300 USD/FEU

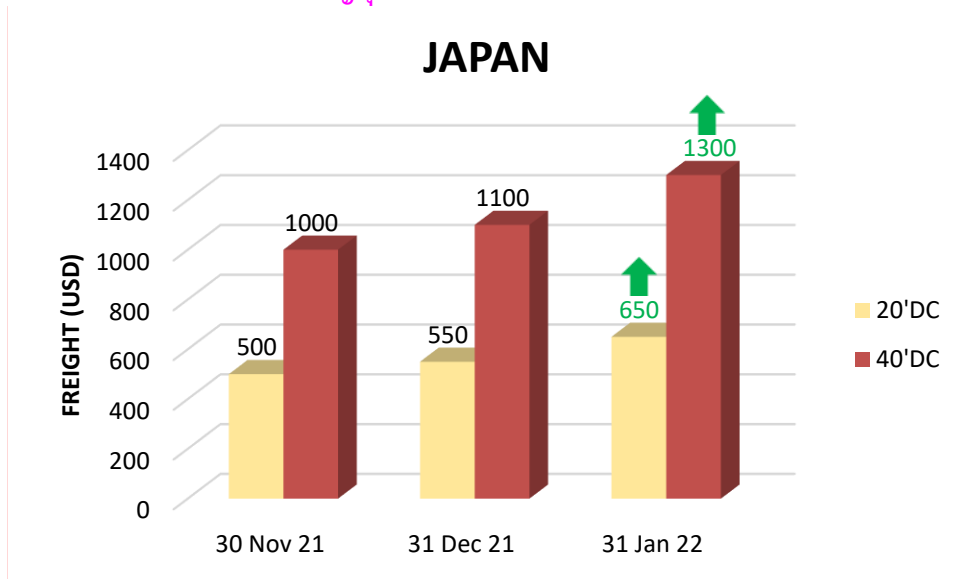
ส่วนเส้นทางออสเตรเลีย ค่าระวางช่วงครึ่งเดือนแรกของเดือนมกราคม ค่าระวางเพิ่มขึ้น 150-170 USD/TEU และ 285-300 USD/FEU ทำให้ค่าระวางอยู่ระหว่าง 3,850-3,970 USD/TEU และ 7,700-7,835 USD/FEU และมีการปรับเพิ่มขึ้นของค่า FAF เนื่องจากราคาน้ำมันในตลาดปรับตัวสูงขึ้น ในขณะที่ เส้นทาง Europe ค่าระวางช่วงครึ่งเดือนหลังของเดือนมกราคม ค่าระวางปรับเพิ่มขึ้น 500 USD/TEU และ 700 USD/FEU ทำให้ค่าระวางอยู่ที่ 8,200 USD/TEU และ 14,300 USD/FEU โดยมีการปรับเพิ่มขึ้นของค่า LSS และยังคงมีการเรียกเก็บค่า PSS ซึ่งสถานการณ์ขณะนี้ช่วงครึ่งเดือนแรกของมกราคม 2565 พบว่ามีการจองระวางเต็มจนถึงกลางเดือน สายเรือสามารถรับจองได้ช่วงสัปดาห์สุดท้ายของมกราคม เนื่องจากมีความต้องการขนส่งสินค้าในเส้นทางในปริมาณสูง

ส่วนเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนแรกของเดือนมกราคม ค่าระวางคงที่ทั้งฝั่ง West Coast และ East Coast โดยค่าระวางฝั่ง West Coast อยู่ที่ 10,000 USD/TEU, 12,650 USD/40'DC และ 13,300 USD/40'HQ ในขณะที่ค่าระวางฝั่ง East Coast คงที่อยู่ที่ 13,360 USD/TEU, 16,700 USD/40'DC และ 17,500 USD/40'HQ สถานการณ์ปัจจุบันยังคงพบปัญหาการระวางเรือเต็ม และปัญหาความหนาแน่นบริเวณท่าเรือปลายทาง โปรดตรวจสอบข้อมูลก่อนการจอง และวางแผนการจองล่วงหน้า

CONTAINER FREIGHT RATE (REEFER)

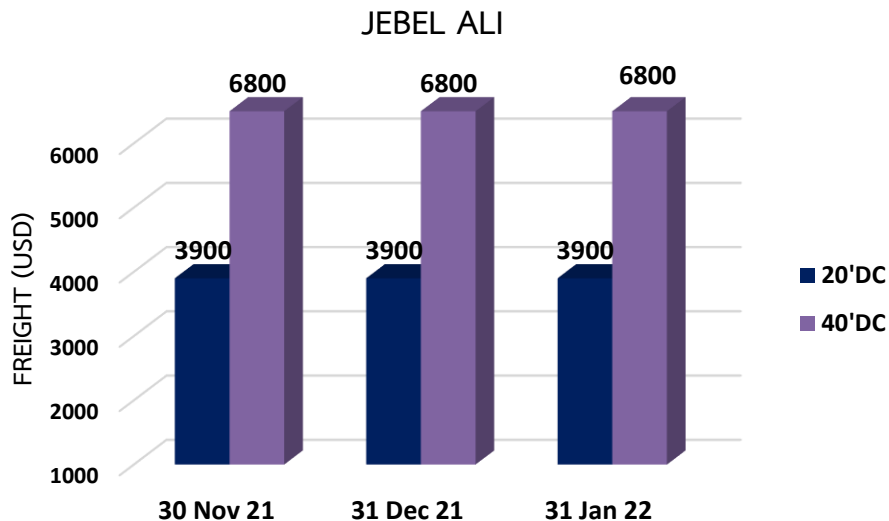
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20'	USD/40'		
Thailand-Hong Kong	-	2,500	USD 138/FEU	Effective till 31-Jan-2022
Thailand-Shanghai				
Thailand-Japan (Tokyo, Yokohama)	2,000	2,200	USD 65/TEU, USD 130/FEU	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	9,000	13,000	OBS: USD 305/TEU, USD 610/FEU +	
London Gateway / Southampton	10,000	14,000	PSS: USD 500/TEU, USD 1,000/FEU	

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-ญี่ปุ่น** เดือน พ.ย. ปี 2564 ถึง ม.ค. ปี 2565



Subject to Low Sulphur Surcharge (Nov.21): USD 46/TEU และ USD 92/FEU
(Dec.21): USD 34/TEU และ USD 69/FEU
(Jan.22): USD 46/TEU และ USD 92/FEU

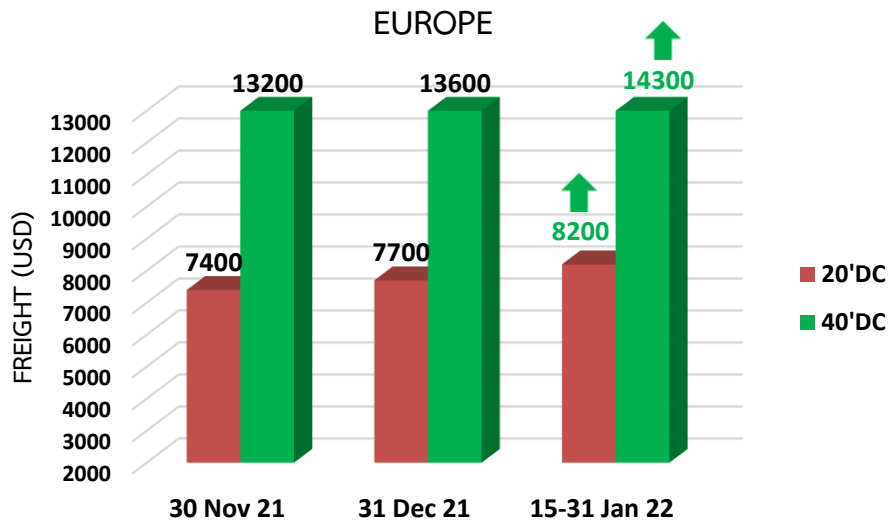
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-Jebel Ali** เดือน พ.ย. ปี 2564 ถึง ม.ค. ปี 2565



Subject to

- Low Sulphur Surcharge (Nov.-Dec. 21): USD45/TEU และ USD90/FEU
(Jan 22): USD67/TEU และ USD134/FEU
- War Risk Surcharge: USD35/TEU และ USD70/FEU

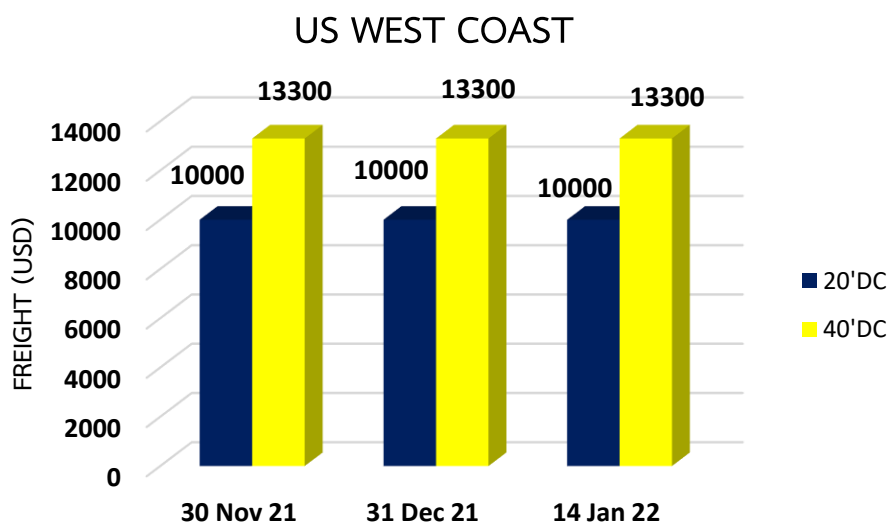
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-ยุโรป** เดือน พ.ย. ปี 2564 ถึง ม.ค. ปี 2565



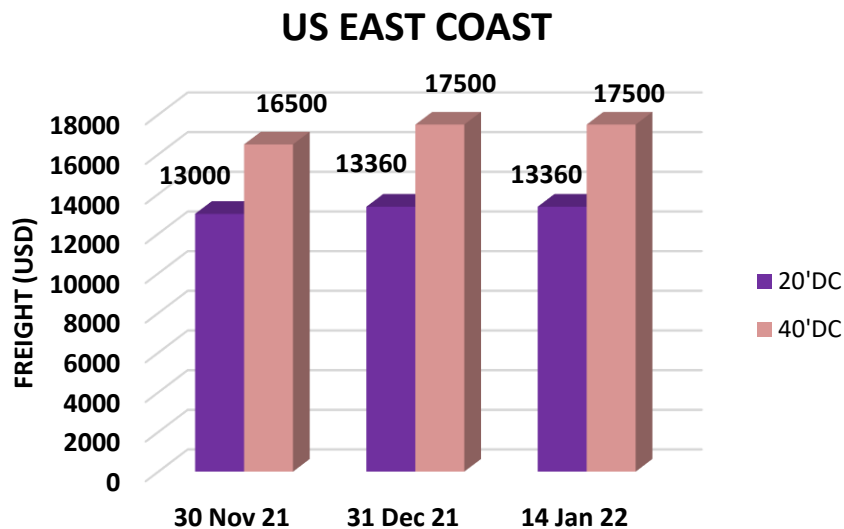
Subject to

- ISOC (Nov.21): USD88/TEU, USD176/FEU
(Dec.21): USD71/TEU, USD142/FEU
(Jan. 22): USD106/TEU, USD212/FEU
- ENS: USD30/BL
- PSS: USD500/TEU, USD1,000/FEU

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-สหรัฐอเมริกา West Coast** เดือน พ.ย. ปี 2564 ถึง ม.ค. ปี 2565



กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา East Coast เดือน พ.ย. ปี 2564 ถึง ม.ค. ปี 2565



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

'Stick or twist' – do shippers play the spot market or go for fixed-rate contracts?

Volume shippers offered new long-term fixed-rate contracts by container lines are, nevertheless, still keen to keep a foot in the door of the spot market. The extreme volatility of the spot market saw many shippers get their fingers badly burned over the past 18 months as rates were turbocharged by supply constraints and strong consumer demand. But if port congestion eases and demand soften, short-term market rates could head south again quite quickly.

The advent of multi-year deals by carriers is a new facet of the contract season that has shippers re-examining their strategies more closely. Miles O'Donnell, national sales & procurement manager for seafreight at Europa Air & Sea, said shippers needed to decide whether to “stick or twist” on playing the spot market or agreeing a contract fix at substantially increased terms. “The challenge for all customers is to weigh up potential changes in the sector and then decide whether fixing offers the best long-term benefit,” said Mr O'Donnell.

However, the container spot indices for the first week of the year are not giving away too many clues on the direction of rates. For example, for the Asia-North European tradelane, the Freightos Baltic Index (FBX) and Drewry's World Container Index (WCI) were both flat, at \$14,24 and \$13,64, respectively, per 40ft, while Xeneta's XSI was up 2.6% on the week at \$14,84 per 40ft. And the Ningbo Containerized Freight Index (NCFI) recorded small declines on 14 of its selected 21 trades, with five routes showing slight increases and two unchanged.

One UK-based NVOCC contact told *The Loadstar* this week he expected rates from China to North Europe to go up slightly ahead of the Chinese New Year holiday, which falls in the first week of February, but was more worried about new lockdown disruptions causing container and haulage shortages. “If we start having to pay extra charges to get boxes, and more to get them on the ship, then the total charges will skyrocket again,” he warned.

Meanwhile, the uncertainty in the sea freight marketplace appears to have increased the appetite of shippers and carriers to trade FFAs (freight forward agreements). From 28 February, FBX indices, administered

by the Baltic Exchange, will be used for the settlement of six contracts on the financial derivatives exchange CME Group’s new shipping container futures platform.

Peter Keavey, global head of energy products at CME, claimed the product would be “a valuable risk management tool for customers looking to hedge their freight costs”. And Zvi Schreiber, Freightos CEO believed FFAs would “help global supply chains to cope with unprecedented demand and new levels of volatility driven by the pandemic”. Peter Stallion, container FFA broker at Freight Investor Services, said the launch of the contracts was “a decisive step for the container market”. He told *The Loadstar* interest in the new container FFAs was “massive” and claimed significant traction had been made with the top-ranked carriers as well as shippers.

In previous failed attempts to introduce FFAs into the container sector, ocean carriers have been reluctant to progress their initial interest due to a constant very low-rate base.

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

Outlook 2022: Asia–Europe lines capitalize on shipper pursuit of capacity over price

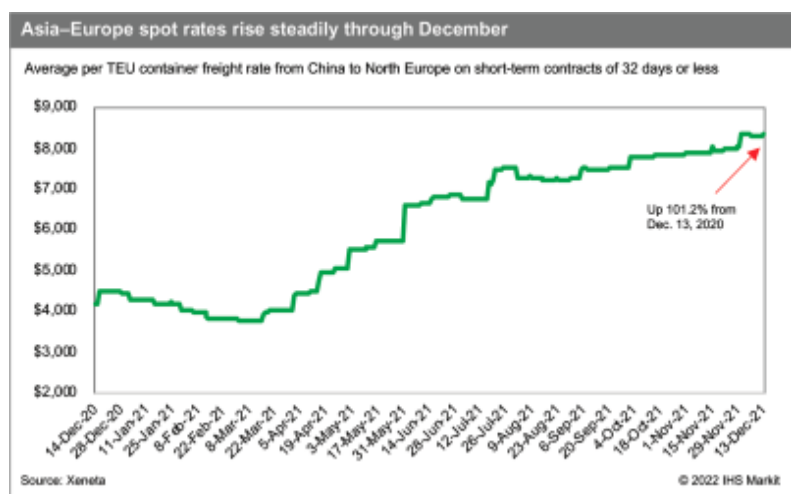
Shippers moving products from Asia to Europe, weary of the ongoing disruption to their supply chains, are placing greater priority on resilience from their ocean carriers, rather than focusing on price, with the expectation that the current record rate levels will subside through 2022. Asia–Europe carriers have been quick to capitalize on heightened demand for guaranteed space through offers of improved service via multi-year contracts, a trend analysts regard as evidence that carriers expect rates to decline and are looking to lock customers into fixed prices to maintain the current bull run as the market falls.

“It is clear that no one expects the container shipping market on Asia–Europe to be worse next year, and that is why the carriers are trying to keep up the rate levels as long as possible,” said Michael Braun, vice president of customer solutions at rate benchmarking platform Xeneta. “If carriers believed the market was going to continue growing, they would not be offering multi-year deals at a more favorable rate level than short-term deals.”

For their part, carriers say the interest in multi-year deals is coming from shippers; Maersk, for example, said in November it expects contracts of up to three years to account for 1.4 million of its 7 million long-haul FEU on long-term contracts in 2022.

Johan Sigsgaard, head of ocean products at Maersk, told JOC.com that the carrier expects access to space and equipment to be a major concern among shippers in the negotiation of contracts for 2022.

“While the current environment is challenging, we do see options to provide space and equipment commitments,” Sigsgaard said. “The key change is that the transit times have in many cases been extended due to the congestion. In general, we have also seen a change in customer conversations, with more customers interested in signing long-term contracts. Today, almost two-thirds of our long-haul volumes are now on long-term contracts.”



Maersk’s multi-year contracts are at fixed rates for the first year with a floor and a ceiling price and an adjustment mechanism that is applied either yearly or semiannually.

Andreas Buetfering, senior director for trade management Far East at Hapag-Lloyd, agreed that shippers have been placing a far stronger focus on building resilience in their supply chains to ensure regular cargo flows, with rates appearing to be of secondary concern. “At present, the benchmarking certainly feels the impact of high short-term rates, but whether that is a sustainable reference for long-term contracts remains to be seen throughout the course of negotiation,” Buetfering told JOC.com in early December.

What goes up ...

After rising sharply in the spring and summer, spot pricing on the Asia–North Europe trade began to flatten, but rates didn’t stop growing. As of Dec. 13, 2021, average rates on short-term contracts of 32 days or less reached a record high of \$8,346 per TEU, more than double the average during the same week in 2020, according to rate benchmarking firm Xeneta.

Still, most market observers expect rates to subside in 2022, rather than continuing to climb to new heights. According to Braun, shippers are delaying their contract talks in the expectation that rates will dip during the tender season.

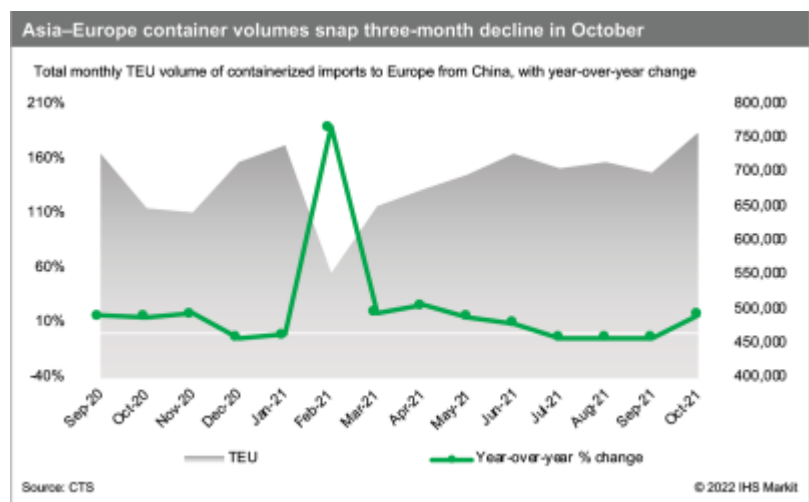
“There is a clear interest in the carriers to lock in the rates for as long as possible, while the shippers are more interested in resilience,” Braun said. “There will be an interest in going for a longer-term contract, but only if a shipper can get the resilience he or she is looking for.”

Most of the shippers and forwarders contacted by JOC.com likewise said they expect spot rate levels to fall in the near future, most likely in the first quarter. “I strongly believe that very soon — after Chinese New Year — rates will stabilize, and carriers know that,” said Shabsie Levy, founder and CEO of digital forwarder Shifl. “Hence, they are pushing shippers to sign long-term contracts that will work better for them in the long term. I have seen some offers for three-year commitments at discounted pricing, or at least discounted compared to the current market.”

Edoardo Podestà, COO for air and sea logistics at Dachser Group, said carriers are trying to lock in customers for contracts extending up to three years as rates. “It is becoming apparent that today’s very high FAK [freight all kinds] rates cannot be sustained for too much longer,” he told JOC.com in early December. “The question is: How long is ‘too much longer’? I expect a slow and steady decrease in rates, rather than a sudden crash, but rates will likely remain at a very high level compared to where they were pre-pandemic. The second quarter will be a critical time to look at the balancing of capacity and demand.”

Results may vary

Dominique von Orelli, global head of ocean for DHL Global Forwarding, said this year’s Asia–Europe contract tender season has been far from “traditional,” with shippers considering more varied options for 2022 than in the past. “Customers are debating whether to go for RFQs [requests for quotations] at all or simply try to extend existing agreements,” von Orelli said, adding that space will win over rates, with long-term binding



agreements needed to secure the required space at market rates. “To avoid volatility in the rates, long-term agreements will be key. Those customers who want to play the short-term market will likely be in for negative surprises.”

According to a supply chain director for an importer based in Germany who asked not to be named, some carriers have been unwilling to even discuss short-term or annual contracts. “They are not prepared to negotiate and are arrogant and dismissive,” he told JOC.com. “Some carriers start negotiations wanting me to sign a multi-year contract, and if I don’t, I will not get space. But I don’t want a multi-year deal because I don’t know what the market will do, and neither does the carrier. China is not producing as much; everyone is nervous that orders will go down and the rates will drop.”

The source said multi-year contracts might work for certain large-volume shippers, but they aren’t a one-size-fits-all solution. “Maybe another company with very large volume will have a special relationship with a carrier and a multi-year deal makes sense for them, but not for me,” he said. “Just give me a straightforward one-year contract that I do not need to re-negotiate every six months and pay more, and then deliver as agreed.”

In stark contrast, the director of global logistics for a US-headquartered manufacturer said it is proceeding with 2022 Asia–Europe tenders with a Jan. 1 start, but its carrier partners have made no mention of multi-year contracts. “Most carriers we tender with do not want to offer longer than 12 months, even though there seems to be a lot of discussion internally among carriers on how to handle longer-term proposals of two or three years,” he told JOC.com.

Shippers are “pushing hard for price security on whatever price is agreed, pushing carriers as well as the NVOs [non-vessel-operating common carriers] and forwarders to stick to whatever deal is reached,” he added. “So far, we are in general agreement and understanding about where the industry and the market are. But the carriers are apologetic for not being willing or able to take on whatever volume we offer, like they would have been able to in the past.”

The logistics director said the company is focused on the allocations a carrier can offer for a full year, and as a result, not all invited carriers have joined its tenders, with some claiming no available space. “Once the price is offered, the next step is to reach agreement on what volume we can offer that they are willing to accept, or what space they have left for us that they are willing to offer,” he said.

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

Outlook 2022: Forwarder profits obscure pressure on traditional 3PL model

Global forwarders will look back on 2021 as a year in which profitability, largely derived from historically high ocean and air freight rates, obscured increasing pressure on traditional business models from multiple fronts. On one side, third-party logistics providers (3PLs) are facing competition from a range of well-funded “digitally native” forwarders, forcing 3PLs to upgrade their customer-facing technology. On the other side, asset owners that have typically relied on 3PLs as customers are seeking to vertically integrate in a way that could marginalize forwarders that are not prepared for such scenarios.

Some of those asset owners — most notably container lines Maersk, CMA CGM, and Cosco Shipping and marine terminal operators DP World and PSA International — have acquired 3PLs over the past two years, and that activity intensified in the second half of 2021. Flush with cash from a lucrative pandemic phase, those entities have plunged investment into adjacent assets that give them direct air freight, final-mile, and e-commerce-related capacity.

CMA CGM in early December added 59 global warehouses to its already sizable logistics footprint with the \$3 billion purchase of Ingram Micro’s contract logistics business, making it a top-four provider in that space.

Just a week earlier, PSA acquired Philadelphia-based forwarder BDP International, the 34th-largest global 3PL by annual revenue in 2020, according to research conducted by SJ Consulting.

Maersk in November added air freight specialist Senator International and several new freighters to its fleet following the August purchase of US fulfillment provider Visible SCM. Around the same time, Cosco acquired a stake in Shun Feng Holdings, China's largest integrated logistics company, which itself had acquired a majority stake of Hong Kong-based Kerry Logistics earlier in 2021. Kerry Logistics owns APEX Maritime, one of the top three non-vessel-operating common carriers (NVOs) plying the China-US trade.

Meanwhile, venture capital investors funneled a collective \$332 million into three digital forwarders based in Northern Europe — Forto, Zencargo, and Beacon — since May. Together, these acquisitions and funding into early stage forwarders put immense pressure on incumbent forwarders to adapt to a market in which the competitive playing field is based heavily on vertical integration and digital tools.

Competing with scale

But forwarders aren't just standing back and watching. Traditional merger and acquisition (M&A) activity among global 3PLs continues as forwarders seek economies of scale. DSV's April acquisition of Agility's Global Integrated Logistics unit, for example, was the icing on a five-year, \$10 billion M&A spree that's seen Denmark-based DSV pull in competitors Panalpina and UTi Worldwide. DHL in August acquired JF Hillebrand for \$1.8 billion to build its ocean freight scale, and Kuehne + Nagel acquired air freight forwarder Apex International for \$1.5 billion in May.

DSV considers its scale to be a competitive advantage that will keep it one step ahead of the pack, COO Jens Lund told JOC.com in an August interview. "The more volume we control, the better service we get from the carriers, even though they have the upper hand," he said. "They respect that if you have significant volume." The question remains whether these moves might stave off the threat of digitally oriented forwarders or vertically integrated carriers and terminal operators cutting incumbent forwarders out of the market. That threat is most clearly manifested in moves by Maersk, which has said that forwarders will largely need to use its digital Maersk Spot product to access capacity in 2022. Maersk also notably dropped its contract with DB Schenker in fall 2020.

"Maersk wants to have a much larger footprint that will make them a large forwarding competitor," Lund said in an October earnings call. "Maersk has already downsized what they allocate to forwarders, and if they continue in that way, they will probably handle most of their own customer volume."

Lund noted, however, that as Maersk moves more volume as a forwarder, it will receive less volume as a carrier from other forwarders. "At a certain point, since the forwarders control much of the global volume, they will need to find a balance," he said during the call. Multiple forwarders have told JOC.com in the second half of 2021 that they received smaller volume allocations from container lines than they would have liked, with demand for space far exceeding available supply.

That is placing a premium on the ability of forwarders to be reliable customers for container lines, rather than focusing all their efforts on winning and serving their own shipper customers. It's likely that forwarders with the capability to provide carriers with data and solutions that ease the allocation, quoting, and documentation management processes will be favored over those that lack such tools.

"You look at your small customers, but more importantly, you look at those customers who never stick to commitment; they come and go; they switch for every \$2; they give commitments and then don't stick to it," Thorsten Meincke, DB Schenker's chief operating officer for air and ocean, told JOC.com in August. "I think every carrier — whether it's forwarders or BCO [beneficial cargo owner] direct — has taken a few customers out of their portfolio because they haven't been a reliable partner."

That said, Maersk and CMA CGM represent one end of a spectrum of carriers that is far from homogeneous. While Zim Integrated Shipping also seems headed down the end-to-end logistics path, having started its own in-house digital forwarder called Ship4wd in October, other carriers have said they will continue to rely on forwarders as customers and focus their capital expenditures on improving port-to-port operations. “The likelihood we will start investing in the areas our competitors have done, such as forwarding, warehousing, or air freight, is very slim,” Rolf Habben Jansen, CEO of Hapag-Lloyd, told a media briefing in November.

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 31 Dec 2021	Current Index 7 Jan 2022
Comprehensive Index			5046.66	5109.60
Service Routes				
Europe (Base port)	USD/TEU	20%	7751	7777
Mediterranean (Base port)	USD/TEU	10%	7535	7529
USWC (Base port)	USD/FEU	20%	7681	7994
USEC (Base port)	USD/FEU	7.50%	11579	11833
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	3860	3790
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	4683	4691
East/West Africa (Lagos)	USD/TEU	2.50%	7476	7470
South Africa (Durban)	USD/TEU	2.50%	6473	6419
South America (Santos)	USD/TEU	5.00%	10276	10323
West Japan (Base port)	USD/TEU	5.00%	337	304
East Japan (Base port)	USD/TEU	5.00%	268	276
Southeast Asia (Singapore)	USD/TEU	7.50%	1489	1537
Korea (Pusan)	USD/TEU	2.50%	424	432

สรุปรายงานประจำสัปดาห์ พบว่าตลาดการขนส่งยังคงอยู่ในทิศทางที่ดี ในขณะที่อัตราค่าระวางอยู่ในทิศทางขาขึ้น โดยในเส้นทางยุโรป พบว่าการฟื้นตัวของระบบซัพพลายเชนยังคงอยู่ในลักษณะชะลอตัว โดยความต้องการนำเข้าสินค้าจำเป็น และอุปกรณ์ทางการแพทย์ยังคงอยู่ในปริมาณสูง ซึ่งเป็นปัจจัยที่ทำให้ความต้องการในการขนส่งเพิ่มขึ้น ส่งผลให้ระวางเรือ และตู้คอนเทนเนอร์ยังคงตึงตัวต่อเนื่อง ในขณะที่ค่าระวางปรับเพิ่มขึ้น ส่วนในเส้นทางสหรัฐอเมริกา พบว่าการกลับมาระบาดของไวรัส ส่งผลต่อการฟื้นตัว และการพัฒนาของเศรษฐกิจ โดยขณะนี้สหรัฐฯ มีความต้องการในการนำเข้าสินค้าในปริมาณสูง โดยที่ระวางเรืออยู่ในระดับตึงตัว สำหรับเส้นทางออสเตรเลีย พบว่าสถานการณ์การระบาดของไวรัสยังไม่ดีขึ้น ทำให้เป็นตัวกระตุ้นการนำเข้าสินค้าจำเป็นหลายประเภทในปริมาณสูงต่อเนื่อง เช่นเดียวกับสัปดาห์ที่ผ่านมา แต่ความสมดุลของตู้คอนเทนเนอร์กับความต้องการอยู่ในระดับที่ค่อนข้างดี สำหรับเส้นทางญี่ปุ่นพบว่า โดยทั่วไปปริมาณการขนส่งยังคงที่ ส่วนค่าระวางมีการปรับเพิ่มสูงขึ้น และสุดท้ายเส้นทางอเมริกาใต้ ความต้องการนำเข้าสินค้าจำเป็น และอุปกรณ์ทางการแพทย์ยังคงมีปริมาณสูงต่อเนื่องเป็นเวลานาน ในขณะที่ค่าระวางค่อนข้างคงที่