การอัพเดทค่าระวางเรือประจำสัปดาห์
สัปดาห์ที่ 10 พ.ศ. 2564

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 26/TEU, USD 51/FEU	Effective till 31-Mar-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 17/TEU, USD 34/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	950	1,600	Subject to ISOCC USD 45/TEU, USD 90/FEU	
	Subject to War Risk Surcharge: USD 35/TEU, USD 70/FEU			
Thailand - South Korea (Busan)	250	500	-	
Thailand - South Korea (Incheon)	300	600		
Thailand – Nhava Sheva	2,000	3,000	ISOCC: USD 36/TEU, USD 72/FEU	
Thailand - Melbourne	1,450-1,550	2,900-3,050	FAF: USD 44/TEU, USD 88/FEU	
Thailand - Sydney	1,750-1,850	3,500-3,650		
Thailand – Durban / Cape Town	2,900	5,000	Subject to ISOCC USD 75/TEU, USD 150/FEU	
	Subject to SCMC USD 30/BL			
Thailand – Europe (Main Port)	3,900	7,700	ISOCC: USD 71/TEU, USD 142/FEU	
	Subject to ENS USD 30/BL			
Thailand - US West Coast	3,200	4,000	-	
Thailand - US East Coast	3,700	4,700		
	Subject to Panama Low Water USD 30-60/Container			

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

สถานการณ์ค่าระวางในช่วงเดือนมีนาคม 2564 ค่าระวางในเส้นทางเอเชียส่วนใหญ่มีอัตราคงที่ 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 แต่มีการปรับเพิ่มขึ้นของค่า Low Sulphur Surcharge เล็กน้อย โดยภาพรวมสถานการณ์ตู้สินค้าขาดแคลนเริ่มมีทิศทางดีขึ้นเมื่อเทียบกับช่วงปลายปี 2563 ที่ผ่านมา สำหรับเส้นทางแอฟริกาใต้ ค่าระวางตู้ 20’ ปรับเพิ่มขึ้น 200 USD/TEU ในขณะที่ตู้ 40’ ค่าระวางปรับลดลง 200 USD/FEU ทำให้ค่าระวางอยู่ที่ 2,900 USD/TEU 5,000 USD/FEU โดยปรับเพิ่มการเรียกเก็บค่า ISOCC ในอัตรา 75 USD/TEU และ 150 USD/FEU

ส่วนเส้นทาง Melbourne ค่าระวางปรับเพิ่มขึ้น 100 USD/TEU และ 200 USD/FEU โดยเรียกเก็บอยู่ระหว่าง 1,450-1,550 USD/TEU และ 2,900-3,050 USD/FEU ส่วนท่าเรือ Sydney ค่าระวางปรับเพิ่มขึ้นเช่นเดียวกัน โดยเรียกเก็บอยู่ระหว่าง

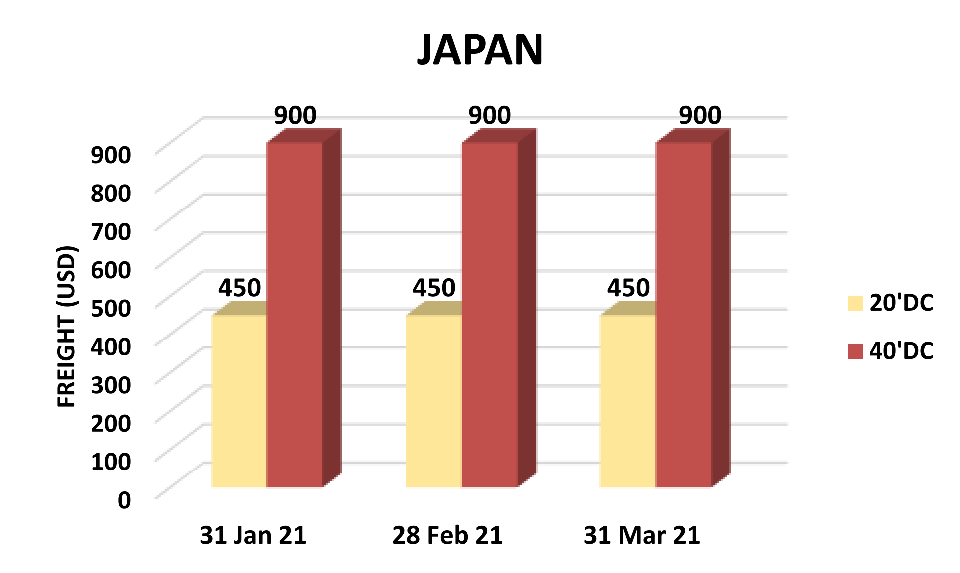
1,750-1,850 USD/TEU และ 3,500-3,650 USD/FEU และมีการปรับเพิ่มการเรียกเก็บค่า FAF ในอัตรา 44 USD/TEU และ 88 USD/FEU ในขณะที่ เส้นทาง Europe ค่าระวางช่วงครึ่งเดือนหลังของเดือนมีนาคม ค่าระวางคงที่อยู่ที่ 3,900 USD/TEU และ 7,700 USD/FEU โดยปัจจุบันยังคงพบปัญหาการขาดแคลนตู้

ส่วนเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนหลังของเดือนมีนาคม ค่าระวางคงที่ยกเว้นค่าระวางตู้ 20’ ของฝั่ง East Coast ที่ปรับลดลง 100 USD/TEU ทำให้ค่าระวางฝั่ง West Coast คงที่อยู่ที่ 3,200 USD/TEU และ 4,000 USD/FEU และฝั่ง East Coast ค่าระวางอยู่ที่ 3,700 USD/TEU และ 4,700 USD/FEU ซึ่งขณะนี้ยังคงพบปัญหาขาดแคลนระวางเรือ และขาดแคลนตู้ทั้ง 20’ และ 40’

CONTAINER FREIGHT RATE (REEFER)

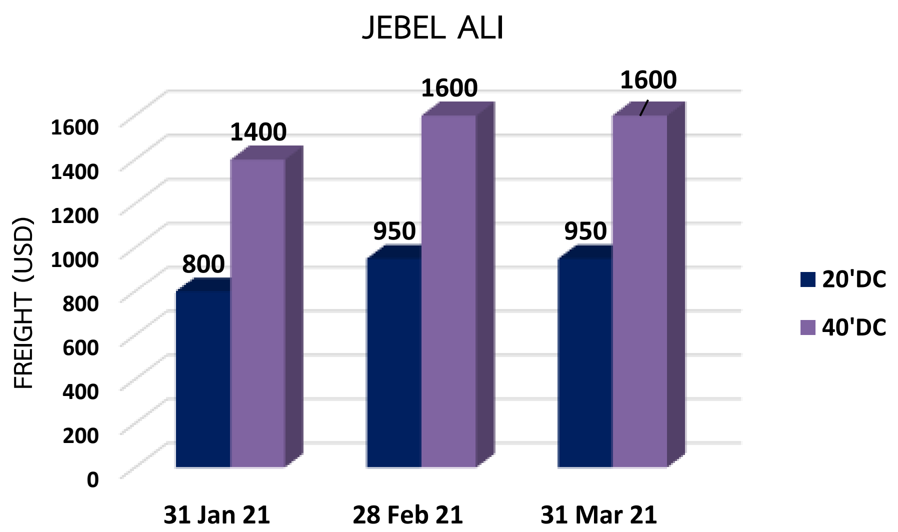
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20’	USD/40’		
Thailand-Hong Kong Thailand-Shanghai	1,100	1,200	USD 40/TEU, USD 80/FEU	Effective till 31-Mar-2021
Thailand-Japan (Tokyo, Yokohama)	1,300-1,400	1,500-1,700	-	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	5,500	7,500-8,000	OBS: USD 111/TEU, USD 222/FEU + PSS: USD 500/TEU, USD 1,000/FEU	

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



Subject to Low Sulphur Surcharge (Dec.20-Feb.21): USD 17/TEU และ USD 34/FEU
(Mar.21): USD 26/TEU และ USD 51/FEU

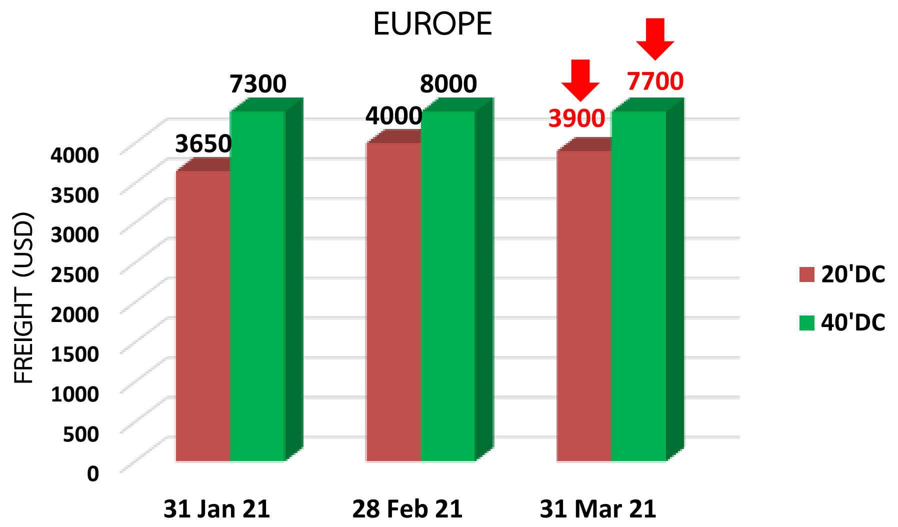
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-Jebel Ali เดือน ม.ค. ถึง มี.ค. ปี 2564



Subject to

- War Risk Surcharge: USD35/TEU และ USD70/FEU
- Low Sulphur Surcharge (Jan.21): USD34/TEU และ USD68/FEU
  (Feb.- Mar. 21): USD45/TEU และ USD90/FEU

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



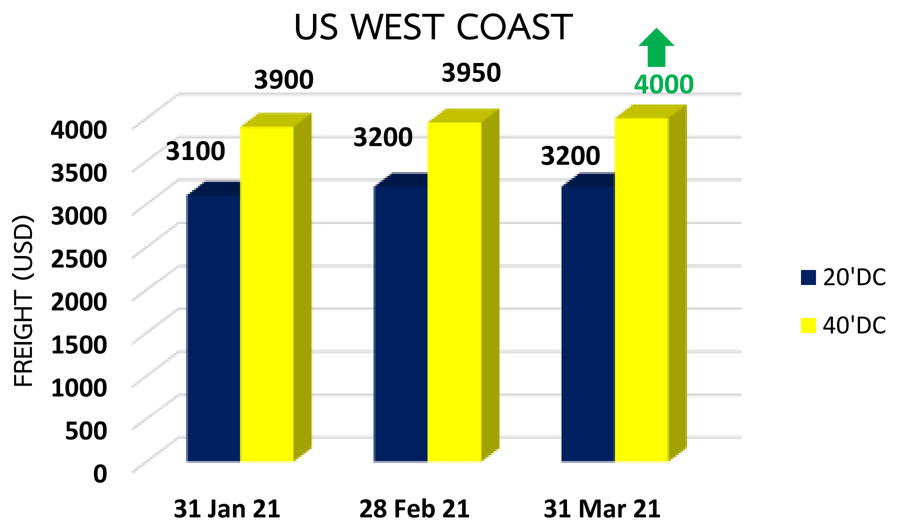
Subject to

- ISOCC (Jan.21): USD35/TEU, USD70/FEU + PSS: USD 500/TEU และ USD 1,000/FEU

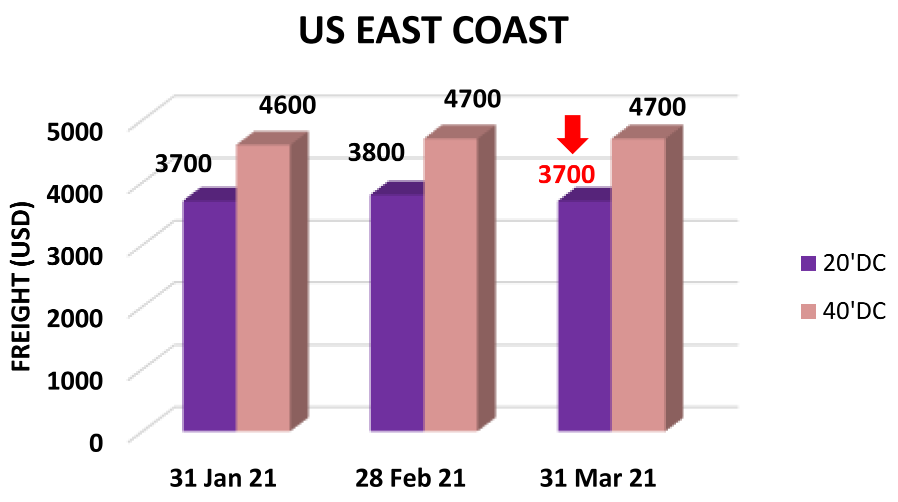
  (Feb.21): USD53/TEU, USD106/FEU + PSS: USD 500/TEU และ USD 1,000/FEU + LSS (Feb.): USD 20/TEU และ USD 40/FEU

  (Mar.21): USD71/TEU, USD142/FEU (No PSS & LSS)
- ENS: USD30/BL

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา West Coast เดือน ม.ค. ถึง มี.ค. ปี 2564



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



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

➢ **รวบรวมประกาศสำคัญจากสายเรือ**

<u>สายเรือ Hapag Lloyd</u>

- ประกาศแจ้งยกเลิกการเรียกเก็บค่า Port Congestion Surcharge (CGO/CGD) สำหรับสินค้าส่งออก หรือนำเข้าในเส้นทาง Sydney โดยมีผลตั้งแต่วันที่ 22 มีนาคม 2564

<u>สายเรือ MSC</u>

- ประกาศแจ้งยกเลิกการเรียกเก็บค่า Port Congestion Surcharge (CGS) สำหรับสินค้าที่ส่งออก หรือนำเข้าในเส้นทางออสเตรเลีย โดยมีผลตั้งแต่วันที่ 11 มีนาคม 2564

<u>สายเรือ Maersk</u>

- ประกาศแจ้งยกเลิกการเรียกเก็บค่า Sydney Congestion Fee (CFO/CFD) สำหรับสินค้าในเส้นทาง Sydney Port เนื่องจากสถานการณ์ความหนาแน่นภายในท่าเรือเริ่มคลี่คลาย โดยมีผลตั้งแต่วันที่ 15 มีนาคม 2564
- ประกาศแจ้งความคืบหน้าสถานการณ์การขาดแคลนปลั๊กสำหรับตู้ Reefer ในท่าเรือ Dalian ของประเทศจีนว่าเริ่มคลี่คลาย ดังนั้น สายเรือสามารถกลับมารับ Booking สำหรับ Reefer Cargo ได้ตามปกติ พร้อมแจ้งยกเลิกการเรียกเก็บค่า Reefer Plug Surcharge (RFP) โดยมีผลตั้งแต่วันที่ 10 มีนาคม 2564

<u>สายเรือ Zim Line</u>

- ประกาศแจ้งเรียกเก็บค่า Ashdod Imbalance Surcharge (AIS) สำหรับสินค้าจากเส้นทาง Far East ไปยังท่าเรือ Ashdod ของประเทศอิสราเอล โดยเรียกเก็บในอัตรา USD 200/TEU และ USD 260/FEU มีผลตั้งแต่วันที่ 21 มีนาคม 2564

US box imports set for ‘dramatic’ H1 growth

Inbound traffic via US container ports expected to grow ‘dramatically’ during the first half of 2021, particularly in comparison with last year’s disrupted market, with a further boost likely from a new financial stimulus. Imports at the largest US container ports are expected to grow “dramatically” during the first half of 2021, particularly in comparison with last year’s disrupted market, according to the monthly Global Port Tracker report released today by the National Retail Federation (NRF) and Hackett Associates. And the surge of containerised imports into the US looks set to be boosted further, as the country’s latest financial stimulus effort has been approved by the US Senate, setting the stage for further rises in consumer spending in the coming months, a move that freight forwarders expect to further boost freight imports. The US $1.9 trillion bill passed the Senate on 6 March and now heads back to the House of Representatives where a vote on it will be held this week, *Lloyd's List* reports.

NRF Vice President for Supply Chain and Customs Policy Jonathan Gold said "NRF is forecasting what could turn out to be record retail sales growth in 2021, and retailers are importing huge amounts of merchandise to meet the demand. The supply chain slowdown we usually see after the holiday season never really happened this winter, and imports are already starting to grow again. "Consumers haven't let the pandemic stop them from shopping, and retailers are making sure their customers can find what they want and find it safely."

US ports covered by Global Port Tracker handled 2.06 million Twenty-Foot Equivalent Units in January, the latest month for which final numbers are available. That was down 2.3 percent from December as the busy holiday season came to an end. But with a 13 percent year-over-year increase, it was the busiest January since NRF began tracking imports in 2002 and the first time the month has ever topped the 2 million TEU mark. While import numbers for both February and March are forecast to be significantly higher than normal, year-over-year comparisons are difficult because of the pandemic, the organisations noted, adding: "February is traditionally the slowest month of the year as Asian factories close for Chinese New Year, but last year most remained closed into March because of the coronavirus, reducing numbers even further.

"This year, however, some remained open during the holiday in order to fill a surge in orders, and ships arriving at U.S. ports faced a backlog to unload." February results aren't available yet, but the month was projected at 1.88 million TEU, up 24.4 percent over last year, while March is forecast at 1.98 million TEU, up 44.1 percent. April is forecast at 1.9 million TEU, up 18.2 percent year-over-year; May at 1.92 million TEU, up 25.2 percent; June also at 1.92 million TEU, up 19.6 percent, and July at 2.02 million TEU, up 5.3 percent.

The first half of 2021 is forecast at 11.7 million TEU, up 23.3 percent from the same period in 2020, which experienced a major decline in imports due to COVID-19. Imports saw a total of 22 million TEU in 2020, up 1.9 percent from 2019's 21.6 million TEU and beating the previous record of 21.8 million TEU recorded in 2018. Global Port Tracker, which is produced for NRF by the consulting firm Hackett Associates, provides historical data and forecasts for the US ports of Los Angeles/Long Beach, Oakland, Seattle and Tacoma on the West Coast; New York/New Jersey, Port of Virginia, Charleston, Savannah, Port Everglades, Miami and Jacksonville on the East Coast, and Houston on the Gulf Coast.

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

Ocean freight pressures set to continue until at least summer

Capacity from China to the US may have eased slightly in recent weeks, but the disruptions to global supply chains look set to continue for several more months, freight sources indicate. Difficulties experienced throughout much of the global ocean freight logistics chain for several months look set to continue well into the second quarter (Q2) of this year, according to freight forwarding and other sources, including high prices, poor vessel reliability, capacity issues and acute equipment shortages.

Kuehne + Nagel CEO Detlef Trefzger said last week that he did not expect an improvement in the immediate future to the issues related to the supply of containers, port congestion and dock labour shortages, noting: "Container supply is tight, because the demand is there, but we have congestion at the ports – which is driven by all the health and security measures the pandemic has caused." For the container situation to ease, handling at the port terminals needs to be speeded up, he added, noting: "We would not expect this to be solved before the summer (this year) and it depends on vaccination and on other health safety measures."

Vessel capacity and equipment still very tight

In an update late last week, Grant Liddell, business development director at UK forwarder Metro Shipping, said as we look ahead to Q2, "the issues that we all expected to ease, are still there", highlighting that "schedule reliability is at its lowest recorded level, rates remain very high, and vessel capacity and equipment continue to be very tight, with demand further escalating after the Asian holiday period". He continued: "Shipping lines and cargo owners are reporting strong order books well into the Q2, and with the expected loosening of lockdown measures throughout the UK, Europe and the rest of the world, as the vaccine roll out grows, we can expect demand to remain high until the summer and possibly beyond. The carriers are maintaining their peak season charges throughout Q2, and market rates remain very high for both contract renewals and in the spot market."

He noted that some shipping lines "have actually announced increases to their peak season surcharges, at an unseasonal time", such as Hapag Lloyd, from 1 March, with "confidence from the carriers very 'bullish' still". And he said operational challenges are also not unique to the Far East, highlighting "port congestion, equipment shortages and schedule reliability being experienced across the Indian Sub-continent, North America, Australia, Europe, and the Middle East" that were indications of "an inescapable global supply chain position and issue".

Liddell noted that US west coast ports still have major congestion issues, with dozens of vessels still being held up for weeks, "creating more delays and further slowing down the evacuation of equipment back to the manufacturing regions". Liddell said "these global issues and challenges" meant that "the role of an expert freight forwarder has never been so important to keep supply chains moving". His own company, for example, "continues to work as a partner and on a collaborative strategic approach with clients ensuring the best fit solution and all alternatives are offered in the current dynamic market, ensuring every option is available as part of the supply chain decision-making process", with some such as Metro able to provide additional visibility via their own technology tools. His views are also reflected by several other freight forwarding and other ocean freight industry sources, which also anticipate several months of further ocean freight challenges, with significant cargo and equipment positioning issues already baked into the system.

Space ex-China easing

However, a source at freight forwarding and logistics group DSV indicated that the ocean freight market from China had eased to some extent in recent weeks, although the disruptions to global supply chains were continuing. "The ships sitting on the West Coast are a massive issue for us here in the United States," he noted. "It's not only a United States issue; it really trickles down to Latin America as well, Mexico, also from Europe, and also the outbound out of the US." "That said, space out of China, seems to have eased up a little bit," since Chinese New Year, at least on the ocean export side from China to the US, although the cause of that easing remained unclear. "We don't really see any issues getting capacity," he noted. "There are still some constraints on equipment, but from getting capacity, it is starting to balance out to some degree – and potentially as a result of what's going on with the delays".

He said it was unclear whether demand was now dropping on a longer-term basis, or whether, to a certain degree, ocean freight customers may have reduced demand after asking "does it even make sense to continue just to throw more freight into a big black hole"? He added: "I think we don't know the answers to that yet. But what we're seeing at least is that it's not as challenging getting space and capacity as it was just a few weeks ago, one month ago (on the ocean side, ex-China to the US)."

Containers out of position

As reported today, the problems of containers being out of position continues. Despite a shortage of empty containers in international export markets, empties are continuing to pile up in the UK, with the excess of containers at UK ports even higher now than last year, according to the latest data from Container xChange. It said other European gateway ports have also suffered disruptions and delays due to pandemic driven container traffic surges. However, container availability at leading hubs is currently better balanced than in the UK.

At the port of Rotterdam, the CAx average reading for a 40 ft container this year is 0.51, compared to an average of 0.40 in 2020. At Antwerp, shortages have been a problem, with an average reading for a 40 ft container of 0.21 in 2020 improving to a more balanced 0.41 this year. Similarly, at Hamburg, the average CAx reading for a 40 ft container in 2020 was 0.27 suggesting critical shortages. This year the average reading has improved to 0.49.

Spot rates close to record highs

As reported last Friday, ocean freight spot rates have remained close to record highs on the main east-west trades, defying the normal annual pattern of falling in the weeks after Chinese New Year, with the cargo backlogs, port congestion, equipment shortages and sustained high volumes keeping prices high. In its latest freight rate assessments on eight major East-West trades, Drewry's composite World Container index decreased this week by 2.2% or $117 to stand at $5,121 per 40ft container – still more than three times its level (+232.6%) a year ago, despite slight falls on most of the main lanes.

The average composite index of the WCI, assessed by Drewry for year-to-date, is $5,231 per 40ft container, which is $3,539 higher than the five-year average of $1,692 per 40ft container. Freight rates on Shanghai-Rotterdam weakened this week by 3% or $286 to reach $8,188 for a 40ft box, but remain more than four times their level a year ago. Spot prices on Shanghai-Los Angeles also dropped 3% to $4,261 per feu, although rates from Shanghai to New York grew $23 to reach $6,651 per feu.

Drewry expects rates to stabilise in the next week. The latest Shanghai Containerised Freight Index (SCFI) shows spot rates for China-Northern Europe at $3,966 per 20 ft unit, representing a 3.5% fall against its pre-Chinese New Year level, according to *Lloyd's List*. The SCFI shows a 1% increase on the head-haul China-US west coast trade during this four-week period to $4,078 per feu, and a marginal uptick of 0.2% on the China-US east coast route to $4,808 per feu.

Late last month, the port of Los Angeles began encouraging diversion of containerships to other US west coast ports in an effort to reduce the backlog of cargo on vessels currently at anchor and awaiting berths. Port of Los Angeles executive director Gene Seroka estimated that it would take a month to clear just the tens of ships already anchored and waiting in the bay. The port is forecasting 730,000 teu for February, a 34% jump over the same month last year, with Seroka attributing the overwhelming number of imports to American consumers who have continued on an "unprecedented buying surge" that started last summer and that "has not slowed yet". Lloyd's Loading List reported late last month that exceptionally low US retail inventories seem set to fuel strong US container import demand for all of 2021 as long as retail sales are sustained at relatively normal levels this year, according to analysis by container shipping specialist Sea-Intelligence.

Sea-Intelligence analysed the developments in sales and inventories in the US using the latest data released by the US Census Bureau. With US inventory levels currently exceptionally low, Alan Murphy, CEO of Sea-Intelligence, said that "if retail sales in the US revert back to the normal trend growth in 2021 – i.e. they do not "collapse", they simply go back to normal – then we will see import growth for the entirety of 2021 remain elevated compared to 2019, simply in order to rebuild inventories."

Demand boom

He noted: "What this means is that a normal development in sales in the US, could – through inventory replenishment – sustain a strong US import container growth through all of 2021. By early 2022, we might then see year-on-year growth temporarily approach zero, but this is a short-term phenomenon, associated with the excess inventory build-up seen in 2021."

As *Lloyd's Loading List* reported last week, analysts at Maritime Strategies International (MSI) believe that "with carrier booking volumes reportedly still strong, several months of further port congestion to contend with, and uncertainty over the scale of pent-up demand post Lunar New Year, nothing is yet set in stone and strong freight and time charter markets by historical standards are expected to endure at least into H2 21".

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

Rates hold steady despite softer demand, with carriers firm on contract prices

Container spot rates from Asia to Europe remained virtually unchanged this week, despite softer demand, assisting carriers to lock-in shippers with huge contract rate hikes. On the transpacific, there was no let up in demand and BCOs are struggling to secure new deals with carriers.

According to the Asia to North Europe component of the Freightos Baltic Index (FBX), the rate for a 40ft edged down slightly, to $7,947, from $8,004 a week ago. To put this in context, the FBX reading for North Europe for the same week of last year stood at just $1,453 per 40ft. Moreover, in practice, shippers are often obliged to pay more than spot to guarantee equipment and space availability, with shipments to the UK subject to a further surcharge.

For west Mediterranean ports, the FBX recorded a spot rate today of $8,006 per 40ft, which is slightly up on the $7,926 of a week ago. With little prospect of any sizeable dip in spot rates on the route, shippers that have held back until now on agreeing highly inflated new contract offers from their carriers are finding that, as long as they still have cargo to move, it is better to agree the new terms rather than continue to speculate on the spot market and risk paying more and getting cargo rolled. "We have had to bite the bullet and agree to the line's 'offer' of $6,500 (per 40ft) for the rest of this year, compared with the $2,250 we paid last year," a director of a UK-based NVOCC told *The Loadstar* this week. "We will definitely not have as much business from China this year, as the rates are just too much for some of our customers, but we had to protect clients that can sustain the rate hikes by nailing down a deal with the carrier," he added.

Meanwhile, on the transpacific, "the carriers have all the power", said Jon Monroe, of Washington state-based Jon Monroe Consulting. Spot rates from Asia to the US west coast, as recorded by the FBX, increased 4% this week, to $4,550 per 40ft, while rates for east coast ports declined by 2.8%, to $5,499 per 40ft. Compared with the same week of last year, spot rates to the US are 244% and 116% higher for the west and east coasts, respectively, and this is having an enormous impact on the current round of contract negotiations on the route.

"What a situation," said Mr Monroe. "Normally this time of the year, carriers begin to blank sailings to keep space tight to keep rates up, but this year there is no need. Vessels are waiting for berths in Savannah, southern California, Oakland and Vancouver. In any given day this week, we have had 700,000 teu off the shores of US ports waiting to be offloaded." Meanwhile, the transatlantic is one of the few tradelanes that has not seen dramatic spikes in freight rates since the second half of last year. However, demand on the headhaul leg from North Europe is strong, and the effect of the 2M's decision this week to blank sailings and slide schedules will exert further pressure on rates, which put on another $80 per 40ft during the week, to take the FBX reading to $2,194.

"Strong volumes plus a growing trend of carriers removing capacity to allocate to more lucrative lanes, have pushed rates up 20% in the last six weeks after staying on par year on year for the most part since the start of the pandemic," said Judah Levine, research lead at Freightos.

Source: https://theloadstar.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 5 March 2021	Current Index 12 March 2021
Comprehensive Index			2721.94	2637.53
Service Routes				
Europe (Base port)	USD/TEU	20%	N/A	N/A
Mediterranean (Base port)	USD/TEU	10%	N/A	N/A
USWC (Base port)	USD/FEU	20%	N/A	N/A
USEC (Base port)	USD/FEU	7.50%	N/A	N/A
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	N/A	N/A
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	N/A	N/A
East/West Africa (Lagos)	USD/TEU	2.50%	N/A	N/A
South Africa (Durban)	USD/TEU	2.50%	N/A	N/A
South America (Santos)	USD/TEU	5.00%	N/A	N/A
West Japan (Base port)	USD/TEU	5.00%	N/A	N/A
East Japan (Base port)	USD/TEU	5.00%	N/A	N/A
Southeast Asia (Singapore)	USD/TEU	7.50%	N/A	N/A
Korea (Pusan)	USD/TEU	2.50%	N/A	N/A

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