

การอัปเดตค่าระวางเรือประจำสัปดาห์ สัปดาห์ที่ 13 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 30-Apr-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 56/TEU, USD 112/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 45/TEU, USD 90/FEU	
Thailand - Melbourne	1,450-1,550	2,900-3,050	FAF: USD 69/TEU, USD 138/FEU	
Thailand - Sydney				
Thailand – Durban / Cape Town	2,900	5,000	Subject to ISOCC USD 94/TEU, USD 188/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	-	Effective till 14-Apr-2021
Thailand - US East Coast	3,720	4,650		
	Subject to Panama Low Water USD 30-60/Container			

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

สถานการณ์ค่าระวางในช่วงเดือนเมษายน 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 โดยเส้นทางที่มีการปรับเพิ่มขึ้นของค่า Low Sulphur Surcharge ได้แก่ เส้นทาง Jebel Ali ที่เรียกเก็บในอัตรา 56 USD/TEU และเส้นทาง Nhava Sheva เรียกเก็บในอัตรา 45 USD/TEU สำหรับเส้นทางแอฟริกาใต้ ค่าระวางคงที่อยู่ที่ 2,900 USD/TEU 5,000 USD/FEU แต่มีการปรับเพิ่มการเรียกเก็บค่า ISOCC โดยเรียกเก็บในอัตรา 94 USD/TEU

สำหรับเส้นทางออสเตรเลีย พบว่าค่าระวางเส้นทาง Melbourne คงที่ โดยเรียกเก็บอยู่ระหว่าง 1,450-1,550 USD/TEU และ 2,900-3,050 USD/FEU ส่วนท่าเรือ Sydney ค่าระวางปรับลดลง โดยเรียกเก็บเท่ากับเส้นทาง Melbourne ใน

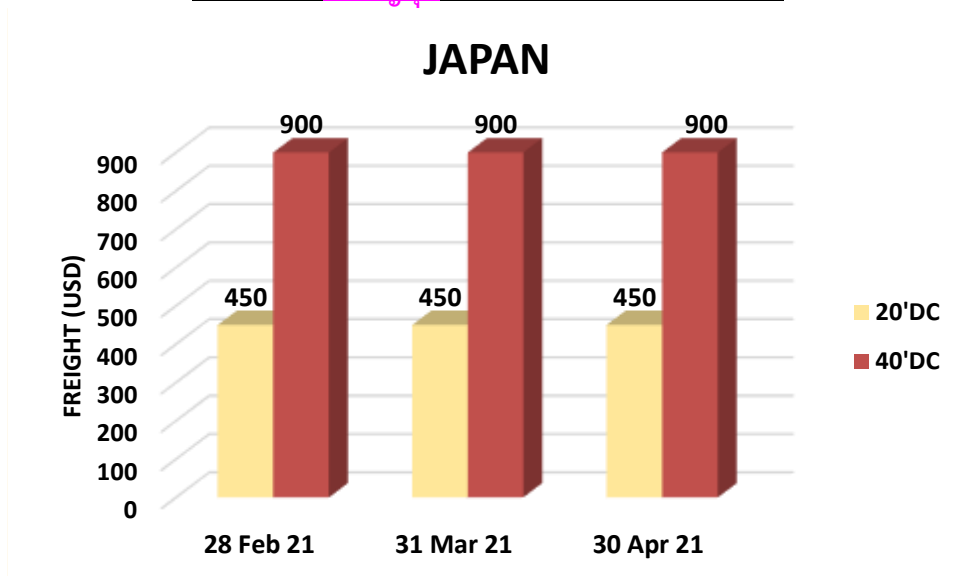
อัตรา 1,450-1,550 USD/TEU และ 2,900-3,050 USD/FEU แต่มีการปรับเพิ่มการเรียกเก็บค่า FAF ในอัตรา 69 USD/TEU ในขณะที่ เส้นทาง Europe ค่าระวางช่วงครึ่งเดือนแรกของเดือนเมษายน ค่าระวางคงที่อยู่ที่ 3,900 USD/TEU และ 7,700 USD/FEU โดยปัจจุบันยังคงพบปัญหาการขาดแคลนตู้ และพบปัญหาความหนาแน่นภายในท่าเรือ Transshipment Ports เช่น Tanjung Pelepas และสิงคโปร์ ซึ่งสายเรือแจ้งว่าอาจสามารถรับ Booking ได้ช่วงปลายเดือนเมษายน

ส่วนเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนแรกของเดือนเมษายน ค่าระวางฝั่ง West Coast คงที่อยู่ที่ 3,200 USD/TEU และ 4,000 USD/FEU ในขณะที่ค่าระวางตู้ 20' ของฝั่ง East Coast ปรับเพิ่มขึ้นเล็กน้อย 20 USD/TEU ส่วนค่าระวางตู้ 40' ปรับลดลง 50 USD/FEU ทำให้ค่าระวางอยู่ที่ 3,720 USD/TEU และ 4,650 USD/FEU ซึ่งขณะนี้ยังคงพบปัญหาขาดแคลนระวางเรือ และขาดแคลนตู้ทั้ง 20' และ 40' โดยเฉพาะฝั่ง East Coast อย่างไรก็ตาม จากสถานการณ์ในเมียนมาร์ ที่ไม่สามารถส่งออกได้ ทำให้ไทยอาจได้ Space เรือเพิ่มบางส่วนจากกรณีนี้

CONTAINER FREIGHT RATE (REEFER)

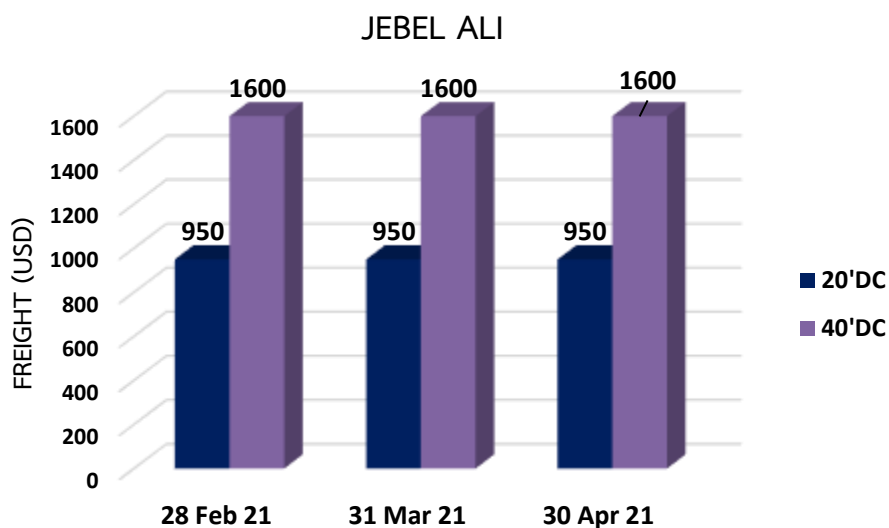
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20'	USD/40'		
Thailand-Hong Kong	1,200	1,300	USD 40/TEU, USD 80/FEU	Effective till 30-Apr-2021
Thailand-Shanghai				
Thailand-Japan (Tokyo, Yokohama)	1,300-1,400	1,500-1,700	USD 3/TEU, USD 6/FEU	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	5,500	7,500-8,000	OBS: USD 156/TEU, USD 312/FEU + PSS: USD 100/TEU, USD 200/FEU	Effective till 14-Apr-2021

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



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

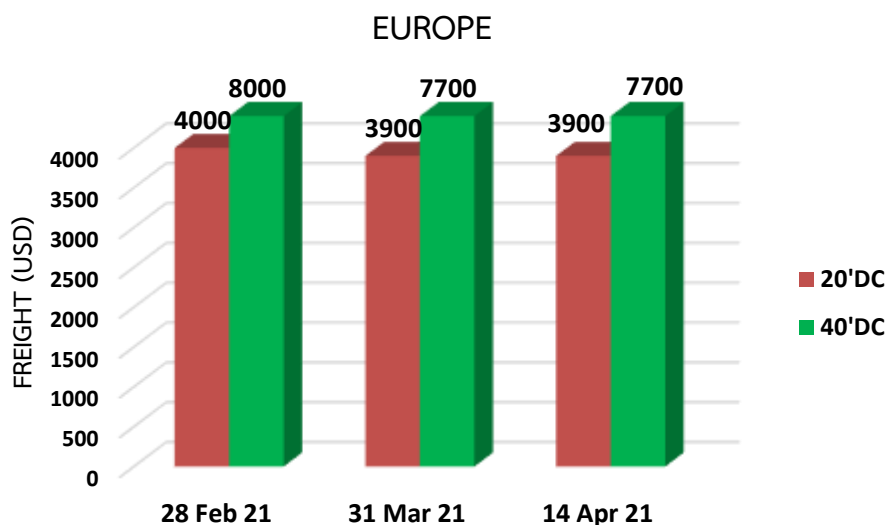
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-Jebel Ali** เดือน ก.พ. ถึง เม.ย. ปี 2564



Subject to

- War Risk Surcharge: USD35/TEU และ USD70/FEU
- Low Sulphur Surcharge (Feb.- Mar. 21): USD45/TEU และ USD90/FEU
(Apr.21): USD56/TEU และ USD112/FEU

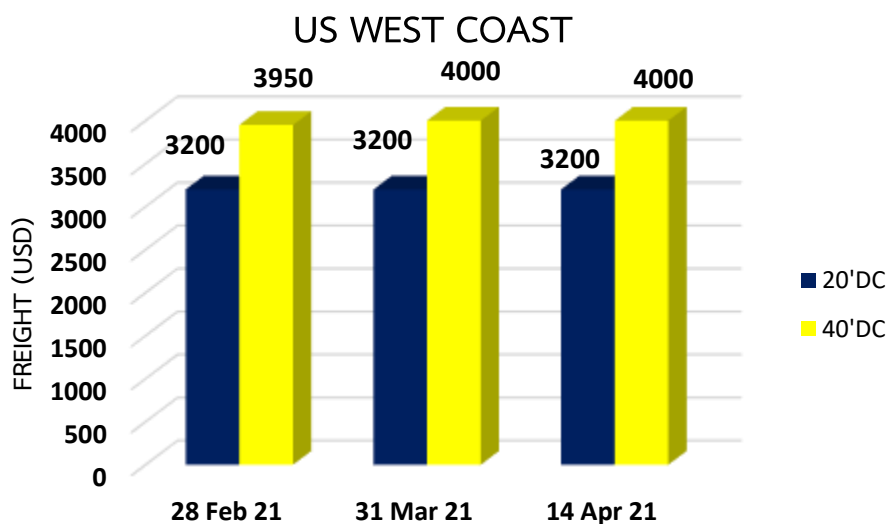
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ยุโรป เดือน ก.พ. ถึง เม.ย. ปี 2564



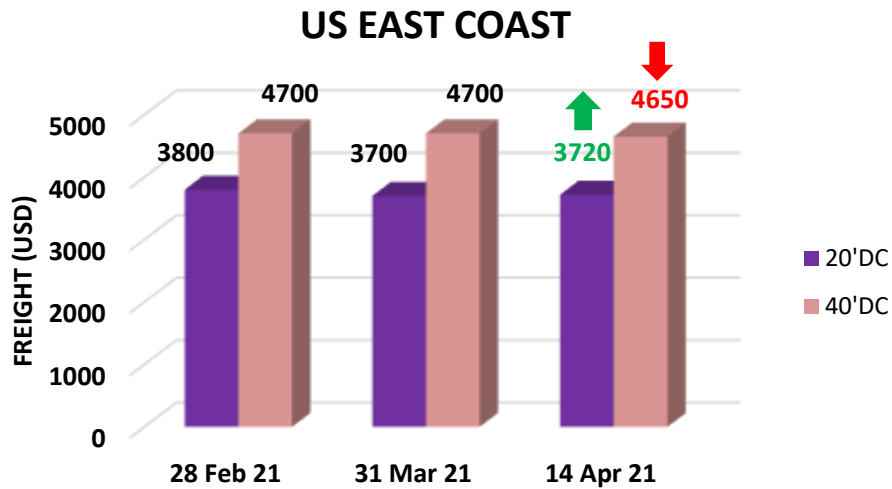
Subject to

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

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา West Coast เดือน ก.พ. ถึง เม.ย. ปี 2564



กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา East Coast เดือน ก.พ. ถึง เม.ย. ปี 2564



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

➤ รวบรวมประกาศสำคัญจากสายเรือ

สายเรือ ONE

- ประกาศแจ้งสถานะปัจจุบันของเรือที่ได้รับผลกระทบกรณีคลองสุเอซ โดยมีรายละเอียดดังตาราง ซึ่งสายเรือแจ้งว่าเรือ 6 ลำ ที่ได้เปลี่ยนเส้นทางไปแหลมกู๊ดโฮป จะยังคงใช้เส้นทางแหลมกู๊ดโฮป แม้เส้นทางคลองสุเอซจะคลี่คลาย เนื่องจากกำหนดเรือถึงท่าเรือถัดไป ขณะนี้เร็วกว่าอ้อมกลับมายังคลองสุเอซ

SERVICE	VESSEL	VOY	DIR	STATUS	INTENDED ETA NEXT PORT
FP1	NYK ORION	66	E	Cleared Suez	9 th April 2021
FP2	ONE CRANE	19	E	Cleared Suez	Arrived
MD3	YM WISH	29	E	Cleared Suez	Arrived
MD1	NEW YORK EXPRESS	41	E	Cleared Suez	Arrived
FE3	HMM STOCKHOLM	3	W	Via Cape	20 th April 2021
FE3	HMM ROTTERDAM	3	E	Via Cape	20 th April 2021
FE2	HMM DUBLIN	3	E	Via Cape	21 st April 2021
EC4	ONE MUNCHEN	27	W	Via Cape	19 th Apr 2021
EC4	YM WELLHEAD	30	E	Via Cape	22 nd Apr 2021
EC5	ONE MARVEL	54	E	Via Cape	20 th Apr 2021
IO3	YM FOUNTAIN	155	W	Cleared Suez	Arrived
IOS	TSINGTAO EXPRESS	1209	E	Cleared Suez	Arrived
MD2	SALAHUDDIN	16	E	Cleared Suez	11 th April 2021
FE3	HMM GDANSK	3	E	Cleared Suez	6 th April 2021
EC5	YM MANDATE	70	E	Cleared Suez	8 th April 2021
IEX	ATHENIAN	1104	E	Cleared Suez	2 nd Apr 2021
EC4	MEISHAN BRIDGE	13	E	At Suez	TBA
MD3	YM WINNER	31	W	At Suez	TBA
IOS	AL RAWDAH	1305	W	At Suez	TBA
IO2	XIN CHANG SHU	1	E	At Port Said	TBA
FE2	BARZAN	14	W	Cleared Suez	10 th April 2021
EC5	MOL MAESTRO	56	W	At Port Said	TBA
FP2	ONE SWAN	16	W	At Suez	TBA
IO3	TOKYO BAY	2108	E	At Port Said	TBA
IO2	APL NEW YORK	30	W	At Suez	TBA
FP2	YM WHOLESOME	27	E	At Port Said	TBA

EC4	ONE MINATO	12	W	At Port Said	TBA
MD1	MILANO BRIDGE	14	W	At Suez	TBA
MD1	SHANGHAI EXPRESS	37	E	At Port Said	TBA
MD3	YM WORTH	28	E	At Port Said	TBA
IO3	AMOLIANI	2105	W	At Suez	TBA
FP1	ONE HAMBURG	68	E	At Port Said	TBA
FP1	NYK VEGA	70	W	At Suez	TBA
IEX	CMA CGM IVANHOE	1111	W	At Suez	TBA

สายเรือ Maersk

- ประกาศแจ้งความคืบหน้าสถานะเรือที่ได้รับผลกระทบกรณีคลองสุเอซ โดยมีรายละเอียดตามลิงก์ด้านล่าง
<https://www.maersk.com/news/articles/2021/03/24/vessel-blockage-in-the-suez-canal>
หรือสามารถตรวจสอบข้อมูลได้จาก Website ของสายเรือโดยตรง

สายเรือ MSC

- ประกาศแจ้งความคืบหน้าสถานะเรือที่ได้รับผลกระทบกรณีคลองสุเอซ โดยมีรายละเอียดตามลิงก์ด้านล่าง
<https://www.msc.com/tha/notices/2021-march/suez-canal-blockage-%e2%80%93-update-2>
หรือสามารถตรวจสอบข้อมูลได้จาก Website ของสายเรือโดยตรง

สายเรือ Cosco

- ประกาศแจ้งสถานะปัจจุบันของเรือที่ได้รับผลกระทบกรณีคลองสุเอซ โดยมีรายละเอียดดังตาราง

Service	Vessel Name	Voyage	Status/Transit Date	Next port from Suez Canal	ETA of Next port
AEU7	COSCO SHIPPING HIMALAYAS	024E	2021/4/1	SINGAPORE	2021/4/12
EPI3	XIN CHANG SHU	061E	2021/4/1	JEDDAH	2021/4/3
AEU3	COSCO SHIPPING SCORPIO	013W	2021/4/1	PIRAEUS	2021/4/3
MINA	XIN YAN TIAN	057E	2021/4/1	AQABA	2021/4/2
AEM1	COSCO PRIDE	060W	2021/4/2	PIRAEUS	2021/4/4
AEM3	JOHANNA SCHULTE	003W	2021/4/2	PORT SAID	2021/4/2
AEU7	COSCO SHIPPING AZALEA	010W	2021/4/2	PIRAEUS	2021/4/4
AEU7	COSCO INDONESIA	100W	awaiting at anchorage		
GEM	JUDITH SCHULTE	006W	awaiting at anchorage		
AWE4	COSCO EXCELLENCE	055W	on the way to Suez Canal		
AEU7	CSCL STAR	068E	on the way to Suez Canal		
AEU3	COSCO SHIPPING LIBRA	014E	on the way to Suez Canal		
AEU7	COSCO FRANCE	042W	on the way to Suez Canal		

นอกจากนี้ มีสายเรือที่เป็น Partners ใน Ocean Alliance ที่มีตู้สินค้าของ Cosco บนเรือ ซึ่งเรือได้มีการปรับเส้นทาง โดยมีสถานะความคืบหน้าของเรือดังตาราง

Service	Vessel Name	Voyage	Next port from CGH	ETA of Next port	Status
NEU6	EVER GREET	1130-007W	ROTTERDAM	2021/4/18	Routed around the Cape of Good Hope
NEU6	EVER GIFE	0124-010E	COLOMBO	2021/4/16	Routed around the Cape of Good Hope
NEU1	OOCL UNITED KINGDOM	016W	FELIXSTOWE	2021/4/18	Routed around the Cape of Good Hope
USEC3	CMA CGM LEO	0TUGYN1MA	PORT KELANG	2021/4/13	Routed around the Cape of Good Hope
USEC6	CMA CGM ATILA	0PG8SW1MA	SINGAPORE	2021/4/10	Routed around the Cape of Good Hope

สายเรือ CNC

- ประกาศแจ้งปรับการเรียกเก็บค่า Low Sulphur Surcharge (LSS) สำหรับสินค้าในเส้นทาง Intra-Asia โดยมีผลตั้งแต่วันที่ 1 พฤษภาคม 2564 โดยมีรายละเอียดดังตาราง

LSS Short Distance

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

LSS Long Distance

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

Shippers prepare for delays and disruption following Suez reopening

Customers call for clear communication from carriers as container chaos continues, including some lines suspending short-term bookings and contracts ex-Asia and on Europe-Asia services. As container ships resume their passages through the Suez Canal and the backlog of ships awaiting transit begins to abate, the focus is now moving towards the deluge of volumes about to hit Europe's already disrupted supply chain. Leth Agencies, the canal's largest agent, reports that 163 vessels have passed through the canal since it reopened on Monday afternoon.

However, data from Lloyd's List Intelligence shows that there are still 74 containerships waiting to transit the canal, 43 of them waiting at the southern entrance and heading to Europe. And Leth warned that on average another 53 vessels were arriving to join the queue each day. Carriers will be searching for berths in ports around Europe to offload their cargoes. But shippers are already expressing concerns over what will happen to cargoes and asking that carriers communicate clearly over delays and diversions.

The containerised freight supply chain was already struggling with high levels of demand and pandemic-related constraints before the Suez Canal closure, and the latest blow threatens to further disrupt supplies of goods. "The champagne cork has suddenly popped open and I think we're going to see similar pressure brought to bear on northwest European and US east coast ports," said James Hookham, secretary-general of the Global Shippers' Forum. "I think the lines have learned from last year that there needs to be greater interaction with ports to try to manage this, rather than just turn up and queue. "There will be some skips and diversions, but they need to keep us informed."

Customers with containers destined for Southampton or London Gateway could find those boxes sent to Rotterdam or Antwerp, he warned. That could also incur additional surcharges for repositioning, depending on the terms of the contract signed. But during the crisis last year, stock arrived from Asia just as the shops were closing due to lockdown, Mr Hookham said. "This time it will be the complete reverse. With UK shops reopening next week, I'm sure a lot of summer stock and garden furniture will be on those ships. That may

frustrate some of the retailers. The challenge will be getting that into stores as quickly as possible.” But the situation may not be as bad as last year, when there was a massive disembarkation of stock that no one wanted.

On mainland Europe, however, which remains badly affected by the pandemic and which could be heading into further lockdowns, the situation will be less favourable. “There will be a shortage of empties coming back. You could start to prioritise UK ports because you know you’re going to get cleared faster.” Some European ports are already preparing for the onslaught of containers. Valencia has announced that two of its terminals, MSC Terminal Valencia and CSP Iberian Terminal Valencia, will bring forward gate openings by two hours and CSP Iberian Terminal Valencia will extend its gate closing time until 2100 hrs.

According to Port Authority of Valencia estimates, the increase in traffic is expected to be between 20,000 teu and 25,000 teu, based on traffic held up on the south side of the canal. This will be added to the daily traffic handled in the port, which averages of 15,000 teu per day. “The Port Authority of Valencia expects that the arrival and departure of this retained traffic will be spaced out over the 10 to 15 days following next weekend, which will allow the impact to be minimised,” it said.

Maersk warned in its latest customer advisory that while it was doing its best to mitigate the impact and minimise the total impact of supply chains, it was expecting a “significant loss in capacity over multiple weeks” “Depending on market dynamics, we have decided to temporarily cease short-term bookings placed via Spot, as well as short term contracts this week and in the immediate future.” This would apply to all exports out of Asia, exports from Europe to Asia, the Middle East and Oceania, and from North America to the Middle East and Indian sub-continent, along with some smaller regional trades. It assured shippers that the suspension would be temporary to allow it to move existing laden cargo and empties to the areas they were most needed.

Separately, Mediterranean Shipping Co said it expected that the disruption from the canal closure could continue through the second quarter as ships and empty containers were repositioned. Freight rates have not yet shown any appreciable rise due to the Suez closure, but there are fears that the reduction in capacity caused by many ships taking the longer route around the Cape of Good Hope, along with equipment shortages, could soon lead to rate hikes as shippers struggle to book space. Some carriers are already predicting a rise in spot rates and surcharges due the disruption.

“GSF is warning shippers to be wary of this signalling of future prices and of demands for new surcharges,” said Mr Hookham. “This incident was not our fault and the reasons why customers should be expected to pay extra, on top of record shipping rates for goods delivered late and for reasons ultimately of the industry’s own making, should be challenged. “The shipping industry is reminded that ‘Suez’ is a canal in Egypt, not an excuse to price-gouge your customers.”

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

Lengthy wait for cargo as Ever Given owner declares General Average

As the investigation into the grounding of the *Ever Given* in the Suez Canal begins, the vessel’s Japanese owner, Shoe Kisen, this morning declared General Average. And a customer circular from Evergreen, seen by The Loadstar, confirms that Shoe Kisen this morning appointed Richard Hogg Lindley as adjustor.

For the vessel, now at anchor at the Bitter Lakes area undergoing technical inspections, a possible date of departure to ports of discharge has yet to be set. And while there is no reported damage to the cargo, and that to the vessel appeared to be minimal, the cost of the salvage operation, which ultimately required 11 tugs and two dredgers, as well as possible compensation claims from a variety of interests such as the Suez Canal Authority or shipping companies caught up in the backlog, could amount to a sizeable bill.

In addition, it remains unclear whether there will be a separate salvage claim from the vessel's salvors. While the backlog of vessels waiting to transit Suez is now expected to be cleared over the next couple of days, shippers and freight forwarders with cargo on the *Ever Given* could be in for a long wait for it to be released.

The problem for cargo interests, according to insurance sources, is that the cost of the casualty to its owners is likely to take some time to determine, if it involves claims from other parties, which means the adjustors will remain unable to fix the level of the general average and salvage securities. The last time General Average was declared was following the 2018 fire on board the *Maersk Honam*. After declaring GA, the adjustor fixed the salvage security at 42.5% of cargo value and 11.5% as a GA deposit – this meant a shipper with a cargo worth \$100,000 needed to pay a combined deposit of \$54,000 to get its cargo released.

This leaves shippers with uninsured cargo highly vulnerable to losing it, as the owner can hold the goods under lien until the deposit is paid. Shippers with insured goods will have those deposits covered by their insurers. According to panellists on a recent webinar on container casualties, held by the London Shipping Law Centre, GA is only declared in incidents which have incurred an extraordinary loss – the general rule of thumb being a loss of over £10m on a ship of 15,000 teu or bigger.

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

Suez disruption sparks new box shortage fears

Container lines are adjusting port call networks for Asia-North Europe in a bid to minimize disruption while they assess the knock-on impact the six-day Suez Canal closure will have on equipment availability for other trades. While the direct impact on Asia-Europe trade is clear with Maersk estimating a 20 to 30 percent capacity hit in the short term, what is not known is how the shock to schedules and capacity will ripple through the trans-Atlantic and Asia-North American trade systems beyond delays of Suez services to the US.

There is mounting concern over the effect the disruption will have on container availability, with carriers, forwarders, and industry analysts saying delays in returning boxes to Asian hubs could exacerbate the equipment shortages that already exist in those ports. The never-ending peak season on the trans-Pacific means demand for empty equipment remains high. “It has made a bad situation worse,” a carrier executive who did not want to be identified told JOC.com. “There is no space on vessels to reposition empties. This is a big, big issue.”

The message from Maersk was equally blunt. “When the delayed vessels start hitting the next load ports in both Asia and Europe, we cannot avoid a significant impact on our equipment availability and capacity availability in the coming period,” the carrier said in a customer advisory. Hapag-Lloyd issued a warning of its own in an advisory Thursday. “With the current challenging equipment situation and the high degree of uncertainty in terms of the Suez Canal effect, we foresee that the equipment supply in [mainland] China and Hong Kong will be even more challenging in the coming weeks,” the liner said.

Edoardo Podestà, Hong Kong-based COO for air and sea logistics at Dachser, also expressed concern over the availability of equipment as a result of the Suez disruption and measures carriers may take to adjust Asia port calls. “Cargo will be delayed on arrival and this will only exacerbate the shortage of containers, which will spill out to other trades as well,” he told JOC.com.

Vessels moving through reopened waterway

The Suez Canal was reopened on Monday when salvors finally refloated the Evergreen-operated *Ever Given* that ran aground on March 23, allowing vessels held up by the blockage to start moving through the vital waterway. 2M Alliance partners Maersk and Mediterranean Shipping Co. said 17 of their vessels delayed

by the canal closure have now sailed through the waterway, and they expect all waiting ships to be cleared by the end of the week. Hapag-Lloyd said all its delayed vessels have now moved through the canal.

Jon Monroe, a consultant to non-vessel-operating common carriers (NVOs), said the disruptions caused by the Suez Canal closure were just the latest in a series of events that have wracked global container trades since last summer. Vessels are backing up on the US West Coast, delaying the discharge of containers, and vessel bunching will get worse at European ports following the reopening of the canal, which will also contribute to equipment shortages, he said.

Monroe sees no relief in sight as import volumes are already beginning to pick up. “Carriers are booked out through the third week in April,” he said. Eastbound trans-Pacific vessels will have to pivot soon for what is expected to be an especially busy summer shipping season. “It’s going to be a long, hot summer,” said Monroe. With the outlook increasingly uncertain, carriers are taking drastic measures to mitigate the Suez effects. THE Alliance of Hapag-Lloyd, HMM, Ocean Network Express (ONE), and Yang Ming has postponed a reorganization of its network, which Alphaliner said would involve “extensive reshuffling of its fleet,” from April 1 until May, citing “operational challenges that the industry is currently facing.”

Hapag-Lloyd has announced a one-week suspension of bookings for its westbound trans-Atlantic services. Eight sailings will be canceled between April 1 and April 11 because of overbooking and operational challenges. Faced with its estimated 20 to 30 percent cut in capacity, Maersk has temporarily suspended its offering of online booking in some affected markets for its spot product, as well as all short-term contracts. “We have halted acceptance of short-term cargo simply because we need to make sure we have the space,” Lars Mikael Jensen, head of network for east-west trades at Maersk, told JOC.com Wednesday. “Once we work out whether we have the ships in, then we will start to reopen the space. There may be an impact on the short-term rates, but it is way too early to tell.”

Watching for effect on rates

In the week since March 23, China-North Europe rates have risen less than 1 percent per TEU, so there is no sign yet of any Suez effect. In fact, average short-term rates from mainland China’s main ports to North Europe have fallen 12 percent since reaching a mid-January high, although they remain at extremely elevated levels. Data from rate benchmarking platform Xeneta show the rate on March 31 to be \$4,132 per TEU, up 387 percent from the same point last year, when COVID-19 shutdowns were going into effect.

Trans-Pacific short-term rates have remained relatively stable for the past two months. On March 31, Xeneta data show the China-US West Coast rate was \$3,992 per FEU, up 155 percent year over year. Freight rate marketplace Freightos projected the equipment shortages in Asia will pressure freight rates on the major east-west trade lanes. “With so much capacity delayed, and no additional ships to take their place, carriers are likely to cancel Asia-Europe sailings for ships that won’t make it back to Asia on schedule,” Judah Levine, research lead at Freightos, said in its weekly newsletter. “The reduction in capacity and the resulting additional shortage of containers back in Asian-origin ports could put renewed pressure on ocean rates.”

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 26 March 2021	Current Index 2 April 2021
Comprehensive Index			2570.68	2585.42
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