การอัพเดทค่าระวางเรือประจำสัปดาห์
สัปดาห์ที่ 7 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 17/TEU, USD 34/FEU	Effective till 28-Feb-2021
Thailand - Qingdao	450	950		
Thailand - Hong Kong	250	700		
Thailand - Japan (Main Port)	450	900		
Thailand - Kaohsiung	250	680		
Thailand - Klang	450	1000	Subject to ISOCC USD 11/TEU, USD 23/FEU	
Thailand - Jakarta	550	1100		
Thailand - Ho Chi Minh (Cat Lai)	220	600		
Thailand - Singapore	230	650		
Thailand - Manila (North & South)	450	950		
	Subject to CIC at destination			
Thailand - Jebel Ali	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 50/TEU, USD 100/FEU	
Thailand - Melbourne	1,350-1,450	2,700-2,850	FAF: USD 32/TEU, USD 64/FEU	
Thailand - Sydney	1,650-1,750	3,300-3,450		
Thailand – Durban / Cape Town	2,700	5,200	Subject to ISOCC USD 68/TEU, USD 136/FEU	
	Subject to SCMC USD 30/BL			
Thailand – Europe (Main Port)	4,000	8,000	PSS: USD 500/TEU, USD 1,000/FEU ISOCC: USD 53/TEU, USD 106/FEU LSS: USD 20/TEU, USD 40/FEU	Effective till 28-Feb-2021
	Subject to ENS USD40/BL			
Thailand - US West Coast	3,200	3,950	-	
Thailand - US East Coast	3,800	4,700		
	Subject to Panama Low Water USD 30-60/Container			

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

สถานการณ์ค่าระวางในช่วงเดือนกุมภาพันธ์ 2564 ค่าระวางในเส้นทางเอเชียส่วนใหญ่เริ่มมีอัตราคงที่ 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 โดยภาพรวมสถานการณ์ตู้สินค้าขาดแคลนเริ่มมีทิศทางดีขึ้นเล็กน้อย เมื่อเทียบกับช่วงปลายปี 2563 ที่ผ่านมา สำหรับเส้นทางแอฟริกาใต้ ค่าระวางปรับเพิ่มขึ้น 100 USD/TEU และ 200 USD/FEU ทำให้ค่าระวางอยู่ที่ 2,700 USD/TEU 5,200 USD/FEU โดยปรับเพิ่มการเรียกเก็บค่า ISOCC ในอัตรา 68 USD/TEU และ 136 USD/FEU

ส่วนเส้นทาง Melbourne ค่าระวางยังคงที่ โดยเรียกเก็บอยู่ระหว่าง 1,350-1,450 USD/TEU และ 2,700-2,850 USD/FEU ส่วนท่าเรือ Sydney ค่าระวางคงที่เช่นเดียวกัน โดยเรียกเก็บอยู่ระหว่าง 1,650-1,750 USD/TEU และ 3,300-3,450 USD/FEU โดยปรับเพิ่มการเรียกเก็บค่า FAF ในอัตรา 32 USD/TEU และ 64 USD/FEU

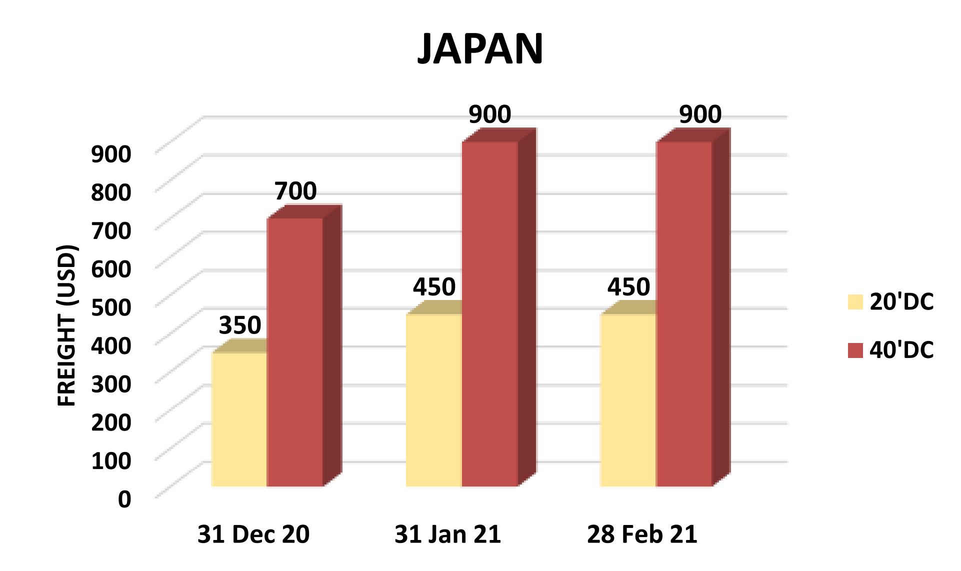
ในขณะที่เส้นทาง Europe ค่าระวางช่วงครึ่งเดือนหลังของเดือนกุมภาพันธ์ ค่าระวางคงที่ โดยค่าระวางอยู่ที่ 4,000 USD/TEU และ 8,000 USD/FEU และมีการเรียกเก็บค่า Peak Season Surcharge ในอัตรา 500 USD/TEU และ 1,000 USD/FEU และเรียกเก็บค่า LSS 20 USD/TEU โดยปัจจุบันยังพบปัญหาการขาดแคลนตู้ 40’

ในขณะที่เส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนหลังของเดือนกุมภาพันธ์ ค่าระวางคงที่ ยกเว้นค่าระวางตู้ 40’ ของฝั่ง West Coast ที่ปรับลดลง 50 USD/FEU โดยค่าระวางฝั่ง West Coast อยู่ที่ 3,200 USD/TEU และ 3,950 USD/FEU และฝั่ง East Coast ค่าระวางคงที่อยู่ที่ 3,800 USD/TEU และ 4,700 USD/FEU ซึ่งขณะนี้ยังคงพบปัญหาตู้ขาดแคลนในบางช่วง เพราะเรือมีความล่าช้าประมาณ 2-3 สัปดาห์ ทำให้การนำตู้เปล่าเข้ามา มีกำหนดล่าช้าตามไปด้วย

CONTAINER FREIGHT RATE (REEFER)

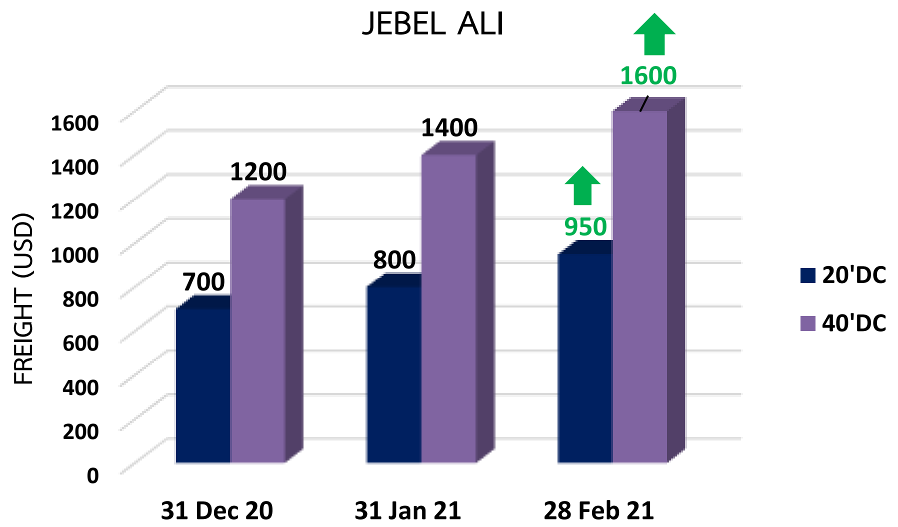
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20’	USD/40’		
Thailand-Hong Kong Thailand-Shanghai	1,100	1,200	USD 30/TEU, USD 55/FEU	Effective till 28-Feb-2021
Thailand-Japan (Tokyo, Yokohama)	1,200-1,300	1,400-1,600	-	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	5,500	7,500-8,000	OBS: USD 76/TEU, USD 152/FEU + PSS: USD 500/TEU, USD 1,000/FEU	

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



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

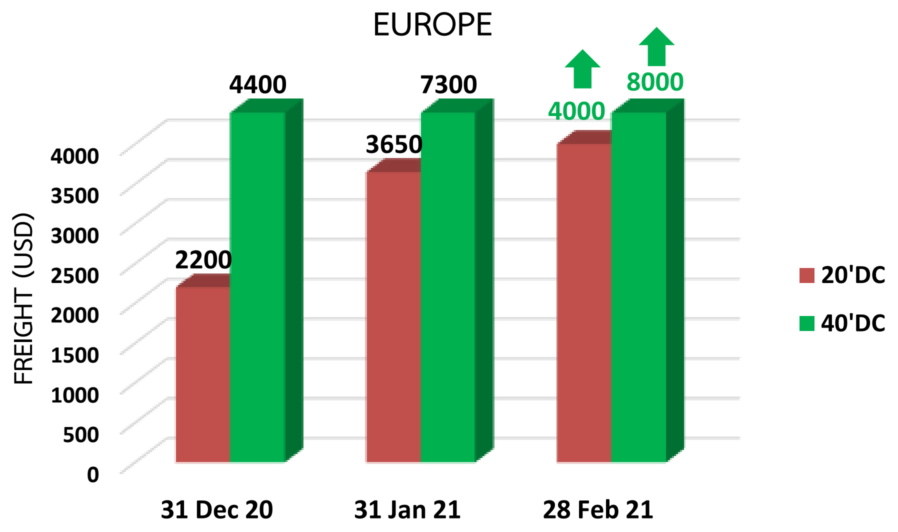
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต ในเส้นทาง ไทย-Jebel Ali เดือน ธ.ค. ปี 2563 ถึง ก.พ. ปี 2564



Subject to

- War Risk Surcharge: USD35/TEU และ USD70/FEU
- Low Sulphur Surcharge (Dec.20-Jan.21): USD34/TEU และ USD68/FEU
  (Feb.21): USD45/TEU และ USD90/FEU

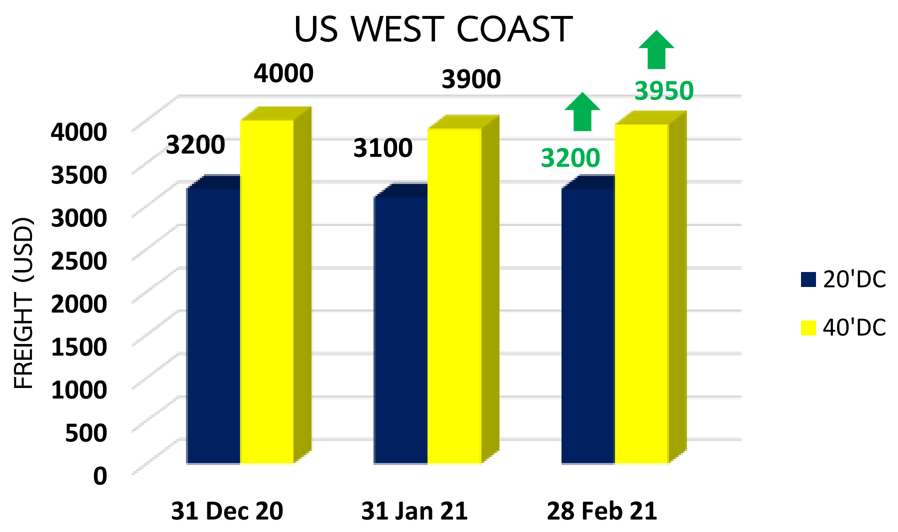
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ยุโรป เดือน ธ.ค. ปี 2563 ถึง ก.พ. ปี 2564



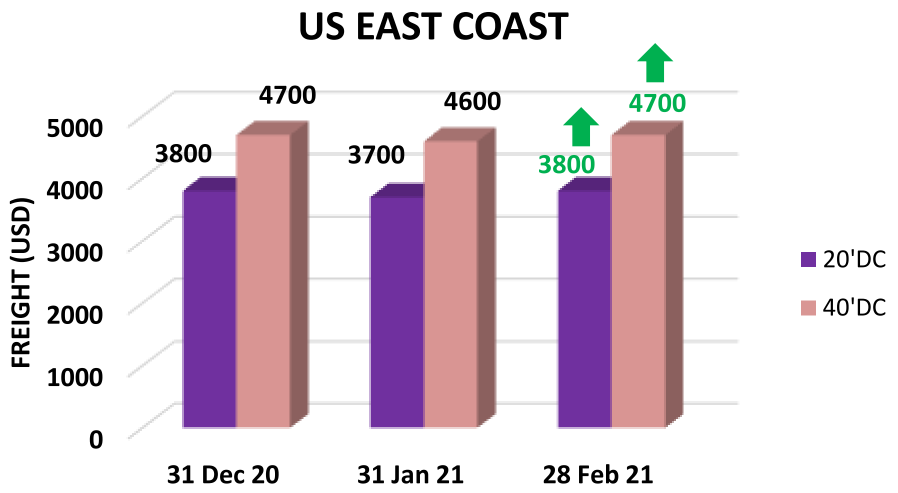
Subject to

- ISOCC (Dec.20) ISOCC included
  (Jan.21): USD35/TEU, USD70/FEU
  (Feb.21): USD53/TEU, USD106/FEU
- ENS: USD30/BL
- PSS: USD 500/TEU และ USD 1,000/FEU
- LSS (Feb.): USD 20/TEU และ USD 40/FEU

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา West Coast เดือน ธ.ค. ปี 2563 ถึง ก.พ. ปี 2564



กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา East Coast เดือน ธ.ค. ปี 2563 ถึง ก.พ. ปี 2564



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

➢ **รวบรวมประกาศสำคัญจากสายเรือ**

<u>สายเรือ Hapag Lloyd</u>

- ประกาศแจ้งสำหรับ Shipment ที่มีการ Transshipment ผ่านท่าเรือ Auckland จะมีเรียกเก็บค่า Congestion Surcharge ในอัตรา USD 250/TEU ซึ่งจะมีผลสำหรับ non-FMC trade lanes ตั้งแต่วันที่ 20 กุมภาพันธ์ 2564 และสำหรับ FMC-regulated lanes ตั้งแต่วันที่ 22 มีนาคม 2564
- ประกาศแจ้งสำหรับ Shipment นำเข้า หรือส่งออกจากท่าเรือ Fiji จะมีเรียกเก็บค่า Congestion Surcharge ในอัตรา USD 225/TEU ซึ่งจะมีผลสำหรับ non-FMC trade lanes ตั้งแต่วันที่ 20 กุมภาพันธ์ 2564 และสำหรับ FMC-regulated lanes ตั้งแต่วันที่ 22 มีนาคม 2564
- ประกาศแจ้งหยุดรับ Booking ชั่วคราว สำหรับ Shipment ที่เข้าไปยังประเทศเมียนมาร์ เนื่องจากสถานการณ์ประท้วงภายในประเทศที่ยังคงมีความรุนแรง ตลอดจนเทอร์มินอลปิดทำการ รวมถึงมีการจำกัดเส้นทางรถ สายเรือจะแจ้งความคืบหน้าให้ทราบในลำดับถัดไป

<u>สายเรือ Wan Hai</u>

- ประกาศแจ้งปรับการเรียกเก็บค่า Wan Hai Bunker Surcharge (WBS) โดยมีผลตั้งแต่วันที่ 1 เมษายน – 30 มิถุนายน 2564 มีรายละเอียดดังตาราง

WBS Matrix(per TEU/standard dry container)

Trade	Bound	≤$300	$300.01~350	$350.01~400	$400.01~450	$450.01~500	$500.01~550	$550.01~600	$600.01~650	$650.01~700	$700.01~750
Intra-Asia	Region A	4	8	16	24	32	40	48	56	64	72
	Region B	8	15	30	45	60	75	90	105	120	135
Asia - India Sub continent	WB	16	33	65	98	130	163	195	228	260	293
	EB	8	17	33	49	65	81	98	114	130	146
Asia - Middle East	WB	18	35	70	105	140	175	210	245	280	315
	EB	9	18	35	53	70	88	105	123	140	158
Asia - Red Sea	WB	20	40	80	120	160	200	240	280	320	360
	EB	6	12	24	36	48	60	72	84	96	108
Asia - South America West Coast	EB	27	55	109	164	218	273	327	382	436	491
	WB	8	17	33	49	65	82	98	114	131	147

WBS Matrix(per TEU/Reefer container)

Trade	Bound	≤$300	$300.01~350	$350.01~400	$400.01~450	$450.01~500	$500.01~550	$550.01~600	$600.01~650	$650.01~700	$700.01~750
Intra-Asia	Region A	6	12	24	36	48	60	72	84	96	108
	Region B	12	23	45	68	90	113	135	158	180	203
Asia - India Sub continent	WB	24	50	98	146	195	244	293	341	390	439
	EB	12	26	49	73	98	122	146	171	195	219
Asia - Middle East	WB	27	53	105	158	210	263	315	368	420	473
	EB	14	27	53	79	105	131	158	184	210	236
Asia - Red Sea	WB	30	60	120	180	240	300	360	420	480	540
	EB	9	18	36	54	72	90	108	126	144	162
Asia - South America West Coast	EB	41	83	164	245	327	409	491	572	654	736
	WB	12	26	49	74	98	123	147	172	196	221

POD\POL	JPN	KOR	N.PRC	E.PRC	S.PRC	HKG	TWN	PHL	Hai Phong	S.VNM	KHM	THA	SGP	MYS	IDN	MMR
JPN		A	A	A	A	A	A	B	B	B	B	B	B	B	B	B
KOR	A		A	A	A	A	A	B	B	B	B	B	B	B	B	B
N.PRC	A	A				A		B	B	B	B	B	B	B	B	B
E.PRC	A	A				A		A	B	B	B	B	B	B	B	B
S.PRC	A	A				A		A	A	A	A	B	B	B	B	B
HKG	A	A	A	A	A		A	A	A	A	A	B	B	B	B	B
TWN	A	A				A		A	A	A	A	B	B	B	B	B
PHL	B	B	B	A	A	A	A		A	A	B	B	A	B	B	B
Hai Phong	B	B	B	B	A	A	A	A			A	A	A	B	B	B
S.VNM	B	B	B	B	A	A	A	A			A	A	A	A	A	B
KHM	B	B	B	B	A	A	A	B	A	A		A	A	A	A	B
THA	B	B	B	B	B	B	B	B	A	A	A		A	A	A	B
SGP	B	B	B	B	B	B	B	A	A	A	A	A		A	A	A
MYS	B	B	B	B	B	B	B	B	B	A	A	A	A		A	A
IDN	B	B	B	B	B	B	B	B	B	A	A	A	A	A		A
MMR	B	B	B	B	B	B	B	B	B	B	B	B	A	A	A	

Shippers worldwide 'furious' at 'chaotic' ocean freight market

Crisis reflects 'insufficiency' in the current regulatory mechanisms in protecting the well-being of the global supply chain and shipping industry, claims Global Shippers' Alliance. Shippers worldwide are "furious" at the chaotic state of the ocean freight market and the lack of mechanisms to resolve it, according to the Global Shippers' Alliance (GSA), which represents the logistics interests of manufacturers, retailers and wholesalers. Sustained buoyant demand, tight vessel capacity and an acute lack of available empty containers in key export locations has led to major congestion at certain key ports, affecting freight flows and supply chains globally and triggering a surge in shipping rates. "Production, marketing activities, and distributions are all disrupted and the economic costs are beyond measure", said Chairman Denis Choumert, who is also Chairman of the European Shippers' Council (ESC).

For his part, Godfried Smit, Secretary General of the ESC, noted: "Many major European ports are jammed, while container ships are waiting for a berth, inbound containers are sitting in the terminals to be cleared and shipping lines are refusing outbound bookings because they want to expedite return of the containers to the Far East". Godfried went on, "outbound freight rates have risen 5-6 times and exporters may still not get a booking". The GSA said it was a similar picture in the Far East, as Toto Dirgantoro, Chairman of the Asian Shippers' Alliance and the Indonesian National Shippers' Council, explained:

"Freight rates from the Far East to Europe have increased 10 to 15 times on some occasions and 3 to 4 times to North America, even for contract rates, and spot rates would be much higher. Shipping lines are accepting bookings based on profitability or long-term strategic importance, and, hence, small to medium sized shippers are sacrificed". Worse still, the GSA observed, the industry is suffering from a rapid deterioration in reliability and visibility. "Ships are skipping ports and even cancellation of the entire string is common", said Choumert. "We call this practice blank sailings and their number in some trade increased as much as 30% lately. As little as 50% of ships arrive on-time - this affects the whole supply chain."

Marianne Rowden, immediate past President and CEO of the American Association of Exporters and Importers, claimed that the number of ships queuing at major US ports is rising. "While COVID-19 lingers on and city lockdown continues, pressure on the transportation system and the whole supply chain is heavy. The Federal Maritime Commission has been asked to look into the supply and demand situation, and we look forward to an increase of capacity shortly", she said.

The GSA said that Asian shippers also complain that shipping lines have taken advantage of the situation and levy a large number of "ridiculous" new charges like the Booking Confirmation Fee, the No Show Fee, the Late Cancellation Fee, the Container Retention Fee, the Expedite Booking Fee, etc. Resolution of the current situation might be well beyond competition authorities' jurisdiction, the ESC underlined, the shipper body having met with the European Union Competition directorate in January 2021. "Shipping lines need to release more core information about capacity planning, capacity changes, service changes, demand forecast, etc. to clear themselves out of collusion claims. Shippers have little access to this sort of information and should rely on relevant authorities to safeguard their interests. Shippers are never on the same playing field with liners," Godfried remarked.

The GSA is keen to to highlight "the specific responsibility that carriers have to endorse in exchange for the protection they have from standard competition laws. This protection has been granted to carriers globally: the alliances of carriers are now the 'gatekeepers of international trade' as they play a crucial role in the competitiveness of many businesses. They should not abuse of these privileges as it seems to be the case today."

The ESC continued: "For us shippers, it is worrisome that the European Commission recently allowed the renewal of the block exemption for liner shipping consortia without adding any tool or adjustment to check liners and better consider shippers' interests, which could have been instrumental in preventing or mitigating some of the damage shippers are currently suffering." GSA is aiming to establish a dialogue between all the market participants with the view of finding a common approach to the current market problems and setting up an action plan regarding the overall ecosystem.

It considers that the shipping crisis "reflects insufficiency in the current regulatory mechanisms in protecting the well-being of the whole global supply chain and, particularly, the wellbeing of the shipping industry - a lifeblood of global trade. These mechanisms need to be reviewed immediately." The GSA comprises the Asian Shippers' Alliance (ASA), the European Shippers' Council (ESC), and the American Association of Exporters and Importers (AAEI).

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

Port of Los Angeles diverts ocean carriers to reduce cargo backlog

Stalling the freight flow does not do anybody good,' said port executive director Gene Seroka, saying there have been numerous discussions regarding the re-routing of cargo to make sure the American economy keeps moving. The port of Los Angeles will see some incoming containerships diverted to other US west coast ports in an effort to reduce the backlog of cargo on vessels currently at anchor and awaiting berths. The decision to divert ships from America's premier port comes as the Federal Maritime Commission steps up its enquiry into congestion there as well as at the ports of Long Beach and New York-New Jersey.

"There have been several services that have been switched so far temporarily that will come back to Los Angeles," port of Los Angeles executive director Gene Seroka told reporters on Wednesday. "If we stopped all shipments right now, we would still have about a month's worth of work from those ships at anchor," he said. "We need to really catch our breath and go after this backlog of anchored ships with new and renewed enthusiasm." He said there have been numerous discussions regarding the re-routing of cargo, something being done to make sure the American economy keeps moving. "Stalling the freight flow does not do anybody good."

"If we do nothing, we will still have vessels at anchor come mid-summer. So we have to take some of these steps and start moving," he said. "Our goal is to keep chipping away at this and try to work down the numbers." Mr Seroka attributed the overwhelming number of imports to American consumers who have continued on an "unprecedented buying surge" that started in the past summer and that "has not slowed yet". "Retail sales numbers announced today are up 5.3% for the month of January, showing that the American consumer is continuing to spend," he said.

As a result, the port is forecasting 730,000 teu for February, a 34% jump over the past year, and 775,000 teu for March, a 72% increase over 2020 when "we hit the abyss and moved only 450,000 teu". Meanwhile, he said: "We moved 835,513 teu in January, representing a 3.6% increase compared with last January. It is the sixth consecutive month of year-on-year increases driven by the one-way trade of imports." Exports came in at a "dismal" 119,000 teu — a 19.5% decrease compared with last January and exports continue to lag, dropping in 25 of the past 27 months in Los Angeles.

"The primary causes continue to be American trade policy, China retaliatory tariffs, and the value of the US dollar making our goods more expensive to buy than from other countries," he said. "We are still witnessing a rush to get empty containers back to Asia and pre-positioned for the next round of imports," he said. Empties came to 278,000 teu in January, a 14.5% increase over the past year. "Empty containers are more than double the amount of loaded exports on our docks," he said. "These empty containers remain in very high demand in Asia, creating a push to hurriedly fill vessels with as many exports and empty containers as possible before returning to Asia."

As of Wednesday, he said the two San Pedro Bay ports had 62 ships at anchor, 25 of them — including 20 containerships — bound for Los Angeles and the remaining vessels headed to Long Beach. Under normal conditions, the port usually does not have any containerships at anchor, while there would be 10 to 12 containerships at berth, Mr Seroka said. Now, though, the port is working an average of more than 15 containerships a day at berth.

"About 15% of vessels that are currently on their way to Los Angeles are going direct to berth. Of the 85% of ships going to anchor, the average wait time has been climbing," he said. "When ships first started backing up in November, anchorage time was about two-and-a-half days. In February thus far, anchorage time is now tracking at eight days," he said. Dwell time on terminals remains at about five days or double what it was before the import surge started in the past summer and now stands at 7.6 days for a standard 40 ft container. "That is quite high for us," Mr Seroka said, adding that "we need to get back to about three-and-a-half days of on-street dwell time, where it was holding pre-import surge."

"Truck and railroad resources continue to be stretched thin, in addition to the winter weather events that we have seen throughout the country over the last week," he said. "Local warehouses are at or near capacity and still experiencing reduced staffing levels due to the physical distancing requirements from our medical experts," he said. "This has slowed their ability to absorb cargo and return equipment such as chassis and containers back to the port system." Meanwhile, as part of its investigation into congestion into the ports of Los Angeles, Long Beach and New York-New Jersey, the Federal Maritime Commission is issuing demand orders to ocean carriers and marine terminal operators.

The orders are being issued by Commissioner Rebecca Dye as the Officer for Fact Finding 29, and they target marine terminal operators and ocean carriers operating in alliances and calling the three ports. The demand orders will require the firms to provide information on their policies and practices related to detention and demurrage as well as container returns and container availability for exporters. The Commission initiated Fact Finding No 29, International Ocean Transportation Supply Chain Engagement, in order to identify operational solutions to cargo delivery system challenges related to coronavirus.

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

Slower container circulation cripples global shipping system

Slower circulation of containers, rather than inadequate vessel capacity, is what has brought the global container system to its knees. The pandemic-driven slowdown in normal circulatory movement of containers, combined with sharply higher volumes, has reduced overall system capacity, driving up rates and creating massive delays that are expected to continue for weeks to come. The situation is akin to a slow steaming of containers themselves. When container lines *en masse* slowed their ships by several knots just prior to the financial crisis of 2008, it had the effect of lowering their fuel costs but also of reducing overall vessel capacity, mitigating what at the time was rampant overcapacity.

But because the slowdown in container circulation is due to multiple factors, including reduced labor productivity at warehouses and at marine terminals, "there are no silver bullets," said veteran logistics consultant Gary Ferrulli. "It will take time, similar to previous labor disruptions, to clear the backlogs." The combined impact of reduced labor productivity and strong, sustained volume growth is clogging factories at origin and warehouses at destination, all of which contributes to the same bottom-line problem: reduced utilization of the container fleet overall. In other words, just when the system needed more capacity, the reduced circulation of containers led to less of it, and until normal container flow is restored fully, this will be a continuing drag on overall system capacity.

The issue is not, as has been reported by some, a shortage of new equipment; last year the industry added about 2.8 million TEU of dry containers, within the 10-year average but heavily weighted to deliveries in the second half due to the effects of the COVID-19 pandemic on China early in the year. The industry added just about 300,000 TEU of reefer equipment, which was also approximately within the 10-year average, sources tell JOC.com. "There is no shortage of dry containers, just exceedingly slow velocity. Network flow is congested, units are out of place," said one senior carrier executive. "Given congestion and delays in network flows, equipment velocity is most certainly down, thus exacerbating shortages or the appearance of shortages."

How severe the hit has been to container utilization over the last several months is open to debate. Typically, a dry container is used six times per year and a reefer four times per year on east–west routes, with containers being used more frequently on short-sea services. "I don't have a good sense about how much lower this may be over the last year, but we do hear that numerous inefficiencies are slowing container velocities down and contributing to the container shortage," said Brian Sondey, chief executive of Triton International, the largest container lessor.

One carrier said the landside delays have been so severe that utilization of its container fleet was reduced by half. Hapag-Lloyd CEO Rolf Habben Jansen, however, told JOC.com the Hamburg-based line's container utilization "is certainly down, but not 50 percent or anywhere near that." Habben Jansen said Hapag-Lloyd's utilization was down around 10 percent on average in the fourth quarter of last year. "Ten to 20 percent does not sound like a lot, but it effectively means you need 10 to 20 percent more boxes — in our case approximately 250,000 to 350,000 TEU — to carry the same amount of cargo. The additional boxes need to be built, and that takes time, and thus, the shortage cannot be fixed quickly," he said, noting that there are "very few box manufacturers left."

That indicates a regional disparity in container availability, meaning the issue is more pronounced on certain heavily congested trade lanes such as the trans-Pacific, a view that industry analyst Drewry shares. According to Martin Dixon, head of research products for Drewry, across global deep-sea trades — i.e., long-haul and regional trades combined — a container undertakes five to six laden moves a year on average. In the fourth quarter of 2020, the annual average stood at 5.7 laden moves, "so not unusually high by historical standards," Dixon told JOC.com.

"But as we know, on particular trades and geographies, container utilization has been much lower due to much longer cycle times," he said. "So while average cycle times across the global fleet have been around the norm of 65 days, we know from anecdotal reports that trans-Pacific cycle times, for example, have been well in excess of 100 days. [Thus] on certain trades, equipment availability has become the principal capacity constraint."

The interconnected nature of container flows means that many containers caught up in the US were intended to be relocated to Europe and either won't make it there or will do so weeks behind schedule, impacting Europe trades as well. There is a light at the end of the tunnel, but as of mid-February, it was still a distant one. "We believe this situation to be temporary and expect availability to improve after Chinese New Year, though likely to persist well into Q2 2021," Dixon said. "This process will be supported by a gradual normalization of trade patterns and carrier schedules."

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 12 February 2021	Current Index 19 February 2021
Comprehensive Index			2825.75	2875.93
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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