การอัพเดทค่าระวางเรือประจำสัปดาห์
สัปดาห์ที่ 6 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

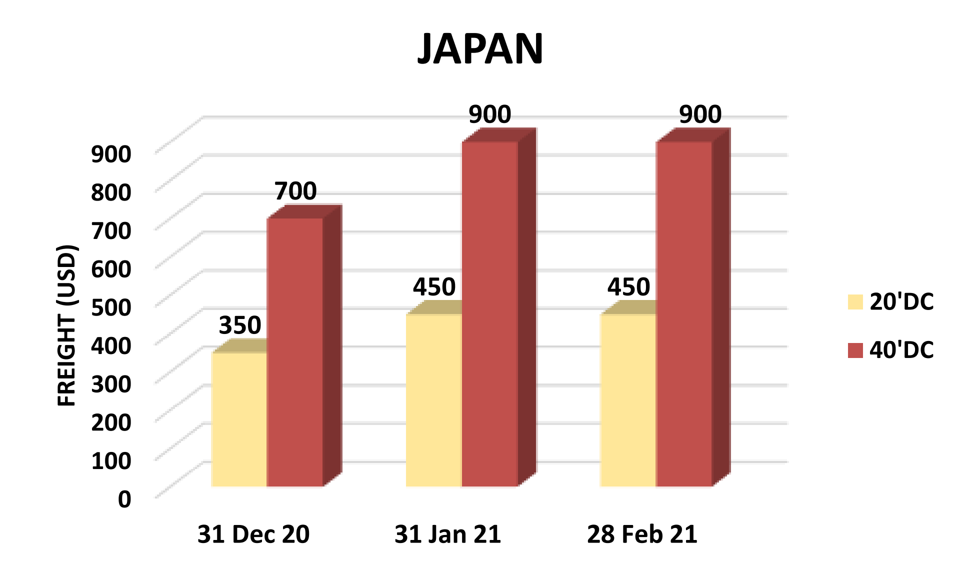
ในขณะที่เส้นทาง Europe ค่าระวางช่วงครึ่งเดือนหลังของเดือนกุมภาพันธ์ ค่าระวางคงที่ โดยค่าระวางอยู่ที่ 4,000 USD/TEU และ 8,000 USD/FEU และมีการเรียกเก็บค่า Peak Season Surcharge ในอัตรา 500 USD/TEU และ 1,000 USD/FEU และเรียกเก็บค่า LSS 20 USD/TEU โดยปัจจุบันยังพบปัญหาการขาดแคลนตู้ 40’

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	1,100	1,200	USD 30/TEU, USD 55/FEU	Effective till 28-Feb-2021
Thailand-Shanghai				
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

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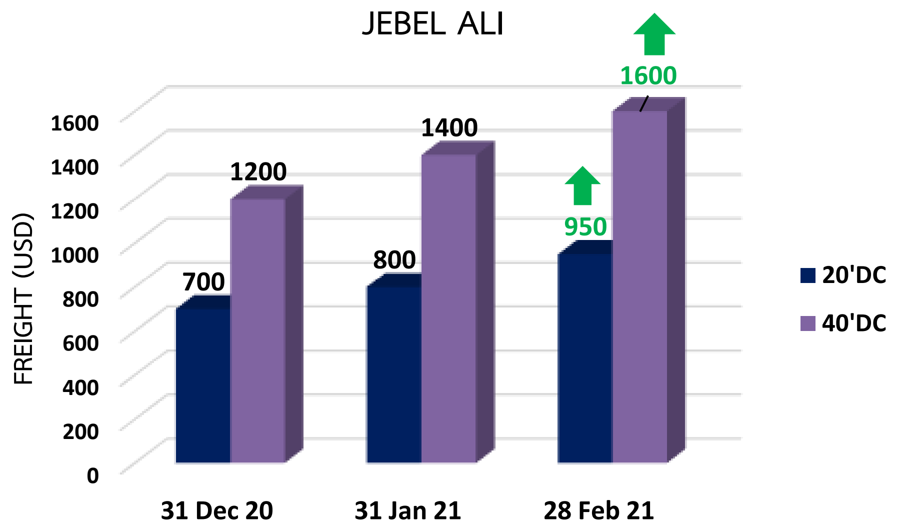
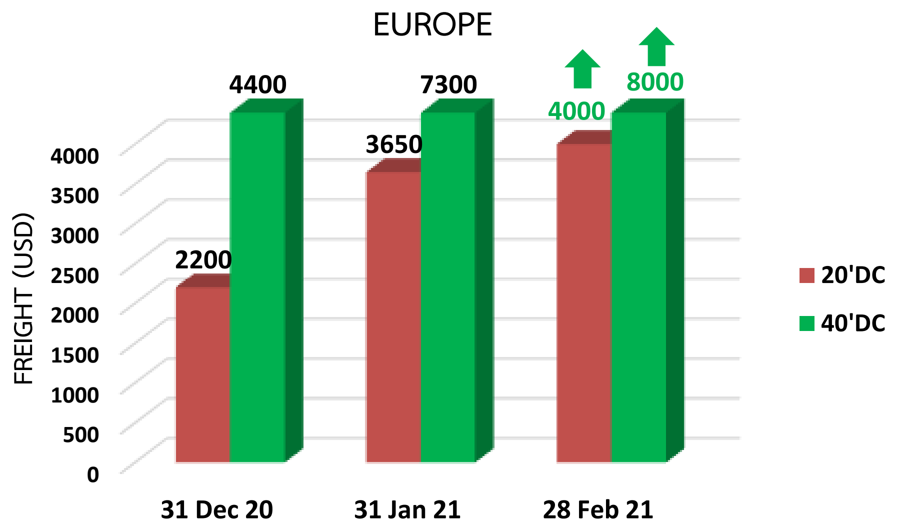


Subject to

- 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

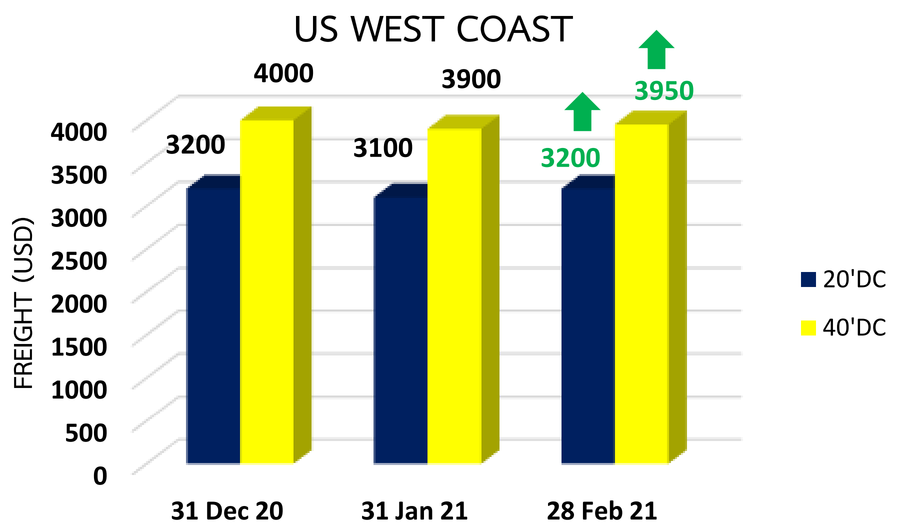
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ยุโรป เดือน ธ.ค. ปี 2563 ถึง ก.พ. ปี 2564



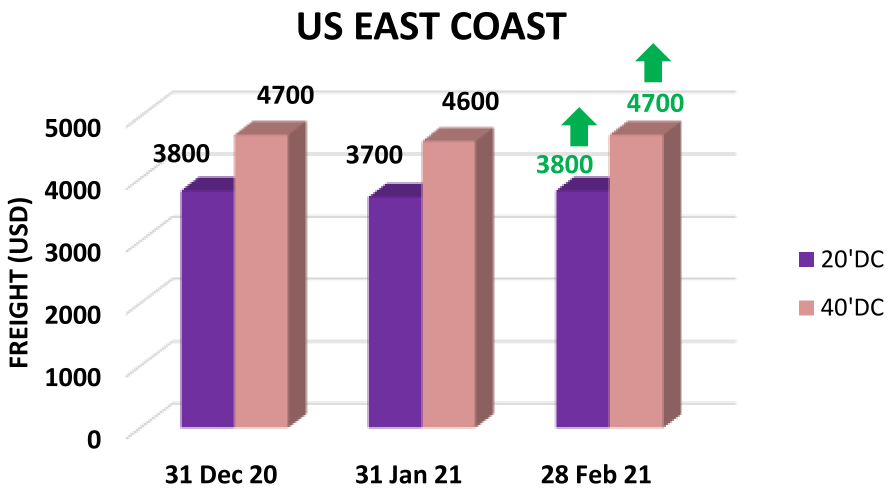
Subject to

- 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 Zim Line</u>

- ประกาศแจ้งเรียกเก็บค่า Port Congestion Surcharge สำหรับ Shipment ที่นำเข้าไปยัง Felixstowe, U.K. โดยเรียกเก็บในอัตรา USD 150/TEU มีผลตั้งแต่วันที่ 11 กุมภาพันธ์ 2564

No end in sight to ex-China ocean freight challenges

Shortages of ocean freight capacity and equipment, along with high spot rates, look set to continue well beyond the lunar New Year holiday period, some logistics experts believe, although there may be some easing of the current critical issues. As the new lunar year begins, the current shortages of ocean freight capacity and equipment, combined with exceptionally high spot rates facing containerised exports from China, look set to continue through and well beyond the lunar New Year holiday period, a number of logistics experts believe, although there may be some easing of the current critical issues.

Whereas the annual two-week holiday period around Chinese New Year (CNY) usually pauses most manufacturing in China and the logistics that supports it, this year many factories are remaining open in an effort to catch up with backlogs of orders, while requests to employees not to travel home this year to avoid spreading Covid-19 have further complicated the logistics picture.

Hong Kong-based Akhil Nair, VP for global carrier management and ocean strategy at freight forwarding and supply chain specialist SEKO Logistics, said that in anticipation of potential instructions not to travel home for the holiday period, or domestic travel becoming completely locked down, many road freight drivers in China had left early to travel home ahead of the holidays, adding to existing shortfalls of container hauliers. He said this had complicated an already complex logistics picture that was different in many ways from the normal annual pattern.

<u>Fewer blanked sailings</u>

One positive is that carriers are blanking far fewer sailings this year than during a normal CNY holiday season - which he estimated at around 8% of capacity this year compared with around 20% in most previous years. He noted that most of the blankings that are taking place are because the ships are not where they should be, with carrier fleets continuing to be effectively 100% deployed. One positive is that carriers are blanking far fewer sailings during a normal CNY holiday season – which he estimated at around 8% of capacity this year compared with around 20% in most previous years. He noted that most of the blankings that are taking place are because the ships are not where they should be, with carrier fleets continuing to be effectively 100% deployed.

But the market was facing very different demographics this year, including lots of Chinese factories not going to close this year in order to clear backlogs in manufacturing. In northern China, he highlighted a shortage of infrastructure to get orders from these factories to ports, leading to factories running out of space to store cargo, while also facing backlogs of orders. And the additional requirements for coronavirus testing, for example as drivers move from one province to another, was also adding to driver scarcity challenges.

Feeder suspension pressures

And in the south of China, a suspension of regional intra-Asia container feeder services for one or two weeks prior to CNY had added to already significant congestion issues in and around container ports in the Pearl River Delta (PRD) area. Nair observed: "The entire catchment area of the Pearl River Delta is now being forced to use truck capacity to move the cargo from there all the way up to the base port in Yantian, which would normally depend on barges or midstream operations in Hong Kong or south China."

This has led, for example, to massive queues of trucks leading up to key container ports such as Yantian, where drivers were being forced to queue for several days – or even a week or more – to deliver or collect cargo. Nair said "the entire South China PRD supply chain has been disrupted" by the suspension of the feeder capacity. "So, you have multiple factors that are impacting not only the manufacturing and the movement of goods out of the factory, but all the way from the factory to the port."

Yantian congestion

Last weekend, for example, the Port of Yantian announced that the traffic congestion was becoming so heavy that the terminal has been forced to bring forward all cargo cut-off dates, increasing the time a container must be on the terminal – gate-on – prior to departure from two to seven days. But with most shipping lines only releasing empty containers five days before the vessel's departure date, this created an additional problem of no containers being available, "a chicken and egg" situation, Nair highlighted.

He added: "So, we're going to see a bigger impact of this probably next week as we get into these truck driver shortages, new terminal restrictions, factories still well staffed for the most part, to produce an overall reduction in capacity for these crunch weeks. "So, it's a pretty fair estimate to say that the recovery post-CNY is not going to be a recovery, but a continued elongation of this current situation." He continued: "We're not going to see a big spike in bookings, because the bookings are already there. We just don't have the equipment or the trucks – or the port won't let them in.

Demand still strong

"The bookings are still there. The demand is definitely still strong." He said the only thing that potentially could change the situation is if the availability of empty containers improves, thanks to a combination of blank sailings ex-China and vessels returning from the US and Europe, filled with empties. "Hopefully, the equipment supply improves for the next few weeks," he commented. "That said, these (empty containers) are already booked out for the carriers. The carriers were expecting all these empties to arrive this week and last week, but they're now being put forward due to multiple factors - fog and winter, disruptions in North China, Covid testing and enhanced quarantine measures in South China, delaying ships, and crew." He said "all of this together has knock on effects" that mean "the empties haven't arrived in time". He concluded: "So I think we're going to see the continuation of this sort of phenomenon."

Issues at Shanghai

UK freight forwarder Metro Shipping also noted that in the run up to Chinese New Year, container operations at Shanghai had been adversely affected by drivers returning home, ahead of the Chinese New Year Holidays, and congestion in the roads around Yantian had impacted operations at the port. But it said its understanding was that the Yantian extended booking requirement only applied in the three days leading up to Chinese New Year on 12 February, for departures from 16-18 February.

It noted that Pearl River Delta factories, particularly in the electronics sector, have opted to continue production through CNY in an effort to clear order backlogs, but said its local Chinese office was "hopeful there should be no significant impact, because most factories will already be on holiday". Nevertheless, it urged customers to "continue through the next two week 'lull' to review your forecasts and requirements for container shipping from the China and Asian origins from which you are shipping", adding: "We can already see that after the European lockdowns lift, there will be a huge spike in demand, especially we suspect, in relation to the UK after 3 or 4 months of retail closures."

It also urged customers to "continue to supply weekly reports, so we will have visibility and can manage your freight and expectations". Another UK freight forwarder noted that Chinese New Year "may provide a little breathing space but it will also cause a bottleneck".

Overstressed supply chains

DSV Panalpina CEO Jens Bjørn Andersen told *Lloyd's Loading List* this week that he also does not expect factory closures for Chinese New Year to entirely unclog overstressed supply chains. "The supply chain will somehow get back into sync, but the problem is there's a lack of physical containers out of Asia," he added. "So, even if you have a slot on a vessel, if you have no containers to put the cargo in, it's of course a big problem.

"Combined with a lot of congestion in ports partly due to COVID restrictions this has severely impacted supply chains for our customers. We are trying to be as innovative as we can." Supported by volume commitments from customers, DSV Panalpina now limiting exposure to spot rates by "taking slightly longer commitments now than before", he said. "In an unprecedented market like we have now you cannot be static in the way you operate." He said the company would also look to put more cargo on overland routes from Asia to Europe from spring onwards. "That's not much comfort for our North American customers," he added.

Container shipping analyst Ocean Insights, which tracks and measures the level of rollovers and congestion at ports, also noted that post-travel quarantine measures that will be applied to Chinese truck drivers returning to their place of work, will further limit haulage supply, just as maritime carriers are hoping to clear out ocean freight backlogs. It said Chinese New Year was exacerbating COVID-19-related shipping delays outbound China, warning that a breakdown in intermodal connectivity between factories and ports could worsen global supply chain woes. And with carriers' schedule reliability worsening and cargo rollover rates still on the rise, Ocean Insights is cautioning that "it may take several more months for supply chains to return to some semblance of normality".

It noted: "Chinese governments are calling for citizens to stay put and 'celebrate in place', keeping factories open to offset the seasonal decline in factory output during the Chinese New Year. However, most truckers have opted to go home for New Year – making them subject to mandatory quarantines and unable to drive.

Factory-port connectivity

"In some regions, up to 95% of truckers will be unavailable, with the worst-hit regions in the south. These conditions will choke factory-port connectivity starting in about two weeks, with inventory backups lasting for months. Ocean Insights' chief operations officer, Josh Brazil, commented: "The shipping lines have said that the backlog of cargo will be cleared after Chinese New Year, and that will likely occur as the levels of deliveries from factories drop off, but supply chains may take several more months to return to some semblance of normality as inventory, now trapped further up the supply chain, will need to be cleared."

But SEKO Logistics believes that the current continuing very strong demand from consumer markets such as the US, combined with the many supply problems facing China's export logistics market, will mean there won't be no significant relief in the current congestion challenges in China for some time. Nair believes the post-CNY period is going to be a continuation of the current situation. And he notes that Vietnam, which has become a popular alternative manufacturing location to China, facing some similar challenges in terms of access to container shipping capacity and containers, some of that manufacturing may also migrate back to China, further adding to the challenges. Brian Bourke, chief growth officer at SEKO Logistics, said indications on the demand side pointed to a continuation of the current strong volumes.

US stimulus package

And he said there was an increasingly likelihood of a further US stimulus package that is potentially going to further boost demand, as it did last year. He said his sense is increasingly that there will be no slack season this year, noting: "Peak season, and at least some moments of what we would call a shoulder, may occur or will occur. But the odds of there being a slack season in ocean shipping this year is getting lower by the day for a lot of these reasons, including the continued global restocking that is current and will continue to occur."

As reported in Lloyd's Loading List, an acute lack of available empty containers in key export locations is continuing to be a major challenge for cargo owners and their freight providers, with senior industry forwarders and analysts split on how long the problem will persist – and whether Chinese New Year will be a turning point. The misalignment of empty containers with demand in export locations has been a significant contributing factor in ocean rates on major trade lanes soaring to unprecedented levels since the final quarter of last year and continues to present major problems so far in 2021 to a backdrop of buoyant demand, tight vessel capacity and congestion at certain key ports.

Exceptional equipment shortage

Container monitoring specialist Container xChange earlier this month said it believes an end to the exceptional container equipment shortage experienced in recent months could be in sight, highlighting a "positive trend" for January on the organisation's Container Availability Index (CAx) that it says could make Chinese New Year the turning point, thanks in part to Chinese container factories working at full production and to the "aggressive repositioning of empties back to China by the shipping lines". It said Shanghai was "on its way back to normal levels" and noted that "a similar development is happening across other ports in China. Qingdao, for instance, even reaches index values of 0.5 for standard equipment – which represents a balanced equipment situation."

And for some of the other major hubs across Asia like Singapore, Nhava Sheva and Port Klang, the Container Availability Index shows the same trend, Container xChange said, noting: "Compared to December 2020, container availability is up 58% in Singapore, 35% in Nhava Sheva and 54% in Port Klang across standard container types in January 2021." Lars Jensen, CEO of Sea Intelligence Consulting, also believes there will be a relatively swift resolution to the equipment issue, expecting the situation to ease this month with the lunar New Year holidays. But Nerijus Poskus, VP of ocean freight at US forwarder Flexport, believes the current situation will continue through "at least the first half of the year".

Maersk: Guidance for 2021

Meanwhile, on the demand side, in its guidance this week for 2021, container shipping giant A.P. Moller-Maersk noted that "with the current outlook, there continues to be a high degree of uncertainty related to the impact from COVID-19 on the economic growth and global demand patterns", although the group said it "expects another year of earnings growth and transformation progress". On the immediate outlook, it said: "We expect the current, exceptional situation to continue into 2021 with Q1 to be stronger than Q4, followed by a normalisation thereafter", noting that the ocean freight market "is expected to grow in line with the global container demand at an expected 3-5% in 2021, with the highest growth seen in the first half-year".

That was consistent with comments from David Kerstens, equity analyst at Jefferies International, who noted this week that "container demand is expected to be supported by record-low US retail inventories until at least the end of the first half of 2021", although he noted that the volume figures would face increasingly difficult year-on-year comparatives in the second half of this year, "after demand on East-West trades recovered by 12% in the second half of 2020" – in contrast with the roughly 10% year-on-year decline in the first half of 2020.

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

No slack season, no easing of spot rates, as cargo pours out of Asia

Shippers are resigned to the probability that container spot freight rates from Asia will remain at their current high levels for some time after Chinese New Year. Today's beginning of the Chinese lunar new year would usually herald several weeks of downward pressure on freight rates, but so far there are no indications of a slack season developing in the first half of the Year of the Ox. "After a year of so much uncertainty, there is a little bit more certainty in 2021 – one thing we can say for sure is that there won't be a slack season," said Seko Logistics chief growth officer Brian Bourke.

In fact, ocean carriers serving the Asia–Europe and Asia–US tradelanes are reporting huge backlogs of cargo booked to move post–CNY. "We're full," said Maersk's CEO Soren Skou this week. "We're flooded out with bookings," said Hapag Lloyd's CEO Rolf Habben Jensen last week.

Today's Asia–North Europe component of the FBX (Freightos Baltic Index) was up 1%, at $7,939 per 40ft, while for Mediterranean ports, it was down 4%, at $7,764 per 40ft. It does not seem possible that 12 months ago, spot rates for North Europe stood at around $1,600 and for the Mediterranean at around $1,800, both in decline due to weak demand as the Year of the Rat began on 25 January. A UK-based NVOCC told *The Loadstar* this week he had heard the "good news" that short-term rates from Asia were "holding steady" "It sounds like we should be happy that rates are stable at these ridiculously high levels," he said. "I would only comment that the carriers are shooting themselves in the foot if the rates are held this high for much longer, as I already know of several clients that have cancelled orders for later in the year as they just cannot sustain the huge increases in freight charges," he said.

Moreover, rates from China to the UK are in reality much higher than indicated by the spot market indexes. "Right now, a 40ft container will cost upwards of $12,000 in ocean freight only," UK-based Westbound Logistics advised its clients this week. Meanwhile, on the transpacific, there is no let-up in the rush of containerised volumes heading towards the saturated ports of Los Angeles and Long Beach. Indeed, the Los Angeles' Signal import volume forecaster reports 173,622 teu expected to arrive at the port next week, 130% more than the same week of 2020, and at 139,400 teu, a staggering 224% more than last year, due the following week.

However, the ships that arrive in the San Pedro Bay will join a long queue of vessels trying to secure a berth. According to the Signal data, the average time at anchor has extended to eight days. "Our import supply chain is totally broken and disconnected," said Jon Monroe, of Washington state-based Jon Monroe Consulting, while Freightos research lead Judah Levine added: "Sustained volumes and port congestion have factory–to–door delivery times reaching nine weeks compared to a more typical four to five." The FBX Asia–USWC component edged up by 1%, to $4,334 per 40ft, while rates to the US east coast were flat at $5,739 per 40ft. Transpacific rates for the US west coast are 210% higher than a year ago, with east coast rates up 113% on 12 months ago.

Source: https://theloadstar.com/

US containerised imports due for a record-setting year

The National Retail Federation and Hackett Associates project record volumes for each of the first six months of the year, while the first half of 2021 as a whole is forecast at up 22.1% over the same period in 2020. US containerised imports are expected to set new monthly records from now into the summer as the country's economy continues to recover from the pandemic, according to retail experts. Indeed, the National Retail Federation and Hackett Associates project record volumes for each of the first six months of the year, January through June, while the first half of 2021 as a whole is forecast at 11.5m teu, up 22.1% from the same period in 2020.

"The import numbers we're seeing reflect retailers' expectations for consumer demand to the point that many factories in Asia that normally close for Chinese New Year this month are remaining open to keep up," NRF vice president for supply chain and customs policy Jon Gold said. "Regardless of whether it's in-store or on retailers' websites, the record holiday season and numbers for 2020 show consumers are buying again and have been for a while. This surge has been going on for months, and retailers are importing merchandise faster than ever," Mr Gold said.

Hackett Associates Founder Ben Hackett said: "As we continue to struggle with Covid-19 and the ups and downs in the economy, year-over-year increases in the flow of containerised goods have become dramatic." He added: "It is impressive that the cargo volumes handled by the ports remain as high as they are despite congestion at the docks and the spread of the coronavirus among workers throughout the supply chain." The monthly Global Port Tracker, produced for the NRF by Hackett Associates, projects January at 2.08m teu, up 14.6% over January 2020 and the busiest January since the NRF began tracking imports in 2002, topping 1.89m teu in January 2019.

February is historically the slowest month of the year for imports, both because of the lull between the holiday season and spring and because factories in Asia close for the Chinese New Year holiday. But this February is forecast at 1.91m teu, up 26.3% year on year, with 25-30 containerships waiting to berth at the ports of Los Angeles and Long Beach and with many Asian factories remaining open during the holiday to meet demand. March is forecast at 1.93m teu, up an "unprecedented" 41% from March 2020, while April is forecast at 1.82m teu, up 13.3% year on year; May at 1.9m teu, up 23.8%, and June also at 1.9m teu, up 18.2%.

Looking back at 2020, Global Port Tracker said US ports it covers handled 2.11m teu in December, up 0.2% from November and 22.3% year over year. That figure brought 2020 to a total of 22m teu, up 1.9% from 2019's 21.6m teu and beating the previous record of 21.8m teu recorded in 2018. Retail sales during the November-December holiday season in 2020& hit a record $789.4bn, up 8.3% from 2019, and preliminary figures show retail sales for all of 2020 were up 6.8% year-over-year.

Global Port Tracker provides historical data and forecasts for the west coast ports of Los Angeles/Long Beach, Oakland, Seattle and Tacoma. It covers the east coast ports of New York/New Jersey, Port of Virginia, Charleston, Savannah, Port Everglades, Miami and Jacksonville. It also includes Houston on the Gulf coast.

Source: https://www.lloydsloadinglist.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 February 2021	Current Index 12 February 2021
Comprehensive Index			2884.61	2825.75
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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