การอัพเดทค่าระวางเรือประจำสัปดาห์
สัปดาห์ที่ 8 พ.ศ. 2564

อัตราค่าระวางในสัปดาห์ที่ 8/2564
วันที่ 19-25 กุมภาพันธ์ 2564

สรุปค่าระวางเรือประจำสัปดาห์

CONTAINER ALL IN FREIGHT RATE (DRY)

<table>
<tr><th rowspan="2">ROUTE</th><th colspan="2">SIZE</th><th rowspan="2">Low Sulphur Surcharge (LSS)</th><th rowspan="2">Remark</th></tr>
<tr><th>USD/20’</th><th>USD/40’</th></tr>
<tr><td>Thailand - Shanghai</td><td>350</td><td>800</td><td rowspan="5">Subject to ISOCC
USD 26/TEU, USD 51/FEU</td><td rowspan="15">Effective till
31-Mar-2021</td></tr>
<tr><td>Thailand - Qingdao</td><td>450</td><td>950</td></tr>
<tr><td>Thailand - Hong Kong</td><td>250</td><td>700</td></tr>
<tr><td>Thailand - Japan (Main Port)</td><td>450</td><td>900</td></tr>
<tr><td>Thailand - Kaohsiung</td><td>250</td><td>680</td></tr>
<tr><td>Thailand - Klang</td><td>450</td><td>1000</td><td rowspan="6">Subject to ISOCC
USD 17/TEU, USD 34/FEU</td></tr>
<tr><td>Thailand - Jakarta</td><td>550</td><td>1100</td></tr>
<tr><td>Thailand - Ho Chi Minh (Cat Lai)</td><td>220</td><td>600</td></tr>
<tr><td>Thailand - Singapore</td><td>230</td><td>650</td></tr>
<tr><td rowspan="2">Thailand - Manila
(North & South)</td><td>450</td><td>950</td></tr>
<tr><td colspan="2">Subject to CIC at destination</td></tr>
<tr><td rowspan="2">Thailand - Jebel Ali</td><td>950</td><td>1,600</td><td rowspan="2">Subject to ISOCC
USD 45/TEU, USD 90/FEU</td></tr>
<tr><td colspan="2">Subject to War Risk Surcharge:
USD 35/TEU, USD 70/FEU</td></tr>
<tr><td>Thailand - South Korea (Busan)</td><td>250</td><td>500</td><td rowspan="2">-</td></tr>
<tr><td>Thailand - South Korea (Incheon)</td><td>300</td><td>600</td></tr>
<tr><td>Thailand – Nhava Sheva</td><td>2,000</td><td>3,000</td><td>ISOCC: USD 36/TEU, USD 72/FEU</td><td>Effective till
14-Mar-2021</td></tr>
<tr><td>Thailand - Melbourne</td><td>1,450-1,550</td><td>2,900-3,050</td><td rowspan="2">FAF: USD 44/TEU, USD 88/FEU</td><td rowspan="2">Effective till
31-Mar-2021</td></tr>
<tr><td>Thailand - Sydney</td><td>1,750-1,850</td><td>3,500-3,650</td></tr>
<tr><td rowspan="2">Thailand – Durban / Cape Town</td><td>2,900</td><td>5,000</td><td rowspan="2">Subject to ISOCC
USD 75/TEU, USD 150/FEU</td><td rowspan="7">Effective till
14-Mar-2021</td></tr>
<tr><td colspan="2">Subject to SCMC USD 30/BL</td></tr>
<tr><td rowspan="2">Thailand – Europe (Main Port)</td><td>3,900</td><td>7,700</td><td rowspan="2">ISOCC: USD 71/TEU, USD 142/FEU</td></tr>
<tr><td colspan="2">Subject to ENS USD 30/BL</td></tr>
<tr><td>Thailand - US West Coast</td><td>3,200</td><td>4,000</td><td rowspan="3">-</td></tr>
<tr><td rowspan="2">Thailand - US East Coast</td><td>3,800</td><td>4,700</td></tr>
<tr><td colspan="2">Subject to Panama Low Water
USD 30-60/Container</td></tr>
</table>

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

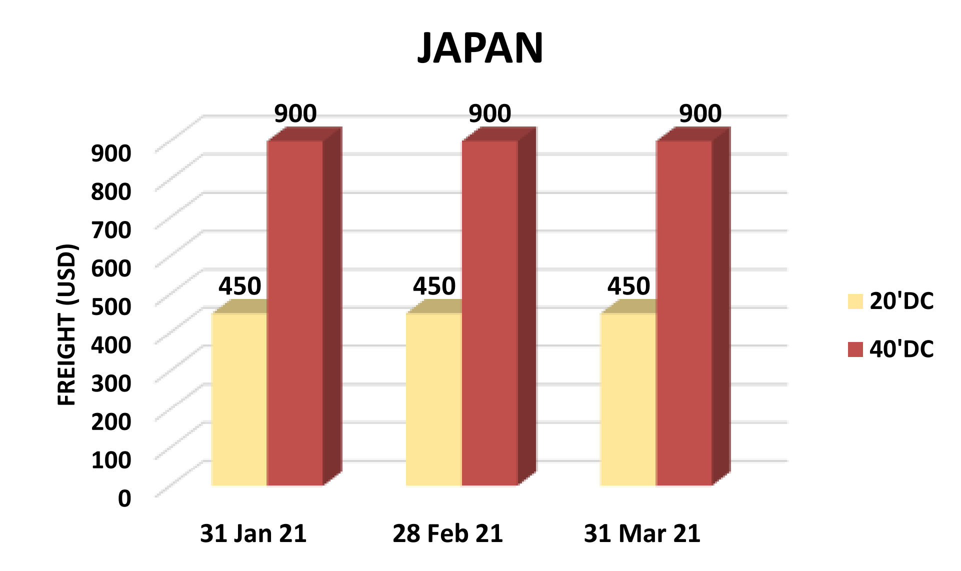
ในขณะที่ เส้นทาง Europe ค่าระวางช่วงครึ่งเดือนแรกของเดือนมีนาคม ค่าระวางปรับลดลง 100 USD/TEU และ 300 USD/FEU ทำให้ค่าระวางอยู่ที่ 3,900 USD/TEU และ 7,700 USD/FEU และยกเลิกการเรียกเก็บค่า Peak Season Surcharge และค่า LSS โดยปัจจุบันยังคงพบปัญหาการขาดแคลนตู้

ในขณะที่เส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนแรกของเดือนมีนาคม ค่าระวางคงที่ ยกเว้นตู้ 40’ ในเส้นทาง West Coast ที่ปรับเพิ่มขึ้น 50 USD/FEU ทำให้ค่าระวางฝั่ง West Coast อยู่ที่ 3,200 USD/TEU และ 4,000 USD/FEU และฝั่ง East Coast ค่าระวางคงที่อยู่ที่ 3,800 USD/TEU และ 4,700 USD/FEU ซึ่งขณะนี้พบปัญหาขาดแคลนระวางเรือ หากต้องการไปในลักษณะ Big Volume อาจต้องมีการ Split Booking

CONTAINER FREIGHT RATE (REEFER)

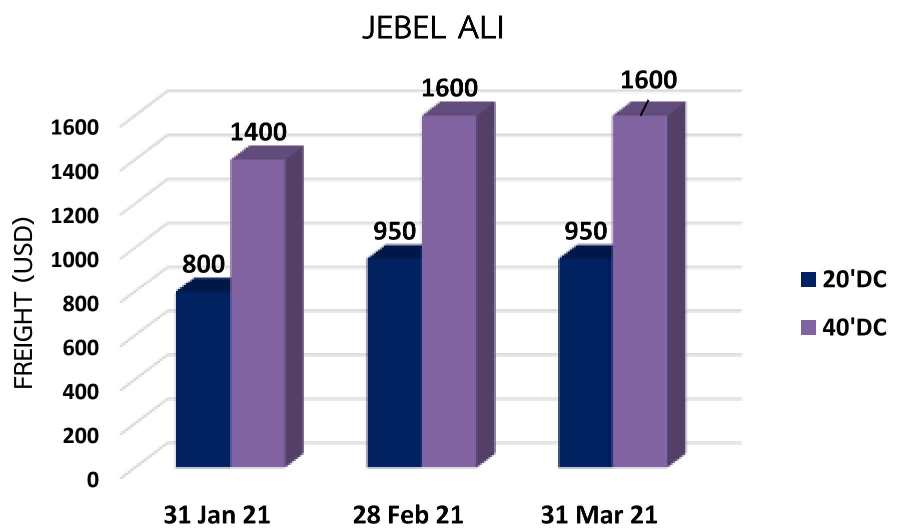
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20’	USD/40’		
Thailand-Hong Kong Thailand-Shanghai	1,100	1,200	USD 40/TEU, USD 80/FEU	Effective till 31-Mar-2021
Thailand-Japan (Tokyo, Yokohama)	1,300-1,400	1,500-1,700	-	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	5,500	7,500-8,000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

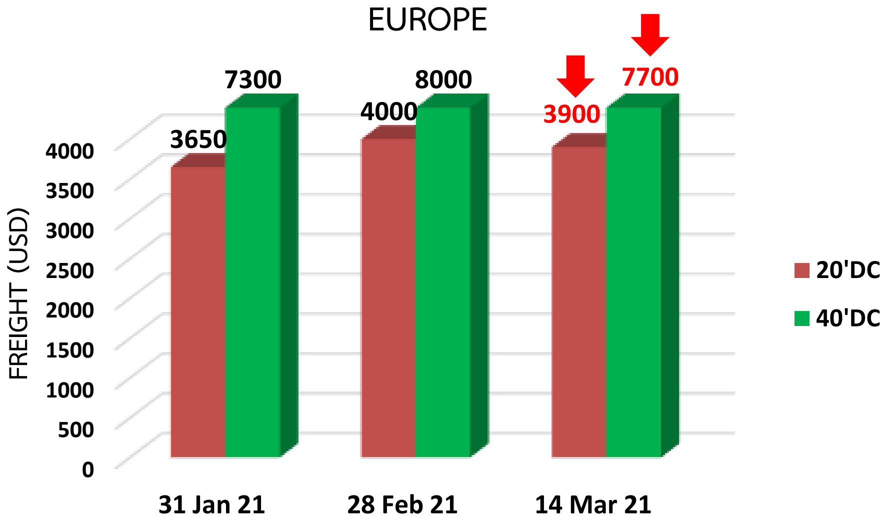
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-Jebel Ali เดือน ม.ค. ถึง มี.ค. ปี 2564



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

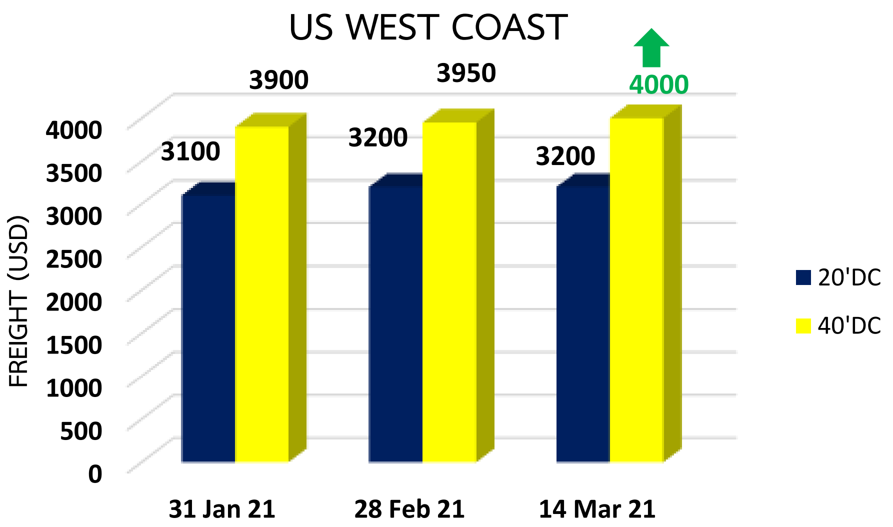
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ยุโรป เดือน ม.ค. ถึง มี.ค. ปี 2564



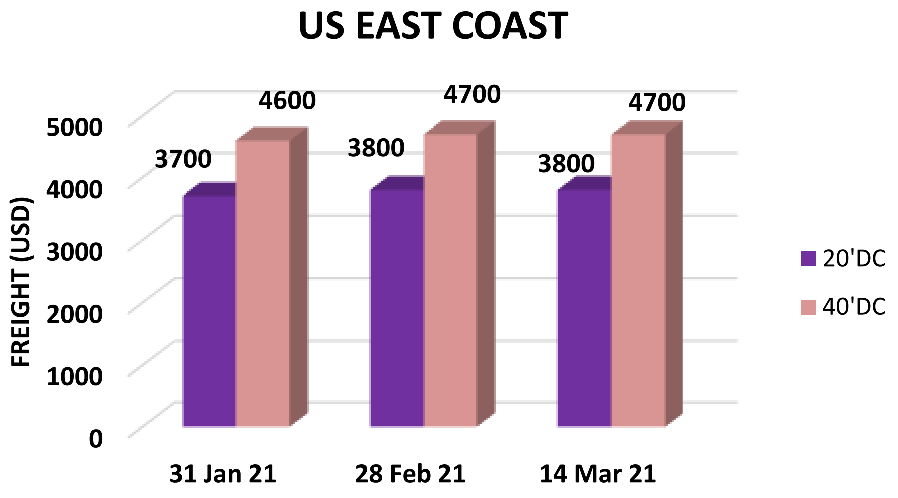
Subject to

- 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>

- ประกาศแจ้งงดรับจองระวางชั่วคราวสำหรับ Shipment ที่ไปยังท่าเรือ Vostochny and Vladivostock ในรัสเซีย เนื่องจากพบปัญหาความหนาแน่นภายในท่าเรือ
- ประกาศแจ้งเรียกเก็บค่า General Rate Increase (GRI) สำหรับสินค้าจากเส้นทาง North America มายัง East Asia โดยเรียกเก็บในอัตรา USD 200/TEU และ USD 400/FEU มีผลตั้งแต่วันที่ 1 เมษายน 2564
- ประกาศอัพเดตการเรียกเก็บค่า General Rate Increase (GRI) สำหรับสินค้าจากเส้นทาง East Asia ไปยังสหรัฐอเมริกา และแคนาดา โดยมีรายละเอียดดังตาราง

Routing	General Rate Increase (GRI)
East Asia To USA & Canada	Effective Dec-2020 - Apr-2021
	USD 960/TEU, USD 1,200/FEU

<u>สายเรือ Cosco</u>

- ประกาศแจ้งเรียกเก็บค่า General Rate Restoration (GRR) สำหรับสินค้าจากเส้นทาง Far East ไปยังเส้นทางละตินอเมริกา และแอฟริกา โดยมีรายละเอียดดังตาราง

From	To	Effective Day	Quantum
Far East	West Africa	Mar 15,2021	USD500/20gp 1000/40gp 1000/40hc
Far East	East Africa	Mar 15,2021	USD500/20gp 1000/40gp 1000/40hc
Far East	South Africa	Mar 15,2021	USD500/20gp 1000/40gp 1000/40hc
Far East	East Coast of South America		
Far East	West Coast of South America	Mar 1,2021	USD500/20gp 500/40gp 500/40hc
Far East	Panama& Caribbean	Mar 1,2021	USD500/20gp 500/40gp 500/40hc

Asia-US ocean freight demand still strong post-CNY

Transpac spot rates climbed more than 5% again in the past week at a time when container volumes and prices normally level off and begin to decrease, although Asia-Europe rates have begun to decline slightly, Freightos notes. Still-surging US demand for Chinese imports saw Asia-US West Coast ocean freight spot rates climb more than 5% again this week at a time when container volumes and spot rates normally level off and begin to decrease in the weeks after Chinese New Year (CNY), according to new figures from digital freight market specialist Freightos. It noted that China-US West Coast prices increased 5% to $4,922/FEU in the week to 23 February – a rate level that is 259% higher than the same time last year. China-US East Coast spot prices climbed 3% to $5,822/FEU, and are 119% higher than rates for this week last year.

Judah Levine, research lead at Freightos, noted that US demand for ocean freight imports was continuing to keep the crucial ports of LA and Long Beach overwhelmed. As reported this week in Lloyd's Loading List, 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. Port of Los Angeles executive director Gene Seroka said last week that there had already been several services that had been switched to other ports, so far temporarily.

He estimated that it would take a month to clear just the tens of ships already anchored and waiting in the bay, noting: "We need to really catch our breath and go after this backlog of anchored ships with new and renewed enthusiasm. 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. 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". As a result, the port is forecasting 730,000 teu for February, a 34% jump over the same month last year.

Levine said: "This non-stop demand is also pushing ocean rates to the US up at a time when they would normally be starting to fall. Rates typically climb ahead of Chinese New Year (CNY), stay elevated over the holiday, and then gradually decrease as China's manufacturing comes back online and the backlog is cleared in the weeks after the break. "Now, nearly a week after CNY, rates from Asia to Europe have begun to decline slightly. But prices from Asia to the US West Coast climbed 5% this week as still-surging demand and many factories that stayed open over the holiday have kept volumes coming."

Lloyd's Loading List reported this week 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. In its latest *Sunday Spotlight* update, 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."

<u>Demand boom</u>

Explaining his organisation's analysis, Murphy noted: "We have never, in the 28 years of data, seen the relative inventory level for retailers be as low as they are now, and despite 6 months of demand boom, there is still quite a distance up to past low points of inventories. This of course begs the question: when will the inventories be rebuilt? This is important, as it has an impact on the container boom itself. "One question underlying this is how long the current boom sales will last. For now, that is a question without a good solid answer, simply because the sales development is entirely contingent on the 2021 pandemic developments, and how this impacts consumer sentiment."

Murphy added: "We built a model to calculate the continued boost from inventory rebuilding, and how this might impact US import volumes. One possible scenario is wherein the retailers continue to build their inventories, until they reach the same inventory-to-sales ratio they had prior to the pandemic, and then maintain this level. From this perspective, we will see a scenario where sales will continue the trend seen in the past 10 years, and we see an inventory management approach where stocks are kept at levels the retailers were happy with, prior to the pandemic."

In terms of what this implies for container growth, he noted: "Overall, 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".

<u>US west coast challenges</u>

As of last week, the two San Pedro Bay ports had more than 60 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, Seroka said. But recently, the port has been working an average of more than 15 containerships a day at berth. Dwell time on terminals remains at about double what it was before the import surge started in the past summer and now stands at more than 7 days for a standard 40 ft container.

"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," Seroka said. "Local warehouses are at or near capacity and still experiencing reduced staffing levels due to the physical distancing requirements from our medical experts. This has slowed their ability to absorb cargo and return equipment such as chassis and containers back to the port system."

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

Buoyant ocean carriers set to roll out peak season surcharges months early

Asia-North Europe container spot rates eased back slightly this week, as carriers 'hoovered up' stockpiled cargo accumulated before Chinese New Year. However, rates from Asia to the US increased again. Today's reading of the Freightos Baltic Index (FBX) for a 40ft from Asia to North Europe was $8,308, compared with $8,430 a week ago, but for west Mediterranean ports, the FBX spot rate edged up $74, to $7,967 per 40ft. The modest softening of rates were no doubt a consideration in the 2M's last-minute cancellation of the sailing of the 19,224 teu *MSC Erica* to North Europe this week. Nevertheless, the current spot rates for North Europe and the Mediterranean are, respectively, an astonishing 400% and 325% higher than a year ago.

By then, ocean carriers had withdrawn up to a third of their capacity on the main east-west routes in response to Covid-related factpory shutdowns in China. Despite the aggressive blank sailing programmes introduced by carriers in the early part of last year, vessel utilisation levels 12 months ago had sunk to around 70% for Europe and about 60% for the US, exerting severe downward pressure on rates. But a year on, the outlook for carriers could not be more contrasting, as lines prepare to roll out peak season surcharges (PSSs), some four months earlier than normal. Indeed, Hapag-Lloyd advised yesterday it would implement a PSS of $875 per teu between Asia and North Europe from 1 March.

The early introduction of a PSS on the trade is further evidence of the confidence that carriers have on their booking visibility into the second quarter. A UK-based NVOCC told *The Loadstar* this week his short-term rate offer from one carrier had "more than quadrupled" since the end of last year. "How can they possibly justify this sort of increase?" he asked. "In fairness to the rep, he didn't even try, but just shrugged his shoulders and suggested he could try to improve the offer if we would commit to a 12-month volume deal."

The NVOCC will certainly still have to pay a high price for a longer-term deal, according to ocean freight benchmarking platform Xeneta. CEO Patrik Berglund said this week that long-term contract rates were being "blown out of the water" by the favourable market conditions for carriers. "The operators have succeeded in maintaining all-time high spot rates, and this gives them ammunition for negotiating favourable long-term contracts," he said. Meanwhile, on the transpacific, container spot rates are climbing again – unfortunate timing, as the new annual contract tender season gets under way in the US.

According to the FBX, spot rates from Asia to the US west coast jumped $268, to $4,922 per 40ft, while rates to the east coast increased by $119, to $5,822. "US demand for ocean freight imports continues to keep the crucial ports of Los Angeles and Long Beach overwhelmed," said Freightos research lead Judah Levine, noting that LA's executive director, Gene Seroka, had estimated that the backlog of ships at anchor would take a month to clear. "This non-stop demand is pushing rates to the US up at a time when they would normally be starting to fall," said Mr Levine. Notwithstanding the fleet of ships idled in the San Pedro Bay awaiting a berth, the inbound flow of containers driven by record-breaking consumer demand is unrelenting. According to the port of Los Angeles *Signal* data, 189,950 teu is stemmed to arrive next week, up 267% on the same week of a year ago – albeit that the previous year was impacted by the manufacturing slowdown in China.

Source: https://theloadstar.com/

Mainline capacity woes keep South India rates elevated amid transshipment efforts

As shippers feverishly search for available carrier loadings in a severely imbalanced supply-demand environment, marine terminals in South India have begun to see marked traction in intra-country freight movement for transshipment. While this evolving trend is noteworthy for a region sporting excess port capacity and historically lacking adequate gateway cargo for regular long-haul calls, there is little relief for cargo owners getting bombarded with an unrelenting wave of carrier general rate increase (GRI) notices.

April-January transshipment liftings at the Chennai port — led by the DP World terminal — ballooned to 79,396 TEU from a miniscule level of 548 TEU in the year-ago period. Similarly, the Cochin port — which houses DP World's flagship Vallarpadam Terminal — saw transshipment contributions hit 68,863 TEU, up from 29,565 TEU during April 2019–January 2020, according to port data collected by JOC.com.

The big turning point for DP World Chennai came in August last year when the Dubai-based group acquired domestic short-sea carrier Shreyas Shipping and positioned Chennai as a southern hub for its coastal network that features two feeder offerings connecting Jebel Ali. "We are seeing strong transshipment demand, propelled by intra-country movement and Chittagong [Bangladesh] cargo," a DP World Chennai official, who requested anonymity, told JOC.com. Still, Daniel Krassenstein, global supply chain director of US-based industrial packaging manufacturer Procon Pacific, did not mince words about the mounting challenges his company faces shipping goods out of India.

"It is difficult to get an empty 40-foot hi-cube container or space on a long-haul vessel," he told JOC.com. "What had been a $2,500 rate quote [per TEU from India to the US] is now doubled, and even then, [there is] no guarantee for equipment or space unless one is willing to pay over $6,000 [per TEU].” Krassenstein said the supply chain challenge in India conflates pre-sailing unpredictability and longer transits, noting these hurdles that once remained confined to India’s eastern gateways such as Kolkata and Chennai have now found their way to the country’s busier west coast ports such as Jawaharlal Nehru Port Trust and Mundra. “Equipment availability and vessel space continue to be worrisome, along with pricing showing no signs of softening,” COO of digital freight forwarder Shipwaves Sajid Mohammed told JOC.com.

Fresh rate hikes coming

Spot rates out of South India have already hit historical highs — averaging $4,300 per TEU and $5,400 per FEU from Chennai to the US East Coast, and $2,250 and $3,500, respectively, to London Gateway. With fresh rate hikes announced for early March, these levels are due to move up to $4,750 per TEU and $6,000 per FEU on the Chennai-USEC lane, and $2,550 and $4,100, respectively, for Chennai-London shipments.

At the same time, Sunil Vaswani, executive director of the Container Shipping Lines Association (India), expressed confidence in liners’ ability to stay aligned with the demand growth vis-a-vis inventory flow. “With the repositioning of empty containers into the country by the shipping lines and the increase in imports during December–February, the equipment situation for exports has indeed improved,” Vaswani told JOC.com.

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 19 February 2021	Current Index 26 February 2021
Comprehensive Index			2875.93	2775.29
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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