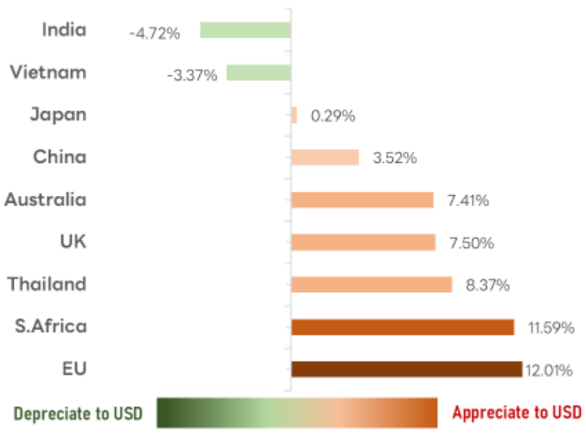
Weekly Briefing (24 December 2025)

Thai Bath Rate
To Foreign Currencies

USD	EUR	GBP	AUD
31.42	36.85	42.07	20.8
CNY	**JPY**	**INR**	**VND**
4.47	0.2	0.35	0.0012

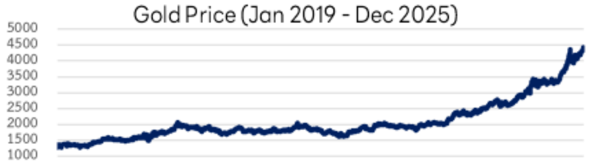
Exchange Rate Trend
To USD (YTD)



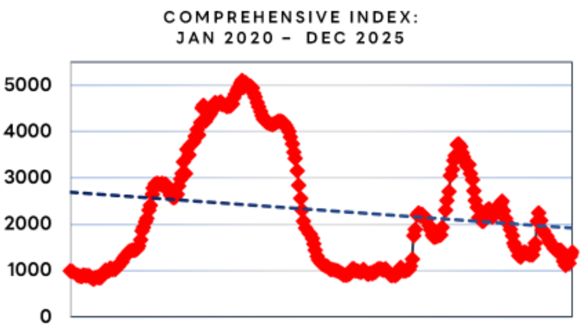
Crude Oil & Gold Price
(14 Dec - 20 Dec 2025)

Oil	OPEC	Brent	WTI
USD/Barrel	58-62	59-62	55-58

Gold : 4302-4347 USD/Ounces



Freight Index
(SCFI Comprehensive Index)



12-Dec-25	19-Dec-25
1,506.46	1,552.92
46.46	

Weekly Top's Stories

US economic growth likely remained strong in third quarter

รายละเอียดเพิ่มเติม : https://bit.ly/4pRbWUt

Ocean service quality 'under siege' as pricing shifts in favor of shippers

รายละเอียดเพิ่มเติม : หน้าที่ 9

Maersk takes 'significant step' toward return to Red Sea transits

รายละเอียดเพิ่มเติม : หน้าที่ 10

Thai National Shippers' Council — สภาผู้ส่งสินค้าทางเรือแห่งประเทศไทย (สภาผู้ส่งออก)

อัพเดทค่าระวางเรือ

และสถานการณ์การขนส่งสินค้าทางทะเล

สัปดาห์ที่ 51 พ.ศ. 2568

สรุปค่าระวางเรือประจำสัปดาห์

"หมายเหตุ: อัตราค่าระวางที่ปรากฏเป็นอัตราฐานของสายเรือที่ประกาศเป็นทางการ ซึ่งอาจสูงกว่าหรือต่ำกว่าอัตราที่มีการเรียกเก็บจริงจากผู้ส่งออก"

CONTAINER ALL IN FREIGHT RATE (DRY)

<table>
<tr><th rowspan="2">ROUTE</th><th colspan="2">Freight</th><th colspan="3">Surcharge / Fee</th><th rowspan="2">Remark</th></tr>
<tr><th>USD/20'</th><th>USD/40'</th><th>Item</th><th>USD/20'</th><th>USD/40'</th></tr>
<tr><td>Thailand - Shanghai</td><td>30</td><td>40</td><td rowspan="5">ISOCC</td><td rowspan="5">34</td><td rowspan="5">69</td><td rowspan="23">Effective till
31-DEC-2025</td></tr>
<tr><td>Thailand - Qingdao</td><td>60</td><td>100</td></tr>
<tr><td>Thailand - Hong Kong</td><td>100</td><td>150</td></tr>
<tr><td>Thailand - Japan (Main Port)</td><td>300</td><td>500</td></tr>
<tr><td>Thailand – Kaohsiung</td><td>150</td><td>250</td></tr>
<tr><td>Thailand - Klang</td><td>150</td><td>250</td><td rowspan="6">ISOCC</td><td rowspan="6">20</td><td rowspan="6">40</td></tr>
<tr><td>Thailand - Jakarta</td><td>150</td><td>300</td></tr>
<tr><td>Thailand - Ho Chi Minh (Cat Lai)</td><td>100</td><td>200</td></tr>
<tr><td>Thailand - Singapore</td><td>180</td><td>300</td></tr>
<tr><td rowspan="2">Thailand - Manila
(North & South)</td><td>550</td><td>900</td></tr>
<tr><td colspan="2">Subject to CIC at destination</td></tr>
<tr><td rowspan="2">Thailand - Jebel Ali</td><td rowspan="2">1,100</td><td rowspan="2">1,300</td><td>ISOCC</td><td>34</td><td>68</td></tr>
<tr><td>War Risk</td><td>35</td><td>70</td></tr>
<tr><td>Thailand - South Korea (Busan)</td><td>250</td><td>500</td><td colspan="3" rowspan="2">All - In</td></tr>
<tr><td>Thailand - South Korea (Incheon)</td><td>300</td><td>600</td></tr>
<tr><td>Thailand - Nhava Sheva</td><td>900</td><td>1,200</td><td>ISOCC</td><td>38</td><td>76</td></tr>
<tr><td rowspan="2">Thailand – Durban / Cape Town</td><td rowspan="2">2,400</td><td rowspan="2">3,400</td><td>ISOCC</td><td>59</td><td>118</td></tr>
<tr><td colspan="3">Subject to SCMC USD 30/BL</td></tr>
<tr><td>Thailand - Melbourne
Thailand - Sydney</td><td>750-850</td><td>1,500-1,700</td><td colspan="3">All - In</td></tr>
<tr><td rowspan="4">Thailand – Europe (Main Port)
(Rotterdam/Antwerp/Hamburg/
Le Havre)</td><td rowspan="4">1,500</td><td rowspan="4">2,500</td><td>ISOCC</td><td colspan="2">Included</td></tr>
<tr><td>LSS</td><td colspan="2">Included</td></tr>
<tr><td>EUIS</td><td>51 €</td><td>102 €</td></tr>
<tr><td colspan="3">Subject to ENS USD 30/BL
20 ft. Weight Surcharge 100-200 USD</td></tr>
<tr><td>Thailand - US West Coast</td><td>3,500</td><td>4,500</td><td colspan="3">All - In</td></tr>
<tr><td>Thailand - US East Coast
(NY/Savannah/Baltimore/Norfolk)</td><td>2,200</td><td>3,150</td><td colspan="3">New Panama Transit Tariff Surcharge
(Up to routes) USD 40-120/TEU</td></tr>
</table>

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

สถานการณ์ค่าระวางในช่วงเดือนธันวาคม 2568 ค่าระวางในเส้นทางเอเชียคงที่ในหลายเส้นทาง โดยเส้นทาง Shanghai ค่าระวางคงที่ อยู่ที่ 30 USD/TEU และ 40 USD/FEU เส้นทาง Klang ค่าระวางคงที่ อยู่ที่ 150 USD/TEU และ 250 USD/FEU เส้นทาง Hong Kong ค่าระวางคงที่ อยู่ที่ 100 USD/TEU และ 150 USD/FEU และเส้นทาง Japan ค่าระวางคงที่ อยู่ที่ 300 USD/TEU และ 500 USD/FEU

สำหรับเส้นทาง Durban ค่าระวางลดลงเล็กน้อย โดยอยู่ที่ 2,400 USD/TEU และ 3,400 USD/FEU ส่วนเส้นทางเกาหลี ค่าระวางคงที่ โดยอยู่ที่ 250-300 USD/TEU และ 500-600 USD/FEU

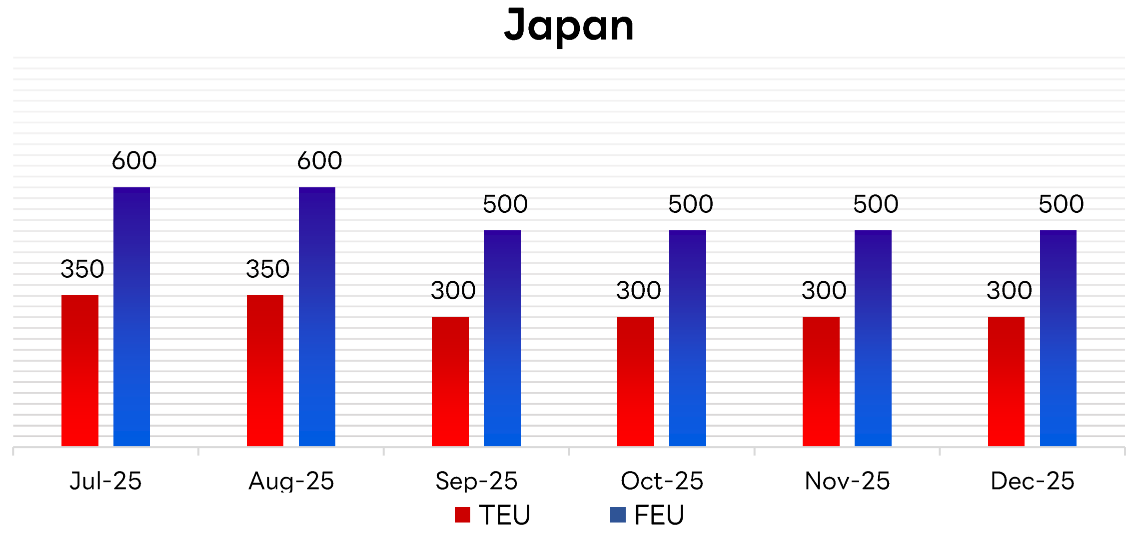
ส่วนเส้นทางออสเตรเลีย ค่าระวางลดลงเล็กน้อย โดยอยู่ที่ 750-850 USD/TEU และ 1,500-1,700 USD/FEU ในขณะที่ เส้นทาง Europe ค่าระวางในครึ่งเดือนหลัง ค่าระวางคงที่ โดยอยู่ที่ 1,500 USD/TEU และ 2,500 USD/FEU

ส่วนเส้นทางสหรัฐอเมริกา ค่าระวางในครึ่งเดือนแรก ค่าระวางฝั่ง West Coast ลดลง โดยอยู่ที่ 3,500 USD/TEU และ 4,500 USD/FEU ในขณะที่ค่าระวางฝั่ง East Coast กลับเพิ่มขึ้น โดยอยู่ที่ 2,200 USD/TEU และ 3,150 USD/FEU

CONTAINER FREIGHT RATE (REEFER)

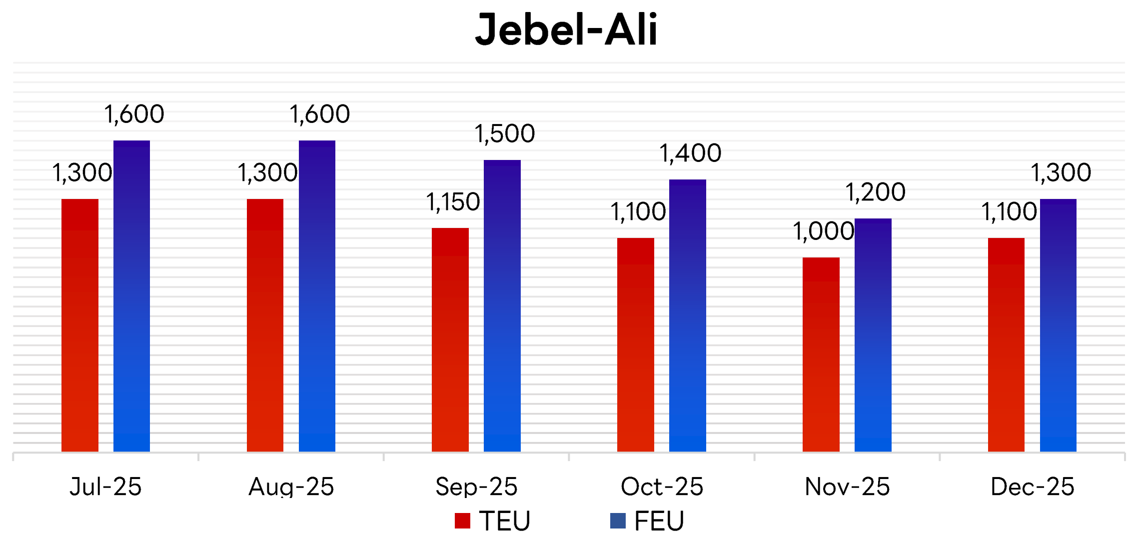
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20'	USD/40'		
Thailand-Hong Kong Thailand-Shanghai	450	600	All-in	Effective till 31-DEC-2025
Thailand-Japan (Tokyo, Yokohama)	800	1,000	All-in	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	4,000	4,500	All-in	

กราฟเปรียบเทียบอัตราค่าระวางเรือ ตู้ 20 และ 40 ฟุต ในเส้นทาง ไทย-ญี่ปุ่น 6 เดือนล่าสุด



	JUL-25	AUG-25	SEP-25	OCT-25	NOV-25	DEC-25
Low Sulphur Surcharge / TEU	34	34	46	46	34	34
Low Sulphur Surcharge / FEU	69	69	92	92	69	69

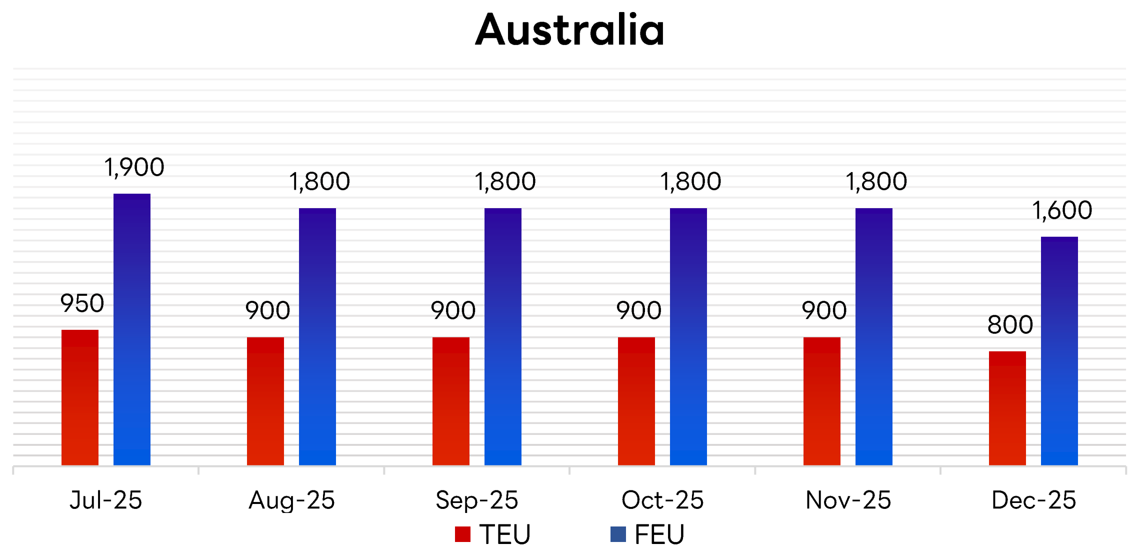
กราฟเปรียบเทียบอัตราค่าระวางเรือ ตู้ 20 และ 40 ฟุต ในเส้นทาง ไทย-Jebel Ali 6 เดือนล่าสุด



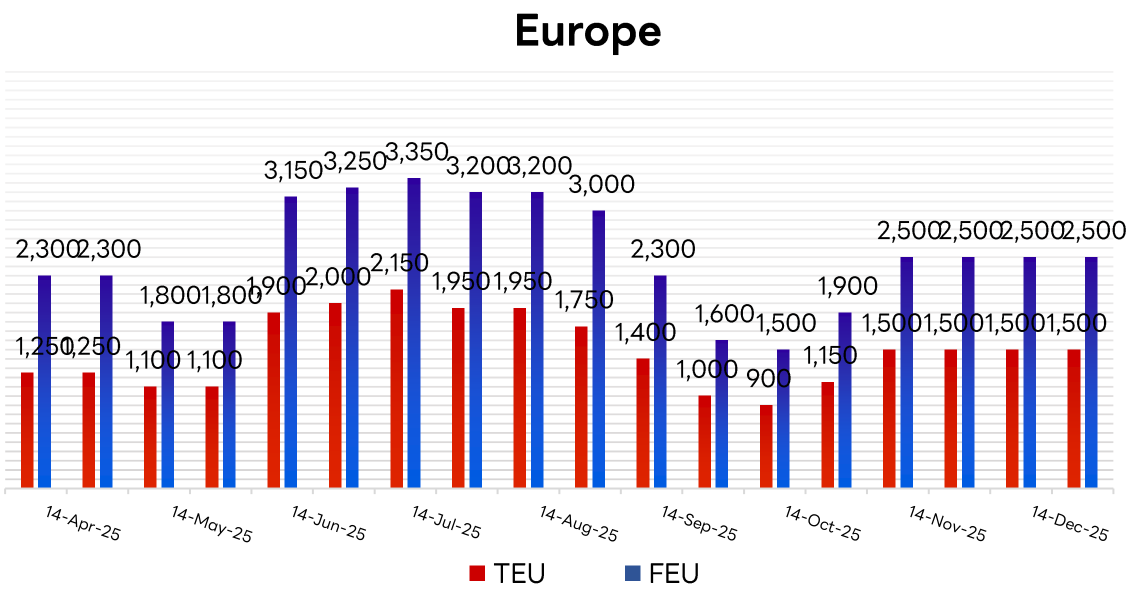
	JUL-25	AUG-25	SEP-25	OCT-25	NOV-25	DEC-25
Low Sulphur Surcharge / TEU	45	34	56	56	34	34
Low Sulphur Surcharge / FEU	90	68	112	112	68	68

War Risk Surcharge: USD35/TEU และ USD70/FEU

กราฟเปรียบเทียบอัตราค่าระวางเรือ ตู้ 20 และ 40 ฟุต ในเส้นทาง ไทย-Australia 6 เดือนล่าสุด



กราฟเปรียบเทียบอัตราค่าระวางเรือ ตู้ 20 และ 40 ฟุต ในเส้นทาง ไทย-ยุโรป 8 เดือนล่าสุด

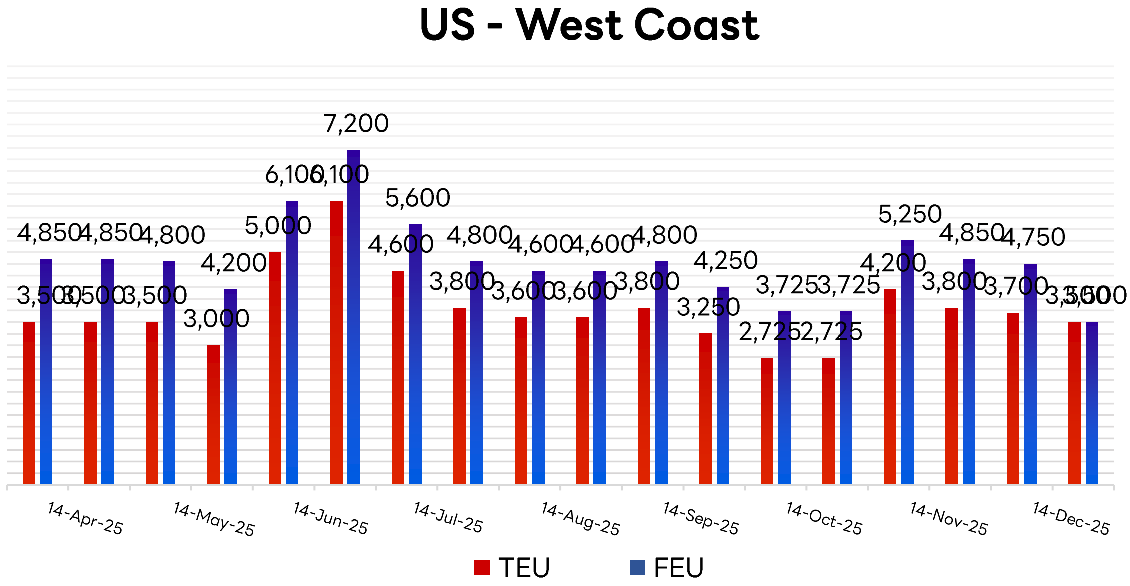


	JUL-25	AUG-25	SEP-25	OCT-25	NOV-25	DEC-25
Low Sulphur Surcharge / TEU	Inc	Inc	Inc	Inc	Inc	Inc
Low Sulphur Surcharge / FEU	Inc	Inc	Inc	Inc	Inc	Inc
EU Innovation Surcharge / TEU	51 €	51 €	51 €	51 €	51 €	51 €
EU Innovation Surcharge / FEU	102 €	102 €	102 €	102 €	102 €	102 €

Subject to ENS USD 30/BL, 20 ft. Weight Surcharge 100-200 USD

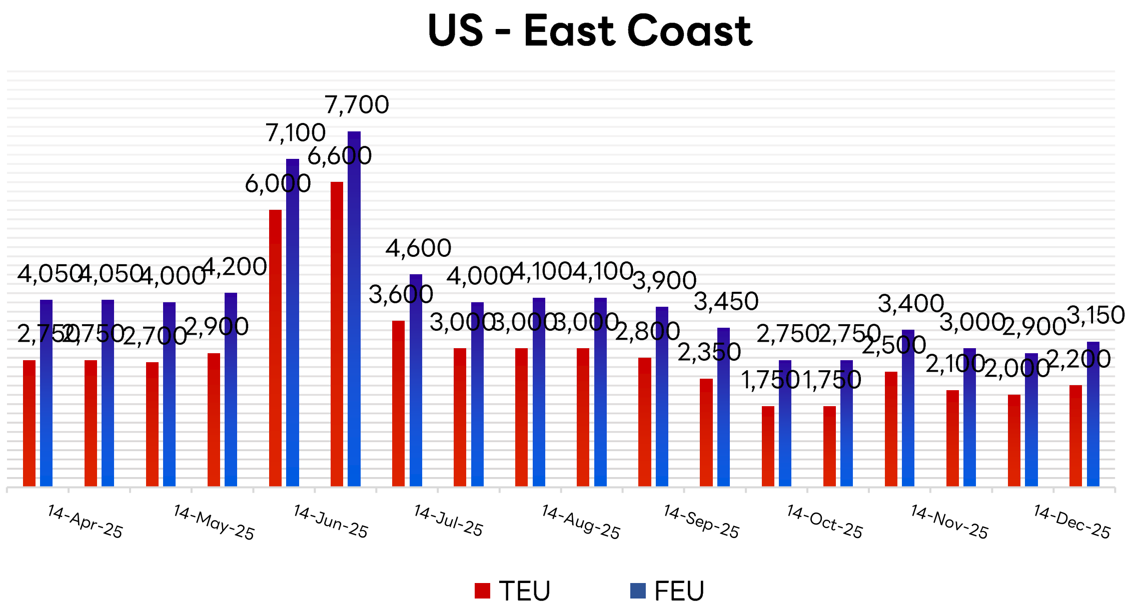
กราฟเปรียบเทียบอัตราค่าระวางเรือ ตู้ 20 และ 40 ฟุต

ในเส้นทาง ไทย-สหรัฐอเมริกา West Coast 8 เดือนล่าสุด



กราฟเปรียบเทียบอัตราค่าระวางเรือ ตู้ 20 และ 40 ฟุต

ในเส้นทาง ไทย-สหรัฐอเมริกา East Coast 8 เดือนล่าสุด



New Panama Transit Tariff Surcharge (Up to routes) USD 40-120/TEU

Ocean service quality 'under siege' as pricing shifts in favor of shippers

The container ship order book sits at historic highs and rates were limping into the New Year at levels some believe are approaching the loss-making threshold where carriers will start idling capacity, despite ongoing absorption due to Red Sea re-routings and pockets of port congestion.

Combined with slowing volume growth expected in 2026, financial analysts believe this is a recipe for carrier losses triggered by low rates failing to offset higher carrier costs. "Material structural oversupply" exists in the market that will lead to "steep EBIT losses in 2026 and 2027," JP Morgan wrote in early December, estimating that spot freight rates will fall 40% year over year in 2026 and another 20% in 2027.

Thus, especially for shippers whose priority is low price, the possibility certainly exists that the next few years will serve up a favorable pricing environment, if not highly favorable.

The problem is service. It matters at some level for the great majority of shippers outside of those exporting the lowest-value commodities. And due to a new set of forces increasingly asserting themselves, service quality is under siege.

Risk associated with blank sailings, cargo rollings and external shocks tied to geopolitics, climate or other factors is so great that two of the top 10 carriers — Maersk and Hapag-Lloyd — in 2025 rolled out an alliance network premised on a commitment to reliability.

The new reality is that, unlike the cyclical nature of rates, pressure on service quality appears to be structural.

The factors affecting it are not limited to the catch-all category of geopolitics, which in 2025 encompassed ongoing Red Sea diversions and unpredictable tariff actions that created volume surges and volatility in capacity.

Geopolitical risk greatly elevated

In a period when the world order is in flux, the risk of geopolitical disruption to container service is greatly elevated, yet how and when it occurs is unpredictable; it could subside for years or flare up at any time. The same goes for other factors, including climate change impacts such as the Panama Canal drought or a public health crisis similar to COVID-19.

But amid this uncertainty, two factors stand out as both structural and predictable in negatively impacting service, while indirectly impacting price: port congestion and carrier assertiveness.

Congestion pre-COVID was periodic, at times severe, and chronic at certain ports. But on a global scale it was never seen as a macro factor affecting transit times or system-wide capacity.

That is beginning to change.

COVID showed the impact of congestion on a mass scale, where idled ships, whether at berth or anchor, were the main factor in absorbing capacity, which, combined with a volume surge, forced freight rates into record territory.

But COVID, unfortunately for shippers, wasn't a one-time blow to reliability that subsided once the crisis ended. Rather, it turned out to be the beginning of a new era in which congestion, although more severe at some ports and regions than others, is now seen as a globally systematic challenge.

The combination of carrier action, port capacity limitations, and geopolitics is illustrated by elevated levels of friction in the system. The Global Supply Chain Stress Index published by the World Bank is a broad measure of capacity; inputs are capacity absorbed by longer transits around Africa, slower steaming, wait times at anchor, and port congestion, including slower turnarounds at berth.

The index is approaching levels seen during the pandemic.

That suggests, “that the combination of recent turbulences in container shipping demand, including rescheduling, rerouting [and] longer voyages around South Africa, combined, adds up to almost the same supply chain stress we saw during COVID,” said Jan Hoffmann, global lead/Maritime Transport and Ports at the World Bank.

It is showing up in other data as well. The Container Port Performance Index, published by Journal of Commerce parent S&P Global, measures berth productivity; it never recovered following the COVID-19 disruptions.

The situation in North Europe, a chronic trouble spot in 2025, illustrates the long-term challenges affecting the container system.

In Northwest Europe, the past year has seen labor disputes and low water levels on the Rhine River system. But while those issues come and go, longer-term infrastructure challenges affecting port congestion are not so easily fixed.

For example, as carriers in recent years upgraded Asia-Europe services from ship sizes of 14,000 to 15,000 TEUs to 20,000 to 24,000 TEUs, terminals are frequently only able to add one or two additional cranes. Thus, the number of required stevedoring moves per individual crane has increased, keeping ships at berth for longer and making others wait.

“The result is that the bigger ships need more time in port and that is causing the additional congestion,” Steve Rothberg, founding partner at the port consultant Mercator International

Source: https://www.joc.com/

Maersk takes ‘significant step’ toward return to Red Sea transits

Maersk has become the latest carrier to test Red Sea waters, routing a westbound 6,500-TEU vessel through the Bab al-Mandeb Strait at the southern, Houthi-controlled entrance to the waterway.

But an advisory from the carrier Friday was quick to point out that this was not the start of a widescale return of its shipping services to the Red Sea, which has been largely off-limits to commercial shipping since attacks from Houthi militants operating in Yemen began two years ago.

“While this is a significant step forward, it does not mean that we are at a point where we are considering a wider east-west network change back to the trans-Suez corridor,” Maersk said.

The Singapore-flagged Maersk Sebarok on Maersk’s MECL service from India to the US East Coast departed Salalah in Oman earlier this week and sailed through the Bab al-Mandeb Strait Thursday en route to the Port of New York and New Jersey.

Maersk’s advisory said if security thresholds continue to be met, the carrier would continue its “stepwise approach” toward gradually resuming navigation on east-west services via the Suez Canal and Red Sea.

“The first step is this initial sailing, followed by a limited number of additional trans-Suez sailings,” it said. “However, there are no planned sailings currently.”

Maersk’s advisory on Friday comes after the carrier was forced to correct a Suez Canal Authority statement last month that said the carrier would be returning regular services to the waterway in December. In its own statement at the time, Maersk said transits through the Red Sea would only normalize “as soon as conditions allow, with safety of our crew as the top priority.”

The new Maersk sailing follows the launch of a Red Sea-China Service by Thailand’s Regional Container Lines (RCL) last month. Ocean Network Express (ONE) and Taiwan’s Evergreen Marine are making tentative returns to the Red Sea cargo market under a slot charter agreement with regional carriers, including RCL.

CMA CGM is set to resume a Suez-based rotation for its India-USEC “Indamex” service from January, with the first westbound sailing under the “normal” itinerary known to be the 6,039-TEU CMA CGM Verdi, due to depart India’s Nhava Sheva Port Jan. 18 and transit the Suez Canal Feb. 8, available data indicates. The French carrier plans to switch over to a full Suez rotation for the Indamex in the second quarter of 2026 as it continues to realign capacity deployments.

The resumption of shipping activity in the Red Sea is driven by a perceived improvement in the security situation given there have been no attacks on vessels since the Israel-Hamas ceasefire was signed in early October, with a corresponding decline in additional war risk maritime insurance premiums.

Source: https://www.joc.com

Europe's ports prepare for 'the inevitable': volatility after a return to Suez

Major ports in Europe are already preparing for the “inevitable” – when vessels arriving via the Cape and via Suez coincide – which will see ripple effects across the whole supply chain.

Guillaume Caill, head of ocean EMEA at Flexport, warned that once box ships resumed regular transits of the Suez Canal, to “expect more volatility” before a return to normality.

He explained: “For anyone that has imported cargo for the last few months, I think we can all see that congestion has beaten European ports pretty badly… a critical situation in the summer.

“If the Red Sea opens, we should expect more congestion to build, because the vessel schedules will be screwed. More cargo will arrive for importers to pick up, which means fuller warehouses, and that’s where the vicious cycle starts.

“If you have a full warehouse, you start picking up less cargo at port. So, you have more boxes piling up at ports.”

Mr Caill added that as quay density increased, crane productivity decreased, which createed “massive operational issues” and longer berthing windows.

"Another potential ripple effect, if the cranes struggle, is that carriers will start prioritising full-load containers and deprioritising the empty containers to be sent back to Asia. Potentially, in the long run, that can bring a deficit of empty equipment in Asia," he warned.

"That's exactly what happened with the Evergiven [blocking the canal], where we saw that it was difficult to find empty containers in Asia and in Europe, and difficult for vessels to find a berth slot."

However, while the Evergiven event was unexpected, a return to mass transits of the Suez Canal is expected in the near future, meaning stakeholders have time to prepare.

A spokesperson for the port of Antwerp-Bruges told The Loadstar both carriers and terminals shared an interest in ensuring that this transition happened "as smoothly as possible".

"Shipping lines currently manage to maintain relatively reliable schedules via the Cape of Good Hope, and have no incentive to jeopardise that stability. It is likely that each carrier or alliance will switch back to their Suez routings service by service, once a full rotation has been completed."

However, the spokesperson highlighted that during this transition period, there would "inevitably" be moments when vessels arriving via the Cape and via Suez coincided, which "may temporarily increase pressure on terminal capacity and on hinterland logistics".

Indeed, Port of Hamburg told The Loadstar that if the Suez Canal was suddenly used again, it would "severely disrupt" shipping companies' schedules and arrivals at "all ports on the Europe-Asia route".

"There will certainly be peak and congestion situations in Hamburg, as in other ports in the North Range," it added.

And while the spokesperson said it was "impossible" to predict how long such a situation could last, they said the port would work with "maximum efficiency" and "as quickly as possible".

"The Hamburg Vessel Coordination Centre (HVCC) provides 24/7 operational coordination services for vessel arrivals at and departures from the port of Hamburg. This ensures such situations are managed as effectively as possible. However, depending on how many carriers choose to use the Suez Canal route at the same time, waiting times are likely to be unavoidable.

"Stay calm and trust Hamburg, your port," the spokesperson added.

Port of Antwerp-Bruges also assured it had continued to "strengthen and digitalise the entire logistics chain".

"We are investing in improvements such as CPU [container pick-up], terminal ETA tools, and the implementation of the IRP customs system. We also actively promote night logistics at terminals and empty container depots to alleviate peak pressure."

Port of Rotterdam told The Loadstar that over the past few weeks, the port authority had been working on an impact analysis of the possible return of containerships to the Suez route, and the consequences for Rotterdam.

"Our approach is to work with the market to do everything we can to keep the impact on the port and chain manageable. The port authority provides support by coordinating and facilitating," the spokesperson explained.

"A great deal of information is already available, that can be used by parties to support their logistics processes, such as Portbase's Cargo Controller (ETD container). It is important that the market is familiar with this data and knows where to find it. This is already a major benefit in the preparations for Suez," they urged.

Source: https://www.theloadstar.com

Pre-holiday rush for newbuild box ships and a record orderbook

Liner operators and tonnage providers appear to have made a pre-holiday rush to shipyards before the year ends.

Linerlytica disclosed that Cosco's massive $9.4bn shipbuilding blitz, announced on 9 December, for 87 vessels from China State Shipbuilding, includes a dozen 18,200 teu ships, four at 1,800 teu, and five of 1,182 teu.

And MSC is poised to add to its fleet, with orders for six 11,400 teu ships at Zhoushan Changhong International Shipyard, with options for four more. The Swiss-Italian market leader's orderbook now exceeds 2.1m teu, with an operated fleet of 7.11m teu, well ahead of its nearest rival Maersk's 4.6m teu.

Taiwanese liner operator Wan Hai has ordered six 6,000 teu box ships from China's CSSC Huangpu Wenchong, as it seeks to close the gap on compatriot peer Yang Ming. Each is priced between $75.2m and $82, with delivery expected between 2028 and 2029. The vessels are LNG dual-fuelled, suggesting Wan Hai is having second thoughts about the feasibility of procuring green methanol.

Now the 11th-largest liner operator, Wan Hai does not charter and owns all 117 of its operated ships, a total capacity of 579,480 teu, according to Alphaliner. Its orderbook stands at 390,800 teu.

Yang Ming, ranked two places above Wan Hai, operates capacity of 717,795 teu, comprising 59 owned ships and 39 chartered; it has 18 vessels on order, amounting to 236,660 teu. Its fleet could reach 954,455 teu once its newbuildings are delivered in 2028. Wan Hai's could bring its fleet to 970,280 teu, meaning it could surpass Yang Ming.

MPC Container Ships has ordered six 3,700 teu ships at Taizhou Sanfu Ship Engineering, for $292.5m, understood to be for a 10-year charter to Hapag-Lloyd. That carrier is reportedly also chartering four 1,800 teu ships Danaos commissioned at CIMC Sinopacific in November.

SITC Shipowning, the vessel-owning arm of SITC Container Lines, has ordered six 2,700 teu ships from Huanghai Shipbuilding for $229.5m, adding to four similar vessels booked at the shipyard in August. Deliveries are expected between 2028 and 2029.

Tonnage provider V Group, led by Vyron Vasileiadis, has become the latest Greek shipowner to enter the container segment, with orders for two 1,930 teu ships at Huangpu Wenchong. The group, unrelated to a similarly named ship management business, is entering the boxship sector through a newly created unit, OceanV. Priced around $30m each, the ships will be delivered between 2028 and 2029.

Finally, Vietnamese feeder operator Thilogi Shipping, part of Truong Hai Group, appears to be scaling up, booking a 1,800 teu pair at Huangpu Wenchong. Thilogi has a 657 teu ship and one at 294 teu that ply Vietnamese coastal waters.

Shipping consultancy Linerlytica noted that orders for containerships had set a new record this year , with 5.08m teu contracted, exceeding the 4.77m teu set last year.

Linerlytica said in its report this week: “Despite the threat of US actions against Chinese shipbuilding, China’s shipyards still secured the bulk of the contracts this year, accounting for 497 units (79%) and 3.66m teu (72%).”

MB Shipbrokers noted that shipyards managed to raise prices for their remaining 2028 delivery slots, but offering unchanged prices for 2029 deliveries.

Source: https://www.theloadstar.com

ตารางสรุปอัตราค่าระวางจากเอเชียไปเส้นทางต่างๆ อ้างอิงจาก Shanghai Containerized Freight Index (SCFI)

Source: http://en.sse.net.cn/indices/scfinew.jsp

Description	Unit	Weighting	Previous Index 12 December 2025	Current Index 19 December 2025
Comprehensive Index			1506.46	1552.92
Service Routes				
Europe (Base port)	USD/TEU	20%	1538	1533
Mediterranean (Base port)	USD/TEU	10%	2737	2833
USWC (Base port)	USD/FEU	20%	1780	1992
USEC (Base port)	USD/FEU	7.50%	2652	2846
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	1881	2015
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	1241	1263
East/West Africa (Lagos)	USD/TEU	2.50%	3393	3238
South Africa (Durban)	USD/TEU	2.50%	2218	2212
South America (Santos)	USD/TEU	5.00%	1486	1291
West Japan (Base port)	USD/TEU	5.00%	312	312
East Japan (Base port)	USD/TEU	5.00%	321	321
Southeast Asia (Singapore)	USD/TEU	7.50%	556	542
Korea (Pusan)	USD/TEU	2.50%	139	138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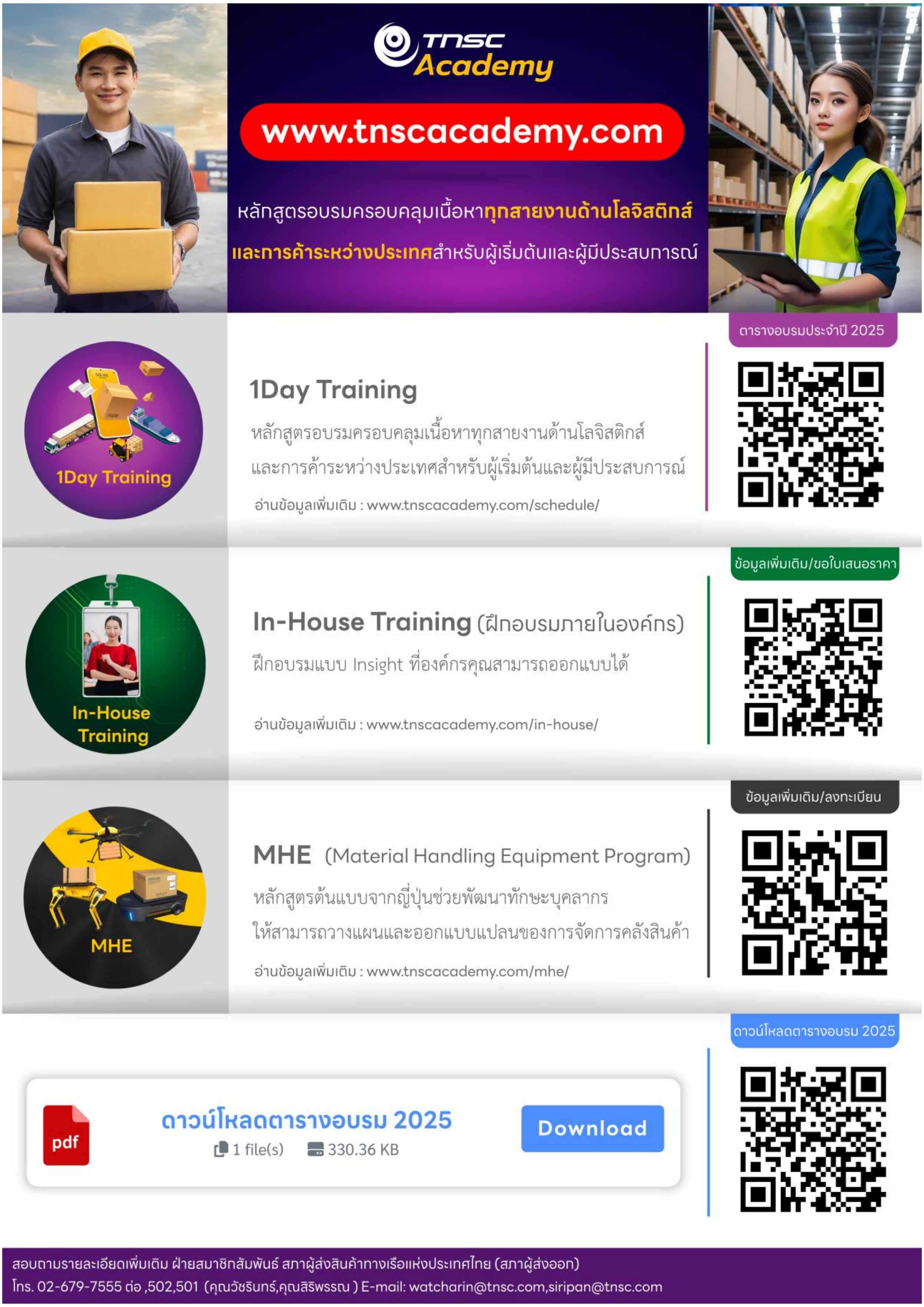
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