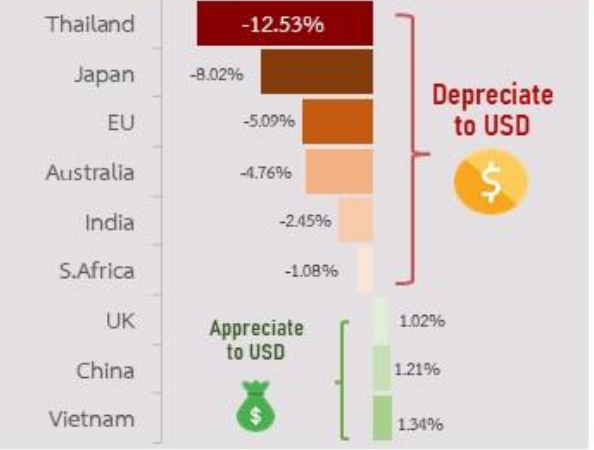


# Weekly Briefing (11 Oct 2021)

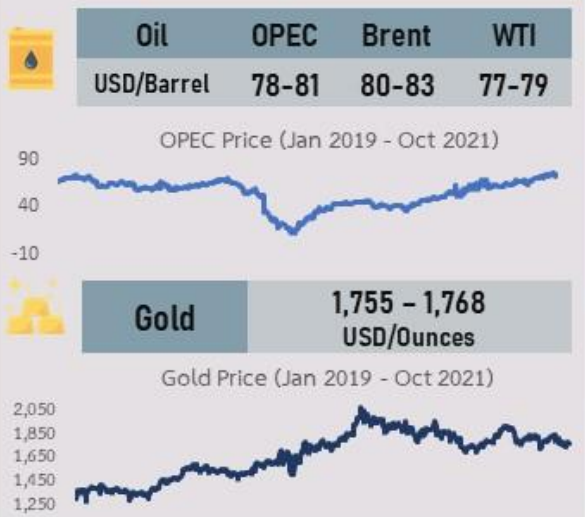
## 01 THB rate / currencies

<b>USD</b>	<b>EUR</b>	<b>GBP</b>	<b>AUD</b>
33.76	39.03	46.02	24.72
<b>CNY</b>	<b>JPY</b>	<b>INR</b>	<b>VND</b>
5.23	0.30	0.45	0.0015

## 02 Exchange rate trend to USD (YTD)



## 03 Crude Oil price & Gold (4 Oct - 8 Oct)



## 04 Freight Index (SCFI Comprehensive Index)



## 05 Weekly Top's Stories

รายละเอียด  
ข่าว/บทความ

1. Biden, Xi plan U.S. - China virtual summit  
รายละเอียดข่าว: <https://reut.rs/3AUe3G>
2. พืชราคาน้ำมันอุตสาหกรรมไทย ส่งออกต้นทุนพุ่ง  
รายละเอียดข่าว: <https://bit.ly/3AlPLVx>

# การอัปเดตค่าระวางเรือประจำสัปดาห์ สัปดาห์ที่ 40 พ.ศ. 2564



**สรุปค่าระวางเรือประจำสัปดาห์**

"หมายเหตุ: อัตราค่าระวางที่ปรากฏเป็นอัตราฐานของสายเรือที่ประกาศเป็นทางการ ซึ่งอาจต่ำกว่าอัตราที่มีการเรียกเก็บจริงจากผู้ส่งออก"

**CONTAINER ALL IN FREIGHT RATE (DRY)**

ROUTE	SIZE		Low Sulphur Surcharge (LSS)	Remark
	USD/20'	USD/40'		
Thailand - Shanghai	650	1100	Subject to ISOCC USD 57/TEU, USD 115/FEU	Effective till 31-Oct-2021
Thailand - Qingdao	650	1100		
Thailand - Hong Kong	400	700		
Thailand - Japan (Main Port)	500	900		
Thailand - Kaohsiung	450	900		
Thailand - Klang	400	800	Subject to ISOCC USD 33/TEU, USD 67/FEU	
Thailand - Jakarta	400	800		
Thailand - Ho Chi Minh (Cat Lai)	350	650		
Thailand - Singapore	400	800		
Thailand - Manila (North & South)	600	1,400		
	Subject to CIC at destination			
Thailand - Jebel Ali	3,500	6,000	Subject to ISOCC USD 56/TEU, USD 112/FEU War Risk Surcharge: USD 35/TEU, USD 75/FEU	
Thailand - South Korea (Busan)	300	600	LSS: USD 80/TEU, USD 160/FEU	
Thailand - South Korea (Incheon)	350	700		
Thailand - Nhava Sheva	4,100	5,800	ISOCC: USD 45/TEU, USD 90/FEU	
Thailand - Melbourne	3,050-3,150	6,100-6,250	FAF: USD 95/TEU, USD 190/FEU	
Thailand - Sydney				
Thailand - Durban / Cape Town	4,200	7,400	Subject to ISOCC USD 94/TEU, USD 188/FEU	
	Subject to SCMC USD 30/BL			
Thailand - Europe (Main Port)	7,400	13,200	ISOCC: USD 88/TEU, USD 176/FEU PSS: USD500/TEU, USD1,000/FEU	
	Subject to ENS USD 30/BL			
Thailand - US West Coast	Standard Rate: 10,760	Standard Rate: 12,950/13,100		
Thailand - US East Coast	Standard Rate: 11,760	Standard Rate: 14,200/14,500		
	Premium Rate: 13,600	Premium Rate: 17,000		
	Subject to Panama Low Water USD 30-60/Container			

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

สถานการณ์ค่าระวางในช่วงเดือนตุลาคม 2564 ค่าระวางในเส้นทางเอเชีย โดยเฉพาะประเทศจีน และได้หวัน ค่าระวางปรับเพิ่มขึ้น เนื่องจากสถานการณ์ความหนาแน่นภายในท่าเรือ โดยเส้นทาง Shanghai ค่าระวางเพิ่มขึ้น 150 USD/TEU และ 200 USD/FEU ทำให้ค่าระวางอยู่ที่ 650 USD/TEU และ 1,100 USD/FEU ส่วนเส้นทาง Hong Kong ค่าระวางคงที่อยู่ที่ 400 USD/TEU และ 700 USD/FEU เส้นทาง Klang ค่าระวางคงที่อยู่ที่ 400 USD/TEU และ 800 USD/FEU และเส้นทาง Japan ค่าระวางคงที่อยู่ที่ 500 USD/TEU และ 900 USD/FEU ซึ่งขณะนี้ยังคงพบปัญหาการระวางเรือที่ค่อนข้างแน่น และตู้สินค้าไม่เพียงพอสำหรับเส้นทาง Durban ค่าระวางปรับเพิ่มขึ้น 200 USD/TEU และ 400 USD/FEU ทำให้ค่าระวางอยู่ที่ 4,200 USD/TEU และ 7,400 USD/FEU

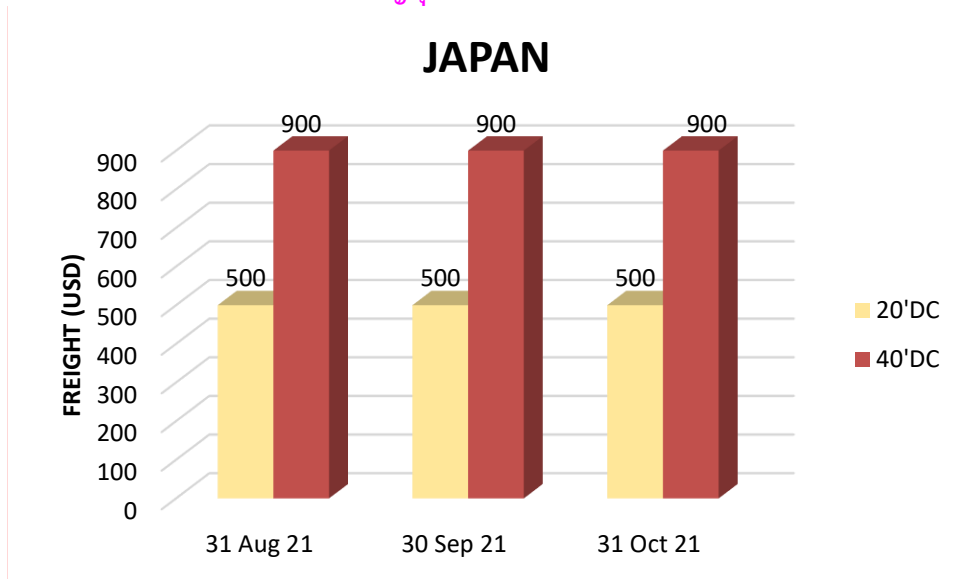
ส่วนเส้นทางออสเตรเลีย ค่าระวางอยู่ระหว่าง 3,050-3,150 USD/TEU และ 6,100-6,250 USD/FEU ในขณะที่เส้นทาง Europe ค่าระวางช่วงครึ่งเดือนแรกของเดือนตุลาคม ค่าระวางคงที่อยู่ที่ 7,400 USD/TEU และ 13,200 USD/FEU โดยขณะนี้ยังคงพบปัญหาตู้ไม่เพียงพอ และระวางเรือเต็ม ต้องทำการจองล่วงหน้า

ส่วนเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนแรกของเดือนตุลาคม ค่าระวางปรับเพิ่มขึ้น 300 USD/TEU และ 500 USD/FEU ทั้งฝั่ง West Coast และ East Coast โดยค่าระวางที่เป็น Standard Rate ฝั่ง West Coast อยู่ที่ 10,760 USD/TEU และ 12,950 USD/40', 13,100 USD/40'HQ และฝั่ง East Coast ค่าระวางอยู่ที่ 11,760 USD/TEU และ 14,200 USD/40', 14,500 USD/40'HQ ส่วนค่าระวางที่เป็น Premium Rate อาจสามารถ Apply ได้เฉพาะเรือบางลำ ทั้งนี้ สถานการณ์ปัจจุบันยังคงพบปัญหาการระวางเรือเต็ม ขอให้วางแผนการจองล่วงหน้า

### **CONTAINER FREIGHT RATE (REEFER)**

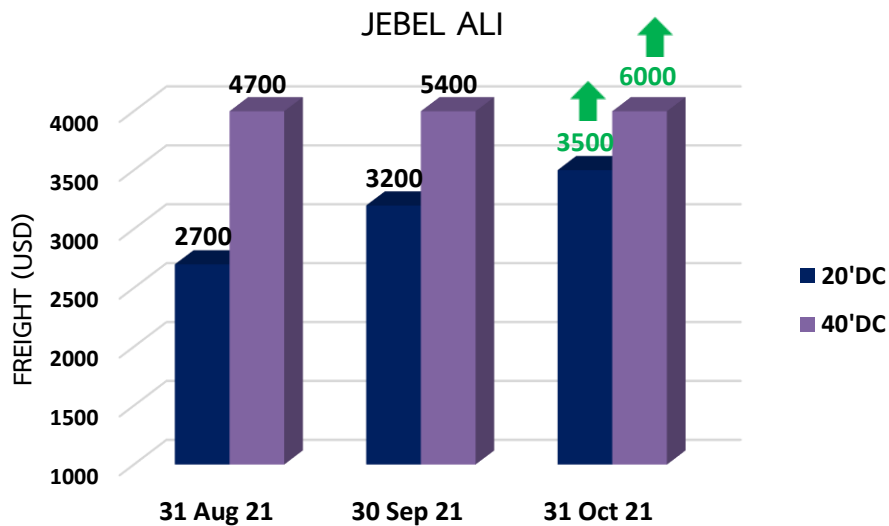
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20'	USD/40'		
Thailand-Hong Kong	1,200	1,300	USD 86/TEU, USD 173/FEU	Effective till 31-Oct-2021
Thailand-Shanghai				
Thailand-Japan (Tokyo, Yokohama)	1,400-1,500	1,700-1,900	USD 41/TEU, USD 82/FEU	Effective till 31-Dec-2021
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	9,000	13,000	OBS: USD 250/TEU, USD 500/FEU +	Effective till 15-Oct-2021
London Gateway / Southampton	10,000	14,000	PSS: USD 500/TEU, USD 1,000/FEU	

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต  
ในเส้นทาง **ไทย-ญี่ปุ่น** เดือน ส.ค. ถึง ต.ค. ปี 2564



Subject to Low Sulphur Surcharge (Aug.-Oct.21): USD 57/TEU และ USD 115/FEU

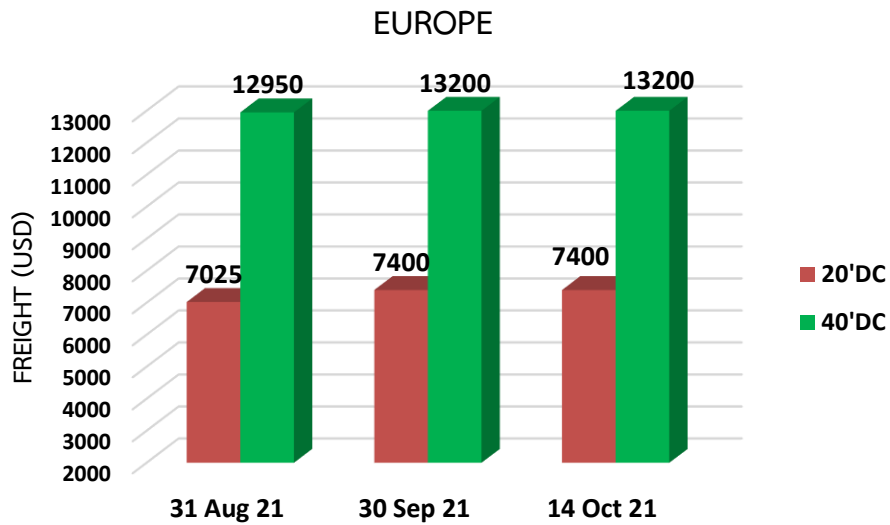
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต  
ในเส้นทาง **ไทย-Jebel Ali** เดือน ส.ค. ถึง ต.ค. ปี 2564



Subject to

- Low Sulphur Surcharge (Aug.-Oct 21): USD56/TEU และ USD112/FEU
- War Risk Surcharge: USD35/TEU และ USD70/FEU

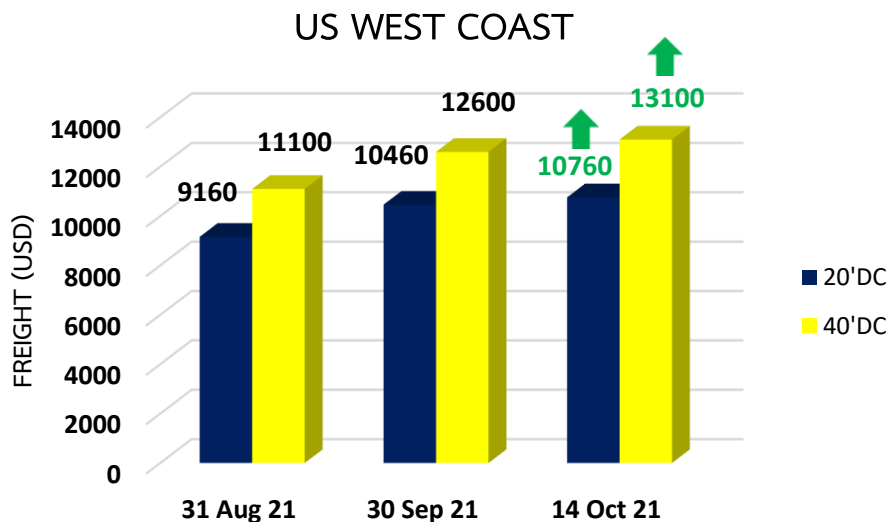
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต  
ในเส้นทาง ไทย-ยุโรป เดือน ส.ค. ถึง ต.ค. ปี 2564



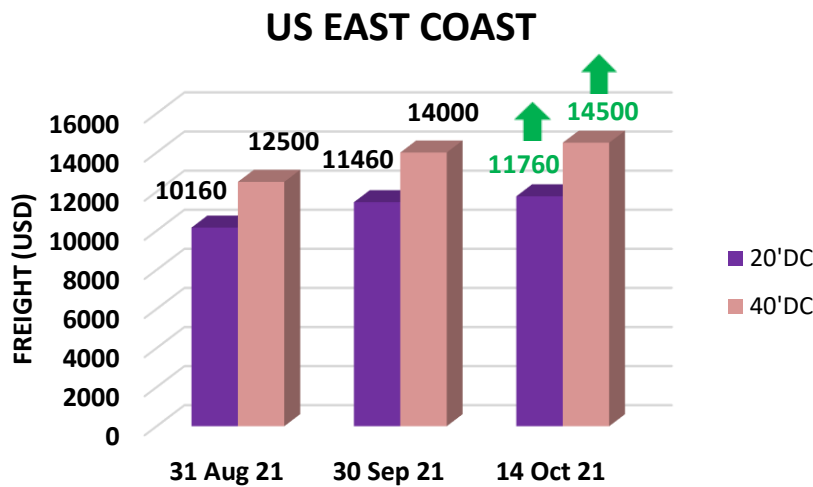
Subject to

- ISOC (Aug.-Oct. 21): USD88/TEU, USD176/FEU
- ENS: USD30/BL
- PSS: USD500/TEU, USD1,000/FEU

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต  
ในเส้นทาง ไทย-สหรัฐอเมริกา West Coast เดือน ส.ค. ถึง ต.ค. ปี 2564



กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต  
ในเส้นทาง **ไทย-สหรัฐอเมริกา East Coast** เดือน ส.ค. ถึง ต.ค. ปี 2564



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

#### US retail imports set to remain at 'near-record levels' in October

But volumes could be down slightly on the same month last year due to port congestion. Imports at the US' largest retail container ports should remain at near-record levels this month but could see a slight dip from last year's unusually high numbers as congestion slows the movement of backed-up cargo, according to the monthly Global Port Tracker report released today by the National Retail Federation (NRF) and Hackett Associates.

"The cargo is there for larger gains at several ports but congestion issues are impacting fluid operations," NRF vice president for Supply Chain and Customs Policy Jonathan Gold said. "Ships will eventually get unloaded but the pressure is on for everyone to work together to get the containers out as quickly as possible. Retailers are doing whatever it takes to make sure shelves are well-stocked for the holidays, from bringing in merchandise earlier to chartering their own ships. Consumers should be able to find what they need, but it's always safer to shop early than wait until the last minute."

Hackett Associates founder, Ben Hackett, commented: "Just when we thought things couldn't get any worse with the logistics supply chain, we've been proven wrong. "From power outages and port shutdowns in Asia to backed-up ships and shortages of truck drivers in the United States, there are few positive signs that the movement of consumer goods or the supply of inputs needed for industrial production is getting better." Hackett said COVID-19 infections in Asia have slowed the loading of US-bound ships, while shortages of equipment, labor and outbound truck and rail capacity have continued to build congestion at US ports. Close to 75 ships were waiting at anchor to enter the Ports of Los Angeles and Long Beach recently, up from around 25 a month earlier, and backups are spreading to East Coast ports as well.

US ports covered by Global Port Tracker handled 2.27 million twenty-foot equivalent units in August, the latest month for which final numbers are available. That was up 3.5 percent from July and up 7.8 percent from a year earlier and tied March as the second-busiest month since NRF began tracking imports in 2002. May remains the busiest month on record at 2.33 million TEU. Ports have not reported September numbers yet, but Global Port Tracker projected the month at 2.25 million TEU, which would be up 6.7 percent year-over-year.

### Peak season

October is forecast at 2.21 million TEU. That would be down 0.3 percent from the same time last year, when imports surged dramatically as the economy reopened after the first wave of COVID-19 and retailers rushed to meet pent-up consumer demand, but still the sixth-busiest month on record as imports remain high. The year-over-year decline would be the first since July 2020. The congestion and disruption come in the middle of the “peak season” for shipping when retailers stock up on holiday merchandise each year, but many retailers began bringing in holiday goods this summer to be sure sufficient inventory will be available.

November is forecast at 2.16 million TEU, which would be up 2.9 percent year-over-year, and December is forecast at 2.1 million TEU, down 0.2 percent. January 2022 is forecast at 2.17 million TEU, up 5.7 percent from January 2021, and February 2022 is forecast at 1.9 million TEU, up 1.4 percent year-over-year. The first half of 2021 totaled 12.8 million TEU, up 35.6 percent from the same period last year. For the full year, 2021 is on track to total 26 million TEU, up 18.1 percent over 2020 and a new annual record topping last year’s 22 million TEU. Cargo imports during 2020 were up 1.9 percent over 2019 despite the pandemic.

Global Port Tracker, which is produced for NRF by Hackett Associates, provides historical data and forecasts for the US ports of Los Angeles/Long Beach, Oakland, Seattle and Tacoma on the West Coast; New York/New Jersey, Port of Virginia, Charleston, Savannah, Port Everglades, Miami and Jacksonville on the East Coast, and Houston on the Gulf Coast.

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

### **Surcharge tool highlights huge ocean freight pricing gap for shippers**

Space-guarantee premium surcharge indicator from Xeneta confirms that surcharges to guarantee capacity and equipment now exceed freight rates for some customers, reaching as much as \$10,000 per feu. A new ocean freight premium surcharge indicator from Xeneta has highlighted the growing gap in ocean freight pricing paid by shippers of different sizes and market power, with surcharges to guarantee space and equipment now exceeding the freight rates for some customers and reaching as much as \$10,000 per feu.

Several leading container shipping analysts have welcomed the Premium Surcharges indicator from leading freight rates specialist Xeneta, which appears as a pop-up on the company’s Xeneta Shipping Index (XSI) main page, which provides a free weekly analysis of market average short-term rates for shipping a 40’ container (FEU) on the main intercontinental trades.

### Estimated premium surcharges

Its estimate of premium surcharges paid by customers indicates that to guarantee space and equipment, carriers are applying additional surcharges of up to US\$500 to US\$10,500 per container on Far East to US West Coast (USWC) corridors; up to US\$1,500 to US\$4,000 per container on Far East to North Europe; and up to US\$1,500 to US\$4,000 per container on Far East to Mediterranean.

Xeneta emphasises that these space-guarantee surcharges are not part of its rate aggregation figures, and that customers must add these premium surcharge estimates to the base rate shown in the XSI to calculate the full price. Xeneta’s XSI index this week for the transpacific Far East – USWC gives a current average price of US\$8,881 per feu – a week-on-week (WoW) rise of 1.68% and a month-on-month (MoM) increase of 8.64%. Including the space-guarantee premium surcharges, that price rises to between \$9,381 and \$19,381 per feu. Its Asia-Europe index reading this week for Far East to N. Europe is \$14,056 per feu, virtually flat WoW (+0.06%) and up MoM by 2.83%. Including the space-guarantee premium surcharges, that price rises to between \$15,556 and \$18,056 per feu.



### Comparing freight rates indices

Container shipping analyst Lars Jensen, CEO of Vespucci Maritime, observed that container shipping freight rates are typically seen through the lens of the rate index measurements from providers such as Xeneta (XSI), Shanghai Shipping Exchange (SCFI, CCFI), Freightos Baltic Index (FBX), Drewry (WCI), Container Trade Statistics (CTS) and similar. But he said it is also important to note that “there is not any individual index which shows the ‘correct’ price. They show an element of the price, but individual shippers pay different rates depending on their size, carrier relationship, specific corridor, etc. Hence the index is only one part of the picture where the change is often more important than the specific level.” He also highlights that different index providers use slightly different methodologies in terms of what is, and isn’t, included – noting that the XSI rate does not include premium surcharges applied by the carriers to guarantee space and equipment.

Welcoming that “Xeneta has just provided an interesting additional piece on information on the XSI data”, he added: “This is an important additional piece of information – not because of the magnitude, but because of the extreme spread seen in the premium pricing. This exemplifies why the competitive situation between the shippers themselves is changing, as they are clearly not all equally disadvantaged in terms of freight costs.”

### Untangling surcharge premiums

Another senior maritime and trade analyst, Neil Dekker, also welcomed the additional information, congratulating Xeneta “to be the first to untangle what might be deemed as an average quay rate and the additional premiums – which of course in due time – will diminish. It is clear for some time that individual lines have different surcharges at different times and hence, any visibility into the real rate has been rather clouded. On this basis, premiums for the transpac are incredibly high and in fact more than the basic freight.” He said what Xeneta is doing with its “massive range of rates per port pairing”, gives “huge visibility to the market”, adding: “Since March 2020, the market has changed beyond recognition and we are unlikely to see rates of US\$1,500 per FEU from South China to the USWC for a long time to come.”

He noted that the disparity Xeneta points out “between load ports also shows that the market is multi-tiered and this is even more important given the increase in shipments out of SE Asia. The rates excluding surcharges also give some visibility in terms of where spot rates may be when congestion ends and an idea for shippers entering into new contracts in 2022; where the new rates may settle is what everyone wants to see.”

### Unprecedented rates spread

Patrik Berglund, CEO of Xeneta, welcomed the feedback, noting: “Providing visibility in this market is challenging and the spread between low to high and from short-term to long-term contract rates has never been bigger. It makes it harder than before for shippers and forwarders to understand the market, the movements, and where they should or can be positioned. They should be equipped with solid data to navigate this rapidly changing environment.”

He also highlighted some more relevant information on this that Xeneta had shared in August, in which Erik Devetak, chief product and data officer at Xeneta, noted: “The fluctuation and large container rate deltas we are currently experiencing are due to a severe fragmentation of the ocean container market, in particular on the transpacific. Over the past four years, one could safely assume a relatively homogeneous spot price regardless of the origin, destination, time of booking, or space guarantee. This is no longer the case. Therefore, all indices will report different levels. It’s not black or white.” Devetak continued: “Pricing now depends on various factors. It all depends on what kind of shipper or freight forwarder you are.”

### Key determining factors

Devetak said the price a customer can achieve will, therefore, depend on how they answer the following questions: Do you need it tomorrow? Did you book in advance? Does your cargo need to travel through a congested origin/destination port? Are you procuring carrier-direct or via a freight forwarder? How good are your carrier relationships? For example, as of last month on the transpacific, shipping a container from China can be as much as US\$2,500 cheaper than shipping a container from Japan and US\$3,000 cheaper than shipping a container from Singapore, he noted.

“Therefore, a shipping index which includes only Chinese Exports, like the Shanghai Container Freight Index (SCFI), is naturally lower than one that includes all Far East exports, like our Xeneta Shipping Index (XSI), which is still naturally cheaper than one that also includes Southeast Asian export, like the Freightos Baltic Index (FBX). These considerations alone can result in price differentials of thousands of dollars.”

### Shipping guarantee values ‘ballooned’

Devetak continued: “Similarly, the value of a shipping guarantee has ballooned from a few hundred dollars to an average price of US\$2500, with some carriers charging substantially more than that. This explains the price differentials between indices that include such surcharges (FBX, Drewry) and others that do not (SCFI, Platts). “If, additionally, the booking is not performed with significant lead time, then the scramble for capacity can drive prices to astronomical levels, US\$18,000-20,000.

“Interestingly, we also observe that not all market players necessarily see all the different market levels. Some smaller or less attractive customers are defaulted to the more costly premium options. “Because of these considerations, shipping a container across the transpacific, particularly, can be as cheap as US\$5,500 or as high as US\$20,000. Therefore, when using a shipping index or performing a benchmarking exercise, it is crucial to fully understand what you are benchmarking against and what you are trying to achieve.”

He explained that “at Xeneta, we collect and aggregate thousands of rate sheets from global shippers and freight forwarders. Therefore, we have the privilege to see first-hand and analyse all these various price levels and market factors that are driving the current volatility. This enables us to give an accurate-as-possible view on rates.”

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

### **Easing trans-Pacific trade, spot rates temporary and fragile**

Plateauing and even declining container spot rate indices, coupled with weakening US economic barometers and modest port flow improvements in Southern California, are signaling a cooling trans-Pacific, at least for now. Yet with import demand forecast to be strong for at least the next six months and capacity from Asian ports to US destinations maxed out and easily shaken by new disruptions, analysts warn any easing will likely be temporary and fragile. Container lines and analysts warn that US import pressures will continue through 2022 and even into 2023, challenging efforts of major US ports to restore cargo flow.

As measured by Drewry, trans-Pacific spot rates this week plunged \$1,000 per FEU to the West Coast and more than \$700 per FEU to the East Coast. But a Drewry analyst and US forwarder see the dramatic decline as a temporary reaction to a drop in production in China and not the beginning of a downward trend in freight rates.

“Drewry’s reading of the current trans-Pacific market is that record-high spot rates have now paused their crazy upward curve — and softened a bit — but we do not rule out further increases in the next few months because the supply chain disruptions have not been resolved,” Philip Damas, Drewry’s managing director and head of supply chain advisors, told JOC.com Thursday.

Given the delays in the supply chain, most retailers can’t get goods currently in Asia for the Christmas season into stores in time via ocean shipping, but there’s still plenty of imports needed given low retail inventories-to-sales ratios, Alan Murphy, CEO of Sea-Intelligence Maritime Analysis, told JOC.com Thursday.

The import pressure may be waning, but it’s still strong. US retailers on Thursday said they expect to bring record volumes this month, but Global Port Tracker sees signs of a slight dip in volumes when compared with last year levels. October volumes are on track to be down 0.3 percent in October, which was the busiest month in 2020. November’s projected imports of 2.16 million TEU will be 2.9 percent higher than November 2020.

Global Port Tracker (GPT), published monthly by the National Retail Federation and Hackett Associates, expects imports to then slip 0.2 percent in December to 2.1 million TEU. But in January, GPT expects imports to surge again, rising 5.7 percent year over year to 2.17 million TEU, and then inch up 1.4 percent in February to 1.9 million TEU. “Although we see no signs of [beneficial cargo owner] orders slowing down, the recent Covid outbreaks in China and Vietnam coupled with the power crunch in China may be affecting output by spreading out shipments,” said Noel Hacegaba, deputy executive director and COO at the Port of Long Beach. “At the same time, the US supply chain is beginning to show signs of adjusting to the record cargo flows.”

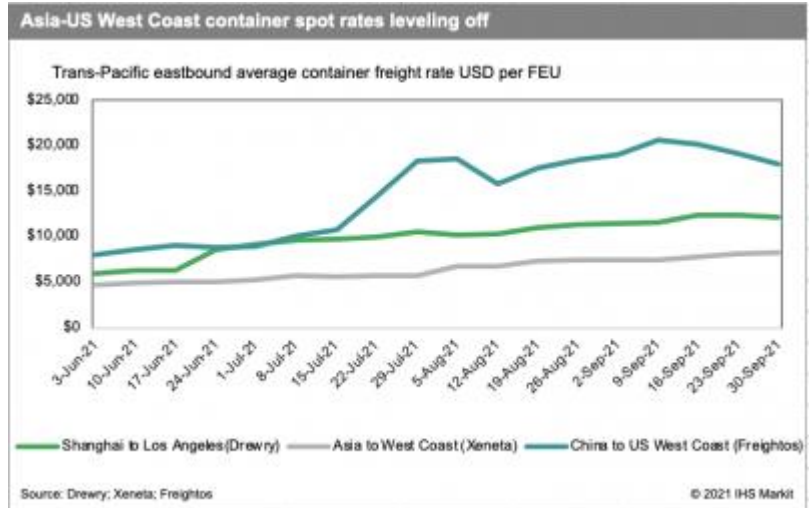
Reflecting modest improvements in cargo flow through Southern California, the average rail dwell has fallen from a high of 12 days to eight days. The number of vessels at anchor has also fallen from a peak of 73 to 62, he said.

Consumer confidence ebbing?

US consumer spending was weaker than expected in August, according to IHS Markit, and is happening in parallel with a slowdown in demand for imports. Year-over-year growth in US containerized imports from Asia has fallen steadily in recent months — albeit from stronger year-on-year comparisons in 2020 — from 44 percent growth in May to 23 percent in June, 11 percent in July, and less than 1 percent in August.

Economists at IHS Markit, parent company of JOC.com, said the slowdown in personal consumer expenditures was partly related to supply chain shortages, particularly in automotive, but most is linked to an easing of underlying demand, which makes the trend meaningful as a potential leading indicator of port congestion. US consumer sentiment is near a 10-year low, according to a University of Michigan index.

Container spot rate indices measuring US-West Coast spot rates have also been softening in recent weeks, although it’s not yet clear whether the ranges of premiums and surcharges that are added to spot rates to guarantee bookings are also easing. David Bennett, COO at the non-vessel-operating common carrier Farrow, said spot rates in the eastbound trans-Pacific have indeed softened a bit over the past 10 days for several



reasons, including production cutbacks in China and a steady increase in vessel capacity this summer in the largest US trade lane.

Due to electrical power shortages, manufacturers in China have been forced to cut back production over the past month as the government rations power supplies to the plants. Many factories in China shut on Oct. 1 for the annual Golden Week holiday. Vessel capacity has increased this summer as some eight to 10 large retailers chartered vessels to handle their freight, with some of the unused capacity on the ships being opened up to third-party shippers, Bennett said. “I see some softening [in rates] in the next few weeks, though not a huge drop,” he said.

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 30 Sep 2021	Current Index 8 Oct 2021
Comprehensive Index			4614.10	4647.60
Service Routes				
Europe (Base port)	USD/TEU	20%	7538	7714
Mediterranean (Base port)	USD/TEU	10%	7444	7448
USWC (Base port)	USD/FEU	20%	6322	6371
USEC (Base port)	USD/FEU	7.50%	11250	11114
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	3862	3859
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	4405	4418
East/West Africa (Lagos)	USD/TEU	2.50%	8236	8244
South Africa (Durban)	USD/TEU	2.50%	6997	7009
South America (Santos)	USD/TEU	5.00%	10222	10226
West Japan (Base port)	USD/TEU	5.00%	355	355
East Japan (Base port)	USD/TEU	5.00%	340	340
Southeast Asia (Singapore)	USD/TEU	7.50%	970	973
Korea (Pusan)	USD/TEU	2.50%	350	351

สรุปรายงานประจำสัปดาห์ ในสัปดาห์นี้ค่าระวางอยู่ในระดับคงที่ ในขณะที่การขนส่งยังคงอยู่มีปริมาณสูง สำหรับเส้นทางยุโรป พบว่ามีการนำเข้าสินค้าหลายประเภทในปริมาณสูง และพบปัญหาความหนาแน่นภายในท่าเรืออย่างต่อเนื่อง ซึ่งส่งผลต่อ Supply และ Demand ของตู้คอนเทนเนอร์ที่ค่อนข้างตึงตัว ส่วนเส้นทางสหรัฐอเมริกา มีความต้องการนำเข้าสินค้าหลายประเภทในปริมาณสูงเช่นเดียวกัน ซึ่งพบว่าปัญหาความหนาแน่นของท่าเรือ และการหมุนเวียนตู้ที่ขาดประสิทธิภาพ ยังคงเกิดขึ้นอย่างต่อเนื่อง ในขณะที่เส้นทางออสเตรเลีย ความต้องการนำเข้าสินค้าสำหรับดาร์วินที่มีปริมาณสูง ทำให้ความต้องการตู้คอนเทนเนอร์ และปริมาณตู้ค่อนข้างตึงตัว ส่วนเส้นทางญี่ปุ่นพบว่า ปริมาณการขนส่ง และอัตราค่าระวางอยู่ในระดับคงที่ และสุดท้ายเส้นทางอเมริกาใต้ ปริมาณความต้องการนำเข้าสินค้าจำเป็นในการดาร์วิน และอุปกรณ์ทางการแพทย์ยังคงอยู่ในระดับสูง ซึ่งทำให้ระวางเรือในเส้นทางยังคงมีความหนาแน่น โดยที่สถานการณ์ตลาดยังคงที่

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