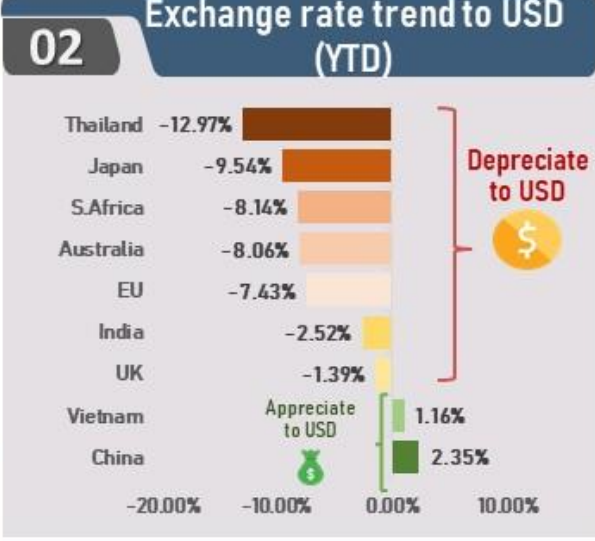


Weekly Briefing (6 DEC 2021)

01 THB rate / currencies

USD	EUR	GBP	AUD
33.89	38.33	45.10	24.06
CNY	JPY	INR	VND
5.31	0.30	0.45	0.0015



05 Weekly Top's Stories

รายละเอียดข่าว/บทความ

- Biden announces release of oil reserves**
 รายละเอียดเพิ่มเติม : <https://cnn.it/31t93CT>
- Beyond Covid — building a strong future for the maritime community**
 รายละเอียดเพิ่มเติม : <https://bit.ly/3Dt42HY>

การอัปเดตค่าระวางเรือประจำสัปดาห์ สัปดาห์ที่ 48 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	850	1,600	Subject to ISOCC USD 34/TEU, USD 69/FEU	Effective till 31-Dec-2021
Thailand - Qingdao	900	1,700		
Thailand - Hong Kong	600	1,100		
Thailand - Japan (Main Port)	550	1,100		
Thailand - Kaohsiung	750	1,500		
Thailand - Klang	550	1,000	Subject to ISOCC USD 20/TEU, USD 40/FEU	
Thailand - Jakarta	550	1,000		
Thailand - Ho Chi Minh (Cat Lai)	450	850		
Thailand - Singapore	500	1,050		
Thailand - Manila (North & South)	750	1,700		
	Subject to CIC at destination			
Thailand - Jebel Ali	3,900	6,800	Subject to ISOCC USD 45/TEU, USD 90/FEU War Risk Surcharge: USD 35/TEU, USD 75/FEU	
Thailand - South Korea (Busan)	500	1,000	LSS: USD 80/TEU, USD 160/FEU	
Thailand - South Korea (Incheon)	600	1,200		
Thailand - Nhava Sheva	4,600	6,400	ISOCC: USD 36/TEU, USD 72/FEU	
Thailand - Melbourne	3,600-3,700	7,200-7,350	FAF: USD 134/TEU, USD 268/FEU	
Thailand - Sydney				
Thailand - Durban / Cape Town	4,300	7,600	Subject to ISOCC USD 75/TEU, USD 150/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: 10,000	Standard Rate: 12,700/13,300		
Thailand - US East Coast	Standard Rate: 13,000 Premium Rate: 15,000	Standard Rate: 15,700/16,500 Premium Rate: 18,500		
	Subject to Panama Low Water USD 30-60/Container			

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

สถานการณ์ค่าระวางในช่วงเดือนธันวาคม 2564 ค่าระวางในเส้นทางเอเชียปรับเพิ่มขึ้นในหลายเส้นทาง โดยเส้นทาง Shanghai ค่าระวางเพิ่มขึ้น 200 USD/TEU และ 400 USD/FEU ทำให้ค่าระวางอยู่ที่ 850 USD/TEU และ 1,600 USD/FEU เส้นทาง Klang ค่าระวางเพิ่มขึ้น 50 USD/TEU และ 100 USD/FEU ทำให้ค่าระวางอยู่ที่ 550 USD/TEU และ 1,000 USD/FEU ส่วนเส้นทาง Hong Kong ค่าระวางเพิ่มขึ้น 200 USD/TEU และ 400 USD/FEU ทำให้ค่าระวางอยู่ที่ 600 USD/TEU และ 1,100 USD/FEU และเส้นทาง Japan ค่าระวางเพิ่มขึ้น 50 USD/TEU และ 100 USD/FEU ทำให้ค่าระวางอยู่ที่ 550 USD/TEU และ 1,100 USD/FEU โดยค่า Low Sulphur Surcharge ปรับลดลงเล็กน้อย สำหรับเส้นทาง Durban ค่าระวางช่วงครึ่งเดือนแรกของเดือนธันวาคม ค่าระวางคงที่อยู่ที่ 4,300 USD/TEU และ 7,600 USD/FEU

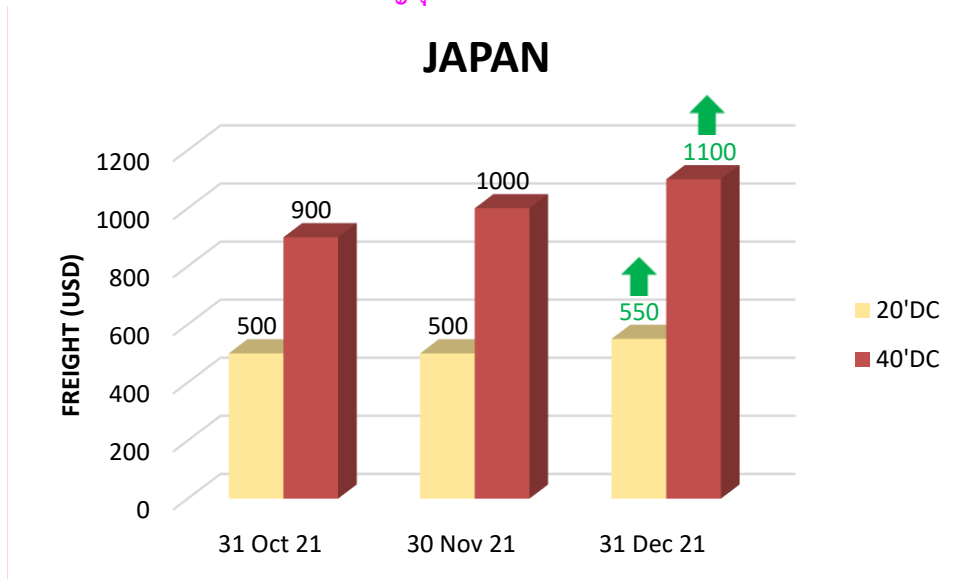
ส่วนเส้นทางออสเตรเลีย ค่าระวางช่วงครึ่งเดือนแรกของเดือนธันวาคม อัตราค่าระวางคงที่อยู่ระหว่าง 3,600-3,700 USD/TEU และ 7,200-7,350 USD/FEU โดยมีการปรับเพิ่มของค่า FAF ในขณะที่ เส้นทาง Europe ค่าระวางช่วงครึ่งเดือนแรกของเดือนธันวาคม ค่าระวางคงที่อยู่ที่ 7,400 USD/TEU และ 13,200 USD/FEU โดยมีบวกเพิ่มค่า LSS และ PSS ในอัตราเดิม

ส่วนเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนหลังของเดือนพฤศจิกายน ค่าระวางฝั่ง West Coast ปรับลดลง 1,620 USD/TEU, 1,450 USD/40'DC และ 1,000 USD/40'HQ โดยค่าระวางอยู่ที่ 10,000 USD/TEU, 12,700 USD/40'DC และ 13,300 USD/40'HQ ในขณะที่ค่าระวางฝั่ง East Coast ปรับเพิ่มขึ้น 380 USD/TEU, 300 USD/40'DC และ 800 USD/40'HQ ทำให้ค่าระวางอยู่ที่ 13,000 USD/TEU, 15,700 USD/40'DC และ 16,500 USD/40'HQ ส่วนค่าระวางที่เป็น Premium Rate อาจสามารถ Apply ได้เฉพาะเรือบางลำ สำหรับค่าระวางในเดือนธันวาคม รอยืนยันจากทางสายเรืออีกครั้งหนึ่ง ทั้งนี้ สถานการณ์ปัจจุบันยังคงพบปัญหาการระวางเรือเต็ม สายเรือมีการทำ Blank Sailing เนื่องจากพบปัญหาความหนาแน่นบริเวณท่าเรือปลายทาง ขอให้วางแผนการจองล่วงหน้า

CONTAINER FREIGHT RATE (REEFER)

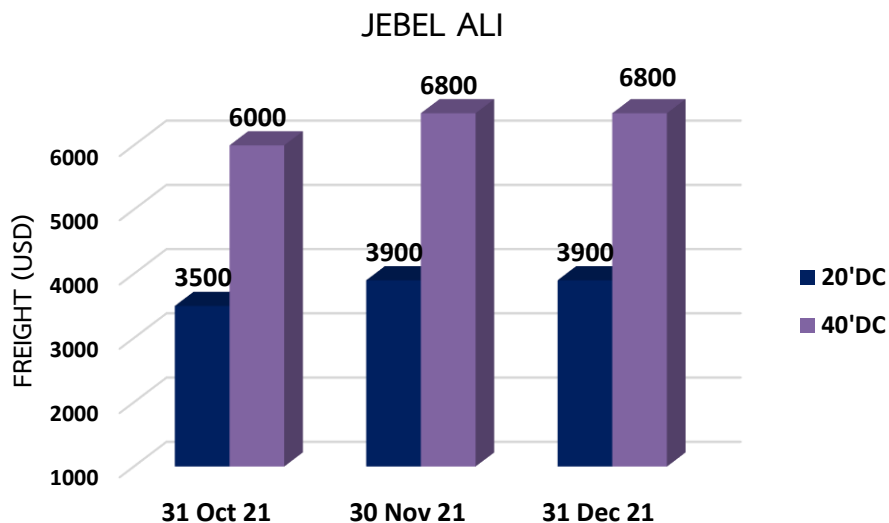
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20'	USD/40'		
Thailand-Hong Kong	1,400	1,600	USD 51/TEU, USD 104/FEU	Effective till 31-Dec-2021
Thailand-Shanghai				
Thailand-Japan (Tokyo, Yokohama)	1,400-1,500	1,700-1,900	USD 41/TEU, USD 82/FEU	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	9,000	13,000	OBS: USD 154/TEU, USD 308/FEU +	Effective till 14-Dec-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 ต.ค. ถึง ธ.ค. ปี 2564



Subject to Low Sulphur Surcharge (Oct.21): USD 57/TEU และ USD 115/FEU
(Nov.21): USD 46/TEU และ USD 92/FEU
(Dec.21): USD 34/TEU และ USD 69/FEU

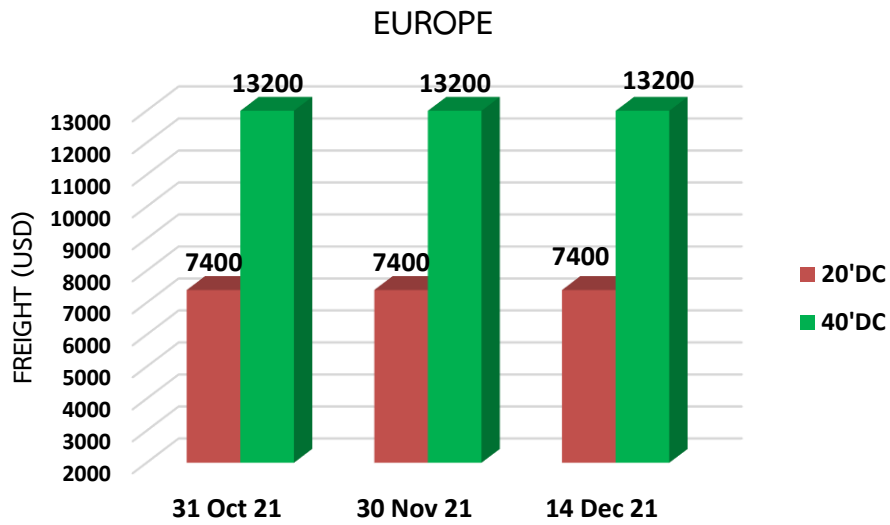
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-Jebel Ali** เดือน ต.ค. ถึง ธ.ค. ปี 2564



Subject to

- Low Sulphur Surcharge (Oct 21): USD56/TEU และ USD112/FEU
(Nov.-Dec. 21): USD45/TEU และ USD90/FEU
- War Risk Surcharge: USD35/TEU และ USD70/FEU

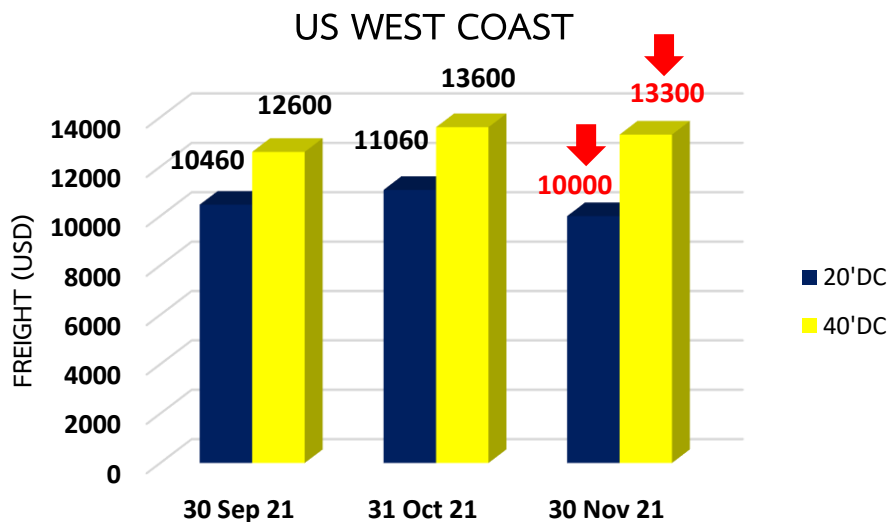
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ยุโรป เดือน ต.ค. ถึง ธ.ค. ปี 2564



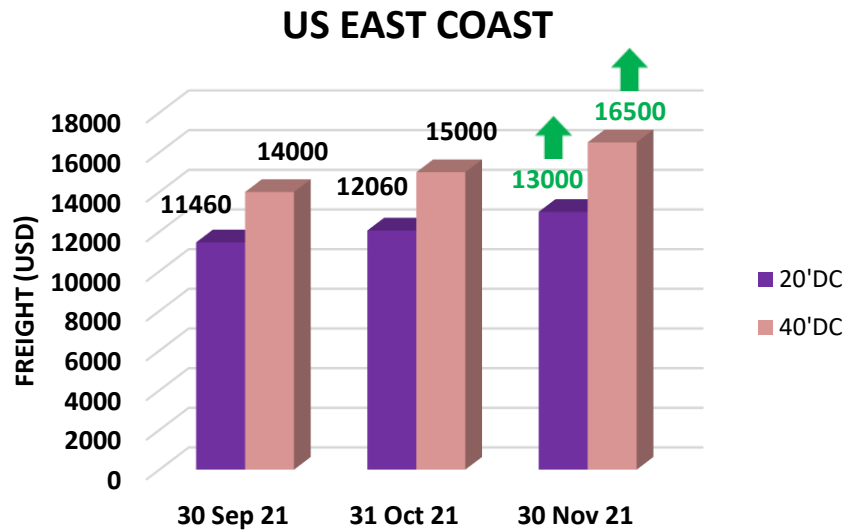
Subject to

- ISOCC (Oct.-Dec. 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 ก.ย. ถึง พ.ย. ปี 2564



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



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

➤ รวบรวมประกาศสำคัญของสายเรือ

สายเรือ CNC

- ประกาศแจ้งปรับการเรียกเก็บค่า Low Sulphur Surcharge (LSS) ในเส้นทาง Intra-Asia มีผลตั้งแต่วันที่ 1 มกราคม 2565 โดยมีรายละเอียดดังตาราง

LSS Short Distance

Container Type	Currency	20'	40'	40'HC
Dry	USD	60	120	120
Flat Rack/ Open Top/ Tank/ Other Special Equipment	USD	60	120	120
Refrigerated	USD	90	180	180

LSS Long Distance

Container Type	Currency	20'	40'	40'HC
Dry	USD	106	212	212
Flat Rack/ Open Top/ Tank/ Other Special Equipment	USD	106	212	212
Refrigerated	USD	159	318	318

CNC	JP	KR	NC	CC	TW	PRD	HK	PH	VN	TH	KH	SG	MY	BN	ID	MM	BD
JP		Short	Short	Short	Short	Short	Short	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long
KR	Short		Short	Short	Short	Short	Short	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long
NC	Short	Short		Short	Short	Short	Short	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long
CC	Short	Short	Short		Short	Short	Short	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long
TW	Short	Short	Short	Short		Short	Short	Short	Short	Long	Long	Long	Long	Long	Long	Long	Long
PRD	Short	Short	Short	Short	Short		Short	Short	Short	Long	Short	Long	Long	Long	Long	Long	Long
HK	Short	Short	Short	Short	Short	Short		Short	Short	Long	Short	Long	Long	Long	Long	Long	Long
PH	Long	Long	Long	Long	Short	Short	Short		Short	Long	Long	Long	Long	Long	Long	Long	Long
VN	Long	Long	Long	Long	Long	Short	Short	Short		Short	Short	Short	Short	Short	Short	Short	Long
TH	Long	Long	Long	Long	Long	Long	Long	Long	Short		Short	Short	Short	Short	Short	Short	Long
KH	Long	Long	Long	Long	Long	Short	Short	Long	Short	Short		Short	Short	Short	Short	Short	Long
SG	Long	Long	Long	Long	Long	Long	Long	Long	Short	Short	Short		Short	Short	Short	Short	Long
MY	Long	Long	Long	Long	Long	Long	Long	Long	Short	Short	Short	Short		Short	Short	Short	Long
BN	Long	Long	Long	Long	Long	Long	Long	Long	Short	Short	Short	Short	Short		Short	Short	Long
ID	Long	Long	Long	Long	Long	Long	Long	Long	Short	Short	Short	Short	Short	Short		Short	Long
MM	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Short
BD	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Short	

- ประกาศแจ้งปรับการเรียกเก็บค่า Bunker Adjustment Factor (BAF) ในเส้นทาง Intra-Asia มีผลตั้งแต่วันที่ 1 มกราคม 2565 โดยมีรายละเอียดดังตาราง

Container Type	Currency	20'	40'	40'HC
Dry	USD	60	120	120
Flat Rack/ Open Top/ Tank/ Other Special Equipment	USD	60	120	120

Ocean freight set to be 'dominated by known unknowns' in 2022

Making accurate predictions for the container shipping markets next year is a fool's game, says Vespucci Maritime CEO Lars Jensen, with the various risk elements 'unpredictable, have a large impact, and have a significant likelihood of actually happening'. Making accurate predictions for the container shipping markets in 2022 "is a fool's game", with the various risk elements "unpredictable, have a large impact, and have a significant likelihood of actually happening", according to the container shipping analyst Lars Jensen, CEO of Vespucci Maritime.

In his monthly analysis for the Baltic Exchange, he notes that "forecasting, of course, always involves an element of uncertainty. But as long as market developments are relatively normal – and the risk of major events is small – then predicting rates levels supply and demand is relatively straightforward. But this time round the risk elements in play for 2022 involve elements which are at the same time unpredictable, have a large impact and have a significant likelihood of actually happening."

Examining the most important elements, "which to a large degree will dominate 2022 and a gradual return to normality, as well as why they are inherently unpredictable", he said the first element is the pandemic. "As the emergence of yet another variant of Covid shows, then we are not at the end-point of the pandemic just yet – and it is also unpredictable which new variant will emerge in 2022. It appears exceedingly likely that more variants will emerge, but we cannot predict which of these might be sufficiently serious to actually have an impact."

Government Covid responses

This leads to the second element – government responses to new variants. "As we see presently, the Omicron variant is met with very different responses from countries across the globe, ranging from no change at all in some to immediate closure of borders and flights in others," he notes. "The political response to Covid has changed over time in many countries, and the political turmoil surrounding Covid response is only growing larger with vaccination mandates being the latest injection into the debacle.

“This means that we are very likely to see political responses to changes in Covid in 2022. However, it is inherently impossible to predict exactly what those responses will be and to which degree they will impact the supply chain materially. Hence, the impact ranges from ‘business as usual’ to week- or month-long shutdowns of major ports or other supply-chain nodes.”

Myriad of bottlenecks

The third element is “the time it will take to unravel the myriad of bottlenecks”, Jensen notes, adding: “They will eventually be solved, but as developments have shown in the last few months, this is going to take a long – and unpredictable – amount of time. As they gradually unravel, more capacity will become available and this will eventually lead to declining rates – but predicting ‘when’ is not possible presently.”

The fourth element relates to “an unknown amount of demand in the system”, Jensen notes, adding: “Container demand data is always measured on the basis of freight actually being moved. Either containers loaded by carriers or containers handled in ports or containers clearing customs.

Unknown built-up demand

“No one measures cargo currently in containers at origin unable to move due to lack of vessel capacity. We also do not know how much cargo waits in warehouses at origin unable to be loaded into containers due to equipment shortages. “And we do not have a measurement on delayed production where the shipper does not want his product manufactured until he can actually be sure it can be moved. As the bottlenecks get resolved, this demand will flow into the system, but the magnitude is entirely unknown.”

The fifth element relates to the carriers’ pricing behaviour, Jensen notes, adding: “Seen over the last 23 years, the two events which caused the sharpest drops in freight rates were the financial crisis in 2008-09 and the strong price war from late 2014 to early 2016. If we see rates in a similar ‘freefall’ now it will still take 18 months before we get back to normal.

Carrier consolidation effects

“But here is another unknown: The carriers are now more consolidated than ever before and they have shown their ability to manage their own capacity much better, not only during the pandemic, but also in 2018-19 through increased blank sailings,” Jensen continued. “How much will this new-found ability reduce the pace with which rate will decline? That is also entirely new and unknown territory in the industry.”

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

‘Tramp’ ships coming to NY-NJ port, hoping for berth space

An increased number of ad hoc vessels and “tramp” ships operated by small, Asia-based operators are jockeying for berth space at the Port of New York and New Jersey. These carriers, sometimes with only a handful of ships, see an opportunity to serve importers frustrated with West Coast port congestion and are willing to pay a premium for East Coast discharge. But the port’s marine terminal operators have only been able to accommodate a few of these vessel calls amid a slew of extra loaders from the larger container lines and additional weekly sailings, including Mediterranean Shipping Co.’s (MSC) shift of a West Coast service to the East Coast.

During the last week of November, *Pelican*, an 1,800-TEU ship, called on the New York-New Jersey port after making a 30-day voyage from Tianjin, China, according to AISLive, a sister product of JOC.com within IHS Markit. The vessel, which berthed at Port Newark Container Terminal, was in port for just over three days before departing for Cristobal, Panama.

Pelican was carrying containers for a mix of shippers, according to sources who were familiar with its voyage. *Pelican* is not expected to make a regular weekly call at New York-New Jersey, but it may get induced for other one-off voyages, the sources said. *Pelican*’s owner is listed as Singapore’s Pacific International Lines

(PIL), according to Sea-web, another IHS Markit product. PIL, which recently went through a bankruptcy restructuring, does not offer any service into the US, nor is PIL listed as a vessel-owning common carrier (VOCC) by the US Federal Maritime Commission (FMC).

Lihua Shipping is *Pelican*'s US agent and likely charterer from PIL, according to logistics sources. The vessel is operated by a subsidiary of China-based chassis maker CIMC, according to Sea-web. CIMC is said to have made an investment in Lihua, the sources added, but this could not be independently verified. Hong Kong-registered Lihua Logistics Company is an FMC-listed VOCC, but it was not immediately clear if this was a related entity. JOC.com was unable to contact Lihua for comment.

East-West rate spread expands

The ship was one of only three vessels that the sources are aware of that have called on the New York-New Jersey port this year, and which were not attached to any of carrier alliances and independent carriers already calling on the port. The sources added that two other such tramp ships owned by Singapore-based VOCC X-Press Feeders also called on New York-New Jersey over the summer. However, the names of the vessels were not immediately available. X-Press Feeders did not return a request for comment.

“They are tramps, willing to go wherever they can get the highest price,” said a logistics executive who asked not to be identified. “They are picking up the dirty seconds of cargo.” The demand for berth space at the largest US East Coast seaport and others comes amid continued heavy vessel congestion along the US West and Southeast Coast. Likewise, retailers and other shippers are investing in transloading and warehousing near East Coast ports to reach inland markets.

As a result, ocean freight rates into the US East Coast saw a wider spread over rates into the West Coast during much of the 2021 container surge. Through Nov. 25, the spread between spot rates from Asia to the US East and West coasts has averaged \$1,391 per FEU, compared with an \$873 per FEU average during 2020, according to index provider Xeneta. Index rates do not include various surcharges and fees charged by ocean carriers.



The East-West spread reached a year-to-date high of \$2,120 per FEU as of Nov. 17, Xeneta data show. Along with higher freight rates, though, carriers offering ad hoc services face paying higher rates for unloading tramp vessels at marine terminals than do major carriers with scheduled vessels. Likewise, ad hoc ships can face long delays in securing a berth.

A bitcoin mining company that is building a facility in North Canton, Ohio, chartered a dry bulk vessel to bring 136 TEU of containers into the US East Coast, according to a source familiar with the cargo. The vessel had to wait 14 days for an open berth along the US East Coast before finally discharging its cargo at Baltimore’s Seagirt Marine Terminal at the end of October, the source said.

Few ad hocs, more scheduled services at NY-NJ

Despite the challenges, that is not stopping more operators and owners from seeking berth space at the New York-New Jersey port for one-off voyages or even new weekly services, according to the sources.

Among the container lines that are reported to have asked for berth space at New York-New Jersey marine terminals for ad hoc vessel calls are: China's BAL Container Line, a VOCC that owns and operates nine container ships according to its website; Saudi Arabia's national tanker company Bahri, a VOCC that also owns six roll-on, roll-off cargo ships capable of carrying 1,000 TEU, according to Sea-web; and Singapore-based Vasi Shipping, a freight forwarder that operates three ships between 1,000 and 2,800 TEU, Sea-web data show.

The status of berth request or whether there will be future voyages by the ad hoc vessels was unclear. Attempts to reach the carriers for comment were unsuccessful. In addition to the ad hoc vessels, smaller carriers are becoming regular services at the port. Transfar Shipping, a Singapore-based freight forwarder, will start a new East Coast service into the New York-New Jersey port during December, according to a source at the port who was familiar with the service, but asked to not be identified. Transfar is expected to call every three to four weeks with ships of about 4,000 TEU, the source said.

Transfar has chartered three ships between 1,700 and 3,000 TEU that are currently calling the West Coast, according to Loadstar, which also reported that a subsidiary of Chinese e-commerce giant Alibaba has a 10 percent stake in Transfar. JOC.com was unable to find contact information for Transfar for a comment. A marine terminal executive who asked not to be identified said that capacity for additional ships remains extremely tight and to bring in those vessels would cause more backlogs at the port. At its peak, the New York-New Jersey port saw nine ships wait at anchor for a berth space in late September. "The reason we've avoided the ship congestion you see in LA-Long Beach and Savannah is because we're not taking on many of these ad hoc vessels," the executive said.

Rather than the ad hoc carriers, the New York-New Jersey marine terminals have been absorbing more of the capacity thrown at them by the container lines regularly calling. Data from the Port Authority of New York and New Jersey show that 110 extra loaders from the port's regular weekly carriers have called on marine terminals through October 2021, accounting for just over a quarter of total vessel calls through the period. Along with extra loaders, the New York-New Jersey marine terminals have also been adding new weekly services to accommodate the growing demand for East Coast discharge.

Maher Terminal, the largest privately held US East Coast marine terminal, has absorbed three additional services this year: Orient Overseas Container Lines' Vietnam-China-East Coast service, Hapag-Lloyd's Indamex2 service, and Zim's Mediterranean express service. Earlier this year, a Maher executive said the facility had about 30 percent more container lift capacity than was being already utilized. 2M's express TP23 service from Southeast Asia is also starting this year, and will call at APM Terminals' Elizabeth facility. 2M partner MSC is transitioning its standalone Santana service to Global Container Terminals (GCT) New York facility, several sources said. Santana was a trans-Pacific West Coast service that started at the end of August.

The 5,000 TEU vessels in the current Santana rotation will be transitioned from a West Coast service to an East Coast service by the start of 2022, the sources added. Alphaliner first reported on the start of the Santana service. GCT NY also added a new a new weekly service from Wan Hai Lines with the start of its AA7 service from Asia. The AA7 will offer capacity of 2,800 to 4,000 TEU weekly into New York-New Jersey.

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

Entrepreneurial retailers help keep their shelves stocked by 'going ad hoc'

UK retailers have been mitigating the dearth of export capacity on offer from Asia for the main container hubs of Felixstowe, Southampton and London Gateway by chartering space from ad-hoc providers for discharge at smaller ports. Moreover, with thousands of containers packed with Christmas goods stranded at ports on the continent, the left-field strategy of taking a chance on entrepreneurial carriers and NVOCCs has

paid off for some major retailers, ensuring empty shelves are kept to a minimum in the vital pre-holiday peak buying weeks.

As an example, the *Cetus Star*, a 33,800 dwt handysize bulk carrier, arrived at London Container Terminal, Tilbury, yesterday with a deck load of Uniocean containers from Asia, understood to be for a large high street retailer, with the boxes said to be available for collection today. Indeed, many such import loads have been brought into the UK over the past few months on non-cellular ships by a number of enterprising operators.

The sailings, which often deploy multipurpose ships like the *Cetus Star*, are mostly advertised for discharge at main UK hubs, but generally off-load the boxes at secondary ports.

One UK NVOCC told *The Loadstar* that to be able pick-up boxes promptly and cost-effectively he much preferred to avoid the main hubs. “We know that if the containers arrive at Tilbury, we can get them picked up within a couple of days, whereas at Felixstowe, for instance, it could take us two weeks to get haulage. It is also far cheaper.

“The bill of lading might show Felixstowe, but we know that the boxes are unlikely to come out there. It can be a bit last minute, as the operator negotiates with an alternative port, but our customers understand that and are just very grateful to get their hands on their product,” he added. Meanwhile, a number of UK-based NVOCCs *The Loadstar* has spoken to are now booking cargo with carriers with a final destination of Rotterdam or Antwerp and then arranging transshipment themselves. “We can normally get a booking, it’s cheaper and we don’t have to wait weeks for the carrier to arrange a relay,” said one contact.

A large forwarder told *The Loadstar* at October’s Multimodal exhibition carriers were no longer “impressed by the quality of its customer portfolio”. He explained: “Once upon a time the shipping line would ‘drop its trousers’ if we mentioned that one of our blue-chip clients needed its boxes urgently, and would even try to give them a ‘top stow’ to enable easier access. Now they don’t seem to worry who they upset. “Since the pandemic, they just don’t care, or at least that’s how it seems to us; they don’t answer the phone, and e-mails just get lost in a sea of similar requests and complaints,” he added.

Source: <https://theloadstar.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 26 Nov 2021	Current Index 3 Dec 2021
Comprehensive Index			4601.97	4727.06
Service Routes				
Europe (Base port)	USD/TEU	20%	7549	7587
Mediterranean (Base port)	USD/TEU	10%	7234	7251
USWC (Base port)	USD/FEU	20%	6730	7019
USEC (Base port)	USD/FEU	7.50%	10427	10623
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	3360	3536
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	4448	4459
East/West Africa (Lagos)	USD/TEU	2.50%	7444	7425
South Africa (Durban)	USD/TEU	2.50%	6454	6427
South America (Santos)	USD/TEU	5.00%	10137	10139
West Japan (Base port)	USD/TEU	5.00%	318	300
East Japan (Base port)	USD/TEU	5.00%	305	298
Southeast Asia (Singapore)	USD/TEU	7.50%	1124	1266
Korea (Pusan)	USD/TEU	2.50%	343	343

สรุปรายงานประจำสัปดาห์ พบว่าสถานการณ์การขนส่งทางเรือ ในขณะนี้อัตราค่าระวางสัปดาห์ที่ผ่านมาไม่เปลี่ยนแปลงมากนัก สำหรับเส้นทางยุโรป พบว่าความต้องการนำเข้าสินค้าหลายประเภทยังคงอยู่ในระดับสูง ส่วนปัญหาเรื่องความหนาแน่นภายในท่าเรือเริ่มกลับเข้าสู่ภาวะปกติ ส่วนเส้นทางสหรัฐอเมริกา พบว่าตลาดมีความต้องการสินค้าหลากหลายประเภท และอยู่ในปริมาณสูง ซึ่งการกลับมาระบาดของไวรัส ประกอบกับระบบกระจายสินค้าภายในประเทศยังคงไม่มีประสิทธิภาพ ส่งผลให้ความหนาแน่นภายในท่าเรือยังคงเป็นปัญหาเรื้อรัง ทำให้การหมุนเวียนตู้ลำช้า สำหรับเส้นทางออสเตรเลีย ระบุว่าเรือในเส้นทางค่อนข้างแน่น เนื่องจากมีความต้องการนำเข้าสินค้าในปริมาณสูง ส่วนเส้นทางญี่ปุ่นพบว่า โดยทั่วไปปริมาณการขนส่ง และทิศทางตลาดคงที่อยู่ในระดับที่ดี ขณะที่ค่าระวางไม่มีการเปลี่ยนแปลง และสุดท้ายเส้นทางอเมริกาใต้ ความต้องการนำเข้าสินค้าจำเป็นและอุปกรณ์ทางการแพทย์ยังคงมีปริมาณสูงต่อเนื่อง ทำให้ระวางเรือมีความตึงตัว