

Weekly Briefing (4 Apr 2022)



01

THB rate / currencies

USD	EUR	GBP	AUD
33.52	37.03	43.97	25.14
CNY	JPY	INR	VND
5.27	0.27	0.44	0.0015

02

Exchange rate trend to USD (YTD)



03

Crude Oil price & Gold (28 Mar – 1 Apr 2022)

	Oil	OPEC	Brent	WTI
	USD/Barrel	107-114	104-107	100-110



	Gold	1,912 – 1940
	USD/Ounces	



04

Freight Index (SCFI Comprehensive Index)



Freight Index (SCFI Comprehensive Index)	
25 March 2022	1 April 2022
4,434.07	4,348.71
-85.36	

05

Weekly Top's Stories

รายละเอียด
ข่าว/บทความ

1. ดอลลาร์ไต่ระดับสูงขึ้น; การจ้างงานนอกภาคเกษตรยังคงอยู่ในจุดสนใจ
รายละเอียดเพิ่มเติม : <https://bit.ly/38r1Fvu>
2. กิจกรรมโรงงานในจีนลดลงต่ำสุดในรอบ 2 ปี หลังโควิดระบาด
รายละเอียดเพิ่มเติม : <https://bit.ly/3u3n6ei>
3. Covid-19 updates – Greater China Area
รายละเอียดเพิ่มเติม : <https://bit.ly/3DFtN9z>
4. Notice about Russia Ukraine situation update1
รายละเอียดเพิ่มเติม : <https://bit.ly/35QC9OW>

การอัปเดตค่าระวางเรือประจำสัปดาห์

สัปดาห์ที่ 13 พ.ศ. 2565



สรุปค่าระวางเรือประจำสัปดาห์

"หมายเหตุ: อัตราค่าระวางที่ปรากฏเป็นอัตราฐานของสายเรือที่ประกาศเป็นทางการ ซึ่งอาจต่ำกว่าอัตราที่มีการเรียกเก็บจริงจากผู้ส่งออก"

CONTAINER ALL IN FREIGHT RATE (DRY)

ROUTE	SIZE		Low Sulphur Surcharge (LSS)	Remark
	USD/20'	USD/40'		
Thailand - Shanghai	900	1,600	Subject to ISOCC USD 80/TEU, USD 161/FEU	Effective till 30-Apr-2022
Thailand - Qingdao				
Thailand - Hong Kong	700	1,300		
Thailand - Japan (Main Port)	650	1,300		
Thailand - Kaohsiung	900	1,700		
Thailand - Klang	650	1,200	Subject to ISOCC USD 47/TEU, USD 94/FEU	
Thailand - Jakarta	650	1,200		
Thailand - Ho Chi Minh (Cat Lai)	550	1,050		
Thailand - Singapore	600	1,250		
Thailand - Manila (North & South)	800	1,500		
	Subject to CIC at destination			
Thailand - Jebel Ali	3,900	6,800	Subject to ISOCC USD 90/TEU, USD 180/FEU War Risk Surcharge: USD 35/TEU, USD 70/FEU	
Thailand - South Korea (Busan)	600	1,200	LSS: USD 130/TEU, USD 260/FEU	
Thailand - South Korea (Incheon)	700	1,400		
Thailand - Nhava Sheva	4,100	6,100	ISOCC: USD 71/TEU, USD 142/FEU	
Thailand - Melbourne	3,850	7,700	FAF: USD 223/TEU, USD 446/FEU	
Thailand - Sydney				
Thailand - Durban / Cape Town	4,300	7,600	Subject to ISOCC USD 150/TEU, USD 300/FEU	
	Subject to SCMC USD 30/BL			
Thailand - Europe (Main Port)	6,400	10,800	ISOCC: USD141/TEU, USD 282/FEU	Effective till 14-Apr-2022
	Subject to ENS USD 30/BL			
Thailand - US West Coast	10,000	12,650/13,300		Effective till 31-Mar-2022
Thailand - US East Coast	13,360	16,700/17,500		
	Subject to Panama Low Water USD 30-60/Container			

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

สถานการณ์ค่าระวางในช่วงเดือนเมษายน 2565 ค่าระวางในเส้นทางเอเชียคองที โดยเส้นทาง Shanghai ค่าระวางคองที อยู่ที่ 900 USD/TEU และ 1,600 USD/FEU เส้นทาง Klang ค่าระวางคองทีอยู่ที่ 650 USD/TEU และ 1,200 USD/FEU เส้นทาง Hong Kong ค่าระวางคองทีอยู่ที่ 700 USD/TEU และ 1,300 USD/FEU และเส้นทาง Japan ค่าระวางคองทีอยู่ที่ 650 USD/TEU และ 1,300 USD/FEU สำหรับเส้นทาง Durban ค่าระวางคองทีเช่นเดียวกัน อยู่ที่ 4,300 USD/TEU และ 7,600 USD/FEU

ส่วนเส้นทางออสเตรเลีย ค่าระวางปรับลดลง 200 USD/TEU และ 400 USD/FEU ทำให้ค่าระวางอยู่ที่ 3,850 USD/TEU และ 7,700 USD/FEU โดยในเดือนเมษายนมีการปรับเพิ่มขึ้นของค่า FAF ในขณะที่ เส้นทาง Europe ค่าระวางช่วง ครึ่งเดือนแรกของเดือนเมษายน ปรับเพิ่มขึ้น 50 USD/TEU และ 100 USD/FEU ทำให้ค่าระวางอยู่ที่ 6,400 USD/TEU และ 10,800 USD/FEU และมีการปรับเพิ่มขึ้นของค่า LSS ตามราคาน้ำมันในตลาดโลก ในขณะที่ยกเลิกการเรียกเก็บค่า PSS

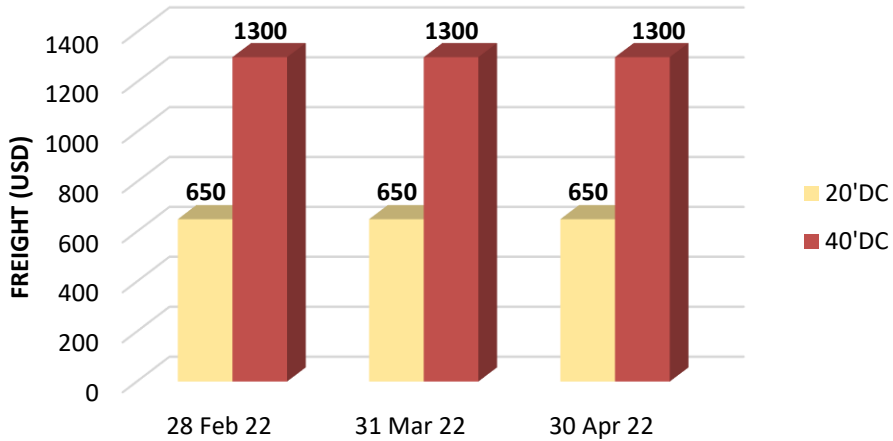
ส่วนเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนหลังของเดือนมีนาคม ค่าระวางคองทีทั้งฝั่ง West Coast และ East Coast โดย ค่าระวางฝั่ง West Coast อยู่ที่ 10,000 USD/TEU, 12,650 USD/40'DC และ 13,300 USD/40'HQ ในขณะที่ค่าระวางฝั่ง East Coast คองทีอยู่ที่ 13,360 USD/TEU, 16,700 USD/40'DC และ 17,500 USD/40'HQ สถานการณ์ปัจจุบันยังคงพบปัญหาการวาง เรือเต็ม และปัญหาความหนาแน่นบริเวณท่าเรือปลายทาง โปรดตรวจสอบข้อมูลก่อนการจอง และวางแผนการจองล่วงหน้า

CONTAINER FREIGHT RATE (REEFER)

ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20'	USD/40'		
Thailand-Hong Kong	-	3,000	USD 242/FEU	Effective till 14-Apr-2022
Thailand-Shanghai				
Thailand-Japan (Tokyo, Yokohama)	1,800	2,300-2,500	OBS: USD 97/TEU, USD 194/FEU	Effective till 30-Apr-2022
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	9,000	13,000	OBS: USD 368/TEU, USD 736/FEU	
London Gateway / Southampton	10,000	14,000		

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-ญี่ปุ่น** เดือน ก.พ. ถึง เม.ย. ปี 2565

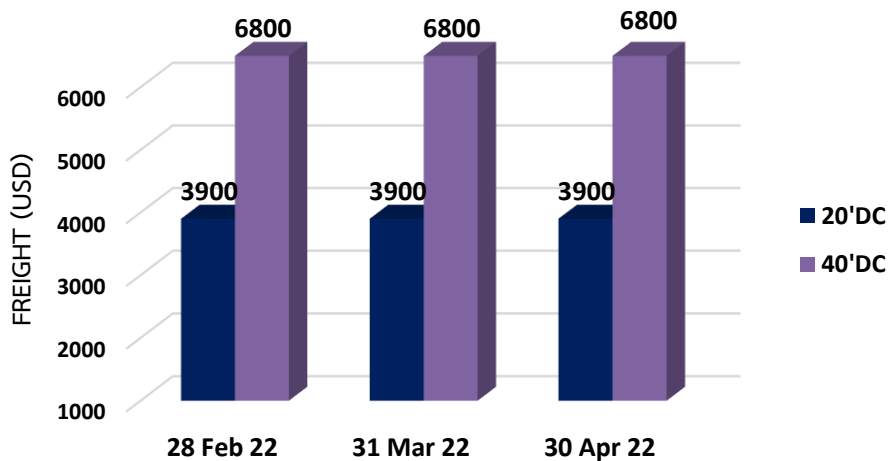
JAPAN



Subject to Low Sulphur Surcharge (Feb.22): USD 46/TEU และ USD 92/FEU
(Mar.-Apr. 22): USD 80/TEU และ USD 161/FEU

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-Jebel Ali** เดือน ก.พ. ถึง เม.ย. ปี 2565

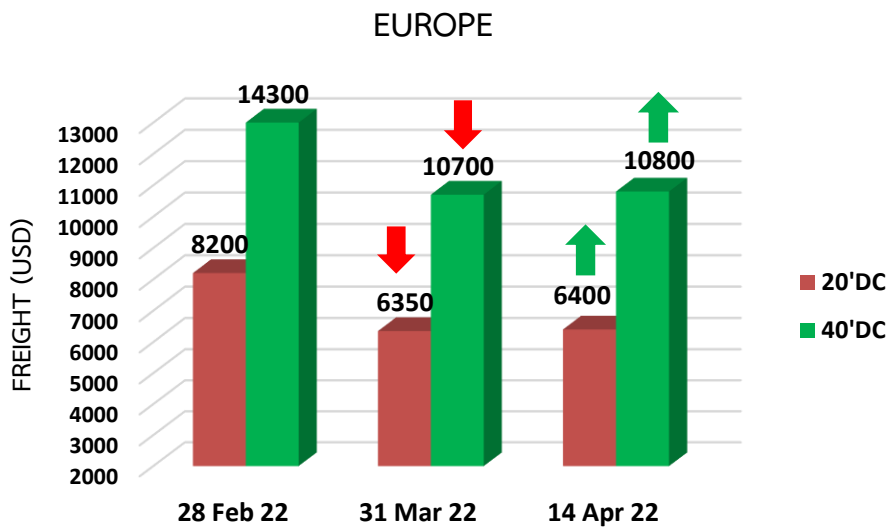
JEBEL ALI



Subject to

- Low Sulphur Surcharge (Feb.-Apr. 22): USD90/TEU และ USD180/FEU
- War Risk Surcharge: USD35/TEU และ USD70/FEU

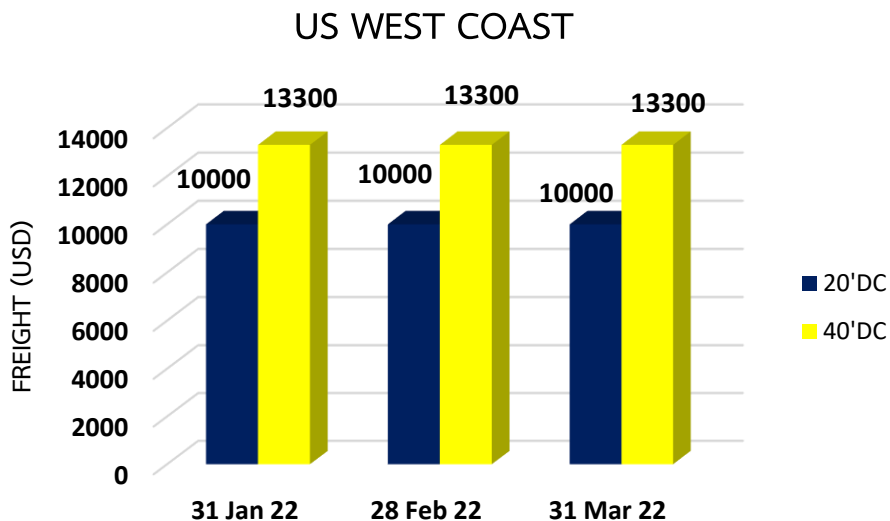
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ยุโรป เดือน ก.พ. ถึง เม.ย. ปี 2565



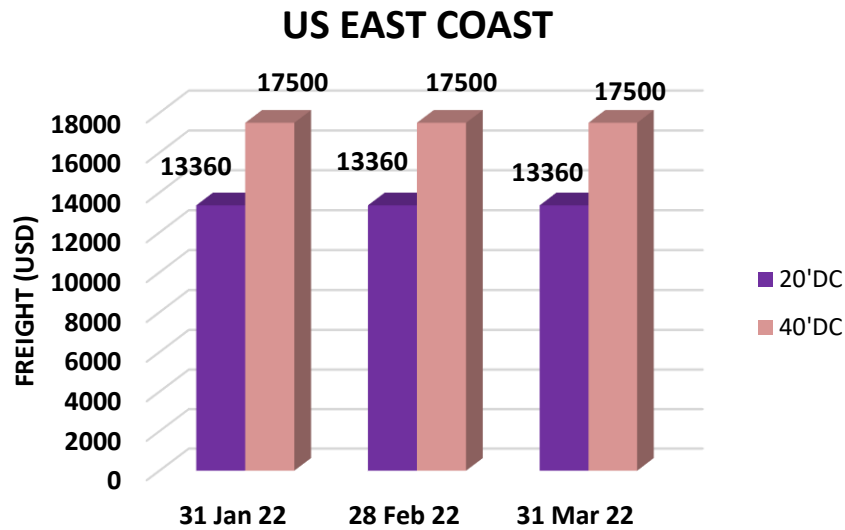
Subject to

- ISOCC (Feb.-Mar. 22): USD124/TEU, USD248/FEU
(Apr. 22): USD141/TEU, USD282/FEU
- ENS: USD30/BL

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา West Coast เดือน ม.ค ถึง มี.ค. ปี 2565



กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
 ในเส้นทาง ไทย-สหรัฐอเมริกา East Coast เดือน ม.ค ถึง มี.ค. ปี 2565



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

➤ รวบรวมประกาศสำคัญจากสายเรือ

สายเรือ CNC

- ประกาศแจ้งปรับการเรียกเก็บค่า Low Sulphur Surcharge (LSS) สำหรับสินค้าในเส้นทาง Intra-Asia มีผลตั้งแต่วันที่ 1 พฤษภาคม 2565 โดยมีรายละเอียดดังตาราง

LSS Short Distance

Container Type	Currency	20'	40'	40'HC
Dry	USD	120	240	240
Flat Rack/ Open Top/ Tank/ Other Special Equipment	USD	120	240	240
Refrigerated	USD	180	360	360

LSS Long Distance

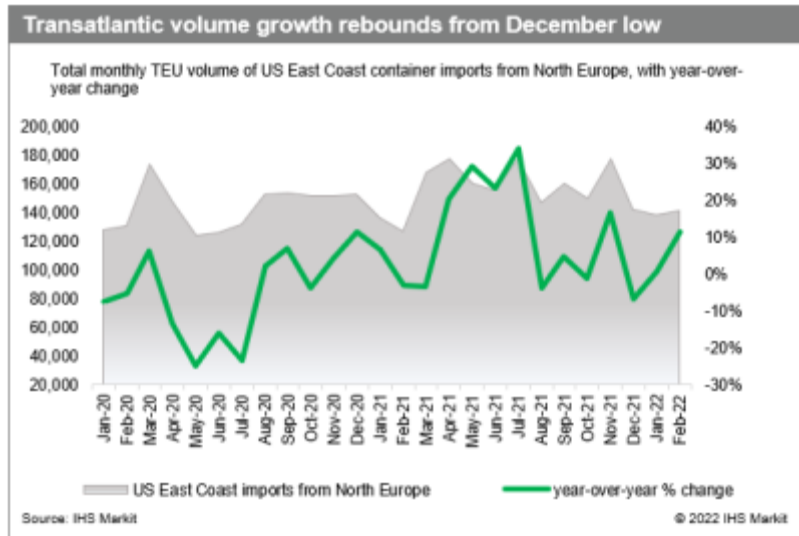
Container Type	Currency	20'	40'	40'HC
Dry	USD	214	428	428
Flat Rack/ Open Top/ Tank/ Other Special Equipment	USD	214	428	428
Refrigerated	USD	321	642	642

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	Long	Long
TH	Long	Long	Long	Long	Long	Long	Long	Long	Short		Short	Short	Short	Short	Short	Long	Long
KH	Long	Long	Long	Long	Long	Short	Short	Long	Short	Short		Short	Short	Short	Short	Long	Long
SG	Long	Long	Long	Long	Long	Long	Long	Long	Short	Short	Short		Short	Short	Short	Long	Long
MY	Long	Long	Long	Long	Long	Long	Long	Long	Short	Short	Short	Short		Short	Short	Long	Long
BN	Long	Long	Long	Long	Long	Long	Long	Long	Short	Short	Short	Short	Short		Short	Long	Long
ID	Long	Long	Long	Long	Long	Long	Long	Long	Short	Short	Short	Short	Short	Short		Long	Long
MM	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	

US East Coast port congestion hindering trans-Atlantic trade

Full container terminals in Northern Europe and the US East Coast, constantly shifting vessel schedules, and persistently low on-time performance continue to undermine stability on the trans-Atlantic trade. Those dynamics are creating bottlenecks that will make the US East Coast “the next hot spot for terribly high congestion,” said Peter Sand, chief analyst at rate benchmarking platform Xeneta. Ports on the US East Coast have been battling waves of congestion for the past year, with overwhelmed terminals leading to intermittent vessel backlogs outside the ports of Charleston, Savannah, New York and New Jersey, and Virginia.

US consumer demand continues to drive record import volumes as a much-heralded shift in spending from goods to services has failed to materialize. Data show US retail sales in January increased 4.9 percent year over year, while retail inventories in December, the latest available data, rose 3.7 percent year over year, according to data provider Trading Economics.



US imports from North Europe in February grew 11.4 percent year over year to 141,482 TEU in February after rising 9 percent for the full year in 2021, according to data from PIERS, a sister company of JOC.com within IHS Markit. On top of the sustained import demand, almost two years of disruption at choked West Coast ports has led to shippers shifting calls to the East Coast, adding to the mounting congestion.

Congestion has been further compounded in recent weeks by unpredictable COVID-19 lockdowns in China that delay vessels at origin and destroy their on-time performance at destination. This creates surges in vessel arrivals that overwhelm container terminals. Following a seven-day Shenzhen lockdown that ended March 20, Shanghai imposed a 10-day lockdown starting this week to allow the testing all 26 million residents of the city in a process that is expected to create weeks of disruption for shippers and carriers.

“As long as China’s lockdown continue like what we have seen in February and March, [congestion] will not go away,” Sand told JOC.com. “It may shift from one place to the next, but we need a lot more obstacles to free supply chain flow to vanish — without new obstacles being added — in order to see lower levels of congestion in the main destination areas.”

Dismal on-time vessel performance

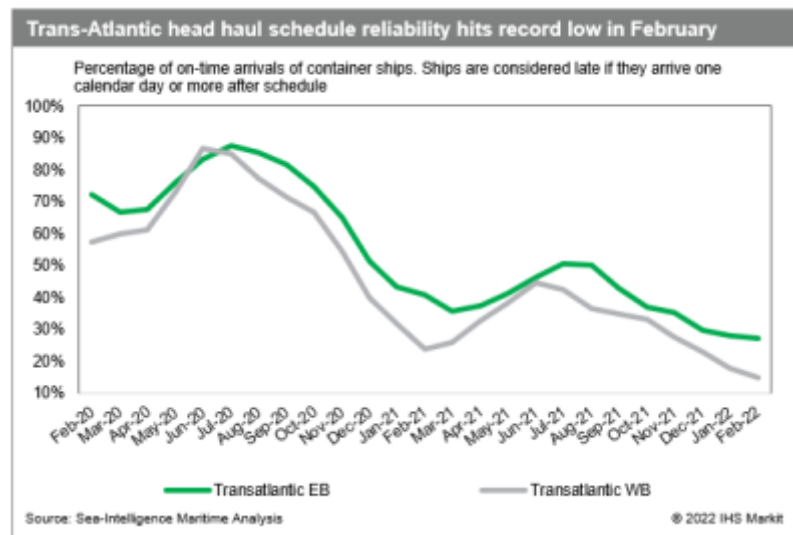
Port delays dragged schedule reliability on the westbound trans-Atlantic down to a record low of 14.7 percent in February, a decrease of 9 percentage points compared with the already poor 23.8 percent on-time performance recorded in the same month last year, according to Sea-Intelligence Maritime Analysis. The on-time performance of vessels was dismal across the three major vessel-sharing alliances, which provide two-thirds of the capacity on the trade. Ships operated by the 2M Alliance and Ocean Alliance arrived on schedule less than 10 percent of the time on the Mediterranean–US East Coast and North Europe–US East Coast routes, respectively, for the month.

Asbjorn Kops, head of network and market for Atlantic and Mediterranean at Maersk said Russia’s invasion of Ukraine has also complicated matters for ports on both sides of the Atlantic, but the war in Europe was just one of many factors contributing to disruption. “You see terminal efficiency impacted by the many Russia boxes waiting in Northern Europe yards but even without that we would have problems,” he told JOC.com earlier this week. “Things are increasingly complicated on the US East Coast and in Europe, but it is not that different compared to 2021.”

Kops said the US East Coast congestion was being driven by overfilled storage yards, partially stemming from volume and vessel calls being shifted around between ports. “Last year, it was Savannah that was the most troubled port,” he said. “Now it is Charleston that is very difficult, and Savannah is one of the best-performing ports.”

Maersk took several ports out of each of its trans-Atlantic strings in anticipation that the situation would deteriorate during winter, and Kops said that in fact improved the carrier’s reliability compared with the first half of 2021.

However, rising yard density in North Europe hubs following the cancelation of Russia services in February has affected schedules, “and will continue to do so for some time to come,” Kops said, adding that in the Mediterranean, Maersk was making dynamic adjustments to schedules through ad hoc port omissions. “We expect things to gradually improve in the Mediterranean–US East Coast market as we put winter behind us, but due to continued congestion on the US East Coast, the improvement will be slow,” he said.



Hugues Morin, general manager of Clasquin, also lamented the delays and disruptions on the trans-Atlantic, which accounts for 11 percent of the France-based forwarder's volume. "The ships are all full now out of Europe heading to the US, but the congestion is slowing down the business," he told JOC.com.

Congestion absorbs carrier capacity

Maersk is not alone in making unplanned cuts to port rotations on the trans-Atlantic trade. A host of carrier services have shifted port calls in an ongoing struggle to stay ahead of the disruption and to recover schedules missed because of the delays. Most of the skipped calls are currently at Charleston, where 15 ships were at anchor earlier this week waiting to enter the port, according to AIS Live, a product within IHS Markit. Five ships were waiting outside the Port of New York and New Jersey and two outside Savannah as of March 31.

With average delays on the westbound trans-Atlantic lane of just over 10 days in February, much of the capacity in the trade is being absorbed by the congestion. In the first 11 weeks of the year, carriers made 730,000 TEU available on the trans-Atlantic, an almost 6 percent decrease compared with the first 11 weeks of 2021, according to Xeneta. But Sand said a solid rise in US retail sales was recorded in January and February, which was reflected in the rising February volume. "Moreover, Xeneta data shows that spot rates went up from January to February, and in March they have held tight," he told JOC.com.

Average trans-Atlantic westbound spot rates reached \$4,927 per TEU this week, more than three times the rate in the same week last year, according to Xeneta. And at the higher end of the market, shippers requiring urgent transport are paying more than \$8,000 per TEU. Trans-Atlantic contract rates valid for at least 90 days have followed the spot market upwards over the past few months and are now less than \$500 behind the short-term rates at \$4,479 per TEU.

"The difference between short- and long-term rates has reduced to half compared to when it peaked at over \$2,000 per FEU in September 2021," Xeneta noted in a market update Thursday. "This reduction can be attributed to a jump in long-term rates rather than falling short-term rates."

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

Clearing congestion key to lower ocean rates: McKinsey

Ongoing uncertainty about the direction of ocean freight rates means shippers will have to be creative and flexible in how they contract for vessel capacity this year, McKinsey & Co. said in a report on container shipping, adding that one scenario shows rates hovering at highs through 2024. Under the report's quickest scenario, ocean freight rates would return to pre-COVID-19 levels in six months, but only if ongoing efforts to clear a backlog of ships at anchor and containers still sitting on docks across North America are fully successful. If not, then shippers must steel themselves for elevated rates over the next couple of years.

"Freight rates on both the ocean and hinterland side are expected to remain elevated until normalization is robust," the report said. "Ocean shipping rates will remain elevated through the contracting season of 2022 and 2023." As have other analysts, McKinsey sees the current container shipping crisis as a function of heightened US consumer demand, which is still showing few signs of abating. US consumer spending on goods was 14 percent higher in December than its long-term average, McKinsey said. The much-heralded

shift to services spending following pandemic-related lockdowns hasn't happened yet as spending there is 2 percent below its long-term average, McKinsey said.

Congestion ties up ship supply

With dozens of container ships sitting at anchor waiting for berths to open along the US West, East, and Gulf coasts, the North American congestion has been a big driver in reducing effective container ship capacity by almost 25 percent, McKinsey said in the report, released in mid-March. Those bottlenecks could be wound down if US consumer demand slows, and logistics operators are able to clear out the current container backlog sitting at ports, warehouses, and truck and rail yards, with no unexpected events severely impacting supply chains over the next six months, McKinsey said. If that happens, McKinsey said there is the potential for rates to drop closer to 2019 levels by fall.

But if the current level of congestion at North American container yards persists through the end of this year, shippers are more likely to face rates that will be 25 to 50 percent above 2019 levels through the end of 2023, McKinsey said, even as new vessels enter the ocean freight market. Its most extreme scenario if current bottlenecks and congestion persist has ocean freight rates remaining three times higher than 2019 levels, a trend that will be exacerbated as older ships are mothballed due to emissions regulations.

“Chronic congestion becomes the norm as carriers optimize for lower terminal productivity and emission regulations by scrapping or slowing steaming vessels,” the report said. As for how shippers should navigate the current market, McKinsey said they should be creative with their routing plans -- including using alternative West Coast ports outside of the main Southern California gateway or using an all-water service from Asia to the East and Gulf coasts. Likewise, the prospect for ocean freight rates easing means shippers should still weigh using the spot market to supplement any contracted monthly ocean capacity.

In the long-term, though, McKinsey said the current shipping crisis should have importers and manufacturers seriously reconsidering their supply chains, either by moving production to other countries outside of the trans-Pacific trade lane or reshoring production entirely.

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

Supply chains remain in chaos as Shanghai lockdown is extended indefinitely

The Shanghai lockdown has been extended indefinitely, a move that casts further uncertainty over Chinese supply chains, as new data is published showing the impact on China's ocean freight volumes. The severe restrictions in the eastern half of the city, including Pudong, were due to be lifted on Friday, but nearly all areas remain under lockdown and local authorities have given no timeframe for its end, other than saying it would be done “in stages”.

And one forwarder told *The Loadstar*: “Shanghai has started another round of mass-[Covid] testing, with the whole city population of 25 million being tested. “We're promised that anyone with a negative test will be free and positive cases will be moved into quarantine centres, as before. Let's see if they will keep their promises finally, and not make up new rules again.” Nearly all of Shanghai is now under lockdown, with most residents unable leave their homes, even for food, while some businesses, such as the container port, are permitted to operate under “closed loop” conditions, where workers sleep on site.

Supply chain updates from forwarders have largely focused on reduced trucking capacity and the closure of factories and warehouses, which has prompted ocean freight to be diverted – Ningbo, Qingdao and Tianjin topping the list of alternative ports.

However, Crane Worldwide Logistics said: “It continues to be challenging to conduct container drayage. Other cities have become more reluctant to let container trucks from Shanghai enter.” And, according to Fibs Logistics, most container gate-in times at Shanghai have been delayed and schedules are “unstable”. Ligentia warned customers that its warehouse in Pudong had suspended operations, with its warehouse under closed management.

And Crane said cargo handling at Shanghai Pudong Airport had become “almost impossible”, noting Delta was the latest airline to announce flight cancellations. The forwarder recommended using Zhengzhou as an alternative gateway for airfreight. Fibs Logistics added: “Some factories had to cancel bookings due to lockdown in their districts. For consolidation shipments, most warehouses in Pudong are closed until further notice.”

Reuters reported that Tesla’s Shanghai factory would not resume operations today, as planned. Over the weekend, CEO Elon Musk tweeted that the company had seen an “exceptionally difficult quarter, due to supply chain interruptions”. Amid reports last week of worsening berth congestion and ship queues, Shanghai International Port Group (SIPG) yesterday denied there were “more than 300 ships” waiting to load or unload at the port.

SIPG told local media the port was maintaining normal 24-hour operations and that the average berth waiting time for container vessels was less than one day. Meanwhile, new data from FourKites has shown the negative impact of China’s lockdowns on ocean freight volumes. For example, the supply chain visibility firm said the lockdown in Shenzhen last month resulted in a 32% reduction in ocean shipment volume in Guangdong Province, where Shenzhen is located.

“[Guangdong’s] seven-day average ocean volume is now down only 15% when compared to before the lockdowns went into effect,” FourKites added. In Shanghai, it said container ports are experiencing “significantly reduced” volumes, with the seven-day average throughput “now down 33% when compared to 12 March”.

Source: <https://theloadstar.com/>

ตารางสรุปอัตราค่าระวางจากเอเชียไปเส้นทางต่างๆ อ้างอิงจาก Shanghai Containerized Freight Index (SCFI)

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

Description	Unit	Weighting	Previous Index 25 Mar 2022	Current Index 1 Apr 2022
Comprehensive Index			4434.07	4348.71
Service Routes				
Europe (Base port)	USD/TEU	20%	6593	6425
Mediterranean (Base port)	USD/TEU	10%	6921	6839
USWC (Base port)	USD/FEU	20%	7960	7916
USEC (Base port)	USD/FEU	7.50%	10504	10395
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	2843	2653
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	3815	3712
East/West Africa (Lagos)	USD/TEU	2.50%	6683	6665
South Africa (Durban)	USD/TEU	2.50%	5658	5577
South America (Santos)	USD/TEU	5.00%	7289	6794
West Japan (Base port)	USD/TEU	5.00%	339	339
East Japan (Base port)	USD/TEU	5.00%	329	329
Southeast Asia (Singapore)	USD/TEU	7.50%	1098	1085
Korea (Pusan)	USD/TEU	2.50%	374	370

สรุปรายงานประจำสัปดาห์ พบว่าภาพรวมปริมาณการขนส่งยังคงที่เช่นเดียวกับสัปดาห์ที่ผ่านมา รวมถึงค่าระวางที่ยังคงปรับตัวลดลง โดยในเส้นทางยุโรป พบว่าจากภาวะความขัดแย้งภายในภูมิภาค ประกอบกับการระบาดของไวรัส ทำให้ปริมาณสินค้าลดลงเล็กน้อย แต่ยังคงมีความต้องการสินค้าจำเป็นในปริมาณสูง ส่วนในเส้นทางสหรัฐอเมริกา มีการปรับเพิ่มขึ้นของราคาสินค้า และความต้องการของสินค้าทุกประเภทในปริมาณสูง โดยพบปัญหาการกระจายสินค้าภายในประเทศที่ขาดประสิทธิภาพจากผลกระทบของการระบาดของไวรัส สำหรับเส้นทางออสเตรเลีย พบว่าความต้องการสินค้าจำเป็นทุกประเภทอยู่ในปริมาณสูงอย่างต่อเนื่องเช่นเดียวกับสัปดาห์ที่ผ่านมา ในขณะที่ค่าระวางปรับลดลงต่อเนื่อง สำหรับเส้นทางญี่ปุ่นพบว่าโดยทั่วไปปริมาณการขนส่ง และค่าระวางมีความคงที่ และสุดท้ายเส้นทางอเมริกาใต้ พบว่าตลาดมีการพึ่งพาการนำเข้าสินค้าจำเป็นทุกประเภท และอุปสงค์การแพทย์ในปริมาณสูง ซึ่งความต้องการระวางเกือบตึงตัว ในขณะที่ค่าระวางปรับลดลง
