Weekly Briefing (11 Jul 2022)

01 THB rate / currencies

USD	EUR	GBP	AUD
35.92	36.61	43.22	24.59
CNY	JPY	INR	VND
5.36	0.26	0.45	0.0015

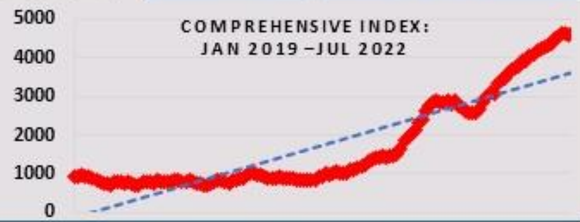
02 Exchange rate trend to USD (YTD)

03 Crude Oil price & Gold (4 – 8 Jul 2022)

Oil	OPEC	Brent	WTI
USD/Barrel	113-114	100-114	98-111

Gold	1,736 – 1,810 USD/Ounces

04 Freight Index (SCFI Comprehensive Index)



Freight Index (SCFI Comprehensive Index)

1 Jul 2022	8 Jul 2022
4,203.27	4,143.87

-59.4

05 Weekly Top's Stories

รายละเอียด ข่าว/บทความ

1. BoT chief: Rate hikes to be gradual, baht to move with markets
   รายละเอียดเพิ่มเติม : https://bit.ly/3RiB5Xr

2. เกาหลีใต้ยกเลิกภาษีนำเข้าสินค้าเพิ่มเติมอีก 7 รายการ หวังสกัดเงินเฟ้อ
   รายละเอียดเพิ่มเติม : https://www.infoquest.co.th/2022/215170

Thai National Shippers' Council | สภาผู้ส่งสินค้าทางเรือแห่งประเทศไทย (สภาผู้ส่งออก)

การอัพเดทค่าระวางเรือประจำสัปดาห์
สัปดาห์ที่ 27 พ.ศ. 2565

สรุปค่าระวางเรือประจำสัปดาห์

"หมายเหตุ: อัตราค่าระวางที่ปรากฏเป็นอัตรามาตรฐานของสายเรือที่ประกาศเป็นทางการ 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 69/TEU, USD 138/FEU	Effective till 31-Jul-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 40/TEU, USD 80/FEU	
Thailand - Jakarta	650	1,200		
Thailand - Ho Chi Minh (Cat Lai)	550	1,050		
Thailand - Singapore	600	1,250		
Thailand - Manila	800	1,500		
(North & South)	Subject to CIC at destination			
Thailand - Jebel Ali	3,900	6,800	Subject to ISOCC USD 101/TEU, USD 202/FEU War Risk Surcharge: USD 35/TEU, USD 70/FEU	
Thailand - South Korea (Busan)	500	1,000	LSS: USD 220/TEU, USD 440/FEU	
Thailand - South Korea (Incheon)	600	1,200		
Thailand - Nhava Sheva	4,100	6,100	ISOCC: USD 80/TEU, USD 160/FEU	
Thailand - Melbourne	3,600-3,750	7,200-7,435	FAF: USD 325/TEU, USD 650/FEU	
Thailand - Sydney				
Thailand – Durban / Cape Town	4,300	7,600	Subject to ISOCC USD 169/TEU, USD 338/FEU	
	Subject to SCMC USD 30/BL			
Thailand – Europe (Main Port) (Rotterdam/Antwerp/Hamburg/ Le Havre)	6,250	10,400	ISOCC: USD 124/TEU, USD 248/FEU LSS: USD 20/TEU, USD 40/FEU	Effective till 14-Jul-2022
	Subject to ENS USD 30/BL			
Thailand - US West Coast	5,920	7,400		
Thailand - US East Coast (NY/Savannah/Baltimore/Norfolk)	8,000	10,000		
	Subject to Panama Low Water USD 30-60/Container			

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

สถานการณ์ค่าระวางในช่วงเดือนกรกฎาคม 2565 ค่าระวางในเส้นทางเอเชียคงที่ โดยเส้นทาง Shanghai ค่าระวางคงที่อยู่ที่ 900 USD/TEU และ 1,600 USD/FEU เส้นทาง Klang ค่าระวางคงที่อยู่ที่ 650 USD/TEU และ 1,200 USD/FEU เส้นทาง Hong Kong ค่าระวางคงที่อยู่ที่ 700 USD/TEU และ 1,300 USD/FEU และเส้นทาง Japan ค่าระวางคงที่อยู่ที่ 650 USD/TEU และ 1,300 USD/FEU แต่ค่า Low Sulphur Surcharge มีการปรับลดลง ส่วนสถานการณ์ตู้ พบว่าตู้ 20’ บางส่วนพบปัญหาขาดแคลน ในขณะที่สถานการณ์ระวางยังไม่พบปัญหา สำหรับเส้นทาง Durban ค่าระวางคงที่เช่นเดียวกัน อยู่ที่ 4,300 USD/TEU และ 7,600 USD/FEU ในขณะที่ค่า Low Sulphur Surcharge ปรับเพิ่มขึ้น

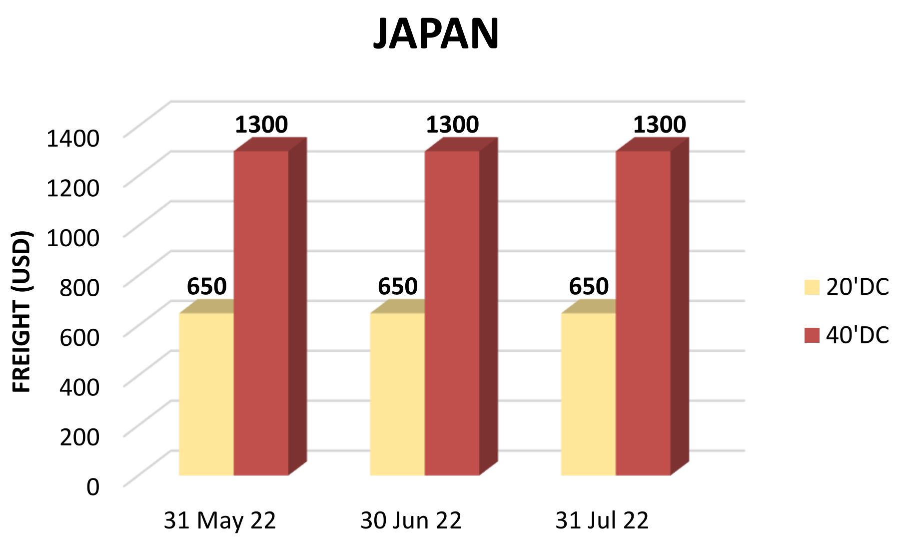
ส่วนเส้นทางออสเตรเลีย ค่าระวางปรับเพิ่มขึ้น 50 USD/TEU และ 85 USD/FEU ทำให้ค่าระวางอยู่ที่ 3,600-3,750 USD/TEU และ 7,200-7,435 USD/FEU โดยค่า FAF ปรับเพิ่มขึ้น ในขณะที่ เส้นทาง Europe ค่าระวางช่วงครึ่งเดือนแรกของเดือนกรกฎาคม ค่าระวางตู้ 20’ คงที่ ในขณะที่ค่าระวางตู้ 40’ ปรับลดลง 500 USD/FEU ทำให้ค่าระวางอยู่ที่ 6,250 USD/TEU และ 10,400 USD/FEU โดยค่า ISOCC ปรับตัวลดลง ซึ่งช่วงครึ่งเดือนแรกพบว่ามีการจองระวางจำนวนมาก โปรดตรวจสอบกับสายเรือ

ส่วนเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนแรกของเดือนกรกฎาคม ค่าระวางฝั่ง West Coast ปรับเพิ่มขึ้น 20 USD/TEU และ 800 USD/FEU ทำให้ค่าระวางอยู่ที่ 5,920 USD/TEU และ 7,400 USD/FEU ในขณะที่ค่าระวางฝั่ง East Coast ปรับลดลง 2,600 USD/TEU และ 3,500 USD/FEU ทำให้ค่าระวางอยู่ที่ 8,000 USD/TEU และ 10,000 USD/FEU โดยสถานการณ์ตู้ดีขึ้นรวมถึงสถานการณ์ระวางคลี่คลายลง

CONTAINER FREIGHT RATE (REEFER)

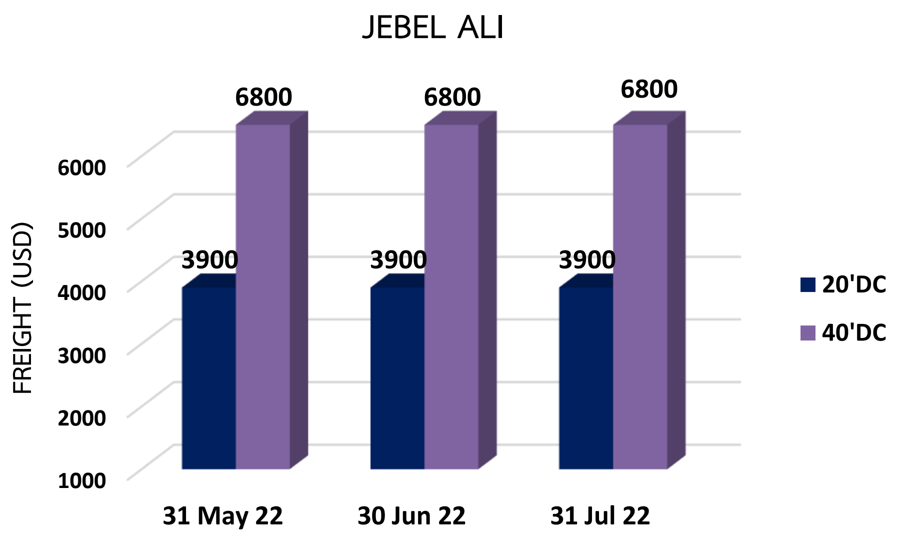
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20’	USD/40’		
Thailand-Hong Kong	-	3,000	USD 207/FEU	Effective till 31-Jul-2022
Thailand-Shanghai				
Thailand-Japan (Tokyo, Yokohama)	1,800	2,300-2,500	OBS: USD 188/TEU, USD 376/FEU	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	9,000	13,000	OBS: USD 591/TEU, USD 1182/FEU	
London Gateway / Southampton	10,000	14,000		

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



Subject to Low Sulphur Surcharge (May 22): USD 115/TEU และ USD 230/FEU
(Jun. 22): USD 92/TEU และ USD 184/FEU
(Jul. 22): USD 69/TEU และ USD 138/FEU

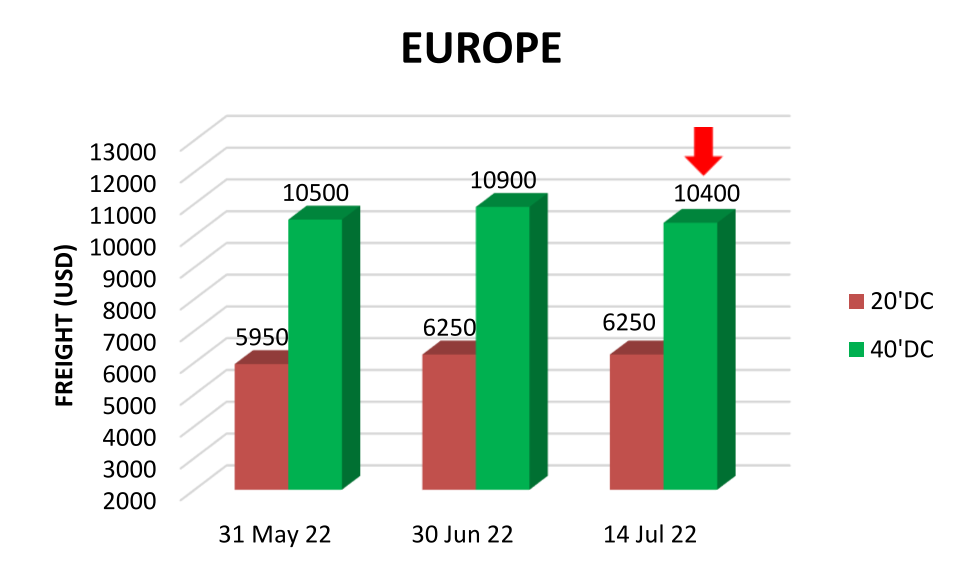
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-Jebel Ali เดือน พ.ค. ถึง ก.ค. ปี 2565



Subject to

- Low Sulphur Surcharge (May 22): USD 124/TEU และ USD 248/FEU
  (Jun. 22): USD 79/TEU และ USD 158/FEU
  (Jul. 22): USD 101/TEU และ USD 202/FEU
- War Risk Surcharge: USD35/TEU และ USD70/FEU

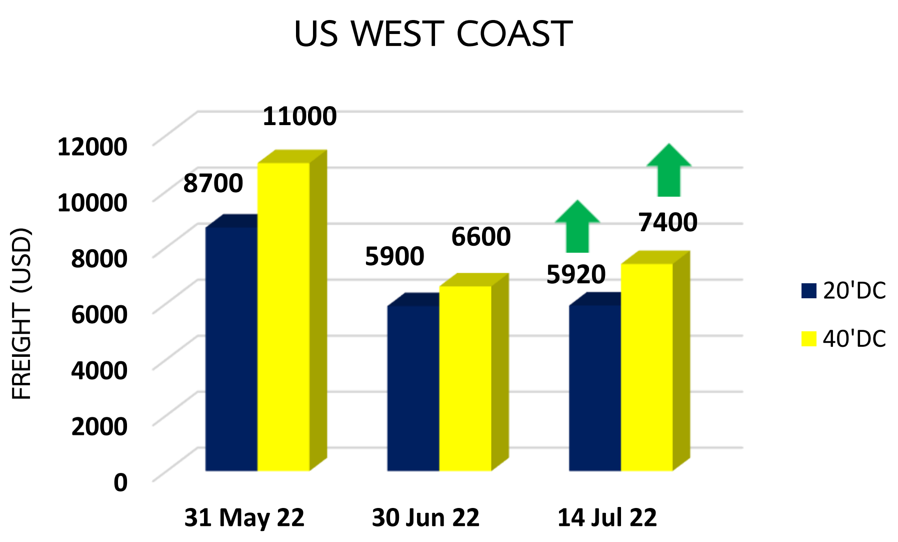
กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต ในเส้นทาง ไทย-ยุโรป เดือน พ.ค. ถึง ก.ค. ปี 2565



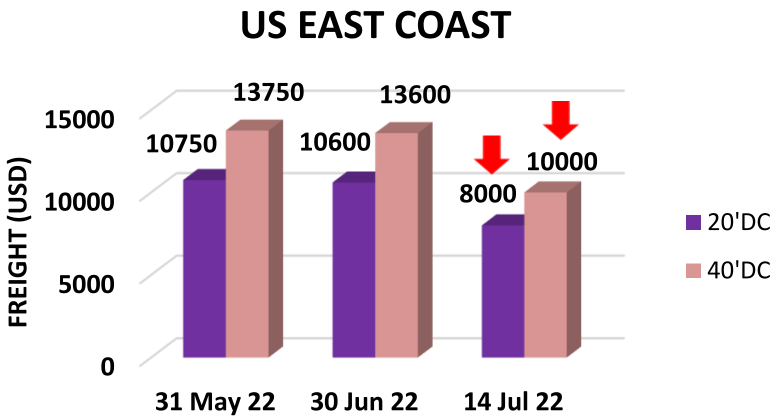
Subject to

- ISOCC (May 22): USD177/TEU, USD354/FEU + LSS: USD20/TEU, USD40/FEU (Effective from 15-May-22)
  (Jun. 22): USD141/TEU, USD282/FEU + LSS: USD20/TEU, USD40/FEU
  (Jul. 22): USD124/TEU, USD248/FEU + LSS: USD20/TEU, USD40/FEU
- ENS: USD30/BL

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



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



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

Shippers seek lower trans-Pacific contract rates as spot market eases

A relative easing of trans-Pacific spot rates — still roughly three times higher than prior to the COVID-19 pandemic — is spurring some shippers to try to renegotiate their service contracts. Some US importers say they have been successful in signing short-term contracts lasting a month or two at lower rates, but customers seeking to renegotiate pricing for the life of the contract are reportedly meeting with strong pushback from carriers.

The degree to which importers are able to secure lower rates in the coming months hinges on cargo volumes and the strength of the eastbound spot rates in the peak season. Although spot rates, as measured by benchmarking services Drewry, Freightos, and Xeneta, have been moving downward since the Lunar New Year in February, rates are still significantly higher than pre-pandemic levels. The spot rate from Asia to the West Coast was about $7,000 per FEU as of July 6, down from about $8,500 per FEU in February and roughly $2,000 per FEU prior to the pandemic-induced surge in US imports from Asia, according to Drewry. East Coast rates have been relatively firm, holding above $10,000 per FEU this year.

There is a close correlation between the direction of spot rates in the spring, when annual service contracts are signed, and the pricing agreed to in those contracts. Spot rates were elevated this spring, and mid-size shippers signed service contracts with rates of $8,000 to $10,000 per FEU. With West Coast spot rates now averaging $7,000 per FEU, customers are naturally gravitating toward booking their containers at the lower spot market rate. "If [contract rates] are 20 to 30 percent above spot rates, clearly you're not shipping under those contracts," Michael Braun, director of value engineering and head of Xeneta's advisory department, told JOC.com last week.

Although the rate of cargo volume growth has weakened over the past few weeks owing to inflation and consumers' preference for spending discretionary income for services rather than merchandise, Global Port Tracker (GPT), which is published monthly by the National Retail Federation and Hackett Associates, is nevertheless predicting strong imports this peak season. The July 8 GPT forecasts that imports through

November each month will be slightly above or slightly below the same months last year, which was a record year for US imports.

Carriers flexible in a soft market

Retailers and industry analysts say carriers do not want to pass up booking opportunities, so they are working with customers to provide immediate rate relief. "Some carriers have signed contract amendments through July to allow shippers to book their shipments using the lower rates, and count the containers moved against their contracts," Jon Monroe, who serves as a consultant to non-vessel-operating carriers (NVOs), said in a July 4 newsletter. "Some carriers have simply allowed shippers to use the spot rates and count the volume moved against their contracts. "What carriers have so far failed to do is renegotiate the contract rates included in the contracts," he added.

However, a few importers told JOC.com Monday that they have indeed been able to renegotiate their service contract rates for the life of the contract through Apr. 30, 2023. NVOs, who often find themselves in the middle of this give and take between shippers and carriers, emphasize that carriers make rate decisions based upon their relationships with individual customers on specific trade lanes. For example, a carrier may be quite flexible on rates between major port pairs, such as mainland China to Southern California, where there is excess vessel capacity, but not nearly as flexible on port pairs between Southeast Asia and the East Coast, where capacity remains tight.

A mid-sized retail shipper who asked not to be identified told JOC.com two of four carriers with whom he was negotiating came back two weeks ago with an unsolicited offer to drop its Asia–West Coast freight-all-kind (spot) rates from $9,000 per FEU to $8,500 per FEU. He also expects that the $2,000-per-FEU peak season surcharge in the contract will likely not be implemented. During the 2021 peak season, carriers regularly levied "premium charges" of $2,000 per FEU or more to ensure containers that were booked on certain voyages would actually be loaded on those vessels. Braun said premium surcharges "are more and more coming to an end."

Front-loading, disruption make peak season tougher to predict

Both Braun and the shipper said the coming month between mid-July and mid-August will be the critical period in determining what will happen with spot rates this peak season. There is still significant uncertainty among carriers, shippers, NVOs, and industry analysts as to the intensity of the upcoming August–November peak shipping season. Braun said a recent survey of Xeneta customers indicated the "heaviest part" of the peak season may have already occurred when retailers fast-forwarded shipments during the spring and early summer to reduce risk posed by supply chain congestion and uncertainty over the outcome of US West Coast longshore labor negotiations.

According to the Xeneta survey, 54 percent of the respondents expected a decrease of 20 percent or more in their shipments for the rest of the year from what they had intended to ship, and 30 percent believe the volume allocations — also known as minimum quantity commitments (MQCs) — in their contracts are too high. "It certainly feels like we are at the beginning of the end of the container market bull run," Drewry said in a June 30 advisory. "We always knew that the extreme freight rates were unsustainable."

But widespread congestion throughout the trans-Pacific supply chain — from factory floors and busy load ports in Asia through major US import gateways on all three coasts and into the US interior — will continue to reduce effective capacity in the trade, keeping spot rates well above pre-pandemic levels.

Drewry said the supply chain congestion will reduce global effective container ship capacity by 15 percent in 2022, a slight improvement from last year, when port and inland transportation bottlenecks reduced effective capacity by 17 percent. A Drewry poll published last week found that 48 percent of the respondents believe the current supply chain congestion will continue into the first half of 2023, and 40 percent said it will persist through the second half of next year.

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

US retailers urge ports to prepare for strong H2 imports

US retailers project continued strong imports at least through November, although volumes during the summer-fall peak shipping season are forecasted to be down slightly from the record cargo that moved through the country's ports last year. "The year-over-year declines during the second half of the year contrast with unusually high numbers during the same period in 2021, but volumes remain high, and the full year is still expected to see a net increase over 2021," the National Retail Federation (NRF) and Hackett Associates said Friday in their July Global Port Tracker (GPT).

US imports in 2021 increased an unusually strong 17.4 percent over the previous annual record set in 2020. Global Port Tracker each month revises its forecast from the previous month as greater clarity on imports is achieved. Friday's GPT projected that imports in July will increase 5.3 percent year over year; last month's forecast was for an increase of 4.8 percent in July.

GPT forecasts August imports will be down 0.5 percent from last August, compared with the previous GPT projection of a 0.2 percent increase. September is now forecasted to be down 0.8 percent from September 2021, compared with last month's projection of a 0.4 percent drop. October imports are now forecasted to be down 4.1 percent, versus the drop of 3.8 percent forecasted previously. GPT projects import volumes six months out, and Friday forecasted that November imports will be down 2.5 percent from November 2021.

The monthly record or near-record import volumes have strained West Coast ports and their inland supply chains since last summer, and similar bottlenecks have surfaced at East and Gulf coast ports and are expected to continue throughout the 2022 peak season. Hanging over the trade are the contract negotiations between West Coast marine terminal employers and the International Longshore and Warehouse Union that began in May.

<u>West Coast contract talks a wildcard</u>

"Supply chain challenges will continue throughout the remainder of the year, and it is particularly important that labor and management at West Coast ports remain at the bargaining table and reach an agreement," Jonathan Gold, vice president for supply chain and customs policy at the NRF, said in Friday's GPT. The previous coastwide contract between the ILWU and the Pacific Maritime Association (PMA) expired July 1, although the parties issued a joint statement that day saying cargo handling at West Coast ports would continue without disruption while talks continued.

June's volumes have yet to be reported, but GPT forecasts that imports in the first half of the year will be up 5.4 percent over the first six months of 2021. The growth is due in part to the front-loading of fall and holiday merchandise that took place during the first half of the year as retailers sought to avoid the supply chain delays that last year caused many goods to land after the holidays, GPT said.

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

Railroad bottleneck at nation's busiest West Coast ports reaches inflection point

Rail congestion from Berkshire Hathaway subsidiary BNSF and Union Pacific, the railroads servicing the West Coast ports, is getting worse and slowing down container processing at the nation's largest port complex. Slowdowns involving containers limits future availability and constricts supply, which can spark an increase in container prices. Congestion was one of the reasons behind the surging freight prices during the pandemic, prices that have been passed onto the consumer contributing to inflation. "60% of our long dwelling containers are scheduled to go on the rail," said Gene Seroka, executive director of the Port of Los Angeles. "Our land capacity is at 90%."

The increase in time of the import containers staying in the port is one of the key metrics being tracked by the CNBC Supply Chain Heat Map. A terminal's land capacity for the efficient movement of containers is 70-75% so the trucks and equipment can easily move. Vessel anchorage to berth times are steadily improving, allowing for more boxes to land onto terminals, but the fact that rail car capacities are limited will mean future containers may start stacking up in rail yards waiting to be loaded and moved appropriately, according to Captain Adil Ashiq, United States Western Region executive for MarineTraffic. "As these containers stack up, terminals may eventually run out of space, and be unable to take new imports – a slippery slope which may cause vessel dwell times to once again increase, or cause the carriers to instead call another port altogether and avoid the slowdown," Ashiq said.

<u>Los Angeles, Long Beach wait times tick up</u>

The wait time for containers leaving the ports of Los Angeles and Long Beach continues to tick up. The dwell time for a container bound for rail is 7.5 days at the Port of Los Angeles, and a little over 8 days at the Port of Long Beach. "We are at a point of inflection as to the rail bottlenecks, including the lack of rail cars at the nation's largest and most significant container gateway," said Mario Cordero, the executive director for the Port of Long Beach.

The Port of Oakland's two rail yards are near-dock, not "on-dock" like the ports of Los Angeles and Long Beach. Port officials told CNBC roughly 10% of its imports are moved by train. The Pacific Northwest, however, relies on rail to move its imports and exports. The Northwest Seaport Alliance (NWSA) is comprised of the ports of Tacoma and Seattle. These ports, like the ports of Los Angeles, Long Beach, and Oakland are landlord ports. But unlike the ports of Los Angeles and Long Beach, which track the dwell times of their containers bound for rail, the NWSA does not and referred CNBC to the terminals who do not share that information with the NWSA. The terminals did not respond to requests for comment.

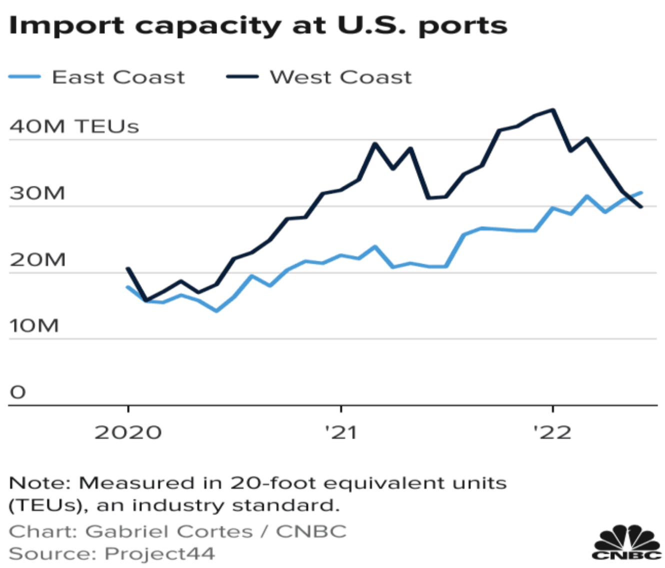
According to the CNBC Supply Chain Heat Map, the dwell times of an import container leaving the port of Tacoma or Seattle either by truck or rail is over 16 days for Seattle, and 8 days for Tacoma. "The decision of where a container bound for rail goes is decided by the ocean carriers," said Jack Hedge, executive director of the Utah Inland Port Authority. "The carriers are limiting which inland ports to go to. If they were flexible to diversify their rail routes, it would ease the bottlenecks on the rails and free up congestion. But that would mean their containers would be inland longer." Union Pacific said they were unable to comment on the congestion because they were in a quiet period due to upcoming earnings.

BNSF's plan to regain momentum

BNSF, responding by email, said operational safety, service and efficiency are aligned throughout its network and "while this momentum is inconsistent at times, we are on the right path toward delivering better service performance." BNSF noted that it deployed additional locomotives to its active fleet in April and May. "We are continuing to evaluate and adjust the number of additional units that may join the fleet in alignment with freight volumes," it stated. BNSF is also focused on turning inventory in Chicago to get cars back to Southern California as quickly as possible. "As we move through June, our efforts are beginning to yield positive results with greater velocity and productivity levels," its email stated. BNSF plans to hire approximately 3,000 additional employees this year, which includes new personnel for its engineering, mechanical, and dispatcher teams, and nearly 1,800 train, yard, and engine (TY&E) members. More than 257 (TY&E) members have completed their training and 237 more are anticipated to complete their training in the next 90 days.

East Coast ports are taking more share

The congestion at the ports and the threat of labor slowdowns or strikes by longshoremen have led to a parade of trade moving away from the West Coast to the East Coast. "From January through the month of May, we had an 11.5% increase in import containers," said Bethann Rooney, director for the Port of New York and New Jersey. "6.5% of that volume was cargo shifted from the west coast ports." Rooney said the ports have also seen an unusually early arrival in holiday items, including Christmas trees into the port, as well as winter apparel. Household appliances are also part of the long dwelling containers. The market shares of trade captured by the east coast can be tracked by the volume of containers.



The Port of Savannah, which is seeing vessels at anchorage for 10 days describes, said the volumes it is processing are "staggering." "We expect 155 vessel calls in the month of July. 39 of these vessels, or 25%, are unplanned," said Edward Fulford, spokesman for the Georgia Ports Authority. " This is the highest volume of ad hoc and new service vessels the Port of Savannah has experienced to date. We know that the labor talks and delayed access to rail are prompting a significant shift in vessel calls to the East Coast." The Port of Norfolk is seeing a trend of U.S. importers circumventing the West Coast congestion and using the port's rail services. "Until [this] April, moving cargo east-to-west from Virginia to California by rail was unheard of," said Tom Capozzi, chief sales and marketing officer of Virginia International Terminals.

He said several cargo owners, importers in California who needed reliability and predictability restored in their supply chains, started using its on-dock rail service. He added, "We are seeing some cargo owners in California show interest in using the Hapag-Lloyd's reworked MGX service where the containers that arrive on Hapag Lloyd ocean carriers are then moved by rail to Chicago and then loaded onto a UP rail car bound for the West Coast." The first Hapag-Lloyd MGX service had nearly 1,000 containers that were loaded onto rail bound for California. The railroads that service the East Coast ports are Norfolk Southern and CSX.

Railroad union dispute

The Class I freight railroads and the twelve rail unions have been embroiled in a labor dispute since 2020 and are currently in a 30-day "cooling off period". The U.S. Chamber of Commerce recently sent a letter to President Biden, copying Labor Secretary Marty Walsh and Transportation Secretary Pete Buttigieg, urging the president to get involved.

"A strike by the railroad workers would be more disruptive than a longshoreman strike on the West Coast," Hedge said. "This would impact all trade." The National Mediation Board (NMB), an independent U.S. federal government agency that facilitates labor-management relations within the nation's railroad and airline industries, is scheduling a public interest meeting, set to begin on July 12. The labor strife in Europe is an example of how labor at the rail or ports stops or slows down trade. Labor negotiations are at an impasse in the German ports and the congestion contagion has spread to other European ports.

In an advisory to clients, METRANS Group explained they would enact a 48-hour suspension of trains as a result of 200 of its railcars waiting in front of the CTA terminal in Hamburg. Crane Worldwide Logistics says the current congestion building at the European ports will take over eight weeks to clear and will only increase as the logjam builds up. These containers waiting for export include autos, auto parts, and IKEA furniture and household items.

Source: https://www.cnbc.com/

ตารางสรุปอัตราค่าระวางจากเอเชียไปเส้นทางต่างๆ อ้างอิงจาก Shanghai Containerized Freight Index (SCFI)

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

Description	Unit	Weighting	Previous Index 1 Jul 2022	Current Index 8 Jul 2022
Comprehensive Index			4203.27	4143.87
Service Routes				
Europe (Base port)	USD/TEU	20%	5731	5697
Mediterranean (Base port)	USD/TEU	10%	6418	6355
USWC (Base port)	USD/FEU	20%	7334	7116
USEC (Base port)	USD/FEU	7.50%	9684	9602
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	3473	3309
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	3320	3309
East/West Africa (Lagos)	USD/TEU	2.50%	6203	6182
South Africa (Durban)	USD/TEU	2.50%	5568	5535
South America (Santos)	USD/TEU	5.00%	8384	8954
West Japan (Base port)	USD/TEU	5.00%	342	342
East Japan (Base port)	USD/TEU	5.00%	347	347
Southeast Asia (Singapore)	USD/TEU	7.50%	1079	1060
Korea (Pusan)	USD/TEU	2.50%	359	362

สรุปรายงานประจำสัปดาห์ พบว่าภาพรวมสถานการณ์ตลาดขนส่งค่อนข้างคงที่ โดยค่าระวางยังคงมีความผันผวนต่อเนื่องจากสัปดาห์ที่ผ่านมา สำหรับเส้นทางยุโรป จากความขัดแย้งที่ยังคงต่อเนื่องระหว่างรัสเซีย และยูเครน ส่งผลต่อการเพิ่มสูงขึ้นอย่างรวดเร็วของอัตราเงินเฟ้อ และค่าครองชีพ โดยในสัปดาห์ที่ผ่านมาพบว่าความต้องการในการขนส่งสินค้าทุกชนิดเริ่มลดลง ซึ่งค่าระวางปรับตัวลดลงเช่นเดียวกัน ส่วนในเส้นทางสหรัฐอเมริกา ในภาพรวมพบว่าความต้องการในการขนส่งปรับตัวลดลง ซึ่งรวมถึงค่าระวางที่ปรับลดลงเช่นเดียวกัน สำหรับเส้นทางออสเตรเลีย ภาพรวมตลาดขนส่ง และความต้องการสินค้าจำเป็นทุกประเภท อยู่ในระดับคงที่ ในขณะที่ค่าระวางปรับตัวลดลง สำหรับเส้นทางญี่ปุ่นพบว่า ตลาดการขนส่ง และค่าระวางโดยรวมคงที่ ส่วนเส้นทางอเมริกาใต้ ภาพรวมปริมาณความต้องการในการนำเข้าสินค้าจำเป็นทุกประเภท รวมถึงอุปกรณ์ทางการแพทย์ปรับเพิ่มสูงขึ้น เนื่องจากเข้าสู่ช่วงพีคของฤดูกาล ทำให้ค่าระวางมีการปรับตัวสูงขึ้น
