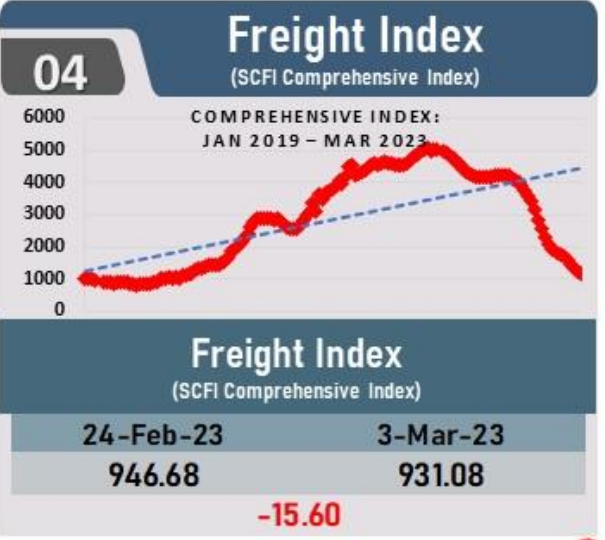
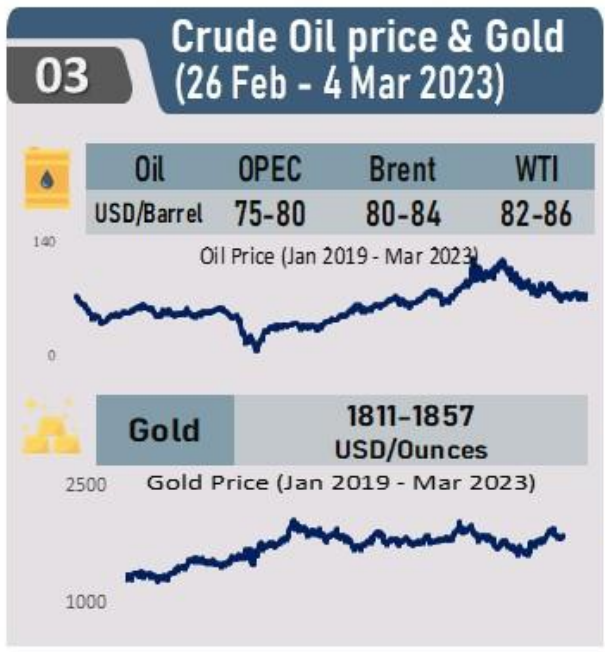
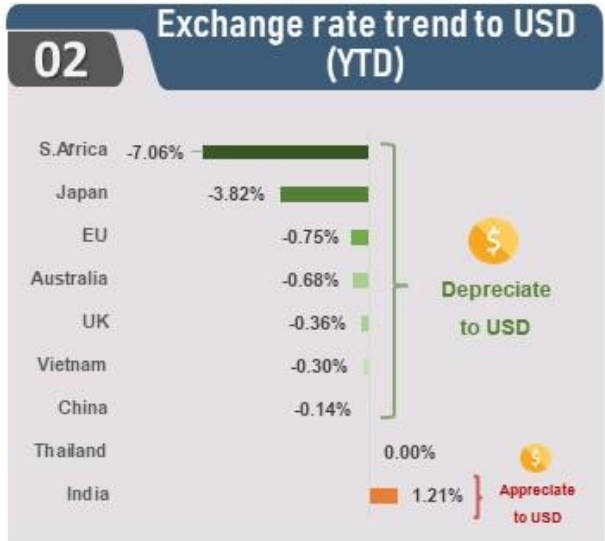


Weekly Briefing (7 March 2023)

01 THB rate / currencies

USD	EUR	GBP	AUD
34.47	36.69	41.5	23.31
CNY	JPY	INR	VND
4.989	0.2586	0.4215	0.0014



05 Weekly Top's Stories

รายละเอียดข่าว/บทความ

1. Sourcing shift away from China by the west is happening – but slowly
 รายละเอียดเพิ่มเติม: <http://bit.ly/3ZpHfbR>
2. UN delegates reach historic agreement on protecting marine biodiversity in international waters
 รายละเอียดเพิ่มเติม: <http://bit.ly/3Zswqpi>

การอัปเดตค่าระวางเรือประจำสัปดาห์ สัปดาห์ที่ 9 พ.ศ. 2566



สรุปค่าระวางเรือประจำสัปดาห์

"หมายเหตุ: อัตราค่าระวางที่ปรากฏเป็นอัตราฐานของสายเรือที่ประกาศเป็นทางการ ซึ่งอาจสูงกว่าหรือต่ำกว่าอัตราที่มีการเรียกเก็บจริงจากผู้ส่งออก"

CONTAINER ALL IN FREIGHT RATE (DRY)

ROUTE	SIZE		Low Sulphur Surcharge (LSS)	Remark
	USD/20'	USD/40'		
Thailand - Shanghai	300	400	Subject to ISOCC USD 138/TEU, USD 276/FEU	
Thailand - Qingdao				
Thailand - Hong Kong	200	300		
Thailand - Japan (Main Port)	550	1,000		
Thailand - Kaohsiung	650	1,100		
Thailand - Klang	300	400	Subject to ISOCC USD 80/TEU, USD 160/FEU	
Thailand - Jakarta	300	500		
Thailand - Ho Chi Minh (Cat Lai)	200	300		
Thailand - Singapore	250	300		
Thailand - Manila (North & South)	600	1,100		
	Subject to CIC at destination			Effective till 31-MAR-2023
Thailand - Jebel Ali	800	1,400	Subject to ISOCC USD 124/TEU, USD 248/FEU War Risk Surcharge: USD 35/TEU, USD 70/FEU	
Thailand - South Korea (Busan)	250	500		
Thailand - South Korea (Incheon)	300	600		
Thailand - Nhava Sheva	700	1,000	ISOCC: USD 98/TEU, USD 196/FEU	
Thailand - Melbourne	1,000-1,100	1,950-2,150	FAF: USD 258/TEU, USD 516/FEU	
Thailand - Sydney				
Thailand - Durban / Cape Town	1,850	2,500	Subject to ISOCC USD 206/TEU, USD 412/FEU	
	Subject to SCMC USD 30/BL			
Thailand - Europe (Main Port) (Rotterdam/Antwerp/Hamburg/ Le Havre)	700	1,050	ISOCC: USD 141/TEU, USD 282/FEU LSS: USD 20/TEU, USD 40/FEU	
	Subject to ENS USD 30/BL			
Thailand - US West Coast	840	1,200		Effective till 14-MAR-2023
Thailand - US East Coast	1,610	2,300		
(NY/Savannah/Baltimore/Norfolk)	Subject to Panama Low Water USD 30-60/Container			

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

สถานการณ์ค่าระวางในช่วงเดือนมีนาคม 2566 ค่าระวางในเส้นทางเอเชียคองที่ โดยเส้นทาง Shanghai ค่าระวางอยู่ที่ 300 USD/TEU และ 400 USD/FEU เส้นทาง Klang ค่าระวางอยู่ที่ 300 USD/TEU และ 400 USD/FEU เส้นทาง Hong Kong ค่าระวางอยู่ที่ 200 USD/TEU และ 300 USD/FEU และเส้นทาง Japan ค่าระวางอยู่ที่ 550 USD/TEU และ 1,000 USD/FEU

สำหรับเส้นทาง Durban ค่าระวางคองที่ โดยอยู่ที่ 1,850 USD/TEU และ 2,500 USD/FEU และค่า IMO Sox Compliance Charge คองที่เช่นเดียวกัน ส่วนเส้นทางเกาหลี ค่าระวางคองที่ โดยอยู่ที่ 250-300 USD/TEU และ 500-600 USD/FEU

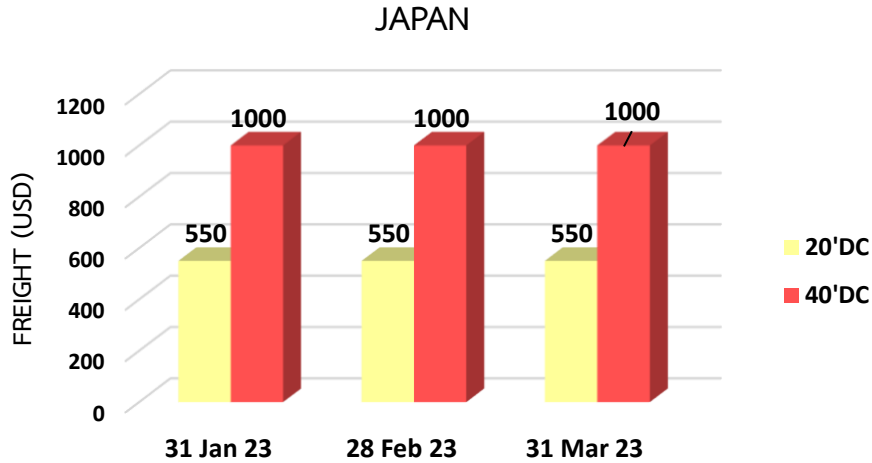
ส่วนเส้นทางออสเตรเลีย ค่าระวางในเดือนมีนาคม ปรับลดลง โดยอยู่ที่ 1,000-1,100 USD/TEU และ 1,950-2,150 USD/FEU ในขณะที่ เส้นทาง Europe ค่าระวางในครั้งแรกของเดือนมีนาคม ค่าระวางปรับลดลงอยู่ที่ 700 USD/TEU และ 1,050 USD/FEU ในขณะที่ค่า IMO Sox Compliance Charge ลดลงเช่นเดียวกัน

ส่วนเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนแรกของเดือนมีนาคม ค่าระวางฝั่ง West Coast ลดลง โดยอยู่ที่ 840 USD/TEU และ 1,200 USD/FEU ในขณะที่ค่าระวางฝั่ง East Coast ลดลงเช่นเดียวกัน โดยอยู่ที่ 1,610 USD/TEU และ 2,300 USD/FEU

CONTAINER FREIGHT RATE (REEFER)

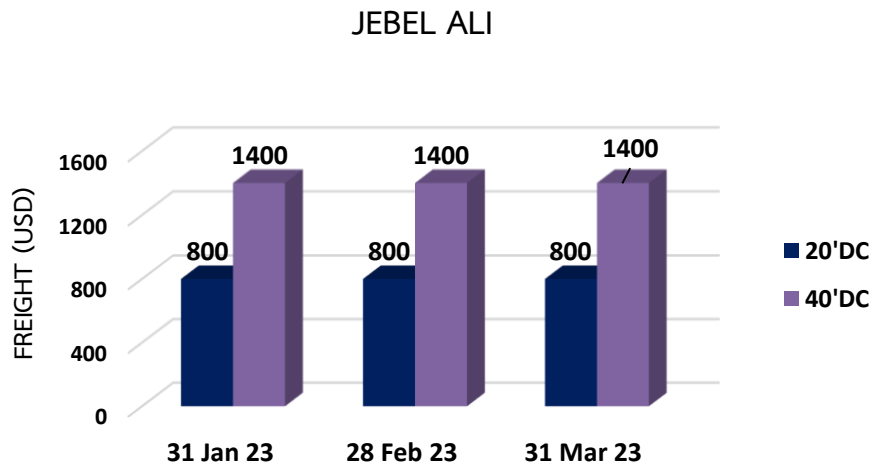
ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20'	USD/40'		
Thailand-Hong Kong	800	900	All-in	Effective till 31-MAR-2023
Thailand-Shanghai				
Thailand-Japan (Tokyo, Yokohama)	1,100	1,300	OBS: USD 114/TEU, USD 228/FEU	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	2,500	4,000	OBS: USD 398/TEU, USD 796/FEU	
London Gateway / Southampton	2,500	4,000		

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-ญี่ปุ่น** เดือน ม.ค. ถึง มี.ค. ปี 2566



Subject to Low Sulphur Surcharge (Jan. 23): USD 138/TEU และ USD 276/FEU
(Feb. 23): USD 138/TEU และ USD 276/FEU
(Mar. 23): USD 138/TEU และ USD 276/FEU

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง **ไทย-Jebel Ali** เดือน ม.ค. ถึง มี.ค. ปี 2566

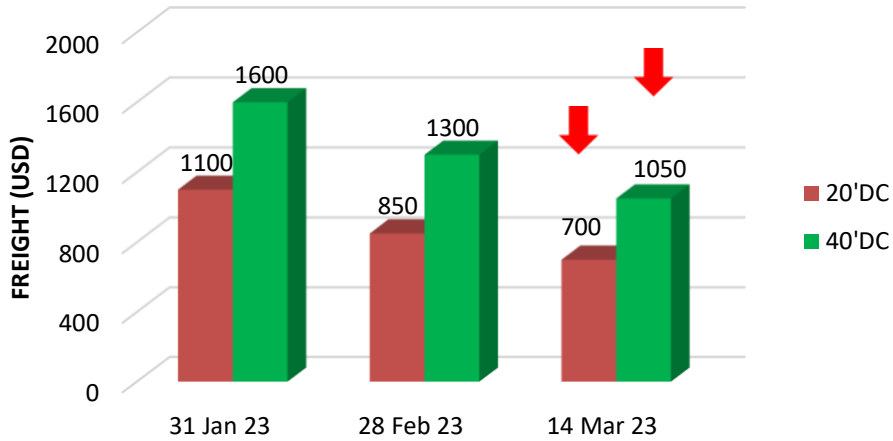


Subject to

- Low Sulphur Surcharge (Jan. 23): USD 124/TEU และ USD 248/FEU
(Feb. 23): USD 124/TEU และ USD 248/FEU
(Mar. 23): USD 124/TEU และ USD 248/FEU
- War Risk Surcharge: USD35/TEU และ USD70/FEU

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-ยุโรป เดือน ม.ค. ถึง มี.ค. ปี 2566

EUROPE

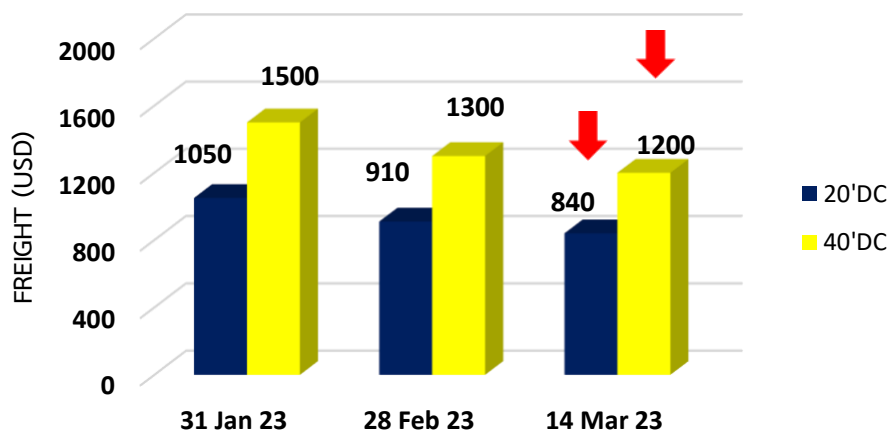


Subject to

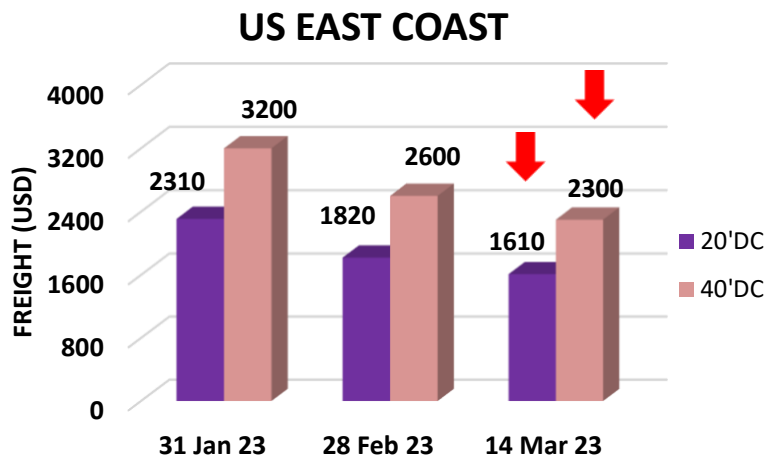
- ISOCC (Jan. 23): USD212/TEU, USD424/FEU + LSS: USD20/TEU, USD40/FEU
(Feb. 23): USD159/TEU, USD318/FEU + LSS: USD20/TEU, USD40/FEU
(Mar. 23): USD141/TEU, USD282/FEU + LSS: USD20/TEU, USD40/FEU
- ENS: USD30/BL

กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา West Coast เดือน ม.ค. ถึง มี.ค. ปี 2566

US WEST COAST



กราฟเปรียบเทียบอัตราค่าระวางเรือตู้ 20 และ 40 ฟุต
ในเส้นทาง ไทย-สหรัฐอเมริกา East Coast เดือน ม.ค. ถึง มี.ค. ปี 2566



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

Nothing extreme about current unpredictability in container shipping: analyst

The annual contract negotiations in the trans-Pacific container sector kicked off in earnest, as usual, during the Journal of Commerce’s TPM conference this week in Long Beach. This comes in the midst of a market in sharp decline, and hence conditions couldn’t be any different than a year ago.

However, it might be worthwhile in this context to note two key elements. The situation is in no way extraordinary — instead it is quite normal. And the market is not as simple as it might appear at first glance.

From a factual basis, spot rates on the trans-Pacific have declined more than \$10,000 per FEU over the past year based on the spot rate indices. And compared with some of the more extreme rates at the height of the market, the drop is \$20,000 per FEU. This certainly appears extreme at first glance. Unprecedented even. But it would be a misinterpretation of the actual market conditions.

A more correct interpretation would be that the extreme market conditions in place during the pandemic have been removed and we are now back to normal. An equally factual comparison is that the World Container Index (WCI) spot rate index at the end of February 2023 is still \$300 per FEU higher than the rate level immediately prior to the pandemic. There are clearly “sharper” spot rates in the market presently below that level, but it does not change the overall assessment: The current market is not extreme. The current market is actually quite normal. Yes, there appears to be a minor price war going on. Yes, we will see far too much capacity delivered in 2023. Yes, demand has slumped. But none of this is unusual. This is a perfectly normal cyclical downturn, which the market has experienced many times before.



Questions over contract adherence

Another element that is completely normal is the usual discussion related to contract adherence. Over the past six months, many shippers have renegotiated their contracts to lower levels in line with the plummeting market. This leads to the stereotypical description that shippers do not honor their contracts in a declining market. Similarly, there is also the stereotypical description that when the market is tight — and that was certainly the case in 2020-2022 — then carriers do not honor their contracts unless the shipper pays a high premium in addition to the contractual rate.

This is, however, a description which is too simplistic. Are there plenty of examples of the aforementioned behavior? Yes, certainly. But there are also plenty of examples that this is not always the case. There are shippers who were able to move cargo on much lower contractual rates during the height of the pandemic market — maybe not all of it, but some of it. And in recent months there were carriers who managed to get their customers to book cargo on agreed contractual terms despite the plummeting market — maybe not all of it, but some of it.

Maybe a good way to illustrate this is to compare the Pacific rate development reported by the WCI spot index versus the Container Trade Statistics (CTS) comprehensive index. CTS includes all cargo, both spot and contract. From Q3 to Q4 2022, the WCI spot rate dropped 62 percent when comparing the average rate in each quarter. At the same time, the CTS index declined 41 percent. Hence, the spot rate dropped significantly more than the comprehensive CTS index — clearly implying that not all shippers run away from the contract rates immediately when the spot rate drops.

During the pandemic, the spot rates on trans-Pacific increased almost 500 percent from June 2020 to September 2021, as per the WCI index. In the same period the more comprehensive CTS index increased 134

percent, clearly showing that not all shippers were forced away from contracts and into the extremely tight spot market with all of their cargo.

When assessing the market conditions there is always a temptation to paint a picture of extremes, simply because that makes for a more alluring “story.” But the reality is that the market conditions right now are indeed quite normal. Neither stable nor predictable, but that is also part of normality in container shipping. And by the same token there are clearly issues with contract adherence in the industry, but seen from a macro perspective there are clearly carrier-shipper relationships out there which do manage to avoid the most extreme excesses of the market.

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

Shippers want stability and service, not rock-bottom freight rates

“Service is always going to trump price,” said one delegate at the S&P Global TPM conference this week.

“But it has to be a fair price,” he added.

BCO procurement managers were trying to achieve just that during the traditional start to the transpacific contract season event. Many were accompanied by their C-suite executives, as nearly 4,000 people networked and found spaces around the halls for those initial contract discussions with ocean carriers.

The shipping lines are desperate to “rekindle relationships”, get contracts signed and MQC (minimum quantity commitments) agreed, to avoid being overly exposed to the spot market. Xeneta’s XSI Asia to US west coast component slipped another percentage point this week, to \$1,581 per 40ft, but lower FAK rates are widely available.

A BCO procurement executive told The Loadstar he had spot cargo moving at “below \$1,000 per box”, and had been offered even lower rates. But he added: “I don’t feel comfortable about it. At some stage, the rate is going to shoot right back up, there’s just no stability and we can’t budget.”

And for the US east coast, spot rates from Asia are tumbling fast – down to about \$2,000 per 40ft – bringing into question the economics of the longer-transit, considerably more expensive, all-water tradelane for carriers serving the route.

The buzz around coffee and dinner tables at TPM was of much shorter contracts being agreed – for three months rather than a year – and of some of the usual 12-month contracts being index-linked to offer security for both shipper and carrier.

“My job would be on the line if I signed a long-term deal at a too high a price and then the rates crash again,” one large retailer executive told The Loadstar.

“We have to work together to sort this out,” she added, “it’s absolutely no use getting a silly rate and then finding that they have blanked the sailings or rolled our cargo.”

Although not specifically discussed at the TPM contract sessions, several shippers expressed concerns about the fragility of the Asia-Europe tradelanes. Many annual contract negotiations that normally happen in November and December have been put on the back-burner while volatility in the market continues.

Drewry's WCI Asia to North Europe reading this week fell another 2%, to \$1,593 per 40ft, albeit that FAK 'market rates' from all the main carriers are about \$1,000 per 40ft.

Mediterranean rates also continued to slide, with the WCI component declining 2%, to \$2,477 per 40ft. And on the transatlantic, still the 'jewel in the crown' for carriers, the XSI reading was stable at \$5,173 per 40ft. Nevertheless, Xeneta's chief analyst, Peter Sand, believes it is only a matter of time before the inflated rates fall back to the historically stable \$2,000 level.

"My best guess is that transatlantic rates will normalise within the next six months," he told attendees during a 'tradelane deep-dive' session at TPM.

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

Growing sea-air markets could help transform connectivity in Africa

International eyes are on Africa today, following the news that DP World has inaugurated Berbera Economic Zone (BEZ) with the government of Somaliland, Kuehne + Nagel is strengthening its West Africa cluster and, in air freight, Chapman Freeborn last week announced it too was expanding in Africa with its parent eyeing an AOC on the continent.

The modal mix of companies will attract industry focus to sea-air potential, thought to be Africa's best shot at continental connectivity.

"Proximity between high-connectivity seaports and super-connector airline hubs provides opportunity for the growth of sea-air traffic into African countries, especially as some Middle East countries plan to compete with their neighbours for 'sea-air market share' into Africa," noted a Trade & Transport Group report last month.

DP World said its vision for Berbera, where it opened a new container terminal in June 2021, was to develop it into a trade hub, "taking advantage of its strategic location along one of the busiest sea routes in the world and access to the vast hinterland in the region, including Ethiopia".

It added: "The BEZ is just 15 km from the port, along the Berbera-to-Wajaale road (Berbera Corridor) that connects to Addis Ababa in Ethiopia, which needs multiple sea gateways to meet its trade requirements."

According to air freight executives, sea-air markets could help transform connectivity in Africa. And the T&T report noted: "Shippers derive enormous benefit from the very low cost of containership transport for the first segment of shipment movement, as well as the high reliability of air transport for the last segment of long-haul delivery."

It added: "Given the paucity of containership ports on the African continent, several gateways, most notably via the Middle East (and specifically the UAE via Dubai-area airports), have striven to offer shippers less-expensive, yet relatively reliable, freight connections into the Africa region.

"Moreover, lack of viable intra-African land distribution networks and customs clearance issues improve the relative attractiveness of air over land-based options."

In South Africa, there is hope that a sea-air service can be introduced via Durban, where rail is failing, necessitating air transport.

Struggling operator Transnet is set to reduce its freight rail network by some 35%. Last month, according to the South Africa Freight Forwarders' Association, "several instances of cable theft were reported ... which ensured that no trains could convey cargo to and from Durban".

It said: "In addition, stage 6 load-shedding negatively impacts rail line operations, as no trains can run during load-shedding power outages. These struggles add to the misery for rail cargo, [with] ... the split between national rail and road cargo moved further in favour of road. Indeed, rail payload decreased by a mammoth 18.8% from October to December, compared with the previous three months.

"For rail to get out of this bottomless pit, engagements with the private sector must accelerate rapidly and be conducive to collaboration."

This focus on transport projects is great for the charter business, said Sharon Vaz-Arab, regional CEO of Chapman Freeborn India, Middle East, and Africa, which has seen cargo revenues grow 30% since 2021.

"Infrastructure in Africa is developing quickly to support international trade and we see major advancements on the logistics and supply chain front. We are seeing rail, port and infrastructure projects in Africa, as well as oil and gas and energy projects."

Avia Solutions Group, of which Chapman Freeborn is part, is also looking to secure an AOC on the continent via one of its subsidiary companies, while last week South Africa's only pure-freighter operator, Suid Cargo, launched.

T&T Group believes there is an opportunity for freighter operators. In its report it said: "In 2022, approximately 63,000 tonnes of traffic was transported to Africa-area destinations via Middle East airports. This tonnage represents slightly more than one-half of the total Middle East-Africa bi-directional air cargo market.

"The leading conduit of East Asia-to-Africa sea-air trade is the port of Jebel Ali, via Dubai (DXB) and Dubai World Central (DWC) airports. Jebel Ali has the highest maritime connectivity level of all ports in the region. Connectivity is measured in frequencies and origins. Ports such as Nhava Sheva (Mumbai), Salalah (Oman), Jeddah (Saudi Arabia) and Colombo (Sri Lanka) also have high levels of maritime connectivity," it added.

Kuehne + Nagel, meanwhile, announced it had appointed a new team for its West Africa cluster, as part of its strategy to expand its footprint on the continent. Sub-Saharan Africa is expected to outperform world economic growth.

"In 2021, output grew by 3.8%. Similar growth is expected in 2023 and accelerated growth of 4.1% in 2024, based on the latest January IMF World Economic Outlook Update," noted T&T Group.

"According to UNCTAD, the Africa-based working age population – defined as persons aged 15 to 64 years – will expand by nearly 15% over five years, reaching nearly 900 million people by 2026."

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

ตารางสรุปอัตราค่าระวางจากเอเชียไปเส้นทางต่างๆ อ้างอิงจาก Shanghai Containerized Freight Index (SCFI)

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

Description	Unit	Weighting	Previous Index 24 Feb 2023	Current Index 3 Mar 2023
Comprehensive Index			946.68	931.08
Service Routes				
Europe (Base port)	USD/TEU	20%	882	865
Mediterranean (Base port)	USD/TEU	10%	1605	1600
USWC (Base port)	USD/FEU	20%	1234	1200
USEC (Base port)	USD/FEU	7.50%	2391	2321
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	1029	965
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	346	334
East/West Africa (Lagos)	USD/TEU	2.50%	2758	2718
South Africa (Durban)	USD/TEU	2.50%	2296	2112
South America (Santos)	USD/TEU	5.00%	1507	1482
West Japan (Base port)	USD/TEU	5.00%	326	328
East Japan (Base port)	USD/TEU	5.00%	336	328
Southeast Asia (Singapore)	USD/TEU	7.50%	155	177
Korea (Pusan)	USD/TEU	2.50%	208	202

สรุปรายงานประจำสัปดาห์ พบว่าภาพรวมสถานการณ์ตลาดการขนส่งทางเรือโดยทั่วไป โดยค่าระวางปรับลดลงในหลายเส้นทาง สำหรับเส้นทางยุโรป ตลาดการขนส่งฟื้นตัวอย่างช้าๆ ทว่าค่าระวางปรับลดลงต่อเนื่อง สำหรับเส้นทางสหรัฐอเมริกา ตลาดการขนส่งทรงตัว ในขณะที่ค่าระวางปรับลดลงจากสัปดาห์ที่แล้ว สำหรับเส้นทางออสเตรเลีย Demand การขนส่งอ่อนแอ ในขณะที่ค่าระวางปรับลดลงต่อเนื่อง สำหรับเส้นทางอเมริกาใต้ ภาพรวมตลาดการขนส่งฟื้นตัว ในขณะที่ค่าระวางปรับลดลงจากสัปดาห์ที่แล้ว สำหรับเส้นทางญี่ปุ่น ตลาดการขนส่งทรงตัว ในขณะที่ค่าระวางปรับลดลงจากสัปดาห์ที่แล้ว
