

Weekly Briefing (29 May 2023)



01

THB rate / currencies



USD
34.72



EUR
37.26



GBP
42.87



AUD
22.63



CNY
4.915



JPY
0.2469



INR
0.4206



VND
0.0014

02

Exchange rate trend to USD (YTD)



03

Crude Oil price & Gold (21 May - 27 May 2023)



Oil	OPEC	Brent	WTI
USD/Barrel	75-79	75-78	71-75



Gold 1940-1978 USD/Ounces



04

Freight Index (SCFI Comprehensive Index)



Freight Index (SCFI Comprehensive Index)

19-May-23	26-May-23
972.45	983.46

11.01

05

Weekly Top's Stories

รายละเอียดข่าว/บทความ



1. Thai Baht Under More Pressure as Political Uncertainty Persists

รายละเอียดเพิ่มเติม : <https://bit.ly/3OK61Rj>



2. 'Super' slow steaming makes a comeback as surplus capacity builds

รายละเอียดเพิ่มเติม : <https://bit.ly/3MwJxAw>



3. FPS launches first hydrogen-powered inland container ship

รายละเอียดเพิ่มเติม : <https://bit.ly/3N4dARW>

การอัปเดตค่าระวางเรือประจำสัปดาห์ สัปดาห์ที่ 21 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	200	400	Subject to ISOCC USD 115/TEU, USD 230/FEU	Effective till 31-May-2023
Thailand - Qingdao				
Thailand - Hong Kong	80	150		
Thailand - Japan (Main Port)	500	800		
Thailand - Kaohsiung	400	700		
Thailand - Klang	250	400	Subject to ISOCC USD 67/TEU, USD 134/FEU	
Thailand - Jakarta	200	300		
Thailand - Ho Chi Minh (Cat Lai)	80	150		
Thailand - Singapore	250	400		
Thailand - Manila (North & South)	650	950		
	Subject to CIC at destination			
Thailand - Jebel Ali	687	1,074	Subject to ISOCC USD 113/TEU, USD 226/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	461	572	ISOCC: USD 89/TEU, USD 178/FEU	
Thailand - Melbourne	550-650	1,100-1,300	FAF: USD 258/TEU, USD 516/FEU	
Thailand - Sydney				
Thailand - Durban / Cape Town	1,100	1,300	Subject to ISOCC USD 188/TEU, USD 376/FEU	
	Subject to SCMC USD 30/BL			
Thailand - Europe (Main Port) (Rotterdam/Antwerp/Hamburg/ Le Havre)	735	1,100	ISOCC: USD 124/TEU, USD 248/FEU LSS: USD 20/TEU, USD 40/FEU	
	Subject to ENS USD 30/BL			
Thailand - US West Coast	1,160	1,450		
Thailand - US East Coast (NY/Savannah/Baltimore/Norfolk)	1,880	2,350		
	Subject to Panama Low Water USD 30-60/Container			

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

สถานการณ์ค่าระวางในช่วงเดือน พฤษภาคม 2566 ค่าระวางในเส้นทางเอเชียคองที่ โดยเส้นทาง Shanghai ค่าระวางอยู่ที่ 200 USD/TEU และ 400 USD/FEU เส้นทาง Klang ค่าระวางอยู่ที่ 250 USD/TEU และ 400 USD/FEU เส้นทาง Hong Kong ค่าระวางอยู่ที่ 80 USD/TEU และ 150 USD/FEU และเส้นทาง Japan ค่าระวางอยู่ที่ 500 USD/TEU และ 800 USD/FEU สำหรับเส้นทาง Durban ค่าระวางคองที่ โดยอยู่ที่ 1,100 USD/TEU และ 1,300 USD/FEU และค่า IMO Sox Compliance Charge ปรับลดลงเช่นเดียวกัน ส่วนเส้นทางเกาหลี ค่าระวางคองที่ โดยอยู่ที่ 250-300 USD/TEU และ 500-600 USD/FEU

ส่วนเส้นทางออสเตรเลีย ค่าระวางในเดือนพฤษภาคม ปรับลดลง โดยอยู่ที่ 550-650 USD/TEU และ 1,100-1,300 USD/FEU ในขณะที่ เส้นทาง Europe ค่าระวางในครึ่งเดือนหลังของเดือนพฤษภาคม ค่าระวางคองที่ โดยอยู่ที่ 735 USD/TEU และ 1,100 USD/FEU ในขณะที่ค่า IMO Sox Compliance Charge คองที่เช่นเดียวกัน

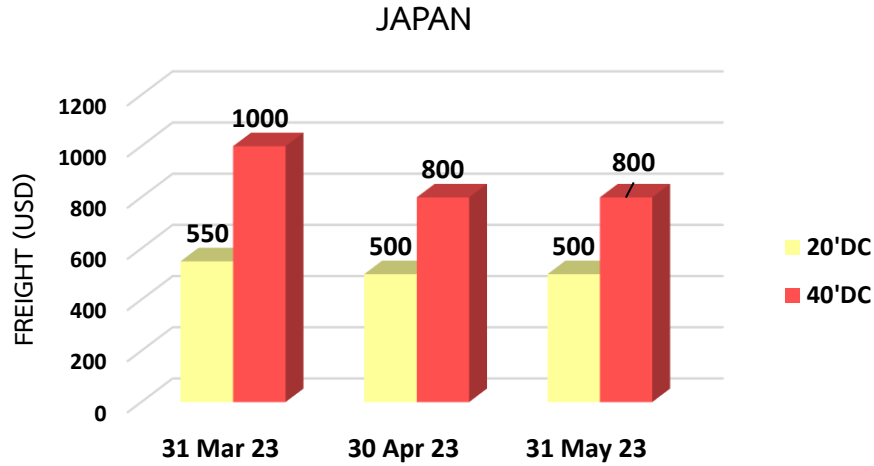
ส่วนเส้นทางสหรัฐอเมริกา ช่วงครึ่งเดือนหลังของเดือนพฤษภาคม ค่าระวางฝั่ง West Coast คองที่ โดยอยู่ที่ 1,160 USD/TEU และ 1,450 USD/FEU ในขณะที่ค่าระวางฝั่ง East Coast คองที่เช่นเดียวกัน โดยอยู่ที่ 1,880 USD/TEU และ 2,350 USD/FEU

CONTAINER FREIGHT RATE (REEFER)

ROUTE	SIZE		Bunker Surcharge / Low Sulphur Surcharge	Remark
	USD/20'	USD/40'		
Thailand-Hong Kong	900 *	1,000 *	All-in	Effective till 31-May-2023
Thailand-Shanghai				
Thailand-Japan (Tokyo, Yokohama)	1,100	1,300	OBS: USD 85/TEU, USD 170/FEU	
Thailand-EU (Main Ports) (DEHAM, NLRTM, FRLEH)	1,600	1,800	OBS: USD 327/TEU, USD 654/FEU	
London Gateway / Southampton	1,600	1,800		

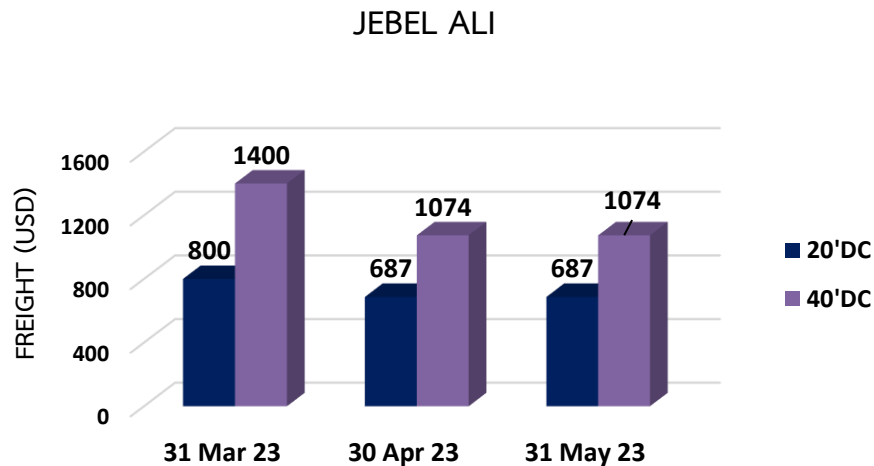
(*) ค่าระวางอาจมีความแตกต่างในการใช้บริการจริงเนื่องจากอยู่ในช่วง High Season

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



Subject to Low Sulphur Surcharge (Mar. 23): USD 138/TEU และ USD 276/FEU
(Apr. 23): USD 115/TEU และ USD 230/FEU
(May 23): USD 115/TEU และ USD 230/FEU

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

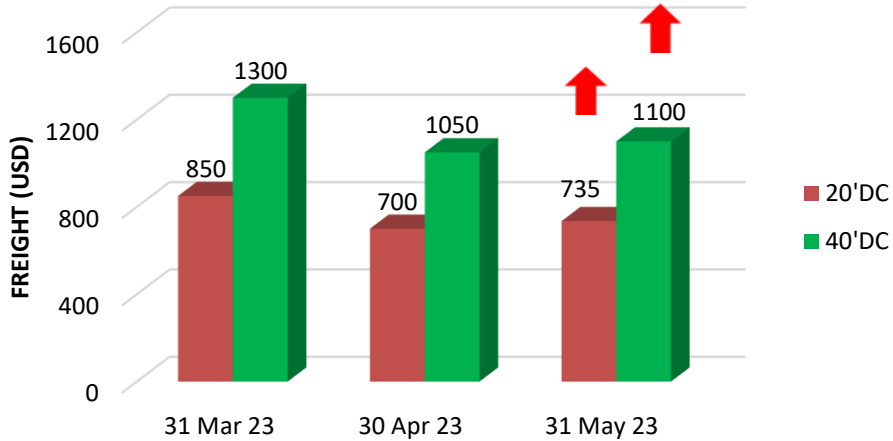


Subject to

- Low Sulphur Surcharge (Mar. 23): USD 124/TEU และ USD 248/FEU
(Apr. 23): USD 113/TEU และ USD 226/FEU
(May. 23): USD 113/TEU และ USD 226/FEU
- War Risk Surcharge: USD35/TEU และ USD70/FEU

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

EUROPE

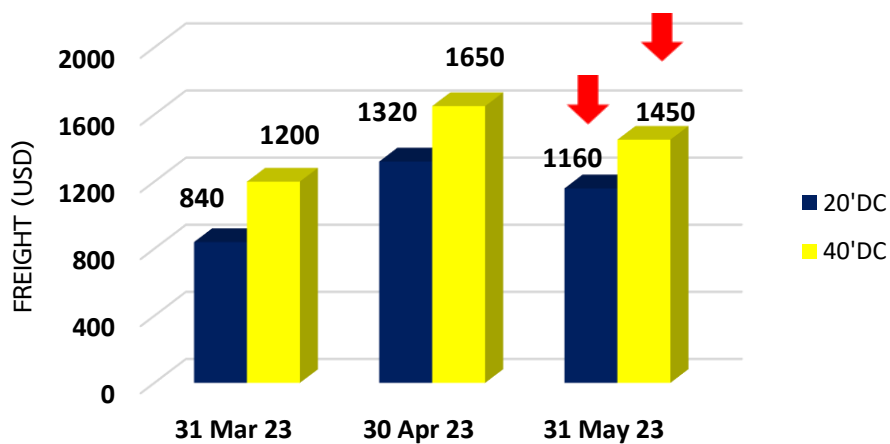


Subject to

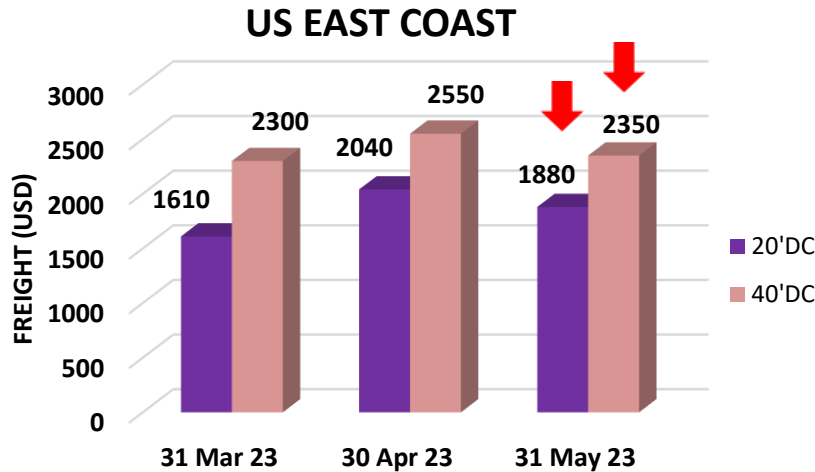
- ISOCC (Feb. 23): USD159/TEU, USD318/FEU + LSS: USD20/TEU, USD40/FEU
(Mar. 23): USD141/TEU, USD282/FEU + LSS: USD20/TEU, USD40/FEU
(Apr. 23): USD159/TEU, USD318/FEU + LSS: USD20/TEU, USD40/FEU
- ENS: USD30/BL

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

US WEST COAST



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



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

Forwarders warn shippers against rates that 'look too good to be true'

Forwarders are warning customers to be wary of rates being offered by rivals for the second half that look 'too good to be true'.

Several companies have told The Loadstar that some large forwarders are offering very low contract rates for later in the year – which look likely to be lower than spot prices.

“There has been lots of gouging going on by forwarders, the market could crater in 2H,” said Sanne Manders, president ocean & air for Flexport.

“Forwarders are offering rates that can’t be backed up by carriers. Our customers are very sensitive to this. Forwarders never lose money on account business. If the market goes up, they walk away.

“We are warning our customers against these rates. If you see a deal that is too good to be true in the peak season, then it probably is too good to be true.”

Michael Wax, CEO of Forto agreed.

“There is a bit of speculation about long-term rates being significantly below spot rates on some lanes, but no one has a crystal ball.

“Players are taking different risks on betting on the future market. But forwarders won’t take losses – so then what?

“There is a pretty high acceptance of long-term rates, the market is at an interesting level and shippers want to secure it.”

Some companies have reported a shift towards index-linked rates as shippers try to mitigate risk.

“We are seeing some index-linked contracts – who knew the market would dictate a contract, not the opposite?” said Mr Manders. “Index-linked is a good way to manage some of your anxiety. A little bit of fixed [rate], some index, some floating rate – every customer is different.”

He added that unlike normal years, contract season is still not over.

“About 70% is done now, but it’s been dragging out.

“Customers see so many uncertainties – is the spot price going to sit below or above the contract rate? Customers have different strategies. But we expect the percentage of spot rate cargo will be higher.”

One mid-tier European forwarder said it was normal to see some parts of the market luring shippers with the promise of low prices.

“Global players and multinationals have done it for years – they buy into the business, and then expect it to be extended when they put up the rates in the next tender, once they have migrated it and tied the client in. As I say, nothing new.

“We certainly don’t do that, and won’t – otherwise we will not be in business for long.”

He said the practice was more widespread in Asia than Europe.

“In the pre-paid market in China, they work to very thin margins, and random agents throw out under-cost rates to try to get BCO and agents’ attention – again another long-term activity.

“People with an inkling of intelligence know this and ignore fantasy freight rates that don’t really exist.

“The other thing is some agents speculate on rates – anticipating that they will go down the following month. So if the market rate on spot is \$1200 – they will take the risk that market is soft, and that MSC/ Maersk, on Westbound and Asia/Europe routes, are piling on new tonnage through mega vessels coming into service, so rates will decline.

“If they do, then they make a small margin – if they don’t, then they say that as the capacity is full, those rates cannot be achieved. Again, it’s another long-term practice that has gone on forever.”

He said it was more likely that carriers are offering low rates to BCOs, but it was impossible to tell whether the rates offered are below cost for the lines, as it would depend on load factors, overheads etc.

“The sensible money, in an unknown turbulent environment, goes for longer-term rates at reasonable cost, with space and other benefits attached.

“It’s a certain sort of shipper that just goes for the lowest apparent rate – you get what you pay for – simple.”

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

Shippers hold back on contracts amid uncertainty and ample capacity

A hazy outlook on how the market is going to develop, combined with currently ample ocean capacity, is causing shippers as well as logistics providers to postpone capacity commitments for the time being, according to executives of Seko Logistics.

Seko CEO James Gagne described the current atmosphere in the market with the acronym VUCA – volatility, uncertainty, complexity and ambiguity – which has gained currency in recent months. There is little visibility into where the market is going, while it remains vulnerable to disruption.

Recent macroeconomic trends have added to the uncertainty. After a spell in which it seemed that interest rate hikes had come to an end, at least for a while, recent warnings that there could be another one or two increases later this year threaten to dampen demand, Mr Gagne noted.

Expectations of a recovery in the second half have weakened since the start of the year. Direct-to-consumer brands have seen lower demand, although the prospect of new products coming to market this year provides some modicum of optimism, he said.

A peak surge in ocean traffic is not imminent.

“All indications are that we’re not going to see these peak bookings in June and July that we had in the past,” remarked Brian Bourke, Seko’s chief commercial officer.

On top of these signals, an abundance of ocean capacity compared to demand gives beneficial cargo owners (BCOs) and 3PLs confidence that there is no need to scramble to find transport, noted Seko COO international, Steen Christensen.

The gap between capacity and demand means that rates are still under pressure.

“It’s still a very unsettled market, which is rare for this time of the year,” he said.

“As late as this morning the ad hoc rates dropped again [...] and that tells a story. That story is that the market hasn’t landed yet where it wants to land. Essentially that means that a lot of long-term contracts that we wanted to enter into, we haven’t necessarily done that yet.

“For now, few long-term contracts have been entered into and primarily we are in the spot market with our customers,” he continued.

He does not anticipate the focus on the spot market to end at least for the next two to three weeks. Seko will probably sign contracts in about 30 days.

“What I hear about activity between the BCOs and the carriers directly, there’s a little bit more activity in long-term contracts, but yet a lot are still sitting out there,” he said.

Although there are no signs of a capacity crunch, uncertainty hovers over the outlook for the market, due to ongoing concerns over supply chain vulnerabilities.

“One constant is disruption,” Mr Bourke remarked, adding that at the moment, it is the potential for it rather than actual congestion that is keeping everybody on edge.

The situation at the ports looks relatively stable, but the railways have struggled with performance issues. According to Mr Christensen, the ability to utilise multiple routings and gateway options should help offset any problems on this side. Mr Gagne added that the US administration is eager to ensure that flows through West Coast ports will remain fairly fluid.

Still, companies have to be ready for disruptions. According to Hans Hickler, Seko president Americas, it is only a matter of time before some hiccups affect flows.

“You don’t know when you’re going to get knee-capped, but sooner or later [it happens],” he remarked, adding that the critical element for his company is to be able to respond quickly to issues that arise for customers. First and foremost, this means a capability to offer multiple solutions at origin and destination points to add resilience to customers’ supply chains.

Over the last two years forwarders had to muster much flexibility to navigate the pitfalls and stumbling blocks that supply chain disruptions caused. At this point it appears that the sailing should be smoother, but it is vital to be prepared for problems.

How far this translates into longer-term contracts, as it did in recent years, remains to be seen.

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

Peak season hopes dashed as freight rates slip again

The prospect of a traditional peak season is slipping away with each week that passes and ocean carriers are as yet unable to see any significant uptick in export orders from China.

Maersk said this week that demand remained “stable” but said it had “not seen any drastic surge”.

Another carrier contact told The Loadstar this week that the “talk of green shoots had been premature”.

“We have now moved on to the hope of a late peak season,” he said.

“Eventually those inventories will need replacing for the holiday season as nobody wants last year’s products,” he said.

Without the visibility of a forthcoming peak season boost, east – west container spot rates came under pressure again this week with, for instance, a Shenzhen, China-based forwarder offering rates of \$1,000 per 40 ft from Ningbo or Qingdao to Rotterdam, valid until 10 June.

Moreover, a major carrier has reset its ‘special’ FAK rates for a Loadstar shipper contact to \$850 per 40 ft, from Yantian, Nansha and Xiamen to a range of North European ports, effective 1 June and valid for shipment up to 14 June.

This compares to this week’s reading of Xeneta’s XSI Asia – North Europe component which edged down slightly for an average of \$1,370 per 40 ft.

Meanwhile, MSC has ramped up the pressure on its 2M partner Maersk by announcing that with effect from a sailing from Asia on 9 June, it is to reinstate its discontinued Swan service to Antwerp and the Baltic as “a standalone MSC service”.

Elsewhere, the Asia – Mediterranean tradelane is looking more positive for carriers with Maersk reporting that “demand is healthy”.

“We expect a full network while we are proactively working on additional capacity to cater for customer demand,” said Maersk.

It added that market demand for the Mediterranean was “expected to continue growing throughout Q2” and recommended customers use its SPOT platform for bookings.

On the transpacific, the market remains in the doldrums, plagued by the rising cost of living and interest rates – negative fundamentals that are dragging down consumer spending in Europe.

According to Signal data, this week’s manifest import volume through the Los Angeles container terminals is down 18% on the same week of last year at 86,971 teu, with next week also currently showing an 18% deficit.

The Freightos Baltic Index (FBX) Asia – US west coast average spot rate slumped by 15% this week to \$1,312 per 40 ft, ruling out for the time being any hope for carriers looking to introduce another GRI on the route.

On the Atlantic coast, spot rates were more stable this week with Drewry's Asia – US east coast average spot edging down by 2% to \$2,760 per 40 ft.

And spot rates on the transatlantic are continuing to head south with the XSI North Europe to US east coast average spot rate declining by 4.5% this week to \$2,367 per 40 ft.

However, 'market' rates on the transatlantic are being touted at \$2,000 per 40 ft and below, and it appears that unless there is a pick-up in demand, the indexes will crash below the \$2,000 watershed by the summer.

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 19 May 2023	Current Index 26 May 2023
Comprehensive Index			972.45	983.46
Service Routes				
Europe (Base port)	USD/TEU	20%	869	859
Mediterranean (Base port)	USD/TEU	10%	1628	1651
USWC (Base port)	USD/FEU	20%	1329	1398
USEC (Base port)	USD/FEU	7.50%	2365	2374
Persian Gulf and Red Sea (Dubai)	USD/TEU	7.50%	1261	1276
Australia/New Zealand (Melbourne)	USD/TEU	5.00%	279	261
East/West Africa (Lagos)	USD/TEU	2.50%	2759	2787
South Africa (Durban)	USD/TEU	2.50%	1417	1393
South America (Santos)	USD/TEU	5.00%	2009	2073
West Japan (Base port)	USD/TEU	5.00%	321	321
East Japan (Base port)	USD/TEU	5.00%	329	329
Southeast Asia (Singapore)	USD/TEU	7.50%	174	171
Korea (Pusan)	USD/TEU	2.50%	140	140

สรุปรายงานประจำสัปดาห์ พบว่าภาพรวมสถานการณ์ตลาดการขนส่งทางตัว ในขณะที่ค่าระวางปรับปรุงในหลายเส้นทาง สำหรับเส้นทางยุโรป ภาพรวมตลาดทรงตัว ในขณะที่ค่าระวางปรับลดลงต่อเนื่อง สำหรับเส้นทางสหรัฐอเมริกา ตลาดการขนส่งขบเซาต่อเนื่อง ประสิทธิภาพการขนส่งอยู่ในระดับต่ำ ในขณะที่ค่าระวางปรับเพิ่มขึ้นจากสัปดาห์ที่แล้ว สำหรับเส้นทางออสเตรเลีย ภาพรวมตลาดการขนส่งฟื้นตัวต่อเนื่อง ในขณะที่ค่าระวางปรับลดลงจากสัปดาห์ที่แล้ว สำหรับเส้นทางอเมริกาใต้ ภาพรวมตลาดการขนส่งทรงตัว ในขณะที่ค่าระวางเพิ่มขึ้นต่อเนื่อง สำหรับเส้นทางญี่ปุ่น ตลาดการขนส่งทรงตัว ในขณะที่ค่าระวางคงที่
