

Update for: 2021/09/27

Remark for Space 艙位圖例		
Space supply is more than demand. 艙位供給充足	Soft	充足
Market is picking up, but demand of space can be still met by current supply. 市場熱絡但艙位仍供給正常	Upturn	正常
Space gets tight. Pre-arrangement of space is needed. 艙位開始緊張，須提前預訂	Tight	開始緊張
Backlog of 1-2 days is found in the market. 艙位滿載，約需預佔1-2天的延遲裝載貨物	Backlog	滿載
Space demand gets critical, turnaround of booking often found. Alternative routing or arrangement may be needed. 艙位爆滿，訂位可能被取消，請聯絡由菲行規畫替代方案	Serious	爆滿

Remark for Rate 運價圖例		
Rate is rising due to tight space. 運價因艙位緊張上漲	Rising	上漲
Rate is stable. 運價穩定	Stable	穩定
Rate is falling. 運價下跌	Falling	下跌

Air Freight Market Update				
Origin (Country/District)	Air Hub	Space	Rate	Note
<b>Asia -&gt; Intra Asia</b>				
<b>Greater China</b>				
Hong Kong	HKG	Tight	Rising	
South China	CAN/SZX	Tight	Rising	
Southeast China	XMN/FOC	Tight	Rising	
Central & East China	PVG	Backlog	Rising	
North China	BJS/CGO/TAO	Tight	Rising	
<b>Northeast Asia</b>				
Korea	ICN	Tight	Rising	
Taiwan	TPE	Tight	Stable	
<b>Southeast Asia</b>				
Indonesia	CGK	Tight	Stable	
Malaysia	KUL	Backlog	Rising	
Malaysia	PEN	Backlog	Rising	
Philippines	MNL	Tight	Rising	
Singapore	SIN	Tight	Rising	
Thailand	BKK	Tight	Rising	
Vietnam	SGN	Tight	Rising	
<b>Asia -&gt; US</b>				
<b>Greater China</b>				
Hong Kong	HKG	Tight	Rising	
South China	CAN/SZX	Tight	Rising	
Southeast China	XMN/FOC	Tight	Rising	
Central & East China	PVG	Backlog	Rising	
North China	BJS/CGO/TAO	Tight	Rising	
<b>Northeast Asia</b>				
Korea	ICN	Backlog	Rising	
Taiwan	TPE	Backlog	Rising	
<b>Southeast Asia</b>				
Indonesia	CGK	Backlog	Rising	
Malaysia	KUL	Backlog	Rising	
Malaysia	PEN	Backlog	Rising	
Philippines	MNL	Tight	Rising	
Singapore	SIN	Tight	Rising	
Thailand	BKK	Backlog	Rising	
Vietnam	SGN	Backlog	Rising	
<b>Asia -&gt; Europe</b>				
<b>Greater China</b>				
Hong Kong	HKG	Tight	Rising	
South China	CAN/SZX	Tight	Rising	
Southeast China	XMN/FOC	Tight	Rising	
Central & East China	PVG	Backlog	Rising	
North China	BJS/CGO/TAO	Tight	Rising	
<b>Northeast Asia</b>				
Korea	ICN	Backlog	Rising	
Taiwan	TPE	Backlog	Rising	
<b>Southeast Asia</b>				
Indonesia	CGK	Backlog	Rising	
Malaysia	KUL	Backlog	Rising	
Malaysia	PEN	Backlog	Rising	
Philippines	MNL	Tight	Rising	
Singapore	SIN	Tight	Rising	
Thailand	BKK	Tight	Rising	
Vietnam	SGN	Tight	Rising	
<b>US/CA -&gt; Europe</b>				
North America	US East Coast	Upturn	Stable	
Canada	YYZ/YUL	Soft	Stable	
<b>US/CA -&gt; Asia</b>				
North America	US West Coast	Upturn	Stable	
Canada	YVR	Soft	Stable	
<b>Europe -&gt; Asia</b>				
Europe	LHR/AMS	Tight	Rising	
Germany	FRA / MUC	Serious	Rising	
<b>Europe -&gt; US/CA</b>				
Europe	LHR/AMS	Tight	Rising	
Germany	FRA / MUC	Serious	Rising	

Ocean Freight Market Update			
Trade Lane	Space	Rate	Note
<b>Asia -&gt; Intra Asia</b>			
Asia -> Asia	Upturn	Stable	
<b>Asia -&gt; US (Transpacific Eastbound - TPBE)</b>			
Asia -> US West Coast	Serious	Rising	
Asia -> US East Coast	Serious	Rising	
<b>Asia -&gt; Europe (Far East Westbound - FEWB)</b>			
Asia -> Europe	Serious	Rising	
<b>US -&gt; Asia</b>			
US -> Asia	Backlog	Rising	Chassis & Trucking shortage and Terminal congestion drives disruptions and rate increases. 由於集裝箱拖板架與卡車短缺，加上港口壅塞，導致操作易受影響與相關費用增加。
<b>US -&gt; Europe</b>			
US -> Europe	Tight	Stable	Chassis & Trucking shortage and Terminal congestion drives disruptions and rate increases. 由於集裝箱拖板架與卡車短缺，加上港口壅塞，導致操作易受影響與相關費用增加。
<b>Europe -&gt; Asia</b>			
Europe -> Asia	Tight	Stable	The ports' storage possibilities are tight; all LCL shipments must be booked 2-3 weeks in advance. <b>All capacities at warehouses are also tight lead to rising costs.</b> Please be aware of Ningbo's and Cat Lai's status; the Covid-19 cases might lead to congestion, while Yantian's congestion has affected export schedules, space, and equipment. Some carriers lack containers at the ports/inland places for weeks and charge EIS (Equipment Imbalance Surcharge); <b>please place the bookings 5-6 weeks in advance.</b> 由於塞港貨物存放港口倉庫問題嚴重，可能產生相關附加費用，且散裝貨運亦因艙位持續緊張須於 2-3 周前預訂，而除了中國鹽田港的壅塞狀況，目前亦需注意中國寧波舟山港及越南卡萊港 (Cat Lai) 因疫情關係塞港，影響出口船期、艙位及相關設備。此外，許多船公司在港口缺櫃因而增收相關附加費，且須在 5-6 周前預訂。
<b>Europe -&gt; US (Transatlantic Westbound - TAWB)</b>			
Europe -> US West Coast	Tight	Rising	
Europe -> US East Coast	Tight	Rising	
<b>Germany -&gt; US West Coast</b>			
Germany -> US West Coast	Serious	Rising	<b>Effective Oct. 1st, 2021, GRIs will be announced</b> LCL shipments have to be booked 2-3 weeks in advance while capacities at warehouses are tight. As some carriers don't have containers at the ports/inland places for weeks and charge containers at the ports/inland places for weeks and charge EIS (Equipment Imbalance Surcharge), <b>space bookings have to be placed 5-6 weeks in advance.</b> Please be aware that <b>carriers are full until the end of October.</b> 自10月1日起，綜合費率上漲附加費 (GRI, General Rate Increase) 將生效。散裝貨運因艙位緊張須於 2-3 周前預訂，且貨物存放港口倉庫空間緊張問題嚴重。此外，許多船公司在港口缺櫃因而增收相關附加費，且須在 5-6 周前預訂，而艙位預訂目前已爆滿至十月底。
Germany -> US East Coast	Serious	Rising	same as above