

Update for: 2021/10/11

| Remark for Space 船位圖例 | |
|--|---------------|
| Space supply is more than demand. 船位供給充足 | Soft 充足 |
| Market is picking up, but demand of space can be still met by current supply. 市場熱絡但船位仍供給正常 | Upturn 正常 |
| Space gets tight. Pre-arrangement of space is needed. 船位開始緊張, 須提前預訂 | Tight 開始緊張 |
| Backlog of 1-2 days is found in the market. 船位滿載, 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. 船位爆滿, 訂位可能被迫取消, 請聯絡中並行相書替代方案 | Serious 爆滿 |

| Remark for Rate 運價圖例 | |
|--|---------------|
| Rate is rising due to tight space. 運價因船位緊張上漲 | 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 |
| Asia -> Intra Asia | | | | |
| Greater China | Hong Kong | HKG | Upturn | Stable |
| | South China | CAN/SZX | Upturn | Stable |
| | Southeast China | XMN/FOC | Tight | Stable |
| | Central & East China | PVG | Upturn | Stable |
| | North China | BJS/CGO/TAO | Tight | Stable |
| Northeast Asia | Korea | ICN | Tight | Stable |
| | Taiwan | TPE | Tight | Stable |
| Southeast Asia | Indonesia | CGK | Tight | Rising |
| | Malaysia | KUL | Backlog | Rising |
| | Malaysia | PEN | Tight | Rising |
| | Philippines | MNL | Tight | Rising |
| | Singapore | SIN | Tight | Rising |
| | Thailand | BKK | Tight | Rising |
| Vietnam | SGN | Tight | Rising | |
| Asia -> US | | | | |
| Greater China | Hong Kong | HKG | Upturn | Stable |
| | South China | CAN/SZX | Tight | Rising |
| | Southeast China | XMN/FOC | Tight | Rising |
| | Central & East China | PVG | Upturn | Falling |
| | North China | BJS/CGO/TAO | Tight | Rising |
| Northeast Asia | Korea | ICN | Backlog | Rising |
| | Taiwan | TPE | Backlog | Rising |
| Southeast Asia | Indonesia | CGK | Backlog | Rising |
| | Malaysia | KUL | Backlog | Rising |
| | Malaysia | PEN | Tight | Rising |
| | Philippines | MNL | Tight | Rising |
| | Singapore | SIN | Tight | Rising |
| | Thailand | BKK | Backlog | Rising |
| Vietnam | SGN | Backlog | Rising | |
| Asia -> Europe | | | | |
| Greater China | Hong Kong | HKG | Tight | Rising |
| | South China | CAN/SZX | Tight | Rising |
| | Southeast China | XMN/FOC | Tight | Rising |
| | Central & East China | PVG | Serious | Rising |
| | North China | BJS/CGO/TAO | Tight | Rising |
| Northeast Asia | Korea | ICN | Backlog | Rising |
| | Taiwan | TPE | Backlog | Rising |
| Southeast Asia | Indonesia | CGK | Backlog | Rising |
| | Malaysia | KUL | Backlog | Rising |
| | Malaysia | PEN | Tight | Rising |
| | Philippines | MNL | Tight | Rising |
| | Singapore | SIN | Tight | Rising |
| | Thailand | BKK | Backlog | Rising |
| Vietnam | SGN | Backlog | Rising | |
| US/CA -> Europe | | | | |
| North America | US | US East Coast | Upturn | Stable |
| | Canada | YYZ/YUL | Upturn | Rising |
| US/CA -> Asia | | | | |
| North America | US | US West Coast | Upturn | Rising |
| | Canada | YVR | Upturn | Rising |
| Europe -> Asia | | | | |
| Europe | Europe | LHR/AMS | Tight | Rising |
| | Germany | FRA / MUC | Serious | Rising |
| Europe -> US/CA | | | | |
| Europe | Europe | LHR/AMS | Tight | Rising |
| | Germany | FRA / MUC | Serious | Rising |

| Ocean Freight Market Update | | | |
|---|---------|--------|---|
| Trade Lane | Space | Rate | Note |
| Asia -> Intra Asia | | | |
| Asia -> Asia | Soft | Stable | |
| Asia -> US (Transpacific Eastbound - TPB) | | | |
| Asia -> US West Coast | Backlog | Stable | |
| Asia -> US East Coast | Backlog | Stable | |
| Asia -> Europe (Far East Westbound - FEWB) | | | |
| Asia -> Europe | Backlog | Stable | |
| US -> Asia | | | |
| US -> Asia | Backlog | Rising | |
| US -> Europe | | | |
| US -> Europe | Tight | Stable | |
| Europe -> Asia | | | |
| Europe -> Asia | Tight | Stable | |
| Germany -> Asia | Serious | Stable | The ports' storage possibilities are tight; all LCL shipments must be booked 2-3 weeks in advance. All capacities at warehouses are also tight lead to rising costs. 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); please place the bookings 5-6 weeks in advance. 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, 且散裝貨運亦因船位持續緊張須於 2-3 周前預訂, 而除了中國鹽田港的擁塞狀況, 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, 船位及相關設備, 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。 |
| Europe -> US (Transatlantic Westbound - TAWB) | | | |
| Europe -> US West Coast | Tight | Rising | |
| Europe -> US East Coast | Tight | Rising | |
| Germany -> US West Coast | Serious | Rising | Effective Oct. 1st, 2021, GRIs will be announced 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 EIS (Equipment Imbalance Surcharge), space bookings have to be placed 5-6 weeks in advance. Please be aware that carriers are full until the end of October. 自10月1日起, 綜合費率上漲附加費 (GRI, General Rate Increase) 將生效, 散裝貨運因船位緊張須於 2-3 周前預訂, 且貨物存放港口倉庫空間緊縮問題嚴重, 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, 而船位預訂目前已爆滿至十月底。 |
| Germany -> US East Coast | Serious | Rising | same as above |