

Update for: 2022/01/17

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. 船位溢載，約需預估1-2天的延遲裝載貨物	Backlog 溢載
Space demand gets critical, turndown of booking often found. Alternative routing or arrangement may be needed. 船位極滿，訂位可能被迫取消，請聯絡由菲行租車轉往方案	Serious 極滿

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	Tight	Rising		
	South China	CAN/SZX	Tight	Rising		
	Southeast China	XMN/FOC	Tight	Stable		
	Central & East China	PVG	Tight	Rising		
	North China	BJS/CGO/TAO	Tight	Stable		
Northeast Asia	Korea	ICN	Tight	Stable		
	Taiwan	TPE	Tight	Stable		
	Indonesia	CGK	Tight	Stable		
	Malaysia	KUL	Tight	Stable		
	Malaysia	PEN	Tight	Stable		
	Philippines	MNL	Tight	Stable		
	Singapore	SIN	Backlog	Stable		
Southeast Asia	Thailand	BKK	Tight	Rising		
	Vietnam	SGN	Tight	Stable		
Asia -> US						
Greater China	Hong Kong	HKG	Upturn	Stable	same as below	
	South China	CAN/SZX	Tight	Rising	COVID situation in China is very fluid and subject to constant changes, contact Dimerco to discuss potential solutions for your China-USA freight shipping challenges. 新冠病毒在中國的影響範圍持續變化帶來各種挑戰，快與我們的專案團隊聯繫尋找中國到美國的最佳解決方案。 Click to read more... 點擊後了解更多。	
	Southeast China	XMN/FOC	Tight	Stable	same as above	
	Central & East China	PVG	Backlog	Rising	same as above	
	North China	BJS/CGO/TAO	Tight	Rising	same as above	
Northeast Asia	Korea	ICN	Tight	Rising		
	Taiwan	TPE	Upturn	Rising		
	Indonesia	CGK	Tight	Rising		
	Malaysia	KUL	Tight	Stable		
	Malaysia	PEN	Tight	Rising		
	Philippines	MNL	Tight	Rising		
	Singapore	SIN	Tight	Rising		
Southeast Asia	Thailand	BKK	Tight	Rising		
	Vietnam	SGN	Backlog	Rising		
	Asia -> Europe					
	Greater China	Hong Kong	HKG	Upturn	Stable	
		South China	CAN/SZX	Upturn	Stable	
Southeast China		XMN/FOC	Tight	Stable		
Central & East China		PVG	Backlog	Rising		
North China		BJS/CGO/TAO	Tight	Rising		
Northeast Asia	Korea	ICN	Tight	Rising		
	Taiwan	TPE	Tight	Rising		
	Indonesia	CGK	Tight	Rising		
	Malaysia	KUL	Tight	Stable		
	Malaysia	PEN	Tight	Rising		
	Philippines	MNL	Tight	Rising		
	Singapore	SIN	Tight	Rising		
Southeast Asia	Thailand	BKK	Tight	Rising		
	Vietnam	SGN	Tight	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	Stable		
Germany	FRA / MUC	Serious	Rising			
Europe -> US/CA						
Europe	Europe	LHR/AMS	Tight	Stable		
Germany	FRA / MUC	Serious	Rising			

Ocean Freight Market Update			
Trade Lane	Space	Rate	Note
Asia -> Intra Asia			
Asia -> Asia	Tight	Rising	
Asia -> US (Transpacific Eastbound - TPEB)			
Asia -> US West Coast	Serious	Rising	COVID situation in China is very fluid and subject to constant changes, contact Dimerco to discuss potential solutions for your China-USA freight shipping challenges. 新冠病毒在中國的影響範圍持續變化帶來各種挑戰，快與我們的專案團隊聯繫尋找中國到美國的最佳解決方案。 Click to read more... 點擊後了解更多。
Asia -> US East Coast	Serious	Rising	same as above
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	Most departures are still delayed and blank sailings due to upcoming Chinese New Year. Effective Jan. 1st, 2022, several local charges for pre-carriage, port/terminal charges and others will increase while the ports' storage possibilities are tight and all LCL shipments must be booked 2-3 weeks in advance. All capacities at warehouses are also tight lead to rising costs. 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. 由於中國農曆新年將近，大部分的貨船仍有延遲出港和空船航行狀況，而自1月1日起，前段運輸及港口等相關費用預期將會增加，加上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。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	Stable	Effective Jan. 1st, 2022, several local charges for pre-carriage, port/terminal charges and others will increase while effective Feb. 1st, 2022, 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 containers at the ports/inland places for weeks and charge EIS (Equipment Imbalance Surcharge), space bookings have to be placed 4-6 weeks in advance. Please be aware that carriers are full until mid/end of February. 自1月1日起，前段運輸及港口等相關費用預期將會增加，而自2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4-6周前預訂，而船位預訂目前已爆滿至二月中至二月底。
Germany -> US East Coast	Serious	Stable	