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worldwide logistics
From Rotterdam to the world

OCEAN FREIGHT QUOTATION

Import sea freight rates & market update

VALIDITY
16 – 31 August 2026

TRADE LANE
Asia – Europe, import westbound

DISCHARGE PORTS
Rotterdam · Antwerp · Hamburg

Logistics in trusted hands

QUOTATION

Market update

Dear Sir, Madam,

Please find enclosed our quotation for import sea freight rates, valid 16 – 31 August 2026. Below we summarise the current market situation on the trade lanes covered by this offer.

Capacity and demand

Carriers continue to deploy full capacity to support demand, which remains resilient and relatively stable on this trade lane. However, the recent disruption caused by Typhoon Dolphin has had a significant impact on origin operations in China. While trucking and warehousing activities in Shanghai and Ningbo are gradually returning to normal as emergency response measures are eased, vessel and terminal recovery is expected to take considerably longer. Ports are still processing accumulated cargo volumes and rescheduled sailings, increasing the risk of rolled cargo, skipped port calls, and further schedule changes over the coming one to two weeks.

Typhoon Dolphin

Terminal and vessel recovery in China lags behind landside normalisation

Record-low Rhine

Discharge at Spijk below the 1947 record; Kaub nearing the transit threshold

In Europe, severe drought conditions continue to impact inland logistics. Water levels on the Rhine have fallen to record lows on both sides of the Dutch–German border, with no meaningful rainfall forecast in the short term. At Spijk, where the Rhine enters the Netherlands, river discharge has dropped below the previous record low established in 1947, while levels at Lobith have already fallen beneath last month’s record.

Further upstream, the critical Kaub bottleneck south of Koblenz is approaching levels at which freight vessels can no longer safely transit. Should this threshold be breached, the Rhine corridor could effectively split in two, disrupting inland vessel connectivity between the Netherlands and southern Germany’s major industrial regions. As a result, barge operators are significantly reducing payloads, implementing low-water surcharges, and shifting additional volumes onto already constrained road and rail networks.

Freight rates & recommendation

Freight rates

Despite operational challenges at both origin and destination, including continued Cape of Good Hope diversions that restrict effective vessel supply, the freight market is showing signs of stabilization. Spot rates remain elevated compared to historical averages but continue to ease gradually, reflecting a slow correction from the sharp increases seen earlier in the summer.

Nevertheless, ongoing congestion in Chinese export hubs and inland transport restrictions across Europe are expected to prevent any rapid decline in rates in the near term.

Our recommendation

1. Maintain a booking lead time of three to four weeks to mitigate the impact of ongoing scheduling disruptions in China and the potential for cargo rollovers.

2. For European inland distribution, arrange rail and road alternatives wherever possible to avoid severe Rhine-related barge delays and capacity constraints.

Although spot rates are gradually softening, proactive planning remains essential, as operational bottlenecks on both the Asia origin side and the European hinterland side will continue to keep effective capacity tight in the coming weeks.

Order management

At Neele-Vat, we closely monitor market developments. Our team remains fully engaged and ready to help you navigate your shipping orders. Should you have any questions regarding this quotation or require further assistance, please do not hesitate to reach out.

In a market defined by capacity pressure and operational challenges, our priority is continuity and predictability for your shipments.

China

All rates in USD
per container unless stated

Based on Shipment in our service, freight payable in Rotterdam
From FOB ports as listed, subject to availability of space & equipment
To Port of arrival Rotterdam, Antwerp or Hamburg
Validity 16 – 31 August 2026

PORT OF LOADING	ROUTING	LCL W/M	20 FT	40 FT	40 FT HC	40 FT NOR
Dalian	Direct	77	2,350	3,500	3,500	3,300
Hong Kong	via Yantian	60	2,400	3,700	3,700	–
Ningbo	Direct	61	2,350	3,500	3,500	3,300
Qingdao	Direct	61	2,350	3,500	3,500	3,300
Shanghai	Direct	61	2,350	3,500	3,500	3,300
Shanghai DG / IMO	Direct	175	–	–	–	–
Taicang	via Ningbo	N/A	2,525	3,600	3,600	–
Wuhan	via Shanghai	N/A	2,475	4,000	4,000	–
Lianyungang	via Qingdao	N/A	2,375	3,750	3,750	–
Nanjing	via Ningbo	83	2,400	3,650	3,650	–
Nantong	via Shanghai	82	2,525	3,700	3,700	–
Shenzhen / Yantian	Direct	61	2,350	3,500	3,500	3,300
Shenzhen DG / IMO	Direct	175	–	–	–	–
Shantou	via Yantian	79	2,500	3,600	3,600	–
Beijiao	via Yantian	N/A	2,500	3,600	3,600	–
Foshan	via Yantian	72	2,700	3,850	3,850	–
Guangzhou	via Yantian	63	2,650	3,800	3,800	–
Jiangmen	via Yantian	65	2,450	3,800	3,800	–
Huangpu	via Yantian	N/A	2,450	3,800	3,800	–
Jiujiang	via Yantian	N/A	2,575	3,800	3,800	–
Nansha	via Yantian	N/A	2,550	3,800	3,800	–
Zhongshan	via Yantian	65	2,500	3,800	3,800	–
Zhuhai	via Yantian	65	2,450	3,800	3,800	–
Xiamen	Direct	61	2,350	3,500	3,500	3,300
Yangzhou	via Shanghai	84	2,600	3,800	3,800	–
Fuzhou	via Xiamen	71	2,550	3,800	3,800	–
Xingang (Tianjin)	Direct	61	2,350	3,500	3,500	3,400

Thailand, Korea, Vietnam, Taiwan & Japan

All rates in USD per container unless stated

PORT OF LOADING	ROUTING	LCL W/M	20 FT	40 FT	40 FT HC	40 FT NOR
Thailand						
Bangkok	via Singapore	72	2,500	3,650	3,650	–
Lat Krabang	via Singapore	N/A	2,550	3,650	3,650	–
Laem Chabang	via Singapore	87	2,500	3,650	3,650	–
Songkhla	via Singapore	N/A	2,500	3,650	3,650	–
Korea						
Busan	Direct	70	2,400	3,600	3,600	–
Gwangyang	–	N/A	2,800	4,000	4,000	–
Vietnam						
Hai Phong	via Singapore	93	2,500	3,750	3,750	–
Ho Chi Minh / Cai Mep	Direct	68	2,400	3,700	3,700	–
Da Nang	via Ho Chi Minh	93	2,600	3,800	3,800	–
Qui Nhon	via Singapore	N/A	2,600	3,900	3,900	–
Taiwan						
Kaohsiung	Direct	61	2,500	3,700	3,700	–
Keelung	via Kaohsiung	61	2,600	3,800	3,800	–
Taichung	via Kaohsiung	61	2,550	3,800	3,800	–
Taipei (Taoyuan)	via Kaohsiung	61	2,550	3,750	3,750	–
Japan						
Kobe	Direct	85	2,550	3,900	3,900	–
Osaka	Direct	85	2,550	3,900	3,900	–
Nagoya	Direct	85	2,550	3,900	3,900	–
Tokyo	Direct	85	2,550	3,900	3,900	–
Yokohama	Direct	85	2,800	4,000	4,000	–
Hakata	Direct	106	2,650	3,950	3,950	–

South-East Asia & Bay of Bengal

All rates in USD
per container unless stated

PORT OF LOADING	ROUTING	LCL W/M	20 FT	40 FT	40 FT HC	40 FT NOR
Philippines						
Cebu	via Kaohsiung	101	2,650	4,250	4,250	–
Manila	via Singapore	88	2,600	3,900	3,900	–
General Santos	via Singapore	N/A	2,750	4,150	4,150	–
Malaysia						
Penang	via Singapore	88	2,650	3,900	3,900	–
Port Kelang	via Singapore	88	2,600	3,800	3,800	–
Indonesia						
Surabaya	via Singapore	89	2,800	4,250	4,250	–
Jakarta	via Singapore	83	2,550	3,800	3,800	–
Semarang	via Singapore	93	2,550	3,800	3,800	–
Belawan (Medan)	via Singapore	98	2,550	3,900	3,900	–
Singapore						
Singapore	Direct	68	2,500	3,700	3,700	–
Cambodia						
Sihanoukville	via Singapore	98	2,800	4,100	4,100	–
Phnom Penh	via Singapore	88	2,900	4,250	4,250	–
Myanmar						
Yangon	via Singapore	108	2,800	4,200	4,200	–
Bangladesh						
Chittagong ***	via Colombo	93	3,500	4,350	4,350	–
Sri Lanka						
Colombo	Direct	129	3,400	3,300	3,300	–

Pakistan & India

All rates in USD
per container unless stated

PORT OF LOADING	ROUTING	LCL W/M	20 FT	40 FT	40 FT HC	40 FT NOR
Pakistan						
Karachi Port	Direct	101	4,800	4,450	4,450	–
Port Qasim	Direct	N/A	5,000	4,800	4,800	–
India						
Mundra	Direct	N/A	5,200	4,800	4,800	–
Chennai	Direct	88	5,300	4,900	4,900	–
Hazira	Direct	N/A	5,300	4,900	4,900	–
Kolkata	Direct	125	6,600	6,600	6,600	–
Cochin	Direct	137	6,500	6,300	6,300	–
Nhava Sheva	Direct	84	5,200	4,800	4,800	–
Tuticorin	via Colombo	88	5,300	4,900	4,900	–

Surcharges

SURCHARGE	LCL W/M	20 FT	40 FT	40 FT HC	40 FT NOR
Peak Season Surcharge (PSS)	20	600	1,200	1,200	1,200
ETS surcharge ex non-China ports	incl.	incl.	incl.	incl.	–
ETS surcharge ex India / Pakistan / Sri Lanka	incl.	incl.	incl.	incl.	–
Emergency Fuel Surcharge	if applicable — as per carrier layout				

TERMS

Notes & conditions

- Heavy weight surcharge may be applicable for 20 ft containers over 16,000 kgs cargo weight.
- UK ports (London Gateway, Felixstowe, Southampton): surcharge USD 125.00 per TEU.
- Subject to IMO / DG fee / PSS as per carrier layout.
- ******* Chittagong: subject to local cost Bangladesh.
- ****** For containers shipped via our network, the application date of the carrier (i.e. shipped-on-board date) applies for rate calculation purposes only. For shipments originating from indirect load ports, the first pre-carriage vessel / feeder / barge ETD is used; for shipments originating from Southern PRC ports, the trigger date is the first pre-carriage vessel / feeder / barge ATD.
- Our general terms and conditions apply to all our services.

Rhine low water — inland distribution

Barge operators are reducing payloads and applying low-water surcharges on the Rhine corridor. Where your supply chain allows, we advise arranging rail or road alternatives for European inland distribution; our team will confirm the applicable inland option and cost at time of booking.

“Global logistics are best organized locally.”

WITH FRIENDLY REGARDS

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