

OCEAN FREIGHT QUOTATION

# Import Ocean Freight Rates & Market Update

VALIDITY

1 – 15 October 2026

TRADE LANE

Asia – Europe, import westbound

DISCHARGE PORTS

Rotterdam · Antwerp · Hamburg

Logistics in trusted hands

# Port situation | China export market

Dear Valued Customer,

We are pleased to share our latest Import Ocean Freight Rates, valid 1 – 15 October 2026, together with an update on the latest developments in the Asia–Europe ocean freight market.

## Market conditions

Rates for the first half of October remain largely aligned with the lower pricing levels established at the end of September. Despite the approaching Chinese Golden Week holiday, there has been very little evidence of a traditional peak season demand surge, and overall cargo volumes remain relatively soft.

At the same time, carriers have announced increases to their Emergency Bunker Surcharge (EBS) programmes in response to rising Very Low Sulphur Fuel Oil (VLSFO) costs. While base freight rates continue to face downward pressure, fuel-related surcharges may partially offset these reductions.

## Capacity and space availability

### ~20% blank sailings

Planned for the week of 12 October, around 17% the week after, easing toward month-end

### 7 – 10 days lead time

Generally sufficient to secure FAK [Freight All Kinds] bookings

Carriers are maintaining full capacity deployment through the end of September. However, a significant increase in blank sailings is planned following Golden Week. This adjustment appears to be driven primarily by carrier efforts to align capacity with the current soft demand environment and support freight rate levels, rather than by a shortage of cargo.

Despite these capacity management measures, overall space availability continues to improve.

# Operations, rates & outlook

## Operational challenges remain significant

The market's biggest challenge continues to be schedule reliability rather than capacity.

- Ongoing port congestion, the aftermath of recent typhoon disruptions in China and adjustments to new Suez Canal routings continue to impact vessel schedules globally.
- Far East to Europe schedule performance has deteriorated significantly, with on-time arrivals at exceptionally low levels and average delays exceeding one week.
- The backlog created by typhoon-related port disruptions in Asia is expected to result in further berth congestion and delays across European ports in the coming weeks.

Cargo owners should continue to expect transit time variability and potential arrival delays throughout the fourth quarter.

## Freight rates

Freight rates on the Asia–Europe trade remain under pressure. Recent market indicators show further declines on both the Shanghai–Rotterdam and Shanghai–Genoa corridors, continuing a trend that has persisted for several consecutive weeks. Although carriers have announced a General Rate Increase (GRI) effective 19 October, current market conditions suggest that service reliability remains the primary concern for shippers rather than freight rate levels themselves.

## Network developments

A growing number of services operated by the Gemini Cooperation, Ocean Alliance and Premier Alliance are gradually returning to the Suez Canal on selected Asia–Europe trade lanes. While the transition remains service-specific, this development is improving transit times compared to the Cape of Good Hope routing.

### Outlook — second half of October into November

We expect market conditions to remain broadly stable to slightly soft. While carriers are introducing blank sailings to support rate levels, subdued demand and improving space availability are likely to limit the effectiveness of significant rate increases.

### OUR RECOMMENDATION

- Base carrier selection on proven service reliability rather than solely on freight rates.
- Build a buffer of 7 to 10 days into arrival planning throughout Q4 to mitigate ongoing port congestion and schedule delays.

## 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** 1 – 15 October 2026

| PORT OF LOADING    | ROUTING      | LCL W/M | 20 FT | 40 FT | 40 FT HC | 40 FT NOR |
|--------------------|--------------|---------|-------|-------|----------|-----------|
| Dalian             | Direct       | 75      | 2,200 | 3,300 | 3,300    | 3,200     |
| Hong Kong          | via Yantian  | 64      | 2,150 | 3,450 | 3,450    | –         |
| Ningbo             | Direct       | 64      | 2,100 | 3,300 | 3,300    | 3,200     |
| Qingdao            | Direct       | 64      | 2,100 | 3,300 | 3,300    | 3,200     |
| Shanghai           | Direct       | 64      | 2,100 | 3,300 | 3,300    | 3,200     |
| Shanghai DG / IMO  | Direct       | 175     | –     | –     | –        | –         |
| Taicang            | via Ningbo   | N/A     | 2,350 | 3,500 | 3,500    | –         |
| Wuhan              | via Shanghai | N/A     | 2,400 | 3,650 | 3,650    | –         |
| Lianyungang        | via Qingdao  | N/A     | 2,250 | 3,500 | 3,500    | –         |
| Nanjing            | via Ningbo   | 86      | 2,350 | 3,600 | 3,600    | –         |
| Nantong            | via Shanghai | 85      | 2,300 | 3,500 | 3,500    | –         |
| Shenzhen / Yantian | Direct       | 64      | 2,100 | 3,300 | 3,300    | 3,200     |
| Shenzhen DG / IMO  | Direct       | 175     | –     | –     | –        | –         |
| Shantou            | via Yantian  | 82      | 2,450 | 3,750 | 3,750    | –         |
| Beijiao            | via Yantian  | N/A     | 2,350 | 3,600 | 3,600    | –         |
| Foshan             | via Yantian  | 83      | 2,500 | 3,750 | 3,750    | –         |
| Guangzhou          | via Yantian  | 75      | 2,500 | 3,750 | 3,750    | –         |
| Jiangmen           | via Yantian  | 68      | 2,300 | 3,650 | 3,650    | –         |
| Huangpu            | via Yantian  | N/A     | 2,300 | 3,450 | 3,450    | –         |
| Jiujiang           | via Yantian  | N/A     | 2,350 | 3,750 | 3,750    | –         |
| Nansha             | via Yantian  | N/A     | 2,250 | 3,500 | 3,500    | –         |
| Zhongshan          | via Yantian  | 68      | 2,200 | 3,550 | 3,550    | –         |
| Zhuhai             | via Yantian  | 68      | 2,300 | 3,500 | 3,500    | –         |
| Xiamen             | Direct       | 64      | 2,100 | 3,300 | 3,300    | 3,200     |
| Yangzhou           | via Shanghai | 87      | 2,400 | 3,600 | 3,600    | –         |
| Fuzhou             | via Xiamen   | 74      | 2,250 | 3,550 | 3,550    | –         |
| Xingang (Tianjin)  | Direct       | 64      | 2,100 | 3,300 | 3,300    | 3,200     |

# 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 |
|-----------------------|-----------------|---------|-------|-------|----------|-----------|
| <b>Thailand</b>       |                 |         |       |       |          |           |
| Bangkok               | via Singapore   | 73      | 2,300 | 3,500 | 3,500    | –         |
| Lat Krabang           | via Singapore   | N/A     | 2,300 | 3,500 | 3,500    | –         |
| Laem Chabang          | via Singapore   | 88      | 2,300 | 3,500 | 3,500    | –         |
| Songkhla              | via Singapore   | N/A     | 2,300 | 3,500 | 3,500    | –         |
| <b>Korea</b>          |                 |         |       |       |          |           |
| Busan                 | Direct          | 64      | 2,300 | 3,500 | 3,500    | –         |
| Gwangyang             | –               | N/A     | 2,400 | 3,600 | 3,600    | –         |
| <b>Vietnam</b>        |                 |         |       |       |          |           |
| Hai Phong             | via Singapore   | 94      | 2,300 | 3,400 | 3,400    | –         |
| Ho Chi Minh / Cai Mep | Direct          | 70      | 2,150 | 3,400 | 3,400    | –         |
| Da Nang               | via Ho Chi Minh | 95      | 2,400 | 3,650 | 3,650    | –         |
| Qui Nhon              | via Singapore   | N/A     | 2,450 | 3,800 | 3,800    | –         |
| <b>Taiwan</b>         |                 |         |       |       |          |           |
| Kaohsiung             | Direct          | 64      | 2,300 | 3,500 | 3,500    | –         |
| Keelung               | via Kaohsiung   | 64      | 2,300 | 3,500 | 3,500    | –         |
| Taichung              | via Kaohsiung   | 64      | 2,300 | 3,500 | 3,500    | –         |
| Taipei (Taoyuan)      | via Kaohsiung   | 64      | 2,300 | 3,500 | 3,500    | –         |
| <b>Japan</b>          |                 |         |       |       |          |           |
| Kobe                  | Direct          | 79      | 2,350 | 3,700 | 3,700    | –         |
| Osaka                 | Direct          | 79      | 2,350 | 3,700 | 3,700    | –         |
| Nagoya                | Direct          | 79      | 2,350 | 3,700 | 3,700    | –         |
| Tokyo                 | Direct          | 79      | 2,350 | 3,700 | 3,700    | –         |
| Yokohama              | Direct          | 79      | 2,350 | 3,700 | 3,700    | –         |
| Hakata                | Direct          | 107     | 2,350 | 3,700 | 3,700    | –         |

# 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 |
|--------------------|---------------|---------|-------|-------|----------|-----------|
| <b>Philippines</b> |               |         |       |       |          |           |
| Cebu               | via Kaohsiung | 102     | 2,400 | 3,800 | 3,800    | –         |
| Manila             | via Singapore | 89      | 2,300 | 3,500 | 3,500    | –         |
| General Santos     | via Singapore | N/A     | 2,600 | 3,900 | 3,900    | –         |
| <b>Malaysia</b>    |               |         |       |       |          |           |
| Penang             | via Singapore | 87      | 2,250 | 3,500 | 3,500    | –         |
| Port Kelang        | via Singapore | 77      | 2,250 | 3,500 | 3,500    | –         |
| <b>Indonesia</b>   |               |         |       |       |          |           |
| Surabaya           | via Singapore | 90      | 2,250 | 3,450 | 3,450    | –         |
| Jakarta            | via Singapore | 84      | 2,250 | 3,450 | 3,450    | –         |
| Semarang           | via Singapore | 94      | 2,250 | 3,450 | 3,450    | –         |
| Belawan (Medan)    | via Singapore | 99      | 2,250 | 3,450 | 3,450    | –         |
| <b>Singapore</b>   |               |         |       |       |          |           |
| Singapore          | Direct        | 69      | 2,150 | 3,350 | 3,350    | –         |
| <b>Cambodia</b>    |               |         |       |       |          |           |
| Sihanoukville      | via Singapore | 99      | 2,450 | 3,800 | 3,800    | –         |
| Phnom Penh         | via Singapore | 89      | 2,600 | 3,950 | 3,950    | –         |
| <b>Myanmar</b>     |               |         |       |       |          |           |
| Yangon             | via Singapore | 109     | 2,550 | 3,950 | 3,950    | –         |
| <b>Bangladesh</b>  |               |         |       |       |          |           |
| Chittagong ***     | via Colombo   | 94      | 4,400 | 4,650 | 4,650    | –         |
| <b>Sri Lanka</b>   |               |         |       |       |          |           |
| Colombo            | Direct        | 156     | 4,800 | 4,950 | 4,950    | –         |

## Pakistan &amp; 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 |
|-----------------|-------------|---------|-------|-------|----------|-----------|
| <b>Pakistan</b> |             |         |       |       |          |           |
| Karachi Port    | Direct      | 98      | 4,700 | 4,800 | 4,800    | –         |
| Port Qasim      | Direct      | N/A     | 5,600 | 5,750 | 5,750    | –         |
| <b>India</b>    |             |         |       |       |          |           |
| Mundra          | Direct      | N/A     | 4,250 | 4,300 | 4,300    | –         |
| Chennai         | Direct      | 101     | 4,800 | 4,900 | 4,900    | –         |
| Hazira          | Direct      | N/A     | 5,200 | 5,500 | 5,500    | –         |
| Kolkata         | Direct      | 155     | 5,300 | 6,100 | 6,100    | –         |
| Cochin          | Direct      | 164     | 4,800 | 4,950 | 4,950    | –         |
| Nhava Sheva     | Direct      | 87      | 4,300 | 4,350 | 4,350    | –         |
| Tuticorin       | via Colombo | 96      | 4,800 | 4,950 | 4,950    | –         |

## Surcharges

| SURCHARGE                                     | LCL W/M                               | 20 FT | 40 FT | 40 FT HC | 40 FT NOR |
|-----------------------------------------------|---------------------------------------|-------|-------|----------|-----------|
| Peak Season Surcharge [PSS]                   | incl.                                 | incl. | incl. | incl.    | incl.     |
| 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.

### Schedule reliability & planning

Transit times on the Asia–Europe trade remain variable. We advise building a buffer of 7 to 10 days into arrival planning throughout Q4. Fuel-related surcharges (EBS) are subject to carrier announcements. We confirm the applicable routing, equipment type and any carrier surcharges at time of booking.

“Global logistics are best organized locally.”

WITH FRIENDLY REGARDS

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