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worldwide logistics
From Rotterdam to the world



OCEAN FREIGHT QUOTATION

Import Ocean Freight Rates & Market Update

VALIDITY
16 – 30 November 2026

TRADE LANE
Asia – Europe, import westbound

DISCHARGE PORTS
Rotterdam · Antwerp · Hamburg

Logistics in trusted hands

MARKET UPDATE

Port situation | China export market

Dear Sir, Madam,

We are pleased to share our latest Import Ocean Freight Rates, valid 16 – 30 November 2026, along with an update on the latest developments impacting the Asia, Indian Subcontinent and Europe ocean freight market.

Asia to North Europe

Market demand remains relatively subdued, with no significant increase in cargo volumes observed in recent weeks. While carriers continue to manage capacity through blank sailings and allocation controls, market conditions remain balanced overall. Vessel utilisation across the major carrier alliances remains high, indicating that carriers continue to actively manage available capacity. At the same time, ongoing port congestion and operational disruptions continue to impact schedule reliability across Asia–Europe services.

KEY DEVELOPMENTS

- High vessel utilisation across most Asia–Europe services.
- Continued carrier capacity management and blank sailings.
- Port congestion causing schedule disruptions and transit delays.
- Limited flexibility on certain contract allocations.
- Increased focus by carriers on maintaining network stability and vessel utilisation.

Indian Subcontinent to Europe

Market conditions across the Indian Subcontinent remain generally stable following the Diwali holiday period. Available vessel space remains healthy across most Indian export locations, while Bangladesh continues to offer stable capacity and equipment availability.

However, equipment challenges are re-emerging in certain inland locations across India. Several carriers are reporting container shortages at selected Inland Container Depots (ICDs), while equipment availability from Ennore remains under pressure.

Schedule reliability on the Indian Subcontinent–Europe trade lane continues to be a concern. Although some carrier services perform well, overall schedule reliability remains impacted by congestion and operational disruptions throughout the region.

Port situation & outlook

Port situation

Mundra & Nhava Sheva

Both ports are experiencing high yard utilisation levels following weather-related disruptions, leading to operational challenges and potential delays.

Southern India

Recent cyclone activity and continued adverse weather along the southern coastline are affecting port operations and may continue to impact vessel schedules in the coming weeks.

Colombo

Congestion remains severe at this key transshipment hub. Vessel waiting times have increased further, adding pressure on schedule reliability for cargo moving via Sri Lanka.

Outlook

Looking ahead, the market remains relatively stable, but several factors require close monitoring:

- Ongoing blank sailings and capacity management by carriers.
- Port congestion across Europe and key transshipment hubs.
- Weather-related disruptions in India.
- Equipment shortages at selected inland locations.
- Potential cargo build-up ahead of the Lunar New Year shipping season.

While there is currently no indication of a significant surge in demand, operational challenges continue to impact supply chain reliability. Early planning and timely bookings remain essential to minimise potential disruptions.

OUR RECOMMENDATION

Provide shipment forecasts as early as possible and secure bookings well in advance, particularly for cargo scheduled to move during late November and December.

Our teams continue to closely monitor market developments and carrier performance to ensure the most reliable routing options for your supply chain. Should you have any questions, please contact your local Neele-Vat representative.

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 – 30 November 2026

PORT OF LOADING	ROUTING	LCL W/M	20 FT	40 FT	40 FT HC	40 FT NOR
Dalian	Direct	80	2,300	3,350	3,350	–
Hong Kong	via Yantian	67	2,400	3,500	3,500	–
Ningbo	Direct	68	2,150	3,300	3,300	2,700
Qingdao	Direct	68	2,150	3,300	3,300	2,700
Shanghai	Direct	68	2,150	3,300	3,300	2,700
Shanghai DG / IMO	Direct	175	–	–	–	–
Taicang	via Ningbo	N/A	2,300	3,400	3,400	–
Wuhan	via Shanghai	N/A	2,500	3,750	3,750	–
Lianyungang	via Qingdao	N/A	2,300	3,550	3,550	–
Nanjing	via Ningbo	90	2,400	3,650	3,650	–
Nantong	via Shanghai	89	2,350	3,600	3,600	–
Shenzhen / Yantian	Direct	68	2,150	3,300	3,300	2,700
Shenzhen DG / IMO	Direct	175	–	–	–	–
Shantou	via Yantian	87	2,500	3,750	3,750	–
Beijiao	via Yantian	N/A	2,350	3,550	3,550	–
Foshan	via Yantian	79	2,550	3,775	3,775	–
Guangzhou	via Yantian	70	2,650	3,750	3,750	–
Jiangmen	via Yantian	72	2,250	3,650	3,650	–
Huangpu	via Yantian	N/A	2,350	3,550	3,550	–
Jiujiang	via Yantian	N/A	2,250	3,750	3,750	–
Nansha	via Yantian	N/A	2,350	3,450	3,450	–
Zhongshan	via Yantian	72	2,350	3,550	3,550	–
Zhuhai	via Yantian	72	2,350	3,450	3,450	–
Xiamen	Direct	68	2,150	3,300	3,300	2,700
Yangzhou	via Shanghai	91	2,350	3,600	3,600	–
Fuzhou	via Xiamen	78	2,450	3,550	3,550	–
Xingang (Tianjin)	Direct	68	2,250	3,350	3,350	–

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	78	2,350	3,550	3,550	–
Lat Krabang	via Singapore	N/A	2,350	3,550	3,550	–
Laem Chabang	via Singapore	93	2,300	3,300	3,300	2,900
Songkhla	via Singapore	N/A	2,350	3,550	3,550	–
Korea						
Busan	Direct	69	2,350	3,500	3,500	2,900
Gwangyang	–	N/A	2,450	3,700	3,700	–
Vietnam						
Hai Phong	via Singapore	99	2,400	3,600	3,600	–
Ho Chi Minh / Cai Mep	Direct	74	2,250	3,350	3,350	2,900
Da Nang	via Ho Chi Minh	99	2,400	3,600	3,600	–
Qui Nhon	via Singapore	N/A	2,500	3,650	3,650	–
Taiwan						
Kaohsiung	Direct	68	2,350	3,500	3,500	2,900
Keelung	via Kaohsiung	68	2,400	3,600	3,600	–
Taichung	via Kaohsiung	68	2,400	3,600	3,600	–
Taipei (Taoyuan)	via Kaohsiung	68	2,400	3,600	3,600	–
Japan						
Kobe	Direct	84	2,450	3,700	3,700	–
Osaka	Direct	84	2,450	3,700	3,700	–
Nagoya	Direct	84	2,450	3,700	3,700	–
Tokyo	Direct	84	2,450	3,700	3,700	–
Yokohama	Direct	84	2,450	3,700	3,700	–
Hakata	Direct	112	2,450	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
Philippines						
Cebu	via Kaohsiung	107	2,700	4,150	4,150	–
Manila	via Singapore	94	2,350	3,650	3,650	–
General Santos	via Singapore	N/A	3,050	3,950	3,950	–
Malaysia						
Penang	via Singapore	93	2,350	3,400	3,400	–
Port Kelang	via Singapore	83	2,350	3,400	3,400	–
Indonesia						
Surabaya	via Singapore	95	2,350	3,350	3,350	–
Jakarta	via Singapore	89	2,350	3,350	3,350	–
Semarang	via Singapore	99	2,350	3,350	3,350	–
Belawan (Medan)	via Singapore	104	2,450	3,550	3,550	–
Singapore						
Singapore	Direct	74	2,150	3,300	3,300	2,900
Cambodia						
Sihanoukville	via Singapore	104	2,550	3,800	3,800	–
Phnom Penh	via Singapore	94	2,550	3,900	3,900	–
Myanmar						
Yangon	via Singapore	118	2,550	3,900	3,900	–
Bangladesh						
Chittagong ***	via Colombo	99	3,900	4,200	4,200	–
Sri Lanka						
Colombo	Direct	151	4,200	4,300	4,300	–

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	102	4,300	4,500	4,500	–
Port Qasim	Direct	N/A	4,300	4,650	4,650	–
India						
Mundra	Direct	N/A	3,300	3,350	3,350	–
Chennai	Direct	95	4,200	4,500	4,500	–
Hazira	Direct	N/A	4,300	4,750	4,750	–
Kolkata	Direct	150	4,300	4,500	4,500	–
Cochin	Direct	159	4,400	4,600	4,600	–
Nhava Sheva	Direct	70	3,350	3,400	3,400	–
Tuticorin	via Colombo	85	4,800	4,800	4,800	–

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.

Forecasts, equipment & routing

Please share shipment forecasts early, particularly for late November and December. Equipment availability may be limited at selected inland locations in India. 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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