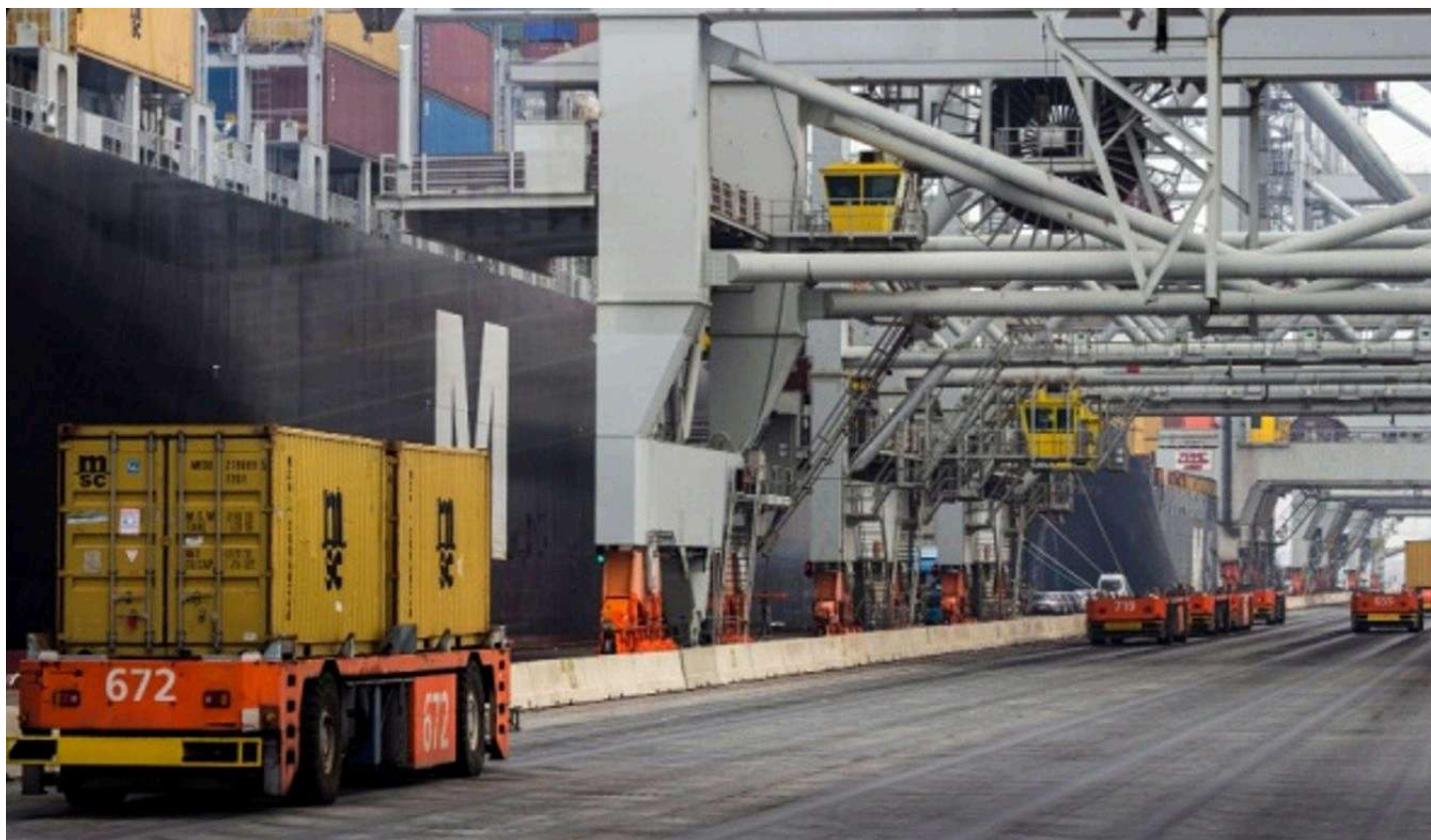


Asia-Europe carriers to levy yet another rate hike on Dec. 1



Mediterranean Shipping Co. will set its Asia-North Europe FAK rate at \$3,200/FEU from Dec. 1. Photo credit: VanderWolf Images / Shutterstock.com.

[Greg Knowler, Senior Editor Europe](#) | Nov 19, 2025, 12:31 PM EST

Ocean carriers on the Asia to North Europe and Mediterranean trades will roll out yet another rate increase on Dec. 1 in a bid to extend an upward pricing run that began in October.

It is the latest freight-all-kinds (FAK) increase to be announced on the trade lanes that have seen rate hikes every two weeks since Oct. 1.

“Asia-Europe and Mediterranean rates are holding steady, supported by aggressive blank sailings during tender season,” Judah Levine, head of research at online freight marketplace Freightos, wrote in a market update this week.

“This stability may reflect more aggressive blanked sailing campaigns for these lanes during the current tendering season, with some carriers announcing additional [rate increases] to push prices up to the \$3,000-\$4,000 per FEU level in December,” Levine said.

On Asia-North Europe, Mediterranean Shipping Co. and Hapag-Lloyd will set their FAK rate at \$3,200/FEU from Dec. 1.

On Asia-Mediterranean routes, CMA CGM and Hapag-Lloyd have set their FAK rates at \$4,000/FEU, while MSC has announced a rate level of \$3,950/FEU from Asia to the West Mediterranean and \$3,800/FEU to the East Mediterranean.

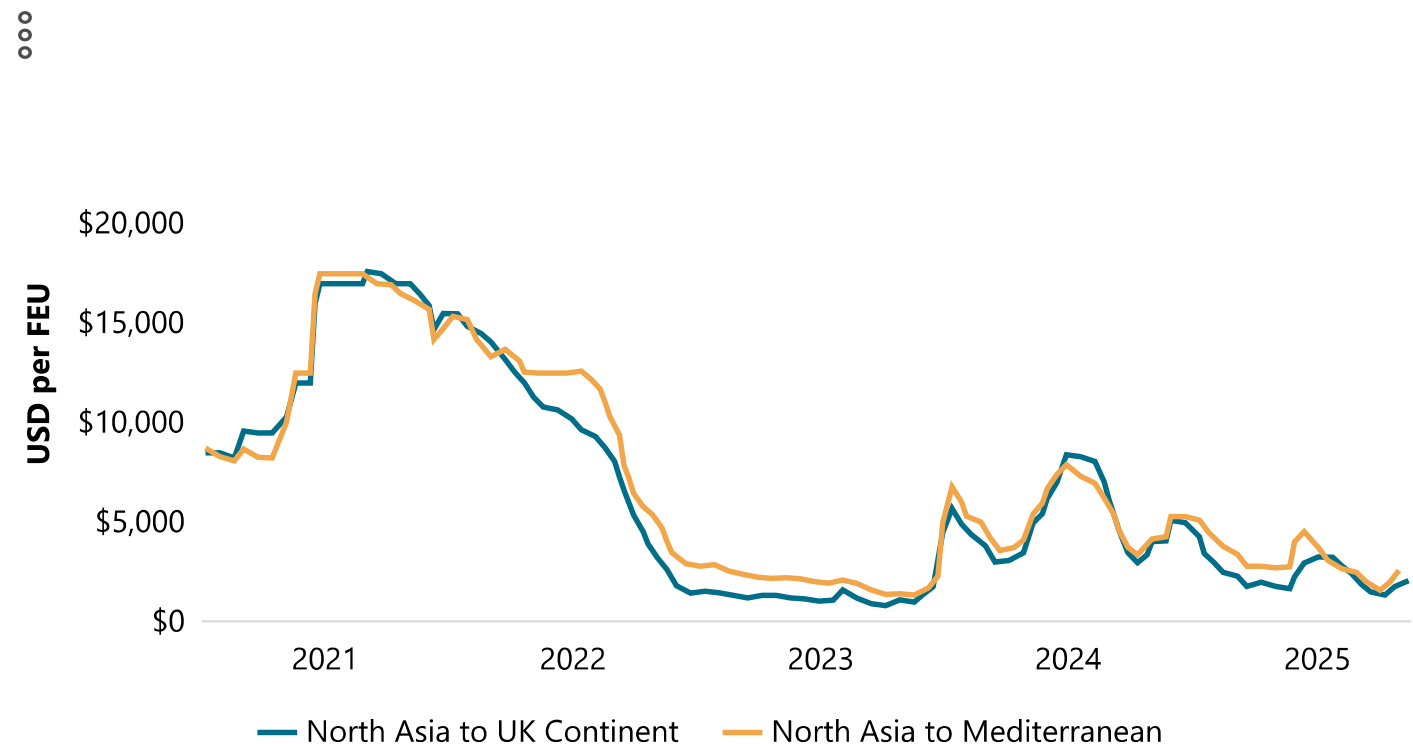
Spot market momentum

While the fortnightly FAKs have not enabled carriers to achieve all their sought-after increases, the price hikes have seen the spot rate on Asia-North Europe rise steadily from \$1,300 per FEU on Oct. 1 to \$2,300/FEU this week, according to Platts, a sister company of the *Journal of Commerce* within S&P Global.

Asia-Mediterranean rates have risen from \$1,600/FEU on Oct. 1 to the current level of \$3,000/FEU.

Carriers hold some FAK rate gains on Asia-North Europe/Mediterranean trades

Platts container rate North Asia to Mediterranean and UK Continent to North Asia USD per FEU



Source: Platts, S&P Global

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6M 1Y YTD MAX

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With tendering season for long-term rates on the European trades now underway, the higher prices are being supported by significant capacity withdrawals in the form of blank sailings.

Carriers on Asia-North Europe have announced November blanks of almost 110,000 TEUs of capacity, with blank sailings of 56,000 TEUs set so far for December, according to Xeneta's eeSea data. Both those numbers are expected to increase as new capacity continues to steam into service.

Asia-North Europe carriers will deploy 1.12 million TEUs of capacity in December, a record that will be beaten in January, when 1.17 million TEUs will be in service, according to Xeneta.

On Asia-Mediterranean, 100,000 TEUs are set thus far to be blanked in November and 40,000 TEUs in December, with 17,000 TEUs on tap right now for January, according to

Xeneta. A record 842,000 TEUs of capacity deployed on the trade in December will be beaten in January when the deployed fleet hits 861,000 TEUs.

Whether there will be enough demand to fill ships and hold up rates through December remains to be seen. The latest volume numbers from Container Trades Statistics are for September and showed that demand on Asia-Europe in the first nine months of the year was up 9.8% year over year.

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