

Origin Port Callings on TP/AE Trade

Considering blank sailings, extra loaders, added or omitted callings, we measure market capacity by using calling times of Asia origin ports on TP&AE trades within nine weeks. Data up to October 20, 2021 shows that, for October & November vessels (the first port arrival date in week 40~48), there are 4730 scheduled callings and 3836 actual callings. Total 894 callings are reduced, and calling ratio is down from 83% in last month to 81%.

Situation looks different from the perspective of port or trade or alliance.

■ Ports

Almost every origin port has reduced callings, specifically 121 for Shanghai, 92 for Ningbo, 27 for Qingdao, 40 for Xiamen, 128 for Shenzhen, 56 for Hong Kong, 32 for Taiwan, 188 for Southeast Asia, and 75 for Korea.

Compared to the data of September & October summarized on September 24, 2021, Shanghai calling ratio remained at 81%, Ningbo improved from 81% to 82%, Qingdao improved from 83% to 86%, but Shenzhen's calling ratio is further down from 82% to 80%.

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	624	503	81%	-121
Ningbo	522	430	82%	-92
Lianyungang	9	5	56%	-4
Qingdao	194	167	86%	-27
Tianjin	62	54	87%	-8
Dalian	27	24	89%	-3
Xiamen	207	167	81%	-40
Fuqing	18	9	50%	-9
Shenzhen	638	510	80%	-128
Nansha	90	72	80%	-18
Hongkong	180	124	69%	-56
TaiwanPorts	226	194	86%	-32
S.E.AsiaPorts	738	550	75%	-188
KoreaPorts	360	285	79%	-75
JapanPorts	99	72	73%	-27
IndiaOceanPorts	457	399	87%	-58
MEastAsiaPorts	279	271	97%	-8
Total	4730	3836	81%	-894

Below table summarizes China four major ports' irregular callings in the past three months.

Port	2021-08-17 Data for Aug & Sep					2021-09-24 Data for Sep & Oct					2021-10-20 Data for Oct & Nov				
	Extra	Add	Blank	Omit	Total Change	Extra	Add	Blank	Omit	Total Change	Extra	Add	Blank	Omit	Total Change
Shanghai	+10	+3	-54	-18	-59	+19	+1	-100	-36	-116	+20	+4	-124	-21	-121
Ningbo	+5	+1	-40	-12	-46	+13	+2	-82	-28	-95	+17	+4	-94	-19	-92
Shenzhen	+9	+1	-55	-19	-64	+25	+3	-105	-39	-116	+26	0	-128	-26	-128
Qingdao	+3	+6	-20	-20	-31	+7	+7	-32	-14	-32	+16	+2	-33	-12	-27

- Shenzhen, which includes Yantian, Shekou, and Da Chan Bay, has the most omitted callings and blank sailings, but it also has the most extra loaders.

- Shanghai has a little bit less omitted callings, blank sailings, and extra loaders than Shenzhen, but it has some added callings.
- Ningbo has more blank sailings but less omitted callings. With more extra loaders and added callings, overall situation is better than last month.
- Qingdao has only one more blank sailing but more extra loaders, therefore, overall situation is better than last month.

■ **Trades**

Asia to TPWC trade has more reduced callings than other trades, and Asia to Mediterranean has less reduced callings than other trades. Actual callings on origin ports on TPWC have been reduced by 394, 166 for TPEC, 213 for North Europe, and 121 for Mediterranean. If we compare actual capacity with plan capacity, overall utilization ratio is further down from 87% to 84%. TPWC trade also has the most decreased capacity.

Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance	Plan Capacity	Actual Capacity	Ratio	Variance
Asia to TPWC	1699	1305	77%	-394	3843703	3001267	78%	-842436
Asia to TPEC	1087	921	85%	-166	2320788	2011280	87%	-309508
Asia to NEU	1125	912	81%	-213	3219431	2795476	87%	-423955
Asia to MED	819	698	85%	-121	1718010	1556517	91%	-161493
Total	4730	3836	81%	-894	11101932	9364540	84%	-1737392

■ **Alliances & trades**

- ✧ THE alliance has the most reduced callings (-305) especially on TPWC trade. Calling ratio is down from 77% in last month to 71%.

- ✧ OCEAN alliance has 285 reduced callings. Calling ratio is up from 77% in last month to 79%.
- ✧ 2M alliance has 222 reduced callings, and the calling ratio is down from 83% in last month to 78%.

If we compare actual capacity with plan capacity, the reduced capacity for OCEAN and 2M is mostly on TPWC trade. THE alliance has much reduced capacity on TPWC, NEU, and MED trades, and only MED is better at 86%.

Consortium	Trade	Origin	Origin	Ratio	Variance	Plan	Actual	Ratio	Variance
		Plan	Actual						
2M	TPW	216	160	74%	-56	587585	426159	73%	-161426
2M	TPE	279	236	85%	-43	585945	494215	84%	-91730
2M	NEU	315	220	70%	-95	932590	758648	81%	-173942
2M	MED	189	161	85%	-28	517449	475946	92%	-41503
2M Total		999	777	78%	-222	2623569	2154968	82%	-468601
OCEAN	TPW	474	346	73%	-128	1150850	935198	81%	-215652
OCEAN	TPE	288	238	83%	-50	690842	614656	89%	-76186
OCEAN	NEU	369	310	84%	-59	1178583	1105269	94%	-73314
OCEAN	MED	225	177	79%	-48	410964	365590	89%	-45374
OCEAN Total		1356	1071	79%	-285	3431239	3020713	88%	-410526
THE	TPW	423	269	64%	-154	917202	602630	66%	-314572
THE	TPE	216	163	75%	-53	501791	392487	78%	-109304
THE	NEU	225	160	71%	-65	730618	541622	74%	-188996
THE	MED	171	138	81%	-33	381315	326197	86%	-55118
THE Total		1035	730	71%	-305	2530926	1862936	74%	-667990
OTHER	TPW	586	530	90%	-56	1188066	1037280	87%	-150786
OTHER	TPE	304	284	93%	-20	542210	509922	94%	-32288
OTHER	NEU	216	222	103%	6	377640	389937	103%	12297
OTHER	MED	234	222	95%	-12	408282	388784	95%	-19498
OTHER Total		1340	1258	94%	-82	2516198	2325923	92%	-190275
Total		4730	3836	81%	-894	11101932	9364540	84%	-1737392

■ Ports & trades

Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	282	225	80%	-57
Shanghai	TPE	126	100	79%	-26
Shanghai	NEU	126	103	82%	-23
Shanghai	MED	90	75	83%	-15
Ningbo	TPW	198	159	80%	-39
Ningbo	TPE	108	87	81%	-21
Ningbo	NEU	126	109	87%	-17
Ningbo	MED	90	75	83%	-15
Lianyungang	TPE	9	5	56%	-4
Qingdao	TPW	68	68	100%	0
Qingdao	TPE	45	35	78%	-10
Qingdao	NEU	45	39	87%	-6
Qingdao	MED	36	25	69%	-11
Tianjin	TPW	8	9	113%	1
Tianjin	TPE				
Tianjin	NEU	45	36	80%	-9
Tianjin	MED	9	9	100%	0
Dalian	NEU	18	15	83%	-3
Dalian	MED	9	9	100%	0
Xiamen	TPW	90	64	71%	-26
Xiamen	TPE	63	57	90%	-6
Xiamen	NEU	36	31	86%	-5
Xiamen	MED	18	15	83%	-3
Fuqing	TPW	18	9	50%	-9
Shenzhen	TPW	296	218	74%	-78
Shenzhen	TPE	135	120	89%	-15
Shenzhen	NEU	117	98	84%	-19
Shenzhen	MED	90	74	82%	-16
Nansha	TPW	36	34	94%	-2
Nansha	TPE	9	6	67%	-3
Nansha	NEU	27	19	70%	-8
Nansha	MED	18	13	72%	-5
Hongkong	TPW	81	62	77%	-19
Hongkong	TPE	63	41	65%	-22
Hongkong	NEU	27	19	70%	-8
Hongkong	MED	9	2	22%	-7

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
TaiwanPorts	TPW	136	117	86%	-19
TaiwanPorts	TPE	45	40	89%	-5
TaiwanPorts	NEU	27	23	85%	-4
TaiwanPorts	MED	18	14	78%	-4
S.E.AsiaPorts	TPW	279	175	63%	-104
S.E.AsiaPorts	TPE	189	160	85%	-29
S.E.AsiaPorts	NEU	180	135	75%	-45
S.E.AsiaPorts	MED	90	80	89%	-10
KoreaPorts	TPW	126	106	84%	-20
KoreaPorts	TPE	99	83	84%	-16
KoreaPorts	NEU	54	33	61%	-21
KoreaPorts	MED	81	63	78%	-18
JapanPorts	TPW	54	44	81%	-10
JapanPorts	TPE				
JapanPorts	NEU	45	28	62%	-17
JapanPorts	MED				
IndiaOceanPorts	TPW	27	15	56%	-12
IndiaOceanPorts	TPE	151	143	95%	-8
IndiaOceanPorts	NEU	189	160	85%	-29
IndiaOceanPorts	MED	90	81	90%	-9
MEastAsiaPorts	TPW				
MEastAsiaPorts	TPE	45	44	98%	-1
MEastAsiaPorts	NEU	63	64	102%	1
MEastAsiaPorts	MED	171	163	95%	-8
Total		4730	3836	81%	-894