

Origin Port Callings on TP/AE Trade

Considering blank sailings, extra loaders, added or omitted ports, we measure market capacity by using calling times of Asia origin ports on TP&AE trades within nine weeks.

Data up to November 17, 2021 shows that, for November & December vessels (the first port arrival date in week 44~52), there are 4730 scheduled callings and 3807 actual callings. Total 923 callings are reduced, and calling ratio is down from 81% in last month to 80%.

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

■ Ports

Almost every origin port has reduced callings, specifically 119 for Shanghai, 91 for Ningbo, 26 for Qingdao, 43 for Xiamen, 153 for Shenzhen, 66 for Hong Kong, 45 for Taiwan, 187 for Southeast Asia, and 60 for Korea.

Compared to the data of October & November summarized on October 20, 2021,

- In term of plan calling, Shanghai increased from 624 to 628, Ningbo increased from 522 to 529, Qingdao increased from 194 to 198. On the other hand, Shenzhen reduced from 638 to 621.

- In term of actual calling, the tendency of change is the same as plan calling. Shanghai increased from 503 to 509, Ningbo increased from 430 to 438, Qingdao increased from 167 to 172. But Shenzhen decreased from 510 to 468.
- In term of calling ratio, Shanghai and Ningbo have no change. But Shenzhen's calling ratio is further down from 80% to 75%.

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	628	509	81%	-119
Ningbo	529	438	83%	-91
Lianyungang	9	4	44%	-5
Qingdao	198	172	87%	-26
Tianjin	63	51	81%	-12
Dalian	27	24	89%	-3
Xiamen	207	164	79%	-43
Fuqing	18	7	39%	-11
Shenzhen	621	468	75%	-153
Nansha	90	73	81%	-17
Hongkong	180	114	63%	-66
TaiwanPorts	225	180	80%	-45
S.E.AsiaPorts	738	551	75%	-187
KoreaPorts	360	300	83%	-60
JapanPorts	99	75	76%	-24
IndiaOceanPorts	459	406	88%	-53
MEastAsiaPorts	279	271	97%	-8
Total	4730	3807	80%	-923

Below table summarizes China four major ports' irregular callings in the past three months' statistics. Blank sailings for Shanghai, Ningbo, and Qingdao are reduced but Shenzhen's blank sailings are increased.

- Shenzhen, which includes Yantian, Shekou, and Da Chan Bay, has the most omitted callings and the most blank sailings, but it has less extra loaders and less added calls than Shanghai and Ningbo.
- Shanghai has a little bit less omitted callings and blank sailings than Shenzhen and it has the most extra loaders and some added callings.
- Shanghai, Ningbo and Qingdao, overall situation is better than last month.

Port	2021-09-24 Data for Sep & Oct					2021-10-20 Data for Oct & Nov					2021-11-17 Data for Nov & Dec				
	Extra	Add	Blank	Omit	Total Change	Extra	Add	Blank	Omit	Total Change	Extra	Add	Blank	Omit	Total Change
Shanghai	+19	+1	-100	-36	-116	+20	+4	-124	-21	-121	+15	+2	-110	-26	-119
Ningbo	+13	+2	-82	-28	-95	+17	+4	-94	-19	-92	+9	+5	-90	-15	-91
Shenzhen	+25	+3	-105	-39	-116	+26	0	-128	-26	-128	+8	+2	-131	-32	-153
Qingdao	+7	+7	-32	-14	-32	+16	+2	-33	-12	-27	+6	+7	-26	-13	-26

■ 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 432, 151 for TPEC, 208 for North Europe, and 132 for Mediterranean. If we compare actual capacity with plan capacity, overall utilization ratio remained at 84%, but TPWC trade has further decreased actual capacity.

Trade	Origin	Origin	Ratio	Variance	Plan	Actual	Ratio	Variance
	Plan	Actual						
	Calling	Calling			Capacity	Capacity		
Asia to TPWC	1683	1251	74%	-432	3844272	2868021	75%	-976251
Asia to TPEC	1103	952	86%	-151	2375696	2166920	91%	-208776
Asia to NEU	1125	917	82%	-208	3269330	2867361	88%	-401969
Asia to MED	819	687	84%	-132	1728588	1517704	88%	-210884
Total	4730	3807	80%	-923	11217886	9420006	84%	-1797880

- Capacity for different nine weeks

November Statistics		Nine weeks' Capacity in TEU			
Trade	Plan	Actual	Ratio	Variance	
	Capacity	Capacity			
Asia to TPWC	3844272	2868021	75%	-976251	
Asia to TPEC	2375696	2166920	91%	-208776	
Asia to NEU	3269330	2867361	88%	-401969	
Asia to MED	1728588	1517704	88%	-210884	
Total	11217886	9420006	84%	-1797880	

October Statistics				
Trade	Plan	Actual	Ratio	Variance
	Capacity	Capacity		
Asia to TPWC	3843703	3001267	78%	-842436
Asia to TPEC	2320788	2011280	87%	-309508
Asia to NEU	3219431	2795476	87%	-423955
Asia to MED	1718010	1556517	91%	-161493
Total	11101932	9364540	84%	-1737392

September Statistics				
Trade	Plan	Actual	Ratio	Variance
	Capacity	Capacity		
Asia to TPWC	3742710	3154037	84%	-588673
Asia to TPEC	2262927	2002083	88%	-260844
Asia to NEU	3221214	2840921	88%	-380293
Asia to MED	1722889	1551242	90%	-171647
Total	10949740	9548283	87%	-1401457

August Statistics				
Trade	Plan Capacity	Actual Capacity	Ratio	Variance
Asia to TPWC	3629549	3221274	89%	-408275
Asia to TPEC	2259158	2136236	95%	-122922
Asia to NEU	3201697	3013988	94%	-187709
Asia to MED	1715521	1558062	91%	-157459
Total	10805925	9929560	92%	-876365

■ Alliances & trades

- THE alliance has the most reduced callings (-284) especially on TPWC trade. Calling ratio is up from 71% in last month to 73%.
- OCEAN alliance has 275 reduced callings. Calling ratio is up from 79% in last month to 80%.
- 2M alliance has 214 reduced callings, and the calling ratio is up from 78% in last month to 79%.

If we compare actual capacity with plan capacity, the reduced capacity for OCEAN and 2M is mostly on TPWC trade. THE alliance has reduced capacity on TPWC, NEU, and MED trades, and only TPE is better at 89%.

Consortium	Trade	Origin	Origin	Ratio	Variance	Plan	Actual	Ratio	Variance
		Plan	Actual			Capacity	Capacity		
2M	TPW	216	162	75%	-54	583145	416524	71%	-166621
2M	TPE	279	239	86%	-40	589376	517031	88%	-72345
2M	NEU	315	232	74%	-83	961529	800057	83%	-161472
2M	MED	189	152	80%	-37	512346	451754	88%	-60592
2M Total		999	785	79%	-214	2646396	2185366	83%	-461030
OCEAN	TPW	468	333	71%	-135	1147450	879718	77%	-267732
OCEAN	TPE	288	256	89%	-32	694412	677638	98%	-16774
OCEAN	NEU	369	312	85%	-57	1182889	1162137	98%	-20752
OCEAN	MED	225	174	77%	-51	415659	361085	87%	-54574
OCEAN Total		1350	1075	80%	-275	3440410	3080578	90%	-359832
THE	TPW	423	287	68%	-136	921377	621463	67%	-299914
THE	TPE	216	179	83%	-37	500444	445039	89%	-55405
THE	NEU	225	154	68%	-71	736906	518912	70%	-217994
THE	MED	171	131	77%	-40	382152	297042	78%	-85110
THE Total		1035	751	73%	-284	2540879	1882456	74%	-658423
OTHER	TPW	576	469	81%	-107	1192300	950316	80%	-241984
OTHER	TPE	320	278	87%	-42	591464	527212	89%	-64252
OTHER	NEU	216	219	101%	3	388006	386255	100%	-1751
OTHER	MED	234	230	98%	-4	418431	407823	97%	-10608
OTHER Total		1346	1196	89%	-150	2590201	2271606	88%	-318595
Total		4730	3807	80%	-923	11217886	9420006	84%	-1797880

■ Ports & trades

Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	279	222	80%	-57
Shanghai	TPE	133	113	85%	-20
Shanghai	NEU	126	105	83%	-21
Shanghai	MED	90	69	77%	-21
Ningbo	TPW	198	159	80%	-39
Ningbo	TPE	115	98	85%	-17
Ningbo	NEU	126	108	86%	-18
Ningbo	MED	90	73	81%	-17
Lianyungang	TPE	9	4	44%	-5
Qingdao	TPW	72	69	96%	-3
Qingdao	TPE	45	39	87%	-6
Qingdao	NEU	45	38	84%	-7
Qingdao	MED	36	26	72%	-10
Tianjin	TPW	9	9	100%	0
Tianjin	TPE				
Tianjin	NEU	45	34	76%	-11
Tianjin	MED	9	8	89%	-1
Dalian	NEU	18	16	89%	-2
Dalian	MED	9	8	89%	-1
Xiamen	TPW	90	64	71%	-26
Xiamen	TPE	63	54	86%	-9
Xiamen	NEU	36	33	92%	-3
Xiamen	MED	18	13	72%	-5
Fuqing	TPW	18	7	39%	-11
Shenzhen	TPW	279	188	67%	-91
Shenzhen	TPE	135	115	85%	-20
Shenzhen	NEU	117	93	79%	-24
Shenzhen	MED	90	72	80%	-18
Nansha	TPW	36	26	72%	-10
Nansha	TPE	9	7	78%	-2
Nansha	NEU	27	25	93%	-2
Nansha	MED	18	15	83%	-3
Hongkong	TPW	81	55	68%	-26
Hongkong	TPE	63	41	65%	-22
Hongkong	NEU	27	16	59%	-11
Hongkong	MED	9	2	22%	-7

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
TaiwanPorts	TPW	135	108	80%	-27
TaiwanPorts	TPE	45	38	84%	-7
TaiwanPorts	NEU	27	23	85%	-4
TaiwanPorts	MED	18	11	61%	-7
S.E.AsiaPorts	TPW	279	173	62%	-106
S.E.AsiaPorts	TPE	189	161	85%	-28
S.E.AsiaPorts	NEU	180	141	78%	-39
S.E.AsiaPorts	MED	90	76	84%	-14
KoreaPorts	TPW	126	113	90%	-13
KoreaPorts	TPE	99	92	93%	-7
KoreaPorts	NEU	54	32	59%	-22
KoreaPorts	MED	81	63	78%	-18
JapanPorts	TPW	54	43	80%	-11
JapanPorts	TPE				
JapanPorts	NEU	45	32	71%	-13
JapanPorts	MED				
IndiaOceanPorts	TPW	27	15	56%	-12
IndiaOceanPorts	TPE	153	146	95%	-7
IndiaOceanPorts	NEU	189	158	84%	-31
IndiaOceanPorts	MED	90	87	97%	-3
MEastAsiaPorts	TPW				
MEastAsiaPorts	TPE	45	44	98%	-1
MEastAsiaPorts	NEU	63	63	100%	0
MEastAsiaPorts	MED	171	164	96%	-7
Total		4730	3807	80%	-923