

[2021-4-12] Blank & Extra sailings on Asia to NAM&EU

Data by Apr 12, 2021 shows there are total 59 blank sailings on Asia to North America and Europe trade during April & May period (First port ETA in week 14-22, total 9 weeks). Trade-wise, there are 28 blank sailings on TP West Coast, 12 on TP East Coast, 12 on North Europe, and 7 on Mediterranean; Consortium-wise, there are 39 blank sailings on THE consortium, 12 on OCEAN consortium, none on 2M consortium, and 8 on others. Compared with Mar 31, 2021 data, the number of blank sailings during nine weeks (not the same nine weeks) has been reduced from 79 to 59 as carriers haven't shown many cancelled sailings on their web schedule. The trend of blank sailings should be increasing due to shortage of vessel (especially caused by port congestion).

Blank sailing summary per Week/Trade/Consortium

Consortium	Trade	ServiceCodes	WK	PortRotation
THE	TPW	HPL(FP2)ONE(FP2)YML(FP2)HMM(FP2)	15	SGSIN-THLCH-VNVUT-HKHKG-CNYTN-USLGB-USOAK
		HPL(PN1)ONE(PN1)YML(PN1)HMM(PN1)	17	SGSIN-THLCH-VNVUT-HKHKG-CNYTN-USLGB-USOAK
		HPL(PN2)ONE(PN2)YML(PN2)HMM(PN2)	14	CNXMN-TWKHH-CNNGB-JPNGO-JPTYO-USTIW-CAVAN
		HPL(PN3)ONE(PN3)YML(PN3)HMM(PN3)	15	SGSIN-THLCH-VNVUT-VNHPH-CNYTN-USTIW-CAVAN
		HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4)	17	HKHKG-CNYTN-CNSHA-KRPUS-CAVAN-USSEA
		HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4)	18	HKHKG-CNYTN-CNSHA-KRPUS-CAVAN-USSEA
		HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4)	14	CNTAO-CNNGB-CNSHA-KRPUS-CAPRR-USTIW-CAVAN
		HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4)	18	CNTAO-CNNGB-CNSHA-KRPUS-CAPRR-USTIW-CAVAN
		HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4)	14	CNXMN-CNYTN-TWKHH-TWKEK-USLAX-USOAK
		HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4)	15	CNXMN-CNYTN-TWKHH-TWKEK-USLAX-USOAK
		HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4)	17	CNXMN-CNYTN-TWKHH-TWKEK-USLAX-USOAK
		HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4)	15	CNNGB-CNSHA-USLAX-USOAK
	TPE	HPL(P55)ONE(P55)YML(P55)HMM(P55)	17	CNNGB-CNSHA-USLAX-USOAK
		HPL(P55)ONE(P55)YML(P55)HMM(P55)	19	CNNGB-CNSHA-USLAX-USOAK
		HPL(P56)ONE(P56)YML(P56)HMM(P56)	17	CNTAO-CNNGB-KRPUS-USLAX-USOAK
		HPL(P56)ONE(P56)YML(P56)HMM(P56)	18	CNTAO-CNNGB-KRPUS-USLAX-USOAK
		HPL(P58)ONE(P58)YML(P58)HMM(P58)	15	CNSHA-KRKWA-KRPUS-USLAX-USOAK
		HPL(P58)ONE(P58)YML(P58)HMM(P58)	17	CNSHA-KRKWA-KRPUS-USLAX-USOAK
		HPL(EC1)ONE(EC1)YML(EC1)HMM(EC1)	15	TWKHH-HKHKG-CNYTN-CNSHA-KRPUS-PAMIT-USSAV-USNCS-USNFK
		HPL(EC1)ONE(EC1)YML(EC1)HMM(EC1)	18	TWKHH-HKHKG-CNYTN-CNSHA-KRPUS-PAMIT-USSAV-USNCS-USNFK
		HPL(EC2)ONE(EC2)YML(EC2)HMM(EC2)	14	CNTAO-CNNGB-CNSHA-KRPUS-USNYK-USNFK-USWTN-USSAV-USNCS
		HPL(EC2)ONE(EC2)YML(EC2)HMM(EC2)	15	CNTAO-CNNGB-CNSHA-KRPUS-USNYK-USNFK-USWTN-USSAV-USNCS
		HPL(EC3)ONE(EC3)YML(EC3)HMM(EC3)	14	CNNGB-CNSHA-KRPUS-USSAV-USNFK-USNCS
		HPL(EC3)ONE(EC3)YML(EC3)HMM(EC3)	15	CNNGB-CNSHA-KRPUS-USSAV-USNFK-USNCS
		HPL(EC3)ONE(EC3)YML(EC3)HMM(EC3)	17	CNNGB-CNSHA-KRPUS-USSAV-USNFK-USNCS
		HPL(EC4)ONE(EC4)YML(EC4)HMM(EC4)	15	TWKHH-HKHKG-CNYTN-VNVUT-SGSIN-USNYK-USNFK-USSAV-USNCS
		HPL(EC5)ONE(EC5)YML(EC5)HMM(EC5)	17	THLCH-VNVUT-SGSIN-LKCMC-CAHAL-USNYK-USSAV-USIAO-USNFK
		HPL(EC6)ONE(EC6)YML(EC6)HMM(EC6)EMC(AUG)	21	TWKHH-HKHKG-CNYTN-CNNGB-CNSHA-KRPUS-USHOU-USMOB-USMSY
NEU	HPL(FE2)ONE(FE2)YML(FE2)HMM(FE2)	15	KRPUS-CNSHA-CNNGB-CNSA-CNYTN-SGSIN-MAPTM-GBSOU-FRLEH-DEHAM-NLRTM	
	HPL(FE2)ONE(FE2)YML(FE2)HMM(FE2)	16	KRPUS-CNSHA-CNNGB-CNSA-CNYTN-SGSIN-MAPTM-GBSOU-FRLEH-DEHAM-NLRTM	
	HPL(FE3)ONE(FE3)YML(FE3)HMM(FE3)	16	HKHKG-CNXMN-TWKHH-CNYTN-NLRTM-DEHAM-BEANT-GBSOU	
MED	HPL(FP1)ONE(FP1)YML(FP1)HMM(FP1)	20	HKHKG-CNXMN-TWKHH-CNYTN-NLRTM-DEHAM-BEANT-GBSOU	
	HPL(FP1)ONE(FP1)YML(FP1)HMM(FP1)	16	JPSMZ-JPUKB-JPNGO-JPTYO-SGSIN-NLRTM-DEHAM-FRLEH	
MED	HPL(MD1)ONE(MD1)YML(MD1)HMM(MD1)	20	JPSMZ-JPUKB-JPNGO-JPTYO-SGSIN-NLRTM-DEHAM-FRLEH	
	HPL(MD3)ONE(MD3)YML(MD3)HMM(MD3)	14	CNTAO-KRPUS-CNSHA-CNNGB-CNSHK-SGSIN-SAJED-EGDAM-ESBAR-ESVAL-ITGOA	
MED	HPL(MD3)ONE(MD3)YML(MD3)HMM(MD3)	19	CNTAO-KRPUS-CNSHA-CNNGB-CNSHK-SGSIN-SAJED-EGDAM-ESBAR-ESVAL-ITGOA	
	HPL(MD3)ONE(MD3)YML(MD3)HMM(MD3)	15	KRPUS-CNNGB-CNSHA-CNSHK-SGSIN-SAJED-ILASH-TRIST-TRIZT-TRALI-TRMER	
MED	HPL(MD3)ONE(MD3)YML(MD3)HMM(MD3)	19	KRPUS-CNNGB-CNSHA-CNSHK-SGSIN-SAJED-ILASH-TRIST-TRIZT-TRALI-TRMER	
	HPL(MD3)ONE(MD3)YML(MD3)HMM(MD3)	15	KRPUS-CNNGB-CNSHA-CNSHK-SGSIN-SAJED-ILASH-TRIST-TRIZT-TRALI-TRMER	
OCEAN	TPW	CMA(CJX)COSCO(SEA2)OOCL(SEAP)EMC(PE1)	16	MYPKG-SGSIN-THLCH-VNVUT-CNYTN-USLAX-USOAK
		CMA(GEX)COSCO(AAS3)OOCL(PCS2)EMC(HTW)	14	TWTPE-CNXMN-HKHKG-CNYTN-USLAX-USOAK
		CMA(JDX)COSCO(AAS4)EMC(TPA)	14	HKHKG-TWKHH-TWTPE-USLAX-USOAK-USTIW
		CMA(NWX)COSCO(EPNW)OOCL(PNW3)EMC(TPN)	14	CNTAO-CNSHA-CNNGB-TWKHH-CNYTN-USTIW-CAVAN
	TPE	CMA(PRX)COSCO(AAS2)OOCL(PCS1)EMC(PRX)	15	CNSA-CNYTN-CNXMN-USLAX
		CMA(GMXP)COSCO(GME)OOCL(GCC2)EMC(GME)	15	CNSHA-CNNGB-CNXMN-CNYTN-USHOU-USMOB-USTAM
		CMA(SAX)COSCO(AWE4)OOCL(CEX1)EMC(SAX)	17	HKHKG-CNYTN-CNXMN-CNSHA-PAONX-USNYK-USSAV-USNCS
		CMA(FAL6)COSCO(AEU5)OOCL(LL6)EMC(CEM)	16	TWKHH-CNTAO-CNSHA-CNNGB-TWTPE-CNYTN-MYTPP-NLRTM-GBFEL-DEHAM
	NEU	CMA(FAL8)COSCO(AEU9)OOCL(LL7)EMC(CEC)	14	CNTXG-CNNGB-CNSHA-CNYTN-SGSIN-LKCMC-GRPIR-BEANT-DEHAM-NLRTM
		CMA(BEX2)COSCO(AEM6)OOCL(AAS)EMC(BEX2)	15	CNSHA-CNNGB-KRPUS-CNSHK-SGSIN-MTDIS-SIKOP-ITRI-HRRJK-EGPSD
		CMA(BEX2)COSCO(AEM6)OOCL(AAS)EMC(BEX2)	19	CNSHA-CNNGB-KRPUS-CNSHK-SGSIN-MTDIS-SIKOP-ITRI-HRRJK-EGPSD
		CMA(NEWMEX2S)COSCO(AEM1)OOCL(WM1)EMC(MD2)	16	CNTAO-CNSHA-CNNGB-TWKHH-HKHKG-CNYTN-SGSIN-GRPIR-ITSPE-ITGOA-FRFSM-ESVAL
OTHER	TPW	CMA(EX1)	20	CNTAO-CNSHA-KRPUS-USLAX-USOAK
		MSC(SANTANA)	15	CNYTN-CNSHA-USTIW-USLAX
		ZIM(ZX2)	18	THLCH-VNVUT-CNYTN-USLAX-USTIW
		ZIM(ZX3)	19	TWKHH-CNSHA-CNNGB-USOAK-USLAX
	NEU	CMA(EPI1)COSCO(EPI1)HPL(IO2)OOCL(IP1)ONE(IO2)	14	AEJEA-AEAUH-PKBQM-INNSA-INMUN-SAJED-MAPTM-GBSOU-DEBHN-NLRTM-BEANT-FRLEH
		CMA(EPI1)COSCO(EPI1)HPL(IO2)OOCL(IP1)ONE(IO2)	14	IndianPorts-LKCMC-INCOK-EGDAM-GRPIR-NLRTM-GBLGP-DEHAM-BEANT-FRLEH
		CMA(EPI1)COSCO(EPI1)HPL(IO2)OOCL(IP1)ONE(IO2)	16	IndianPorts-LKCMC-INCOK-EGDAM-GRPIR-NLRTM-GBLGP-DEHAM-BEANT-FRLEH
		CMA(EPI1)COSCO(EPI1)HPL(IO2)OOCL(IP1)ONE(IO2)	18	IndianPorts-LKCMC-INCOK-EGDAM-GRPIR-NLRTM-GBLGP-DEHAM-BEANT-FRLEH

Except blank sailings, there are also a few extra loader and port added or skipped on existing sailings. Taking China main ports as examples:

2021-04-12 Data					
Port	Extra	Add	Cancel	Skip	Change
Shanghai	+4	+7	-34	-17	-40
Ningbo	+4	+5	-28	-11	-30
Shenzhen	+5	+2	-34	-17	-44
Qingdao	+1	+8	-12	-11	-14

And there are 5 consortium's extra sailings as below.

WK	Trade	Consortium	ServiceCodes	Route	Vessel&Voyage
14	TPW	OCEAN	CMA(CIX)COSCO(SEA2)OOCL(SEAP)EMC(PE1)	MYPKG-SGSIN-CNESHK-HKHKG-CNYTN-USLAX	CMA CGM ALEXANDER VON HUMBOLDT/OTUUGE1MA
15	TPW	OCEAN	CMA(TWPK5)COSCO(CPNW)OOCL(PNW4)EMC(PE2)	CNTAO-CNSHA-CNNGB-CNYTN-HKHKG-CAPRR	XIN TAI CANG/253N
17	MED	OCEAN	CMA(NEWMEX25)COSCO(AEM1)OOCL(WM1)EMC(MD2)	CNSHA-CNNGB-TWKHH-CNYTN-SGSIN-ITGOA-FRFSM-ESVAL-GRPIR	EVER LUCID/0010-055W
17	NEU	THE	HPL(FE4)ONE(FE4)YML(FE4)HMM(FE4)	KRPUS-NLRTM-DEHAM	HYUNDAI GOODWILL/107W
18	NEU	THE	HPL(FE4)ONE(FE4)YML(FE4)HMM(FE4)	KRPUS-CNSHA-CNNGB-CNYTN-DEHAM-BEANT	RHL CONSTANTIA/001W

And there are 3 non-consortium's extra sailings as below.

WK	Trade	Carrier	ServiceCodes	Route	Vessel&Voyage
15	TPW	Matson	CLX	CNNGB-USLGB	MAUNALEI/150E
22	TPW	WHL	AA1	CNSHA-CNNGB-USLAX	CAPE MAGNUS/E005
22	TPW	WHL	AA2	TWKHH-CNYTN-USLGB	HOPE ISLAND/E004

If we use all Asia origin port callings (plan vs actual) to summarize service arrangement on Asia to NAM/EU trade, there are 4062 actual callings versus 4359 planned callings. Total 297 callings are reduced, and calling ratio is 93%.

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

■ Ports

Almost all ports have reduced callings, such as Shanghai (-40) , Ningbo (-30) , Qingdao (-14) , Xiamen (-8) , Shenzhen (-44) , Hong Kong (-17) , Taiwan (-15) , Southeast Asia (-38) , and South Korea (-31) .

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	557	517	93%	-40
Ningbo	476	446	94%	-30
Qingdao	180	166	92%	-14
Tianjin	63	56	89%	-7
Dalian	27	25	93%	-2
Xiamen	189	181	96%	-8
Fuqing	0	1		1
Shenzhen	555	511	92%	-44
Nansha	90	82	91%	-8
Hongkong	174	157	90%	-17
TaiwanPorts	188	173	92%	-15
S.E.AsiaPorts	624	586	94%	-38
KoreaPorts	363	332	91%	-31
JapanPorts	99	92	93%	-7
IndiaOceanPorts	459	429	93%	-30
MEastAsiaPorts	315	308	98%	-7
Total	4359	4062	93%	-297

■ Trades

Asia to NEU trade has more reduced callings than other trades, and Asia to MED has less reduced callings than other trades.

Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance	Plan Capacity	Actual Capacity	Ratio
Asia to TPWC	1482	1384	93%	-98	3357780	3133189	93%
Asia to TPEC	915	865	95%	-50	2024996	1909194	94%
Asia to NEU	1107	997	90%	-110	3089954	2939806	95%
Asia to MED	855	816	95%	-39	1695562	1621809	96%
Total	4359	4062	93%	-297	10168292	9603998	94%

■ Consortiums & trades

- ✧ THE consortium has many reduced callings (-159) especially on TP trades. Compared with Mar 31, 2021 data, overall calling ratio is up from 78% to 85%.
- ✧ OCEAN consortium has 71 reduced callings. Compared with Mar 31, 2021 data, calling ratio is up from 91% to 95%.
- ✧ 2M consortium doesn't have many reduced callings (-37), and the calling ratio is 96%.
- ✧ Others (non-alliance carriers or independent operated services) have some extra sailings on TPW trade.

Consortium	Trade	Origin		Ratio	Variance	Plan Capacity	Actual Capacity	Ratio
		Plan Calling	Origin Actual Calling					
2M	TPW	207	207	100%	0	614433	614433	100%
2M	TPE	276	276	100%	0	548125	548125	100%
2M	NEU	315	278	88%	-37	927169	927169	100%
2M	MED	189	189	100%	0	512076	512076	100%
2M Total		987	950	96%	-37	2601803	2601803	100%
OCEAN	TPW	486	469	97%	-17	1117370	1087178	97%
OCEAN	TPE	288	276	96%	-12	664898	647224	97%
OCEAN	NEU	369	342	93%	-27	1134317	1100242	97%
OCEAN	MED	225	210	93%	-15	382659	363712	95%
OCEAN Total		1368	1297	95%	-71	3299244	3198356	97%
THE	TPW	423	354	84%	-69	897371	723297	81%
THE	TPE	207	169	82%	-38	503849	405721	81%
THE	NEU	225	197	88%	-28	680914	583080	86%
THE	MED	171	147	86%	-24	380872	326066	86%
THE Total		1026	867	85%	-159	2463006	2038164	83%
OTHER	TPW	366	354	97%	-12	728606	708281	97%
OTHER	TPE	144	144	100%	0	308124	308124	100%
OTHER	NEU	198	180	91%	-18	347554	329315	95%
OTHER	MED	270	270	100%	0	419955	419955	100%
OTHER 汇总		978	948	97%	-30	1804239	1765675	98%
总计		4359	4062	93%	-297	10168292	9603998	94%

■ Ports & trades

Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	230	222	97%	-8
Shanghai	TPE	111	101	91%	-10
Shanghai	NEU	126	111	88%	-15
Shanghai	MED	90	83	92%	-7
Ningbo	TPW	176	167	95%	-9
Ningbo	TPE	84	77	92%	-7
Ningbo	NEU	126	118	94%	-8
Ningbo	MED	90	84	93%	-6
Qingdao	TPW	63	59	94%	-4
Qingdao	TPE	36	33	92%	-3
Qingdao	NEU	45	38	84%	-7
Qingdao	MED	36	36	100%	0
Tianjin	TPW	9	9	100%	0
Tianjin	NEU	45	38	84%	-7
Tianjin	MED	9	9	100%	0
Dalian	NEU	18	16	89%	-2
Dalian	MED	9	9	100%	0
Xiamen	TPW	81	75	93%	-6
Xiamen	TPE	54	55	102%	1
Xiamen	NEU	36	33	92%	-3
Xiamen	MED	18	18	100%	0
Fuqing	TPW	0	1		1
Shenzhen	TPW	243	219	90%	-24
Shenzhen	TPE	105	99	94%	-6
Shenzhen	NEU	117	109	93%	-8
Shenzhen	MED	90	84	93%	-6
Nansha	TPW	36	34	94%	-2
Nansha	TPE	9	9	100%	0
Nansha	NEU	27	21	78%	-6
Nansha	MED	18	18	100%	0
Hongkong	TPW	81	75	93%	-6
Hongkong	TPE	57	50	88%	-7
Hongkong	NEU	27	24	89%	-3
Hongkong	MED	9	8	89%	-1
TaiwanPorts	TPW	113	107	95%	-6
TaiwanPorts	TPE	30	26	87%	-4
TaiwanPorts	NEU	27	23	85%	-4
TaiwanPorts	MED	18	17	94%	-1

S.E.AsiaPorts	TPW	216	199	92%	-17
S.E.AsiaPorts	TPE	138	131	95%	-7
S.E.AsiaPorts	NEU	180	173	96%	-7
S.E.AsiaPorts	MED	90	83	92%	-7
KoreaPorts	TPW	126	115	91%	-11
KoreaPorts	TPE	102	94	92%	-8
KoreaPorts	NEU	54	49	91%	-5
KoreaPorts	MED	81	74	91%	-7
JapanPorts	TPW	54	54	100%	0
JapanPorts	TPE	0	3		3
JapanPorts	NEU	45	35	78%	-10
IndiaOceanPorts	TPW	54	48	89%	-6
IndiaOceanPorts	TPE	135	133	99%	-2
IndiaOceanPorts	NEU	171	149	87%	-22
IndiaOceanPorts	MED	99	99	100%	0
MEastAsiaPorts	TPE	54	54	100%	0
MEastAsiaPorts	NEU	63	60	95%	-3
MEastAsiaPorts	MED	198	194	98%	-4
Total		4359	4062	93%	-297