
Blank & Extra sailings on TP/AE trade

Data up to May 10, 2021 shows that, in May & June (The first port ETA in week 18~26), there are in total 80 blank sailings on Trans Pacific & Asia Europe trade. Trade-wise, there are 50 blank sailings on TP West Coast, 18 on TP East Coast, 6 on North Europe, and 6 on Mediterranean; Consortium-wise, there are 24 blank sailings on THE, 17 on OCEAN, 29 on 2M, and 10 on others. THE has relatively fewer cases of blank sailings for consecutive weeks, while such incidents have increased for 2M.

Compared to the blank sailings data of April & May summarized on April 20, 2021, the blank sailings in May & June (within nine weeks) have been reduced from 92 to 80. Except blank sailings to TPWC increased from 48 to 50, blank sailings to other regions have all decreased. THE alliance's blank sailings in May & June have considerably decreased compared to April & May (from 47 to 24). Ocean alliance's blank sailings have also slightly decreased. 2M alliance's blank sailings in May & June have considerably increased. Since this is the first summary for May & June and carriers haven't shown all cancelled sailings on their web schedule in June, we will keep updating it.

For blank sailing list per Consortium / Trade /Week, please see the table at the bottom of this article.

In early May 2020, we summarized the blank sailings in May & June last year.

Below is the comparison of blank sailings in May & June between 2020 and 2021 (by trade).

Trade	2020 Data		2021 Data	
Asia to TPWC	29	27.6%	50	62.5%
Asia to TPEC	22	21.0%	18	22.5%
Asia to NEU	27	25.7%	6	7.5%
Asia to MED	27	25.7%	6	7.5%
Total	105	100%	80	100%

Below is the comparison of blank sailings in May & June between 2020 and 2021 (by consortium).

Consortium	2020 Data		2021 Data	
THE	34	32.4%	24	30.0%
OCEAN	24	22.9%	17	21.3%
2M	25	23.8%	29	36.3%
OTHER	22	21.0%	10	12.5%
Total	105	100%	80	100%

There are 25 less blank sailings in May & June of 2021 compared to 2020. Blank sailings of 2021 are mostly on TPWC services, followed by TPEC. There are relatively few blank sailings for North Europe and Mediterranean. 2M alliance has relatively more blank sailings (It is the only alliance that has more blank sailings than 2020), followed by THE. In 2020, the number of blank sailings are relatively even across trades, with more blank sailings for THE alliance.

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

2021-05-10 Data					
Port	Extra	Add	Cancel	Skip	Total
Shanghai	+8	+2	-55	-17	-62
Ningbo	+6	+2	-41	-12	-45
Shenzhen	+4	0	-52	-11	-59
Qingdao	+2	+4	-19	-8	-21

In general, Shanghai has the most blank sailings and port skipping, but also the most extra loaders; Shenzhen ranks behind Shanghai, but has less port skipping compared to Shanghai; Ningbo has relatively fewer blank sailings, and the second most extra loaders.

There are one consortium's extra sailings as below.

WK	Trade	Consortium	ServiceCodes	Route	VesselVoyage
19	TPW	OCEAN	CMA(TWPKS)COSCO(CPNW)OOCL(PNW4)EMC(PE2)	CNTXG-CNTAO-CNSHA-CNNGB-CAPRR	XIN NAN TONG/428N

There are seven non-consortium's extra sailings as below.

WK	Trade	Carrier	Code	Route	Vessel&Voyage
20	TPW	ONE		CNNGB-CNSHA-KRPUS-USTIW	SEASPAN KYOTO/084E
20	TPW	YML	PN2	CNSHA-CNYTN-USTIW	YM EFFICIENCY/146E
20	TPW	CMA	PRX	CNXMN-CNYTN-CNSHA-USLGB	NORTHERN JUVENILE/0TXTIE1MA
21	TPE	EMC		CNNGB-CNSHA-CNYTN-USNYK-USSAV	ITAL USODIMARE/0030-147E
21	TPW	ONE		CNSHA-CNNGB-USLAX	MOL SUCCESS/123E
22	NEU	EMC		CNTAO-CNSHA-CNNGB-CNYTN-GRPIR-GBFEL-DEHAM	EVER UNICORN/0014-146W
24	TPW	ONE		KRPUS-CNSHA-CNNGB-USTIW	SEASPAN KYOTO/085E

Considering blank sailings, extra loaders, added or skipped ports of calling, we measure market capacity by using the calling times of Asia origin ports on TP&AE trade within nine weeks. Overall, there are 4485 scheduled callings and 4057 actual callings. Total 428 callings are reduced and calling ratio is 90%.

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

■ Ports

Almost every origin port has reduced callings, specifically 62 for Shanghai, 45 for Ningbo, 21 for Qingdao, 19 for Xiamen, 59 for Shenzhen, 20 for Hong Kong, 13 for Taiwan, 62 for Southeast Asia, and 56 for Korea. Lianyungang was added as a port of calling.

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	577	515	89%	-62
Ningbo	482	437	91%	-45
Lianyungang	7	6	86%	-1
Qingdao	187	166	89%	-21
Tianjin	63	63	100%	0
Dalian	27	27	100%	0
Xiamen	197	178	90%	-19
Fuqing	14	12	86%	-2
Shenzhen	581	522	90%	-59
Nansha	89	76	85%	-13
Hongkong	177	157	89%	-20
TaiwanPorts	195	182	93%	-13
S.E.AsiaPorts	640	578	90%	-62
KoreaPorts	358	302	84%	-56
JapanPorts	99	79	80%	-20
IndiaOceanPorts	486	453	93%	-33
MEastAsiaPorts	306	304	99%	-2
Total	4485	4057	90%	-428

■ Trades

Asia to TPWC trade has more reduced callings than other trades, and Asia to MED has less reduced callings than other trades. Actual callings on origin ports on TPWC have decreased by 229, 83 for TPEC, 70 for North Europe, and 46 for Mediterranean. TPWC also has the most decreased capacity.

Trade	Plan Calling	Actual Calling	Ratio	Variance	Plan Capacity	Actual Capacity	Ratio	Variance
Asia to TPWC	1545	1316	85%	-229	3501455	3076140	88%	-425315
Asia to TPEC	961	878	91%	-83	2140149	1971607	92%	-168542
Asia to NEU	1097	1027	94%	-70	3111840	3034649	98%	-77191
Asia to MED	882	836	95%	-46	1752584	1681409	96%	-71175
Total	4485	4057	90%	-428	10506028	9763805	93%	-742223

■ Consortiums & trades

- ✧ 2M consortium has the most reduced callings (-165) especially on TP trade. Compared with Apr 20, 2021 data, calling ratio is down from 87% to 83%.
- ✧ OCEAN consortium has 138 reduced callings. However, since the number of scheduled port callings by Ocean alliance itself was way higher than that of THE and 2M, they still have a port calling ratio of 90%. Compared with Apr 20, 2021 data, calling ratio is down from 91% to 90%.
- ✧ THE consortium has 111 reduced callings, and the calling ratio is 89%. Compared with Apr 20, 2021 data, calling ratio is up from 82% to 89%.

The reduced capacity for 2M alliance is mostly on TPWC and TPEC, especially TPWC. There are no capacity change for Asia to North Europe and Mediterranean. Ocean alliance has slightly reduced capacity on all four trades, but relatively more reduced capacity on the Mediterranean region. Reduced capacity for THE alliance is mostly on TPWC.

Consortium	Trade	Plan Calling	Actual Calling	Ratio	Variance	Plan Capacity	Actual Capacity	Ratio	Variance
2M	TPW	207	133	64%	-74	616281	417022	68%	-199259
2M	TPE	273	225	82%	-48	582800	482129	83%	-100671
2M	NEU	315	276	88%	-39	937675	937675	100%	0
2M	MED	189	185	98%	-4	506669	506669	100%	0
2M Total		984	819	83%	-165	2643425	2343495	89%	-299930
OCEAN	TPW	486	408	84%	-78	1116567	1057179	95%	-59388
OCEAN	TPE	288	273	95%	-15	669585	640318	96%	-29267
OCEAN	NEU	369	353	96%	-16	1150163	1121239	97%	-28924
OCEAN	MED	225	196	87%	-29	387747	344083	89%	-43664
OCEAN Total		1368	1230	90%	-138	3324062	3162819	95%	-161243
THE	TPW	423	354	84%	-69	908452	758055	83%	-150397
THE	TPE	207	191	92%	-16	491838	459996	94%	-31842
THE	NEU	215	202	94%	-13	693775	646050	93%	-47725
THE	MED	171	158	92%	-13	382073	354562	93%	-27511
THE Total		1016	905	89%	-111	2476138	2218663	90%	-257475
OTHER	TPW	429	421	98%	-8	860155	843884	98%	-16271
OTHER	TPE	193	189	98%	-4	395926	389164	98%	-6762
OTHER	NEU	198	196	99%	-2	330227	329685	100%	-542
OTHER	MED	297	297	100%	0	476095	476095	100%	0
OTHER Total		1117	1103	99%	-14	2062403	2038828	99%	-23575
Grand Total		4485	4057	90%	-428	10506028	9763805	93%	-742223

■ Ports & trades

All major ports basically have the most reduced callings on TPWC. Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	248	216	87%	-32
Shanghai	TPE	114	104	91%	-10
Shanghai	NEU	125	112	90%	-13
Shanghai	MED	90	83	92%	-7
Ningbo	TPW	180	156	87%	-24
Ningbo	TPE	87	80	92%	-7
Ningbo	NEU	125	119	95%	-6
Ningbo	MED	90	82	91%	-8
Lianyungang	TPE	7	6	86%	-1
Qingdao	TPW	63	49	78%	-14
Qingdao	TPE	43	41	95%	-2
Qingdao	NEU	45	43	96%	-2
Qingdao	MED	36	33	92%	-3
Tianjin	TPW	9	10	111%	1
Tianjin	TPE				
Tianjin	NEU	45	44	98%	-1
Tianjin	MED	9	9	100%	0
Dalian	NEU	18	18	100%	0
Dalian	MED	9	9	100%	0
Xiamen	TPW	90	81	90%	-9
Xiamen	TPE	54	47	87%	-7
Xiamen	NEU	35	33	94%	-2
Xiamen	MED	18	17	94%	-1
Fuqing	TPW	14	12	86%	-2
Shenzhen	TPW	257	222	86%	-35
Shenzhen	TPE	119	105	88%	-14
Shenzhen	NEU	115	112	97%	-3
Shenzhen	MED	90	83	92%	-7
Nansha	TPW	36	29	81%	-7
Nansha	TPE	9	6	67%	-3
Nansha	NEU	26	23	88%	-3
Nansha	MED	18	18	100%	0
Hongkong	TPW	81	71	88%	-10
Hongkong	TPE	61	54	89%	-7
Hongkong	NEU	26	25	96%	-1
Hongkong	MED	9	7	78%	-2

TaiwanPorts	TPW	117	111	95%	-6
TaiwanPorts	TPE	34	30	88%	-4
TaiwanPorts	NEU	26	25	96%	-1
TaiwanPorts	MED	18	16	89%	-2
S.E.AsiaPorts	TPW	216	187	87%	-29
S.E.AsiaPorts	TPE	155	139	90%	-16
S.E.AsiaPorts	NEU	179	168	94%	-11
S.E.AsiaPorts	MED	90	84	93%	-6
KoreaPorts	TPW	126	98	78%	-28
KoreaPorts	TPE	98	89	91%	-9
KoreaPorts	NEU	53	42	79%	-11
KoreaPorts	MED	81	73	90%	-8
JapanPorts	TPW	54	44	81%	-10
JapanPorts	TPE				
JapanPorts	NEU	45	35	78%	-10
JapanPorts	MED				
IndiaOceanPorts	TPW	54	30	56%	-24
IndiaOceanPorts	TPE	135	132	98%	-3
IndiaOceanPorts	NEU	171	165	96%	-6
IndiaOceanPorts	MED	126	126	100%	0
MEastAsiaPorts	TPW				
MEastAsiaPorts	TPE	45	45	100%	0
MEastAsiaPorts	NEU	63	63	100%	0
MEastAsiaPorts	MED	198	196	99%	-2
Total		4485	4057	90%	-428

Below table is the detailed blank sailing summary.

Consortium		Carrier/ServiceCode/PortRotation	WK 18	WK 19	WK 20	WK 21	WK 22	WK 23	WK 24	WK 25	WK 26		
THE	TPW	HPL(FP1)ONE(FP1)YML(FP1)HMM(FP1) <i>SGSIN-JPUKB-JPNGO-JPTYO-USLAX-USOAK</i>		X						X			
		HPL(FP2)ONE(FP2)YML(FP2)HMM(FP2) <i>SGSIN-THLCH-VNVUT-HKHKG-CNYTN-USLGB-USOAK</i>			X								
		HPL(PN3)ONE(PN3)YML(PN3)HMM(PN3) <i>HKHKG-CNYTN-CNSHA-KRPUS-CAVAN-USSEA</i>	X		X			X					
		HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4) <i>CNTAO-CNNGB-CNSHA-KRPUS-CAPRR-USTIW-CAVAN</i>	X	X									
		HPL(PS4)ONE(PS4)YML(PS4)HMM(PS4) <i>CNXMN-CNYTN-TWKHH-TWKEL-USLAX-USOAK</i>					X		X				
		HPL(PS5)ONE(PS5)YML(PS5)HMM(PS5) <i>CNSHA-CNNGB-USLAX-USOAK</i>		X									
		HPL(PS6)ONE(PS6)YML(PS6)HMM(PS6) <i>CNTAO-CNNGB-KRPUS-USLAX-USOAK</i>	X				X						
		HPL(PS8)ONE(PS8)YML(PS8)HMM(PS8) <i>CNSHA-KRKWA-KRPUS-USLAX-USOAK</i>	X		X		X						
		TPE	HPL(EC1)ONE(EC1)YML(EC1)HMM(EC1) <i>TWKHH-HKHKG-CNYTN-CNSHA-KRPUS-PAMIT-USSAV-USNCS-USNFK</i>	X									
			HPL(EC4)ONE(EC4)YML(EC4)HMM(EC4) <i>TWKHH-HKHKG-CNYTN-VNVUT-SGSIN-USNYK-USNFK-USSAV-USNCS</i>		X								
	HPL(EC6)ONE(EC6)YML(EC6)HMM(EC6)EMC(AUG) <i>TWKHH-HKHKG-CNYTN-CNNGB-CNSHA-KRPUS-USHOU-USMOB-USMSY</i>						X						
	NEU	HPL(FE2)ONE(FE2)YML(FE2)HMM(FE2) <i>KRPUS-CNSHA-CNNGB-CNNSA-CNYTN-SGSIN-MAPTM-GBSOU-FRLEH-DEHAM-NLRTM</i>	X										
		HPL(FE4)ONE(FE4)YML(FE4)HMM(FE4) <i>CNTAO-KRPUS-CNNGB-CNSHA-CNYTN-ESALG-NLRTM-DEHAM-BEANT</i>								X			
		HPL(FP1)ONE(FP1)YML(FP1)HMM(FP1) <i>JPSMZ-JPUKB-JPNGO-JPTYO-SGSIN-NLRTM-DEHAM-FRLEH</i>			X								
	MED	HPL(MD1)ONE(MD1)YML(MD1)HMM(MD1) <i>CNTAO-KRPUS-CNSHA-CNNGB-CNSHK-SGSIN-SAJED-EGDAM-ESBAR-ESVAL-ITGOA</i>		X									
		HPL(MD3)ONE(MD3)YML(MD3)HMM(MD3) <i>KRPUS-CNNGB-CNSHA-CNSHK-SGSIN-SAJED-ILASH-TRIST-TRIZT-TRALI-TRMER</i>		X									
	OCEAN	TPW	CMA(CPNW)COSCO(MPNW)OOCL(PNW2) <i>CNYTN-CNXMN-CNNGB-CNSHA-KRPUS-USSEA-CAVAN</i>					X					
			CMA(DAH)COSCO(OPNW)OOCL(PNW1)EMC(PNW1) <i>CNSHK-HKHKG-CNYTN-TWKHH-CAVAN-USSEA</i>	X									
			CMA(GEX)COSCO(AAS3)OOCL(PCS2)EMC(HTW) <i>TWTPE-CNXMN-HKHKG-CNYTN-USLAX-USOAK</i>		X								
			CMA(HBB)COSCO(AAC2)EMC(CPS) <i>CNTAO-CNSHA-CNNGB-USLAX-USOAK</i>		X								
CMA(JDX)COSCO(AAS4)EMC(TPA) <i>HKHKG-TWKHH-TWTPE-USLAX-USOAK-USTIW</i>						X							
CMA(NWX)COSCO(EPNW)OOCL(PNW3)EMC(TPN) <i>CNTAO-CNSHA-CNNGB-TWKHH-CNYTN-USTIW-CAVAN</i>					X								
CMA(TWPKS)COSCO(CPNW)OOCL(PNW4)EMC(PE2) <i>HKHKG-CNYTN-CNNGB-CNSHA-CAPRR-CAVAN</i>			X			X							
TPE		CMA(CJX)COSCO(AWE5)OOCL(SEAP-USEC)EMC(PE1) <i>CNYTN-VNVUT-SGSIN-MYPKG-LKCMB-CAHAL-USNYK-USNFK-USSAV-USNCS</i>			X								
		CMA(GMXP)COSCO(GME)OOCL(GCC2)EMC(GME) <i>CNSHA-CNNGB-CNXMN-CNYTN-USHOU-USMOB-USTAM</i>		X									
		CMA(TWS)COSCO(AWE3)OOCL(ECC1)EMC(AUE) <i>CNXMN-TWKHH-HKHKG-CNYTNPAONX-USSAV-USNYK-USNFK-USBAL</i>	X										
NEU		CMA(FAL7)COSCO(AEU7)OOCL(LL3)EMC(NE7) <i>CNXMN-CNNSA-HKHKG-CNYTN-VNVUT-MYPKG-GRPIR-DEHAM-NLRTM-BEZEE-GBFEL</i>		X					X				
		CMA(BEX)COSCO(AEM3)OOCL(EM1)EMC(BEX) <i>KRPUS-CNSHA-CNNGB-CNXMN-CNSHK-SGSIN-EGPSD-LBBEY-TRIZT-TRIST-ROCND-UAODS</i>		X									
MED		CMA(BEX2)COSCO(AEM6)OOCL(AAS)EMC(BEX2) <i>CNSHA-CNNGB-KRPUS-CNSHK-SGSIN-MTDIS-SIKOP-ITTRI-HRRJK-EGPSD</i>		X									
		CMA(NEWMEX2S)COSCO(AEM1)OOCL(WM1)EMC(MD2) <i>CNTAO-CNSHA-CNNGB-TWKHH-HKHKG-CNYTN-SGSIN-GRPIR-ITSPE-ITGOA-FRFSM-ESVAL</i>	X					X					

Consortium	Trade	Carrier/ServiceCode/PortRotation	WK	WK	WK	WK	WK	WK	WK	WK	
			18	19	20	21	22	23	24	25	26
2M	TPW	MSK(TP1)HSD(UPAS5)MSC(MAPLE)ZIM(ZP8) <i>CNNSA-CNYTN-CNSHA-KRPUS-JPYOK-CAPRR-CAVAN</i>		X	X	X	X				
		MSK(TP2)HSD(UPAS 2)MSC(JAGUAR)SML(PS2) <i>CNNSA-CNYTN-USLGB-USOAK</i>			X						
		MSK(TP3)MSC(SEQUOIA)SML(PS6)HSD(UPAS6) <i>CNNGB-CNSHA-USLAX</i>		X	X	X					
		MSK(TP6)HSD(UPAS 3)MSC(PEARL) <i>VNVUT-HKHKG-CNYTN-CNXMN-USLAX</i>			X						
		MSK(TP8)HSD(UPAS 1)MSC(ORIENT)SML(PS1) <i>CNTAO-CNSHA-CNNGB-KRPUS-USLGB-USOAK</i>	X	X		X			X	X	X
		MSK(TP9)HSD(UPAS 4)MSC(EAGLE)ZIM(ZP9) <i>TWKHH-CNXMN-CNYTN-CNNGB-CNSHA-KRPUS-CAVAN-USSEA</i>			X	X	X				
		MSK(TP11)USEC6)MSC(ELEPHANT) <i>THLCH-SGSIN-MYTPP-LKCMB-OMSL-USNYK-USNFK-USSAV</i>				X					
		MSK(TP12)HSD(ASUS2)MSC(EMPIRE)ZIM(ZBA) <i>CNYTN-CNXMN-CNNGB-CNSHA-KRPUS-USNYK-USNFK-USBAL</i>					X	X	X		
		MSK(TP16)HSD(ASUS3)MSC(EMERALD)ZIM(ZSA) <i>CNXMN-CNYTN-CNSHA-KRPUS-USSAV-USNFK-USNYK</i>			X	X					
	TPE	MSK(TP17)HSD(ASUS5)MSC(AMERICA)ZIM(Z7S) <i>HKHKG-CNNSA-CNYTN-VNVUT-SGSIN-USNYK-USSAV-USMIA-BSFPO</i>						X	X	X	
		MSK(TP18)HSD(ASUS4)MSC(LONE STAR)ZIM(ZGC) <i>CNNGB-CNSHA-KRPUS-USMOB-USHOU-USMSY-USMIA-BSFPO</i>								X	X
	OTHER	TPW	CMA(EX1) <i>CNTAO-CNSHA-KRPUS-USLAX-USOAK</i>			X	X				
			MSC(CHINOOK) <i>CNYTN-CNSHA-KRPUS-CAVAN</i>	X							
			WHL(AA5) <i>TWKHH-CNYTN-CNSHA-CNNGB-USSEA-USOAK</i>	X		X					
			ZIM(ZX2) <i>THLCH-VNVUT-CNYTN-USLAX-USTIW</i>	X			X				
			ZIM(ZX3) <i>TWKHH-CNSHA-CNNGB-USOAK-USLAX</i>		X						
		TPE	COSCO(AWE6)OOCL(VCE) <i>CNLYG-CNTAO-CNSHA-CNNGB-CNYTN-VNVUT-SGSIN-GRPIR-USNYK-USSAV</i>				X				
NEU		COSCO(IEX)HPL(IEX)ONE(IO3)OOCL(IP3)YML(IEX)	X								
		<i>IndianPorts-LKCMB-INCOK-EGDAM-GRPIR-NLRTM-GBLGP-DEHAM-BEANT-FRLEH</i>									

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